

# THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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## THE BOND SETTLEMENTS AND THE MONEY MARKET.

During the past week the Government has virtually closed all the outstanding bond accounts. Secretary Sherman announced last Saturday that this was to be done, and further stated that even at that date only about three millions in the United States and seven millions at London remained to be settled for. Without doubt this ten millions has been paid off since that announcement, in bonds or cash, and hereafter there will therefore be no special Government drain on the market. On the contrary, there should be from this time a constant flow, out of the Treasury into the market, of currency or coin held to redeem the unrepresented called bonds. What amount is thus held by the Government at the close of September may be quite closely approximated. Comparing the statement made public last Saturday with the similar Treasury figures issued the first of September, we find the following changes had taken place in twenty days.

| Description.  | Called Bonds Unrepresented. |              | Decrease in 20 Days. |
|---|-----------------------------|--------------|----------------------|
|   | Sept. 1.                    | Sept. 20.    |                      |
| Five-Twenties of 1862, act Feb. 25, 1862.....           | \$400,300                   | \$400,300    | \$.....              |
| Five-Twenties of 1864, act June 30, 1864.....           | 1,4507                      | 70,450       | 1,000                |
| Five-Twenties of 1865, M. & N., act March 31, 1865..... | 137,200                     | 125,500      | 11,700               |
| Consols, 1865, act Mch. 31, '65.                        | 1,079,200                   | 981,850      | 97,350               |
| Consols, 1867, act Mch. 31, '65.                        | 10,696,700                  | 8,179,000    | 2,517,700            |
| Consols, 1868, act Mch. 31, '65.                        | 3,229,450                   | 2,860,750    | 368,700              |
| Ten-Forties, March 3, 1864.....                         | 24,813,200                  | 18,188,600   | 6,624,600            |
| Total outstanding.....                                  | \$40,427,500                | \$30,806,450 | \$9,621,050          |
| Interest held for above.....                            | 1,700,670                   | 1,300,000    | 400,670              |
| Total bonds and interest.....                           | \$42,128,170                | \$32,106,450 | \$10,021,720         |

This shows us that the total of these unrepresented bonds decreased \$9,621,050 during the twenty days from September 1 to September 20, so that with the interest paid on them, the balance in the Treasury would have decreased during those twenty days of the month about ten million dollars, had it not been for the further cash payments made into the Treasury during the same period by the syndicate bankers. Since last Saturday, and up to this time, it is probable that about eight millions more of called bonds have been taken in, so that the amount which will appear to be outstanding, according to the Treasury statement to be issued the first of October, should aggregate, with interest, not far from twenty millions, against thirty-two millions September 20, and forty-two millions September 1.

If this estimate is correct, we shall begin the month of October with, say, twenty millions in the Treasury, held for the redemption of these called bonds whenever presented. Of course no more payments will be made to the Government—all purchases having, as stated, been settled for—and hence this money should gradually come out of the Treasury and enter again into the channels of commerce.

It is matter of congratulation that the money market is thus finally relieved from the uncertainties which have hung over it ever since the year began, by reason of these large Government operations. Very many good judges felt that it was impossible to carry them through without serious disturbance. But now that the end is reached, it can be looked back upon as being, in this respect as well as in all others, one of the most successful transactions any government ever perfected. Of course during its progress each step has necessarily been a source of anxiety to every one interested in the smooth working of the money market. It is satisfactory, therefore, to know that all this has changed, and that hereafter the Government movements will become a very much less important influence.

We thus have a pretty fair guaranty of easy rates for money during the remaining fall months—that is to say, the market will not only be relieved from this dis-

turbing fear of Treasury action, but will be constantly receiving out of the Treasury the funds temporarily locked up to redeem the unpresented bonds. Besides that, our receipts of gold from abroad and from home production, are no inconsiderable items. Since the first of January the *net* imports of gold at New York have been 30½ million dollars; during the same time we have produced at least 25 millions, which gives us a total of 55½ millions added to our gold currency since the year began, and both of these sources of supply must in all probability continue in full action for some time to come. Then again, the West and South will, after a brief period, cease their drain upon us and begin to send back the currency they have required to move their crops.

It would not be reasonable, however, to anticipate a return to the easy rates ruling early in the year. The business situation has entirely changed. Wall street needs more money to carry its stocks at the higher values, though a considerable percentage of purchases has been for investment and taken off the market. The mercantile demand for money has also increased and will continue to increase, the prices of almost every production being higher and their movement very active. In addition to all this there is a new spirit of enterprise manifest in the increased activity in real estate, in building, and in the recent undertakings which have been brought forward, as well as in the many others which are still in their incipient stages. Altogether, we must conclude then, that such a change has taken place in the commercial situation, as will prevent the money market from relapsing into that old stagnant condition which had become so depressing from its very monotony.

#### THE RAILROAD PROBLEM AND THE GENERAL GOVERNMENT.

The leading actors in the railroad controversy appear to be tending towards an acquiescence in, or active adoption of, some plan of regulation by the General Government. We have new evidences of this in the letter, published last week, of the special committee of the Chamber of Commerce to Presidents Vanderbilt and Jewett, and Mr. Vanderbilt's reply to that letter; and further in the favor with which the Presidents of the Pennsylvania and Baltimore roads have received this proposition.

To many this may seem a sudden turn—a piece of dramatic surprise. But it is not very long since one of the vice-presidents of the Pennsylvania Railroad publicly expressed the opinion that this would be found the best settlement, and it has not been very hard, for some months past, to discover whither the subject has been drifting. It is too large a matter to treat hastily. But we cannot let the occasion pass without protesting, as we feel bound to protest upon every occasion, against the prevalent and growing disposition to commit to the General Government the disposal of every troublesome subject. If anything is very large, requiring the use of a great deal of time and money; or if it is unpromising, so that private enterprise declines to touch it, like all the grand railroad and canal schemes; or if it is knotty with legal difficulties; or if it involves so many conflicting rights and so far contemplates the impossible that nobody has found a way for accomplishing it;—in either of these cases, the cry is ready, Let the Government do it! It is proposed that the Government shall collect debts due to private persons by subordinate civil divisions. Even this great State follows the example of begging, and applies to the Government to get a little creek at the seaport dug

out and improved. We can hardly doubt that if the evangelization of the entire population were seriously talked of—especially if any money was to be spent in it—the General Government would be urged to undertake the work.

The objections to this habit of appealing to Hercules are practical, not theoretical, and they are in plain sight. That it is inconsistent with republican institutions may be rather a theoretical objection, because those institutions are an experiment on trial and the tendency to thus pervert them may as well enter in as part of the trial; but—as we urged in case of the riots of 1877—it is not well to try to put a political inconsistency into practice. A republican government may or may not be better than a monarchy here, but it is not well to try combining the two; if we attempt grafting the practice of a "strong government" upon the scheme of a gentle one, we shall get the advantages of neither. So, if we are to have our government hardened and strengthened, let it be done openly and intelligently.

A practical objection is that our government cannot perform these various regulative services well. In reality, the nature of government is misconceived by perhaps eight out of ten persons. It is supposed to be an entity possessing some peculiar, if not supernatural, wisdom, foresight, benevolence, and power to manage that to which individuals are unequal. In a measure, this is true of a monarchy, which has perpetual succession and great power, so that it can and does command and retain the ablest men in its work, and can and does have an effective civil service. But in our government, turned over quadriennially, the foot-ball of party struggles, with certain tenure nowhere and none of the efficiency which a tenure based thereon produces, the idea of superiority except in the particular of *bigness* is absurd. In fact and notoriously, government work in every department is slow, costly, wasteful, and badly done, as compared with private work; there is no exception to this. How can it be expected that government, unable to heal itself or to do reasonably well what it now has to do, can heal others and get along after undertaking a variety of other work? There is no peculiar efficiency in government; on the contrary, its inefficiency is peculiar. That mature men, educated in commercial life, in which they have achieved success, can come under a delusion on this subject, signally illustrates the spread of a mischievous habit of feeling, unchecked by the test of reflection. Furthermore, would not the power to corrupt the Government be vastly increased if we turn over to its control our extensive railroad capital? We have seen that self-interest can unite these corporations in one autocratic head for operation. Now, however, their influence must be exerted on each State legislature, to make their plans effective; then they would only have to buy up one legislative body instead of about forty. Imagine, too, what a power in politics they would become, for they could easily make and unmake Presidents. But we refrain from entering upon any special discussion of the question of Government control of our railroads, preferring at this time to rest our objection, upon the general grounds mentioned.

#### THE STATE OF TRADE.

It is reasonable that our markets should show a reaction from the depression under which they have so long rested. Prices in many cases were relatively low, and there was room for improvement. But with the new sense of security the resumption of specie payments

affords, a feeling of exhilaration appears to have pervaded all business circles, leading to an indiscriminate speculation. It first showed itself on the Stock Exchange, but has gradually affected the value of nearly every description of property. For illustration, compare the prices of some of our leading productions, the last of August, with those of Tuesday of this week :

|                                     | Aug. 29.                         | Sept. 23.                        |
|-------------------------------------|----------------------------------|----------------------------------|
| Flour, extra State, per barrel      | \$4 35                           | \$5 25                           |
| Wheat, No. 2 red winter, per bush   | 1 10 <sup>1</sup> / <sub>2</sub> | 1 30                             |
| Corn, No. 2 mixed, per bush         | 0 45 <sup>3</sup> / <sub>4</sub> | 0 55                             |
| Rye, No. 2 Western, per bush        | 0 64                             | 0 78                             |
| Oats, No. 2 mixed, per bush         | 0 31 <sup>1</sup> / <sub>4</sub> | 0 38                             |
| Pork, Western mess, per barrel      | 8 75                             | 9 15                             |
| Lard, prime Western, per 100 pounds | 5 82 <sup>1</sup> / <sub>2</sub> | 6 57 <sup>1</sup> / <sub>2</sub> |
| Bacon, long clear, per 100 pounds   | 5 00                             | 5 62 <sup>1</sup> / <sub>2</sub> |
| Butter, prime creamery, per pound   | 0 17                             | 0 26                             |
| Cheese, prime factory, per pound    | 0 05 <sup>1</sup> / <sub>2</sub> | 0 10                             |
| Coffee, fair Rio, per pound         | 0 13 <sup>1</sup> / <sub>2</sub> | 0 15 <sup>1</sup> / <sub>4</sub> |
| Sugar, good refining, per pound     | 0 06 <sup>3</sup> / <sub>4</sub> | 0 07                             |
| Pig iron, No. 1 American, per ton   | 22 00                            | 27 00                            |
| Petroleum, refined, per gallon      | 0 06 <sup>3</sup> / <sub>8</sub> | 0 07 <sup>1</sup> / <sub>4</sub> |

This list might be extended, but it is sufficient for our purpose. In not more than one of these articles is there any prospective deficiency in the supply. The scarcity in pig iron, for immediate delivery, arises largely from speculative causes, and threatens to result in excessive production. The danger arising from the speculation for an advance in breadstuffs, in the face of enormous supplies and at the very outset of a crop year, which we pointed out last week, received a forcible illustration in the sharp reaction in prices which took place on Wednesday of this week, and it will be well if the admonition be not lost.

The most notable advance that is recorded above is in cheese, amounting, as it does, to nearly one hundred per cent. In part the rise was entirely legitimate, for when the price of an important article of food is exceedingly low—lower, in fact, than will afford a reasonable return to the producer—whoever refuses to buy, in the hope of reducing prices still lower, generally suffers for it. The statistics of the movement of cheese for September are, of course, not made up as yet, but it is said there is a material deficiency in supplies from the West. For the two months ending September 1st, the receipts were 25 per cent less than last year, and the exports only 21 per cent less. But the influence of the higher prices upon receipts and exports will probably soon change the situation.

With reference to the speculations in pork, bacon, and lard, they appear to be alike in the face of a favorable statistical position. In former years we have gone into the new season, which begins with November 1st, with a surplus of not over 50,000 tierces old lard. This year the new season will, it is estimated on the basis of current stocks, find us with a surplus of about 200,000 tierces, and 2,000,000 more hogs of an average weight somewhat heavier than that of a year ago. The stocks of lard in New York and Chicago on the 15th September were 222,000 tcs., against 85,500 tcs. on the corresponding day of last year. On January 1, 1879, it was estimated that there were 34,766,100 hogs in the United States, of which the thirteen packing States had 20,915,800; against January 1, 1878, 32,262,500, of which the thirteen packing States had 19,298,400. Bacon has been rapidly advancing here, in sympathy with affairs in Chicago. An important "short" interest was developed there, and the movers in it have pressed their advantage, as illustrated by the fact that they were selling rib bellies loose in settlement of contracts at 6c., while to shippers they were selling at 5<sup>1</sup>/<sub>2</sub>c. boxed, a difference of fully 1c. per lb. The future of cut meats, bacon and lard is not apparently very promising. In recent years, at this date, from one-quarter to one-half of the entire crop was usually sold for future delivery to shippers; whereas now, with the

packing season almost upon us, few large transactions in new crop products for future delivery have been effected.

We might point out similar conditions in other markets, nearly all illustrating the action of a prevailing spirit of speculation rather than a rise based upon an enlarged demand or a deficiency in supply. In calling attention to this wide-spread movement, we have no desire to discourage the increasing confidence, or to see checked the general activity which has been developed; nor do we expect or wish to prevent speculation, for to an extent it is desirable, and furthermore it will always grow out of the conditions which now exist. But it is very undesirable that it should be carried so far as to cut short by high prices the foreign demand for any of our productions. There is certainly great danger of this. During the past six months the very result we are fearing has happened in our cotton goods trade—prices have been run up so that shipments had to be stopped in some directions. One would have thought that manufacturers supposed there was going to be a permanent deficiency in the production of cotton. The last two weeks' receipts, however, appear to have disabused their minds and now we find prices weakening. There is a good basis in nearly all departments for higher values than did rule last year; but we have a surplus of almost everything, and in many cases a very large surplus for the outside world to take. If we shut down the gates and refuse to let it out now while there is a chance, we must not complain of the disastrous flood from which we may suffer later on.

#### DISARMAMENT IN EUROPE.

For some weeks past there has been not a little coming and going between the leading persons at the courts of Germany and Austria. Count Andrassy paid a formal visit to Prince Bismarck at Gastein; and now Prince Bismarck returns the compliment and becomes the guest of Count Andrassy at Vienna. To these visits and to the diplomatic interchange of thought, supposed to be inseparable therefrom, much mystery as well as much political importance has been attached. It now appears that among the many subjects which have come under discussion, during these interviews, must be included that of general European disarmament.

It will indeed be gratifying if this proves to be the object at which the two great statesmen have been aiming by a strong alliance; Russia will be separated from the rest of Europe, and peace will be maintained among the nations, without continuing the evil of huge standing armies.

In the empire as formerly in the kingdom of Prussia, it is the army first, and everything else second. Every able-bodied youth is taught the art of war, is bound to serve a term of three years in the regular army, and is liable ever afterward, unless incapacitated by age or sickness, to be called upon for service in the *landwehr*. We have often pointed out how utterly opposed such a system is to many of the best interests of a nation and people. It absorbs the people's means; it clogs the wheels of industry; it takes away from productive pursuits a large percentage of intelligent power; it demoralizes a large proportion of the best elements of the population, and unfits them for active business. It is not easy to exchange the camp or the barracks for the counting house or the work-shop. Such is the military system of Germany; and such, substantially, is the military system which prevails over the entire continent of Europe. The necessities of self-defense make it imperative that, so long as any one of the great Powers remains

in a war attitude, the others must be likewise on the watch and equally ready for action. It results from this state of things that the chances of war are greatly multiplied, and that some of the very worst effects of war are experienced in times of peace. It is really lamentable to reflect that, during the present peace, there are probably doing military duty on European soil not fewer than three millions of men—all of them able-bodied, many of them men of talent, not a few of them men of special skill and experience—and that as a whole they are not only non-producing, but a burden to the community.

The policy of blood and iron which is good enough—perhaps the right thing—for war, is ill adapted for peace. In spite of the milliards which Germany obtained from France, Germany is poor, and is every year becoming poorer by reason of the weight of her vast military establishment. Relatively the experience is the same in Austria, in Italy, in France, and in the smaller nations. Everywhere the evil is felt; but the question has been, how to get rid of it. It was not to be expected that Italy or France would disarm, and thus place themselves, the one at the mercy of Austria and the other at the mercy of Germany. It was as vain to expect that the example would be set either by Germany or by Austria. It was possible, however, by forming suitable alliances, to initiate a policy of peace and of disarmament. Russia, it would seem, is now regarded as the one Power which threatens the peace of Europe. This, it is manifest, is the opinion of Prince Bismarck. An alliance, offensive and defensive, between Austria and Germany would prove a barrier-wall against any movement which Russia might desire to make towards the west. Such an alliance has to all intents and purposes been formed. With regard to Russian aggression south of the Danube and more to the East, it seems to be taken for granted that that may safely be left to Great Britain, France, and Italy. Such seems to be the theory. Germany and Austria in alliance, will always be able, even with reduced armies, to resist any aggressive movement on the part of Russia. It remains to be seen whether and to what extent disarmament will be carried out. This one thing, however, is certain;—disarmament in Germany and Austria will be followed by disarmament in France, in Italy, and, indeed, in all the Continental nations. If Bismarck should attempt and should succeed in this policy, he will prove himself a benefactor not to his own people only, but to Europe and the entire human family.

#### INDIA TRADE AND THE CONSUMPTION OF COTTON.

The *Times of India*, under date of August 15, gives the following review of the trade of Bombay for the first six months of the year. We would call special attention to its remarks with regard to the future consumption of cotton goods.

In reviewing the export season of 1879, we are at once struck with the great falling off in the amount of produce shipped from this port. With the exception of teelseed and wool, the shipments of all the principal articles of export compare unfavorably with previous years, as will be clearly seen from the following table:

|                  |       | First six months of |         |           |           |
|------------------|-------|---------------------|---------|-----------|-----------|
|                  |       | 1879.               | 1878.   | 1877.     | 1876.     |
| Cotton.....      | Bales | 532,858             | 607,755 | 747,160   | 811,126   |
| Wool.....        | "     | 36,061              | 34,790  | 28,540    | 36,490    |
| Linseed.....     | Cwt.  | 417,411             | 491,088 | 1,181,845 | 2,096,944 |
| Rapeseed.....    | "     | 156,439             | 339,667 | 600,100   | 354,286   |
| Teelseed.....    | "     | 381,830             | 288,216 | 146,282   | 295,428   |
| Wheat.....       | "     | 732                 | 215,951 | 670,188   | 711,473   |
| Myrabollams..... | "     | 104,907             | 223,359 | 141,720   | 128,881   |
| Hemp.....        | "     | 23,573              | 28,012  | 42,344    | 40,729    |

The above figures are a striking proof of the contraction of the trade of the port. The value of our foreign export trade for the first six months in 1876 was nearly four crores more than this year, and gave employment for 120 more ships and steamers than in 1879. Is it any wonder that a reduction of establishments and a restriction of office expenses is going on, and that merchants have awaited with an anxiety never felt before the result of this year's rainfall? The heavy downpour of last monsoon gave promise of good crops, and it was not realized til

the beginning of this year how the lateness of the rains in some parts and the excessive fall in others had reduced the quantities of cotton and seeds available for export. The greatest falling off was in the cotton crop of the Berars, which has proved to be only ten annas of last year's. Nearly all produce was six weeks late. This was particularly damaging to the cotton trade of this port, as it kept up prices, and while Surats were both dear and scarce, Americans were plentiful and cheap, and the Continent turned its attention to the latter. Indeed, in Bombay, during the first half of the season, there was almost a cotton famine. Fortunately the extraordinary rise which ran prices up 25 per cent began in Liverpool and New York, it is said owing to Rothschild's buying 200,000 bales in each place. Bombay of course profited by the advance, and though there has been a heavy fall since June, it is generally admitted there is not much unsold cotton *en route* to Liverpool, and of native consignments the quantity does not probably exceed 12,000 bales. The shipments for the first six months of 1879 are 75,000 bales less than last year, but stocks here are heavier. The exports are 280,000 bales less than in 1876. A painful evidence of the effect of bad monsoons. The position of cotton was called statistically strong two months ago, and in spite of statistics it has fallen 5d. per lb., or nearly £1 per bale.

As long as the existing spinning and manufacturing machinery of the world kept working, cotton was in a strong position. Notwithstanding the yearly increase of the American crop, the number of new mills erected consumed all that was grown. But the world, owing to wars and famines, could not take off all the cloth manufactured, and every market was glutted with Manchester goods. The anomaly of dear cotton with cheap and unsalable goods presented itself. Manchester manufacturers would not combine to work short time, and so reduce the price of cotton. But when the City of Glasgow Bank failed, finding their financial facilities withdrawn, merchants and manufacturers had to curtail their operations; short time became general, and cotton fell 1d. per lb. When confidence was restored the old story was repeated,—the consumption of cotton overtook its production. Then came the rise of last spring. Much of it was legitimate, but was carried too far by successful speculators. The production of cloth having once more exceeded the world's wants, goods could not follow the upward movement, and manufacturers were being rapidly ruined. Exhausted by their former efforts, they were unable to carry on the unequal game, and in every town in Lancashire half of the mills are now either closed or working short time, and it is probable that the outturn of cloth has not been so small for the last ten years as it has been for the last two months. This, of course, was the proper policy to adopt, and the result is that cotton has fallen. Spinners and manufacturers, however, are now in a better position than they have been in for months; and if this monsoon will only prove a success, and exchange keep up, we shall see a good business in Manchester and a moderate re-action in Liverpool. But we do not believe that all the existing cotton machinery of the world can be profitably employed until after two years of good harvests in India and China.

The proportion of shipments of Surats to Liverpool direct by European firms is rather larger than usual. The Continent preferred Americans, and during the great spurt remained wonderfully inactive, looking calmly on at the wild game that was being played in Liverpool and New York. Dissatisfaction with the classifications of Liverpool brokers has not been so general as in former years, and the dislike and disinclination to ship to that port, if it were possible to sell in the Continent, has not been so marked. The Liverpool broker never did a wiser thing for his own interest than in consenting to carry out the system of mutual allowances. A large share of the previous year's exports to Liverpool were on native account, and of which Nursey Kessowjee shipped something like 35,000 bales. English shippers avoided that market as much as possible, complaints being rife that the cotton being bought to arrive was for speculation and not for spinning, arbitrations were called for on every shipment in the hope of getting some allowance, and in which hope the buyers were not often disappointed. This season natives have hardly shipped anything, and there is every reason to believe the mutual allowance system has induced considerable amount of the Liverpool business.

We doubt whether the Broach and Omrawuttee districts are capable of growing better cotton than they did this season. The high prices ruling here attracted cotton from every part of India, and a great quantity of short-stapled cotton came from Rutlam, Sevnee, Khundwah, &c., which the natives mixed with Barsee and Kirklee; but they soon found it unsalable, and the practice was finally knocked on the head by the Cotton Frauds Department confiscating some bales from which the stamp "Mixed" had been rubbed off. The Dhollera crop was also satisfactory, but the cyclone which passed over Bombay in May did an immense amount of damage to the later arrivals. While Westerns was one of the best, saw-ginned Dharwar was the worst crop we have had for years. Whether it is owing to the deterioration of the seed or from the bad condition of the gins it is difficult to say. We are inclined to think the latter, and the attention of the Government officers should be directed without delay to the condition of this important article of export from the Dharwar districts. The prospects for the next season are, so far, promising. Sunshine is said to be wanted in the Berars, and with last year's experience there will be very little disposition to speculate until the safety of the country is assured. The acreage under cultivation will certainly not be less than last year, and we may confidently expect the shipments will be at least 600,000 bales. Whether this article of export of the value of nearly £6,000,000 is to be moved from this country at a profit to the shippers or not is a question beyond us. We need not here compare the relative acuteness of the European and native merchant, but the latter is at all events not a keen shipper on his own account, and is practically dependent on European houses for the transfer of his produce to Europe. With some moderation, then, of the keen competition, with an occasional combination and a general resolve not to work without a fair commission, there is no reason why the European shipper should not receive the due reward of his labor, some return that is on his capital as well as a fair compensation for exile from his own country.

**Monetary & Commercial English News**

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

| EXCHANGE AT LONDON—<br>SEPTEMBER 12. |         |   | EXCHANGE ON LONDON. |        |   |
|--------------------------------------|---------|---|---------------------|--------|---|
| ON—                                  | Time.   | Rate.   | Latest Date.        | Time.  | Rate.   |
| Amsterdam                            | Short.  | 12.2 <sup>1</sup> / <sub>4</sub> @ 12.3 <sup>1</sup> / <sub>4</sub> | Sept. 11            | Short. | 12.10   |
| Amsterdam                            | 3 mos.  | 12.4 <sup>1</sup> / <sub>4</sub> @ 12.4 <sup>3</sup> / <sub>4</sub> | Sept. 11            | Short. | 25.39   |
| Antwerp                              | "       | 25.5 <sup>2</sup> / <sub>2</sub> @ 25.5 <sup>7</sup> / <sub>2</sub> | Sept. 11            | "      | 25.34   |
| Paris                                | Short.  | 25.3 <sup>2</sup> / <sub>2</sub> @ 25.4 <sup>2</sup> / <sub>2</sub> | Sept. 11            | "      | 20.48 <sup>1</sup> / <sub>2</sub>   |
| Paris                                | 3 mos.  | 25.4 <sup>5</sup> / <sub>2</sub> @ 25.50                            | Sept. 10            | 3 mos. | 24.15 <sup>1</sup> / <sub>16</sub>  |
| Hamburg                              | "       | 20.62 @ 20.66   | Sept. 10            | "      | 117.80  |
| Berlin                               | "       | 20.62 @ 20.66   | Sept. 10            | "      | 47.30   |
| Frankfort                            | "       | 20.62 @ 20.66   | Sept. 11            | 3 mos. | 28.25   |
| Leipzig                              | "       | 20.62 @ 20.66   | Sept. 12            | Short. | 4.82  |
| St. Petersburg                       | "       | 24 <sup>1</sup> / <sub>4</sub> @ 24 <sup>1</sup> / <sub>2</sub>     | Sept. 12            | 6 mos. | 1s. 8 <sup>1</sup> / <sub>16</sub> d. @ 1 8 <sup>1</sup> / <sub>16</sub> d. |
| Copenhagen                           | "       | 18.50 @ 18.55   | Sept. 12            | "      |   |
| Vienna                               | "       | 11.95 @ 12.00   | Sept. 12            | "      |   |
| Madrid                               | "       | 46 <sup>3</sup> / <sub>8</sub> @ 46 <sup>5</sup> / <sub>8</sub>     | Sept. 12            | "      |   |
| Cadiz                                | "       | 46 <sup>1</sup> / <sub>2</sub> @ 46 <sup>3</sup> / <sub>4</sub>     | Sept. 12            | "      |   |
| Lisbon                               | 90 days | 51 <sup>7</sup> / <sub>8</sub> @ 52 <sup>1</sup> / <sub>8</sub>     | Sept. 12            | "      |   |
| Genoa                                | 3 mos.  | 28.80 @ 28.85   | Sept. 12            | "      |   |
| New York                             | "       | 1s. 7 <sup>1</sup> / <sub>16</sub> d.                               | Sept. 12            | "      |   |
| Bombay                               | 60 days | 1s. 7 <sup>1</sup> / <sub>16</sub> d.                               | Sept. 12            | "      |   |
| Calcutta                             | "       | 1s. 7 <sup>1</sup> / <sub>16</sub> d.                               | Sept. 12            | "      |   |

[From our own correspondent.]

LONDON, Saturday, September 13, 1879.

