THE Commercial AND Financial Chronicle

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The Chronicle.

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THE MONEY MARKET AND SPECULATION.

The speculation in Wall street has been, in a measure, held in check the past week, by the greater stringency in the money market, though towards the close there was a return to slightly easier rates. This closeness in money is a disappointment to operators in stocks, as it was hoped that by this time the Government balance, on account of the unpresented called bonds, would be, to a considerable extent, lessened, and relief secured. Probably about four millions of dollars have been paid out by the Government within the week, but what effect that has had on the banks can only be surmised by the condition of the market. One demand for currency this year has not perhaps been fully allowed for, and that is the increase in the amount in the pockets of the people everywhere. Every kind of manufacturing business is more active, laboring people are receiving very much more money, country store-keepers are doing more business, and prices are all higher. These conditions must call for increased currency as well as the known demand from the West and South to move the crops.

The closeness in money has however had no effect, apparently, in the merchandise markets. In fact the speculative movement in the chief staples of food has been more active than in any previous week, especially in breadstuffs, and prices have been carried to figures that would have been regarded as wholly improbable a few weeks since. The advance in wheat at this market is now about fifty per cent over the lowest figures of the season. As we have before remarked, it cannot at present be determined with accuracy how far this advance will check exports and cause an increase of supplies. There is some change in the statistical position of wheat, but there is no important accumulation in the visible supply, and the exports according to the latest reports had suffered but little diminution. The receipts at the Western markets for the past fortnight have been about thirty per cent greater than last year, but so long as exports are 50 per cent greater than last year the operators for a rise will take little account of the increase in receipts. The speculation in pork and lard has been less active and attracted less general attention, but the advance in prices has recently been quite important in pork. The higher rates for corn in part promote this rise, but undoubtedly the home demand for pork is much larger than last year, from the South, growing out of the partial failure of their corn crop. Still, there is no danger of a deficient supply; the advance in prices will greatly increase the purchasing power of the Western farmers.

The unseasonably warm weather has interfered with some departments of trade, but the feeling in all business circles continues to be buoyant and the condition one of general activity. This is really the basis of the stock speculation in Wall street. The argument is, that our railroads did a good business last year, but with crops largely increased and general business fifty per cent greater, why may we not expect earnings to be proportionately increased and even dead concerns brought to life? We may attempt to make a few suggestions in answer to this question another week.

OHIO AND HER "IDEAS."

It has been popularly supposed that Ohio had but a single "idea." Notwithstanding its broad acres, central position, increasing wealth, and schools everywhere, this belief seemed to be about as current as greenbacks. The past week marks an important epoch, for events have demonstrated that, instead of one, Ohio has at least three "ideas," fully developed.

The first was the emptiest, and has therefore made the most of a clatter. We may, for convenience, call it "Mr. Ewing's idea." It was a double-headed, or per-

haps a poly-headed creation, emanating from the common centre, that a sham is as good as the real; a promise to pay is as good as payment; a government edict printed on paper or copper or silver is as good as gold. This thought flourished at the outset, for the people had become used to greenbacks; they knew the Government would pay what it promised, and, as we are a simple-minded folk, many of us bolted the idea as the Hoosier does his food. But we have often had occasion to remark, that in political matters the average American sentiment, when enlightened, can always be trusted. Error, like the rankest of weeds, can flourish here only in the dark. To be sure, political economy has not been the study of every man, but the eternal truths that underlie it, are quickly recognized as such when clearly and simply presented. Hence the confidence we have always expressed with regard to the result of this issue. The head and the heart were right, and all that was needed was to have the issue fairly and plainly presented. Probably the silver bill, with its unlimited coinage provision, helped to hasten or to make more emphatic the verdict, for it furnished a practical illustration any one could apply. The Maine greenback man from it quickly reached the only l gical conclusion—if silver, why not copper, for it is cheaper; and the Ohio farmer, who saw the trade dollar come from the East to pay for his bushel of wheat exported to Europe, reasoned—why is it silver instead of gold, for gold is worth twelve cents more; then (in a whisper to his neighbor), suppose it were copper! Who can be surprised that in such a skirmish, with such surroundings, "Mr. Ewing's idea" should be summarily treated, just as if it were a thing

> Swift to be hurled,
> Anywhere, anywhere,
> Out of the world.

But Ohio has, it seems, still another idea, and for convenience we will call it "Mr. Sherman's idea." We beg pardon of some of our friends for giving it that name, for they seem still to claim that his success was the result of circumstances. And there is a show of reason in their claim. Columbus has the credit of discovering America and yet perhaps wrongly, for what could he have done without the boat, without the water and without the wind; in fact after the boat was given him he only sat still and let the tide and wind do the rest. Circumstances! of course it was; but yet let us keep in the popular current, for the general public like to call it "Mr. Sherman's idea." Two years ago we were all down in the dumps. Our currency was depreciated, our credit was only fair, and enterprise was as dead as "broken hope and anxious fear" could make it. Since then, and over a road that was claimed even by friends to be almost if not quite impassable, and by enemies as ruinous, we have reached the very reverse of that condition. The change seems almost the work of the magician; and yet, humanly speaking, it is only the result of our endurance, under a severe test which tried and proved our honesty. We had promised to pay, and we have sacrificed much in order that we might pay according to the letter of the bond. That is what we call "Mr. Sherman's idea." Ohio has this week most emphatically and renewedly set its seal of approbation upon the policy that made it effectual. Would that every State and city and county now in default on its obligations could be induced to take this lesson home to itself. To be honest when it costs nothing is common enough and of little advantage; but to make a real sacrifice to be honest, always pays.

There is still another idea which this election seems to have affirmed. For convenience we will call it "President Hayes' idea." If we recollect rightly, when Mr. Foster was nominated, it was done amid great opposition, and claimed as a triumph of the President's policy, to the effect that politicians and officeholders should not rule the country, and that the Civil Service reforms should be perpetuated. In fact a leading Senator was reported by the daily press as amusingly and facetiously refusing to recognize the nominee as a member of his party at all; and yet he has been elected Governor by an unusually large majority. Is there not a question of great importance to the welfare of the country involved here? We never knew a time when in this neighborhood mere party obligations hung as loosely as now. The general purpose seems to be to force those who control our nominations to give us something more than politicians to vote for, making "principle not party" the rule of action. That is what we call "President Hayes' idea," and if the Ohio election shall help to make this conviction a more active agency in politics, it will have done the country a further good service.

But the chief significance of this event is, as we have already said, in its relation to our finances. And we wish to express one single thought more on that subject. Is it not time now for the sound-money advocates to take the aggressive? The country is ready for it, and it is the question of the day; the one that must be put before all others, and should be settled at once and forever. Have it brought up in the next Congress, and be not satisfied with non-action. Force to a vote two propositions—(1) The cancellation of each greenback as it is redeemed with gold; this will not be contraction, for the gold is substituted for the destroyed legal tender. (2) The restriction of the coinage of silver dollars to the amount already coined, until the leading countries of Europe shall remonetize silver; for the benefit of inflationists we would say that this would really be inflation, for it would put the dollars already coined into circulation; the chief reason why they do not circulate now is the prevailing fear, not of what we have, but of what there may be. We are pursuaded that legislation on each of these points can be secured if the people will only show politicians that they mean to have it. There never was so favorable a moment as the present for such action; let the opportunity pass and we fear that it can only be reached again through another financial disaster.

THE AGRICULTURAL DEPARTMENT AND COTTON EXCHANGES ON THE COTTON CROP.

We have no present intention of expressing an opinion as to the extent of the cotton crop now being marketed. Later on we shall probably bring together the facts, official and unofficial, which make up the history of the season's growth, but until we have a killing frost such a record would be imperfect. All we purpose doing to-day is to extract from the Agricultural Bureau's report, issued this week, and from the figures of the Cotton Exchanges, published last week, their true meaning if we can.

COTTON EXCHANGE REPORTS.

It is always quite difficult to obtain satisfactory results from the Cotton Exchange reports, because there is so little uniformity in them. This may be unavoidable, but it is none the less perplexing when one attempts to arrive at a general but definite conclusion. We gave last week an analysis of them as received by telegraph. This week we give them in full in our cotton report.

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They may be interpreted in two ways—(1) from the comparisons given in the reports of the yield this year with last year, and (2) from the statements made in them as to the actual production of seed cotton per acre. Let us first use for a result the percentages of yield. The following is the conclusion thus reached and is as accurate as can be obtained in this manner.

STATES.	Actual Yield of 1878-79.	Cotton Exchange Estimate for 1879-80.		Estimated Yield, 1879-80.
		Better.	Worse.	
	Bales.			Bales.
North Carolina....	220,000	.....	22 per cent.	171,600
South Carolina....	370,000	.....	20 per cent.	296,000
Georgia.....	680,000	.....	.....	680,000
Florida.....	55,000	.....	"Less."	55,000
Alabama.....	625,000	.....	20 per cent.	500,000
Mississippi.....	644,000	"Slightly."	.....	644,000
Louisiana.....	635,000	.....	"Slightly."	635,000
Texas.....	885,000	.....	27 per cent.	646,050
Arkansas.....	580,000	About same.	.....	580,000
Tennessee.....	379,000	4 per cent.	.....	394,160
Total.....	5,073,000	.....	.....	4,601,810

The other plan, as already said, for reaching an interpretation of these Cotton Exchange reports is found by taking the yield of seed cotton per acre as estimated in each report. We only use the figures as we find them (supplying two States which do not appear in the reports), but it is quite surprising to notice some of the differences in the estimated production. In the following we give our acreage figures for 1878; the changes, according to the Agricultural Bureau, for 1879, and upon that the actual yield this year, taking the weights of bales the same as we made them for last year in our crop report.

STATES.	Acreage, June, 1878.	Increase This Year.	Acreage, June, 1879.	Seed Cotton, per Acre.	Total Seed Cotton.	Lint, 3 to 1.	Weight of Bales.	Total Bales.
Texas.....	1,559,814	7 per cent.	1,669,033	565 lbs.	943,003,645	314,334,548	502 lbs.	626,165
Louisiana.....	1,285,250	2 p. c. less.	1,259,545	825 lbs.	1,039,124,625	346,374,875	462 lbs.	749,729
Mississippi.....	2,075,590	Same.	2,075,590	700 lbs.	1,452,913,000	484,304,333	462 lbs.	1,048,278
Arkansas.....	1,121,670	1 per cent.	1,132,887	800 lbs.	987,069,600	329,023,200	462 lbs.	712,171
Alabama.....	2,060,604	3 per cent.	2,122,422	400 lbs.	848,968,000	282,989,600	498 lbs.	568,252
Georgia.....	1,693,251	2 per cent.	1,727,116	425 lbs.	734,024,300	244,674,766	478 lbs.	511,872
Florida.....	220,500	3 p. c. less.	213,885	350 lbs.	74,859,750	24,953,250	478 lbs.	52,204
South Carolina..	938,448	Same.	938,448	450 lbs.	422,301,600	140,767,200	460 lbs.	306,016
North Carolina..	588,764	6 per cent.	624,089	400 lbs.	249,635,600	83,211,866	462 lbs.	180,112
Tennessee.....	725,200	3 per cent.	746,956	500 lbs.	373,478,000	124,469,500	481 lbs.	258,772
Totals.....	12,269,121	.....	12,509,971	.....	7,125,378,120	2,375,103,138	.....	5,013,571

From the foregoing we see, that, worked out according to the first method, the total yield would be 4,601,810 bales, and, according to the second method, 5,013,571 bales, which shows a difference in the estimates of 411,761 bales. This latter mode of reaching the actual yield on the basis of seed cotton per acre would be the most reliable one possible if we could depend upon the accuracy of the observers' estimate of seed cotton. As it is, it will be noticed that in almost every State the result of the year is absolutely changed from increase to decrease, or the reverse, according to which of the two modes of interpretation is adopted. This accounts for the large total difference in the results.

AGRICULTURAL DEPARTMENT REPORT.

With regard to the figures of the Agricultural Department, we pursue our usual plan of taking the average of the condition figures for all the months, and making the estimate of yield on that basis. Of course, these deductions may not accord with the November estimate of the Department, but they generally turn out to be a close approximation to its final figures. The condition reports for the five months, and the average this year and last year, are as follows.

STATES.	1879.						1878.					
	June	July.	Aug.	Sept.	Oct.	Av'r-age.	June	July.	Aug.	Sept.	Oct.	Av'r-age.
No. Carolina...	98·0	104·0	86·0	83·0	77·0	89·6	87·0	81·0	82·0	86·0	84·0	84·0
So. Carolina...	94·0	81·0	82·0	81·0	82·0	84·0	99·0	104·0	97·0	80·0	84·0	92·8
Georgia.....	93·0	86·0	87·0	82·0	77·0	85·0	101·0	105·0	92·0	81·0	85·0	92·8
Florida.....	95·0	91·0	87·0	85·0	80·0	87·6	98·0	100·0	99·0	91·0	84·0	94·4
Alabama.....	96·0	96·0	100·0	84·0	79·0	91·0	100·0	102·0	98·0	92·0	91·0	96·6
Mississippi....	99·0	92·0	98·0	89·0	85·0	92·6	98·0	98·0	92·0	89·0	86·0	92·6
Louisiana.....	95·0	93·0	89·0	87·0	80·0	88·8	98·0	95·0	90·0	83·0	83·0	89·8
Texas.....	94·0	90·0	79·0	66·0	65·0	78·8	104·0	106·0	108·0	101·0	103·0	104·4
Arkansas.....	100·0	103.0	96·0	99·0	96·0	98·8	98·0	91·0	98·0	98·0	90·0	95·0
Tennessee.....	94·0	101·0	105·0	107·0	106·0	102·6	97·0	98·0	92·0	91·0	102·0	96·0
	95·8	93·7	90·9	86·3	82·7	.....	98·0	98·0	94·8	89·2	89·2	.....

According to the foregoing, we find that the condition is better in North Carolina by 5 6-10 per cent; Arkansas, 3 8-10; Tennessee, 6 6-10; the same in Mississippi, and worse in South Carolina by 8 8-10 per cent; Georgia, 7 8-10; Florida, 6 8-10; Alabama, 5 6-10; Louisiana, 1; Texas, 25 6-10. If we now apply to these differences in condition, the Department's changes in acreage this year, we reach the following estimate in bales.

STATES.	Production 1878-79. Actual.	Average condition compared with last year.		Acreage this year compared with last.		Yield of 1879-80. Estimat'd.
		Better.	Worse.	Inc.	Dec.	
	Bales.	Per cent.	Per cent.	Per cent.	Per cent.	Bales.
No. Car. ..	220,000	5·6	.....	6	.....	245,520
So. Car....	370,000	.....	8·8	Same.	.....	337,440
Georgia...	680,000	.....	7·8	2	.....	640,560
Florida ...	55,000	.....	6·8	.....	3	52,910
Alabama .	625,000	.....	5·6	3	.....	608,750
Mississippi	644,000	Same.	.....	Same.	.....	644,000
Louisiana.	635,000	.....	1·0	.....	2	628,650
Texas.....	885,000	.....	25·6	7	.....	720,390
Arkansas.	580,000	3·8	.....	1	.....	607,840
Tennessee.	379,000	6·6	.....	3	.....	415,384
	5,073,000	.....	.....	.....	.....	4,901,444

Some, however, appear to think that our usual plan of averaging the five months' condition is not the correct one, but that we should compare October with October, as representing the year's results. Although we think the former mode is the proper one, we, nevertheless, work out the yield according to this last suggestion, that our readers may see to what result it would bring them.

STATES.	Production 1878-'79. Actual.	Condition 1st Oct. compared with 1st Oct., 1878.		Acreage this year compared with last.		Yield of 1879-'80. Estimat'd.
		Better.	Worse.	Inc.	Dec.	
	Bales.	Per cent.	Per cent.	Per cent.	Per cent.	Bales.
No. Car. ..	220,000	.....	7	6	.....	217,800
So. Car....	370,000	.....	2	Same.	.....	362,600
Georgia...	680,000	.....	8	2	.....	639,200
Florida...	55,000	.....	4	.....	3	51,150
Alabama .	625,000	.....	12	3	.....	568,750
Miss..	644,000	.....	1	Same.	.....	637,560
Louisiana.	635,000	.....	3	.....	2	603,250
Texas.....	885,000	.....	38	7	.....	628,176
Arkansas.	580,000	6	.....	1	.....	620,600
Tennessee.	379,000	4	.....	3	.....	405,530
	5,073,000	.....	.....	.....	.....	4,734,616

The conclusions seem to be—

First—That the Agricultural Department's figures indicate a crop not to exceed 4,902,000 bales nor less than 4,730,000 bales.

Second—That the Cotton Exchange reports show a crop not more than 5,014,000 bales and not less than 4,600,000 bales.

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We repeat, that it is not our present purpose to express any opinion with regard to these estimates. Our sole object was to put the mass of facts and figures which all these reports present to the public into an intelligible shape.

LIFE INSURANCE INSOLVENCY AND THE COURT OF APPEALS.

On the 16th of September, a decision, made public only a few days ago, was rendered by the Court of Appeals, every member of the Court concurring except one, who was absent and silent, in the case of the Security Life. This decision is notable because it covers all the points involved in the distribution of remaining assets and will now enable the affairs of all the broken Life companies to be closed.

The chief points covered are, the question of preference of claims already matured at date of failure, and the treatment of premium notes. Several ingenious presentations of the right of holders of matured policies to preferential payment in full, were urged before the referee, which we need not present in detail; they all were based upon an alleged distinction that holders of matured policies are creditors while other policy-holders are not, and upon the proposition that when a policy has matured the holder has fulfilled all he originally contracted to do. As to these claims, there is no just distinction as alleged, for all policy-holders are equally creditors. To prefer matured claims would be to ignore the fact of subsequent failure, as far as such claims are concerned. True, the original contract has been fully performed on them; but holders of other policies have also performed their part to date of failure, and their right to have their payments received and their insurance continued is as clear as any other right in the case. To pay the full value of one policy, because it had matured, at the cost of another not matured, would be the grossest injustice. So the Court of Appeals has decided, holding that all policy-holders are creditors for the net value or reserve of their policies, and that the assets must be applied in payment of a uniform rate of dividend upon such value, no creditor faring better than another.

As to premium notes, it was urged that these ought to be collected from the makers, if possible, or that at least they should be returned to the makers as so much cash in settlement of dividend. This last plea has an appearance of fairness, inasmuch as the notes are liens on the policies; but it would be unjust to compel a policy-holder to pay his notes in full, while the company has not kept its agreement as to his policy. Hence the Court treats the notes as an offset against the claim, not as against the dividends returnable, and its conclusion is that, first, each policy-holder is a creditor for the value of his policy as above stated, less any notes and credits outstanding against him; second, that all policies matured prior to the date fixed for ending the filing of claims, whether life or endowment, are credits for their face (which is their "value") less the usual discount, reckoned from the date when they would ordinarily have been settled; third, that annuities are credits, less discount at six per cent, according to the Northampton mortality table. Endowments full paid, but not yet due, being completed contracts with a fixed value, are of course credits for their face, less discount as applied to other matured policies.

The merits of this decision command full approval, yet some comments are suggested. The first is, that the dereliction of the State in this matter is shown by the delay of six years and more, during which the affairs of these companies have been held in suspense, awaiting for a distinct judicial enunciation of the rules of settlement, for it is only fair to say that receivers, although they have much to answer for in some cases, could not pay anything, except expenses by direct order of court, until the method of division was decided for them. The fault of delay has probably not been so much with the Judiciary as with the State itself, through its Legislature. Evidence of this is at hand in the palpable fact that the Court of Appeals has not now interpreted the insurance laws, for, even with the special laws passed since the failures began, the subject is not covered fully by statute; the Court has made a decision by its own light, following the general provisions relative to corporations. Thus, the decision that creditors must share alike in proportion to their claims is taken from very old law, but for the decisive question, *what are* the respective claims, the Court has reasoned out its decision according to the nature of insurance. The next suggested comment is that although the decision is just, under the circumstances, the glaring inequities and hardships resulting, as between different policy-holders—for which, however, the rule of distribution cannot possibly attempt any adjustment—and the miserable failure of the insurance contract originally entered into, set in a strong light the fault of the State in making its supervision a delusion and snare rather than a help.

The organization of some of these needless companies could have been prevented and should have been; here was the original dereliction. Their failure could have been prevented, or at least such depletion of the assets as occurred in case of the Continental and Security could have been; there was the second piece of almost criminal negligence. After years of delay the Continental is ready to pay a dividend of 15 per cent, with a reasonable probability of as much more hereafter; the Security is nearly ready to pay one, which may be 10 or 12, and will probably be final. How wretched a result of State guardianship is this! It is made even worse by attempting to close up the companies as savings banks are closed, by dividing the remaining assets, instead of having the business continued, with policies scaled down to correspond with the facts, a plan that would come as near as possible to carrying out the insurance. There is no statutory authority yet for this course, the only alternative to the division of the fund being the re-insurance permitted by the law of 1877. That there ought to be another alternative we feel no doubt; that there will be, we feel no confidence. In the simpler matter of savings banks guardianship, the State has very greatly improved its laws, and the bitter experience of depositors has not been altogether wasted. As to life insurance, the losses of those who trusted to the State's watch and ward have not yet availed to make the law what it should be, or even to keep the enforcement of it from falling into the hands of an official who uses his place for partisan ends, and is suffered to keep it for partisan reasons. There can be no reform begun, however, until a better appreciation is awakened of the seriousness of the State's default in its trust and the grievousness of its present position.

LEATHER AND HIDES.

The past few years have witnessed many notable examples of development in our export trade, and among them one of the most important is in leather. The statistics of the exports of this article for nine months have just been published; and for this period, ending

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October 1 of the current calendar year, the quantities were 518,000 sides to Great Britain, 433,700 sides to the Continent of Europe, and 15,000 sides to other countries—a total of 967,700 sides, against 787,400 sides in the same period of 1877, and 495,100 sides in the same period of 1873, an increase of nearly 100 per cent as compared with 1873. The increase since 1875 has been almost wholly to the Continent, the takings of Great Britain showing, in fact, a slight falling off from the previous three years, while the takings of the Continent have in the same time increased 72 per cent. So large an increase in the export movement, in conjunction with the revival of demand for home consumption, has had the natural effect upon prices, and an advance of fully three cents per pound has recently taken place. The advance in leather must react upon hides, and impart steadiness of value to boots and shoes and kindred manufactures—a branch of business that suffered very much from the long period of depression which followed the panic of 1873. Hides already feel the impulse given to the leather trade. They have recently advanced 15@20 per cent, and stocks in this market as last reported were only about one-quarter as large as at this date last year.

Monetary and Commercial English News

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

EXCHANGE AT LONDON—OCTOBER 2.			EXCHANGE ON LONDON.		
ON—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	Short.	12.1½@12.2½	Oct. 2	Short.	12.10
Amsterdam	3 mos.	12.3¾@12.4¼	.....	....	.....
Antwerp	"	25.50 @25.55	Oct. 2	Short.	25.34
Paris	Short.	25.30 @25.40	Oct. 2	"	25.27½
Paris	3 mos.	25.42½@25.47½	.....	....	.....
Hamburg	"	20.59 @20.65	.....	....	.....
Berlin	"	20.60 @20.65	Oct. 2	Short.	20.39
Frankfort	"	20·60 @20·65	.....	....	.....
Leipzig	"	20·60 @20·65	.....	....	.....
St.Petersb'rg	"	24¾@24⅞	Oct. 1	3 mos.	25¼
Copenhagen	"	18·45 @18·50	.....	....	.....
Genoa	"	28.72½@28.77½	Oct. 2	3 mos.	28.32
Vienna	"	11.87½@11.92½	Oct. 2	"	116.30
Madrid	"	46⅝@46⅞	Oct. 1	"	47.55
Cadiz	"	46¾@46⅞	.....	....	.....
Lisbon	90 days	52 @52¼	.....	....	.....
Bombay	30 days	1s. 7 15/16d.	Oct. 2	6 mos.	1s. 8 1/16d.@1 8⅛
Calcutta	"	1s. 7 15/16d.	Oct. 2	"	1s. 8 1/16@1 8⅛d.
Hong Kong	....	.....	Oct. 1	"	3s. 8⅛d.
Shanghai	....	.....	Oct. 1	"	5s. 1d.
New York	....	.....	Oct. 3	30 days	.....

[From our own correspondent.]

LONDON, Saturday, October 4, 1879.

Owing to the activity of the New York Stock Exchange, the animation of the Paris Bourse, and the cheapness of money, their has been considerable buoyancy in the market for securities during the past week, and a rise of some importance has been established in prices. Low-priced American railroad bonds have attracted much attention, while for British railway shares there has been an active speculative demand at advancing rates. It is doubtful, however, if the rise is, in many cases, justified. As far as British railways are concerned, the argument is that trade is improving, and that the traffic receipts will soon exhibit more satisfactory results. But, it may be asked, has the trade of the country improved to such an extent as to justify such a conclusion? It is well known that a larger business has been done in iron for shipment to the United States, but at very low and unremunerative prices, and that there has also been a better feeling in the Eastern trade; but the improvement has been so slight that it can scarcely affect a single railway dividend. Besides which, as I pointed out last week, the railway companies are complaining greatly, and with reason, respecting the small profits they are earning from the conveyance of agricultural produce, so that if there is a small increase in the goods' traffic, arising from the transport of iron goods from Yorkshire to Liverpool, it is more than counterbalanced by the unusually and deplorably small deliveries of home-grown produce. The receipts from the conveyance of fruit, owing to the small fruit crops, were very disappointing, and now that the harvest of cereals, potatoes and hops is approaching completion, another serious disappointment has presented itself to the whole country. Hops are fetching eighteen guineas per cwt. for choice qualities, and promise to become still dearer; but the value of wheat is prevented from becoming very high by the large importations from the United States. It is, however, quite evident that there is unusually little agricultural produce to convey, and that not only will the railway companies suffer from this, but farmers and those engaged on farms will find it expedient to travel as seldom as possible. Again, the diminished purchasing power of the agricultural section of the community will interfere greatly with the distribution of manufactured goods, and thus another source of loss becomes apparent. The cheapness of our goods fails, in fact, to attract either home or foreign buyers in any number, the policy being to economize in every direction. No doubt, the railway companies will diminish their expenditure as far as practicable, while some, even of our greatest lines, have decided upon running fewer trains; but the fact that a line connecting the metropolis with the chief centres of industry should advocate such a course is quite sufficient to show not only that business is bad, but that railway directors have not been able to convince themselves that there is not much, if any, chance of speedy or substantial improvement. The advance in American railroad bonds has been caused chiefly by the active speculation in New York, while that established in Continental stocks is due in a great measure to the inflation of prices on the Paris Bourse, which has been perceptibly reflected here. Taken altogether, the advance in securities here seems to be due wholly to speculation. The amount of capital employed in trade is small, and there is therefore an effort to make the unemployed surplus profitable; but the present way of effecting that object is very hazardous. The time is now approaching when the directors of banks are thinking of their half-yearly balance sheets and dividends, and it is said that, in order to secure additional profits, they have been lending more freely upon stocks. In this way speculation is encouraged, and there seems to be a probability that the stock markets, for this reason, will become inflated, and finally, as many think, a panic will be brought about. This position of affairs is far from satisfactory, as strictly legitimate business is upon a very restricted scale, and speculation can affect no permanent good but may lead to unprofitable, if not disastrous, results. Fortunately, however, only a comparatively small section of the community will be affected, as there is not that mania for Stock Exchange speculation which was so prevalent a few years ago. The major part of the people are excessively cautious in their operations and are still disinclined to incur much risk.

The slackness of trade and the failure of remittances have led to further suspensions, and this week the failure of Messrs. James Barber, Son & Co., East India agents and merchants, of 136 Leadenhall street, has been announced. The firm was originated in 1836, but the liabilities are not heavy, being confined to £50,000.

In the money market, notwithstanding the close of the quarter, and the approach of the "fourth," there has been a great want of activity, and choice bills having about two months to run have been taken at ¾ per cent; but for three months' bills the more current quotation is ⅞ to 1 per cent. There are now very few six months' bill, and the quotation for four months' paper does not exceed 1¼ per cent. Our large importations of cereals fail to exert any perceptible influence, but gold continues to be sent to New York from Paris, and there are some who are of opinion that the Banks of France and Germany will soon raise their rates of discount. Fictitious means of protecting the supply of gold are not, however, always successful, as the exchanges must always be regulated by the actual value of money and not by any fancy terms. If the open market should follow the official advance, some object would be gained; but of this there is no present indication. This week's bank return shows changes due chiefly to the close of the quarter. The note circulation has been largely augmented, and there is a moderate decrease in the supply of bullion. The result is that the total reserve has been diminished to the extent of £1,528,631. The proportion of reserve to liabilities amounts to 56·56 per cent against 59·13 per cent last week. The Government has again been a borrower of the Bank, to meet the quarterly expenses, and will probably require more to pay the dividends due on the 6th; but the Bank has experienced very little demand for money, there being an increase of only £125,182 in "other securities." The quotations for money are now as follows:

	Per cent.		Per cent.
Bank rate	2	Open market rates—	
Open-market rates—		4 months' bank bills	1¼@1
30 and 60 days' bills	¾@ ⅞	6 months' bank bills	1⅝@1¾
3 months' bills	⅞@1	4 & 6 months' trade bills	1¾@2½

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Federal Reserve Bank of St. Louis

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

	Per cent.
Joint-stock banks	1
Discount houses at call	½
do with notice	¾

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1879.	1878.	1877.	1876.
	£	£	£	£
Circulation, including bank post bills	29,278,171	28,282,492	29,120,839	29,622,896
Public deposits	5,479,526	6,502,795	5,026,591	6,383,517
Other deposits	31,088,807	21,938,505	20,805,934	27,196,160
Governm't securities	16,832,592	14,253,661	15,093,662	15,712,819
Other securities	17,451,499	20,027,983	19,629,110	15,906,720
Res've of notes & coin	20,845,950	10,773,429	9,721,173	20,566,672
Coin and bullion in both departments	34,834,873	23,770,079	23,481,198	34,816,417
Proportion of reserve to liabilities	56·56	40·30	37·11	60·57
Bank rate	2 p. c.	5 p. c.	4 p. c.	2½ p. c.
Consols	98	94	95⅝	95⅞
Eng. wheat, av. price	46s. 5d.	41s. 5d.	56s. 5d.	47s. 1d.
Mid. Upland cotton	6⅝d.	6½d.	6⅜d.	6d.
No. 40 mule twist	9½d.	9½d.	10½d.	10¼d.
Clearing-house return	102,920,000	106,462,000	109,400,000	136,997,000

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

	Bank rate. Pr. ct.	Open market. Pr. ct.		Bank rate. Pr. ct.	Open market. Pr. ct.
Paris	2	1⅝@1⅞	St. Petersburg	5	5½
Brussels	2½	2⅛@2⅜	Vienna & Trieste	4	3¾@4
Amsterdam	3	3	Madrid, Cadiz & Barcelona	4	4 @5
Berlin	4	3⅜@3⅝	Lisbon & Oporto	5	5 @6
Hamburg	4	3½@3¾	Calcutta	6	.....
Frankfort	4	3½@3¾	Copenhagen	3½@4	3½@4
Leipzig	4	3⅝@3⅞	New York	....	6 @7
Genoa	4	4			
Geneva	2½	2½			

With the exception of £63,000 in French coin and sovereigns from Australia which have been sent into the Bank, all the arrivals of gold have been taken from America. The New York exchange has risen slightly, but it is not expected that supplies coming forward will be retained here. As regards silver, the market has given way somewhat under the influence of large supplies; but the price for bars is now steady at 51 9-16d. per ounce. Mexican dollars are quoted at 50 1-16d. per ounce. The exports of silver from San Francisco to China for the first eight months of this year amount to £780,400.

The revenue returns published this week are not satisfactory. For the quarter ended September 30, there is a decrease, compared with the corresponding period in 1878, of £268,000 in excise, £138,000 in customs, £13,000 in post-office receipts, £10,000 in land tax and house duty, and £2,000 in the receipts from Crown lands. On the other hand, those from property and income tax have been augmented by £98,000. The net decrease is £100,305. For the half-year ended September 30, there is a net increase of £4,050, due chiefly to larger receipts on account of income tax and stamps. In the half-year, there was however, a reduction of £438,000 in the receipts from customs and of £593,000 from excise duties. The following are the particulars for various periods:

	Quarters ended. Dec 31, 1878.	March 31, 1879.	June 30, 1879.	Sept. 30, 1879.	Year ended Sept. 30, 1879.
	£	£	£	£	£
Customs	5,484,000	5,279,000	4,627,000	4,488,000	19,878,000
Excise	6,990,000	8,327,000	6,250,000	5.240,000	26,807,000
Stamps	2,628,000	2,849,000	2,915,000	2,530,000	10,922,000
Land tax and house duty	26,000	2,033,000	480,000	105,000	2,614,000
Property and income tax	440,000	6,770,000	1,565,000	664,000	9,439,000
Post office	1,554,000	1,544,000	1,645,000	1,500,000	6,243,000
Tel'gh service	325,000	300,000	340,000	370,000	1,335,000
Crown lands	141,000	104,000	80,000	80,000	405,000
Int. on advan's	383,151	205,578	322,807	272,869	1,184,405
Miscellaneous	1,098,411	1,108,610	697,243	1,358,353	4,262,617
Totals	19,069,562	28,520,188	18,922,050	16,608,222	83,120,022

	Quarters ended. Dec. 31, 1877.	March 31, 1878.	June 30, 1878.	Sept 30. 1878.	Year ended Sept. 30, 1878.
	£	£	£	£	£
Customs	5,386,000	5.128,000	4,927,000	4,626,000	20,067,000
Excise	6,855,000	8,299,000	6,575,000	5,508,000	27,237,000
Stamps	2,735,000	2,831,000	2,661,000	2,532,000	10,759,000
Land tax and house duty	46,000	1,968,000	546,000	115,000	2,675,000
Property and income tax	342,000	4,091,000	934,000	566,000	5,933,000
Post office	1,577,000	1,484,000	1,629,000	1,513,000	6,203,000
Tel'gh service	320,000	295,000	340,000	370,000	1,325,000
Crown lands	141,000	104,000	83,000	82,000	410,000
Int. on advan's	337,310	161,069	296,833	206,189	1,001,401
Miscellaneous	643,884	1,527,186	825,862	1,190,338	4,187,270
Totals	18,383,194	25,888,255	18,817,695	16,708,527	79,797,671

Messrs. C. Moller & Co., in their freight circular for the past month, observe that:

"Business has remained quiet during the past month, and only a limited amount of sales has taken place. There is a good number of steamers to be had, more especia ly of second-hand boats; but of that class which is most want-d—namely, large and powerful ships adapted for the Atlantic trade—there is next to none. This trade is gaining so much in importance, and the rates have been so remunerative lately, that many ships have been sent across during the summer months which were othewise employed in the Black Sea trade, but which are neither large enough, nor sufficiently powerful, to stem the Atlantic during the winter. This is more particularly the case when connected with the transport of cattle, which has now become an all-important question, from the States as well as from Canada, owing to the extraordinary proportions which this branch has assumed. Very few of the steamers which now bring live stock from America are so fitted and adapted for that trade as they ought to be, and as such ships can now be constructed at as low, or perhaps lower, prices than we have ever known, there can be little doubt that they would form a really good investment. Ships also of from 1,000 to 1,200 tons d. w., with a speed of 12 to 14 knots, suitable for the Continental trade both with cattle, fruit, and other perishable articles, are in demand, and will be more and more wanted as the competition increases. For cheap second-hand ships there is now a steadily increasing demand to carry wood goods from the Baltic, and the entire trade with deals, sleepers, and probably also timber, will before long be carried on exclusively by steamers. This kind of ships can be bought at such tempting prices that they alone well deserve the attention of captains and smaller capitalists."

The trade for wheat has continued to rule extremely firm, and higher prices have been demanded. Quotations are advancing to a moderately high point, but neither wheat nor bread is dear.

During the week ended September 27 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to only 14,186 quarters, against 70,791 quarters last year; and it is estimated that in the whole kingdom they were confined to 56,750 quarters, against 283,200 quarters in 1878, showing, therefore, a deficiency of 226,450 quarters. During the first five weeks of the season the sales in the 150 principal markets were 75,374 quarters, against 272,697 quarters last year, while in the whole kingdom it is computed that they have been only 301,500 quarters, against 1,091,000 quarters in the corresponding period of 1878. The falling off is as much, therefore, as 789,500 quarters. Although the price of wheat rose somewhat considerably last week, the average price of home-grown produce declined from 47s. 4d. to 46s. 5d. per quarter, so that the quality of produce sent forward must have been very inferior. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour were placed upon the British markets in the first five weeks of the present and three previous seasons:

	1879.	1878.	1877.	1876.
Imports of wheat.cwt.	7,697,942	5,314,640	4,742.661	3,631,842
Imports of flour	971,169	566,920	586,812	479,592
Sales of home-grown produce	1,306,500	4,726,800	3,911,500	4.950,200
Total	9,975,611	10,608,360	9,240,973	9,061,634
Deduct exports of wheat and flour	152,925	293,427	202,240	102,552
Result	9,822,686	10,314,933	9,038,733	8,959,082
Av'ge price of English wheat for the season	47s. 7d.	44s. 1d.	59s. 0d.	46s. 8d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom during the first five weeks of the new season, compared with the corresponding period in the three previous years:

IMPORTS.

	1879.	1878.	1877.	1876.
Wheat.....cwt.	7,697,942	5,314,640	4.742,661	3,631,842
Barley	977,255	1,189,309	940,876	948,006
Oats	1,385,838	766,412	1,472,671	1,141,058
Peas	46,351	186,059	78.882	102,371
Beans	237,057	138,841	467,175	501,732
Indian corn	2,299,000	3,799,837	2,774,333	5,127,244
Flour	971,169	566,920	586,812	479,592

EXPORTS.

	1879.	1878.	1877.	1876.
Wheat.....cwt.	136,218	282,810	198,135	96,490
Barley	1,177	9,614	14,376	1,126
Oats	1,228	2,779	9,419	4,675
Peas	12,103	1,704	2,125	989
Beans	3,059	527	1,170	953
Indian corn	213,687	35,009	18,479	72,763
Flour	16,707	10,617	4,105	6,162

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 £664,000 during the week.