The demand for money during the week has been upon an exceedingly moderate scale, and the rates of discount have had a downward tendency. The quotation for the best three months' bills is not more than 1 per cent, and in some cases business has been negotiated at 7/8 per cent. Trade has been generally very quiet, and the department for cotton goods remains entirely unremunerative. Manufacturers are still making efforts to reduce wages, and strikes continue to be made in some localities. For iron, the trade remains steady, and the recent improvement is maintained. As regards the weather, it has been as favorable as could be expected now that we are so near the autumn; in fact, it is quite autumn weather; but although the rainfall has been trifling, the crops of wheat are not being harvested in good condition. It is to be feared that the grain has never thoroughly ripened, and that it will present great deficiencies when it is threshed. This will obviously surprise no one, as the season having been throughout so unpropitious, even the most sanguine optimist could arrive at no other conclusion. The small production of wheat in this country—probably the smallest on record—and the falling off in the deliveries, arising out of the lateness of the harvest and the small crop, together with the fact that France and some other Continental countries require a moderate supply from abroad, have caused the trade for wheat to rule somewhat firmer, and a small advance has been established in prices. It was foreseen that as soon as the American supplies began to fall off the trade would assume a stronger position. No one expected that the United States would continue to ship produce on so abundant a scale, but it was argued that if those heavy shipments failed to actually depress the trade, there should be more steadiness in it when they commenced to diminish. There are some who believe in a slight rise in prices—say of about 5s. per quarter—during the next two months, but they are also of opinion that that advance will be fully sufficient to attract the supply we require. Thus far, the large importation of grain has had no perceptible effect upon the gold market. This week, a considerable quantity has been sent from Paris *via* Havre, but there has been no export movement from this country. On the contrary, we are receiving gold from the Continent, and the supply here is increasing. There is no doubt that we should have had a still larger stock than that which the Bank of England holds had the summer been favorable; but the bad weather has kept it from rapidly increasing. At present we have no indications of an active autumn demand for money, and business is not expected to increase sufficiently to produce it. The following are the present quotations for money:

|                       | Per cent.                          | Open-market rates—        | Per cent.   |
|-----------------------|------------------------------------|---------------------------|---|
| Bank rate             | 2                                  | 4 months' bank bills      | 1 <sup>1</sup> / <sub>2</sub> @ 1 <sup>5</sup> / <sub>8</sub> |
| Open-market rates—    |                                    | 6 months' bank bills      | 1 <sup>5</sup> / <sub>8</sub> @ 1 <sup>3</sup> / <sub>4</sub> |
| 30 and 60 days' bills | 7 <sup>8</sup> / <sub>16</sub> @ 1 | 4 & 6 months' trade bills | 2 @ 2 <sup>1</sup> / <sub>2</sub>                             |
| 3 months' bills       | 7 <sup>8</sup> / <sub>16</sub> @ 1 |                           |   |

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

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

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of

Middling Upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House Return, compared with the three previous years:

|  | 1879.                            | 1878.                            | 1877.                             | 1876.                             |
|--|----------------------------------|----------------------------------|-----------------------------------|-----------------------------------|
| Circulation, including bank post bills | 28,667,817                       | 27,196,231                       | 28,080,440                        | 28,296,440                        |
| Public deposits                        | 5,382,932                        | 4,425,152                        | 4,519,919                         | 6,289,380                         |
| Other deposits                         | 31,139,088                       | 19,907,374                       | 22,730,442                        | 28,271,987                        |
| Government securities                  | 16,337,306                       | 13,794,031                       | 14,174,568                        | 15,222,963                        |
| Other securities                       | 17,284,718                       | 17,947,723                       | 19,913,280                        | 16,023,575                        |
| Res'v'e of notes & coin                | 21,470,335                       | 11,177,324                       | 11,778,581                        | 21,967,879                        |
| Coin and bullion in both departments   | 31,836,050                       | 23,070,289                       | 24,485,351                        | 31,834,697                        |
| Proportion of reserve to liabilities   | 58.30                            | 45.35                            | 42.65                             | 32.80                             |
| Bank rate                              | 2 p. c.                          | 5 p. c.                          | 3 p. c.                           | 2 p. c.                           |
| Consols                                | 97 <sup>3</sup> / <sub>4</sub>   | 95                               | 95 <sup>1</sup> / <sub>2</sub>    | 95 <sup>3</sup> / <sub>8</sub>    |
| Eng. wheat, av. price                  | 48s. 2d.                         | 45s. 4d.                         | 60s. 6d.                          | 46s. 8d.                          |
| Mid. Upland cotton                     | 6 <sup>7</sup> / <sub>8</sub> d. | 6 <sup>1</sup> / <sub>2</sub> d. | 6 <sup>1</sup> / <sub>16</sub> d. | 6 <sup>1</sup> / <sub>8</sub> d.  |
| No. 40 mule twist                      | 9 <sup>1</sup> / <sub>2</sub> d. | 10d.                             | 10 <sup>1</sup> / <sub>4</sub> d. | 10 <sup>1</sup> / <sub>2</sub> d. |
| Clearing-House return                  | 74,407,000                       | 77,713,000                       | 77,868,000                        | 72,399,000                        |

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

|           | Bank rate.                    | Open market.  |                           | Bank rate.                        | Open market.  |
|-----------|-------------------------------|---|---------------------------|-----------------------------------|---|
|           | Pr. ct.                       | Pr. ct.   |                           | Pr. ct.                           | Pr. ct.   |
| Paris     | 2                             | 1 <sup>5</sup> / <sub>8</sub> @ 1 <sup>3</sup> / <sub>4</sub> | St. Petersburg            | 5                                 | 5 <sup>1</sup> / <sub>2</sub> @ 5 <sup>3</sup> / <sub>4</sub> |
| Brussels  | 2 <sup>1</sup> / <sub>2</sub> | 2 <sup>1</sup> / <sub>8</sub> @ 2 <sup>3</sup> / <sub>8</sub> | Vienna & Trieste          | 4                                 | 3 <sup>1</sup> / <sub>4</sub> @ 4                             |
| Amsterdam | 3                             | 3   | Madrid, Cadiz & Barcelona | 4                                 | 4 @ 5   |
| Berlin    | 4                             | 2 <sup>3</sup> / <sub>8</sub> @ 2 <sup>5</sup> / <sub>8</sub> | Lisbon & Oporto           | 5                                 | 5 @ 6   |
| Hamburg   | 4                             | 2 <sup>1</sup> / <sub>4</sub> @ 2 <sup>1</sup> / <sub>2</sub> | Calcutta                  | 6                                 | 6   |
| Frankfort | 4                             | 2 <sup>1</sup> / <sub>2</sub> @ 2 <sup>3</sup> / <sub>4</sub> | Copenhagen                | 3 <sup>1</sup> / <sub>2</sub> @ 4 | 3 <sup>1</sup> / <sub>2</sub> @ 4                             |
| Leipzig   | 4                             | 2 <sup>5</sup> / <sub>8</sub> @ 2 <sup>7</sup> / <sub>8</sub> | New York                  | .....                             | 6 @ 7   |
| Genoa     | 4                             | 4   |                           |                                   |   |
| Geneva    | 2 <sup>1</sup> / <sub>2</sub> | 2 <sup>1</sup> / <sub>2</sub>                                 |                           |                                   |   |

Gold has arrived in moderate quantities from Paris, but the silver market has continued very quiet. The prospective supplies of silver are small, and a higher range of prices is therefore anticipated. The following prices of bullion are from Messrs. Pixley & Abell's circular:

|                                   | GOLD             | s. d.                             | s. d.   |
|-----------------------------------|------------------|-----------------------------------|---------|
| Bar gold, fine                    | per oz. standard | 77 9                              | @ ..... |
| Bar gold, refinable               | per oz. standard | 77 10 <sup>1</sup> / <sub>2</sub> | @ ..... |
| Spanish doubloons                 | per oz.          | 73 9                              | @ ..... |
| South American doubloons          | per oz.          | 73 8 <sup>1</sup> / <sub>2</sub>  | @ ..... |
| United States gold coin           | per oz.          | 76 3 <sup>1</sup> / <sub>2</sub>  | @ 76 6  |
| German gold coin                  | per oz.          | 76 3 <sup>1</sup> / <sub>4</sub>  | @ ..... |
|                                   | SILVER.          | d.                                | d.      |
| Bar silver, fine                  | per oz. standard | 51 <sup>5</sup> / <sub>8</sub>    | @ ..... |
| Bar silver, contain'g 5 grs. gold | per oz. standard | 52                                | @ ..... |
| Cake silver                       | per oz.          | 55 <sup>11</sup> / <sub>16</sub>  | @ ..... |
| Mexican dollars                   | per oz.          | 50 <sup>1</sup> / <sub>4</sub>    | @ ..... |
| Chilian dollars                   | per oz.          | 50                                | @ ..... |

Quicksilver, £6 5s. 0d. Discount, 3 per cent.

The India Council bills were sold on Wednesday at 1s. 7<sup>7</sup>/<sub>8</sub>d. the rupee.

The strike of cotton operatives at Ashton-under-Lyne attained greater proportions yesterday. All the spinners employed at the mills where a notice of reduction was given have turned out, and a great many operatives of other classes are stopped in consequence. Twenty mills are practically closed as a consequence of the strike, and only at those where the former rate of wages is being paid are the men working. The North Lancashire Operatives' Association issued the following manifesto to the master cotton spinners and manufacturers: "It was with considerable regret that we read you had been contemplating another reduction in wages. We give you credit as being actuated by the best motives in trying to find a remedy for the depression that has fallen upon us. As an associated body you have been applying the same old remedy for the last eighteen months, and what is the result?—a hardening cotton market; yarn and cloth depressed, in spite of all your efforts to keep down the price of the first and to increase the value of the latter. We respectfully urge upon your attention that a general and unanimous system of short-time should be organized for a few months, as was done in former times during panics and depression in the staple trade of Lancashire. We submit that now is the time to husband our stock of cotton, or up goes the price, and the consequent difficulty of getting a corresponding advance on yarn and cloth. You have been experimenting with depression; your remedy has utterly failed, and if you pursue your reckless course of action in the further reduction of wages, you know that you are reducing the purchasing power of the public, which means ruin and desolation to our home trade, as well as hurrying us on to a state of pauperism and serfdom. We firmly believe that if your operatives worked for nothing it would not relieve you from your present difficulties. In general meeting assembled we emphatically, but respectfully, and firmly protest against any further reduction in the wages of the operative spinners, as being unfair, unjust, and taking an advantage of the times we live in."

Business on the Stock Exchange has been exceedingly quiet, and devoid of any important feature. The attendance is now very limited, and there is but little disposition shown to transact business. The abundance of money has led to larger investments in consols.

The Board of Trade returns for August, and the eight

months ended August 31, have been issued this week. They show the following results:

|                              | 1877.       | 1878.       | 1879        |
|------------------------------|-------------|-------------|-------------|
| Imports in August.....       | £31,944,411 | £29,106,823 | £28,355,009 |
| Imports in eight months..... | 264,293,634 | 255,386,491 | 231,622,804 |
| Exports in August.....       | 17,746,662  | 17,303,538  | 17,327,308  |
| Exports in eight months..... | 130,568,053 | 128,364,795 | 122,762,423 |

The following figures relate to the eight months ended 31st August:

|                                   | IMPORTS.      |               |               |
|-----------------------------------|---------------|---------------|---------------|
|                                   | 1877.         | 1878.         | 1879.         |
| Cotton.....cwt.                   | 8,966,976     | 8,732,877     | 8,370,038     |
| EXPORTS.                          |               |               |               |
| Cotton.....cwt.                   | 975,208       | 790,626       | 1,105,752     |
| Cotton yarn.....lb.               | 147,162,300   | 168,436,200   | 149,886,900   |
| Cotton piece goods.....yards.     | 2,532,483,100 | 2,379,716,200 | 2,358,832,200 |
| Iron and steel.....tons.          | 1,550,875     | 1,540,133     | 1,693,053     |
| Linen yarn.....lb.                | 12,778,787    | 12,666,100    | 11,966,700    |
| Linen piece goods.....yards.      | 125,945,702   | 115,586,290   | 110,634,000   |
| Jute manufactures.....yards.      | 75,120,759    | 75,797,400    | 103,858,900   |
| Silk manufactures.....£           | 1,152,223     | 1,248,061     | 1,160,848     |
| British wool.....lb.              | 5,439,325     | 4,523,078     | 5,340,700     |
| Colonial and foreign wool.....lb. | 121,117,804   | 120,753,956   | 161,360,405   |
| Woolen yarn.....lb.               | 16,724,500    | 20,473,000    | 20,531,500    |
| Woolen cloths.....yards.          | 29,500,700    | 29,780,500    | 29,811,700    |
| Worsted stuffs.....yards.         | 134,981,800   | 135,317,000   | 125,674,800   |
| Blankets & blanketing.....yds.    | 3,937,100     | 4,193,400     | 3,118,200     |
| Flannels.....yards.               | 5,150,400     | 4,821,200     | 3,011,300     |
| Carpets.....yards.                | 4,311,300     | 4,276,700     | 4,117,100     |

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

| To—  | 1877.              | 1878.              | 1879.              |
|--|--------------------|--------------------|--------------------|
|  | Yards.             | Yards.             | Yards.             |
| Germany.....                                       | 7,568,300          | 3,833,700          | 4,325,900          |
| Holland.....                                       | 3,508,600          | 2,927,000          | 2,444,800          |
| France.....  | 5,191,400          | 5,905,300          | 4,923,900          |
| Portugal, Azores & Madeira.....                    | 4,933,200          | 5,026,700          | 3,738,900          |
| Italy.....   | 7,510,400          | 4,967,300          | 6,633,600          |
| Austrian Territories.....                          | 1,319,400          | 1,018,200          | 1,066,500          |
| Greece.....  | 2,382,500          | 5,094,900          | 4,006,400          |
| Turkey.....  | 22,313,000         | 34,763,300         | 36,129,700         |
| Egypt.....   | 7,103,000          | 7,118,500          | 7,603,700          |
| West Coast of Africa.....                          | 2,389,600          | 3,597,600          | 1,303,300          |
| United States.....                                 | 5,302,800          | 8,466,800          | 4,597,400          |
| Foreign West Indies.....                           | 9,074,300          | 10,753,700         | 7,548,800          |
| Mexico.....  | 5,252,100          | 1,624,600          | 2,970,900          |
| United States of Colombia (New Granada).....       | 3,803,600          | 4,630,900          | 2,739,700          |
| Brazil.....  | 13,221,300         | 13,284,600         | 17,220,100         |
| Uruguay.....                                       | 2,731,400          | 2,631,700          | 2,556,700          |
| Argentine Republic.....                            | 5,710,800          | 5,410,000          | 4,902,000          |
| Chili.....   | 5,197,500          | 4,359,300          | 4,049,700          |
| Peru.....  | 3,162,100          | 2,793,300          | 811,500            |
| China and Hong Kong.....                           | 27,674,300         | 33,914,300         | 43,565,100         |
| Japan.....   | 2,781,600          | 5,013,500          | 5,612,100          |
| Java.....  | 8,496,300          | 3,541,600          | 6,579,300          |
| Philippine Islands.....                            | 4,425,200          | 4,213,700          | 1,982,500          |
| Gibraltar.....                                     | 2,216,900          | 2,357,700          | 2,645,700          |
| Malta.....   | 1,547,800          | 1,650,900          | 1,650,700          |
| British North America.....                         | 6,285,400          | 5,827,000          | 3,877,300          |
| British West India Islands & Guiana.....           | 2,451,900          | 2,922,900          | 4,240,400          |
| British Possessions in South Africa.....           | 1,801,800          | 2,856,000          | 2,739,100          |
| British India—                                     |                    |                    |                    |
| Bombay.....  | 36,193,000         | 27,673,700         | 25,010,000         |
| Madras.....  | 1,846,300          | 2,880,400          | 6,261,400          |
| Bengal.....  | 78,478,400         | 61,600,200         | 74,188,100         |
| Straits Settlements.....                           | 8,845,000          | 7,992,800          | 8,407,700          |
| Ceylon.....  | 2,102,000          | 1,391,200          | 1,257,000          |
| Australia.....                                     | 3,309,000          | 3,565,900          | 2,345,200          |
| Other countries.....                               | 26,868,400         | 21,446,300         | 25,636,500         |
| <b>Total unbleached or bleached</b>                | <b>227,286,300</b> | <b>219,016,300</b> | <b>246,631,700</b> |
| <b>Total printed, dyed, or colored</b>             | <b>104,834,500</b> | <b>97,823,000</b>  | <b>92,448,100</b>  |
| <b>Total mixed materials, cotton predominating</b> | <b>877,800</b>     | <b>1,126,200</b>   | <b>1,341,800</b>   |
| <b>Total.....</b>                                  | <b>332,998,600</b> | <b>317,965,500</b> | <b>340,471,600</b> |

Other manufactures of cotton show as follows:

|   | 1877.            | 1878.            | 1879.            |
|---|------------------|------------------|------------------|
| Lace and patent net.....£                       | 97,699           | 101,360          | 141,165          |
| Hosiery of all sorts.....£                      | 83,250           | 74,889           | 82,573           |
| Thread for sewing.....lbs.                      | 1,014,339        | 998,800          | 1,126,163        |
| Other manufactures, unenumerated.....£          | 81,355           | 79,815           | 70,866           |
| <b>Total value of cotton manufactures.....£</b> | <b>5,021,640</b> | <b>4,686,350</b> | <b>4,756,076</b> |

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

|                   | IMPORTS.         |                  |                  |
|-------------------|------------------|------------------|------------------|
|                   | 1877.            | 1878.            | 1879.            |
| Gold.....£        | 996,565          | 1,285,802        | 447,067          |
| Silver.....       | 1,802,677        | 468,742          | 663,141          |
| <b>Total.....</b> | <b>2,799,242</b> | <b>1,754,544</b> | <b>1,110,208</b> |
| EXPORTS.          |                  |                  |                  |
| Gold.....         | 2,492,722        | 647,930          | 1,122,747        |
| Silver.....       | 1,954,454        | 487,245          | 716,261          |
| <b>Total.....</b> | <b>4,447,176</b> | <b>1,135,175</b> | <b>1,839,008</b> |

During the week ended September 6, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to only 16,570 quarters, against 55,455 quarters last year; and it is estimated that in the whole kingdom they were restricted to 66,280 quarters, against 221,820 quarters in 1878. Owing to the late season and the almost complete exhaustion of old stocks, there is a falling off of as much as 155,540 quarters.

During the last fortnight the deliveries in the 150 principal markets have been only 34,329 quarters, against 88,859 quarters; while they are computed to have amounted to 137,316 quarters in the whole kingdom, against 355,500 quarters in 1878, showing a deficiency of about 200,000 quarters. Our imports in the same period have, however, been very large. The following supplies of wheat and flour are estimated to have been placed upon the British markets during the first two weeks of the present and last three seasons:

|  | 1879.            | 1878.            | 1877.            | 1876.            |
|--|------------------|------------------|------------------|------------------|
| Imports of wheat.cwt.                        | 3,316,448        | 1,878,493        | 1,790,345        | 1,515,776        |
| Imports of flour.....                        | 337,885          | 184,785          | 154,451          | 122,747          |
| Sales of home-grown produce.....             | 395,000          | 1,540,250        | 975,730          | 1,589,884        |
| <b>Total.....</b>                            | <b>4,249,333</b> | <b>3,603,528</b> | <b>2,920,526</b> | <b>3,228,407</b> |
| Deduct exports of wheat and flour.....       | 53,518           | 100,665          | 53,774           | 33,923           |
| <b>Result.....</b>                           | <b>4,195,815</b> | <b>3,502,893</b> | <b>2,866,752</b> | <b>3,194,454</b> |
| Av'ge price of English wheat for the season. | 48s. 1d.         | 45s. 6d.         | 61s. 3d.         | 46s. 3d.         |

The following figures show the imports and exports of cereal produce into and from the United Kingdom during the first two weeks of the present and three previous seasons:

|                  | IMPORTS.  |           |           |           |
|------------------|-----------|-----------|-----------|-----------|
|                  | 1879.     | 1878.     | 1877.     | 1876.     |
| Wheat.....cwt.   | 3,316,448 | 1,876,493 | 1,790,345 | 1,515,776 |
| Barley.....      | 118,376   | 267,892   | 223,297   | 239,950   |
| Oats.....        | 440,469   | 368,563   | 839,977   | 547,737   |
| Peas.....        | 21,184    | 99,598    | 36,599    | 61,271    |
| Beans.....       | 79,863    | 100,325   | 143,588   | 270,612   |
| Indian corn..... | 1,171,825 | 1,671,333 | 1,007,875 | 2,233,771 |
| Flour.....       | 337,885   | 184,785   | 154,451   | 122,747   |
| EXPORTS.         |           |           |           |           |
| Wheat.....cwt.   | 45,235    | 96,614    | 51,996    | 29,845    |
| Barley.....      | 714       | 3,762     | 804       | 551       |
| Oats.....        | 469       | 415       | 4,692     | 799       |
| Peas.....        | 7,755     | 852       | 500       | 174       |
| Beans.....       | 1,371     | 225       | 654       | 119       |
| Indian corn..... | 86,158    | 6,593     | 7,321     | 26,934    |
| Flour.....       | 8,283     | 4,021     | 1,778     | 4,078     |

The following return shows the extent of our importations of wheat and flour into the United Kingdom, viz.,—from September 1 to August 31, inclusive, compared with the three previous seasons:

| From—                 | WHEAT.            |                   |                   |                   |
|-----------------------|-------------------|-------------------|-------------------|-------------------|
|                       | 1878-79.          | 1877-78.          | 1876-77.          | 1875-76.          |
| Russia.....           | 9,398,304         | 8,999,607         | 10,606,933        | 9,274,435         |
| United States.....    | 29,492,691        | 29,424,359        | 16,228,107        | 22,569,157        |
| Brit. N. America..... | 3,363,177         | 3,582,698         | 1,284,274         | 3,564,345         |
| Germany.....          | 4,319,289         | 5,605,897         | 3,693,180         | 4,150,822         |
| France.....           | 11,985            | 61,103            | 1,519,647         | 1,036,466         |
| Chili.....            | 548,959           | 182,596           | 705,462           | 1,312,716         |
| Turkey, &c.....       | 288,889           | 257,914           | 1,262,173         | 1,895,193         |
| Egypt.....            | 1,124,081         | 562,113           | 2,919,720         | 2,758,008         |
| British India.....    | 716,281           | 3,880,152         | 5,164,675         | 2,801,331         |
| Other countries.....  | 2,461,059         | 1,578,602         | 1,709,034         | 4,489,028         |
| <b>Total.....</b>     | <b>51,724,715</b> | <b>54,135,041</b> | <b>45,098,205</b> | <b>53,590,501</b> |
| FLOUR.                |                   |                   |                   |                   |
| From—                 | 1878-79.          | 1877-78.          | 1876-77.          | 1875-76.          |
| Germany.....          | 861,190           | 1,331,047         | 1,043,246         | 872,410           |
| France.....           | 355,901           | 937,912           | 1,938,361         | 1,201,298         |
| United States.....    | 5,381,339         | 3,237,645         | 1,648,590         | 2,367,031         |
| Brit. N. America..... | 393,106           | 349,085           | 154,906           | 329,748           |
| Other countries.....  | 2,132,852         | 2,195,171         | 1,864,957         | 1,238,661         |
| <b>Total.....</b>     | <b>9,124,338</b>  | <b>8,051,660</b>  | <b>6,650,060</b>  | <b>6,009,148</b>  |

Annexed is a return showing the estimated value of our imports of cereal produce into the United Kingdom during the past season, viz.,—from September 1 to August 31, inclusive, compared with the three previous seasons:

|                   | 1878-79.           | 1877-78.           | 1876-77.           | 1875-76.           |
|-------------------|--------------------|--------------------|--------------------|--------------------|
| Wheat.....        | £25,452,581        | £32,241,960        | £26,959,044        | £28,448,896        |
| Barley.....       | 3,993,069          | 5,839,971          | 4,933,567          | 3,553,319          |
| Oats.....         | 4,012,432          | 4,538,446          | 5,221,175          | 4,722,659          |
| Peas.....         | 539,352            | 806,525            | 565,859            | 681,909            |
| Beans.....        | 649,334            | 1,141,201          | 1,722,176          | 1,804,940          |
| Indian corn.....  | 10,305,004         | 12,880,593         | 10,648,150         | 11,443,417         |
| Flour.....        | 7,134,925          | 7,268,945          | 5,895,101          | 4,802,035          |
| <b>Total.....</b> | <b>£52,136,697</b> | <b>£64,717,641</b> | <b>£55,945,071</b> | <b>£55,259,175</b> |

English Market Reports—Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has decreased £120,000 during the week.

|                             | Sat. Sept. 20. | Mon. Sept. 22. | Tues. Sept. 23. | Wed. Sept. 24. | Thurs. Sept. 25. | Fri. Sept. 26. |
|-----------------------------|----------------|----------------|-----------------|----------------|------------------|----------------|
| Silver, per oz.....d.       | 51 5/8         | 51 5/8         | 51 5/8          | 51 5/8         | 51 5/8           | 51 9/16        |
| Consols for money.....      | 97 11/16       | 97 11/16       | 97 11/16        | 97 11/16       | 97 5/8           | 97 11/16       |
| Consols for account.....    | 97 11/16       | 97 11/16       | 97 11/16        | 97 5/8         | 97 5/8           | 97 11/16       |
| U. S. 5s of 1881.....       | 105 3/4        | 105 7/8        | 106 1/8         | 106            | 106              | 106 1/4        |
| U. S. 4 1/2s of 1891.....   | 108 1/2        | 108 5/8        | 108 3/4         | 108 5/8        | 108 3/4          | 108 3/4        |
| U. S. 4s of 1907.....       | 104 5/8        | 104 5/8        | 104 3/4         | 104 5/8        | 104 3/4          | 104 3/4        |
| Erie, common stock.....     | 28 3/8         | 28 1/2         | 29 3/4          | 29 3/8         | 29 3/8           | 29 3/4         |
| Illinois Central.....       | 95             | 95             | 95              | 94 1/2         | 94 1/2           | 94 1/2         |
| Pennsylvania.....           | 44 3/8         | 44 3/4         | 45              | 44 3/4         | 44 1/2           | 44 1/2         |
| Philadelphia & Reading..... | 19 1/2         | 19 1/4         | 19 1/4          | 20 1/8         | 20 1/8           | 19 3/4         |

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. | s.   | d. |
| Flour (ex. State) # bbl.    | 26   | 0  | 26   | 6  | 27    | 0  | 27   | 0  | 27     | 0  | 27   | 0  |
| Wheat, spr'g, No. 2, 100lb. | 9    | 4  | 9    | 6  | 9     | 8  | 9    | 8  | 9      | 9  | 9    | 9  |
| Spring, No. 3               | 8    | 11 | 9    | 0  | 9     | 2  |      |    |        |    |      |    |
| Winter, West., n.           | 9    | 8  | 9    | 10 | 10    | 2  | 10   | 3  | 10     | 3  | 10   | 2  |
| Southern, new               | 9    | 9  | 10   | 0  | 10    | 4  | 10   | 6  | 10     | 6  | 10   | 4  |
| Av. Cal. white              | 9    | 5  | 9    | 5  | 9     | 10 | 10   | 0  | 10     | 0  | 9    | 11 |
| California club             | 10   | 0  | 10   | 0  | 10    | 4  | 10   | 6  | 10     | 6  | 10   | 6  |
| Corn, mix., West. # cent    | 5    | 1  | 5    | 3½ | 5     | 6  | 5    | 7½ | 5      | 7  | 5    | 5  |

Liverpool Provisions Market.—

|                          | Sat. |    | Mon. |    | Tues. |    | Wed. |    | Thurs. |    | Fri. |    |
|--------------------------|------|----|------|----|-------|----|------|----|--------|----|------|----|
|                          | s.   | d. | s.   | d. | s.    | d. | s.   | d. | s.     | d. | s.   | d. |
| Pork, West. mess. # bbl. | 47   | 0  | 47   | 0  | 47    | 0  | 47   | 0  | 47     | 0  | 47   | 0  |
| Bacon, long clear, cwt.  | 28   | 6  | 29   | 0  | 29    | 6  | 30   | 0  | 30     | 0  | 30   | 0  |
| Short clear              | 29   | 6  | 30   | 0  | 30    | 6  | 31   | 0  | 31     | 0  | 31   | 0  |
| Beef, pr. mess. # tierce |      |    |      |    |       |    |      |    |        |    |      |    |
| Lard, prime West. # cwt. | 32   | 6  | 33   | 0  | 33    | 3  | 33   | 6  | 33     | 0  | 33   | 3  |
| Cheese, Am. choice       | 44   | 0  | 48   | 0  | 48    | 0  | 48   | 0  | 50     | 0  | 50   | 0  |

London Petroleum Market.—

|                               | Sat. |    | Mon. |    | Tues. |    | Wed. |    | Thurs. |    | Fri. |      |
|-------------------------------|------|----|------|----|-------|----|------|----|--------|----|------|------|
|                               | d.   | d. | d.   | d. | d.    | d. | d.   | d. | d.     | d. | d.   | d.   |
| Pet'leum, ref. # gal. 6½ @ 6½ | 6¾   |    | @    |    | @     |    | 7    |    | @      |    | 7    | @ 7½ |
| Pet'leum, spirits " @ 7¾ @ 8½ |      |    | @    |    | @     |    | @    |    | @ 8    |    | @ 8½ | @    |

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$7,374,749, against \$7,179,688 the preceding week and \$7,593,817 two weeks previous. The exports for the week ended Sept. 23 amounted to \$8,840,466, against \$7,627,576 last week and \$6,217,157 the previous week. The following are the imports at New York for the week ending (for dry goods) Sept. 18 and for the week ending (for general merchandise) Sept. 19:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

|                    | 1876.         | 1877.         | 1878.         | 1879.         |
|--------------------|---------------|---------------|---------------|---------------|
| Dry Goods.....     | \$1,761,978   | \$1,788,917   | \$1,868,253   | \$2,784,233   |
| General mdse....   | 4,603,573     | 4,611,216     | 3,783,775     | 4,590,516     |
| Total week.....    | \$6,365,551   | \$6,400,133   | \$5,652,028   | \$7,374,749   |
| Prev. reported..   | 209,005,477   | 237,801,924   | 203,411,470   | 224,683,055   |
| Tot. s'ce Jan. 1.. | \$215,371,023 | \$244,202,057 | \$209,033,498 | \$232,057,804 |

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. 23:

EXPORTS FROM NEW YORK FOR THE WEEK.

|                    | 1876.         | 1877.         | 1878.         | 1879.         |
|--------------------|---------------|---------------|---------------|---------------|
| For the week...    | \$5,422,571   | \$7,427,911   | \$7,543,295   | \$8,840,466   |
| Prev. reported..   | 186,606,623   | 195,357,621   | 246,836,294   | 234,906,481   |
| Tot. s'ce Jan. 1.. | \$192,029,194 | \$202,785,532 | \$254,379,539 | \$243,746,947 |

The following will show the exports of specie from the port of New York for the week ending Sept. 20, 1879, and also a comparison of the total since January 1, 1879 with the corresponding totals for several previous years:

| Sept                    |                  |                  |              |          |
|-------------------------|------------------|------------------|--------------|----------|
| 16—Str. Montana.....    | Liverpool.....   | Mex. silv. dols. |              | \$25,000 |
| 16—Str. Santo Domingo.. | Porto Plata..... | Mex. silv. dols. |              | 1,885    |
|                         | Cape Hayti.....  | Am. silv. coin   | (fractional) | 12,000   |
| 20—Str. Colon.....      | Aspinwall.....   | U. S. gold coin. |              | 5,000    |
|                         | Panama.....      | U. S. gold coin. |              | 100,000  |
| 20—Str. Donau.....      | London.....      | Am. silv. coin.  |              | 30,000   |

Total for the week (\$68,885 silver, and \$105,000 gold)..... \$173,885  
Previously reported (\$10,312,982 silv., and \$1,947,038 gold)..... 12,260,020

Tot. since Jan. 1, '79 (\$10,381,867 silv., and \$2,052,038 gold)..... \$12,433,905

| Same time in—          | Same time in—          | Same time in—          |
|------------------------|------------------------|------------------------|
| 1878..... \$10,483,525 | 1874..... \$43,136,228 | 1870..... \$49,230,072 |
| 1877..... 23,374,866   | 1873..... 42,202,998   | 1869..... 26,660,840   |
| 1876..... 40,253,861   | 1872..... 57,974,805   | 1868..... 66,103,414   |
| 1875..... 63,073,917   | 1871..... 55,702,102   | 1867..... 42,151,819   |

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

| Sept.                      |                    |                     |  |           |
|----------------------------|--------------------|---------------------|--|-----------|
| 15—Str. Colon.....         | Aspinwall.....     | Am. silver.....     |  | \$6,903   |
|                            |                    | Am. gold.....       |  | 11,600    |
|                            |                    | Foreign silver..... |  | 750       |
|                            |                    | Foreign gold.....   |  | 60        |
|                            |                    | Gold bullion.....   |  | 813       |
|                            |                    | Gold dust.....      |  | 2,686     |
|                            |                    | Silver bars.....    |  | 72        |
| 15—Str. C. of Richmond..   | Liverpool.....     | Gold bars.....      |  | 432,729   |
| 16—Str. Herder.....        | Hamburg.....       | Foreign gold.....   |  | 1,132,285 |
| 16—Str. Scythia.....       | Liverpool.....     | Gold bars.....      |  | 399,053   |
| 16—Str. Pereire.....       | Havre.....         | Foreign gold.....   |  | 2,142,300 |
|                            |                    | Gold bars.....      |  | 100,746   |
| 16—Brig Alice.....         | Puerto Cortes..... | Gold dust.....      |  | 968       |
| 17—Str. America.....       | St. Thomas.....    | Am. silver.....     |  | 2,400     |
|                            |                    | Am. gold.....       |  | 400       |
|                            |                    | Foreign gold.....   |  | 6,000     |
| 17—Str. C. of Washingt'n.  | Havana.....        | Foreign gold.....   |  | 562,100   |
| 17—Bark Curacao.....       | Curacao.....       | Am. silver.....     |  | 1,635     |
|                            |                    | Am. gold.....       |  | 100       |
| 19—Str. C. of Chester..... | Liverpool.....     | Foreign gold.....   |  | 243,325   |
| 20—Str. Rhein.....         | Bremen.....        | Foreign gold.....   |  | 698,000   |
|                            |                    | Gold bars.....      |  | 165,461   |
| 20—Str. Andes.....         | Gonaives.....      | Am. silver.....     |  | 675       |
| 20—Str. Ailsa.....         | Colon.....         | Am. silver.....     |  | 6,200     |

Total for the week (\$18,635 silver, and \$5,898,626 gold)..... \$5,917,261  
Previously reported (\$6,047,552 silv., and \$20,050,699 gold)..... 26,098,251

Tot. since Jan. 1, '79 (\$6,066,187 silv., and \$25,949,325 g'd)..... \$32,015,512

| Same time in—          | Same time in—         | Same time in—         |
|------------------------|-----------------------|-----------------------|
| 1878..... \$15,072,938 | 1874..... \$4,786,987 | 1870..... \$8,239,889 |
| 1877..... 11,510,431   | 1873..... 3,999,854   | 1869..... 11,202,442  |
| 1876..... 4,062,334    | 1872..... 2,961,288   | 1868..... 5,772,969   |
| 1875..... 9,013,045    | 1871..... 7,802,913   |                       |

The following table shows the receipts and payments by the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

|             | Receipts.       | Payments.       | Balances.         |                  |
|-------------|-----------------|-----------------|-------------------|------------------|
|             |                 |                 | Coin.             | Currency.        |
| Sept. 20... | \$ 3,057,610 77 | \$ 2,483,976 57 | \$ 141,478,765 13 | \$ 30,202,797 49 |
| " 22...     | 1,825,400 32    | 3,020,214 21    | 141,351,508 11    | 29,135,240 81    |
| " 23...     | 1,782,815 95    | 4,259,142 73    | 141,263,879 46    | 26,746,542 71    |
| " 24...     | 11,647,388 98   | 11,932,246 25   | 141,130,122 03    | 28,595,454 87    |
| " 25...     | 2,398,621 84    | 1,547,491 66    | 141,188,074 41    | 27,388,632 67    |
| " 26...     | 1,541,664 75    | 1,920,405 94    | 140,784,778 73    | 27,213,187 46    |
| Total.....  | 22,253,502 61   | 25,163,477 36   |                   |                  |

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

|                                  | 1878.    | 1879.    | Articles.                                  | 1878.   | 1879.   |
|----------------------------------|----------|----------|--|---------|---------|
| Tolls.....                       | \$44,048 | \$49,432 |  | Tons.   | Tons.   |
| Total miles boats cleared.....   | 369,392  | 435,296  | *Flax seed.....                            |         | 1,634   |
| Articles.                        | Tons.    | Tons.    | *Domestic spirits.....                     | 22      | 24      |
| Boards & scantling.....          | 45,525   | 51,370   | *Oil meal & cake..                         | 228     | 335     |
| Shingles.....                    | 107      | 237      | *Leather.....                              | 10      | 3       |
| Timber.....                      | 1,544    | 3,155    | Furniture.....                             |         | 31      |
| Staves.....                      | 775      | 434      | *Bar and pig lead.....                     |         | 589     |
| Wood.....                        | 1,630    | 2,223    | Pig iron.....                              | 2,393   | 5,058   |
| Ashes, pot & pearl.....          | 61       |          | Bloom & bar iron.....                      | 165     | 2,215   |
| *Ashes, leached.....             |          | 910      | Cast'gs & iron w're.....                   | 41      | 5       |
| *Pork.....                       | 4        | 4        | *Domestic w'lens.....                      | 71      | 318     |
| *Cheese.....                     | 3        | 10       | *Domestic cottons.....                     | 319     | 236     |
| *Lard, tallow, and lard oil..... | 3        | 7        | Domestic salt.....                         | 5,640   | 2,798   |
| *Wool.....                       | 30       | 42       | Foreign salt.....                          |         | 494     |
| Hides.....                       | 49       | 17       | Sugar.....                                 | 278     | 680     |
| *Flour.....                      | 187      | 181      | Molasses.....                              | 12      | 30      |
| Wheat.....                       | 43,726   | 52,332   | *Coffee.....                               |         | 12      |
| Rye.....                         | 2,320    | 5,410    | Nails, spikes, and horseshoes.....         | 80      | 144     |
| Corn.....                        | 32,374   | 35,468   | Iron and steel.....                        | 262     | 283     |
| *Corn meal.....                  | 17       | 2        | Railroad iron.....                         |         | 1,333   |
| Barley.....                      | 4,352    |          | Flint, enamel, crock'ry, glassw.....       | 54      | 100     |
| Barley malt.....                 |          | 226      | All other mdse.....                        | 2,761   | 6,431   |
| Oats.....                        | 5,456    | 233      | Stone, lime & clay.....                    | 5,653   | 9,594   |
| Bran & ship stuffs.....          | 98       | 26       | Gypsum.....                                | 430     | 595     |
| Peas and beans.....              | 5        | 7        | Anthracite coal.....                       | 15,208  | 20,524  |
| Apples.....                      | 27       | 18       | Bituminous coal.....                       | 5,052   | 8,792   |
| Potatoes.....                    | 65       | 12       | Iron ore.....                              | 7,409   | 10,543  |
| *Dried fruit.....                | 29       | 326      | Petr'leum or earth oil, cr'de & ref'd..... | 1,331   | 28      |
| *Cotton.....                     | 41       | 27       | Sundries.....                              | 5,418   | 5,070   |
| *Unm't'd tob'cco.....            |          | 2        |  |         |         |
| *Hemp.....                       | 188      | 18       | Total tons.....                            | 191,161 | 232,470 |
| *Clover & gr's seed.....         | 14       | 8        |  |         |         |

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

The following visitors from the United States and Canada had been registered at the counting-house of Messrs. Morton, Rose & Co., London, up to the 6th September, 1879: *New York*—W. H. Osborn, E. Randolph Robinson, Josiah M. Fiske, Dr. F. S. Dennis, Julian F. Harper, Wm. Cutting, John A. Stewart, Benjamin F. Ham, Cephe Doysey, Archer A. Martin. *Lyons*, *N. Y.*—Adelaide L. Harrington. *Cincinnati*—John M. Wilson, Wm. Hooper. *Washington, D. C.*—Hon. J. A. Kasson, Hon. James Birney, S. Dana Horton. *Philadelphia*—J. H. Dunn and family. *Minneapolis, Minn.*—J. E. Bell, S. E. Miln. *Ottawa*—Sir Charles Tupper. *Toronto*—Hon. Wm. McMaster. *Hamilton*—R. Hendrie.

Attention is called to the card of Messrs. Ewell & Maitland, Bankers and Brokers, No. 58 Broadway, N. Y., who buy and sell on commission all securities dealt in at the New York Stock Exchange or in the open market; also, mining shares. This firm has been recently organized, but the members composing it are among our most experienced business men. Mr. J. H. Ewell having been for many years at the head of a leading banking firm, while Mr. Alexander Maitland was formerly the head of the well and favorably known house of Alexander Maitland & Co.

Attention is called to the card of Messrs. Anthony & Oliphant, 19 Broad street, New York. Mr. James L. Anthony has been a member of the New York Stock Exchange for the past ten or twelve years, and is one of New York's successful brokers. Mr. Oliphant has been for many years favorably known in both New York and in the West. The firm buys and sells on commission all current securities on New York Stock Exchange, allow interest on deposits and make advances on approved collateral.

Messrs. J. S. Kennedy & Co., 63 William street, are offering the 7 per cent gold bonds of the St. Paul Minneapolis & Manitoba Railway. This is one of the promising reorganized roads of the Northwest, and is issued at only \$12,000 per mile, having also a valuable land grant of about 2,000,000 acres.

Messrs. Jesup, Paton & Co., 52 William street, N. Y., will pay a dividend of two per cent upon the stock of the Du-buque & Sioux City Railroad Company on the 15th day of October, 1879. Transfer books open October 1st and close October 16th, 1879.



Table with columns for dates (Saturday Sept. 20 to Friday Sept. 26) and various railroad names (Canada South, Cent. of N. J., Chic. & Alton, etc.) with corresponding prices.

\* These are the prices bid and asked; no sale was made at the Board. † Sales were also made, ex-div., at 91 3/4 @ 92.

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

Table with columns: Sales of Week Shares, Prices since Jan. 1, 1879 (Lowest, Highest), Range for 1878 (Low, High). Lists various railroads and their sales data.

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

The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Table with columns: Week or Mo. 1879, 1878, Jan. 1 to latest date 1879, 1878. Lists railroad earnings for various lines like Atch. Top. & S. F., Atl. & Gt. West, etc.

Table with columns: Week or Mo. 1879, 1878, Jan. 1 to latest date 1879, 1878. Lists exchange rates for various locations like Mo. Kans. & Tex., Mobile & Ohio, etc.

Exchange.—The imports of specie this week amount to about \$7,500,000, and a London dispatch says that \$5,000,000 were shipped to-day from Paris.

In domestic bills the following were the rates on New York to-day at the undermentioned cities: Savannah—buying 1/2 off, selling 1/2 off; Charleston, buying 1/2 discount, selling 1/2;

The quotations for foreign exchange are as follows:

Table with columns: SEPTEMBER 26, 60 days, Demand. Lists exchange rates for Prime bankers' sterling bills, Good bankers' and prime commercial, etc.

The following are quotations in gold for various coins:

Table with columns: Sovereigns, Napoleons, X Reichmarks, X Guilders, Span'h Doubloons, Mex. Doubloons, Fine silver bars, Fine gold bars. Lists gold coin prices.

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. 20, 1879:

Table with columns: Banks, Capital, Loans and discounts, Specie, Legal Tenders, Net dep'ts other than U. S., Circulation. Lists financial data for various banks like New York, Manhattan Co., Merchants, etc.

The deviations from returns of previous week are as follows: Loans and discounts Inc. \$2,430,600; Net deposits Inc. \$2,693,100; Specie Inc. 65,100; Circulation Dec. 218,600; Legal tenders Inc. 2,515,300.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz.: "M." for mortgage; "g." for gold; "g'd," for guaranteed; "end.," for endorsed; "cons.," for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

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

Table with columns for UNITED STATES BONDS, FOREIGN GOV. SECURITIES, STATE SECURITIES, and CITY SECURITIES. Each column lists various bond types (e.g., 6s, 7s, 8s) and their corresponding bid and ask prices.

\* Price nominal; no late transactions.

† Purchaser also pays accrued interest

‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with columns for City Securities, Railroad Bonds, and another set of Railroad Bonds. Each entry includes a description of the security and its bid/ask prices.

\* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London. ¶ In Amsterdam.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with multiple columns for Railroad Bonds, including descriptions like 'Houston & Tex. C.—1st, 7s, g., '91...', 'Macon & Aug.—2d, end, 7s, '79, J&J', and 'Northeast, S.C.—1st M., 8s, '99, M&S'. Columns include Bid and Ask prices.

\* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London. ¶ In Amsterdam.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with columns for RAILROAD BONDS, RAILROAD STOCKS, Bid, Ask, and various stock/bond descriptions. Includes entries like Southwestern (Ga.), St. Louis & I. Mt., and Keokuk & Des Moines.

\* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London. § In Amsterdam. ¶ Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations

Table with multiple columns: CANAL STOCKS, MISCELLANEOUS, EXPRESS STOCKS, GAS STOCKS, MISCELLANEOUS, BANK STOCKS, MISCELLANEOUS, MISCELLANEOUS, MISCELLANEOUS. Includes various stock and bond listings with bid and ask prices.

\* Price nominal; no late transactions. † The purchaser also pays accrued int. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

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

| BANK STOCKS.                |         | Bid.    | Ask.                    | BANK STOCKS.     |                         | Bid.   | Ask.          | BANK STOCKS.          |       | Bid.  | Ask.  | INSURANCE STOCKS. |         | Bid.    | Ask.  |       |       |       |       |
|-----------------------------|---------|---------|-------------------------|------------------|-------------------------|--------|---------------|-----------------------|-------|-------|-------|-------------------|---------|---------|-------|-------|-------|-------|-------|
| <b>Charleston.</b>          |         |         |                         | <b>New York.</b> |                         |        |               | <b>San Francisco.</b> |       |       |       | <b>New York.</b>  |         |         |       |       |       |       |       |
| B'k of Chas. (NBA) 100      | 48      | 49      | America.....100         | 130              | Exchange.....100        | .....  | People's..... | 18 1/4                | ..... | ..... | ..... | Sun Mutual.....   | 101 1/2 | 103 1/2 | ..... | ..... |       |       |       |
| First Nat. Chas. 100        | .....   | 100     | American Exch'ge 100    | 110              | Fourth National 100     | 205    | 212           | Teutonia.....         | 94    | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| People's National 100       | .....   | 80      | Bank & Br'kers A. 100   | .....            | International 100       | 90     | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| People's of S.C. (new) 20   | 5       | .....   | Brew'rs & Groc'rs 100   | .....            | Mechanics' 100          | 51     | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| S. C. Loan & Tr. Co. 100    | .....   | 43      | Broadway.....25         | 220              | Merchants', Old.....    | 7      | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| <b>Chicago.</b>             |         |         | Butchers' & Drovers 25  | 194              | Merchants' Nat.....100  | 75     | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Commercial Nat.....100      | .....   | 140     | Central National 100    | 103              | St. Louis National 100  | .....  | 75            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Corn Exch. Nat.....100      | 140     | .....   | Chase National 100      | 117              | Third National.....100  | 72     | 75            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Fifth National.....100      | .....   | 130     | Chatham.....25          | 100              | Valley National.....100 | 70     | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| First National.....100      | 180     | .....   | Chemical.....100        | 1600             | <b>San Francisco.</b>   |        | 100           | 105                   | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Hide and Leather.....       | 90      | .....   | City.....100            | .....            | Anglo-California.....   | 69 1/2 | 70            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Home National.....100       | .....   | 83      | Citizens'.....25        | .....            | Bank of California..... | 89     | 90            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Merchants' Nat.....100      | 200     | .....   | Commerce.....100        | 131              | First Nat. Gold.....100 | 25     | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Nat. B'k of Illinois 100    | 106     | .....   | Continental.....100     | 95 1/2           | Grangers' B'k of C. 100 | 25     | 30            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Northwestern Nat. 100       | .....   | .....   | Corn Exchange.....100   | 135              | Merchants' Exch. 100    | 40     | 42            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Union National.....100      | .....   | .....   | East River.....25       | .....            | Nat. Gold Bank & Tr. Co | 112    | 115           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| Un. Stock Y'ds Nat. 100     | .....   | .....   | Eleventh Ward.....25    | .....            | Pacific.....            | 97     | 98            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... |       |       |       |
| <b>Cincinnati.</b>          |         |         | Fourth National.....100 | 101              | <b>FIRE INSUR'CE</b>    |        | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... |       |       |
| First National.....170      | 175     | .....   | Fulton.....30           | 250              | <b>STOCKS.</b>          |        | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... |       |       |
| Fourth National.....135     | .....   | .....   | Fifth Avenue.....100    | 225              | <b>Baltimore.</b>       |        | 6             | 7                     | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... |       |       |
| German Banking Co.....100   | .....   | .....   | Gallatin National 50    | 130              | Associate Firemen's 5   | 27     | 27 1/2        | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... |       |       |
| Merchants' National.....105 | 107 1/2 | .....   | German American 75      | .....            | Baltinore Fire Ins. 10  | 36     | 38 1/2        | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... |       |       |
| Nat. Laf. & Bk. of Com. 120 | .....   | .....   | Germany.....100         | .....            | Firemen's Insur'ce. 18  | 6 1/2  | 7             | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... |       |       |
| Second National.....110     | 110     | .....   | Greenwich.....25        | 102 1/2          | Howard Fire.....5       | 3 1/2  | 4             | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... |       |       |
| Third National.....180      | 190     | .....   | Grocers'.....40         | .....            | Maryland Fire.....10    | 55     | 60            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... |       |       |
| <b>Cleveland.</b>           |         |         | Hanover.....100         | 107 1/2          | Merchants' Mutual 50    | 12     | 14            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Citizens' S. & L. 100       | .....   | .....   | Importers' & Tr. 100    | 207              | National Fire.....10    | .....  | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Commercial Nat.....100      | .....   | .....   | Irving.....50           | .....            | <b>Boston.</b>          |        | 90            | 100                   | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| First Nat.....100           | .....   | .....   | Leather Manuf'ts. 100   | 130              | Alliance.....100        | 130    | 135           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Merchants' Nat.....100      | .....   | .....   | Manuf. & Merch'ts. 20   | .....            | American F. & M. 100    | 110    | 112           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| National City.....100       | .....   | .....   | Marine.....100          | 101 1/4          | Boston.....100          | 110    | 112           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Ohio Nat.....100            | .....   | .....   | Market.....100          | 116              | Boylston.....100        | 110    | 110 1/2       | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Second Nat.....100          | .....   | .....   | Mechanics'.....25       | 135              | Commonwealth.....100    | 79 1/2 | 80            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| <b>Hartford.</b>            |         |         | Mechanics' B. Ass'n 50  | 156              | Dwelling House.....100  | x113   | 115           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Ætna Nat.....100            | 118     | 120     | Mechanics' & Tr. 25     | 70               | Eliot.....100           | x131   | 133           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| American Nat.....50         | 63      | 65      | Mercantile.....100      | 95               | Faneuil Hall.....100    | 67     | 72            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Charter Oak Nat. 100        | 125     | 128     | Merchants'.....50       | 124 1/2          | Firemen's.....100       | x160   | 163           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| City Nat.....100            | 80      | 84      | Merchants' Exch'ge 50   | 85               | Franklin.....100        | 60     | 65            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Connecticut River 50        | 32      | 35      | Metropolitan.....100    | 130              | Manufacturers'.....100  | x120   | 130           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Far. & Mech. Nat. 100       | 114     | 116     | Nassau.....100          | 82               | Mass. Mutual.....100    | 110    | 115           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| First Nat.....100           | 101     | 102     | New York.....100        | 130              | Mechanics' Mutual 100   | 80     | 85            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Hartford Nat.....100        | 145     | 148     | N. Y. Nat. Exch'ge 100  | .....            | Mercantile F. & M. 100  | 130    | 135           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Mercantile Nat.....100      | 118     | 119     | New York County 100     | .....            | Neptune F. & M. 100     | x120   | 125           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| National Exchange 50        | 66      | 68      | Ninth National.....100  | 80               | N. Engl'd Mut. F&M 100  | 50     | 60            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Phoenix Nat.....100         | 147     | 150     | North America.....70    | 182              | North American.....100  | x115   | 120           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| State.....100               | 108     | 115     | North River.....50      | 101              | Prescott.....100        | x115   | 120           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| <b>Louisville.</b>          |         |         | Oriental.....25         | .....            | Revere.....100          | 62     | 63            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Bank of Kentucky 100        | 117 1/2 | .....   | Pacific.....50          | 134              | Shawmut.....100         | 60     | 70            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Bank of Louisville 100      | 60      | 61      | People's.....25         | 105              | Shoe & Leather.....100  | x127   | 128           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Citizens' National 100      | 96      | 100     | Phenix.....20           | 85               | Suffolk Mutual.....100  | 95     | 100           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| City Nat.....100            | 99      | 100     | Republic.....100        | 105              | Washington.....100      | 137    | 138           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Commercial of Ky 100        | .....   | 12      | Second National 100     | .....            | Washington.....100      | 137    | 138           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Falls City Tobacco 100      | .....   | 81      | Seventh Ward.....100    | 92               | <b>Cincinnati.</b>      |        | 70            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Farmers' of Ky.....100      | 87      | 88      | Shoe & Leather.....100  | 120              | Amazon (new stock) 20   | 111    | 145           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Farmers' & Drov. 100        | 81 1/2  | 82      | St. Nicholas.....100    | 100              | Cincinnati.....25       | 122    | 125           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| First Nat.....100           | 109 3/4 | 110 1/4 | State of N. Y. 100      | 107              | Citizens'.....25        | 75     | 80            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| German Ins. Co.'s 100       | 99      | 100     | Tradesmen's.....40      | .....            | Commercial.....25       | 135    | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| German.....100              | 100     | 101     | Union.....50            | 135              | Eagle.....100           | 110    | 115           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| German National 100         | 107     | .....   | <b>Philadelphia. §</b>  |                  | Enterprise.....20       | 80     | 85            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Kentucky Nat.....100        | 109 1/2 | 111     | B'k of N. America 100   | 245              | Eureka.....20           | 100    | 102           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Louisv. Ins. & B. Co. 40    | 135     | 140     | Central National 100    | 190              | Fidelity.....20         | 100    | 102           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Masonic.....100             | 83      | 84      | City National.....50    | 90               | Firemen's.....20        | 120    | 125           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Merchants' Nat. 100         | 99      | 100     | Commercial Nat.....50   | 60               | Germany.....20          | 100    | 105           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Northern of Ky.....100      | .....   | 100     | Commonwealth Nat 50     | 30               | Globe.....20            | 75     | 80            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| People's.....100            | .....   | 12      | Consolidation Nat. 30   | 49 1/2           | Merchants' & Manuf 20   | 120    | .....         | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Second Nat.....100          | 90      | 92      | Corn Exchange Nat. 50   | 53               | Miami Valley.....50     | 100    | 100           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Security.....100            | 128     | .....   | Eighth Nat.....150      | 170              | National.....100        | 110    | 115           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Third National.....100      | 88      | 88 1/2  | First Nat.....100       | .....            | Union.....20            | 45     | 50            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Western.....100             | 100     | .....   | Farmers' & Mech. N. 100 | 116              | Washington.....20       | 75     | 80            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| West. Finan. Corp. 100      | 80      | 81      | Girard National.....40  | 69               | Western.....25          | 120    | 122           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| <b>Mobile.</b>              |         |         | Kensington Nat.....50   | 61               | <b>Hartford, Conn.</b>  |        | 220           | 223                   | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... | ..... |
| Bank of Mobile.....25       | 13      | 15      | Manufacturers' Nat. 25  | 26               | Ætna Fire.....100       | 220    | 223           | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| First Nat.....100           | 115     | 120     | Mechanics' Nat.....100  | 110              | Atlas Insurance.....100 | 25     | 35            | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Nat. Commercial.....100     | 70      | 75      | Nat. B'k Commerce 50    | 90               | Connecticut.....100     | 111    | 114 1/2       | .....                 | ..... | ..... | ..... | .....             | .....   | .....   | ..... | ..... | ..... | ..... |       |
| Southern B'k of Ala 25      | 18      | 20      | Nat. B'k Germant'n 50   |                  |                         |        |               |                       |       |       |       |                   |         |         |       |       |       |       |       |

**Investments**

AND

**STATE, CITY AND CORPORATION FINANCES.**

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

**ANNUAL REPORTS.**

**Pullman Palace Car Company.**  
(For the year ending July 31, 1879.)

The annual statement has just been issued and contains the following:

| INCOME ACCOUNT.  |                     |
|--|---------------------|
| Revenue.   |                     |
| Earnings (leased lines included).....  | \$1,705,795         |
| Our proportion of earnings of other sleeping-car associations controlled and operated by this Company.....   | 453,939—\$2,159,735 |
| Patent royalties.....  | 8,500               |
| Profit and loss, including interest, discount and exchange....   | 28,499              |
| <b>Total.....</b>  | <b>\$2,196,734</b>  |
| Disbursements.   |                     |
| Operating expenses, including legal expenses, general taxes and insurance (leased lines included).....   | \$610,310           |
| Maintenance of upholstery and bedding (including leased lines).....  | 164,542             |
| Our proportion of operating expenses and maintenance of upholstery and bedding in cars of other sleeping-car associations controlled and operated by this company..... | 157,917             |
| Rebuilding association cars.....   | 25,695— 958,465     |
| Rental of leased lines.....  | 264,000             |
| Coupon interest on bonds.....  | 165,890             |
| Dividends on capital stock.....  | 471,056— 636,946    |
| <b>Total.....</b>  | <b>\$1,859,411</b>  |
| Surplus for the year—being excess of revenue over ordinary disbursements.....  | \$337,323           |
| Balance of account for rebuilding and remodeling cars into the latest standard Pullman Car.....  | \$10,920            |
| Balance of surplus for the year carried to credit of income account.....   | 326,402             |
| <b>Total.....</b>  | <b>\$2,196,734</b>  |

For five years past a comparative exhibit of the receipts, expenses, profits, and surplus applicable to dividends, shows as follows:

|              | Revenue.    | Expenses. | Profits.    | Interest, rentals, etc. | Surplus.    |
|--------------|-------------|-----------|-------------|-------------------------|-------------|
| 1874-75..... | \$2,558,647 | \$983,316 | \$1,575,301 | \$550,357               | \$1,024,944 |
| 1875-76..... | 2,555,011   | 990,210   | 1,564,801   | 514,269                 | 1,050,532   |
| 1876-77..... | 2,570,639   | 985,072   | 1,585,567   | 493,579                 | 1,091,958   |
| 1877-78..... | 2,160,830   | 878,573   | 1,282,252   | 451,866                 | 830,386     |
| 1878-79..... | 2,196,734   | 958,465   | 1,238,269   | 429,890                 | 808,379     |

**FINANCIAL STATEMENT, JULY 31, 1879.**

| Assets.   |                     |
|---|---------------------|
| 464 cars and equipments, including franchises, cost.....  | \$8,542,301         |
| Car works at Detroit, cost.....   | 345,823             |
| Patents, United States and foreign, cost.....   | 164,383             |
| Furniture and fixtures in the several offices of the company, 52 in number, cost.....                       | 63,360              |
| Real estate, Chicago, cost.....   | 22,001              |
| Amount invested in other car associations controlled and operated by this company.....                      | 2,379,622           |
| Construction material and operating supplies, including amount paid on cars in process of construction..... | 280,887             |
| Balance of accounts and bills receivable and payable.....   | 138,409             |
| Cash on hand and in bank.....   | 167,754             |
| <b>Total.....</b>   | <b>\$12,104,544</b> |
| Liabilities.  |                     |
| Capital stock issued, 59,382 shares, \$100 each.....  | \$5,938,200         |
| Outstanding bonds:  |                     |
| 8 per cent currency debenture bonds:  |                     |
| Second series, due May 15, 1881.....  | \$328,000           |
| Third series, due Feb. 15, 1887.....  | 445,000             |
| Fourth series, due Aug. 15, 1892.....   | 820,000             |
| 7 per cent currency debenture bonds, due October 15, 1888.....  | \$1,593,000         |
| 7 per cent sterling debenture convertible bonds, due April 1, 1885.....                                     | 199,000             |
| Amount received from sale of old cars leased from Central Transportation Company.....                       | 218,000—\$2,010,000 |
|   | 419,013             |
| Surplus—invested in the assets of the company.....  | \$8,367,213         |
| Less written off during the year for loss on old cars sold, replaced by new, etc.....                       | 3,815,354           |
| Less net loss by C. W. Angell, including expenses of capture, payment of rewards, etc.....                  | \$29,316            |
| 48,707— 78,023— 3,737,330   |                     |
| Embraced in the following accounts:   |                     |
| Guarantee fund account.....   | \$15,728            |
| Sinking fund account.....   | 700,000             |
| Income account.....   | 3,021,602           |
| <b>Total.....</b>   | <b>\$12,104,544</b> |

**GENERAL INVESTMENT NEWS.**

**Baltimore & Ohio.**—The following traffic statement of the Baltimore & Ohio Railroad Company for the month of August this year has been reported in London:

|               | August. | 1878.          | 1879.          | Increase.    |
|---------------|---------|----------------|----------------|--------------|
| Earnings..... |         | \$1,381,304 39 | \$1,578,512 71 | \$197,238 32 |
| Expenses..... |         | 678,855 07     | 819,412 95     | 140,557 88   |
| Net.....      |         | \$702,449 32   | \$759,129 76   | \$56,680 44  |

"Increase in net earnings, eleven months, October, 1878, to August, 1879, \$665,465 71."