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	Sat. Oct. 11.	Mon. Oct. 13.	Tues. Oct. 14.	Wed. Oct. 15.	Thurs. Oct. 16.	Fri. Oct. 17.
Silver, per oz .....d.	52	52	52	52	52¼	52¼
Consols for money.....	97 15/16	97 11/16	97¾	97 11/16	97 13/16	97 13/16
Consols for account.....	97 15/16	97¾	97¾	97 11/16	97 13/16	97 13/16
U. S. 5s of 1881.....	106½	106⅝	106½	x105⅜	105⅜	105½
U. S. 4½s of 1891.....	109⅛	109¼	109¼	109¼	109¼	109⅜
U. S. 4s of 1907.....	105⅝	105½	105⅜	105⅜	105⅝	105½
Erie, common stock.....	42⅝	41¼	40⅛	41⅛	40½	41⅜
Illinois Central.....	95½	99	98½	99	99¼	98½
Pennsylvania.....	46	48¾	48¼	48¾	....	49
Philadelphia & Reading.	27	27½	27	28½	27⅞	28½

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..	28	6	28	6	29	6	29	6	30	0	30	6
Wheat, spr'g, No.2, 100lb.	10	7	10	7	10	9	10	9	11	0	11	2
Spring, No. 3... "	.....		.....		.....		.....		.....		.....	
Winter, West., n. "	11	1	11	1	11	3	11	3	11	8	11	11
Southern, new. "	11	3	11	3	11	5	11	5	11	9	12	0
Av. Cal. white.. "	10	9	10	9	10	11	10	11	11	4	11	6
California club. "	11	4	11	4	11	6	11	6	11	9	12	2
Corn, mix., West. ℔ cent'l	5	6	5	7	5	7½	5	7½	6	0	6	0

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.	50	0	50	0	50	0	50	0	50	0	50	0
Bacon, long clear, cwt..	32	0	32	0	32	0	32	0	32	0	32	0
Short clear..... "	33	0	33	0	33	0	33	0	33	0	33	0
Beef, pr. mess, ℔ tierce.	80	0	80	0	80	0	80	0	80	0	80	0
Lard, prime West. ℔ cwt.	34	6	34	6	34	3	34	3	34	7	34	9
Cheese, Am. choice "	51	0	52	0	52	0	55	0	59	0	60	0

London Petroleum Market.—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	d.	d.	d.	d.	d.	d.
Pet'leum, ref. ℔ gal.	7⅞	7½	7⅝@7¾	7¾	.. @ ..	.....
Pet'leum, spirits "	.. @ ..	....	.. @	@	@ ..	6¾@7½

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were $6,281,664, against $7,341,658 the preceding week and $7,896,318 two weeks previous. The exports for the week ended Oct. 14 amounted to $9,736,556, against $9,420,882 last week and $8,126,960 the previous week. The following are the imports at New York for the week ending (for dry goods) Oct 9 and for the week ending (for general merchandise) Oct. 10:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1876.	1877.	1878.	1879.
Dry Goods.....	$1,553,256	$1,185,989	$1,575,293	$1,944,277
General mdse...	3,676,420	4,502,234	4,129,383	4,337,387
Total week.....	$5,229,676	$5,688,223	$5,704,676	$6,281,664
Prev. reported..	225,900,401	255,130,311	221,908,380	247,295,780
Tot. s'ce Jan. 1..	$231,130,077	$260,818,534	$227,613,056	$253,577,444

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 Oct. 14:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1876.	1877.	1878.	1879.
For the week....	$6,003,215	$5,941,568	$6,858,904	$9,736,556
Prev. reported..	202,914,784	215,934,795	268,627,972	261,294,789
Tot. s'ce Jan. 1..	$208,917,999	$221,876,363	$275,486,876	$271,031,345

The following will show the exports of specie from the port of New York for the week ending Oct. 11, 1879, and also a comparison of the total since January 1, 1879, with the corresponding totals for several previous years:

Oct.			
8—Brig Cleta.....	Nicaragua.....	Peruv. sil. soles	$4,850
9—Str. Adriatic.....	Liverpool.....	Mex. silv. coin.	47,611
11—Str. Crescent City....	Guatemala.....	South Am. silv. coin (fract'l).	6,500
11—Str. Main.....	London.....	Am. silv. bars.	45,000
		Mex. silv. dols.	49,247
Total for the week ($153,208 silver, and ——— gold)..			$153,208
Previously reported ($10,621,143 silv., and $2,055,738 gold).			12,676,881
Tot. since Jan.1,'79 ($10,774,351 silv., and $2,055,738 gold).			$12,830,089

Same time in—		Same time in—		Same time in—	
1878.....	$10,855,124	1874.....	$43,878,715	1870.....	$51,242,749
1877.....	24,028,625	1873.....	43,742,140	1869.....	28,393,797
1876.....	40,551,026	1872.....	60,860,371	1868.....	66,340,470
1875.....	64,507,113	1871.....	57,319,380	1867.....	43,042,672

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

Oct.			
6—Str. C. of Berlin	Liverpool	Am. gold.....	$242,254
		Foreign gold...	55,000
		Gold bars.....	285,655
6—Str. Clyde	Aspinwall	Am. silver.....	5,435
		Am. gold.....	1,600
		Gold bars.....	5,380
		Gold dust.....	1,525
6—Str. C. of Merida.....	Vera Cruz.....	Am. silver.....	3,275
		Am. gold.....	2,526
		Foreign silver.	64,955
		Foreign gold...	14,237
6—Str. Niagara.....	Havana	Am. gold.....	2,150
6—Str. Canima.....	Hamilton.....	Foreign gold...	8,525
6—Str. Hadji.....	Porto Rico, &c.....	Am. silver.....	28,894
		Am. gold.....	11,044
		Foreign silver.	1,051
		Foreign gold...	31,436
7—Str. Gallia.....	Liverpool	Am. gold.....	$149,066
		Foreign gold...	20,000
		Gold bars.....	242,791
7—Str. Andes.....	Carthagena	Am. gold.....	194
		Gold dust.....	500
8—Str. Lessing	Hamburg	Am. gold.....	149,189
		Foreign gold...	1,013,250
		Gold bars.....	30,952
8—Str. Canada.....	Havre.....	Foreign gold...	887,800
		Gold bars.....	147,838
9—Str. Atlas.....	Kingston and Port-au-Prince.....	Am. gold.....	2,200
		Foreign gold...	608
		Am. silver.....	31,016
10—Str. Oder.....	Bremen	Am. silver.....	80
11—Str. Mosel.....	Bremen.....	Foreign gold...	40,000
		Gold bars.....	105,995
Total for the week ($134,706 silver, and $3,451,715 gold)			$3,586,421
Previously reported ($6,340,879 silv., and $37,928,416 gold).			44,269,295
Tot. since Jan. 1,'79 ($6,475,585 silv., and $41,380,131 g'd).			$47,855,716

Same time in—		Same time in—		Same time in—	
1878.....	$15,596,807	1874.....	$5,101,791	1870.....	$8,493,710
1877.....	12,368,989	1873.....	10,035,923	1869.....	14,737,936
1876.....	6,558,996	1872.....	5,082,651	1868.....	6,087,029
1875.....	10,445,888	1871.....	8,319,299	1867.....	2,700,886

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.	Balances. Currency.
	$	$	$	$
Oct. 11...	1,407,329 59	1,709,965 15	135,044,307 98	18,287,643 25
" 13...	1,658,616 45	2,933,618 11	134,824,369 73	17,232,579 34
" 14...	1,169,355 62	2,014,702 12	133,712,803 67	17,498,798 92
" 15...	1,003,514 89	1,442,480 72	133,892,383 87	16,880,252 18
" 16...	945,381 22	1,374,133 20	133,332,473 73	17,011,410 34
" 17...	1,936,416 45	1,950,635 52	133,116,172 81	17,213,492 19
Total.....	8,120,614 22	11,425,534 82	.....	.....

The following is a statement of the Comptroller of the Currency, showing the issue and retirement of national bank notes and legal tender notes, under the Acts of June 20, 1874, and January 14, 1875, to October 1, 1879:

National Bank Notes—		
Outstanding when Act of June 20, 1874, was passed		$349,894,182
Issued from June 20, 1874, to Jan. 14, 1875 .	$4,734,500	
Redeemed and retired between same dates...	2,767,232	
Increase from June 20, 1874, to January 14, 1875.....		1,967,268
Outstanding January 14, 1875.....		$351,861,450
Redeem'd and retired from Jan. 14,'75, to date	$77,774,408	
Surrended between same dates.....	11,291,432	
Total redeemed and surrendered.....	$89,065,840	
Issued between same dates.....	70,029,510	
Decrease from January 14, 1875, to date.....		$19,036,330
Outststanding at date.....		$332,825,120
Greenbacks—		
On deposit in the Treasury June 20, 1874, to retire notes of insolvent and liquidating banks.....		$3,813,675
Deposited from June 20, 1874, to date, to retire national bank notes.....		89,911,286
Total deposits.....		$93,724,961
Circulation redeemed by Treasurer between same dates, without re-issue.....		80,541,640
On deposit at date.....		$13,183,321
Retired under Act of January 14, 1875.....		$35,984,318
Outstanding at date.....		346,016,681

—There is now forming in New York an open board of stock brokers, which the gentlemen in charge of the plan of organization claim will be ready for business by November 1. Since stocks have advanced in price and the stock business shown such an increase, the price of seats in the New York Stock Exchange has risen wonderfully, and is now beyond the reach of a broker of moderate means. We believe also that the membership is limited, thereby compelling many parties to operate through other brokers, without the prospect of getting a membership unless some one sells out or dies. The new board proposes to open at 9 A. M. and close at 5 P. M., making four calls each day, and commissions are to be 1-16 of 1 per cent on all marginal transactions, 1-32 of 1 per cent on governments, and $2 per 100 shares between members of the board.

— The attention of the cotton interest is called to the card of the Atlantic & Virginia Fertilizing Co., who offer their celebrated "Eureka" and "Orient Complete Manure," and want a good working agent in every thriving cotton growing county. These brands of fertilizers have been under constant trial for many years in the cotton districts, and are reported as satisfactory to the planters. Parties wishing to engage in a profitable business can apply, with reference, to W. G. Crenshaw, Pres., Crenshaw Warehouse, Richmond, Va.

—The attention of the financial and cotton interests is called to the card of Messrs. Dodge, Potter & Co, 34 Pine street, New York, who do a banking and cotton commission business. This firm, although recently organized, is composed of well known gentlemen, and bids fair to become one of the leading houses in the street.

— The usual monthly dividend of 30 cents per share (for September) has been declared by the Homestake Gold Mining Co., payable at Wells, Fargo & Co.'s, on the 25th. Transfers close on the 20th.

—Dividend No. 48 has been declared for September by the Ontario Silver Mining Company, payable at Wells, Fargo & Co.'s, on the 15th. Transfers closed on the 10th.

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Federal Reserve Bank of St. Louis

The Bankers' Gazette.

No National Banks organized during the past week.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Profile & Franconia Notch	4	.....	.....
Banks.			
National City	5	Nov. 1.	.....

FRIDAY, OCT. 17, 1879—5 P. M.

The Money Market and Financial Situation.—The monetary situation shows some temporary stringency in loans to Stock Exchange borrowers, but no appearance of weakness has yet developed in the stock market.

The general rise in prices continues to be the universal topic of conversation, and on the street, in the cars and stages, at the hotels, and in every place where men "do congregate," the course of stock values is the leading subject of discussion. The highest price ever paid for a seat in the Stock Exchange was paid this week, the sum being $15,575, and this, taken with the life insurance of $10,000 paid to the family or representatives of a member who dies, would make a seat at the Board represent about $25,500 of substantial property for the estate of a deceased member. Considering the fact that only two years ago seats were sold as low as $2,800, and that many of the present members paid much less than that for their seats, the New York Stock Exchange has proved to be a good investment for its members. With the increasing volume of transactions in stocks and the shifting towards New York as a great financial centre, it is easy to predict that our Stock Exchange may ere long become the largest and wealthiest organization of its sort in the world.

The last bank statement showed a slight increase in reserves, but, notwithstanding this fact, the money market has shown a very decided stringency, and some of the borrowers on stock collaterals have had to pay as high as ¼ to ⅛ per cent per day in addition to 7 per cent per annum. On Government bonds money has been offered in fair supply throughout at 5@6 per cent. It is freely charged that money has been locked up for speculative purposes. To-day 7 per cent was the rate to all good borrowers, and 5@7 was about the range on all business. Prime commercial paper sells at 5@7 per cent. The precise situation of the money market for stock borrowers may be better appreciated by supposing a stockbroker to present the following line of stocks as collateral at a bank, with the request for loans of money within 10 per cent of their present market price, viz.:

Erie	40	Ohio & Mississippi	23
Hannibal & St. Joseph	29	" " preferred	52
" " pref	56	Pacific Mail	32
Houston & Texas Central	55	Quicksilver preferred	54
Kansas Pacific	76	St. Louis & Iron Mountain	46
Kansas & Texas	21	St. Louis Kansas City & N. pref.	64
New Jersey Central	72	St. Louis & San Francisco	19
Northern Pacific	31	" " pref.	22
" preferred	58	" " 1st "	49

When the present excitement is overpast and such a line of "securities" as the above comes to be examined among the assets of a broken bank by a committee of business gentlemen of the old school, it would be worth a round admission fee to secure a place behind the scenes and witness their facial expressions and their comments.

The Bank of England statement on Thursday showed a loss of £664,000 in specie, and the percentage of reserve was 50 1-16 per cent of liabilities, against 51⅛ per cent last week; the discount rate remains at 2 per cent. The Bank of France lost 31,625,000 francs in specie.

The last statement of the New York City Clearing-House banks, issued October 11, showed an increase of $547,250 in the excess above their 25 per cent legal reserve, the whole of such excess being $809,675, against $262,425 the previous week.

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

	1879. Oct. 11.	Differ'nces fr'm previous week.	1878. Oct. 12.	1877. Oct. 13.
Loans and dis.	$268,701,800	Inc. $2,337,500	$218,634,300	$238,220,600
Specie	22,566,300	Inc. 2,417,200	13,991,100	17,090,300
Circulation	22,080,100	Inc. 147,700	19,593,100	16,081,000
Net deposits	232,780,500	Inc. 859,800	210,041,200	197,171,600
Legal tenders	36,438,500	Dec. 1,655,000	42,050,800	40,316,800

United States Bonds.—The market for Government bonds remains very steady in the face of the monetary stringency. There is a good demand for governments, a part of it coming from banks to deposit for security at Washington, and in a short time it is probable that all the remaining ten-forties will be replaced by 4 per cents or other bonds.

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

	Oct. 3.	Oct. 10.	Oct. 17.	Range since Jan. 1, 1879. Lowest.	Highest.
U. S. 5s of 1881	106½	106⅝	x105½	105 July 16	109¾ Jan. 4
U. S. 4½s of 1891	109⅛	109¼	109⅜	106½ Mch. 24	110 May 2
U. S. 4s of 1907	105¼	105½	105½	101 Mch. 26	105⅝ Oct. 11

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

	Interest Periods.	Oct. 11.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.
6s, 1880 reg.	J. & J.	*104	104⅛	*104	*104¼	*104	*104
6s, 1880 coup.	J. & J.	*104	*104	*104	*104⅛	*104	*104
6s, 1881 reg.	J. & J.	105⅛	105⅛	105⅛	105⅛	105⅛	*105
6s, 1881 coup.	J. & J.	*105	*105⅛	*105⅛	*105⅛	*105	105⅛
5s, 1881 reg.	Q.-Feb.	*102	*102	102⅛	*102⅛	*102	*102
5s, 1881 coup.	Q.-Feb.	*103⅛	103⅛	103⅛	103¼	*103⅛	*103⅛
4½s, 1891 reg.	Q.-Mar.	105⅝	105½	105½	105⅝	105½	*105½
4½s, 1891 coup.	Q.-Mar.	*105⅜	*105½	105½	105⅝	105½	105½
4s, 1907 reg.	Q.-Jan.	101⅞	101⅞	*101⅞	102	*101⅞	*101⅞
4s, 1907 coup.	Q.-Jan.	101⅞	101⅞	*101⅞	101⅞	101¾	101⅞
6s, cur'cy, 1895 reg.	J. & J.	*121	*121	*121	*121½	*121	*121
6s, cur'cy, 1896 reg.	J. & J.	*121	*121	*121	*121½	*121	*121
6s, cur'cy, 1897 reg.	J. & J.	*121	*121	*121	*121½	*121	*121
6s, cur'cy, 1898 reg.	J. & J.	*122½	*122½	*121	*121½	*122½	*122½
6s, cur'cy, 1899 reg.	J. & J.	*122½	*122½	*121	*121½	*122½	*122½

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

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

	Range since Jan. 1, 1879. Lowest.	Highest.	Amount Oct. 1, 1879. Registered.	Coupon.
6s, 1880-1 cp.	103¼ Aug. 29	107⅝ June 23	$205,720,650	$77,015,700
5s, 1881 cp.	101⅞ Aug. 27	107½ Jan. 15	275,245,400	233,194,950
4½s, 1891 cp.	104 Mch. 21	108 May 21	166,139,750	83,860,250
4s, 1907 cp.	99 Apr. 1	103½ May 21	472,862,400	264,294,650
6s, cur'ncy. reg.	119½ Jan. 4	128 May 31	64,623,512	.....

State and Railroad Bonds.—There has been some demand for low-priced State bonds, which are taken purely on speculation, with the hope of a possible rise. Louisiana consols have been higher and quite active, selling to-day at 45⅞ at the close.

Railroad bonds continue very strong for all issues, but the heavy transactions on speculative account at the Stock Board have been less marked than in previous weeks.

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

Shares.

56 Bank of New York.....137
20 Amer. Exchange Nat'l B'k.114
7 Metropolitan Nat'l Bank..134¼
27 Gallatin National Bank...140
14 Merchants' National Bank.128½
17 Metropolitan Gaslight Co.118
80 Manhattan Gaslight Co. 150½-150

Bonds.

$680 Metropolitan Gaslight Co., scrip.....102⅜
500 United States 6s of 1881.105½
1,000 Utica Clinton & Binghamton R. R., 7 per cent bonds..... 78
50,000 New York city 5s, gld, due 1928 int. and107½
1,000 Jersey City 7s, imp't bonds, due 1894..... interest and 95½

Bonds.

$1,000 Brooklyn 6s, water bond, due '99..int. and112⅜
2,000 Jersey City 6s, water bds, due '83...int. and 97¼
1,000 Third Av. RR. 7s, coup. bonds, due '90.int. and103½
2,300 Metropolitan Gaslight Co. scrip.....102
2,300 Metropolitan Gaslight Co. scrip.....102
10,000 Central Park, North and East River R. R. Co 7 per cent, consol. 1st m. bds, due 1902; interest June and Dec.102⅛
2,000 Jersey City 7 per cent. imp t bds, due 1891... interest and 92½

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

STATES.	Oct. 10.	Oct. 17.	Range since Jan. 1, 1879. Lowest.	Highest.
Louisiana consols	43	45⅞	36 July 24	69 Jan. 6
Missouri 6s, '89 or '90	*106	*106	103⅝ Mch. 5	107¾ June 10
North Carolina 6s, old	*23½	24	18 Feb. 8	25⅞ June 14
Tennessee 6s, old	*31	*32	30 Aug. 20	42 Feb. 13
Virginia 6s, consol	*83	*85	73¾ June 20	73¾ June 20
do do 2d series	*32	.....	37 Sept. 25	44 Mch. 28
District of Columbia 3-65s	.....	*84	79½ Jan. 3	88⅝ May 23

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

Railroad and Miscellaneous Stocks.—The stock market has not been quite as active the past few days, but prices remain very strong throughout the list. The tightness in the money market has had some effect, perhaps, in diminishing the volume of transactions, but no influence in breaking prices. A comparatively new feature the past day or two has been the advance in several of the investment stocks, such as N. Y. Central, Chicago Burlington & Quincy, Rock Island, and Illinois Central. The coal stocks have been well maintained both here and in Philadelphia, and the advance in coal prices is looked to as furnishing the hope of a profitable business. Some absurd estimates are made of the probably increased demand for coal, but taking a fair and reasonable view of the matter would it not be moderate to say that if the output in 1879 shall amount to 24,000,000 tons, the country will readily take that quantity in 1880 at an average price of $1 50 per ton higher than the average of this year? If the companies can make money on that basis, we should incline to the opinion that they will have the chance.

Erie remains near 40 without any new developments.

The Gould and Field stocks have been very strong, and the consolidation of Wabash and St. Louis Kansas City & Northern has been voted. Union Pacific advanced to 94⅝ under what seemed to be strong but quiet purchases.

Western Union Telegraph has risen again to near par, mainly on the favorable exhibit of the annual report.