**Boston & Albany—Boston & Providence.**—The Boston Traveler reports that an offer has been made to give eight shares of Boston & Albany stock for ten of the Boston & Providence in the event of a consolidation. The Boston & Providence offers to consolidate on the basis of share for share.

**Boston Hoosac Tunnel & Western.**—The stay of proceedings granted in the crossing of this road over the Troy & Boston track was vacated on the 12th inst. The court confirmed the appointment of commissioners to lay out the necessary crossings and assess damages. It is reported that the controversy between Mr. Vanderbilt, respecting the Boston & Albany and the Erie respecting the use of the Hoosac tunnel for the eastern extension of the Erie road, has been adjusted.

**Brooklyn City.**—The Controller of Brooklyn will receive until the 29th instant proposals for the purchase of the whole or any part of \$250,000 tax certificates maturing in 1882; \$500,000 assessment or sewerage bonds maturing in three years, and \$250,000 Bridge bonds running until July 1, 1918, all bearing 5 per cent interest.

**Brooklyn Elevated Railroad.**—The N. Y. Herald says: "A mortgage to the Farmers' Loan and Trust Company of this city has just been executed by the Brooklyn Elevated Railway Company to secure the payment of bonds in the total sum of \$3,500,000 on its road and franchise. The company, of which Mr. W. Fontaine Bruff is president, will issue bonds at the rate of \$350,000 per mile. The bonds are to be for \$1,000 each, dated September 1, 1879, and are payable in 1917. They bear interest at the rate of six per cent, payable semi-annually in gold coin. They are made a first mortgage on the entire road and the franchise of the company. Obligations are made to have an agency of the road in this city, and another in London, England. The railway is to be constructed from the Brooklyn side of the East River Bridge, and also at the Fulton Ferry, on that side of the East River, and is to run through East New York to Woodhaven, in the town of Jamaica. The bonds are to be ready by the middle of October. Work on the excavations is progressing slowly along the route of the proposed railway."

**Brooklyn Flatbush & Coney Island.**—The directors of this railroad have resolved to issue second mortgage bonds to the amount of \$500,000, for the purpose of funding the floating debt incurred for constructing and operating the railroad. The amount named will be issued in \$1,000 bonds, bearing 7 per cent interest, payable semi-annually.

**Chicago Milwaukee & St. Paul.**—The St. Paul Press has a despatch from Yankton dated September 18, saying: "An obligation was to-day entered into between the city of Yankton and the Chicago Milwaukee & St. Paul Railroad whereby the latter corporation agrees to build a line of their road from Rock Mills, Iowa, viz Edna, to Yankton, a distance of sixty miles. Work will be commenced immediately, and the line will be completed early next year. This is the most important line built by the road this year, and will command a large traffic."

**Chicago & Paducah.**—The Purchasing Committee give notice that the plan of reorganization has been completed, and signed by holders of more than three-fourths of the first mortgage bonds. Bondholders who desire to participate in the benefits of the plan must sign the agreement within thirty days from Sept. 13, and deposit their bonds with the Farmers' Loan & Trust Company within three weeks thereafter. A copy of the agreement ready for signatures may be found at the office of Parrish & Pendleton, No. 120 Broadway, New York.

**Chicago Pekin & Southwestern.**—A special dispatch to the Chicago Tribune is as follows: "Joliet, Ill., Sept. 22.—In the Will County Circuit Court to-day, Messrs. H. B. Turner, of New York, Solicitor of the Farmers' Loan & Trust Company, and George W. Kritzing, of Chicago, representing the bondholders of the Chicago Pekin & Southwestern Railroad, filed a joint petition of the Farmers' Loan & Trust Company and of Lucius Tuckerman, William Walter Phelps, Percy R. Pyne, Moses Taylor, John Jacob Astor, Henry Parrish, E. C. Ernott, A. F. Higgins, C. G. Thompson, B. B. Mildmay and R. Van Hoffman, asking the Court to put the Trustee (the Farmers' Loan & Trust Company of New York) in possession of the road and all property and accounts pertaining thereto, under the clause in the mortgage deed which provides that in case of any default in the payment of interest or principal, on the request of one-tenth of the bondholders, the Trustee may take possession. The petition embraces the Trustee and all the first and second mortgage bondholders, except five first mortgage bondholders, who are unknown. Judge Goodspeed received the petition, but did not care to take any action upon it, as Judge McRoberts will return from Princeton on Wednesday and take up the case. The motion of Messrs. Turner and Kritzing was consented to by Messrs. Hagar & Flanders, attorneys for the C. P. & S. W. Road."

**Cincinnati Southern.**—The contractors now have track laid to Rock Creek, Tenn., 98 miles from Chattanooga, and 93 miles north by east from the junction with the Western & Atlantic at Boyce's, where tracklaying began. Further progress is at present delayed by the Rock Creek bridge, which will probably be finished next week. On the northern end the track has reached

Bear Creek, 204 miles southward from Cincinnati. Here also the track-layers are waiting for the erection of a bridge, which will take a week or two to complete. There remain but 34 miles of track to be laid, and it is expected that the road will be completed by the middle of November, provided there is no delay with the bridges.

**Coal Sale.**—The Delaware Lackawanna & Western Railroad Company sold at auction, on Wednesday, 100,000 tons of Scranton coal. The average prices obtained were about 3½ cents per ton lower than at the August sale. The following table shows the range of prices and the averages, compared with the prices received at the August sale of the same company :

|                      | Range of prices. | Av. price received. | Av. price Aug. 27. fm Aug. | Decline |
|----------------------|------------------|---------------------|----------------------------|---------|
| 25,000 grate.....    | \$2 00 @ 1 97½   | \$1 97¾             | \$2 04                     | 06¼     |
| 20,000 egg.....      | 2 07½ @ 2 12½    | 2 10½               | 2 15½                      | 05      |
| 45,000 stove.....    | 2 32½ @ 2 37½    | 2 35½               | 2 37¾                      | 02¼     |
| 10,000 chestnut..... | 2 17½ @ 2 20     | 2 19½               | 2 21                       | 01½     |
| Total average.....   |                  | \$2 20              | \$2 23½                    | 03½     |

**Denver & Rio Grande.**—We reported last week the proposal for the purchase of this road. The New York *American Exchange* says further of this: "Mr. Jay Gould has been taking steps to secure control of the Denver & Rio Grande property. When the arrangement above mentioned (for exchange of stock) was entered into between the Denver & Rio Grande and the Pueblo & Arkansas Valley companies, the stock of the two corporations was placed in the hands of trustees. Most of the stock of the Denver & Rio Grande Company is still held in trust, the stockholders having received trust certificates for all the shares deposited. A contract has been made by Gen. William J. Palmer, President of the Denver & Rio Grande Company, with Mr. Jay Gould and Mr. Russell Sage, whereby they agree to purchase one-half of the outstanding certificates at 22 per cent of their face value, payable at the option of the purchaser either in cash, Kansas Pacific Railway Company stock at 66, or in 6 per cent Kansas Pacific consolidated bonds at 88 per cent. A large number of the stockholders are said to have accepted this offer.

"Under the arrangement with the Pueblo & Arkansas Valley Company, the Denver & Rio Grande stockholders would have received much less than 22 per cent of their stock. In view of the present litigation, the result of which cannot be foretold, it is believed by many persons that the offer of Messrs. Gould and Sage is very fair, and that its acceptance will secure valuable assistance for the Denver & Rio Grande Company, which is calculated to help to enhance the value of the stock unexchanged and still held by the stockholders. The exchange may be made at any time up to Sept. 30. Such stockholders as do not accept Mr. Gould's proposition will be entitled to their rights under the original trust, and will be subject to all the risks of the litigation.

"Upon the rendering of a decision by the courts, the Denver & Rio Grande road will be at once delivered to whichever company is declared to be entitled to its control. In the event of the Denver & Rio Grande Company regaining possession of its road, it is considered more than probable that the Gould interest will control its future policy."

**Des Moines Winterset & Southwestern.**—This road will be sold in Des Moines, Ia., Oct. 23, under a decree of foreclosure granted by the United States Circuit Court in 1876. The road extends from Somerset Junction, Ia., to Winterset, 26 miles, and is one of the Chicago Rock Island & Pacific leased roads.

**Florida Railroads.**—A press despatch from Jacksonville, Fla., Sept. 25, says: "The Florida Central and the Jacksonville Pensacola & Mobile Railroads, the two extending from this city to the Chattahoochee River, were sold to-day. They were bid off by C. D. Willard, Esq., attorney for Adolph Engler, Trustee. The Jacksonville Pensacola & Mobile Road was sold for \$50,000, subject to a prior lien of about \$800,000. The Florida Central Road sold for \$305,000. Both roads were purchased for the bondholders, and it is understood that a new company will be organized to operate the roads."

**Great Western of Canada.**—A despatch from London, Sept. 23, says: "The directors of the Great Western Railway, Canada, have issued a special report on the proposals for a fusion with the Grand Trunk Railway, which will be submitted at the meeting of shareholders on the 2d of October. The report states that the policy of the Great Western has always been peaceful and that of the Grand Trunk Company aggressive. The inability of the Great Western Company to pay dividends is attributed to the persistent competition of the Grand Trunk road. The directors of the Great Western insist on a division of all competitive traffic, and maintain that Henry Tyler's amalgamation proposals are illegal, as no such arrangement would be binding without the sanction of the Canadian Legislature. The Great Western Company is willing to enter into any arrangement which will put an end to competition, but not on the terms proposed by Henry Tyler."

**Hudson River Tunnel.**—The Delaware Lackawanna & Western Railroad Company in December of 1874 procured an injunction against the Hudson River Tunnel Company and forced it to suspend operations at the shaft it had begun to sink at the foot of Fifteenth street, Hoboken. The matter has been in the New Jersey courts since that time, and the hands of the Tunnel Company were completely tied until Monday last, when Chancellor Kenyon formally dissolved the injunction, a settlement having been arrived at between the parties interested. In anticipation of this action a number of men were

employed in the early part of last week to clean away the accumulated rubbish from the vicinity of the shaft, and yesterday work was resumed in earnest by a large force of laborers and bricklayers. The shaft at 3 o'clock revealed a depth of about twenty-five feet, and is being driven very rapidly. The inside diameter of the shaft is thirty feet, and as it is walled around with a four-foot brick wall, the total diameter of the excavation is a little over thirty-eight feet. The depth of the shaft proper will be sixty feet, and the excavation about sixty-five feet.—*New York Tribune*, Sept. 24.

**Indiana Bloomington & Western.**—It is stated that Mr. B. S. Henning, General Manager of the Indiana Bloomington & Western road, has sent to the Treasurer of the company, George E. Taintor, the money with which to pay the interest on bonds which fall due October 1. This will be a new experience for the parties holding them. No more interest is due until January 1; then it amounts to but \$45,000, and on April 1, \$75,000 interest will fall due. The earnings of the road are now quite satisfactory, and Mr. Henning thinks that he will have no trouble in meeting the interest promptly, besides maintaining the roadbed and equipments in their present excellent condition. He will attempt but little this fall in the way of improvements, and what work is done will be the bridges.

**Iron and Steel Imports.**—The *Chicago Railway Review* says: "The extraordinary decrease in the importation of iron and steel rails and of pig iron into the United States in the last ten years" \* \* "is shown in the following table, which we compile from the tables of imports prepared by the Treasury Department. The figures show the money value of the imports :

| Years.    | Iron Rails. | Steel Rails. | Pig Iron.   |
|-----------|-------------|--------------|-------------|
| 1869..... | \$7,305,845 | a            | \$2,138,039 |
| 1870..... | 9,669,571   | a            | 2,509,280   |
| 1871..... | 17,360,297  | a            | 3,106,490   |
| 1872..... | 15,778,941  | 6,277,694    | 5,122,318   |
| 1873..... | 10,541,036  | 9,199,666    | 7,203,769   |
| 1874..... | 987,260     | 9,771,175    | 3,288,022   |
| 1875..... | 69,283      | 2,863,027    | 1,458,668   |
| 1876..... | 6,738       | 314,282      | 1,918,547   |
| 1877..... |             | 1,464        | 1,556,415   |
| 1878..... |             | 530          | 1,250,057   |

a Included in iron rails.

"It will be seen that we paid foreign nations \$17,360,297 for iron rails in 1871, and nothing in 1877 and 1878; that we paid them for steel rails in 1874, \$9,771,175, and only \$530 in 1878; and that our imports of pig iron, which in 1873 reached \$7,203,769, dropped in 1878 to \$1,250,057. This is a very encouraging showing for our manufacturers."

**Lafayette Bloomington & Muncie.**—This consolidated railroad extends from Muncie, Ind., to Bloomington, Ill., a distance of 200 miles. Its securities have just been placed on the Stock Exchange list, viz.: Stock, 10,000 shares, \$1,000,000; income 7 per cent bonds, interest payable, if earned, at the rate of \$5,000 per mile, \$1,000,000; and first mortgage 6 per cent bonds, at the rate of \$12,500 per mile, \$2,500,000. The first mortgage bonds of the old companies amounted to \$3,700,000 and bore 7 per cent interest. The directors of the company are: C. R. Cummings, President, Chicago; E. H. R. Lyman, of A. A. Low & Bro., New York City; D. P. Eells, President Commercial Bank, Cleveland, Ohio; J. H. Cheney, Bloomington, Ill.; George I. Seney, President Metropolitan National Bank, New York City; John T. Martin, Brooklyn, N. Y.; I. S. Newberry, President Michigan Car Company, Detroit, Mich.; Oliver W. Pierce, Lafayette, Ind.; and Charles H. Bogardus, Paxton, Ill.

**Lake and Canal Freight Rates in August.**—The *Buffalo Commercial Advertiser* of September 20 gives the following exhibit of the average freight on wheat and corn from Chicago to Buffalo by lake, and the average on the same cereals from Buffalo to New York by canal, for the month of August in the ten years named :

| Year.     | —Lake—        |              | —Canal—       |              |
|-----------|---------------|--------------|---------------|--------------|
|           | Wheat, cents. | Corn, cents. | Wheat, cents. | Corn, cents. |
| 1870..... | 5.0           | 4.7          | 9.4           | 9.2          |
| 1871..... | 6.2           | 5.7          | 11.8          | 10.8         |
| 1872..... | 9.6           | 8.8          | 12.0          | 11.0         |
| 1873..... | 6.5           | 5.6          | 10.6          | 9.6          |
| 1874..... | 3.1           | 2.1          | 9.0           | 8.0          |
| 1875..... | 2.5           | 2.2          | 8.1           | 7.3          |
| 1876..... | 2.2           | 1.8          | 5.8           | 5.3          |
| 1877..... | 4.0           | 3.6          | 7.0           | 6.4          |
| 1878..... | 3.2           | 3.0          | 5.2           | 4.6          |
| 1879..... | 4.9           | 4.5          | 6.5           | 5.9          |

On this the *Advertiser* remarks: "For the first time in several years the transportation people, as a whole, are feeling pretty well satisfied with the situation. The enormous crops of this year, in connection with the general revival of business, are giving carriers about all the business they can conveniently take care of. Vessel owners, boatmen and railways are all doing a heavy trade, which is shown by the fact that the deliveries at the seven leading seaboard ports from January 1 to September 6, 1879, aggregate the enormous amount of 184,000,000 bushels, which is 21,000,000 bushels in excess of last year's movement, and nearly two and a-half times as great as the deliveries in the corresponding months of 1877."

**Lake Erie & Western.**—The stock and bonds of this road have been placed on the New York Stock Exchange list. The road is a reorganization of the old Lake Erie & Louisville Railroad, extending from Fremont, Ohio, on the Lake Shore Railroad, to Muncie, Ind., where it connects with the Lafayette Bloomington & Muncie Railroad. Total distance, 165 miles; stock, 30,000 shares, \$3,000,000; income 7 per cent bonds,

interest payable, if earned, at the rate of \$9,000 per mile, \$1,485,000; and first mortgage 6 per cent bonds, at the rate of \$11,000 per mile, \$1,815,080. The directors of the company are: C. R. Cummings, President, Chicago; Adrian Iselin, of A. Iselin & Co., New York City; Walston H. Brown, New York City; Geo. I. Seney, President Metropolitan National Bank, New York City; D. P. Eells, President Commercial Bank, Cleveland; C. L. Brice, Lima, Ohio; E. H. R. Lyman, New York City; Chas. Foster, Fostoria, Ohio; John T. Martin, Brooklyn, New York.

**Louisiana Bondholders.**—At a meeting at the Bank of New York of holders of Louisiana State bonds, a committee of three was selected to devise a plan for the enforcement of their rights against that State. A large amount of the bonds was represented and the members of the committee, whose names were not made public, are said to be large holders. The bonds belong to the class of consolidated 7 per cents, of which the total issue amounts to \$11,777,100. The State defaulted in the payment of the January interest, but has paid since a part of that and of the July interest. Of the interest that fell due in January, 35 per cent remains unpaid, and about one-fourth of the July interest is yet forthcoming. It is claimed by the bondholders that, under a clause in the Constitutional Amendment of 1874, the issue of consolidated bonds was made a valid contract between the State and the holders of the bonds. The consolidated bonds were issued in 1874, in fulfillment of a compromise at 60 cents on the dollar with the creditors of the State.—*N. Y. Tribune.*

**Macon & Brunswick.**—The Governor of Georgia publishes a notice that, whereas the General Assembly of that State, by an act approved Sept. 3, 1879, authorized the lease of the Macon & Brunswick Railroad—

"Now, therefore, in pursuance of the provisions of said act, the Macon & Brunswick Railroad will be offered for lease before the Court House door of the county of Bibb, in the city of Macon, State of Georgia, between the legal hours of sale, on Thursday, the sixth (6) day of November, 1879, at public outcry to the highest bidder.

"The Macon & Brunswick road is a broad gauge railroad extending from the city of Macon to the city of Brunswick, in Glynn County, Ga., a distance of one hundred and eighty-six miles, with a branch extending from Cochran, a station on said main line, to Hawkinsville, a distance of ten miles, making an aggregate length of one hundred and ninety-six miles, with seven miles of sidings. This railroad, with all its workshops, depots, rolling stock, lands and appurtenances of every kind, with such portions only of certain lots of land owned by the State near the line of said railroad in the counties of Pulaski, Dodge and Wayne as may be necessary for right of way, section houses, depots or general operation of the road, is offered for lease for twenty (20) years.

"No bid will be received that is less than \$60,000 per annum, nor will any railroad or express company within the limits of this State or combination of either be permitted to lease said railroad, but with this exception any persons or corporations in this State or elsewhere may become the lessees of this property; provided that parties so proposing are worth above their indebtedness the sum of \$150,000."

"This lease may be forfeited for the following causes: 1. Failure to pay the rent agreed upon. 2. Failure to give the additional security that may be required by the Executive. 3. Permitting any company owning a competing line of railroad, or any individual interested therein, running to the Atlantic coast from any other point than Brunswick, to become so interested in this lease or to control the freight and passenger tariff or management of said Macon & Brunswick Railroad. 4. Failure or refusal of the company so leasing to build the railroad from Macon to Atlanta."

**Michigan Central.**—Notice is given that 50 Jackson Lansing & Saginaw bonds have been drawn for redemption according to the terms of the mortgage, and that they will be paid on presentation to the Farmers' Loan and Trust Company, in New York, or the Atlantic National Bank in Boston, October 4. They will cease to draw interest from that date. The numbers drawn are: 22, 31, 53, 102, 132, 147, 148, 149, 156, 174, 216, 241, 260, 275, 302, 308, 314, 352, 363, 411, 453, 500, 517, 521, 540, 547, 548, 553, 561, 571, 590, 614, 628, 630, 666, 686, 696, 704, 713, 715, 722, 736, 763, 815, 882, 883, 904, 914, 917 and 920.

**New York & Oswego Midland.**—The sale of this road has again been postponed for a month, and is now set down for Friday, October 31. The absence of parties connected with litigation is the nominal cause assigned for the postponement.

**Northern Pacific.**—The annual meeting of the stockholders was held Wednesday afternoon in the company's office at Fifth avenue and Ninth street. The President read the annual report. The conversion of the bonds on the 17th of September inst. amounted in all to \$30,207,100, and there are outstanding to-day of those bonds only \$529,400. The report shows that the business of the road in both local and through traffic is increasing. The acreage of wheat along the line this year is estimated to be double that of last year, and the new breaking-up of land indicates that next year it will be much larger. The earnings for the ten months ending June 30, 1879, do not show the full extent of the increase of the business of the road, as the movement of the wheat crop does not begin until near September. The gross earnings for these ten months are \$1,167,261. The gross earnings for the same month last year were \$947,248, showing an increase of \$215,013. The operating expenses were \$711,463, leaving net over operating expenses of \$455,798. Deducting all expenses, taxes, insurance, &c., there is left net over all for ten months \$348,305. The net floating debt at the expiration of the year ending June 30, 1879, was \$385,302, but \$100,756 of this amount was on account of the purchase early in April of rails, &c., for the Missouri division. Of this, provision has been made for part payment, so that the actual floating debt is \$195,227. Under the plan of reorganization the capital stock is subdivided into preferred stock 510,000 shares, \$51,000,000, and common stock, 490,000 shares, \$49,000,000.

A number of resolutions offered by Hall Stanton and others, authorizing the directors further to carry on the work, were

adopted, and the meeting adjourned. The following directors were elected for the ensuing year: Frederick Billings, Vermont; Johnston Livingston, New York; Joseph Dilworth, Pittsburg; C. B. Wright, Philadelphia; B. P. Cheney, Boston; Hugh McCulloch, New York; Joseph D. Cotte, Philadelphia; J. Frailey Smith, Philadelphia; J. M. Denison, Baltimore; Alexander Mitchell, Milwaukee; J. C. Ainsworth, Oregon; Walter Ferguson and James B. Williams, New York.

**Ohio & Mississippi.**—The following report of the receipts and disbursements for the month of August has been filed by the Receiver, Mr. John King, jr.:

| RECEIPTS.   |                  |
|---|------------------|
| Cash on hand, August 1.....                             | \$27,609         |
| Received from station agents.....                       | 356,016          |
| Received from conductors.....                           | 5,214            |
| Received from individuals, railroad companies, &c.....  | 28,050           |
| Received from American and Adams Express companies..... | 746              |
| <b>Total.....</b>                                       | <b>\$417,637</b> |
| DISBURSEMENTS.  |                  |
| Vouchers prior to November 18, 1876.....                | \$11,782         |
| Vouchers subsequent to November 18, 1876.....           | 151,435          |
| Arrearages.....   | 2                |
| Pay rolls.....  | 115,293          |
| Cash on hand September 1.....                           | 139,124          |
| <b>Total.....</b>                                       | <b>\$417,637</b> |

**Pennsylvania Railroad.**—The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for August, 1879, as compared with the same period in 1878, shows an increase in gross earnings of \$10,117, an increase in expenses of \$239,771, and a decrease in net earnings of \$229,654. The eight months of 1879, as compared with the same period in 1878, show an increase in gross earnings of \$1,218,412, an increase in expenses of \$999,756, and an increase in net earnings of \$218,656. All lines west of Pittsburg and Erie for the eight months of 1879 show a surplus over liabilities of \$99,952, being a gain over the same period in 1878 of \$290,622.

**Pennsylvania State Bonds.**—The Philadelphia *North American*, Sept. 20, says: "It has been learned that the forthcoming report of the Legislative Committee, recently inquiring into the alleged overissue of State bonds, will, when ready, contain in substance the following: That the committee have found that \$400,000 of the loan of May 4, 1852, had been used in taking up overdue loans of the State, and that 100 of them, of \$1,000 each, had not been used, but left with the Girard Bank, having been found there by State Treasurer Bickel the day previous to his retiring from office. The bank gave a receipt for them to John F. Bailey, the succeeding State Treasurer, and he in turn handed it over to Eli K. Slifer, his successor. Henry J. McGraw became Treasurer in 1856, and in December of that year had a settlement with the bank. The institution had, it appears, used \$49,000 of the bonds, and was unable to deliver them to McGraw. But in lieu of these it delivered to him \$28,000 of the 5 per cent certificate loan, and 21 bonds, of \$1,000 each, of the loan of the 4th of May, 1852, and 51 bonds of the loan of the 19th of April, 1853, of \$1,000 each. McGraw received at the same time the interest which had accrued, and a check for the difference between the market value of the 5 per cent certificate loan and the bonds which had been used."

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

|   | 1879.              |                     | 1878.              |                     |
|---|--------------------|---------------------|--------------------|---------------------|
|   | Month.             | Year to date.       | Month.             | Year to date.       |
| Railroad traffic.....   | \$1,205,414        | \$9,191,503         | \$1,217,542        | \$8,303,275         |
| Canal traffic.....  | 101,092            | 560,386             | 119,115            | 584,905             |
| Steam colliers.....   | 47,630             | 482,756             | 49,600             | 408,742             |
| Rich'm'd coal barges.....   | 8,143              | 107,480             | 16,533             | 68,019              |
| <b>Total RR. Co.....</b>  | <b>\$1,462,280</b> | <b>\$10,342,127</b> | <b>\$1,402,792</b> | <b>\$9,364,944</b>  |
| Reading C. & I. Co.....   | 805,686            | 7,123,446           | 950,825            | 5,530,208           |
| <b>Total of all.....</b>  | <b>\$2,267,967</b> | <b>\$17,465,573</b> | <b>\$2,353,617</b> | <b>\$14,895,152</b> |
| TONNAGE AND PASSENGERS.   |                    |                     |                    |                     |
| Tons of coal on RR.....   | 730,214            | 5,707,371           | 683,076            | 4,082,460           |
| Tons merchandise.....   | 545,930            | 3,273,988           | 280,015            | 2,337,658           |
| Passengers carried.....   | 820,270            | 5,555,816           | 555,914            | 4,710,297           |
| Coal transported by steam colliers.....   | 55,111             | 440,997             | 62,960             | 435,501             |
| TONS OF COAL MINED.   |                    |                     |                    |                     |
| By Coal & Iron Co.....  | 413,270            | 3,021,254           | 341,129            | 1,910,012           |
| By tenants.....   | 113,942            | 898,957             | 123,623            | 759,749             |
| <b>Total mined from lands owned and controlled by Co. and from leasehold estates.....</b> | <b>527,213</b>     | <b>3,920,212</b>    | <b>464,752</b>     | <b>2,669,761</b>    |

**Reading & Lehigh (Berks Co. Pa.)**—This Railroad, which has its starting point at High's Farm, in Berks County, passes through Reading, and runs to Slatington, Lehigh County, was sold at the Philadelphia Exchange this week. The road was sold to John N. Hutchinson, who purchased it for the sum of \$200,000, in the interest of certain bondholders. Before the sale took place it was announced that it would be subject to a claim of ten per cent which had been retained upon the contract for building certain bridges, &c., amounting to \$14,000, and a claim aggregating \$120,000 for labor and materials furnished. The purchasers were notified that these claims would be enforced against the railroad in their hands.

**St. Joseph & Western.**—The *St. Joseph Gazette* says: "Two important extensions of the St. Joseph & Denver City Railroad,

now the St. Joseph & Western, were determined upon some time ago by the management of that road—one of which, known as the 'Grand Island Extension,' is now ready for the ties and rails, the grading having been fully completed; the other, known as the 'Beatrice Extension,' has just been commenced. These extensions are both important adjuncts to the main line. One of them, the 'Highland Extension,' connects the main line with the Union Pacific, forming the connecting link in what is familiarly known as the 'Gould Pacific.' The other, the 'Beatrice Extension,' reaches out from Marysville, Kansas, to Beatrice, Nebraska, penetrating one of the finest agricultural regions in the West. In connection with these two important railroad extensions, both of which contribute very largely to the material advantage of the City of St. Joseph, important orders have been recently issued which are well-known in railroad circles in the city, and show the energy with which the work on both of these extensions is being pushed forward to completion, as well as a foreshadowing of what may be expected in the future."

**St. Louis Kansas City & Northern.**—The *St. Louis Republican*, Sept. 22, says:

"The Omaha extension of the St. Louis Kansas City & Northern has been completed to Marysville and twenty-two miles beyond. Seventy-four miles are now constructed westward from Pattonsburg, and twenty-seven miles have been completed eastward from Council Bluffs."

**St. Louis & San Francisco.**—The new bonds of this railroad have just been placed on the Board list, viz.: First mortgage 6 per cent bonds, \$1,100,000, secured by mortgage on that portion of the road running from Pierce City, Mo., to Oswego, Kansas, and branch from Orange, Mo., to Joplin, Mo., in all eighty-four miles of road.

**St Paul Minneapolis & Manitoba.**—Suit has been commenced by a Dutch bondholder, in the United States Circuit Court at St. Paul, Minn., to determine the legality of the foreclosure and sale by which this company acquired the St. Paul & Pacific lines.

**St. Paul & Sioux City.**—This road is a consolidation of the companies known as the St. Paul & Sioux City and Sioux City & St. Paul Railroads. By the 1st of November, 1879, the company will have in operation 410 miles of road. Its securities have been placed on the Stock Exchange list as follows: Common stock, \$4,600,000; preferred 7 per cent stock, \$4,600,000; and first mortgage 6 per cent bonds, \$4,600,000. These issues are intended to cover 460 miles of road, and, after retiring the bonds and stocks of the old companies, are only to be issued as the road is extended. The old St. Paul & Sioux City Company for many years has paid 8 per cent on its preferred stock, amounting to \$2,000,000. The directors of the new company are: Horace Thompson, President First National Bank, St. Paul; George I. Seney, President Metropolitan National Bank, N. Y.; R. F. Hersey, lumberman, Stillwater, Minn.; John L. Merriam, Vice-President of company, St. Paul; A. H. Wilder, contractor, St. Paul; W. R. Merriam, Cashier First National Bank, St. Paul; John S. Prince, President Savings Bank, St. Paul; H. H. Sibley, President Gas Company, St. Paul; C. H. Bigelow, President St. Paul Fire and Marine Insurance Company, St. Paul; T. A. Harrison, retired capitalist, Minneapolis; Hugh H. Harrison, President National Bank, Minneapolis; William Rhodes, President City Council, St. Paul; R. Blakely, Black Hills Stage Company, St. Paul; G. A. Hamilton, Secretary St. Paul & S. C. Company, St. Paul; E. F. Drake, President St. Paul & S. C. Company, St. Paul.

A circular issued by the company states, in addition to the above matters, that the company has now completed and in operation about four hundred miles of railroad, and, with contemplated extensions, will in future, probably, have seven hundred miles. Its main line extends from St. Paul to Sioux City, 270 miles, with a contemplated extension into Nebraska. The St. Paul & Sioux City Company has for many years earned and paid a dividend at the rate of 8 per cent on stock equal to \$16,000 per mile of road. Arrangements have been completed, with the assent of a majority of the bond and stock holders, to retire all existing bonds and stocks on all the lines now owned by the St. Paul & Sioux City Company, and substitute one uniform bond, secured on all the property at the rate of \$10,000 per mile, bearing 6 per cent interest, payable half-yearly (April 1st and October 1st), at the Metropolitan National Bank, New York. The principal and interest payable in United States gold coin of the present standard of weight and fineness, secured by a mortgage to the Central Trust Company of New York. The bonds run forty years. An issue of preferred stock, of same amount per mile, is to be made; such stock to have a preferred dividend of 7 per cent when earned, not cumulative. Common stock, of same amount per mile, is to be issued, and is entitled to a dividend of seven per cent, if so much is earned, after paying interest on bonds and dividends on preferred stock. By the 1st of November, 1879, the company will have in full operation 410 miles of road. On 306 miles last year, with unusually bad crops, the gross earnings of the road were about \$1,100,000. The country through which these lines of road pass is the most fertile in the West, embracing the choice lands of Iowa, Minnesota and Dakota. At the eastern terminus are the cities of St. Paul and Minneapolis, aggregating a population of about one hundred thousand souls.

**Selma & Gulf**—SELMA, ALA., Sept. 22.—The Selma & Gulf Railroad was sold to New York parties for \$120,000

**South Park Denver & Pacific.**—The Denver (Col.) *Tribune* says: "It was rumored on the street that the Denver & Rio Grande managers intended to sue out a writ of injunction to prevent the Denver & South Park from going into the Arkansas Valley. The rumor was at once investigated, and there is little doubt of its truth. That such a proposition has been broached by the Denver & Rio Grande managers is positive. Whether they will dare to carry it into effect is a question which a very few days will decide. The aim of the plan is clear. The Denver & Rio Grande claims the right of way along the Arkansas River, and they desire to prevent the South Park from continuing its construction just as they stopped the Santa Fe. The completion of the line is of such great importance, both to the South Park and the people of Leadville, that any sum these people will claim may be raised to prevent the stoppage of construction. The South Park managers have the Santa Fe experience as a guide, and they know how effective the canon litigation was in stopping the Leadville extension from Canon City. Whether the fear of similar obstacles may move them to pay the Rio Grande managers into letting them alone, time will settle. If the writ is served and the matter put in litigation, it is safe to say that Leadville will have no railroad this year, and perhaps not next."

**Trunk Line Rates.**—The Joint Executive Committee of the trunk lines and their connections reached the following decisions: The percentages on which Eastern-bound rates are based will remain the same. The rates upon cotton and tobacco will be as follows after October 1: Uncompressed cotton—From Memphis 67, Nashville 60, St. Louis 59, Hannibal 59, East St. Louis and East Hannibal 55, Cairo, Ill., 57, Evansville 55, Louisville 48, Cincinnati 45. Compressed cotton—St. Louis 42, Cairo 42, Evansville 40, Louisville 40, Cincinnati 37.

The rates on live hogs to seaboard shippers will remain unchanged. On all shipments, the products of which are exported, a rebate of 5 cents per 100 pounds will be paid after October 1.

On and after the same date the rates on butter and eggs from Chicago to New York will be on a basis of 50 cents; on cheese 40 and on wool 50.

The proposed discussion of the advisability of pooling passenger receipts was postponed to a special meeting to be held next week. The dispute in regard to Southwestern rates was taken up, but no decision was arrived at, and the subject was referred to Gen. Winslow and Milton H. Smith as arbitrators. These gentlemen subsequently selected Vice-President Blanchard, of the New York Lake Erie & Western Company, as referee. The question of pooling traffic from Western points was decided to be a matter for the local agents to agree upon among themselves. Various minor questions were referred to sub-committees. After adopting the following resolutions, the conference adjourned:

*Resolved*, That, beginning with Oct. 1, 1879, all East-bound freight be charged at the agreed tariff rates, and that no claim of any forwarder, consignee, or other party for any rebate or concession thereon, on the ground of any written or verbal contracts, agreements, or understandings, prior or subsequent to June 9, shall be recognized or paid except by process of law.

*Resolved*, That each railroad company, and fast freight lines, interested give written notice to that effect to all parties whose names appear on the lists submitted by them to this meeting when such rates are not provided for by the changes of rates as adopted by this meeting, and that they submit copies of said notice to the chairman of this joint executive committee; that, in addition to such notices, the chairman give written notice to the same effect to each and all said parties, forwarders or consignees as the action of this committee.

*Resolved*, That no verbal or written contract or understandings will hereafter be made or recognized at any variation, direct or indirect, from the agreed tariff in rates, weights, quantities, or duration upon any business which comes under the organization and control of any other roads represented on the joint executive committee, or such other connecting roads as will make themselves parties to this agreement.

**Virginia Debt.**—Gen. Asa Rogers, second auditor of Virginia, has addressed a letter, under date of September 16, to the editor of the *Richmond Dispatch*, in which he says:

"In reply to your question as to the progress we have made in funding the public debt I have to say that the whole amount of the bonds actually issued to this time is:

|                                 |             |
|---------------------------------|-------------|
| In coupon bonds.....            | \$5,819,100 |
| In registered bonds.....        | 289,700     |
| In sterling bonds equal to..... | 383,000     |

\$6,491,800

And there is in the treasurer's office ready to fund when the engravers send the bonds from New York..... 724,484

Making in all.....\$7,216,284

"The stock funded is:

|                       |                       |
|-----------------------|-----------------------|
| From class No. 1..... | \$5,265,710           |
| From class No. 2..... | 1,950,574—\$7,216,284 |

—which is an excess of No. 1 over No. 2 of \$3,315,137. We have reason to know that the amount funded by the 1st of October will exceed in new bonds \$8,000,000."

**Washington City Virginia Midland & Great Southern.**—The Danville (Va.) *News* says: "In an interview with President Barbour, of the Virginia Midland Railroad, who is now in Danville, he stated that the object of his coming here at this time is to inaugurate an effort looking to the extension of the Virginia Midland Railroad beyond Danville into North Carolina, by way of the coal fields of Rockingham, and thence to Statesville, with purpose to form connection at that point with the line of railroad now being extended to Asheville, and thence to the great South. He brought with him an engineer and party to make a reconnaissance of the route of the proposed extension, in order to ascertain the probable cost of construction and the resources of the country to be developed by it. This reconnaissance will be made forthwith and the result speedily reported."

The Commercial Times.

COMMERCIAL EPILOGUE.

FRIDAY NIGHT, September 26, 1879.

The past week has been notable for the speculative activity in a number of leading articles of merchandise, among which may be mentioned wheat and corn, carrying with them breadstuffs generally; lard and cheese, carrying with them provisions generally; coffee and petroleum; all making a material advance in prices, followed in breadstuffs and lard by some decline. The temper of the markets seems to be largely speculative, and there can be little doubt that for a period of time somewhat prolonged, important movements and wide fluctuations in values, independent of regular trade, may be anticipated. The weather has continued generally good, although at the moment the temperature is so low as to excite apprehensions of unseasonable frosts.

Provisions have been rapidly advancing, in sympathy with the speculative movement and advices from Chicago; a very fair business has been done. To-day, the market was quiet, but the firm tone was still generally maintained; mess pork was sold on the spot at \$9 20@9 25; in options October was sold at \$9 05, and December at \$9 25. Lard was sold on the spot at 6'42½@6'40c. for prime Western; for future delivery October was sold at 6'45@6'47½c., November at 6'17½c., December at 6'10@6'12½c., seller the year at 6'10c.; buyer do. at 6'55c.; refined to the Continent was held at 6'70c. Bacon is firmly quoted by reason of reduced offerings; long clear on the spot, 5½c.; long and short clear together, for December delivery, here quoted at 5c., and in Chicago at 4¼c. Beef was steady and beef hams nominal at \$15. Butter and cheese have continued firm, with a buoyant tendency; a liberal trade has been effected, particularly for export.

In Brazil coffee a very good business has been reported; stocks are not large and prices have undergone a further advance; fair cargoes now quoted at 15¼c. Stock here in first hands on the 24th inst., 54,039 bags. Mild grades have also been quite active at improved prices. Rice and molasses, however, have been less active, but the general tone remains firm. Refined sugars higher and firm, with a steady market; standard crushed, 9¼c. Raw grades are very strong at 6½@7c. for fair to good refining Cuba.

|                                   |              |            |               |             |
|-----------------------------------|--------------|------------|---------------|-------------|
| Receipts since Sept. 1, 1879..... | Hhds. 22,745 | Boxes. 623 | Bags. 240,286 | Melado. 324 |
| Sales since Sept. 1, 1879.....    | 39,654       | 5,109      | 381,845       | 1,519       |
| Stock Sept. 24, 1879.....         | 66,823       | 23,611     | 500,635       | 2,849       |
| Stock Sept. 25, 1878.....         | 57,729       | 8,932      | 87,154        | 1,747       |

Kentucky tobacco has been quite dull, and as a consequence prices are somewhat depressed. Sales for the week are only 450 hhds., of which 100 for home consumption and 350 for export; quoted at 3½@5½c. for lugs, and 6@12c. for leaf. Seed leaf has been very active, and prices rule very firm. Sales for the week foot up the large aggregate of 3,587 cases, as follows: 1,040 cases, 1878 crop, New England, 11@21c.; 100 cases, 1877 crop, New England, 14½@25c.; 1,329 cases, 1878 crop, Pennsylvania, 11½@20c.; 786 cases, 1877 crop, Pennsylvania, 14@28c.; 125 cases, 1878 crop, Wisconsin, private terms; 307 cases, 1878 crop, Ohio, 9¼@10¼c. The movement in Spanish tobacco is limited to 450 bales Havana at 82c.@\$1 10.

Ocean freights have latterly been more liberally taken, and in some instances somewhat better rates have been obtained. The supplies of tonnage are ample. Late engagements and charters include—Grain to Liverpool, by steam, 7¼ @ 7½d., 60 lbs.; cotton ¾d.; provisions 37s. 6d. @ 45s.; grain to London, by steam, 7¾@8d., 60 lbs.; do. to Hull and to Avonmouth, by steam, 8d.; do. to Havre, by steam, 17c. per bushel; do. to Cork for orders, 6s. per qr.; do. to direct port in United Kingdom, 5s.; do. to the Continent 5s. 6d.; do. to Oporto 16½c. per 56 lbs.; crude petroleum to Rouen 4s. 4½d.; do. to Hamburg or Rotterdam, 4s. 3d.; do. to Bremen, 3s. 9d. @ 3s. 10½d. To-day, rates were about steady for grain room and very firm for other accommodation. Grain to Liverpool, by steam, 7½ @ 7¾d.; provisions, 45 @ 50s.; grain to London, by steam, 7¾d.; do. to Hull, by steam, 8¼d.; do. to Cork for orders, 6s. per qr.; do. to Rochefort, 5s. 6d.; cotton, by steamers to Liverpool, 13-32 @ 7-16d.

In naval stores nothing of interest has transpired until to-day when rosins were in somewhat better request for export at \$1 20 @1 23 for strained to good strained, and spirits turpentine was advanced to 28½c. on receipt of higher advices from the Southern markets. Petroleum has latterly been quiet, and the buoyancy and strength of the fore part of the week was entirely lost at the close, when refined, in bbls., was quoted at 7½c. for early deliveries. American and Scotch pig iron is very firmly quoted, but trade is checked by the extremely limited offerings. Rails have shown more activity, the sales being 6,000 tons old iron at \$29@30, 15,000 tons old English do., to arrive, \$28 50@30, and 40,000 tons steel, for next year's delivery, on private terms—quoted at \$50. Copper has advanced and closes firm at 17¼c., after sales of 350,000 lbs. at 17¼@17½c. for Lake. Whiskey held higher at \$1 10 @1 11. Domestic seeds dull and unsettled.

COTTON.

FRIDAY, P. M., September 26, 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. 26), the total receipts have reached 127,729 bales, against 76,933 bales last week, 30,054 bales the previous week, and 13,920 bales three weeks since; making the total receipts since the 1st of September, 1879, 248,636 bales, against 246,458 bales for the same period of 1878, showing an increase since September 1, 1879, of 2,178 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.....     | 19,872  | 8,373   | 5,472  | 19,400  | 16,357  |
| Mobile.....          | 9,776   | 3,798   | 2,915  | 7,549   | 8,545   |
| Charleston.....      | 18,911  | 22,254  | 6,793  | 14,276  | 13,784  |
| Port Royal, &c.....  | 100     | 376     | 787    | .....   | 1,026   |
| Savannah.....        | 30,438  | 33,849  | 11,327 | 18,549  | 18,713  |
| Galveston.....       | 21,541  | 13,524  | 9,122  | 17,224  | 4,615   |
| Indianola, &c.....   | 485     | 524     | 274    | 138     | .....   |
| Tennessee, &c.....   | 3,493   | 2,842   | 913    | 2,769   | 2,170   |
| Florida.....         | 147     | 501     | 10     | 436     | 251     |
| North Carolina.....  | 4,096   | 4,009   | 1,396  | 3,124   | 1,939   |
| Norfolk.....         | 16,259  | 5,214   | 3,321  | 12,021  | 12,790  |
| City Point, &c.....  | 2,611   | 3,599   | 298    | 309     | 78      |
| Total this week ...  | 127,729 | 98,363  | 43,128 | 95,845  | 80,268  |
| Total since Sept. 1. | 248,636 | 246,458 | 83,071 | 221,952 | 186,756 |

The exports for the week ending this evening reach a total of 18,971 bales, of which 18,402 were to Great Britain, 407 to France, and 162 to rest of the Continent, while the stocks as made up this evening are now 197,305 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

| Week ending Sept. 26. | EXPORTED TO—   |         |            | Total this Week. | Same Week 1878. | STOCK.  |         |
|-----------------------|----------------|---------|------------|------------------|-----------------|---------|---------|
|                       | Great Britain. | France. | Continent. |                  |                 | 1879.   | 1878.   |
| N. Orleans            | 4,105          | .....   | .....      | 4,105            | 4,627           | 24,520  | 12,307  |
| Mobile..              | .....          | .....   | .....      | .....            | .....           | 8,626   | 7,632   |
| Charl'tn              | .....          | .....   | .....      | .....            | .....           | 22,034  | 30,768  |
| Savan'h.              | .....          | .....   | .....      | .....            | 4,291           | 38,160  | 48,989  |
| Galv'tn.              | .....          | .....   | .....      | .....            | .....           | 34,737  | 28,497  |
| N. York.              | 11,666         | 407     | 20         | 12,093           | 3,258           | 50,305  | 32,000  |
| Norfolk..             | .....          | .....   | .....      | .....            | .....           | 9,923   | 1,530   |
| Other*..              | 2,631          | .....   | 142        | 2,773            | 2,446           | 9,000   | 9,000   |
| Tot. this week..      | 18,402         | 407     | 162        | 18,971           | 14,622          | 197,305 | 170,723 |
| Tot. since Sept. 1.   | 44,983         | 1,974   | 207        | 47,164           | 30,441          | .....   | .....   |

\* The exports this week under the head of "other ports" include, from Baltimore, 1,399 bales to Liverpool; from Boston, 1,232 bales to Liverpool; from Wilmington, 142 bales to Continent.

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 4,349 bales, while the stocks to-night are 26,582 bales more than they were at this time a year ago.

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

| SEPT. 26, AT—    | On Shipboard, not cleared—for |         |               |             | Total. | Leaving Stock. |
|------------------|-------------------------------|---------|---------------|-------------|--------|----------------|
|                  | Liverpool.                    | France. | Other Foreign | Coast-wise. |        |                |
| New Orleans..... | 666                           | 19      | 40            | 875         | 1,600  | 22,920         |
| Mobile.....      | None.                         | None.   | None.         | None.       | None.  | 8,626          |
| Charleston.....  | 2,150                         | 500     | None.         | 1,050       | 3,700  | 18,334         |
| Savannah.....    | 5,900                         | None.   | 500           | 4,000       | 10,400 | 27,760         |
| Galveston.....   | 8,660                         | 1,067   | 2,595         | 1,541       | 13,863 | 20,874         |
| New York.....    | 10,450                        | None.   | 100           | None.       | 17,816 | 32,489         |
| Other ports..... | 2,000                         | None.   | None.         | 1,000       | 3,000  | 15,923         |
| Total.....       | 29,826                        | 1,586   | 3,235         | 8,466       | 50,379 | 146,926        |

\* Included in this amount there are 7,266 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. 19, the latest mail dates:

| PORTS.         | RECEIPTS SINCE SEPT. 1. |        | EXPORTED SINCE SEPT. 1 TO— |         |               |        | Stock.  |
|----------------|-------------------------|--------|----------------------------|---------|---------------|--------|---------|
|                | 1879.                   | 1878.  | Great Britain.             | France. | Other Foreign | Total. |         |
| N. Orleans     | 16,738                  | 10,552 | 4,591                      | 210     | 36            | 4,837  | 10,766  |
| Mobile.        | 5,205                   | 5,530  | .....                      | .....   | .....         | .....  | 3,086   |
| Char'n*        | 18,044                  | 26,806 | .....                      | .....   | .....         | .....  | 12,921  |
| Sav'h..        | 35,134                  | 56,192 | .....                      | .....   | .....         | .....  | 16,398  |
| Galv.*.        | 31,076                  | 37,875 | .....                      | .....   | .....         | .....  | 19,844  |
| N. York        | 1,347                   | 161    | 18,709                     | 1,357   | .....         | 20,066 | 34,347  |
| Florida        | 1,193                   | 182    | .....                      | .....   | .....         | .....  | .....   |
| N. Car.        | 3,921                   | 3,580  | .....                      | .....   | .....         | .....  | 1,538   |
| Norfolk*       | 5,636                   | 5,539  | .....                      | .....   | .....         | .....  | 1,952   |
| Other..        | 2,613                   | 1,178  | 3,281                      | .....   | 9             | 3,290  | 4,000   |
| This yr.       | 120,907                 | .....  | 26,581                     | 1,567   | 45            | 28,193 | 104,852 |
| Last year..... | 147,595                 | 15,485 | 287                        | 47      | .....         | 15,819 | 109,372 |

\* 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.

There was on Monday and Tuesday a sharp decline in cotton on the spot. Quotations were reduced 1/4c. on Monday and 1/2c. on Tuesday, to 11c. for middling uplands, followed by a recovery of 1/4c. on Wednesday, and a nominally unchanged market yesterday. There was a very fair demand for home consumption, throughout the week, and the deliveries on contract continued to be exceptionally large, which, in conjunction with the large receipts at the ports, was the principal cause of the decline. To-day, quotations were revised on the basis of new cotton, and middling uplands quoted at 10 3/4c., a nominal decline of 1/4c. @ 1/2c., the extremes of grades yielding most. The speculation in futures has been quite excited. The advance of Friday last was more than lost on Saturday, especially for the later months; but on Monday and Tuesday prices for September quite broke down. The decline from the closing bids of Friday to the closing bids of Tuesday was 1 66-100c. for September and 50-100c. for October, with a giving way in the later months of 29-100 @ 31-100c. On Wednesday and Thursday prices fluctuated widely, but some improvement was maintained. Liverpool has been pretty well supported throughout the week, and the decline that took place was apparently caused by the large increase in the movement of the crop. To-day, there was a buoyant opening, on strong accounts from Liverpool and the small stock of American reported on their count of stock to-day; but the close was at some decline for September, while the other months were slightly dearer.

The total sales for forward delivery for the week are 724,200 bales, including — free on board. For immediate delivery the total sales foot up this week 3,289 bales, including — for export, 3,289 for consumption, — for speculation, and — in transit. Of the above, — bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

Table with columns for UPLANDS, NEW ORLEANS, and TEXAS, and rows for Sept. 20 to Sept. 26, listing various grades of cotton and their prices.

Table with columns for Wed, Th, Fri, and rows for various grades of cotton (Ordin'y, Strict Ord., Good Ord., etc.) and their prices.

Table with columns for Sat, Mon, Tues, Wed, Th, Fri, and rows for STAINED grades of cotton and their prices.

MARKET AND SALES.

Table with columns for SPOT MARKET CLOSED, SALES OF SPOT AND TRANSIT, and FUTURES, with sub-columns for Ex-port, Con-sump., Spec-ul't'n, Trans-it, Total, Sales, and Deliv-eries.

\* Quotations are now based on new cotton.

For forward delivery the sales have reached during the week 724,200 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

Table with columns for For September, Bales, Cts., and rows listing various grades of cotton and their sales and prices.

Large table with columns for Bales, Cts., and rows listing various grades of cotton and their sales and prices, including monthly and quarterly totals.

The following exchange has been made during the week: 16 pd. to exch. 100 Oct. for Sept. The following will show the range of prices paid for futures and the closing bid and asked, at 3 o'clock P. M., on each day in the past week.

Table with columns for Futures, Saturday, Monday, Tuesday, and rows for Market, Lower, Panicky, Variable, and various months (Sept, Oct, Nov, Dec, etc.) with price ranges.

Table with columns for Futures, Wednesday, Thursday, Friday, and rows for Market, Steadier, Easier, Variable, and various months with price ranges.