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

	Central of N. J.	St. Paul.	North-west.	Del. L. & West.	West'rn Un. Tel.	N. Y. L. E. & W.	Lake Shore.
Oct. 11	16,600	21,100	17,130	25,500	13,534	74,380	26,750
" 13	14,330	24,733	23,000	36,550	29,543	130,730	25,400
" 14	32,215	18,955	23,000	39,100	48,919	107,600	11,650
" 15	17,000	16,725	12,000	22,700	33,670	78,982	21,950
" 16	15,750	14,960	12,700	27,854	31,472	48,610	12,370
" 17	11,060	8,015	12,009	21,175	10,025	57,831	25,661
Total	106,955	104,488	99,839	172,879	167,363	498,133	123,781
Whole stock.	175,400	154,042	149,886	524,000	410,291	780,000	494,665

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

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The daily highest and lowest prices have been as follows:

	Saturday, Oct. 11.		Monday, Oct. 13.		Tuesday, Oct. 14.		Wednes., Oct. 15.		Thursd'y, Oct. 16.		Friday, Oct. 17.	
Canada South.	70¾	73	73	75½	73¾	75	74	75	73¾	74⅜	74¼	74½
Cent. of N. J..	68¼	70¾	67⅞	70	69⅝	73¼	70½	73	70⅞	72⅛	71⅝	72¾
Chic. & Alton.	95¾	96	96	96	95½	96	95¼	96	94½	94½	95¾	96¼
Chic. Bur. & Q.	115⅜	115¾	116	117	116½	117	116⅜	117¼	116½	116½	117	119
Chic.M.& St.P.	72¼	73⅛	69¾	73	70¾	72¾	71¼	72¾	70¾	71⅞	71⅝	72¼
do pref.	99	99⅜	98	99¼	98½	99	98	99⅛	98	98	98⅝	98⅞
Chic. & N. W..	86	87¼	83¾	87⅛	84¾	87⅛	85⅝	87½	85⅜	86½	86¼	87
do pref.	103½	103¾	102	103¾	102½	103¼	103	103	*01¾	102¼	103	103¾
Chic. R. I. & P.	140	142½	141½	142	142	142	142	142½	142½	143¼	146	147
Chic. St.P.&M.	45½	46	45½	46	45¼	46	46⅛	46½	45½	46	45½	45½
Clev. C. C. & I.	67½	69	64¾	67½	65½	67½	67⅛	67¾	67¼	67¾	67	67½
Col.Chic.& I.C.	13¼	13⅝	13⅛	13¾	13⅛	13½	13	13½	12¾	13¼	13	13¼
Del. & H.Canal	65¼	67	63¾	66½	64¾	66½	64⅜	66¾	64½	65⅛	65⅛	66¼
Del.Lack.& W.	76¾	79	74¾	78	77	78¾	76⅞	78⅝	76¼	77¾	77⅛	78⅝
Han. & St. Jo..	29¼	30½	27¼	30½	27¾	29½	29⅛	30	28⅛	29⅛	28½	29¼
do pref.	57⅜	58½	53¾	58¼	54¾	57	56¼	57½	56¼	57½	56⅜	56¾
Illinois Cent...	92	96	94	95¾	94½	96	95⅜	96	94½	94¾	96	97
Kansas Pacific	72½	73½	73½	73¾	74	80	79¼	81	78	79½	79½	80½
Lake Shore....	95½	97	94½	97⅜	95¼	96⅞	96	97½	95¾	96⅞	96⅞	98
Louisv.& Nash	63⅞	64¼	64	65	64½	67½	66¾	68½	66⅜	67¼	67	67½
Mich. Central..	87	88¼	87⅞	89⅜	88⅛	89¼	88⅝	90	88	88¾	89	89⅞
Mo. Kans. & T.	22¼	23	21	23⅛	21⅛	22⅜	21⅜	22½	21	21¾	21¼	22
Mor. & Essex..	95¾	96	95½	96	96	99	97½	98⅜	96¼	97	97	97⅞
N.Y. C. & H. R.	119¼	119⅞	119½	119½	119⅞	119⅞	....	....	119½	120¼	120¼	125
N.Y. L.E. & W.	40¾	42½	37¼	41¼	38⅜	40½	38¾	40¾	39	40¼	39¼	40½
do pref.	66½	67½	63	66⅛	65	66⅜	64⅛	66¼	65⅜	65¾	65½	65¾
Northern Pac.	25⅝	25⅞	26½	27⅞	27¼	28¼	28¼	30¼	29¼	31¼	32	32¾
do pref.	52½	53	53⅛	55	54	55	55¼	57¾	56⅛	58¼	58	59¼
Ohio & Miss..	24	24⅞	22	24½	22⅛	23½	22¾	23¾	21½	22⅞	22	23¼
Pacific Mail....	31¾	32¾	30⅝	32¼	31⅜	32⅜	31¼	33	31⅜	32⅝	32⅜	33⅜
Panama.....	173½	173½	175	175	*175	180	180	180	*178	185	....	....
St.L &I.M.assd	46½	47⅜	44¼	47¼	46	47	44⅜	46¾	45	45⅞	45½	46
St. L. K.C. & N.	29	30	26	30¼	28	30	29¾	31	29	30⅞	30⅝	32¼
do pref.	64¾	66	62¼	65½	63⅛	65¼	63	65¾	63½	64⅞	63¼	64⅝
St.L. & S.Fran.	19¾	20	20	20½	19½	19⅞	19⅝	19¾	19	19	....	....
do pref.	22⅜	23	21¾	23⅜	22½	22¾	22¼	23	21⅛	21¾	22	22¼
do 1st prf.	48¼	48⅜	48	48½	....	....	48	48⅛	....	....	46½	47
Sutro Tunnel.	4	4⅛	3½	4	3¾	3⅞	3⅞	4⅛	3⅝	4	3¾	4
Union Pacific..	88⅞	89½	89	91½	90	92⅝	92½	94⅝	93¼	94½	94	94⅝
Wabash.....	46¼	47	42	47	44⅜	46½	45¾	47	45	46	45¾	46⅞
West. Un. Tel.	93⅝	95¼	94½	96¾	95	99½	97⅜	100	97½	99½	98½	99¾

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

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

	Sales of Week. Shares.	Prices since Jan. 1, 1879. Lowest.		Highest.		Range for 1878. Low.	High.
Canada Southern....	15,070	45¼	Jan. 3	75½	Oct. 13	38	45½
Central of N. J.....	106,955	33½	Jan. 2	73¼	Oct. 14	13½	45¼
Chicago & Alton.....	1.540	75	Mch. 3	97	Sept. 15	66¾	85
Chic. Burl.& Quincy.	4,530	111⅛	Jan. 7	122¼	Feb. 19	99¼	114¾
Chic. Mil. & St. P....	104,488	34⅜	Jan. 4	73¼	Oct. 9	27½	54⅞
do do pref.	6,073	74¾	Jan. 4	101½	Sept. 25	64	84¾
Chicago & Northw...	99,839	49⅝	Jan. 3	87½	Oct. 15	32½	55¼
do do pref.	5,915	76⅞	Jan. 3	104	Oct. 10	59¾	79½
Chic. Rock Isl.& Pac.	4,166	119	Jan. 8	147	Oct. 17	98⅜	122
Chic. St. P.& Minn.*.	2,450	21	May 5	47½	Sept. 6	.....	.....
Clev. Col. Cin. & Ind.	16,287	34¾	Jan. 2	69	Oct. 11	23	38¼
Col. Chic.& Ind. Cent	10,775	5	Jan. 4	14¼	Sept. 26	2⅛	6⅜
Del. & Hudson Canal	18,757	38	Jan. 2	67½	Oct. 10	34⅜	59⅞
Del. Lack. & Western	172,879	43	Jan. 2	79¾	Oct. 10	41	61⅞
Hannibal & St. Jo ...	31,015	13¼	Jan. 4	30½	Oct. 8	10	16⅞
do do pref.	14,120	34	Jan. 10	59⅛	Oct. 8	21⅝	41⅝
Illinois Central	7,160	79¼	Mch. 26	97	Oct. 17	72⅜	87
Kansas Pacific.....	15,402	9⅛	Jan. 21	81	Oct. 15	4	12⅝
Lake Shore.....	123,781	67	Jan. 6	98	Oct. 17	55⅞	71⅝
Louisville & Nashv..	13,720	35	Feb. 13	70½	May 12	35	39
Michigan Central....	33,174	73¾	Jan. 2	90½	Oct. 2	58½	75
Missouri Kan. & Tex.	45,960	5⅜	Jan. 4	23⅛	Oct. 13	2	7⅛
Morris & Essex.....	12,067	75⅛	Jan. 3	99	Oct. 14	67⅜	89
N. Y. Cent. & Hud.R.	3,850	112	Mch. 24	125	Oct. 17	103¾	115
N.Y. Lake E. & West.	498,133	21⅛	Jan. 4	42½	Oct. 11	7⅝	22½
do pref.....	10,541	37½	Jan. 2	67½	Oct. 10	21½	38
Northern Pacific† ...	33,258	16	Aug. 9	32¾	Oct. 17	.....	.....
do pref.†	65,278	44¼	Aug. 30	59¼	Oct. 17	.....	.....
Ohio & Mississippi...	45,445	7¾	Jan. 4	24⅞	Oct. 10	6¾	11¼
Pacific Mail.....	71,575	10⅜	Jan. 13	33½	Oct. 7	12½	23⅞
Panama.....	348	123	Jan. 2	182	Oct. 9	112	131
St. L. I. Mt. & South.	22,966	13	Jan. 2	48¼	Oct. 7	5	15⅝
St. L. K. C. & North.	51,797	7	Jan. 2	32¼	Oct. 17	3½	7⅝
do pref.	34,750	25½	Jan. 2	66	Oct. 10	19	26½
St. L. & S. Francisco.	2,800	3⅛	Jan. 8	22	Sept. 22	1½	4⅛
do pref.	7,170	4⅛	Jan. 21	23½	Sept. 22	1½	5¼
do 1st pref.	1,650	9¾	Jan. 23	49½	Sept. 22	5½	11¾
Sutro Tunnel	21,614	2⅜	Jan. 16	4⅞	Mch. 17	3½	5
Union Pacific.....	67,130	57½	Jan. 31	94⅝	Oct. 15	61¼	73
Wabash	65,404	17¾	Mch. 13	47	Oct. 7	12⅛	23⅞
Western Union Tel..	167,363	88⅝	Aug. 4	116	June 11	75¼	102

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

The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column.

	Latest earnings reported. Week or Mo.	1879.	1878.	Jan. 1 to latest date. 1879.	1878.
Ala. Gt.Southern.	July	$32,790	$26,773	$.....	$.....
Atch.Top. & S. F.	1st wk Oct.	162,000	97,895	.....	.....
Atl. & Gt. West...	August....	423,803	369,761	.....	.....
Atlantic Miss.&O.	August....	134,955	155,012	988,665	1,044,263
Bur. C. Rap. & N..	1st wk Oct.	35.385	34,978	1,074,821	1,166,856
Burl.&Mo.R.in N.	August....	176,088	166,320	1,142,845	981,089
Cairo & St.Louis..	September	28,681	20,584	184,880	169,969
Central Pacific...	September	1,723,000	1,769,477	12,589,241	12,863,951
Ches. & Ohio	September	222,601	210,743	1,424,487	1,440,671
Chicago & Alton.	1st wk Oct.	158,418	107,942	4,114,805	3,552,214
Chic. Burl. & Q...	August....	1,315,559	1,632,207	8,819,621	8,996,425
Chic. Clin. D. &M.	September	41,077	34,352	.....	.....
Chic. & East. Ill..	1st wk Oct.	23,452	21,888	635,434	611,742
Chic. Mil. & St. P.	2d wk Oct..	278,000	190,896	7,108,000	6,478,568
Chic.& Northw ...	September	1,714,000	1,450,302	11,315,520	10,938,238
Chic. St. P. & Min.	1st wk Oct.	25,286	20,574	798,463	669,130
Clev. Mt. V. & D..	September	39,382	34,354	287,887	275,723
Dakota Southern.	August....	13,311	15,164	131,639	139,465
Denv.S.P'k& Pac.	September	95,532	.....	495,419	.....
Dubuque& S.City.	1st wk Oct.	22.143	22,546	620,496	717,268
Frank.&Kokomo.	July	4,580	3,088	22,953	19,003
Gal. Har. & S. An.	July	98,580	83,877	.....	.....
Gal. Houst. & H..	August....	37,317	35,859	281,330	230,250
Grand Rap.& Ind.	September	132,191	103,172	.....	.....
Grand Trunk.	Wk.end. Oct. 4	210,817	189,965	6,552,779	6,632,598
Gr't Western.	Wk.end. Oct. 3	114,230	102,049	3,229,519	3,457,066
Hannibal & St.Jo.	1st wk Oct.	52,510	52,143	1,352,198	1,478,388
Houst. & Tex.C.	1st 2 wks Sep	176,000	159,000	1,797,644	1,531,997
Illinois Cen.(Ill.)..	September	542,575	495,299	3,979,257	4,097,444
do (Iowa)..	September	144,766	135,087	1,028,414	1,144,387
Int. & Gt. North..	4th wk Sep.	58,158	51,385	1,083,343	948,877
Kansas Pacific....	1st wk Oct.	147,900	107,377	.....	.....
Mo. Kans. & Tex..	1st wk Oct.	74,595	73,929	2,263,154	2,174,684
Mobile & Ohio....	September	158,532	91,403	1,219,205	1,237,992
Nashv.Ch.& St. L.	September	157,363	123,497	1,271,021	1,188.032
N.Y.L. Erie & W..	June	1,230,419	1,258,988	7,664,792	7,131,666
Northern Pacific.	September	258.000	123,000	.....	.....
Pad.& Elizabetht.	September	29,934	28,061	214,048	236,601
Pad. & Memphis..	3d wk Sept.	2,503	1,665	108,959	137,639
Pennsylvania .. .	August....	2,982,718	2,972,601	21,179,684	19,961,272
Phila. & Erie.....	August....	275,907	262,073	1,871.010	1,737,806
Phila. & Reading.	August....	1,462,280	1,402,792	9,460,469	8,060,937
St.L.A.&T.H.(brs)	1st wk Oct.	15,860	11,583	397,015	361,470
St.L. Iron Mt. & S.	1st wk Oct.	180,146	145,029	3,432,061	3,071,761
St. L. & San Fran.	1st wk Oct.	48,118	28,187	1,075,492	891,605
St.L.&S.E.—St.L..	1st wk Oct.	26,012	20,518	547,295	488,777
*St. Paul & S.City	September	109,780	96,695	787,856	770,028
Scioto Valley.....	September	28,125	29,151	230,942	203,724
Southern Minn...	August....	38,807	29,153	354,527	456,337
Tol.Peoria&War .	1st wk Oct.	34,140	28,103	926,906	989,373
Union Pacific....	26 dys Sep.	1,106,661	1,000,980	.....	.....
Wabash.....	1st wk Oct.	149,687	127,034	3,656,984	3,820.239
Wisconsin Valley.	September	25,365	17,712	.....	.....

* Consolidated road.

Exchange.—The foreign exchange market is weak, and bankers have reduced their asking rates this week, and to-day business was done at 4·80½@4·81 for bankers' sixty-days sterling and 4·82½@4·83 for demand. Gold continues to arrive freely from abroad, and the cable dispatches report continuous shipments. The London *Daily News* in its financial article of October 14 says:

A considerable quantity of American bills was offered in the market yesterday, presumably to cover an early payment for iron already shipped. If gold continues to leave England and France to the same extent as it has lately done, it will soon become necessary to consider the possibility of a measure to stop the outflow. It will be time for England to consider what to do when the French authorities make a move by directly or indirectly raising the premium on gold to such a point that the whole incidence of the United States demand is thrown on this country.

The price of silver bullion in London is 52¼d. per ounce.

The following were rates of exchange on New York to-day at the undermentioned cities: Savannah—buying 5-16 off, selling 3-16 off; Charleston, buying ¼, selling ⅛@par; New Orleans—commercial ¼, bank ⅛; St. Louis—75c discount; Chicago—75c. discount; Boston—par.

Quotations for foreign exchange were as follows:

OCTOBER 17.	60 days.	Demand.
Prime bankers' sterling bills on London.	4.80½@4.81½	4.83 @4.83½
Good bankers' and prime commercial...	4.80¼@4.80½	4.82 @4.83
Good commercial.....	.....@4.80	4.81½@4.82
Documentary commercial	4.79 @4.79½	4.81 @4.81½
Paris (francs).....	5.25⅝@5.24⅜	5.23¾@5.22½
Antwerp (francs).....	5.26¼@5.25	5.23¾@5.22½
Swiss (francs).....	5.25 @5.23¾	5.22½@5.21¼
Amsterdam (guilders).....	39¾@ 39⅞	39⅞@ 40
Hamburg (reichmarks).....	94 @ 94¼	94⅝@ 94⅞
Frankfort (reichmarks).....	94 @ 94¼	94⅝@ 94⅞
Bremen (reichmarks).....	94 @ 94¼	94⅝@ 94⅞
Berlin (reichmarks).....	94 @ 94¼	94⅝@ 94⅞

The following are quotations in gold for various coins:

Sovereigns.....$4 82 @$4 85		Dimes & ½ dimes.	— 99¾@ —par.
Napoleons..... 3 83 @ 3 85		Silver ¼s and ½s.	— 99¾@ —par.
X X Reichmarks. 4 72 @ 4 78		Five francs.....	— 92 @ — 95
X Guilders ..... 3 90 @ 4 00		Mexican dollars..	— 88½@ — 89
Span'h Doubloons. 15 55 @15 70		English silver	4 75 @ 4 83
Mex. Doubloons.. 15 55 @15 65		Prus. silv. thalers.	— 68 @ — 70
Fine silver bars .. 1 13¼@ 1 14¼		Trade dollars.....	— 99¼@ — 99½
Fine gold bars.... par.@¼prem.		New silver dollars	— 99¾@ par.

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

	Loans. $	Specie. $	L. Tenders. $	Deposits. $	Circulation. $	Agg.Clear. $
May 5..	133,226,500	3,600,100	3,863,000	60,023,900	26,299,600	50,505,511
" 12..	132,953,200	3,583,200	4,194,300	*42,865,800	26,228,800	50,552,817
" 19.	130,296,000	3,556,100	3,589,200	*44,103,900	26,218,400	48,456,247
" 26..	130,331,800	3,577,700	3,165,800	*44,101,200	26,369,200	46,516,810
June 2..	129,489,000	3,563,400	3,886,700	*43,895,000	26,437,800	44,033,227
" 9..	129,973,500	3,948,500	4,168,200	*44,391,200	26,569,000	51,329,031
" 16..	130,510,500	3,559,400	4,165,500	*43,997,000	26,704,100	49,413,570
" 23..	130,963,600	3,557,700	4,118,400	*43,606,400	26,675,100	45,176,053
" 30..	130,583,300	3,547,400	4,433,500	*44,795,300	26,578,300	47,775,068
July 7..	134,824,800	3,585,200	4,717,100	*45,332,100	26,640,000	51,738,637
" 14..	129,931,700	3,620,400	5,433,900	*45,858,600	26,915,300	47,866,112
" 21..	128,606,500	3,590,900	5,590,800	*47,067,900	26,538,700	49,241,607
" 28..	127,896,500	3,572,600	5,386,300	*46,772,700	26,572,500	43,383.417
Aug. 4..	128,035,500	3,567,500	5,354,200	*46,838,500	26,635,200	43,253,354
" 11..	129,133,000	3,561,200	5,643,900	*46,854,900	26,700,600	43,813,373
" 18..	130,578,100	3,496,300	5,159,100	*45,803,800	26,749,800	48,193.104
" 25..	131,174,200	3,474,900	4,777,000	*44,409,300	26,832,100	51,820,024
Sept. 1..	129,447,200	3,531,200	4,375.200	*42,945,600	26,981,400	44,612,5 6
" 8..	127,747,900	3,304.200	4,182,000	*43,340,700	27,117,800	47,305,866
" 15..	127,793,200	3,347,600	4,180,900	*43,853,300	27,197,500	44,932,820
" 22..	126,748,000	3.267,100	4,034,000	*43,664,300	27,376,900	48,392.118
" 29..	126.027,300	3,271,400	4,379,300	*44,524,800	27,545,100	45,506.856
Oct. 6..	126,225,100	3,262,900	4,838,000	*45,828,300	27,836,200	57.139.771
" 13..	126,903,100	3,251,100	4,931,500	*47,210.000	27,973,600	55,617,716

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

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

	Loans. $	Lawful Money. $	Deposits. $	Circulation. $	Agg. Clear. $
May 5.....	60,174,972	14,948,989	47,626,868	11,498,821	37,642,885
" 12.....	59,914,320	15,353,558	47,786,056	11,492,197	40,016,138
" 19.....	60,160,886	16,138,678	49,143,430	11,476,011	38,955,672
" 26.....	60,915,891	15,919,569	49,633,284	11,465,857	39,353,762
June 2.....	61,429.856	15,938.439	49,941,608	11,449,130	31,805,486
" 9.....	61,917.078	15.790,707	50,363,092	11.431,493	46,780.676
" 16.....	62,036,882	15,883,014	50,721,250	11,424,901	38,804,535
" 23.....	61,810,186	15,311,615	49,713,483	11,397,218	37,579,238
" 30.....	61,740,307	15,790,181	50,309,722	11,383,105	34,442,141
July 7.....	62,221,496	16,205,151	51,378,936	11,398,306	37,789,094
" 14.....	62,171,993	16,533,493	51,811,642	11,406,680	34,090,465
" 21.....	61,974,527	16,307,446	51,512,347	11,423,816	37,197,358
" 28.....	61,415,446	17,405,816	51,901,368	11,415,745	34,940,697
Aug. 4.....	61,932,961	17,396,893	52,980,548	11,406,477	35,745,324
" 11.....	62,740,441	17,590,102	52,719,432	11,437,610	35,792,049
" 18.....	62 688,249	17,011,709	52,015,168	11,438,106	32,011,855
" 25.....	62,972,966	16,308,517	51,415,739	11,430,589	31,318,858
Sept. 1.....	62,784,728	16,539,218	51,565,795	11.445.171	30,002,487
" 8.....	62,880,264	16,569,557	51,580,453	11,500,647	33.978,324
" 15.....	62,749,828	16,614,554	40,609,121	11,516,320	35.106,893
" 22.....	62,550,008	17,377.438	52,817,043	11,568,656	38,264,123
" 29.....	62,639.944	17,500,784	53,224,187	11,788,858	38,061,706
Oct. 6.....	63,358,250	17,687,922	54,442,646	11,795,906	42,733,257
" 13.....	64,706,995	17,235,369	54,709,355	11,814,680	44,106,759

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Federal Reserve Bank of St. Louis

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Oct. 11, 1879:

Banks.	Capital.	Average amount of Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	8,661,000	793,300	1,256,000	7,727,600	495,000
Manhattan Co.	2,050,000	5,807,200	253,000	537,900	3,823,600	400
Merchants	2,000,000	6,493,900	852,000	656,900	5,572,900	71,200
Mechanics'	2,000,000	7,786,000	634,000	689,000	5,360,800	44,500
Union	1,200,000	4,390,000	391,000	784,500	3,688,400	134,000
America	3,000,000	8,670,400	824,200	752,900	6,326,300	1,100
Phœnix	1,000,000	2,949,000	333,000	473,000	2,897,600	253,000
City	1,000,000	6,492,400	1,206,400	703,000	6,355,200	.....
Tradesmen's	1,000,000	3,006,500	269,000	161,700	1,871,800	789,800
Fulton	600,000	1,599,800	164,500	308,500	1,182,000	.....
Chemical	300,000	11,128,300	2,126,400	1,006,800	10,856,600	.....
Merch'nts' Exch.	1,000,000	3,852,900	236,300	575,700	3,112,900	628,400
Gallatin Nation'l	1,000,000	3,713,300	251,700	305,300	2,106,100	533,000
Butchers'&Drov.	300,000	1,300,900	185,500	134,700	1,096,000	263,400
Mechanics' & Tr.	300,000	1,130,000	32,000	207,000	928,000	197,000
Greenwich	200,000	902,100	13,400	171,100	800,400	2,700
Leather Man'f'rs	600,000	2,734,600	201,000	434,900	2,103,100	474,400
Seventh Ward	300,000	916,900	69,900	151,200	837,800	37,800
State of N. York	800,000	1,607,200	196,100	288,300	1,568,000	517,100
American Exch.	5,000,000	13,058,000	1,326,000	901,000	9,040,000	445,000
Commerce	5,000,000	14,520,900	1,479,000	1,012,000	8,598,800	1,492,600
Broadway	1,000,000	4,913,900	374,500	429,100	3,484,900	882,000
Mercantile	1,000,000	3,395,400	372,900	323,900	3,007,300	179,800
Pacific	422,700	2,065,200	56,100	422,700	1,981,300	.....
Republic	1,500,000	4,217,800	136,200	367,400	1,905,500	988,700
Chatham	450,000	3,089,100	132,400	689,600	2,954,100	403,300
People's	412,500	1,478,200	57,900	179,600	1,397,700	5,400
North America	700,000	1,680,700	82,000	239,000	1,602,900	.....
Hanover	1,000,000	6,118,700	670,400	779,700	5,848,900	547,200
Irving	500,000	2,472,000	149,700	413,000	2,251,100	347,600
Metropolitan	3,000,000	13,770,000	429,000	2,277,000	10,743,000	2,229,000
Citizens'	600,000	1,542,000	108,400	381,900	1,437,300	247,000
Nassau	1,000,000	2,035,800	16,100	202,900	1,753,300	3,900
Market	500,000	2,423,300	17,300	400,300	1,845,200	405,100
St. Nicholas	500,000	1,962,500	24,800	339,600	1,478,300	450,000
Shoe & Leather	500,000	3,190,000	290,000	510,000	3,155,000	450,000
Corn Exchange	1,000,000	3,789,000	144,200	360,000	2,361,900	4,700
Continental	1,000,000	4,899,800	48,100	1,265,600	4,934,600	780,300
Oriental	300,000	1,522,800	20,500	290,500	1,400,700	.....
Marine	400,000	2,452,000	34,000	559,000	2,428,000	356,000
Importers' & Tr.	1,500,000	16,508,000	1,131,600	3,401,700	17,817,300	1,094,300
Park	2,000,000	13,196,000	1,020,900	2,398,400	15,317,200	532,400
Mech. Bkg. Ass'n	500,000	720,300	41,800	77,600	509,300	310,800
Grocers'	225 000	723,700	6,500	116,100	703,500	.....
North River	240,000	853,500	34,600	121,700	861,100	.....
East River	250,000	797,000	81,000	116,800	647,000	161,200
Manuf'rs & Mer.	100,000	310,000	1,000	90,000	352,000	.....
Fourth National	3,200,000	16,227,400	1,180,800	2,904,400	15,855,100	787,200
Central Nat.	2,000,000	8,768,000	450,000	1,347,000	7,542,000	1,491,000
Second Nation'l	300,000	2,362,000	225,000	393,000	2,460,000	269,000
Ninth National	750,000	4,144,400	314,700	824,400	3,964,500	598,900
First National	500,000	11,350,900	1,627,400	702,200	10,961,600	432,400
Third National	1,000,000	6,885,000	1,086,000	716,200	6,916,000	799,000
N. Y. Nat. Exch.	300,000	1,237,300	58,200	157,000	866,100	268,500
Bowery National	250,000	1,286,800	35,000	302,000	1,010,000	225,000
N. York County	200,000	1,098,500	7,900	364,400	1,236,700	180,000
Germ'n Americ'n	750,000	2,075,700	155,000	153,800	1,731,300	.....
Chase National	300,000	2,417,800	106,700	429,600	2,205,500	270,000
Total	60,800,200	68,701,800	22,566,300	36,438,500	232,780,500	22,080,100

The deviations from returns of previous week are as follows:

Loans and discounts	Inc.	$2,337,500	Net deposits	Inc. $859,800
Specie	Inc.	2,417,200	Circulation	Inc. 147,700
Legal tenders	Dec.	1,655,600		

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

1879.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
	$	$	$	$	$	$
Feb. 15	244,186,500	18,059,500	48,334,800	217,271,200	19,398,800	452,720,433
Feb. 21	244,007,000	17,931,300	45,377,000	216,382,600	19,335,900	434,908,904
Mar. 1	246,716,900	16,456,500	42,651,800	213,429,700	19,232,400	516,297,775
Mar. 8	247,674,200	16,945,200	40,593,800	213,293,100	19,236,000	501,321,270
Mar. 15	246,324,500	17,312,400	39,173,400	210,563,300	19,335,200	400,417,429
Mar. 22	243,839,800	18,803,700	36,972,600	206,591,400	19,290,900	413,892,738
Mar. 29	240,458,500	18,446,800	34,268,900	198,945,600	19,512,100	399,872,657
Apr. 5	235,836,600	18,365,000	31,815,800	193,121,700	19,635,500	461,180,657
Apr. 12	230,442,900	18,903,900	36,145,400	195,303,700	19,696,100	423,259,559
Apr. 19	231,151,300	18,875,600	40,672,100	200,255,000	19,721,200	487,843,450
Apr. 26	231,096,900	18,228,100	45,224,500	204,514,200	19,707,600	503,108,030
May 3	239,357,800	18,516,200	49,440,500	214,331,700	19,683,100	546,798,625
May 10	242,941,600	18,745,600	53,576,700	224,937,200	19,688,000	591,290,770
May 17	253,838,500	18,763,900	49,150,900	230,424,700	19,685,400	598,236,201
May 24	257,636,500	18,802,400	43,284,900	227,345,600	19,856,600	529,996,936
May 31	257,272,800	18,785,400	41,791,400	225,754,000	19,869,400	439,7 0,395
June 7	258,332,700	18,996,700	42,822,800	226,963,300	19,977,800	472,828,088
June 14	256,291,000	18,780,900	44,851,900	227,316,700	20,056,800	450,084,041
June 21	255,901,600	19,296,900	43,859,400	226,177,000	20,156,200	456,961,901
June 28	253,575,500	19,666,400	46,902,600	226,113,600	20,371,300	432,735,690
July 5	257,082,500	19,889,600	49,544,600	236,007,300	20,542,900	432,526,468
July 12	262,951,900	19,971,500	51,301,900	241,328,800	20,509,900	391,835,789
July 19	262,719,800	20,011,700	50,508,900	240,154,300	20,531,600	481,691,657
July 26	260,582,600	19,927,600	54,288,100	243,383,000	20,549,500	494,794,747
Aug. 2	267,280,100	19,652,400	57,655,100	254,770,700	20,594,800	491,715,201
Aug. 9	272,936,000	19,624,100	50,435,500	253,230,200	20,682,100	560,036,583
Aug. 16	274,311,000	19,553,200	43,974,000	248,474,600	20,719,500	605,012,052
Aug. 23	263,570,100	19,631,100	41,838,600	235,953,900	20,827,500	482,688,369
Aug. 30	258,160,300	19,684,700	41,279,300	228,817,400	20,942,500	476,563,861
Sept. 6	257,386,800	19,753,800	40,088,900	226,635,600	21,372,300	452,345,265
Sept. 13	256,969,400	19,876,900	39,481,100	225,572,900	21,603,500	507,109,348
Sept. 20	259,391,000	19,942,000	42,029,400	228,271,000	21,384,900	530,921,366
Sept. 27	260,763,700	20,017,400	40,047,700	229,983,000	21,531,900	591,859,560
Oct. 4	266,364,300	20,149,100	38,093,500	231,920,700	21,932,400	747,278,535
Oct. 11	268,701,800	22,566,300	36,438,500	232,780,500	22,080,100	741,448,440

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka 1st m. 7s	112⅝	113
do land grant 7s	....	
do 2d 7s	111¾	112½
do land inc. 8s		
Boston & Albany 7s	120¼	121¼
do 6s		111½
Boston & Lowell 7s	114	117
Boston & Lowell 6s		107¾
Boston & Maine 7s	120¼	121
Boston & Providence 7s		
Burl. & Mo., land grant 7s	116	117
do Neb. 6s	106½	107
do Neb. 8s, 1883	....	....
Conn. & Passumpsic, 7s, 1897		
Eastern, Mass., 4½s, new	79½	79¾
Fitchburg RR., 6s	...	....
do 7s		
Fort Scott & Gulf 7s	97	98
Kan. City Top. & W., 7s, 1st	112	
do do 7s, inc.		107
K. City Lawrence & So. 4s	77	77½
Hartford & Erie 7s, new	43	43¼
Kan. City St. Jo. & C. B. 7s	99	99¾
New York & New Eng. 7s	105¾	106
Ogdensburg & Lake Ch. 8s	....	....
Old Colony, 7s	....	....
Old Colony, 6s	109½	109¾
Omaha & S. Western, 8s	...	
Pueblo & Ark. Valley, 7s	105¼	105½
Rutland 8s, 1st mort.	...	90¼
Vermont & Canada, new 8s	....	...
Vermont & Mass. RR., 6s	....	....
STOCKS.		
Atchison & Topeka	103	103½
Atchison & Nebraska	67	68
Boston & Albany	140½	...
Boston & Lowell	73	...
Boston & Maine	118	
Boston & Providence	...	127½
Burlington & Mo. in Neb	122	
Cheshire preferred	41	42
Chic. Clinton Dub. & Min.	55	55½
Cin. Sandusky & Clev.	9¾	10
Concord	79½	
Connecticut River	142	143
Conn. & Passumpsic		49
Eastern (Mass.)	20	20½
Eastern (New Hampshire)		
Fitchburg	120	...
Kan. City Top. & Western		
K. C. Law & Southern	48	49
K. C. St. Jo. & Council Bluffs	....	30½
Manchester & Lawrence		141
Nashua & Lowell	100	

BOSTON, PHILADELPHIA, Etc.—Continued.

SECURITIES.	Bid.	Ask.
New York & New England	38	39¼
Northern of New Hampshire	...	..
Norwich & Worcester	127	...
Ogdensb. & L. Champlain	17	17¼
do pref.	...	....
Old Colony	108¾	109
Portland Saco & Portsmouth	100½	
Fort Scott & Gulf, preferred	35	37
do common	19¾	20
Pullman Palace Car	100	100¼
Pueblo & Arkansas	64⅞	65
Rutland, preferred	23⅝	24¾
Vermont & Massachusetts	...	...
Worcester & Nashua	....	40
PHILADELPHIA.		
STATE AND CITY BONDS.		
Penna. 5s, g'd, int., reg. or cp.	....	...
do 5s, cur., reg	....	...
do 5s, new, reg., 1892-1902	....	
do 6s, 10-15, reg., 1877-'82	101½	102
do 6s, 15-25, reg., 1882-'92	...	...
do 6s, ln. Plane, reg., 1879	....	..
Philadelphia, 5s reg.	....	....
do 6s, old, reg	..	
do 6s, n., rg., prior to '95	...	118
do 6s, n., rg., 1895 & over	121	121¾
Allegheny County 5s, coup.	....	..
Allegheny City 7s, reg	...	...
Pittsburg 4s, coup., 1913	...	...
do 5s, reg. & cp., 1913	....	...
do 6s, gold, reg	...	...
do 7s, w'r'n ln, rg. & cp.	112½	....
do 7s, str. imp., reg., '83-86	....	...
N. Jersey 6s, reg. and coup	..	...
do exempt, rg. & coup.	...	..
Camden County 6s, coup	...	...
Camden City 6s, coupon	...	..
do 7s, reg. & coup	....	...
Delaware 6s, coupon	...	...
Harrisburg City 6s, coupon	....	106
RAILROAD STOCKS.‡		
Camden & Atlantic	....	...
do do pref.	...	....
Catawissa	13¼	...
do pref	45½	
do new pref.	....	45
Delaware & Bound Brook	....	....
East Pennsylvania	...	...
Elmira & Williamsport	....	41
do do pref.	....	...
Har. P. Mt. Joy & Lancaster	....	...
Huntingdon & Broad Top	4	5
do do pref.	9	...
Lehigh Valley	48½	49
Little Schuylkill	...	49½
Minehill	....	56
Nesquehoning Valley	..	53¾
Norristown	...	101½
North Pennsylvania	45½	47½
Pennsylvania	....	...
Philadelphia & Erie	13⅛	13⅜
Philadelphia & Reading	...	...
Philadelphia & Trenton	....	...
Phila. Wilming. & Baltimore	....	...
Pittsburg Titusv. & Buff.	6⅞	7
St. Paul & Duluth R.R. Com	....	...
do do pref.	...	....
United N. J. Companies	149	....
West Chester consol. pref.	...	...
West Jersey	...	...
CANAL STOCKS.		
Chesapeake & Delaware	..	..
Delaware Division	...	...
Lehigh Navigation	27¾	28
Morris	...	...
do pref.	....	...
Pennsylvania	....	....
Schuylkill Navigation	...	...
do pref.	....	...
Susquehanna	...	7½
RAILROAD BONDS.		
Allegheny Val., 7 3-10s, 1895	....	.
do 7s, E. ext., 1910	..	
do inc. 7s, end., '94	34	...
Belvidere Dela. 1st m., 6s, 1902	...	....
do 2d m. 6s, '85		....
do 3d m. 6s, '87	103	....
Camden & Amboy 6s, coup., '83	105	....
do 6s, coup., '89	106	....
do mort. 6s, '89	114	...
Cam. & Atl. 1st m. 7s, g., 1903	...	....
do 2d m., 7s, cur., 1879	....	....
Cam. & Burlington Co. 6s, '97	...	....
Catawissa 1st, 7s, conv., '82	...	....
do chat. m., 10s, '88	...	....
do new 7s 1900	111½	....
Connecting 6s, 1900-1904	...	....
Chartiers Val., 1st m. 7s, C., 1907	...	....
Delaware mort., 6s, various	108	....
Del. & Bound Br., 1st, 7s, 1905	....	..
East Penn. 1st mort. 7s, '88	....	....
El. & W'msport, 1st m., 7s, '80	....	....
do 5s, perp	....	....
Harrisburg 1st mort. 6s, '83	...	....
H. & B. T. 1st m. 7s, gold, '90	..	113
do 2d m. 7s, gold, '95	....	110
do 3d m. cons. 7s, '95*	50¼	55
Ithaca & Athens 1st gd, 7s, '90	....	....
Junction 1st mort. 6s, '82	....	....
do 2d mort. 6s, 1900	...	....
Lehigh Valley, 1st, 6s, cp., 1898	....	....
do do reg., 1898	....	....
do 2d m. 7s, reg., 1910	121	122¼
do con. m., 6s, rg., 1923	108	108½
do do 6s, rg., 1933	107½	...
Little Schuylkill, 1st m. 7s, '82	...	....
North. Penn. 1st m. 6s, cp., '85	....	...
do 2d m. 7s, cp., '96	...	....
do gen. m. 7s, cp., 1903	...	....
do gen. m. 7s, reg., 1903	....	...
Oil Creek 1st m. 7s, coup., '82	75	90
Pittsb. Titusv. & B., 7s, cp., '96	....	....
do scrip	....	...
Pa. & N.Y.C. & RR. 7s, 1895	118½	119½
Pennsylv., 1st m., 6s, cp., '80	104	104¼
do gen. m. 6s, cp., 1910	...	....
do gen. m. 6s, rg., 1910	...	....
do cons. m. 6s, rg., 1905	....	....
do cons. m. 6s. cp., 1905	110	...
do Navy Yard 6s, rg., '81	...	...
Penn. 6s, reg	....	....
Perkiomen 1st m. 6s, coup., '91	....	....
Phila. & Erie 1st m. 6s, cp., '81	...	...
do 2d m. 7s, cp., '88	111	...
Phila. & Read. 1st m. 6s, '43-'44	103	...
do do '48-49	...	....
do 2d m., 7s, cp., 9[illegible]	...	...
do deben., cp., '88	...	....
do do cps. off	49	43
do scrip, 1882	78	79
do In. m. 7s, cp, 1896	....	81
do cons. m. 7s, cp., 1911	..	11
do cons. m. 7s, rg., 1911	...	....

SECURITIES.	Bid.	Ask
Phil. & R. cons. m. 6s, g. i. 1911	....	....
do conv. 7s, 1893*	....	....
do 7s, coup. off, '93	40	50
Phil. & R. Coal & Iron deb. 7s, 92	....	....
do deb. 7s. cps. off	..	....
do mort., 7s, 1892-3	...	....
Phila. Wilm. & Balt. 6s, '84	....	...
Pitts. Cin. & St. L. 7s, cou., 1900	...	....
do do 7s, reg., 19 0	108½	..
Shamokin V. & Pottsv. 7s, 1901		...
Steubenv. & Ind. 1st, 6s, 1884	102	...
Stony Creek 1st m. 7s 1907	....	...
Sunb. Haz. & W., 1st m. 5s, '23	....	...
Sunbury & Erie 1st m. 7s, '97	....	....
Syra. Gen. & Corn'g, 1st, 7s, 1905	...	....
Texas & Pac. 1st m, 6s, g., 1905	....	....
do cons. m., 6s, g., 1905	85	....
do inc. & l. gr., 7s 1915	53	....
Union & Titusv. 1st m. 7s, '90	50	...
United N. J. cons. m. 6s, '94	..	...
Warren & F. 1st m. 7s, '95	87½	....
West Chester cons. 7s, '91	114½	116
West Jersey 6s, deb., coup., '83	....	....
do 1st m. 6s, cp., '96	....	....
do 1st m. 7s, '99	...	....
Western Penn. RR. 6s, cp. 1899	...	....
do 6s P. B., '96	....	....
CANAL BONDS.		
Chesap. & Dela. 1st 6s, rg., '86	...	...
Delaware Division 6s, cp., '78	....	....
Lehigh Naviga. m., 6s, reg., '84	....	106
do mort. RR., rg., '97	109	....
do m. conv. g., rg., '91	...	....
do mort. gold, '97	..	....
do cons. m. 7s, rg., 1911	98	99
Morris, boat loan, reg., 1885	..	....
Pennsylvania 6s, coup., 1910	...	....
Schuylk. Nav. 1st m. 6s, rg., '97	97	...
do 2d m. 6s, reg., 1907		....
do 6s, boat & car, rg., 1918	65	...
do 7s, boat & car, rg., 1915	73	...
Susquehanna 6s, coup., 1918*	....	..
BALTIMORE.		
Maryland 6s, defense, J. & J.	107½	107¾
do 6s, exempt, 1887	...	....
do 6s, 1890, quarterly	...	....
do 5s, quarterly	...	....
Baltimore 6s, 1881, quart.	107	107¼
do 6s, 1886, J. & J.	109	110½
do 6s, 1890, quarterly	111⅛	111¼
do 6s, park, 1890, Q.—M.	114	....
do 6s, 1893, M. & S.	...	....
do 6s, exempt, '95, M. & S	...	....
do 6s, 1900, Q.—J.	113	....
do 6s, 1902, J. & J.	113	....
do 5s, 1906, new	108½	....
Norfolk water, 8s	117	....
RAILROAD STOCKS. Par.		
Balt. & Ohio 100	159¾	160
do 1st pref 100	111	....
do 2d pref. 100	105	...
do Wash. Branch. 100	140	...
do Parkersb'g Br. 50	....	....
Northern Central 50	24¾	25
Western Maryland 50	2½	....
Central Ohio 50	35	40
Pittsburg & Connellsville 50	...	....
RAILROAD BONDS.		
Balt. & Ohio 6s, 1880, J. & J.	101⅛	....
do 6s, 1885, A. & O.	106	....
N. W. Va. 3d m., guar., '85, J. & J	105	....
Pittsb. & Connellsv. 7s, '98, J. & J	112¾	113
Northern Central 6s, '85, J. & J	108¾	109
do 6s, 1900, A. & O.	108	109
do 6s, gld, 1900, J. & J.	105¼	105½
Cen. Ohio 6s, 1st m., '90, M. & S.	107	....
W. Md. 6s, 1st m., gr., '90, J. & J.	113	....
do 1st m., 1890, J. & J.	102	....
do 2d m., guar., J. & J.	113	....
do 2d m., pref.	77	....
do 2d m., gr. by W.Co. J. & J	108	110
do 6s, 3d m., guar., J. & J.	114	..
Mar. & Cin. 7s, '92, F. & A.	100¾	102
do 2d, M. & N	64⅛	64¾
do 8s, 3d, J. & J.	31¾	31⅞
Union RR. 1st, guar., J. & J.	...	...
do Canton endorsed	109	...
CINCINNATI.		
Cincinnati 6s, long †	105	..
do 7s †	107	103
do 7·30s †	115	...
do South. RR. 7·30s †	115	115½
do do 6s, gold †	105	105¼
Hamilton Co., O., 6s, long †	102	...
do 7s, 1 to 5 yrs †	103	....
do 7 & 7·30s, long †	110	...
Cin. & Cov. Bridge st'k, pref.	120	...
Cin. Ham. & D. 1st m. 7s, '80 †	101	101½
do 2d m. 7s, '85 †	101	...
Cin. Ham. & Ind., 7s, guar.	81	85
Cin. & Indiana 1st m. 7s †	102½	....
do 2d m. 7s, '77 †	90	....
Colum. & Xenia, 1st m. 7s, '90	104	....
Dayton & Mich. 1st m. 7s, '81 †	102	....
do 2d m. 7s, '84 †	102	....
do 3d m. 7s, '88 †	100¼	....
Dayton & West. 1st m., '81 †	....	....
do 1st m., 1905 †	....	....
do 1st m. 6s, 1905 †	89½	....
Ind. Cin. & Laf. 1st m. 7s	77¼	....
do (I.&C.) 1st m. 7s, '88 †	102	....
Little Miami 6s, '83 †	101	102
Cin. Ham. & Dayton stock	50	51
Columbus & Xenia stock	118	....
Dayton & Michigan stock	47½	50
do 8. p.c. st'k, guar	108	....
Little Miami stock	...	112
LOUISVILLE.		
Louisville 7s †	103	107
do 6s, '82 to '87 †	101¾	102
do 6s, '97 to '98 †	101¾	102
do water 6s, '87 to '89 †	101¾	102
do water stock 6s, '97 †	101¾	102
do wharf 6s †	101¾	102
do spec'l tax 6s of '89 †	101¾	102
Louisville Water 6s, Co. 1907 †	105	106
Jeff. M. & I. 1st m. (I&M) 7s, '81 †	100	101
do 2d m., 7s †	102½	103½
do 1st m., 7s, 1906 †	113	113¼
Louisv. C. & Lex. 1st m. 7s, '97 †	110¾	111
Louis. & Fr'k., Louisv. ln, 6s, '81	101	101½
Louisv. & Nashville—		
Leb. Br. 6s, '86 †	102	102½
1st m. Leb. Br. Ex., 7s, '80-85 †	103	104
Lou. ln. do 6s, '93 †	102	102½
Jefferson Mad. & Ind stock	103½	104
ST. LOUIS.		
St. Louis 6s, long †	104	..
do water 6s, gold †	105¾	106¾
do do do new †	106	106¾
do bridge appr., g. 6s †	105¾	...
do renewal, gold, 6s †	105¾	107
do sewer, g. 6s, '91-2-3 †	105¾	107
St. Louis Co. new park, g. 6s †	107¼	108¼
do cur. 7s †	...	...

* In default. ‡ Per share.
§ Coupon Jan. '77 funded.
† And interest.

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QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—5s, 1883	47	....
5s, 1886	47	....
8s, 1886	47	....
8s, 1888	47	....
8s, Montg. & Eufaula RR.	3	....
8s, Ala. & Chatt. RR	18	....
8s of 1892	30	....
8s of 1893	30	....
Class A, 2 to 5	47¼	....
Class B, 5s	78	....
Class C, 2 to 5	55	....
Arkansas—6s, funded	5	....
7s, L. Rock & Ft. Scott iss.	....	....
7s, Memp. & L. Rock RR.	....	....
7s, L. R P. B. & N. O. RR.	....	....
7s, Miss. O. & R. R RR	....	....
7s, Arkansas Central RR.	....	....
Connecticut—6s	....	....
Georgia—6s	100¼	..
7s, new	109½	111
7s, endorsed	109⅛	....
7s, gold	111¼	....
Illinois—6s, coupon, 1879	100	....
Illinois—War loan	100	...
Kentucky—6s	105	...
Louisiana—6s	20	....
6s, new	20	....
6s, new floating debt	20	....
7s, penitentiary	20	....
6s, levee	20	....
8s, do	20	....
8s, do of 1875	20	...
8s, of 1910	....	20
7s, consolidated	45	45¾
7s, small	40	42½
Michigan—6s, 1883	103	....
7s, 1890	114	....
Missouri—6s, due 1882 or '83	102½	...
6s, due 1886	104	104¾
6s, due 1887	104¼	105½
6s, due 1888	105	...
6s, due 1889 or '90	106	....
Asylum or Univ., due '92	....	...
Funding, 1894-95	103½	....
Hannibal & St. Jo., 1886	104	....
do do 1887	104⅛	....
New York—6s, gold, reg., '87	108	....
6s, gold, coup., 1887	108	....
6s, loan, 1883	106	....
6s, do 1891	117	....
6s, do 1892	117	....
6s, do 1893	117	....
North Carolina—6s, old J&J	24	25
6s, old, A.& O	24	24¼
No. Car. RR., J. & J	109½	
do A.& O	109½	....
do coup. off, J. & J.	89	....
do coup. off, A.& O.	...	....
Funding act, 1866	8	....
do 1868	8½	....
New bonds, J. & J	14	....
do A.& O	14	.
Chatham RR	3	....
Special tax, class 1	4	....
do class 2	4	....
do class 3	4	4½
Ohio—6s, 1881	....	....
6s, 1886	108	....
Rhode Island—6s, coup. '93-9	114	....
South Carolina—6s	62	....
Jan. & July	....	...
April & Oct	....	...
Funding act, 1866	30	....
Land Com., 1889, J. & J	50	....
do 1889, A.& O	....	...
7s of 1888	....	....
Non-fundable	....	4¼
Tennessee—6s, old	32	40
6s, new	31	....
6s, new series	31¼	31
Virgina—6s, old	28	....
6s, new, 1866	28	....
6s, new, 1867	28	....
6s, consol. bonds	85	....
6s, ex matured coupon	64	65
6s, consol., 2d series	....	....
6s, deferred	7	7⅛
D. of Columbia—3·65s, 1924.	84	84½
Small	....	....
Registered	....	84½

RAILROAD AND MISCELLANEOUS STOCKS AND BONDS.

Railroad Stocks.

(Active previously quoted.)

	Bid.	Ask.
Albany & Susquehanna	....	....
Boston & N. Y. Air L., pref.	57	60⅛
Burl. Cedar Rapids & No.	...	....
Cedar Falls & Minnesota	6½	10
Chesapeake & Ohio	....	14
do do 1st pref.	....	....
do do 2d pref.	...	17
Chicago & Alton, pref	....	....
Chic. St. Louis & N. O.	....	....
Clev. & Pittsburg, guar	103	104
Dubuque & Sioux City	....	....
Harlem	....	156
Houston & Texas Central	....	....
Ind. Cin. & Laf	....	....
Keokuk & Des Moines	....	....
do do pref.	....	....
Lake Erie & Western	....	....
Laf. Bloom. & Muncie	....	....
Long Island	....	....
Manhattan	45	45½
Marietta & Cin., 1st pref	....	....
do do 2d pref	....	....
Metropolitan Elevated	114	115½
Mobile & Ohio, assented	....	....
Nashville Chat. & St. Louis.	....	....
New Jersey Southern	....	....
N. Y. Elevated	121	122
N. Y. New Haven & Hartf.	160	161
Ohio & Mississippi pref	....	....
Pitts. Ft. W. & Chic., guar.	111	112½
do do spec'l.	...	....
Rensselaer & Saratoga	....	....
Rome Watertown & Ogd	20	26½
St. Louis Alton & T. H.	15¾	16¾
do do pref.	30½	33
St. Paul & Sioux City	....	....
do do pref	....	..
Stonington	....	....
Terre Haute & Indianapolis	....	....
Toledo Peoria & Warsaw	....	....
United N. J. RR. & Canal	....	....

Miscellaneous St'ks.

	Bid.	Ask.
Adams Express	....	107
American Express	58	58½
United States Express	....	....
Wells, Fargo & Co	....	....
Quicksilver	....	15
do pref	50¼	....
Atlantic & Pacific Tel	40½	....
American District Tel	....	....
Gold & Stock Telegraph	96	....
Canton Co., Baltimore	49	51
American Coal	...	50
Consolidation Coal of Md	....	....
Cumberland Coal & Iron	....	....
Maryland Coal	21¼	....
Pennsylvania Coal	....	....
Spring Mountain Coal	....	60
Mariposa L'd & Mining Co.	3	....
do do pref.	4	4¼
Ontario Silver Mining	40	....
Homestake Mining	40¼	41
Standard Cons. Gold Mining	....	....
Pullman Palace Car	...	....

Railroad Bonds.

Stock Exchange Prices.

	Bid.	Ask.
Bost. H. & Erie—1st m	43⅝	44
1st mort., guar	39	40½
Bur. Ced. R.& North.—1st, 5s	88½	88⅝
Minn.& St. L., 1st, 7s, guar	112	....
Chesap.& O.—Pur. m'y fund	101¼	....
6s, gold, series B, int. def.	54½	55
6s, currency, int. deferred	30¼	30½
Chicago & Alton—1st mort.	‡....	117
Income	....	....
Sinking fund	107½	....
Joliet & Chicago, 1st m	....	...
Louis'a & Mo., 1st m., guar	106	....
do 2d 7s, 1900.	....	102
St. L. Jack. & Chic., 1st m.	107¾	...
Miss. Riv. Bridge, 1st, s. f, 6s	....	....
Chic. Bur. & Q.—8 p.c., 1st m	109	111
Consol. mort., 7s	‡120½	121
5s, sinking fund	†98	....
Chic. Rk. I.& P.—6s, cp., 1917	114¼	114½
6s, 1917, registered	114	....
Keok.& Des M., 1st, g., 5s.	†92½	95
Central of N. J.—1st m., '90.	....	....
1st consolidated	....	....
do assented.	100½	101
Convertible	....	....
do assented	103¾	....
Adjustment, 1903	108	....
Lehigh & W. B., con., g'd.	110	....
do assent'd	88½	89
Am. Dock & Impr. bonds.	100½	....
do assented	100	100¾
Chic. Mil.& St. P.—1st, 8s, P. D	124	...
2d mort., 7 3-10, P. D	‡110	113
1st m., 7s, $ gold, R. D.	112	112½
1st m., La C. Div	111	....
1st m., I. & M	‡110	....
1st m., I. & D	....	....
1st m., H. & D	..	....
1st m., C. & M	112	114
Con. sinking fund	108	....
2d mortgage	...	108½
1st m., 7s, I. & D. Ext	‡110	....
Chic. & Northw.—Sink. f'd.	110	....
Interest bonds	....	....
Consol. bonds	117½	119
Extension bonds	103½	....
1st mortgage	108	....
Coupon gold bonds	113	114
Registered gold bonds	....	113
Iowa Midland, 1st m., 8s	‡118	....
Galena & Chicago, exten.	‡104¼	....
Peninsula, 1st m., conv	‡114	....
Chic. & Milwaukee, 1st m.	‡114	....
Winona & St. P., 1st m	‡....	109½
do 2d m	‡107	110
C. C. C. & Ind's—1st, 7s, s. f.	116½	...
Consol. mortgage	106½	107¾
C. St L.& N. O.- Ten. lien 7s	....	....
1st con. 7s	96	103
Del. Lack. & West.—2d m	103¾	104½
7s, convertible	105	....
Mortgage 7s, 1907	110	....
Syr. Bin gh. & N. Y., 1st, 7s	110	....
Morris & Essex, 1st m	122	....
do 2d mort	111¼	....
do bonds, 1900	90	....
do construct'n	90	....
do 7s of 1871.	108½	....
do 1st con., g'd	104	104¼
Del.& Hud. Canal—1st m., '84	101¾	....
1st mortgage, 1891	103	103½
do extended	‡104	....
do Coup., 7s, '94	103	105½
do Reg. 7s, '94.	106	....
1st Pa. div., coup., 7s, 1917	108½	109
do reg., 7s, 1917	108	....
Albany & Susqueh., 1st m.	‡112	....
do 2d mort	104½	....
do 3d mort	100	....
do 1st con., guar	104	....
Rens.& Saratoga, 1st, coup	‡121	....
do 1st, reg.	....	....
Denv.& R. Grande—1st, 1900	96½	97¼
Erie—1st mort., extended	....	122½
3d mortgage, 7s, 1883	105⅜	105½
4th mortgage, 7s, 1880	‡101½	....
5th mortgage, 7s, 1888	110½	111
1st cons, gold 7s, 1920	113	113¼
Long Dock bonds	‡112	115¼
Buff. N.Y.& E, 1st m., 1916	117	122
N.Y.L.E.&W., n.2d, con., 6s	84¼	84⅞
do 1st, con., f, cp., 7s	....	....
do 2d, con., f.cp., 5s, 6s	....	81½
Han. & St. Jos.—8s, conv	105	105½
Hous.& Tex. C.—1st, m. l., 7s	108	109
1st mort., West. Div., 7s	‡....	106½
1st mort., Waco & N., 7s	....	....
2d C., Main line, 8s	110	....
2d Waco & N., 8s	....	....
Inc. and ind'y, 7s	95	100
Ill. Cent.—Dub.&Sioux C. 1st	....	....
Dub. & Sioux C., 2d div	....	....
Cedar F. & Minn., 1st m	....	102¾
Lake Shore—		
Mich S. & N. Ind., s. f., 7s.	110⅝	....
Cleve. & Tol., sink. fund	109½	110
do new bonds.	108	110
Cleve. P'ville & Ash., old.	101¾	102
do new	111	....
Buffalo & Erie, new bds	113	....
Buffalo & State Line, 7s	103	....
Kal'zoo & W. Pigeon, 1st.	....	...
Det. Mon.& T., 1st, 7s, '1906	...	....
Lake Shore Div. bonds	113	....
do cons. coup., 1st	119⅜	120
do cons. reg., 1st	117	118
do cons. coup., 2d.	...	....
do cons. reg., 2d	...	115
Louisv.& Nash.—Cons. m., 7s	110¼	110⅝
2d mort., 7s, gold	103⅞	....
Cecilian Branch, 7s	....	100½
Nashv. & Decatur, 1st, 7s.	104½	104¾
L. Erie & West'n 1st 6s, 1919.	92	....
Laf. Bl'n & Mun. 1st 6s, 1919	94½	95
Marietta & Cin.—1st mort	100½	....
1st mort., sterling	95	....
Metropolit'n Elev—1st, 1908	101	102¼
Mich. Cent.—Cons., 7s, 1902	120½	....
1st mort., 8s, 1882, s. f	107½	110
Equipment bonds	.	....
Mo. K.& T.—Cons. ass. 1904-6	82½	82⅝
2d mortgage, inc., 1911	37⅜	37½
H. & Cent. Mo., 1st., 1890.	107¼	109½
Mobile & Ohio new mtg. 6s.	91½	92
N. Y. Central—6s, 1883	106	....
6s, 1887	‡108	....
6s, real estate	104⅝	..
6s, subscription	104⅝	....
N. Y. C. & Hud., 1st m., cp.	....	125
do 1st m., reg.	....	124½
Huds. R., 7s, 2d m., s.f., '85	111	....
Canada South., 1st, int. g.	86½	87
Harlem, 1st m., 7s, coup	....	....
do 1st m., 7s, reg	‡125½	128
N. Y. Elevated—1st, 7s, 1906	110½	111
Ohio & Miss.—Consol. s. f'd	‡111	....
Consolidated	....	111
2d consolidated	110	111½
1st m., Springfield div	60	62½
Pacific Railroads—		
Central Pacific—Gold bds.	109½	....
San Joaquin Branch	‡99¼	....
Cal. & Oregon, 1st	100	....
State Aid bonds	‡106	....
Land grant bonds	101½	....
Western Pacific bonds	104½	....
South. Pac. of Cal.—1st m.	....	...
Union Pacific—1st mort	110	....
Land grants, 7s	112¼	....
Sinking fund	113	113¼
Registered, 8s	111½	....
Pacific RR. of Mo.—1st m.	104½	105
2d mortgage	105¼	..
Income, 7s	....	....
1st m., Carondelet Br	....	....
South Pac. of Mo.—1st m.	99	100
Kansas Pac.—		
1st m., 6s, '95, with cp. ctfs	117	117¾
1st m., 6s, '96, do	113½	114
1st m., 7s, Leav. br., do	94	....
1st m., 7s, R.&L.G.D'd, do	....	..
1st m., 7s, land gr't, '80. do	‡120	....
2d mort., '86 do	....	103
Inc. coup. No. 11 on 1916	....	....
Inc. coup. No. 16 on 1916.	74	74¾
Den. Div. 6s ass. cp. ctf	107	107½
Pennsylvania RR—		
Pitts. Ft. W.& Chic., 1st m.	....	128
do do 2d m	122	123
do do 3d m	117	...
Cleve.& Pitts., consol., s.f.	114½	...
do 4th mort	106	....
Col. Chic. & I. C., 1st con	75	75½
do 2d con	‡30¾	33
do 1st Tr't Co. ctfs. ass.	75	75½
do do suppl.	....	76
do 2d do ass.	30½	32¼
Rome Wat. & Og.—Con. 1st.	68¼	68½
St. L. & Iron Mount'n—1st m	‡112½	115
2d mortgage	97⅞	98
Arkansas Br., 1st mort	99	100
Cairo & Fulton, 1st mort.	101½	....
Cairo Ark. & T., 1st mort.	97	97¾
St. L. K.C & N.—R. E.& R., 7s	102¼	102½
Omaha Div., 1st mort., 7s	103	....
St. Chas. B'dge, 1st, 7s, 1908	‡....	101
North Missouri, 1st m., 7s	113	114
St. L. Alton & T. H.—1st m.	112	....
2d mortgage, pref	....	96
do income	...	71
Belleville & So. Ill., 1st m.	....	....
St. P. & Sioux C. 1st 6s, 1919	95⅝	96
Tol. Peo. & W.—1st m., E.D.	....	....
1st mortgage, W. D	....	....
Burlington Div	....	....
2d mortgage, 1886	....	....
Consol., 7s, 1910	....	....
Pur. Com. rec'pts, 1st, E.D	‡113x	116
do 1st, W. D.	‡115	123
do Bur. Div.	....	....
1st pref. inc. for 2d mort.	‡57	57½
1st inc, for consol	....	....
Wabash RR.—Mtg. 7s of '79.	70	....
T.&Wab., 1st ext. 7s, ex cp.	107½	....
1st St. L. div. 7s, ex mat. cp.	98¾	99¾
2d mortgage ext., ex coup	95¾	96½
Equipment bonds, 7s, 1883	95	....
Consol. conv. ex coupon.	89⅞	90
Gt. Western, 1st m., ex cp	‡107	....
do 2d m., 7s, '93, ex cp	95	96
Q. & Tol., 1st, 7s, '90, ex cp.	‡95	....
Ill.& So. Ia., 1st m. 7s, ex cp	....	....
West. Un. Tel.—1900, coup.	....	....
1900, registered	113½	....
Spring. V'y W. Works, 1st 6s.	....	99
INCOME BONDS.		
Central of N. J., 1908	79	81½
Chic. St. L.& N. O., 2d m., 1907	58	...
Leh. & Wilkes B. Coal, 1888	58	62
Lake Erie & W'n Inc. 7s, '99	54	....
Laf. Bl. & Mun. Inc. 7, 1899	60	67½
Mobile & O. 1st pref. deben.	52	53
St. L. I. M.&S.—1st 7s, prf. int.	76	78
2d int., 6s, accum'lative	68½	69½
Montclair & G. L.—1st, 7s, n.	30	45
N. J. Midland—1st, 7s, gold.	60	62
2d mort	15	18
New Jersey So.—1st, 7s, new	75	80
N. Y. & Osw. Midl'd—1st m.	24	26
Rec. certif's assented	70	80
do not assented.	90	100
St. Joseph & West'n—1st m.	82	85
2d mortgage	42	45
Stock	20	22
St. L.& San F.—2d m., class A	87	....
2d mortgage, class B	58½	59
do class C	....	57
St. L.& S.E.—Cons., 7s, g., '94	70	90
St. L. Vandalia& T.H.—1st m	107	109½
2d mortgage, guar	†88½	90½
South Side (L. I.)—1st mort	92	95
South Minn.—1st m., 7s, '88.	102	....
1st mortgage, 7s (pink)	100	104
Extension	95	....
Texas & Pac.—1st, 6s, 1905	....	....
Consol. 6s. 1905	....	....
Income and land gr't, reg.	....	....
Tol. Can. S.& Det.—1st, 7s, g	62	70
Union & Logansport—7s	95	98
U. Pac. South Branch	91	95

Miscellaneous List.