\* 10 cents. N. B.—June sold to-day, 1,000 bales, at 10.95.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Sept. 26), we add the item of exports from the United States, including in it the exports of Friday only:

Table with columns for 1879, 1878, 1877, 1876, and rows for Stock at Liverpool, Stock at London, Total Great Britain stock, Stock at Havre, Stock at Marseilles, Stock at Barcelona, Stock at Hamburg, Stock at Bremen, Stock at Amsterdam, Stock at Rotterdam, Stock at Antwerp, Stock at other continental ports, Total continental ports, Total European stocks.

|                                       |         |         |         |         |
|---------------------------------------|---------|---------|---------|---------|
|                                       | 1879.   | 1878.   | 1877.   | 1876.   |
| India cotton afloat for Europe.       | 153,891 | 149,000 | 130,000 | 249,000 |
| Amer'n cotton afloat for Eur'pe       | 47,046  | 29,000  | 16,000  | 41,000  |
| Egypt, Brazil, &c., afloat for Eur'pe | 3,653   | 6,000   | 17,000  | 16,000  |
| Stock in United States ports ..       | 197,305 | 170,723 | 126,690 | 231,077 |
| Stock in U. S. interior ports...      | 16,182  | 20,578  | 11,805  | 20,899  |
| United States exports to-day..        | 1,000   | 1,500   | .....   | 1,400   |

Total visible supply..... 916,432 1,043,801 1,326,495 1,737,876  
Of the above, the totals of American and other descriptions are as follows:

|                                  |         |         |         |         |
|----------------------------------|---------|---------|---------|---------|
| <i>American—</i>                 |         |         |         |         |
| Liverpool stock.....             | 96,000  | 229,000 | 307,000 | 326,000 |
| Continental stocks.....          | 94,000  | 203,000 | 289,000 | 291,000 |
| American afloat for Europe....   | 47,046  | 29,000  | 16,000  | 41,000  |
| United States stock.....         | 197,305 | 170,723 | 126,690 | 231,077 |
| United States interior stocks... | 16,182  | 20,578  | 11,805  | 20,899  |
| United States exports to-day..   | 1,000   | 1,500   | .....   | 1,400   |

|                                      |         |         |         |         |
|--------------------------------------|---------|---------|---------|---------|
| Total American.....                  | 451,533 | 653,801 | 750,495 | 911,376 |
| <i>East Indian, Brazil, &amp;c.—</i> |         |         |         |         |
| Liverpool stock.....                 | 150,000 | 158,000 | 291,000 | 395,000 |
| London stock.....                    | 62,695  | 23,000  | 29,000  | 34,500  |
| Continental stocks.....              | 94,660  | 54,000  | 109,000 | 132,000 |
| India afloat for Europe.....         | 153,891 | 149,000 | 130,000 | 249,000 |
| Egypt, Brazil, &c., afloat.....      | 3,653   | 6,000   | 17,000  | 16,000  |
| Total East India, &c.....            | 464,899 | 390,000 | 576,000 | 826,500 |
| Total American.....                  | 451,533 | 653,801 | 750,495 | 911,376 |

Total visible supply..... 916,432 1,043,801 1,326,495 1,737,876  
Price Mid. Upl., Liverpool .... 6<sup>3</sup>/<sub>8</sub>d. 6<sup>3</sup>/<sub>8</sub>d. 6<sup>3</sup>/<sub>8</sub>d. 5<sup>1</sup>/<sub>2</sub>d.

These figures indicate a decrease in the cotton in sight to-night of 127,369 bales as compared with the same date of 1878, a decrease of 410,063 bales as compared with the corresponding date of 1877, and a decrease of 821,444 bales as compared with 1876.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1878—is set out in detail in the following statement:

|                    | Week ending Sept. 26, '79. |          |        | Week ending Sept. 27, '78. |          |        |
|--------------------|----------------------------|----------|--------|----------------------------|----------|--------|
|                    | Receipts                   | Shipm'ts | Stock. | Receipts                   | Shipm'ts | Stock. |
| Augusta, Ga.....   | 7,933                      | 6,838    | 3,076  | 7,576                      | 7,607    | 2,534  |
| Columbus, Ga.....  | 3,079                      | 2,706    | 1,985  | 2,920                      | 2,229    | 2,402  |
| Macon, Ga.....     | 3,089                      | 3,079    | 1,680  | 3,677                      | 2,436    | 3,319  |
| Montgomery, Ala    | 7,483                      | 6,310    | 2,466  | 6,177                      | 3,558    | 6,626  |
| Selma, Ala.....    | 6,988                      | 5,286    | 5,634  | 4,997                      | 3,791    | 4,190  |
| Memphis, Tenn.*    | 25                         | 40       | 400    | .....                      | .....    | 729    |
| Nashville, Tenn..  | 935                        | 184      | 941    | 928                        | 741      | 778    |
| Total, old ports.  | 29,532                     | 24,443   | 16,182 | 26,275                     | 20,362   | 20,578 |
| Dallas, Texas....  | 2,152                      | 2,137    | 926    | 1,789                      | 934      | 1,559  |
| Jefferson, Tex.*.. | 500                        | 500      | 400    | 174                        | 139      | 228    |
| Shreveport, La..   | 2,586                      | 2,295    | 1,986  | 1,146                      | 1,345    | 857    |
| Vicksburg, Miss..  | 1,802                      | 1,647    | 744    | 1,288                      | 1,198    | 150    |
| Columbus, Miss..   | 776                        | 697      | 356    | 378                        | 194      | 705    |
| Eufaula, Ala.....  | 1,307                      | 962      | 1,477  | 831                        | 1,200    | 881    |
| Griffin, Ga.*..... | 300                        | 250      | 100    | 1,725                      | 1,114    | 995    |
| Atlanta, Ga.....   | 5,176                      | 2,797    | 2,629  | 3,936                      | 3,084    | 3,564  |
| Rome, Ga.....      | 2,218                      | 731      | 1,537  | 1,700                      | 1,631    | 900    |
| Charlotte, N. C..  | 2,047                      | 2,085    | 213    | 1,720                      | 1,677    | 403    |
| St. Louis, Mo....  | 16,412                     | 8,973    | 12,930 | 7,212                      | 4,807    | 5,040  |
| Cincinnati, O....  | 973                        | 1,386    | 1,294  | 1,361                      | 355      | 2,012  |
| Total, new ports   | 36,249                     | 24,460   | 24,592 | 23,260                     | 17,678   | 17,294 |
| Total, all.....    | 65,781                     | 48,903   | 40,774 | 49,535                     | 38,040   | 37,872 |

\* Estimated.

The above totals show that the old interior stocks have increased during the week 5,089 bales, and are to-night 4,396 bales less than at the same period last year. The receipts at the same towns have been 3,257 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— | Receipts at the Ports. |        |         | Stock at Inter'r Ports |        |        | Rec'pts from Plant'ns |         |         |
|--------------|------------------------|--------|---------|------------------------|--------|--------|-----------------------|---------|---------|
|              | 1877.                  | 1878.  | 1879.   | 1877.                  | 1878.  | 1879.  | 1877.                 | 1878.   | 1879.   |
| May 2.....   | 16,560                 | 31,196 | 22,208  | 107,534                | 75,550 | 78,962 | 7,020                 | 17,604  | 13,951  |
| " 9.....     | 17,309                 | 24,252 | 19,031  | 97,696                 | 65,770 | 71,546 | 7,471                 | 14,472  | 11,615  |
| " 16.....    | 16,288                 | 20,097 | 19,897  | 86,376                 | 56,433 | 59,249 | 4,998                 | 10,760  | 7,600   |
| " 23.....    | 12,147                 | 19,732 | 16,873  | 79,009                 | 46,305 | 51,429 | 4,780                 | 9,604   | 8,853   |
| " 30.....    | 9,669                  | 18,220 | 17,113  | 67,786                 | 39,025 | 42,198 | .....                 | 10,940  | 7,882   |
| June 6.....  | 9,390                  | 12,330 | 11,089  | 57,509                 | 34,154 | 37,570 | .....                 | 7,509   | 6,461   |
| " 13.....    | 8,526                  | 11,231 | 6,612   | 52,154                 | 29,315 | 32,420 | 3,171                 | 6,392   | 1,471   |
| " 20.....    | 8,526                  | 10,721 | 7,188   | 45,769                 | 23,287 | 29,306 | 2,141                 | 4,693   | 4,065   |
| " 27.....    | 6,519                  | 6,879  | 6,293   | 35,811                 | 21,240 | 25,223 | .....                 | 4,832   | 2,210   |
| July 4.....  | 6,102                  | 5,949  | 3,937   | 32,077                 | 19,675 | 22,388 | 2,368                 | 4,384   | 802     |
| " 11.....    | 4,404                  | 5,287  | 3,032   | 28,997                 | 18,033 | 20,691 | 1,324                 | 3,645   | 1,335   |
| " 18.....    | 3,676                  | 3,732  | 2,809   | 27,979                 | 15,494 | 15,528 | 2,658                 | 1,243   | .....   |
| " 25.....    | 3,299                  | 4,086  | 3,272   | 25,361                 | 12,527 | 14,410 | 681                   | 1,119   | 2,154   |
| Aug. 1.....  | 2,691                  | 3,671  | 2,503   | 22,472                 | 11,005 | 13,966 | .....                 | 2,149   | 2,059   |
| " 8.....     | 2,102                  | 3,099  | 3,945   | 21,574                 | 8,346  | 13,049 | 1,204                 | 410     | 3,028   |
| " 15.....    | 1,738                  | 4,657  | 3,462   | 19,118                 | 6,238  | 11,477 | .....                 | 2,549   | 1,890   |
| " 22.....    | 2,644                  | 5,699  | 4,843   | 17,600                 | 5,999  | 7,463  | 1,126                 | 5,460   | 829     |
| " 29.....    | 4,335                  | 15,784 | 4,875   | 16,278                 | 6,593  | 7,301  | 3,013                 | 16,378  | 4,713   |
| Sept. 5..... | 5,885                  | 26,750 | 13,920  | 16,449                 | 9,979  | 9,598  | 6,056                 | 30,136  | 16,217  |
| " 12.....    | 12,109                 | 47,431 | 30,054  | 16,272                 | 18,971 | 14,563 | 11,932                | 56,423  | 35,019  |
| " 19.....    | 22,345                 | 74,355 | 76,933  | 15,104                 | 26,377 | 23,896 | 21,177                | 81,761  | 86,266  |
| " 26.....    | 43,128                 | 93,863 | 127,729 | 20,510                 | 37,872 | 40,774 | 48,534                | 110,353 | 144,607 |

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1879 were 282,109 bales; in 1878 were 278,678 bales; in 1877 were 87,699 bales.

2. That the receipts at the out ports the past week were 127,729 bales and the actual movement from plantations 144,607 bales; the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 110,358 bales, and for 1877 they were 48,534 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather the past week has been generally very favorable for picking purposes, and the crop is being gathered in good condition. The rains this week on the coast did not extend inland.

Galveston, Texas.—We have had drizzles on two days the past week, the rainfall reaching eight hundredths of an inch. The picking season has been remarkably fine, but rain is needed for stock and wheat planting. The thermometer has ranged from 69 to 86, averaging 79.

Indianola, Texas.—There have been showers here during the week on two days, the rainfall reaching twenty-six hundredths of an inch. Picking is progressing finely and will be finished soon. Average thermometer 78, highest 87, and lowest 69.

Corsicana, Texas.—The weather has been warm and dry throughout the week, and there has been much suffering for water. Picking is making fine progress. Average thermometer 73, highest 93, and lowest 58.

Dallas, Texas.—There has been no rainfall during the past week, and we are needing rain badly, as the drought delays wheat planting. Picking is progressing. The thermometer has averaged 79, the highest being 93 and the lowest 58.

Brenham, Texas.—It has not rained here all the week, and rain is badly needed. All hope of a top crop appears to be lost. The thermometer has averaged 80, the highest point touched having been 91 and the lowest 65.

New Orleans, Louisiana.—We have had showers on two days the past week, the rainfall reaching seventy-three hundredths of an inch. The thermometer has averaged 77.

Shreveport, Louisiana.—The weather during the past week has been clear and favorable for picking. Roads are in excellent condition. The thermometer has ranged from 58 to 87, having averaged 72.

Vicksburg, Mississippi.—There has been no rainfall during the week. Cotton arrives more freely.

Columbus, Mississippi.—The weather during the week has been cold and dry. Picking is progressing finely, and planters are sending their crop to market freely. The thermometer has averaged 77, with an extreme range of 73 to 82.

Little Rock, Arkansas.—We have had dry, cool weather during the week. It has been cloudy three days, but there has been no rainfall. The thermometer has averaged 66, the highest being 82 and the lowest 52.

Nashville, Tennessee.—Telegram not received.

Memphis, Tennessee.—Telegram not received.

Mobile, Alabama.—During the earlier portion of the week we had rain (showers) on two days, the rainfall reaching forty-nine hundredths of an inch, but the latter part has been clear and pleasant. Picking is making rapid progress. Planters are sending their crop to market freely. The thermometer has averaged 73, the highest being 88 and the lowest 68.

Montgomery, Alabama.—We have had showers on three days the past week, the rainfall reaching fifty hundredths of an inch, but the balance of the week has been pleasant. Picking is progressing finely, and planters are sending their cotton to market freely. The thermometer has ranged from 64 to 90, averaging 73.

Selma, Alabama.—It has rained here on one day, the balance of the week having been pleasant. Picking is making excellent progress, and cotton is being sent to market freely.

Madison, Florida.—Rain has fallen during the week on five days. The thermometer has averaged 73, with an extreme range of 54 and 92. Our correspondent states that caterpillars are reported everywhere, and great injury is undoubtedly being done. Planters are sending cotton to market freely.

Macon, Georgia.—We had rain on two days the past week. The thermometer has averaged 74, the highest being 86 and the lowest 59.

Columbus, Georgia.—It has rained during the week on one day, the rainfall reaching seventy-six hundredths of an inch. The thermometer has averaged 50.

Savannah, Georgia.—We have had rain on six days, the rainfall reaching three inches and seventy-six hundredths, with the balance of the week cloudy. The thermometer has ranged from 55 to 82, averaging 70.

Augusta, Georgia.—It has rained more or less every day of the week, the rainfall reaching three inches and eighty-three hundredths, but at the close there has been a favorable change in the weather. Accounts are about the same. Picking is proceeding actively, and cotton is being sent forward freely. Average thermometer 70, highest 79, and lowest 62.

Charleston, South Carolina.—It has rained during the week on four days, the rainfall reaching four inches and ninety-two hundredths. The thermometer has averaged 76, the highest being 80 and the lowest 63.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Sept. 25, 1879, and Sept. 26, 1878.

|                  | Sept. 25, '79.                | Sept. 26, '78. |
|------------------|-------------------------------|----------------|
|                  | Feet. Inch.                   | Feet. Inch.    |
| New Orleans..... | Below high-water mark .. 13 0 | 12 4           |
| Memphis.....     | Above low-water mark... 4 5   | 12 0           |
| Nashville.....   | Above low-water mark... 1 8   | 0 5            |
| Shreveport.....  | Above low-water mark... 2 1   | 6 4            |
| Vicksburg.....   | Above low-water mark... 10 5  | Missing.       |

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. 20, '79, TO FRIDAY, SEPT. 26, '79.

| D'ys of we'k | New Orleans. | Mo-bile. | Char-leston. | Savan-nah. | Gal-vest'n. | Nor-folk. | Wil-ming-ton. | All others. | Total   |
|--------------|--------------|----------|--------------|------------|-------------|-----------|---------------|-------------|---------|
| Sat..        | 1,672        | 892      | 3,176        | 4,506      | 4,675       | 896       | 1,061         | 204         | 17,082  |
| Mon          | 4,483        | 1,217    | 4,923        | 6,064      | 5,822       | 2,730     | 431           | 750         | 26,420  |
| Tues         | 5,227        | 3,536    | 2,628        | 5,061      | 1,788       | 2,688     | 1,094         | 1,707       | 23,729  |
| Wed          | 1,956        | 1,313    | 2,157        | 5,623      | 4,063       | 4,560     | 251           | 1,454       | 21,382  |
| Thur         | 4,675        | 1,294    | 2,065        | 4,198      | 3,034       | 2,775     | 539           | 561         | 19,141  |
| Fri..        | 1,859        | 1,524    | 3,962        | 4,981      | 2,159       | 2,610     | 499           | 2,381       | 19,975  |
| Tot..        | 19,872       | 9,776    | 18,911       | 30,438     | 21,541      | 16,259    | 3,875         | 7,057       | 127,729 |

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

| Monthly Receipts.                           | Year Beginning September 1. |           |           |           |           |           |
|---|-----------------------------|-----------|-----------|-----------|-----------|-----------|
|   | 1878.                       | 1877.     | 1876.     | 1875.     | 1874.     | 1873.     |
| Sept'mb'r                                   | 288,848                     | 93,491    | 236,868   | 169,077   | 134,376   | 115,255   |
| October..                                   | 689,264                     | 578,533   | 675,260   | 610,316   | 536,968   | 355,323   |
| Novemb'r                                    | 779,237                     | 822,493   | 901,392   | 740,116   | 676,295   | 576,103   |
| Decemb'r                                    | 892,664                     | 900,119   | 787,769   | 821,177   | 759,036   | 811,668   |
| January                                     | 616,727                     | 689,610   | 500,680   | 637,067   | 444,052   | 702,168   |
| February                                    | 564,824                     | 472,054   | 449,686   | 479,801   | 383,324   | 482,688   |
| March...                                    | 302,955                     | 340,525   | 182,937   | 300,128   | 251,433   | 332,703   |
| April....                                   | 166,459                     | 197,965   | 100,194   | 163,593   | 133,598   | 173,986   |
| May.....                                    | 84,299                      | 96,314    | 68,939    | 92,600    | 81,780    | 127,346   |
| June.....                                   | 29,472                      | 42,142    | 36,030    | 42,234    | 56,010    | 59,501    |
| July.....                                   | 13,988                      | 20,240    | 17,631    | 29,422    | 17,064    | 31,856    |
| August...                                   | 18,081                      | 34,564    | 14,462    | 33,626    | 13,524    | 23,394    |
| Correc'tns.                                 | 458                         | 52,595    | 66,293    | 71,985    | 9,709     | 12,299    |
| Total year                                  | 4,447,276                   | 4,345,645 | 4,038,141 | 4,191,142 | 3,497,169 | 3,804,290 |
| Per'centage of tot. port receipts Aug. 31.. |                             | 98.79     | 98.36     | 98.28     | 99.72     | 99.68     |
| Corrections.....                            |                             | 01.21     | 01.64     | 01.72     | 00.28     | 00.32     |
| Total port receipts..                       | 100.00                      | 100.00    | 100.00    | 100.00    | 100.00    | 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.   |
|---|---------|---------|--------|---------|---------|---------|
| Sept. 1....                               | 3,490   | 8.      | 408    | 1,918   | 1,064   | 1,265   |
| " 2....                                   | 1,848   | 5,708   | 8.     | 1,691   | 1,380   | 1,075   |
| " 3....                                   | 1,391   | 4,051   | 1,246  | 8.      | 1,734   | 1,615   |
| " 4....                                   | 2,264   | 4,799   | 616    | 4,630   | 1,407   | 1,682   |
| " 5....                                   | 4,927   | 4,224   | 1,008  | 2,996   | 8.      | 2,145   |
| " 6....                                   | 2,104   | 7,116   | 754    | 3,414   | 3,764   | 8.      |
| " 7....                                   | 8.      | 4,108   | 1,701  | 3,111   | 3,228   | 3,390   |
| " 8....                                   | 5,454   | 8.      | 1,655  | 3,982   | 3,116   | 1,957   |
| " 9....                                   | 5,124   | 13,115  | 8.     | 4,708   | 3,621   | 1,841   |
| " 10....                                  | 4,878   | 7,341   | 3,085  | 8.      | 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   | 8.      | 3,214   |
| " 13....                                  | 7,069   | 8,537   | 1,664  | 7,752   | 7,119   | 8.      |
| " 14....                                  | 8.      | 10,714  | 2,524  | 6,085   | 6,512   | 5,642   |
| " 15....                                  | 15,628  | 8.      | 2,459  | 7,899   | 5,417   | 5,176   |
| " 16....                                  | 12,215  | 15,127  | 8.     | 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   |
| " 20....                                  | 17,082  | 16,933  | 2,735  | 10,364  | 8,845   | 8.      |
| " 21....                                  | 8.      | 11,302  | 6,340  | 9,876   | 6,921   | 10,421  |
| " 22....                                  | 26,420  | 8.      | 4,049  | 12,112  | 8,173   | 6,542   |
| " 23....                                  | 23,729  | 17,905  | 8.     | 13,538  | 8,149   | 7,521   |
| " 24....                                  | 21,382  | 18,579  | 9,470  | 8.      | 10,015  | 6,682   |
| " 25....                                  | 19,141  | 13,584  | 5,543  | 20,015  | 10,109  | 8,946   |
| " 26....                                  | 19,975  | 13,814  | 7,922  | 13,011  | 8.      | 8,495   |
| Total.....                                | 248,636 | 222,779 | 70,412 | 172,693 | 114,479 | 104,407 |
| Percentage of total p'rt rec'pts Sept. 26 |         | 05.00   | 01.62  | 04.28   | 02.73   | 02.99   |

This statement shows that the receipts since Sept. 1 up to to-night are now 25,857 bales more than they were to the same day of the month in 1878, and 178,224 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. 26 in each of the years named.

**INDIA TRADE AND CONSUMPTION OF COTTON.**—We would call attention to an article on this subject which we have transferred from the *Times of India* to our editorial columns. Taken in connection with the remarks on European consumption in our annual Crop Report, some of the conclusions of the article are interesting, especially that which closes with these words—“but we do not believe that all the existing cotton machinery of the world can be profitably employed until after two years of good harvests in India and China.”

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to September 25.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

| Year | Shipments this week |             |        | Shipments since Jan. 1. |             |         | Receipts.  |               |
|------|---------------------|-------------|--------|-------------------------|-------------|---------|------------|---------------|
|      | Great Brit'n.       | Conti-nent. | Total. | Great Britain.          | Conti-nent. | Total.  | This Week. | Since Jan. 1. |
| 1879 | .....               | .....       | .....  | 249,000                 | 341,000     | 590,000 | 7,000      | 792,000       |
| 1878 | 1,000               | .....       | 1,000  | 309,000                 | 392,000     | 701,000 | 3,000      | 858,000       |
| 1877 | .....               | 1,000       | 1,000  | 376,000                 | 409,000     | 785,000 | 1,000      | 996,000       |
| 1876 | 4,000               | .....       | 4,000  | 548,000                 | 362,000     | 910,000 | 4,000      | 1,003,000     |

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 4,000 bales and a decrease in the shipments of 1,000 bales, and the shipments since January 1 show a decrease of 111,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.

| Year.     | Shipments this week. |             |        | Shipments since January 1. |             |         |
|-----------|----------------------|-------------|--------|----------------------------|-------------|---------|
|           | Great Britain.       | Conti-nent. | Total. | Great Britain.             | Conti-nent. | Total.  |
| 1879..... | 2,000                | 1,000       | 3,000  | 236,000                    | 125,000     | 361,000 |
| 1878..... | .....                | .....       | .....  | 114,000                    | 58,000      | 172,000 |
| 1877..... | .....                | 1,000       | 1,000  | 79,000                     | 51,000      | 130,000 |
| 1876..... | 1,000                | .....       | 1,000  | 121,000                    | 87,000      | 208,000 |

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. For the whole of India, therefore, the total shipments this week and since January 1, 1879, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

| Shipments to all Europe from— | 1879.      |               | 1878.      |               | 1877.      |               |
|-------------------------------|------------|---------------|------------|---------------|------------|---------------|
|                               | This week. | Since Jan. 1. | This week. | Since Jan. 1. | This week. | Since Jan. 1. |
| Bombay.....                   | .....      | 590,000       | 1,000      | 701,000       | 1,000      | 785,000       |
| All other ports.              | 3,000      | 361,000       | .....      | 172,000       | 1,000      | 130,000       |
| Total.....                    | 3,000      | 951,000       | 1,000      | 873,000       | 2,000      | 915,000       |

This last statement affords a very interesting comparison of the total movement for the week ending Sept. 25, and for the three years up to that date, at all India ports.

**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. 25. | 1879.     | 1878.          | 1877.     |                |           |                |
|------------------------------|-----------|----------------|-----------|----------------|-----------|----------------|
| Receipts (cantars*)—         |           |                |           |                |           |                |
| This week.....               | 10,000    | 5,000          | 32,000    |                |           |                |
| Since Sept. 1.....           | 16,500    | 18,000         | 72,000    |                |           |                |
|                              | This week | Since Sept. 1. | This week | Since Sept. 1. | This week | Since Sept. 1. |
| Exports (bales)--            |           |                |           |                |           |                |
| To Liverpool.....            | 1,000     | 2,650          | 400       | 9,000          | 2,000     | 5,500          |
| To Continent.....            | .....     | .....          | 100       | 3,000          | 800       | 800            |
| Total Europe.....            | 1,000     | 2,650          | 500       | 12,000         | 2,800     | 6,300          |

\* A cantar is 98 lbs.

This statement shows that the receipts the past week have been 10,000 cantars, and the shipments to all Europe 1,000 bales.

**MANCHESTER MARKET.**—Our Manchester cable having failed to reach us to-day, we leave the table unchanged from last week.

|         | 1879.           |    |                       |       |                    |               | 1878.           |           |                       |         |                    |         |
|---------|-----------------|----|-----------------------|-------|--------------------|---------------|-----------------|-----------|-----------------------|---------|--------------------|---------|
|         | 32s Cop. Twist. |    | 8 1/4 lbs. Shirtings. |       | Cott'n Mid. Uplds. |               | 32s Cop. Twist. |           | 8 1/4 lbs. Shirtings. |         | Cott'n Mid. Uplds. |         |
| Aug. 1  | d.              | d. | s.                    | d.    | s.                 | d.            | d.              | d.        | s.                    | d.      | s.                 | d.      |
| " 8     | 8 3/4 @ 9 1/4   | 6  | 1 1/2 @ 7             | 4 1/2 | 6 9/16             | 9             | 8 7/8 @ 9 1/2   | 6         | 4 1/2 @ 8             | 4 1/2   | 6 5/8              | 6 5/8   |
| " 15    | 8 3/4 @ 9 1/4   | 6  | 1 1/2 @ 7             | 4 1/2 | 6 3/8              | 8 7/8 @ 9 1/2 | 6               | 3 @ 8     | 3                     | 6 9/16  | 6 9/16             | 6 9/16  |
| " 22    | 8 3/4 @ 9 1/4   | 6  | 1 1/2 @ 7             | 4 1/2 | 6 9/16             | 8 7/8 @ 9 1/2 | 6               | 1 1/2 @ 8 | 1 1/2                 | 6 11/16 | 6 11/16            | 6 11/16 |
| " 29    | 8 7/8 @ 9 1/2   | 6  | 3 @ 7                 | 6     | 6 13/16            | 8 3/4 @ 9 3/8 | 6               | 1 1/2 @ 8 | 0                     | 6 11/16 | 6 11/16            | 6 11/16 |
| Sept. 5 | 8 7/8 @ 9 1/2   | 6  | 3 @ 7                 | 6     | 6 13/16            | 8 3/4 @ 9 3/8 | 6               | 1 1/2 @ 8 | 0                     | 6 11/16 | 6 11/16            | 6 11/16 |
| " 12    | 8 7/8 @ 9 1/2   | 6  | 3 @ 7                 | 6     | 6 13/16            | 8 1/2 @ 9 1/4 | 5               | 9 @ 7     | 9                     | 6 1/2   | 6 1/2              | 6 1/2   |
| " 19    | 8 7/8 @ 9 1/2   | 6  | 3 @ 7                 | 6     | 6 5/8              | 8 1/2 @ 9 1/4 | 5               | 9 @ 7     | 9                     | 6 7/16  | 6 7/16             | 6 7/16  |

**GUNNY BAGS, BAGGING, ETC.**—Bagging has been taken quite freely in small parcels, but there have been no large transactions. The market is steady in tone, with nothing offering below quoted figures, which are 8 1/4 @ 9c. for 1 1/2 lbs., 9 1/2c. for 2 lbs., and 10 1/2c. for standard grades. Jute butts have not changed and the market is ruling very firm, and with no lots arriving the tendency is to hi her figures. There have been sales on spot of 1,000 bales, for which 2 9-16 @ 11-16c. were the prices paid, the higher figure being for prime spinning qualities.