(Brokers' Quotations.)

RAILROADS.	Bid.	Ask.
Atchison & P. Peak—6s, gld	108	118
Bost. & N. Y. Air-L—1st m.	106	....
Cent. of Ia.—1st m., 7s, gold	96	98
Chic.& Can. So.—1st m., g., 7s	58	65
Chic. & East. Ill.—1st m., 6s	91	93
2d mortgage, inc., 7s	55	60
Chic. St. P.& M'polis—1st. 6s	103½	103¾
Land grant income, 6s	..	92
Chic.& Southwest.—7s, guar	108	110
Cin. Lafayette & Ch.—1st m	76	82½
Cin.& Spr.—1st, C.C.C.&I., 7s	95	99
1st m., g'd L. S. & M. S., 7s	102	104
Col.& Hock. V.—1st, 7s, 30 yrs	†106	110
1st, 7s, 10 years	†100	...
2d, 7s, 20 years	†100	103
Denver Pac.—1st, 7s, ld. gr., g	85	95
Erie & Pittsburg—1st m., 7s	100	104
Con. mortgage, 7s	100	104
7s, equipment	85	90
Evansv. & Crawfordsv.—7s.	102	105
Evansv. T.H. & Chic.—7s, g.	65	....
Flint & Pere M.—8s, l'd gr't	95	102
Galv. Hous.& H.—7s, gld, '71	90	95
Gr'nd R.&Ind.—1st, 7s, l.g.gu	105	....
1st, 7s, ld. gr., not guar	93	....
1st, ex land grant, 7s	70	78
Hous.& Gt.N.—1st, 7s, g., ctfs	91	93
Indiana Bl, & W.—1st m	65	70
2d mortgage	45	55
Incomes	30	35
Stock	19	22
Indianapolis & St. L.—1st, 7s	73½	80
Indianap.& Vinc.—1st, 7s, gr	101	103½
International (Tex.)—1st, 7s	91	92
Int. H. & Gt. No.—Conv., 8s	30	33
Jefferson RR.—1st, 7s	105	....
Kansas & Nebraska, 1st m.	74	77
do do 2d m.	34	37
Long Island—1st mortgage.	106	108
Montclair & G. L.—1st, 7s, n.	30	45
N. J. Midland—1st, 7s, gold.	60	62
2d mort	15	18
New Jersey So.—1st, 7s, new	75	80
N. Y. & Osw. Midl'd—1st m.	24	26
Rec. certif's assented	70	80
do not assented.	90	100
St. Joseph & West'n—1st m.	82	85
2d mortgage	42	45
Stock	20	22
St. L.& San F.—2d m., class A	87	....
2d mortgage, class B	58½	59
do class C	....	57
St. L.& S.E.—Cons., 7s, g., '94	70	90
St. L. Vandalia& T.H.—1st m	107	109½
2d mortgage, guar	†88½	90½
South Side (L. I.)—1st mort	92	95
South Minn.—1st m., 7s, '88.	102	....
1st mortgage, 7s (pink)	100	104
Extension	95	....
Texas & Pac.—1st, 6s, 1905	....	....
Consol. 6s. 1905	....	....
Income and land gr't, reg.	....	....
Tol. Can. S.& Det.—1st, 7s, g	62	70
Union & Logansport—7s	95	98
U. Pac. South Branch	91	95

Southern Securities.

(Brokers' Quotations.)

STATES.	Bid.	Ask.
N. Carolina.—New 4s	59	62
So. Carolina—Con., 6s (good)	80	90
Rejected (best sort)	....	....
Texas—6s, 1892 M.& S.	†103	105
7s, gold, 1892-1910 J.& J.	†111	112
7s, gold, 1904 J.& J.	†112	113
10s, pension, 1894 J.& J.	†99	100
Virginia—New 10-40s	51	53
CITIES.		
Atlanta, Ga.—7s	100	103
8s	105	....
Water works	98	102
Augusta, Ga.—7s, bonds	104	....
Charleston, S. C.—Stock, 6s.	60	62
7s, F. L.	64	66
Columbus, Ga.—7s, bonds	70	80
Macon—Bonds, 7s	75	85
Memphis—Bonds, C	9	17½
Bonds, A and B	9	17½
Endorsed M. & C. RR	9	18
Compromise	20	35
Mobile—5s, coupons on	10	15
8s, coupons on	10	15
6s, funded	26	29
Montgomery—New 5s	40	50
New 3s	20	35
Nashville—6s, old	80	90
6s, new	80	90
New Orleans—Prem., 5s	27	29
Consolidated, 6s	31	34
Railroad, 6s	27	30
Norfolk—3s	118	119
Petersburg—6s	100	103
8s	115	120
Richmond—6s	106	109
Savannnah—Cons., new, 5s.	70	74
RAILROADS.		
Ala.&Chat.—Rec'rs ctfs, var	50	100
Atlantic & Gulf—Consol	102	105
Consol., end. by Savan'h	30	40
Cent. Georgia—Cons. m., 7s	109	111
Stock	68	70
Charl'te Col.& A.—Cons., 7s	94	96
2d mortgage, 7s	70	75
East Tenn. & Georgia—6s	92	96
E. Tenn.& Va.—6s, end. Tenn	95	100
E. Tenn. Va. & Ga.—1st, 7s.	99	100½
Stock	37	45
Georgia RR.—7s	107	112
6s	98	102
Stock	80	85
Greenville & Col.—7s, 1st m.	....	90
7s, guar	55	65
Macon & Aug.—2d, endors.	95	100
Memphis& Cha'ston—1st, 7s	97	101
2d, 7s	75	77
Mississippi Cent—1st m., 7s	102	105
2d mort., 8s	104	110
Miss. & Tenn.—1st m., 8s, A	110	115
1st mortgage, 8s, B	88	91
N. O. & Jacks.—1st m., 8s	109	112
Certificate, 2d mort., 8s	104	107
Nashville Chat.& St. L.—7s.	102	....
1st, 6s, Tenn. & Pac. Br	....	94¼
1st, 6s, McM.M.W.&Al.Br.	....	93
Norfolk & Petersb.—1st, 8s.	109	....
1st mortgage, 7s	107	110
2d mortgage, 8s	101	106½
Northeast., S. C.—1st m., 8s.	112	....
2d mortgage, 8s	97	....
Orange & Alex'a—1sts, 6s	96	100
2ds, 6s	95½	96½
3ds, 8s	67	67¼
4ths, 8s	30½	31½
Rich.& Dan.—1st consol., 6s	96	97
Southw. Ga.—Conv., 7s, '86.	103	....
Stock	82	...
S. Carolina RR.—1st m., 7s.	99	101
7s, 1902, non-enjoined	53	57
West Ala.—1st mort., 8s	107	109
2d mort., 8s, guar	107	109
PAST-DUE COUPONS.		
Tennesssee State coupons	10	25
South Carolina consol	40	....
Virginia coupons	20	...
do consol. coupons	82	84

* Prices nominal. † And accrued interest. ‡ No price to-day; these are latest quotations made this week.

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Federal Reserve Bank of St. Louis

NEW YORK LOCAL SECURITIES.

Bank Stock List.

Companies. (Mark'd thus (*) are not Nat'l.)	Capital. Par	Capital. Amount	Surplus at latest dates. §	Dividends. Period	1877.	1878.	Last Paid.	Price. Bid.	Ask.
America*	100	3,000,000	1,287,400	J. & J.	8	8	July, '79.	3½	138	....
Am. Exchange	100	5,000,000	1,323,600	M.&N.	5½	6	May, '79.	3	115	116½
Bowery	100	250,000	194,400	J. & J.	12	11	July, '79.	5	...	....
Broadway	25	1,000,000	1,161,300	J. & J.	16	16	July, '79.	8	...	....
Butchers' & Dr.	25	300,000	80,400	J. & J.	8	....	July, '79.	3	....	....
Central	100	2,000,000	336,900	J. & J.	8	7	July, '79.	3½	....	....
Chase	100	300,000	41,200	.....	....	....	Sept. '79.	3	104	105
Chatham	25	450,000	141,000	J. & J.	9	6	July, '79.	3	120	125
Chemical	100	300,000	3,251,700	Bi-m'ly	100	100	Sept. '79.15		1600	....
Citizens'	25	600,000	159,000	J. & J.	6½	6	July, '79.	3	....	....
City	100	1,000,000	1,488,200	M.&N.	10	10	Nov., '79.	5	....	....
Commerce	100	5,000,000	2,604,100	J. & J.	6	8	July, '79.	4	134¾	135½
Continental	100	1,000,000	142,900	J. & J.	....	....	July, '79.	3½	103	105
Corn Exch'ge*	100	1,000,000	791,600	F. & A.	10	10	Aug. '79.	5	....	....
East River	25	250,000	65,000	J. & J.	6½	3½	July, '79.	3½	...	....
11th Ward*	25	100,000	11,800	J. & J	....	....	July, '76.	3	....	....
Fifth	100	150,000	49,500	J. & J.	10	6	July, '79.	3	....	...
Fifth Avenue*	100	100,000	190,700	.....	....	....	.....		240	....
First	100	500,000	3,958,500	Q—J.	12	12	Oct., '79.	5	500	....
Fourth	100	3,200,000	928,200	J. & J.	6½	6	July, '79	3	106	....
Fulton	30	600,000	406,100	M.&N.	10	10	May, '79.	3½	....	....
Gallatin	50	1,000,000	676,700	A.& O.	7	7	Oct., '79.	4	....	....
German Am.*	75	750,000	51,100	F. & A.	....	...	Aug. '79.	2½	....	....
German Exch.*	100	200,000	58,500	May.	6	5	May, '79.	5	....	....
Germania*	100	200,000	54,100	May.	6	....	May, '77.	6	....	....
Greenwich*	25	200,000	17,800	M.&N.	7	6	May, '79.	3	...	....
Grocers*	30	225,000	23,700	J. & J.	3	..	Jan., '77.	3	....	....
Hanover	100	1,000,000	183,300	J. & J.	7	7	July, '79.	3½	119½	114
Imp. & Traders'	100	1,500,000	1,785,200	J. & J.	14	14	July, '79.	7	209	....
Irving	50	500,000	127,100	J. & J.	8	8	July, '79.	4	..	....
Island City*	50	100,000	7,200	J. & J.	6½	3	Jan., '78.	3	....	....
Leather Manuf.	100	600,000	432,400	J. & J.	12	11	July, '79.	4	....	...
Manhattan*	50	2,050,000	1,015,900	F. & A	8	8	Aug. '79.	3½	139	143
Manuf. & Mer.*	20	100,000	9,400	J. & J.	....	....	July, '79.	2½	....	80
Marine	100	400,000	100,800	J. & J.	....	...	July, '79.	3	101	....
Market	100	500,000	274,800	J. & J.	7½	7	July, '79.	3½	....	....
Mechanics'	25	2,000,000	916,900	J. & J	9	8	July, '79.	4	135	....
Mech. Assoc'n.	50	500,000	83,000	M.&N.	2½	2	May, '79.	2	....	....
Mech'ics & Tr.	25	300,000	87,900	M.&N.	7½	....	July, '79.	2½	....	....
Mercantile	100	1,000,000	220,900	M.&N.	6	6	May, '79.	3	92	....
Merchants'	50	2,000,000	671,100	J. & J.	7½	6½	July, '79	3½	125½	130½
Merchants' Ex.	50	1,000,000	153,700	J. & J.	6½	....	July, '79.	2½	....	70
Metropolis*	100	300,000	56,400	J. & J.	...	....	July, '79.	3½	....	....
Metropolitan	100	3,000,000	792,000	J. & J.	10	10	July, '79.	4	132	133
Murray Hill*	100	100,000	75,600	.....	....	12	July, '79.	6	...	....
Nassau*	100	1,000,000	58,800	M.&N.	6	5	May, '79.	2½	80	....
New York	100	2,000,000	689,900	J. & J.	7½	7	July, '79.	4	....	...
N. Y. County	100	200,000	66,600	J. & J.	8	8	July, '79.	4	....	....
N. Y. N. Exch.	100	300,000	77,900	F. & A.	8	8	Aug. '79.	3½	....	...
Ninth	100	750,000	78,500	J. & J.	3	....	July, '79.	2½	85	...
No. America*	70	700,000	105,500	J. & J.	6	...	July, '77.	3	....	....
North River*	30	240,000	77,900	J. & J.	....	...	July, '79.	3½	...	...
Oriental*	25	300,000	167,700	J. & J.	11	10	July, '79.	4	....	....
Pacific*	50	422,700	214,300	Q—F.	12	10	Aug. '79.	2½	140	....
Park	100	2,000,000	255,900	J. & J.	6	6	July, '79.	3	109	110
People's*	25	412,500	120,000	J. & J.	10	8	July, '79.	3½	....	....
Phenix	20	1,000,000	174,100	J. & J.	6	6	Jan., '79.	3	90	....
Produce*	50	125,000	51,100	.....	....	....	July, '74.	3½	...	....
Republic	100	1,500,000	374,100	F.& A.	6½	6	Aug. '79.	3½	...	..
St. Nicholas	100	500,000	117,300	F.& A.	6½	....	Aug. '79.	3	102	...
Seventh Ward	100	300,000	53,300	J. & J.	3	3	July, '78.	3	....	...
Second	100	300,000	74,000	J. & J.	10	9	July, '79.	4	....	...
Shoe & Leather	100	500,000	172,800	J. & J.	10	10	July, '79.	4	....	....
Sixth	100	200,000	46,300	J. & J.	7	6	July, '79.	3	....	....
State of N. Y.	100	800,000	244,300	M.&N.	7	7	May, '79.	3½	....	...
Third	100	1,000,000	52,300	J. & J.	3	3	Jan., '78.	3	....	....
Tradesmen's	40	1,000,000	266,200	J. & J.	9	7½	July, '79.	3½	....	....
Union	50	1,200,000	685,600	M.&N.	8	10	May, '79.	4	142	....
West Side*	100	200,000	101,700	J. & J.	8	8	July, '79.	6	...	...

§ The figures in this column are of date Oct. 2, 1879, for the National banks, and of date Sep. 13 for the State banks.

Gas and City Railroad Stocks and Bonds.

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

Gas Companies.	Par.	Amount.	Period.	Rate.	Date. *	Bid.	Ask.
Brooklyn Gas Light Co.	25	2,000,000	Var.	5	May, '79	130	140
Citizens' Gas Co (Bklyn)	20	1,200,000	Var.	2½	July, '79	70	80
do bonds	1,000	315,000	A. & O.	7	1898	98	103
Harlem	50	1,850,000	F.& A.	3	Feb., '78	37	45
Jersey City & Hoboken	20	750,000	J. & J.	7½	July, '79	135	145
Manhattan	50	4,000,000	J. & J.	5	June, '79	150	160
Metropolitan	100	2,500,000	M. & S	5	Aug., '79	115	125
do certificates	Var.	1,000,000	M. & S	3½	Aug., '79	98	101
Mutual, N. Y	100	5,000,000	Quar.	1½	July, '79	60	70
do bonds	1,000	1,000,000	F.& A.	...	1882	100	104
Nassau, Brooklyn	25	1,000,000	Var	3	July, '79	70	80
do scrip	Var.	700,000	M.&N.	3½	May, '79	90	95
New York	100	4,000,000	M.&N.	4	May, '79	95	100
People's (Brooklyn)	10	1,000,000	J. & J.	3½	Jan., '76	30	40
do do bonds	1,000	300,000	M.&N.	7	1897	90	96½
do do certificates	Var.	300,000	J. & J.	3½	July, '79	85	90
Central of New York	50	466,000	F.& A.	3	Aug., '79	50	60
Williamsburg	50	1,000,000	Quar.	2	July, '79	80	90
do scrip	Var.	1,000,000	J. & J.	3½	July, '79	90	95
Metropolitan, Brooklyn	100	1,000,000	M. &N.	2½	May, '79	75	82½
Municipal	100	1,500,000	.....	3	June, '79	139	150
do bonds	....	750,000	M. &N.	6	1888	106	110

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

	Par.	Amount.	Period.	Rate.	Date. *	Bid.	Ask.
Bleecker St. & Fulton Ferry—stk.	100	900,000	J. & J.	¾	July, '79	12	20
1st mortgage	1,000	694,000	J. & J.	7	J'ly, 1900	85	90
Broadway & Seventh Ave—stk.	100	2,100,000	Q—J.	1½	Oct., '79	60	65
1st mortgage	1,000	1,500,000	J. & D.	7	July, '84	101	102
Brooklyn City—stock	10	2,000,000	Q—F.	3½	Aug. '79	130	140
1st mortgage	1,000	300,000	M.&N.	7	Nov., '80	102	110
Broadway (Brooklyn)—stock	100	200,000	Q—J.	3	Oct., '79	135	150
Brooklyn & Hunter's Pt—stock	100	400,000	A. & O.	3	Apr., '79	95	100
1st mortgage bonds	1,000	300,000	J. & J.	7	1888	100	102
Bushwick Av. (B'klyn)—stock	100	500,000	.....	..	.....	85	92½
Central Pk., N. & E. River—stk.	100	1,800,000	J. & J.	2½	July, '79	45	50
Consolidated mortgage bonds	1,000	1,200,000	J. & D.	7	Dec. 1902	97	100
Dry Dock, E. B. & Battery—stk.	100	1,200,000	Q—F.	2	Aug. '79	90	....
1st mortgage, cons'd	500&c	900,000	J. & D	7	June, '93	105	110
Eighth Avenue—stock	100	1,000,000	Q—J.	3†	July, '79	100	....
1st mortgage	1,000	203,000	J. & J.	7	Jan., '84	100	110
2d St. & Grand St Ferry—stock	100	748,000	M.&N.	6	May, '78	140	150
1st mortgage	1,000	236,000	A.&O.	7	Apr., '93	105	115
Central Cross Town—stock	100	600,000	.....	....	.....	....	40
1st mortgage	1,000	200,000	M. & N.	7	Nov. 1904	99	101
Houston, West st. & Pav. F'y—stk	100	250,000	.....	....	.....	10	20
1st mortgage	500	500,000	J. & J.	7	July, '94	80	86
Second Avenue—stock	100	1,199,500	Q.—F.	2	Apr., '78	32	35
3d mortgage	1,000	150,000	A.&O.	7	Apr., '85	95	100
Cons. Convertible	1,000	1,050,000	M.&N.	7	May, '88	75	80
Extension	500&c.	200,000	A.&O.	7	Sept., '88	75	80
Sixth Avenue—stock	100	750,000	M.&N.	5	May, '77	85	95
1st mortgage	1,000	415,000	J. & J.	7	July, '90	05	115
Third Avenue—stock	100	2,000,000	Q—F.	5	Aug., '79	25	130
1st mortgage	1,000	2,000,000	J. & J.	7	July, '90	101	102
Twenty-third Street—stock	100	600,000	J. & J.	4	Aug. '79	98	101
1st mortgage	1,000	250,000	M.& N.	7	May, '98	109	104

* This column shows last dividend on *stocks*, but the date of maturity of *bonds*.
† Also 6 per cent extra.

Insurance Stock List.