THE EXPORTS OF COTTON from New York this week show an

increase, as compared with last week, the total reaching 12,093 bales, against 10,329 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.

| Exported to—                        | Week ending—  |              |               |               | Total to date. | Same period previous year. |
|-------------------------------------|---------------|--------------|---------------|---------------|----------------|----------------------------|
|                                     | Sept. 3.      | Sept. 10.    | Sept. 17.     | Sept. 24.     |                |                            |
| Liverpool.....                      | 6,600         | 4,814        | 9,413         | 11,316        | 30,025         | 13,456                     |
| Other British ports.....            | 6,849         |              |               | 350           | 350            |                            |
| <b>TOTAL TO GREAT BRITAIN</b> ..... | <b>13,449</b> | <b>4,814</b> | <b>9,413</b>  | <b>11,666</b> | <b>30,375</b>  | <b>13,456</b>              |
| Havre.....                          | 311           | 130          | 916           | 407           | 1,764          | 287                        |
| Other French ports.....             |               |              |               |               |                |                            |
| <b>TOTAL FRENCH</b> .....           | <b>311</b>    | <b>130</b>   | <b>916</b>    | <b>407</b>    | <b>1,764</b>   | <b>287</b>                 |
| Bremen and Hanover.....             |               |              |               | 20            | 20             | 105                        |
| Hamburg.....                        |               |              |               |               |                |                            |
| Other ports.....                    |               |              |               |               |                |                            |
| <b>TOTAL TO NORTH. EUROPE</b> ..... |               |              |               | <b>20</b>     | <b>20</b>      | <b>105</b>                 |
| Spain, Op'rto, Gibralt'r, &c.....   |               |              |               |               |                |                            |
| All other.....                      |               |              |               |               |                |                            |
| <b>TOTAL SPAIN, &amp;c.</b> .....   |               |              |               |               |                |                            |
| <b>GRAND TOTAL</b> .....            | <b>13,760</b> | <b>4,944</b> | <b>10,329</b> | <b>12,093</b> | <b>32,159</b>  | <b>13,848</b>              |

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

| Receipts from—          | New York.     |                | Boston.      |                | Philadelphia. |                | Baltimore.   |                |
|-------------------------|---------------|----------------|--------------|----------------|---------------|----------------|--------------|----------------|
|                         | This week.    | Since Sept. 1. | This week.   | Since Sept. 1. | This week.    | Since Sept. 1. | This week.   | Since Sept. 1. |
| N. Orleans.....         | 2,869         | 7,432          |              |                |               |                |              |                |
| Texas.....              | 4,105         | 15,299         |              |                |               |                |              |                |
| Savannah.....           | 10,253        | 19,218         | 864          | 969            | 428           | 928            | 635          | 1,415          |
| Mobile.....             |               |                |              |                |               |                |              |                |
| Florida.....            | 49            | 541            |              |                |               |                |              |                |
| S. Carolina.....        | 4,716         | 9,026          |              |                |               |                | 227          | 399            |
| N. Carolina.....        | 983           | 2,000          |              |                |               |                |              |                |
| Virginia.....           | 7,800         | 11,324         | 112          | 301            |               |                | 1            | 22             |
| North. p'ts.....        | 1,333         | 1,334          | 931          | 2,693          |               |                | 385          | 479            |
| Tenn., &c.....          | 791           | 2,138          | 1,398        | 2,564          | 299           | 457            |              |                |
| Foreign.....            | 11            | 225            |              |                |               |                |              |                |
| <b>This year.</b> ..... | <b>32,910</b> | <b>68,537</b>  | <b>3,305</b> | <b>6,527</b>   | <b>727</b>    | <b>1,445</b>   | <b>1,248</b> | <b>2,315</b>   |
| <b>Last year.</b> ..... | <b>32,308</b> | <b>72,234</b>  | <b>3,336</b> | <b>8,374</b>   | <b>2,228</b>  | <b>4,287</b>   | <b>5,628</b> | <b>7,683</b>   |

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 16,994 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.

| NEW YORK—To Liverpool, per steamers Thanemore, 2,568.....         |                                   | Total bales.        |                            |
|---|-----------------------------------|---------------------|----------------------------|
| Italy, 873.....   | Scythia, 1,463.....               | Wyoming, 3,250..... | City of Richmond, 643..... |
| City of Chester, 1,019.....                                       | per bark Royal Alfred, 1,500..... |                     |                            |
| To Hull, per steamer Hindoo, 350.....                             |                                   |                     | 11,316                     |
| To Havre, per steamer Pereire, 407.....                           |                                   |                     | 350                        |
| To Bremen, per steamer America, 20.....                           |                                   |                     | 407                        |
| <b>NEW ORLEANS—To Liverpool, per steamer Explorer, 2,120.....</b> |                                   |                     | <b>2,120</b>               |
| To Rouen, per steamer Marlborough, 210.....                       |                                   |                     | 210                        |
| <b>BALTIMORE—To Liverpool, per steamer Puerto Rico, 200.....</b>  |                                   |                     | <b>200</b>                 |
| <b>BOSTON—To Liverpool, per steamers Pembroke, 275.....</b>       |                                   |                     | <b>275</b>                 |
| Marathon, 280.....  | Palestine, 1,489.....             | per.....            | 123                        |
| To other foreign ports, per.....                                  |                                   |                     | 1                          |
| <b>PHILADELPHIA—To Liverpool, per steamer Ohio, 203.....</b>      |                                   |                     | <b>203</b>                 |
| <b>Total.....</b>   |                                   |                     | <b>16,994</b>              |

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

|                   | Liverpool.    | Hull.      | Havre.     | Rouen.     | Bre-men.  | Other for- eign p'ts. | Total.        |
|-------------------|---------------|------------|------------|------------|-----------|-----------------------|---------------|
| New York.....     | 11,316        | 350        | 407        |            | 20        |                       | 12,093        |
| New Orleans.....  | 2,120         |            |            | 210        |           |                       | 2,330         |
| Baltimore.....    | 200           |            |            |            |           |                       | 200           |
| Boston.....       | 275           |            |            |            |           | 1                     | 2,168         |
| Philadelphia..... | 203           |            |            |            |           |                       | 203           |
| <b>Total.....</b> | <b>16,006</b> | <b>350</b> | <b>407</b> | <b>210</b> | <b>20</b> | <b>1</b>              | <b>16,994</b> |

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

EUROPEAN, steamer (Br.), Thompson, from New York, for Liverpool, which put into Halifax, Sept. 10, owing to a defect in her machinery, has been repaired. Sailed for her destination Sept. 22.  
 PUERTO RICO, steamer (Span.), Mendezona, for Liverpool, when off the mouth of the Patuxent River, at 8 o'clock on night of Sept. 16, ran down and sunk an unknown schooner of about thirty tons burden (probably an oysterman). The Puerto Rico had only spar damaged; hull uninjured. She repaired, and sailed again on the 20th. No report has been received that identifies the schooner.

Cotton freights the past week have been as follows:

|                         | Satur.      | Mon.        | Tues.       | Wednes.     | Thurs.     | Fri.       |
|-------------------------|-------------|-------------|-------------|-------------|------------|------------|
| Liverpool, steam d..... | 1/4 @ 5/16  | 1/4 @ 5/16  | 5/16 @ 1/4  | 1/4 @ 5/16  | 5/16 @ 3/8 | 5/16 @ 3/8 |
| do sail.....            | 3/16 @ 7/32 | 3/16 @ 7/32 | 3/16 @ 7/32 | 3/16 @ 7/32 | Nomin'l    | Nominal    |
| Havre, steam.....       | @ 9/16*     | @ 9/16*     | @ 9/16*     | @ 9/16*     | @ 5/8*     | @ 5/8*     |
| do sail.....            | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2      | Nominal    |
| Bremen, steam.....      | @ 9/16*     | @ 9/16*     | @ 9/16*     | @ 9/16*     | @ 5/8*     | @ 5/8*     |
| do sail.....            | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2      | @ 1/2      |
| Hamburg, steam.....     | @ 9/16*     | @ 9/16*     | @ 9/16*     | @ 9/16*     | @ 5/8*     | @ 5/8*     |
| do sail.....            | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2      | @ 1/2      |
| Amst d'm, steam.....    | @ 11/16     | @ 11/16     | @ 11/16     | @ 11/16     | @ 11/16    | @ 11/16    |
| do sail.....            | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2      | @ 1/2      |
| Baltic, steam.....      | @ 13/32     | @ 13/32     | @ 13/32     | @ 13/32     | @ 13/32    | @ 13/32    |
| do sail.....            | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2       | @ 1/2      | @ 1/2      |

\* Compressed.

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

|                                | Sept. 5. | Sept. 12. | Sept. 19. | Sept. 26. |
|--------------------------------|----------|-----------|-----------|-----------|
| Sales of the week..... bales.  | 50,000   | 48,000    | 39,000    | 48,000    |
| Forwarded.....                 | 1,000    | 4,000     | 600       | 2,000     |
| Sales American.....            | 38,000   | 34,000    | 27,000    | 37,000    |
| Of which exporters took.....   | 4,000    | 6,000     | 6,000     | 4,000     |
| Of which speculators took..... | 2,000    | 4,000     | 1,000     | 2,000     |
| Total stock actual.....        | 379,000  | 341,000   | 321,000   | 246,000   |
| Estimated.....                 |          |           |           | 287,000   |
| Of which American actual.....  | 237,000  | 205,000   | 187,000   | 96,000    |
| Estimated.....                 |          |           |           | 159,000   |
| Total import of the week.....  | 12,000   | 11,000    | 17,000    | 217,000   |
| Of which American.....         | 10,000   | 4,000     | 9,000     | 11,000    |
| Actual export.....             | 6,000    | 6,000     | 4,000     | 8,000     |
| Amount afloat.....             | 131,000  | 118,000   | 115,000   | 119,000   |
| Of which American.....         | 26,000   | 26,000    | 32,000    | 42,000    |

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 26, and the daily closing prices of spot cotton, have been as follows:

| Spot.                     | Saturday | Monday.          | Tuesday.                      | Wedn'sdy  | Thursd'y | Friday.                    |
|---------------------------|----------|------------------|-------------------------------|-----------|----------|----------------------------|
| Market, 12:30 P.M. }      | Easier.  | Dull and easier. | Eas'r, and fr'ction'ly lower. | Steadier. | Firm.    | Firmer, fract'n'ly dearer. |
| Mid. Upl'ds }             | 69 1/16  | 6 1/2            | 67 1/16                       | 67 1/16   | 6 1/2    | 6 5/8                      |
| Mid. Or'l'ns. }           | 91 1/16  | 6 5/8            | 69 1/16                       | 69 1/16   | 6 5/8    | 6 3/4                      |
| Market, 5 P.M. }          |          |                  |                               |           |          |                            |
| Sales.....                | 5,000    | 6,000            | 6,000                         | 10,000    | 10,000   | 8,000                      |
| Spec. & exp. }            | 500      | 500              | 500                           | 1,000     | 1,000    | 1,000                      |
| Futures. Market, 5 P.M. } | Dull.    |                  |                               | Quiet.    | Steady.  | Easier.                    |

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

| SATURDAY.                                 |  |                                       |
|---|--|---------------------------------------|
| Delivery. d.                              | Delivery. d.                           | Delivery. d.                          |
| Sept..... 6 1/2                           | Dec.-Jan..... 5 15/16                  | Oct.-Nov..... 6 1/16                  |
| Sept.-Oct..... 6 11/32                    | Apr.-May..... 6                        | Nov.-Dec..... 5 15/16                 |
| Oct.-Nov..... 6 3/32                      | Sept.-Oct..... 6 5/16                  | Feb.-Mar..... 5 15/16                 |
| Nov.-Dec..... 5 31/32                     |  |                                       |
| MONDAY.                                   |  |                                       |
| Delivery. d.                              | Delivery. d.                           | Delivery. d.                          |
| Sept..... 67 1/16                         | Sept.-Oct..... 67 3/32                 | Jan.-Feb..... 5 27/32                 |
| Sept.-Oct..... 69 3/32 @ 1/4 @ 7/32       | Oct.-Nov..... 5 31/32                  | Nov.-Dec..... 5 7/8 @ 27/32           |
| Oct.-Nov..... 6 1 3/32 @ 6                | Nov.-Dec..... 5 27/32                  | April-May..... 5 15/16                |
| Nov.-Dec..... 5 7/8                       | Dec.-Jan..... 5 27/32                  | Shipment.                             |
| Feb.-Mar..... 5 7/8                       | Mar.-April..... 5 7/8                  | Nov.-Dec., n. crop, sail..... 5 27/32 |
| May-June..... 6                           | Sept..... 6 3/8                        |                                       |
| TUESDAY.                                  |  |                                       |
| Delivery. d.                              | Delivery. d.                           | Delivery. d.                          |
| Sept..... 6 3/8 @ 13/32                   | Mar.-Apr..... 5 13/16                  | Oct.-Nov..... 6 @ 5 31/32             |
| Sept.-Oct..... 6 3 1/16 @ 5 3/32 @ 3 1/16 | Apr.-May..... 5 29/32                  | Shipment.                             |
| Oct.-Nov..... 5 15/16                     | Sept.-Oct..... 6 7/32                  | Jan.-Feb., n. crop, sail..... 5 7/8   |
| Nov.-Dec..... 5 13/16                     | Oct.-Nov..... 5 31/32                  |                                       |
| Jan.-Feb..... 5 25/32 @ 13/16             | Dec.-Jan..... 5 13/16                  |                                       |
| WEDNESDAY.                                |  |                                       |
| Delivery. d.                              | Delivery. d.                           | Delivery. d.                          |
| Sept..... 6 3/32                          | Nov.-Dec..... 5 25/32 @ 13/16          | Oct..... 6 1/4 @ 7/32                 |
| Oct..... 6 3 1/16                         | Jan.-Feb..... 5 13/16                  | Oct.-Nov..... 5 31/32                 |
| Sept.-Oct..... 6 1 3/8 @ 3 3/32           | Feb.-Mar..... 5 7/8                    | Sept.-Oct..... 6 1/4 @ 7/32           |
| Oct.-Nov..... 5 29/32 @ 15/16             | Oct.-Nov..... 6                        | Nov.-Dec..... 5 7/8 @ 27/32           |
| Nov.-Dec..... 5 29/32 @ 15/16             | Dec.-Jan..... 5 27/32                  | Dec.-Jan..... 5 7/8                   |
| Jan.-Feb..... 5 25/32 @ 13/16             | Jan.-Feb..... 5 27/32                  |                                       |
| THURSDAY.                                 |  |                                       |
| Delivery. d.                              | Delivery. d.                           | Delivery. d.                          |
| Sept..... 6 17/32 @ 1/2                   | Dec.-Jan..... 5 29/32                  | Nov.-Dec..... 5 15/16                 |
| Sept.-Oct..... 6 9/32 @ 1/4 @ 9/32        | Sept..... 6 17/32                      | Sept.-Oct..... 6 3/8 @ 11/32          |
| Oct.-Nov..... 6 1 3/32 @ 6 @ 1/32         | Sept.-Oct..... 6 5/16                  | Oct.-Nov..... 6 3/32 @ 1 1/16 @ 1/32  |
| Nov.-Dec..... 5 15/16 @ 29/32             | Oct.-Nov..... 6 1/16                   | Nov.-Dec..... 5 31/32 @ 15/16         |
| FRIDAY.                                   |  |                                       |
| Delivery. d.                              | Delivery. d.                           | Delivery. d.                          |
| Sept..... 6 19/32 @ 5/8 @ 21/32           | Oct.-Nov..... 6 1/16 @ 3 3/32 @ 1 1/16 | Sept.-Oct..... 6 3/8                  |
| Sept.-Oct..... 6 3/8 @ 13/32              | Dec.-Jan..... 5 15/16                  | Sept..... 6 21/32                     |
|   | June-July..... 6 3/32                  |                                       |

BREADSTUFFS.

FRIDAY, P. M., Sept. 26, 1879.

There was a decided and very general advance in prices of flour during the first half of the week under review. The low grades and the common extras improved most, but the medium and better grades were also higher, and the advance was from 25 to 40 cents per barrel. The demand was quite active from the local trade as well as for export. Dealers were inclined to lay in stocks more freely, and yet the advance was largely due to the speculation in wheat; there was no absence of supply, and receivers met the demand at the higher prices very freely. On Wednesday there came a reaction, followed yesterday by depression and a partial decline. To-day, the market was steadier.

The wheat market was very excited and buoyant from Saturday till the close of Tuesday, and even at the opening of Wednesday's market, when there were sales of No. 2 spring at \$1 22 @ 1 23; No. 2 red, \$1 29 @ 1 30 1/2 on the spot and for delivery in the next two months; and No. 1 white, \$1 30 @ 1 31 1/2 for the same deliveries. The speculation was even more excited at the West, and great buoyancy prevailed. But in the course of Wednesday and Thursday values quite broke down, and at the close last evening No. 2 spring was quoted at \$1 14 @ 1 16; No. 2 red winter, \$1 23 1/2 @ 1 24; and No. 1 white, \$1 25 1/2. Receipts have continued liberal at the West, and exports having been checked by the speculative advance, there is a considerable

accumulation of the visible supply. To-day, the market was stronger, on some revival of speculation. No. 2 red winter sold at \$1 26½@1 27; and after 'change there was renewed excitement and buoyancy—No. 1 white sold at \$1 27¼@1 28 cash, and \$1 28½@1 30¼ for October; No. 2 spring, \$1 21 for October; and No. 2 red winter, \$1 28 cash, \$1 27½@1 29 for October, and \$1 27½@1 30 for November.

Indian corn has ruled materially higher, No. 2 mixed advancing on Tuesday to 55½c. on the spot and for October, and 56½c. for November. There has been some decline since Tuesday, and the close last evening was at 53¼c. for October and 54¼c. for November. Supplies coming forward are quite moderate, as usual at this season of the year. To-day, the market was steadier but quiet.

Rye advanced to 78c. for No. 2 Western, but sold at 77c. yesterday. Barley and barley malt remain unsettled and nominal.

Oats were buoyant, advancing 2@3c. per bushel, with considerable sales of No. 2 mixed at 36c. up to 38c. for October, but latterly a portion of the advance has been lost. Yesterday, No. 2 Chicago sold at 37½c. To-day, the market was firmer, with No. 2 graded closing at 37½c. for mixed and 38c. for white.

The following are closing quotations :

| FLOUR.                                   |             | GRAIN.                               |              |
|--|-------------|--------------------------------------|--------------|
| No. 2.....                               | 3 75 @ 4 40 | Wheat—                               |              |
| Superfine State and Western.....         | 4 60 @ 5 00 | No. 3 spring, 3/4 bu. \$1 12 @ 1 14  |              |
| Extra State, &c.....                     | 5 10 @ 5 25 | No. 2 spring.....                    | 1 17 @ 1 19  |
| Western spring wheat extras.....         | 5 00 @ 5 40 | Amber winter.....                    | 1 20 @ 1 27  |
| do XX and XXX.....                       | 5 50 @ 6 50 | Red winter, No. 2.....               | 1 26½ @ 1 27 |
| Western winter shipping extras.....      | 5 20 @ 5 60 | White.....                           | 1 22 @ 1 28  |
| do XX and XXX.....                       | 5 75 @ 6 50 | No. 1 white.....                     | 1 27 @ 1 27½ |
| Minnesota patents.....                   | 6 00 @ 7 75 | Corn—West. mixed.....                | 53 @ 54      |
| City shipping extras.....                | 5 15 @ 6 00 | Western No. 2.....                   | 53½ @ 54     |
| Southern, bakers' and family brands..... | 5 75 @ 6 75 | Western Yellow.....                  | 54 @ 55      |
| South'n ship'g extras.....               | 5 25 @ 5 65 | Western White.....                   | 55 @ 60      |
| Rye flour, superfine.....                | 4 00 @ 4 25 | Rye—West'n, No. 2.....               | 75 @ 77      |
| Corn meal—                               |             | State and Canada.....                | 79 @ 80      |
| Western, 1 & 3.....                      | 2 28 @ 2 60 | Oats—Mixed.....                      | 35 @ 38      |
| Brandywine, &c.....                      | 2 90 @ 3 00 | White.....                           | 37 @ 40      |
|  |             | Barley—Canada W. State, 4-rowed..... | .....@.....  |
|  |             | State, 2-rowed.....                  | .....@.....  |
|  |             | Peas—Can'da, b. & f.....             | 70 @ 85      |

Receipts of flour and grain at Western lake and river ports for the week ending Sept. 20:

| At—                | Flour, bbls. (196 lbs.) | Wheat, bush. (60 lbs.) | Corn, bush. (56 lbs.) | Oats, bush. (32 lbs.) | Barley, bush. (48 lbs.) | Rye, bush. (56 lbs.) |
|--------------------|-------------------------|------------------------|-----------------------|-----------------------|-------------------------|----------------------|
| Chicago.....       | 41,609                  | 1,356,656              | 1,448,029             | 297,875               | 162,743                 | 107,999              |
| Milwaukee.....     | 36,046                  | 459,440                | 14,800                | 25,250                | 187,897                 | 20,315               |
| Toledo.....        | .....                   | 815,861                | 82,511                | 46,354                | .....                   | 9,338                |
| Detroit.....       | 8,185                   | 302,859                | 1,868                 | 6,875                 | 17,436                  | .....                |
| Cleveland.....     | 3,080                   | 60,325                 | 62,000                | 52,800                | 5,850                   | 3,150                |
| St. Louis.....     | 43,277                  | 480,893                | 80,150                | 121,677               | 95,540                  | 10,762               |
| Peoria.....        | 960                     | 12,780                 | 124,370               | 64,000                | 17,500                  | 17,600               |
| Duluth.....        | .....                   | .....                  | .....                 | .....                 | .....                   | .....                |
| Total.....         | 133,157                 | 3,488,814              | 1,813,728             | 614,741               | 486,966                 | 160,164              |
| Previous week..... | 114,543                 | 3,733,253              | 1,889,189             | 617,995               | 420,477                 | 196,805              |
| Same time '78..... | 129,739                 | 2,646,809              | 1,701,199             | 743,354               | 579,626                 | 180,413              |

\* Not reported.

Total receipts at same ports from Jan. 1 to Sept. 20, inclusive, for four years:

|                   | 1879.       | 1878.       | 1877.       | 1876.       |
|-------------------|-------------|-------------|-------------|-------------|
| Flour..... bbls.  | 4,589,139   | 3,992,753   | 3,010,255   | 3,710,248   |
| Wheat..... bush.  | 62,897,025  | 57,732,333  | 25,424,122  | 35,335,587  |
| Corn..... bush.   | 72,056,857  | 74,619,639  | 61,421,906  | 59,332,193  |
| Oats..... bush.   | 22,737,849  | 23,397,442  | 16,450,802  | 18,251,632  |
| Barley..... bush. | 3,920,567   | 5,032,249   | 4,187,769   | 3,177,138   |
| Rye..... bush.    | 3,262,322   | 3,650,834   | 4,036,697   | 1,530,888   |
| Total grain.....  | 164,874,620 | 164,432,497 | 111,521,293 | 118,427,432 |

Total receipts (crop movement) at the same ports from Aug. 1 to Sept. 20, inclusive, for four years:

|                   | 1879.      | 1878.      | 1877.      | 1876.      |
|-------------------|------------|------------|------------|------------|
| Flour..... bbls.  | 971,574    | 796,099    | 776,413    | 774,480    |
| Wheat..... bush.  | 25,631,557 | 23,725,346 | 15,132,597 | 8,891,449  |
| Corn..... bush.   | 19,028,750 | 22,115,487 | 18,754,311 | 16,927,845 |
| Oats..... bush.   | 6,675,961  | 9,736,401  | 5,804,935  | 4,419,904  |
| Barley..... bush. | 1,496,165  | 2,101,393  | 1,468,585  | 1,008,699  |
| Rye..... bush.    | 1,480,483  | 1,591,525  | 1,096,770  | 533,472    |
| Total grain.....  | 54,312,916 | 59,270,157 | 42,257,198 | 31,776,389 |

Comparative shipments of flour and grain from the same ports from Jan. 1 to Sept. 20, inclusive, for four years:

|                   | 1879.       | 1878.       | 1877.      | 1876.       |
|-------------------|-------------|-------------|------------|-------------|
| Flour..... bbls.  | 4,930,313   | 4,064,199   | 3,181,738  | 3,012,272   |
| Wheat..... bush.  | 55,554,831  | 42,772,789  | 22,221,938 | 33,602,053  |
| Corn..... bush.   | 64,897,606  | 63,618,706  | 54,165,034 | 56,237,960  |
| Oats..... bush.   | 16,544,235  | 16,047,393  | 12,462,765 | 15,706,245  |
| Barley..... bush. | 2,507,754   | 2,091,498   | 2,645,546  | 1,531,363   |
| Rye..... bush.    | 3,057,810   | 2,721,184   | 1,845,331  | 1,305,817   |
| Total grain.....  | 142,562,236 | 127,251,570 | 93,340,664 | 108,383,438 |

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

| Week ending—        | Flour, bbls. | Wheat, bush. | Corn, bush. | Oats, bush. | Barley, bush. | Rye, bush. |
|---------------------|--------------|--------------|-------------|-------------|---------------|------------|
| Sept. 20.....       | 139,761      | 3,105,737    | 2,348,670   | 324,249     | 155,403       | 173,299    |
| Sept. 13.....       | 130,086      | 3,134,958    | 1,719,059   | 439,112     | 138,164       | 161,646    |
| Sept. 6.....        | 138,367      | 2,944,856    | 1,602,817   | 627,430     | 37,327        | 209,540    |
| Aug. 30.....        | 155,881      | 2,536,396    | 2,387,109   | 600,209     | 37,780        | 181,307    |
| Total, 4 wks.....   | 564,095      | 11,416,947   | 8,057,655   | 2,991,000   | 368,674       | 725,792    |
| Tot. 4 wks '78..... | 469,190      | 10,499,913   | 8,948,976   | 3,522,210   | 442,510       | 577,927    |

Receipts of flour and grain at seaboard ports for the week ended Sept. 20:

| At—                | Flour, bbls. | Wheat, bush. | Corn, bush. | Oats, bush. | Barley, bush. | Rye, bush. |
|--------------------|--------------|--------------|-------------|-------------|---------------|------------|
| New York.....      | 103,640      | 1,761,524    | 1,054,884   | 117,043     | 15,382        | 180,594    |
| Boston.....        | 84,898       | 182,171      | 275,531     | 109,795     | 4,425         | 4,000      |
| Portland.....      | 2,900        | .....        | 5,500       | 1,500       | .....         | .....      |
| Montreal.....      | 19,645       | 537,398      | 209,897     | 3,480       | 10,070        | 1,200      |
| Philadelphia.....  | 14,077       | 740,000      | 173,500     | 72,200      | .....         | 2,000      |
| Baltimore.....     | 27,097       | 1,263,900    | 176,900     | 39,000      | .....         | 2,000      |
| New Orleans.....   | 3,737        | 9,000        | 2,768       | 992         | .....         | .....      |
| Total week.....    | 255,994      | 4,493,993    | 1,898,930   | 314,010     | 29,877        | 190,094    |
| Previous week..... | 262,558      | 5,209,394    | 1,405,302   | 536,083     | 10,270        | 145,034    |
| Cor. week '78..... | 213,673      | 3,915,665    | 1,282,021   | 750,603     | 64,062        | 183,349    |
| Cor. week '77..... | 215,747      | 1,757,813    | 1,990,701   | 565,925     | 9,760         | 134,869    |

And from Jan. 1 to Sept. 20, inclusive, for four years:

|                   | 1879.       | 1878.       | 1877.      | 1876.       |
|-------------------|-------------|-------------|------------|-------------|
| Flour..... bbls.  | 7,374,175   | 6,336,289   | 5,032,039  | 6,680,326   |
| Wheat..... bush.  | 95,751,817  | 71,469,394  | 16,746,350 | 30,702,367  |
| Corn..... bush.   | 81,646,156  | 82,237,753  | 64,752,699 | 65,391,295  |
| Oats..... bush.   | 15,892,422  | 17,083,809  | 13,333,002 | 17,911,900  |
| Barley..... bush. | 1,809,585   | 2,572,777   | 2,232,697  | 2,919,025   |
| Rye..... bush.    | 2,979,180   | 3,444,304   | 1,538,612  | 587,385     |
| Total grain.....  | 198,079,160 | 176,792,537 | 98,653,360 | 117,511,972 |

Exports from United States seaboard ports and from Montreal, for week ending Sept. 20:

| From—              | Flour, bbls. | Wheat, bush. | Corn, bush. | Oats, bush. | Rye, bush. | Peas, bush. |
|--------------------|--------------|--------------|-------------|-------------|------------|-------------|
| New York.....      | 109,667      | 2,420,032    | 977,836     | 1,400       | 170,516    | 95          |
| Boston.....        | 21,760       | 122,063      | 82,903      | 200         | .....      | .....       |
| Portland.....      | .....        | .....        | .....       | .....       | .....      | .....       |
| Montreal.....      | 10,530       | 528,160      | 58,690      | 6,596       | .....      | 2,226       |
| Philadelphia.....  | 5,633        | 912,770      | 65,190      | .....       | .....      | 80          |
| Baltimore.....     | 7,778        | 1,399,785    | 138,962     | .....       | .....      | 440         |
| Total for w'k..... | 155,368      | 5,382,810    | 1,323,586   | 8,196       | 170,516    | 3,696       |
| Previous week..... | 163,403      | 5,678,632    | 2,041,393   | 95,913      | 110,036    | 1,710       |
| Two weeks ago..... | 150,844      | 5,210,838    | 1,529,317   | 18,141      | 113,701    | 9,246       |
| Same time '78..... | 82,122       | 4,375,388    | 1,359,579   | 107,277     | 178,123    | 11,515      |

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. 20, was as follows:

| In Store at—           | Wheat, bush. | Corn, bush. | Oats, bush. | Barley, bush. | Rye, bush. |
|------------------------|--------------|-------------|-------------|---------------|------------|
| New York.....          | 2,511,663    | 1,812,362   | 556,330     | 32,160        | 131,564    |
| Do. afloat (est.)..... | 675,000      | 123,000     | 60,000      | .....         | .....      |
| Albany.....            | 9,500        | 40,000      | 81,000      | 6,500         | 44,000     |
| Buffalo.....           | 645,263      | 899,274     | 10,000      | .....         | 3,961      |
| Chicago.....           | 1,905,545    | 2,699,853   | 491,019     | 184,862       | 123,222    |
| Milwaukee.....         | 326,177      | 17,257      | 11,877      | 225,638       | 9,000      |
| Duluth.....            | 317,001      | 23,699      | .....       | .....         | .....      |
| Toledo.....            | 771,483      | 223,932     | 120,932     | 6,150         | 12,760     |
| Detroit.....           | 400,236      | 4,905       | 3,156       | 36            | .....      |
| Oswego.....            | 160,000      | 300,000     | 3,000       | 20,000        | 6,500      |
| St. Louis.....         | 1,112,073    | 364,160     | 126,337     | 19,237        | 48,900     |
| Boston.....            | 133,070      | 148,414     | 98,202      | 317           | .....      |
| Toronto.....           | 77,724       | .....       | 700         | 42,658        | 1,200      |
| Montreal (13th).....   | 70,238       | 35,000      | 1,500       | 10,676        | 342        |
| Philadelphia.....      | 943,330      | 214,000     | .....       | .....         | .....      |
| Peoria.....            | 8,800        | 178,670     | 145,392     | 10,998        | 33,319     |
| Indianapolis.....      | 95,200       | 34,400      | 90,000      | .....         | 6,100      |
| Kansas City.....       | 137,971      | 58,670      | 32,676      | 3,740         | 5,489      |
| Baltimore.....         | 1,083,039    | 331,332     | .....       | .....         | .....      |
| Rail shipments.....    | 578,168      | 285,896     | 251,466     | 139,943       | 43,849     |
| Lake shipments.....    | 2,527,569    | 2,062,774   | 72,783      | 15,480        | 129,450    |
| On Canal.....          | 2,877,000    | 2,100,000   | 57,000      | 12,000        | 306,000    |
| Total.....             | 17,366,050   | 11,942,589  | 2,212,370   | 730,375       | 905,656    |
| Sept. 13, '79.....     | 17,927,079   | 12,040,692  | 2,461,982   | 825,156       | 950,771    |
| Sept. 6, '79.....      | 17,045,773   | 13,003,518  | 2,704,134   | 501,209       | 937,191    |
| Aug. 30, '79.....      | 15,748,775   | 13,164,508  | 2,492,897   | 355,222       | 761,262    |
| Aug. 23, '79.....      | 15,966,899   | 12,582,429  | 2,279,174   | 300,498       | 797,180    |
| Sept. 21, '78.....     | 12,589,391   | 11,293,242  | 4,115,278   | 1,881,953     | 1,078,074  |

THE DRY GOODS TRADE

FRIDAY, P. M., Sept. 26, 1879.

Business has been irregular and on the whole rather sluggish with commission houses and importers the past week, and the demand for fall and winter goods was restricted to such quantities as were required for immediate sales. There was, however, a fair inquiry for spring weight clothing woolsens, and orders for fancy cassimeres, suitings and worsted coatings were placed by clothing manufacturers to a considerable aggregate amount. Operations in cotton goods were almost wholly of a hand-to-mouth character, and prints ruled quiet; but there was a steady movement in dress goods, ginghams, hosiery, underwear, and fancy knit woolsens from agents' hands. The jobbing trade was fairly active in all departments, and both dry goods and clothing were distributed in liberal quantities by most of the leading firms. Print cloths, prints, and some descriptions of cotton goods were a trifle lower, in sympathy with the decline in cotton; but prices of most other fabrics were steadily maintained.

DOMESTIC COTTON GOODS.—The exports of domestics from this port to foreign markets during the week ending September 23 comprised 2,743 packages, including 1,668 to Great Britain, 361 to U. S. of Colombia, 228 to Brazil, 164 to Venezuela, 73 to British Honduras, 38 to British West Indies, 38 to Cisplatine Republic, &c. There was a steady but moderate demand for brown, bleached and colored cottons, and low and medium grade cotton flannels were in good request. Wide sheetings continued active, and leading widths are in meagre supply. Cottonades and cheviots were lightly dealt in, and corset jeans lacked animation. Print cloths suffered a further de-

line, and considerable sales of extra 64x64s were made at 3½c., cash. For 56x60 print cloths there was a moderate inquiry at 3 5-16c. for spots and 3¼c. for futures. Prints were quiet, and some standard makes were reduced to 6c.; but the best goods are held at 6½@7c. Gingham were fairly active and firm, but cotton dress goods were less freely taken, and price concessions were offered on some styles.

**DOMESTIC WOOLEN GOODS.**—There has been a fairly satisfactory demand for duplicate lots of heavy woollens, and transactions (though individually small) footed up a respectable aggregate amount. Light-weight fancy cassimeres have received increased attention from the clothing trade, and liberal orders (for future delivery) were placed with agents representing the most popular all-wool and cotton-warp makes. Light-weight chevots and worsted coatings were also sought for by the same class of buyers, and some makes of the latter are held at a shade over last year's prices. Overcoatings and beavers were in limited demand, and cloths and doeskins were only in moderate request. Kentucky jeans remained inactive, but there was a fair inquiry for printed satinets in low and medium grades. Flannels and blankets continued in good request at first hands, and liberal sales were reported by jobbers. Worsted dress goods were active in the hands of both agents and jobbers, and nearly all leading makes are in meagre supply. For shawls and skirts there was some inquiry, but selections were mostly restricted to small lots required for the renewal of assortments.

**FOREIGN DRY GOODS.**—Imported goods have been less active in first hands, but the jobbing trade was of good proportions. There was more pressure to sell silks and dress goods, and some large lines were offered at auction with indifferent results. Cashmeres were in steady request, and extreme novelties in fancy dress goods found ready buyers. For linen and white goods there was a steady hand-to-mouth demand, but embroideries were sluggish. In men's-wear woollens there was no movement of importance, and sales were chiefly confined to small lots of the choicest fancy cassimeres, chevots and suitings.

**Importations of Dry Goods.**

The importations of dry goods at this port for the week ending Sept. 25, 1879, and for the corresponding weeks of 1878 and 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPT. 25, 1879.

| Manufactures of— | 1877.        |                  | 1878.        |                  | 1879.        |                  |
|------------------|--------------|------------------|--------------|------------------|--------------|------------------|
|                  | Pkgs.        | Value.           | Pkgs.        | Value.           | Pkgs.        | Value.           |
| Wool             | 715          | \$ 277,585       | 831          | \$ 324,393       | 1,072        | \$ 409,135       |
| Cotton           | 655          | 172,294          | 673          | 194,415          | 975          | 253,654          |
| Silk             | 514          | 370,114          | 754          | 501,026          | 1,171        | 700,553          |
| Flax             | 929          | 167,127          | 978          | 186,102          | 1,004        | 208,255          |
| Miscellaneous    | 458          | 117,044          | 555          | 114,549          | 819          | 144,997          |
| <b>Total</b>     | <b>3,271</b> | <b>1,104,164</b> | <b>3,794</b> | <b>1,320,485</b> | <b>5,041</b> | <b>1,716,594</b> |

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

| Manufactures of—           | 1877.        |                  | 1878.        |                  | 1879.        |                  |
|----------------------------|--------------|------------------|--------------|------------------|--------------|------------------|
|                            | Pkgs.        | Value.           | Pkgs.        | Value.           | Pkgs.        | Value.           |
| Wool                       | 584          | 237,550          | 581          | 218,414          | 501          | 194,898          |
| Cotton                     | 205          | 57,747           | 213          | 52,317           | 138          | 38,466           |
| Silk                       | 132          | 120,734          | 97           | 80,684           | 172          | 125,403          |
| Flax                       | 795          | 102,502          | 365          | 71,734           | 367          | 71,240           |
| Miscellaneous              | 181          | 30,799           | 415          | 47,162           | 751          | 57,333           |
| <b>Total</b>               | <b>1,897</b> | <b>549,332</b>   | <b>1,671</b> | <b>470,311</b>   | <b>1,929</b> | <b>487,340</b>   |
| <b>Ent'd for consumpt.</b> | <b>3,271</b> | <b>1,104,164</b> | <b>3,794</b> | <b>1,320,485</b> | <b>5,041</b> | <b>1,716,594</b> |
| <b>Total on market</b>     | <b>5,168</b> | <b>1,653,496</b> | <b>5,465</b> | <b>1,790,796</b> | <b>6,970</b> | <b>2,203,934</b> |

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

| Manufactures of—           | 1877.        |                  | 1878.        |                  | 1879.        |                  |
|----------------------------|--------------|------------------|--------------|------------------|--------------|------------------|
|                            | Pkgs.        | Value.           | Pkgs.        | Value.           | Pkgs.        | Value.           |
| Wool                       | 322          | 132,962          | 276          | 107,460          | 334          | 135,778          |
| Cotton                     | 117          | 36,414           | 110          | 28,057           | 139          | 40,650           |
| Silk                       | 120          | 108,683          | 82           | 62,629           | 149          | 143,616          |
| Flax                       | 216          | 41,494           | 185          | 52,857           | 426          | 101,779          |
| Miscellaneous              | 20           | 8,301            | 338          | 43,212           | 272          | 17,071           |
| <b>Total</b>               | <b>825</b>   | <b>327,814</b>   | <b>991</b>   | <b>294,215</b>   | <b>1,320</b> | <b>438,894</b>   |
| <b>Ent'd for consumpt.</b> | <b>3,271</b> | <b>1,104,164</b> | <b>3,794</b> | <b>1,320,485</b> | <b>5,041</b> | <b>1,716,594</b> |
| <b>Total at the port</b>   | <b>4,096</b> | <b>1,432,008</b> | <b>4,785</b> | <b>1,614,700</b> | <b>6,361</b> | <b>2,155,488</b> |

**Exports of Provisions.**

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for the week ending September 20, 1879, and their distribution:

| To—                 | Pork, bbls.  | Beef, bbls.  | Lard, lbs.       | Bacon, lbs.      | Cheese, lbs.     | Tallow, lbs.     |
|---------------------|--------------|--------------|------------------|------------------|------------------|------------------|
| Liverpool           | 1,292        | 277          | 182,366          | 4,202,579        | 3,668,679        | 482,936          |
| London              | 673          | 483          | 107,800          | 276,150          | 936,010          |                  |
| Glasgow             | 181          | 438          | 3,200            | 691,500          | 441,900          | 285,400          |
| Bristol             | 150          | 226          | 18,100           | 487,100          | 679,140          | 20,000           |
| Hull                |              | 100          | 135,700          | 372,150          | 90,120           | 1,244,600        |
| British ports       | 190          | 231          | 8,000            | 79,326           |                  | 110,000          |
| Antwerp             |              | 35           | 275,000          | 407,450          |                  |                  |
| Rotterdam           | 31           | 75           | 54,750           | 116,625          |                  | 146,300          |
| Bremen              |              | 50           | 436,813          | 7,125            |                  |                  |
| Hamburg             | 106          | 175          | 167,800          |                  |                  | 3,400            |
| Hayre               |              |              | 126,015          | 232,007          |                  |                  |
| Marseilles          |              |              |                  |                  |                  |                  |
| Italy               |              |              |                  |                  |                  |                  |
| Cont'l ports        |              |              | 712,000          | 75,025           |                  | 868,700          |
| S.&C. America       | 1,208        | 170          | 112,719          | 28,304           | 17,169           | 53,024           |
| West Indies         | 2,229        | 220          | 541,780          | 168,564          | 35,871           | 57,681           |
| B. N. A. Col.       | 1,238        | 150          | 9,743            | 15,088           | 6,300            |                  |
| Oth'r countr's      | 324          | 87           | 1,000            |                  |                  |                  |
| <b>Total week</b>   | <b>7,622</b> | <b>2,717</b> | <b>2,892,786</b> | <b>7,158,992</b> | <b>5,875,189</b> | <b>3,272,041</b> |
| <b>Previous w'k</b> | <b>4,585</b> | <b>2,242</b> | <b>3,934,624</b> | <b>8,965,170</b> | <b>4,677,538</b> | <b>1,173,536</b> |

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

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

|                               | Week ending Sept. 23. | Since Jan. 1, 1879. | Same time last year. |
|-------------------------------|-----------------------|---------------------|----------------------|
| Ashes.....bbls.               | 70                    | 4,686               | 3,091                |
| Beans.....bbls.               | 2,165                 | 49,713              | 51,957               |
| <b>Breadstuffs—</b>           |                       |                     |                      |
| Flour, wheat.....bbls.        | 102,148               | 3,741,695           | 3,011,366            |
| Corn meal.....bbls.           | 1,337                 | 116,674             | 148,144              |
| Wheat.....bush.               | 2,069,050             | 45,682,437          | 43,179,292           |
| Rye.....bush.                 | 220,862               | 2,119,008           | 2,792,982            |
| Corn.....bush.                | 1,121,300             | 30,451,102          | 27,992,292           |
| Oats.....bush.                | 168,715               | 7,916,714           | 10,589,494           |
| Barley and malt.....bush.     | 51,491                | 2,517,021           | 3,120,249            |
| Peas.....bush.                | 7,010                 | 257,309             | 471,551              |
| Cotton.....bales.             | 22,244                | 494,297             | 558,885              |
| Cotton seed oil.....bbls.     |                       | 17,557              |                      |
| Flax seed.....bags.           | 35,548                | 159,749             |                      |
| Grass seed.....bags.          | 2,827                 | 105,211             | 137,206              |
| Hides.....No.                 | 1,647                 | 160,593             | 131,582              |
| Hides.....bales.              | 1,112                 | 94,103              | 92,903               |
| Hops.....bales.               | 3,180                 | 56,807              | 52,911               |
| Leather.....sides.            | 76,288                | 3,097,770           | 3,119,226            |
| Lead.....pigs.                | 2,053                 | 2,566,423           |                      |
| Molasses.....hds.             | 39                    | 4,980               | 18                   |
| Molasses.....bbls.            |                       | 75,738              | 114,192              |
| <b>Naval Stores—</b>          |                       |                     |                      |
| Turpentine, crude.....bbls.   |                       | 1,598               | 2,073                |
| Turpentine, spirits.....bbls. | 886                   | 56,891              | 58,486               |
| Rosin.....bbls.               | 4,633                 | 240,141             | 302,233              |
| Tar.....bbls.                 | 592                   | 21,149              | 15,537               |
| Pitch.....bbls.               |                       | 2,520               | 2,366                |
| Oil cake.....pkgs.            | 13,032                | 307,394             | 322,357              |
| Oil, lard.....bbls.           | 40                    | 11,980              | 13,177               |
| Oil, whale.....galls.         |                       |                     |                      |
| Peanuts.....bush.             | 600                   | 73,988              | 51,734               |
| <b>Provisions—</b>            |                       |                     |                      |
| Pork.....pkgs.                | 666                   | 176,711             | 179,216              |
| Beef.....pkgs.                | 606                   | 27,858              | 39,139               |
| Cutmeats.....pkgs.            | 33,572                | 1,336,232           | 936,735              |
| Butter.....pkgs.              | 40,292                | 1,046,162           | 881,690              |
| Cheese.....pkgs.              | 78,973                | 1,882,707           | 2,276,563            |
| Eggs.....bbls.                | 6,298                 | 357,564             | 377,937              |
| Lard.....tcs. & bbls.         | 5,573                 | 540,961             | 548,439              |
| Lard.....kegs.                | 1,390                 | 49,710              | 31,832               |
| Hogs, dressed.....No.         |                       | 49,869              | 19,807               |
| Rice.....pkgs.                | 415                   | 27,249              | 25,140               |
| Spelter.....slabs.            |                       | 64,775              |                      |
| Stearine.....pkgs.            | 165                   | 20,733              | 15,528               |
| Sugar.....bbls.               |                       | 1,673               | 1,020                |
| Sugar.....hds.                |                       | 31,478              | 15,568               |
| Tallow.....pkgs.              | 1,582                 | 71,504              | 59,701               |
| Tobacco.....boxes & cases.    | 5,850                 | 127,312             | 153,135              |
| Tobacco.....hds.              | 2,039                 | 72,743              | 122,825              |
| Whiskey.....bbls.             | 4,833                 | 195,576             | 144,090              |
| Wool.....bales.               | 525                   | 95,018              | 66,464               |

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

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

|                                | Week ending Sept. 23. | Since Jan. 1, 1879. | Same time last year. |
|--------------------------------|-----------------------|---------------------|----------------------|
| Ashes, pots.....bbls.          |                       | 1,046               | 1,192                |
| Ashes, pearls.....bbls.        |                       | 139                 | 186                  |
| Beeswax.....lbs.               |                       | 50,840              | 127,341              |
| <b>Breadstuffs—</b>            |                       |                     |                      |
| Flour, wheat.....bbls.         | 90,700                | 2,317,337           | 1,783,707            |
| Flour, rye.....bbls.           |                       | 4,860               | 3,411                |
| Corn meal.....bbls.            | 550                   | 111,737             | 158,738              |
| Wheat.....bush.                | 2,303,085             | 44,122,823          | 38,350,620           |
| Rye.....bush.                  | 152,904               | 2,969,494           | 3,189,438            |
| Oats.....bush.                 | 2,025                 | 458,365             | 2,707,328            |
| Barley.....bush.               |                       | 119,629             | 1,516,207            |
| Peas.....bush.                 | 259                   | 252,318             | 311,424              |
| Corn.....bush.                 | 967,738               | 25,714,807          | 21,749,919           |
| Candles.....pkgs.              | 826                   | 44,210              | 33,971               |
| Coal.....tons.                 | 829                   | 55,309              | 40,727               |
| Cotton.....bales.              | 14,431                | 231,709             | 289,784              |
| Domestics.....pkgs.            | 2,743                 | 89,705              | 107,051              |
| Hay.....bales.                 | 2,310                 | 51,277              | 46,446               |
| Hops.....bales.                | 3,064                 | 29,451              | 37,691               |
| <b>Naval Stores—</b>           |                       |                     |                      |
| Crude turpentine.....bbls.     | 50                    | 150                 | 135                  |
| Spirits turpentine.....bbls.   | 137                   | 8,006               | 12,961               |
| Rosin.....bbls.                | 3,251                 | 128,386             | 194,833              |
| Tar.....bbls.                  | 111                   | 5,266               | 6,240                |
| Pitch.....bbls.                | 144                   | 3,712               | 4,600                |
| Oil cake.....cwt.              | 19,239                | 1,118,321           | 1,561,789            |
| <b>Oils—</b>                   |                       |                     |                      |
| Whale.....gals.                |                       | 201,565             | 360,120              |
| Sperm.....gals.                |                       | 96,756              | 451,097              |
| Lard.....gals.                 | 10,802                | 1,005,164           | 992,702              |
| Linseed.....gals.              | 428                   | 8,668               | 5,975                |
| Petroleum.....gals.            | 6,416,120             | 182,171,198         | 149,791,213          |
| <b>Provisions—</b>             |                       |                     |                      |
| Pork.....bbls.                 | 4,466                 | 177,652             | 179,042              |
| Beef.....bbls.                 | 728                   | 38,017              | 37,536               |
| Beef.....tierces.              | 1,087                 | 40,113              | 44,523               |
| Cutmeats.....lbs.              | 5,767,785             | 420,627,471         | 341,538,979          |
| Butter.....lbs.                | 2,106,864             | 25,942,513          | 17,723,563           |
| Cheese.....lbs.                | 4,713,552             | 106,419,431         | 106,984,184          |
| Lard.....lbs.                  | 2,395,042             | 179,596,946         | 196,284,470          |
| Rice.....bbls.                 | 452                   | 11,500              | 17,296               |
| Tallow.....lbs.                | 1,961,381             | 49,918,036          | 55,915,350           |
| Tobacco, leaf.....hds.         | 2,723                 | 46,076              | 90,968               |
| Tobacco.....bales and cases.   | 1,459                 | 23,654              | 65,955               |
| Tobacco, manufactured.....lbs. | 105,329               | 4,897,984           | 5,219,674            |
| Whalebone.....lbs.             | 1,877                 | 50,428              | 87,823               |

GENERAL

PRICES CURRENT

Table of market prices for various commodities including Ashes, Bricks, Lumber, Hops, Iron, Molasses, Naval Stores, Oils, Provisions, Rice, Sugar, Fruit, and Fish. Includes a sub-table for Anthracite prices.

GUNNIES.—See report under Cotton

Table of market prices for Gunnies, Hemp and Jute, Hides, India Rubber, Iron, Molasses, Naval Stores, Oils, Provisions, Rice, and Sugar.

Table of market prices for Tin, Wool, and Freight rates to Liverpool.

Cotton.

D. W. Lamkin & Co., Cotton Factors, Vicksburg, Miss. Orders to Purchase Cotton in our market solicited.

John F. Wheless & Co., Cotton Commission Merchants, Nashville, Tennessee. Special attention given to Spinners' orders.

Wm. Felix Alexander, Cotton Broker, Augusta, Georgia. Entire attention given to purchase of Cotton on order for Spinners and Exporters.

Wire Rope. STEEL AND CHARCOAL IRON of superior quality suitable for MINING AND HOISTING PURPOSES.

Advertisement for John W. Mason & Co. Wire Rope, featuring a circular logo with an eagle and the text 'JOHN W. MASON & CO. WIRE ROPE'.

Advertisement for Joseph Gillott & Sons Steel Pens, featuring the text 'Gillott's Steel Pens. GOLD MEDAL, PARIS, 1878. 303-404-170-351-332'.

Large advertisement for SPENCERIAN STEEL PENS, featuring the text 'SPENCERIAN STEEL PENS. In 20 NUMBERS, of superior English make, suited to every style of writing.'

**Cotton.**

**Woodward & Stillman,**  
SEAMEN'S BANK BUILDING,  
Nos. 74 & 76 Wall Street,  
NEW YORK.

**GENERAL COMMISSION MERCHANTS**

**LOANS MADE ON ACCEPTABLE SECURITY.**

Liberal advances made on Consignments.  
Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton.

**Henry Hentz & Co.,**  
GENERAL

**COMMISSION MERCHANTS,**  
8 South William St., New York.

Advances made on Consignments to  
**Messrs. JAMES FINLAY & CO.,**  
LIVERPOOL, LONDON AND GLASGOW.  
Also execute orders for Merchandise through  
**Messrs. FINLAY, MUIR & CO.,**  
CALCUTTA AND BOMBAY.

FUTURE CONTRACTS FOR COTTON bought and sold on Commission in New York and Liverpool.

**E. S. Jemison & Co.,**

(Successors to MOODY & JEMISON),  
**BANKERS, COTTON FACTORS**  
AND  
**GENERAL COMMISSION MERCHANTS,**  
No. 123 Pearl Street, New York.

Advances made on Consignments Future Contracts for Cotton bought and sold on Commission, in New York and Liverpool.

**LEHMAN, ABRAHAM & Co.,** New Orleans, La. **LEHMAN, DURR & Co.** Montgomery, Ala.

**LEHMAN BRO'S,**  
**COTTON FACTORS**  
AND  
**COMMISSION MERCHANTS,**  
40 EXCHANGE PLACE,  
New York.

Orders executed at the Cotton Exchanges in New York and Liverpool, and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool, Messrs. B. Newgass & Co. and Messrs L. Rosenheim & Sons.

**Almy & Co.,**

(Successors to GRAY & CO.),  
**COTTON BUYERS AND BROKERS,**  
No. 95 WATER STREET,  
**BOSTON, MASS.,**  
Agencies for the purchase of Cotton at all of the principal Southern Markets.

**L. F. Berje,**

**COTTON BUYER & COMMISSION MERCHANT**  
**NEW ORLEANS, LA.**

**Dennis Perkins & Co.,**

**COTTON BROKERS,**  
117 Pearl Street, New York.  
Orders for Spot Cotton and Futures promptly executed

**James F. Wenman & Co.,**

**COTTON BROKERS,**  
No. 146 Pearl Street, near Wall, N. Y.  
Established (in Tontine Building) 1841.

**Sawyer, Wallace & Co.,**

**COTTON FACTORS & COMMISSION MERCHANTS**  
47 Broadway, New York.

**H. Tileston & Co.,**

**COTTON BUYERS & COMMISSION MERCHANTS**  
60 Stone Street, New York.  
Orders in Futures executed "N. Y. Cotton Exchange"

**Cotton.**

**INMAN, SWANN & Co**

**COTTON**  
**COMMISSION MERCHANTS,**  
Cotton Exchange Building,  
101 Pearl Street, New York.

LOANS MADE ON  
**SOUTHERN SECURITIES.**

**WM. MOHR, CLEMENS FISCHER, H. W. HANEMANN,**  
Son of J. T. Hanemann,  
late of Knoop, Hanemann & Co.

**Mohr, Hanemann & Co.,**

**COTTON BROKERS,**  
123 PEARL STREET,  
NEW YORK.

Special attention given to the execution of ORDERS FOR FUTURE CONTRACTS.

**Bennet & Foulke,**

**COMMISSION MERCHANTS,**  
121 PEARL STREET,  
NEW YORK.

Special attention given to the execution of orders for the purchase or sale of Contracts for Future Delivery.

**Fielding, Gwynn & Co.,**

**COTTON FACTORS**  
AND  
**COMMISSION MERCHANTS,**  
140 Pearl street, N. Y.

**Geo. Copeland & Co.,**

**COTTON BROKERS,**  
136 PEARL STREET, NEW YORK.

**Waldron & Tainter,**  
(Successors to NOURSE & BROOKS),  
**GENERAL COTTON MERCHANTS,**  
97 PEARL STREET, NEW YORK.  
Future orders promptly executed.

**R. M. Waters & Co.,**  
**MERCHANTS AND BANKERS,**  
54 BROAD STREET, NEW YORK.  
Liberal Advances made on COTTON in Store.

**WALTER & KROHN,**

**COTTON BROKERS,**  
53 BEAVER STREET, NEW YORK.

**A. L. Pierce & Co.,**

**Civil Engineers & Real Estate Agents,**  
**VICKSBURG, MISS.**

Purchase, sale, entry and redemption of lands and payment of taxes for non-residents attended to. Information as to value and local advantage of lands furnished. Our field of operation embraces the States of Louisiana and Mississippi.

**MANCHESTER**

**Locomotive Works,**  
MANUFACTURERS OF  
**Locomotives and Amoskeag Steam**  
**Fire Engines,**  
MANCHESTER, N. H.

**ARETAS BLOOD,** Superintendent, Manchester, N. H.  
**W. G. MEANS,** Treasurer, 40 Water street, Boston

**Cotton.**

**B. F. BABCOCK & CO.**

**COMMISSION MERCHANTS,**  
17 Water Street, LIVERPOOL,  
Receive consignments of Cotton and other Produce and execute orders at the Exchanges in Liverpool Represented in New York at the office of  
**BABCOCK BROTHERS & CO.,**  
50 WALL STREET.

**H. W. & J. H. Farley,**

**COTTON FACTORS,**  
**COMMISSION MERCHANTS,**  
AND  
**FINANCIAL AGENTS,**  
132 Pearl Street,  
P. O. Box 3,909. New York.

Advances made on Consignments.  
Special personal attention to the purchase and sale of "CONTRACTS FOR FUTURE DELIVERY" OF COTTON.

**Schroeder & Johnston,**

SUCCESSORS TO  
**WARE, MURPHY & CO.,**  
**COTTON COMMISSION MERCHANTS,**  
111 Pearl Street, New York.

Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton. Liberal advances made on consignments.

**Insurance.**

**ÆTNA**

**Insurance Company**  
**OF HARTFORD.**

|                                    |                          |
|------------------------------------|--------------------------|
| Total Assets, January 1, 1879..... | \$6,914,147 79           |
| Capital.....                       | \$3,000,000 00           |
| Re-insurance fund.....             | 1,617,189 85             |
| Unpaid losses, etc.....            | 251,499 00— 4,668,689 85 |

NET SURPLUS, Jan. 1, 1879. \$2,045,458 94  
No. 2 Cortlandt St., New York.  
**JAS. A. ALEXANDER, Agent.**

**North British**  
**& Mercantile Ins. Co.**  
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45 William St.

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RESIDENT MANAGER.

**Commercial**  
**Union Ins. Co.**

(OF LONDON),

**ALFRED PELL,**

Resident Manager,

37 & 39 Wall Street.