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

Companies.	Capital. Par.	Capital. Amount	Net Surplus, July 1, 1879.*	Dividends. 1876.	1877	1878.	Last Paid.	Price. Bid.	Ask.
Adriatic	25	200,000	4,877	10	10	5	July, '78. 5	40	....
Ætna	100	200,000	—10,944	25	15	8½	July. '78. 3½	50	65
American	50	400,000	†460,49[illegible]	15	15	14	July. '79. 3½	115	....
American Exch	100	200,000	68,826	10	10	10	July, '79. 5	....	100
Amity	100	200,000	.....	8	4	N'ne	Jan., '77. 4	50	....
Atlantic	50	200,000	.....	10	10	10	July. '78. 5	...	70
Bowery	25	300,000	398,757	20	20	20	June. '79.10	180	200
Broadway	25	200,000	298,201	20	20	20	Aug. '79. 8	180	200
Brooklyn	17	153,000	197,692	20	20	20	July, '79.10	170	....
Citizens'	20	300,000	488,881	20	20	20	July, '79.10	185	195
City	70	210,000	163,191	20	17½	10·72	Aug. '79. 5	110	120
Clinton	100	250,000	145,144	20	18	12	July. '79. 5	110	120
Columbia	30	300,000	—1,422	10	5	N'ne	July, '77. 5	45	50
Commercial	50	200,000	100,780	25	25	18	Jan., '79.10	105	120
Continental	100	1,000,000	1,040,755	11·45	12·50	13·40	July, '79.6·83	165	170
Eagle	40	300,000	531,670	30	20	20	Oct., '79. 5	....	100
Empire City	100	200,000	80,008	14	14	10	July, '79. 5	95	103
Exchange	30	200,010	105,240	20	15	10	Aug. '79. 5	100	107
Farragut	50	200,000	135,882	15	15	15	July, '79. 7½	115	125
Firemen's	17	204,000	68,253	15	12	10	July, '79 3½	95	100
Firemen's Fund	10	150,000	.....	10	10	N'ne	July, '77. 5	45	....
Firemen's Tr.	10	150,000	73,673	12	12	11	July, '79. 5	100	....
Franklin & Emp	100	200,000	147,083	....	...	...	July, '79. 7	115	...
German-Amer.	100	1,000,000	822,547	10	10	10	July, '79. 5	135	140
Germania	50	500,000	703,104	30	30	22	July, '79. 7	....	175
Globe	50	200,000	124,936	20	20	10	July. '79. 5	107	....
Greenwich	25	200,000	339,629	40	40	30	July, '79. 7½	250	....
Guardian	100	200,000	28,078	10	10	7	July, '79. 3½	60	70
Hamilton	15	150,000	127,694	20	20	17½	July. '79. 5	120	125
Hanover	50	500,000	639,569	10	10	10	July. '79.15	150	160
Hoffman	50	200,000	56,883	10	10	10	July, '79. 5	80	87
Home	100	3,000,000	1,179,594	10	10	10	July, '79. 5	123	125
Hope	25	150,000	569	10	10	10	Jan., '79. 3½	55	....
Howard	50	500,000	94,260	12	12	10	Jan., '79. 5	80	95
Importers' & T.	50	200,000	86,070	12	12	10	July, '79. 5	97	105
Irving	100	200,000	7,453	10	13	10	July, '79. 3½	60	70
Jefferson	30	200,010	†288,638	10	10	10	Sept. '79 5	125	130
Kings Co. (Bkn)	20	150,000	188,040	20	20	20	July, '79.10	160	....
Knickerbocker	40	280,000	3,420	10	10	5	Jan., '79. 5	45	60
Lafayette (Bkn)	50	150,000	143,113	20	20	16	July, '79 6	120	130
Lamar	100	200,000	93,141	10	10	10	July, '79. 5	95	105
Lenox	25	150,000	35,537	10	10	10	July, '79. 5	80	90
Long Isl. (Bkn.)	50	200,000	260,704	20	20	16	July, '79. 5	120	130
Lorillard	25	300,000	31,194	10	10	10	Jan., '79. 5	60	73
Manuf. & Build.	100	200,000	203,802	11	12	12	July, '79. 6	132	140
Manhattan	100	250,000	119,904	14	20	10	July, '79. 5	95	105
Mech. & Trad'rs'	25	200,000	240,935	30	30	20	July, '79.10	155	170
Mech'ics' (Bkn)	50	150,000	179,803	20	20	20	July, '79.10	165	....
Mercantile	50	200,000	38,280	10	10	10	July, '79. 5	70	85
Merchants'	50	200,000	153,269	20	20	16	July, '79. 5	125	132
Montauk (Bkn)	50	200,000	98,541	20	18	12	July, '79. 5	108	112
Nassau (Bklyn)	50	200,000	165,652	25	20	20	July, '79.10	....	165
National	37½	200,000	104,695	16	14	10	July, '79. 5	100	109
N. Y. Equitable	35	210,000	304,366	20	20	20	July, '79. 5	160	170
New York Fire	100	200,000	133,855	20	17	14	Aug '79. 5	110	125
N. Y. & Boston	100	200,000	21,126	....	....	N'ne	.....	...	65
New York City	100	300,000	22,054	10	10	N'ne	Jan., '79. 5	50	60
Niagara	50	500,000	454,283	10	12	11	July, '79. 6	118	....
North River	25	350,000	114,976	12	11	10	Oct., '79. 4	100	110
Pacific	25	200,000	400,203	30	20	30	July, '79.10	195	206
Park	100	200,000	102,046	20	20	12	July, '79. 6	106	....
Peter Cooper	20	150,000	198,687	20	20	20	July, '79.10	180	....
People's	50	150,000	104,055	20	18	12	July, '79. 6	109	115
Phenix (Bklyn)	50	1,000,000	497,251	20	20	15	July, '79. 5	112	....
Produce Exch.	100	200,000	.....	8½	3½	N'ne	Jan., '77. 3½	100	.
Relief	50	200,000	46,949	10	10	10	July, '79. 5	....	90
Republic	100	300,000	24,638	10	10	5	July, '79. 3½	60	70
Ridgewood	100	200,000	....	13	12	10	July, '79. 5	95	....
Rutgers'	25	200,000	193,078	25	20	20	July, '79.10	150	165
Safeguard	100	200,000	.....	15½	16	16	July, '79 8	100	....
St. Nicholas	25	200,000	23,325	10	10	9	Aug. '79 5	70	....
Standard	50	200,000	160,272	11·55	12·35	6·23	July, '79. 3½	110	125
Star	100	300,000	148,074	15	17½	12½	July, '79. 6	110	115
Sterling	100	200,000	34,310	10	10	10	Aug. '79. 3½	70	80
Stuyvesant	25	200,000	143,401	20	16	14	July, '79. 5	....	....
Tradesmen's	25	300,000	106,523	25	20	10	July, '79. 5	95	100
United States	25	250,000	210,962	16	16	12	July, '79. 5	120	....
Westchester	10	300,000	101,565	10	10	10	Aug '79. 5	...	110
Williamsb'g C.	50	250,000	403,362	20	20	20	July, '79.10	185	....

* Over all liabilities, including re-insurance, capital and scrip. † Inclusive o scrip. Figures with a minus sign (—) indicate extent of impairment.

City Securities.

[Quotations by DANIEL A. MORAN, Broker, 27 Pine Street.]

	Interest. Rate.	Interest. Months Payable.	Bonds due.	Price. Bid.	Ask
New York:					
Water stock 1841-63.	5	Feb., May Aug. & Nov.	1880	100	101
Croton water stock 1845-51.	5	do do	1890	104	105
do do 1852-60.	6	do do	1883-1890	104	107
Croton Aqued'ct stock 1865.	6	do do	1884-1911	106	112
do pipes and mains	7	May & November.	1884-1900	110	124
do reservoir bonds	6	Feb., May, Aug. & Nov.	1907-1911	109	112
Central Park bonds 1853-57.	5	do do	1898	108	109
do do 1853-65.	6	do do	1895	108	109
Dock bonds 1870.	7	May & November.	1901	123	128
do 1875.	6	.....	1898	107	109
Market stock 1865-68.	7	May & November.	1894-1897	118	119
Improvement stock 1869	6	do do	1889	107	108
do do 1869.	7	do do	1879-1890	102	116
Consolidated bonds var.	6 g.	do do	1901	113	115
Street imp. stock var.	6	do do	1888	102½	105
do do var.	7	do do	1879-1882	102	105
New Consolidated	6 g.	January & July.	1896	113	115
Westchester County	7	do do	1894	118	119

[Quotations by N. T. BEERS, Jr., Broker, 1 New st.]

Brooklyn—Local Imp'em'ts—					
City bonds	7	January & July,	1879-1880	101	103
do	7	do do	1881-1895	102	111
Park bonds	7	do do	1915-1924	123	126
Water loan bonds	7	do do	1900-1924	120	124
Bridge bonds	7	do do	1904-1912	120	125
Water loan	6	do do	1889-1905	110	113
City bonds	6	do do	1881-1895	102½	111
Kings Co. bonds	7	May & November.	1880-1883	103	108
do do	6	do do	1880-1885	101	107
Park bonds		January & July.	1924	109	113
Bridge		do do	1907-1910	109	113
*All Brooklyn bonds flat.					

[Quotations by C. ZABRISKIE, 47 Montgomery St., Jersey City.]

Jersey City—					
Water loan long	6	January & July.	1895	96	98
do 1869-71.	7	January & July.	1899-1902	100	103
Sewerage bonds 1866-69.	7	do do	1878-1879	95	97
Assessment bonds 1870-71.	7	Jan., May, July & Nov.	1878-1879	95	97
Improvement bonds	7	J. & J. and J & D.	189[illegible]-94	95	97
Bergen bonds 1868-69.	7	January and July	1900	95	97

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Federal Reserve Bank of St. Louis

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.

Central Pacific Railroad.

(*For the year ending Dec.* 31, 1878.)

The annual report for 1878 has just come to hand. The statement of earnings, expenses and balance sheet was published in the CHRONICLE, however, as early as June 21 last, on page 623, and the only other figures of special interest at this late date are the earnings and expenses for the six months ending June 30, 1879, which are given below, and show a considerable increase in expenses for the six months of 1879, and a corresponding decrease in net earnings.

The President remarks in his report:

"Since your last annual meeting, the Supreme Court has decided the Thurman Bill to be constitutional in its provisions. That bill assumes to dispose of the net income of your company. The new constitution of the State provides for the control of the gross income by three commissioners. The two seem to be entirely inconsistent, for the control of the net income would appear necessarily to carry with it the control of the gross, so as to permit the possibility of a net. The commissioners elected under the new constitution may so control the gross income as to leave no net. In this there is a manifest conflict of jurisdiction, and a judicial decision determining between these two mighty and conflicting powers is necessary for the protection of the interests of the stockholders and creditors of the company.

"There is no foundation in good reason for the attempts made by the general government and by the State to specially control your affairs. It is a question of might, and it is to your interest to have it determined where the power resides." * * *

"Your company, however, has little to apprehend from the illy-digested and illy-considered article in the new constitution, providing for the election of commissioners with autocratic powers, because the act of Congress authorizing the construction of your road has given to you the regulation of your own freights and fares up to a certain point, as appears in section 18 of the Act of July 2, 1862. If the commissioners should be inclined to rule hardly against the railroad companies, the interests of the State (which cannot be developed fairly except through the construction and operation of many more miles of railroad than it now has) will require that they shall practically do no injury to existing railroads; because if they do there will surely be no further construction of railroads in this State, for no capitalists can be found so reckless as to make investments where the gross proceeds are to be regulated by somebody aside from those who make the investment and who may be the owners." * * * * * * *

"The changes in the organic law in relation to railroad corporations were undoubtedly influenced by the consideration that your company has received in some manner aid from county, State and national governments; but, as to what this aid was, there is unquestionably great misapprehension. The fact is, there has never been any donation made to your company either by the national, the State, or the county governments. The counties of Sacramento and Placer subscribed to the stock of your original company, and gave their bonds in payment. Afterwards, they disposed of their stock for as much as, or more than, the bonds were worth at the time they issued them. The city and county of San Francisco, apprehensive of possible liability for the debts of the company when its affairs did not look very bright, compromised with the company, and, in lieu of subscribing for stock, gave four hundred of her bonds. The only aid rendered by the State was, under contract, to pay the interest on 1,500 of the company's bonds of $1,000 each—the company to pay the principal, and in return it was to render, and has been rendering, very important service. The aid derived from the government of the United States was its bonds loaned, and alternate sections of land given upon a contract very onerous upon your company, and of which only its possible want of ability to otherwise construct the road justified acceptance. Your company has not been enriched by donations. The county, State and national governments have, under their contracts, not only realized all, and more than, they expected, but have had much the best of the bargain. If, when they made those contracts, they wanted something else than therein provided—a freer exercise of power of regulation, for instance—they ought to have so nominated in the bond. To claim and take what is not so nominated is to take by the exercise of might, not of right. Under these contracts the company owes the counties, the State and the United States nothing but its good will and loyalty."

STATEMENT OF THE EARNINGS AND OPERATING EXPENSES FOR THE SIX MONTHS ENDING JUNE 30TH, FOR THE YEARS 1878 AND 1879.

1878. Month.	Gross earnings.	Operating expenses.	Earnings over operating expenses.
January	$1,095,787	$564,542	$531,244
February	967,510	564,890	402,619
March	1,217,796	587,060	630,736
April	1,522,988	609,372	913,615
May	1,583,654	653,894	929,760
June	1,386,849	609,553	777,296
Total	$7,774,586	$3,589,313	$4,185,272

1879. Month.	Gross earnings. Local.	Through.	Total.	Operating expenses.	Earnings over opert'g expenses
January	$781,847	$307,318	$1,089,166	$841,022	$248,143
February	693,892	362,798	1,056,691	868,059	188,631
March	897,955	382,316	1,280,272	855,712	424,559
April	981,251	425,349	1,406,600	827,634	578,965
May	1,061,207	518,383	1,579,591	844,609	734,981
June	926,073	517,014	1,443,087	834,878	608,209
Total	$5,342,228	$2,513,181	$7,855,409	$5,071,917	$2,783,491
Increase	$97,823	.....	$80,822	$1,482,603	.....
Decrease	.....	$17,001	.....	.....	$1,401,791

NOTE—Leased railroads account is included in operating expenses in 1879, but was not included in first six months of 1878.

Louisville & Nashville Railroad.

(*For the year ending June* 30, 1879.)

Extracts from the annual report of this company were published at length in the CHRONICLE of October 11, on page 381. The following matters of detail are supplementary to the statements there published:

EARNINGS AND EXPENSES OF LOUISV. & NASHV. AND LEASED LINES.

Sources.		Gross Earnings.	Operating Expenses.	Net Earnings.
Total pass. earnings	$1,112,431			
Total express service	160,962			
Total mail service	124,022			
Train privileges	3,805—	$1,401,220	$921,973	$479,247
Rent of passenger cars		22,541	.....	22,541
Total freight earnings		2,957,539	1,675,239	1,282,300
Rent of freight cars		66,257	.....	66,257
Detention of freight cars, storage, &c.		4,824	.....	4,824
Rent of engines		47,572	.....	47,572
Rents		14,443	.....	14,443
Total		$4,514,398	$2,597,212	$1,917,185

PROFIT AND LOSS ACCOUNT.

Amount of account June 30, 1878			$3,304,764
Profit on Montgomery & Eufaula RR. bonds			247,605
Credits during the year			2,464
Gross earnings			3,767,858
Gross earnings N. & D. RR.			728,653
			$8,051,346
Running expenses L. & N. RR. and Branches		$2,176,980	
Interest account		1,065,499	
Discount on ten-year bonds		147,500	
Discount on Cecilian Branch bonds		74,055	
Discount on Louisville Bridge stock		15,285	
Sundry charges		26,289	
Running expenses, N. & D. RR.	$405,549		
Interest account do	149,059		
Hire of cars and engines do	38,525		
Dividend account do	98,553—	691,687	
Dividend No. 25		135,123	
Dividend No. 26, payable 10th August, 1879		226,322—	4,558,742
Balance to credit June 30, 1879			$3,492,603

GROSS AND NET EARNINGS FROM PASSENGERS AND FREIGHT, INCLUDING MISCELLANEOUS.

	Gross.	Net.
1872-73	$5,622,423	$1,525,289
1873-74	4,949,420	1,469,802
1874-75	4,308,952	1,516,398
1875-76	4,286,167	1,711,729
1876-77	4,556,644	1,942,664
1877-78	4,762,909	2,050,593
1878-79	4,514,398	1,917,185

TONNAGE AND PASSENGER TRAFFIC.

	Tons carried one mile.	Passengers carr'd one mil.
1872-73	468,949,277	43,589,072
1873-74	418,870,505	37,414,225
1874-75	379,845,555	36,493,299
1875-76	407,835,221	36,699,404
1876-77	455,168,055	36,376,016
1877-78	510,448,346	37,060,899
1878-79	518,932,459	32,516,545

Indianapolis Cincinnati & Lafayette.

(*For the year ending June* 30, 1879.)

The CHRONICLE is fortunate in being able to present to its readers this week a report, however brief, of the earnings and expenses of this road for the late fiscal year, the stock having recently come into much prominence at the Stock Exchange. The Receiver, Mr. M. E. Ingalls, states in his returns:

"The gross earnings have been $1,342,701; the operating expenses, $799,359; taxes, $35,421; leaving $507,920 as net earnings applicable to the payment of bond interest, &c. The earnings increased over last year $33,614. The operating expenses increased $27,852, or 3·61 per cent. The net gain, $5,761, or 1·07 per cent. All expenses for construction of new side tracks, &c., have been charged directly to expenses. Rates have been low. These causes combined have carried our operating expenses up to 59·53 per cent. With this expenditure the property has been materially improved. Twenty-five miles of main track have been renewed with steel, making 116 miles in all laid with this material.

"The number of freight cars has increased by building and new purchases from 1,089 last year to 1,130 this year. The average rate per ton per mile on all freight carried was 1·52,

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a loss compared with last year of 9·52 per cent, while the tonnage increased 15·70 per cent.

"Seventeen thousand six hundred and eighty-nine passengers were carried one mile at the average rate of 2·72 cents, an increase as compared with the previous year of 0·5 cent. The average distance traveled by each passenger was 33·91 miles, a decrease over the previous year of 0·61 miles. The entire locomotive mileage upon the main line, including passenger, freight, switching and construction, was 1,160,551 miles, an increase on the previous year of 25,034 miles.

"Our arrangements with connecting lines have continued to work well, and as good rates have been obtained as was possible with the extreme low rates made by the trunk lines during a large portion of the year.

"Since the last report was published an agreement of reorganization has been prepared and signed by a large majority of the parties in interest, and a speedy sale is looked for. I believe if all the parties in interest will join they will in time get back a large portion, if not all, of their losses in the securities of this company. They have a valuable property, if it can be put on a sound financial basis."

REVENUE FOR THE YEARS ENDING JUNE 30, 1878 AND 1879.

	1878.	1879.
Total earnings	$1,309,087	$1,342,701
Operating expenses	771,506	799,359
Net earnings	$537,580	$543,342
Deduct for taxes paid during the year	43,191	35,421
Net earnings after deducting taxes	$494,388	$507,921

Since August 1, 1876, this property has been in the hands of a receiver appointed by the United States Court. Certain maturing coupons have not been paid, nor entered upon the company's books as a liability. A balance sheet in form can not, therefore, be given, but a full statement of liabilities, capital stock, funded debt, and floating debt, was published for the date of June 30, 1878, in the CHRONICLE of Oct. 5, 1878, (Vol. 27) p. 354, and may well be referred to.

The gross and net earnings for the past six years are reported as follows:

	Gross earnings.	Net earnings.
1873-4	$1,859,474	$631,142
1874-5	1,767,231	670,980
1875-6	1,637,061	673,098
1876-7	1,311,209	490,810
1877-8	1,309,087	494,388
1878-9	1,342,701	507,921

Cincinnati Sandusky & Cleveland.

(*For the year ending June* 30, 1879.)

The report of the receiver of the Cincinnati Sandusky & Cleveland Railroad for the year ending June 30, 1879, contains the following:

The accounts of the treasurer herewith submitted show that—

Gross earnings for the year ending June 30, 1879, were	$725,168
Expenses for same time (including taxes, $30,234) were	505,063
Leaving as net earnings for the year	$220,105
Being an increase in gross earnings over year previous of	$10,345
And a decrease in expenses of	29,8[illegible]3
Making the increase of net earnings for the year	$40,199

According to the report of the superintendent, we have hauled 41,688 tons of freight in excess of last year, but, in consequence of the low rates of freight ruling all through the year, very little, if any, pecuniary benefit has resulted to the road from such increased tonnage, as the following figures will prove:

	Tons.	Earned.
Tonnage in 1878-9	406,664	$409,495
Do 1877-8	364,976	398,579
Excess of	41,688	$10,916

Included in the expenses of the year is the cost of 1,100 tons new steel rails and 72,690 ties laid during the year.

Contract was made at favorable price last spring for 1,200 tons new steel rails; 800 tons of these have been delivered and are now being laid. The track and equipment are now in good condition.

A reduction of $55,000 has been made during the year in the amount of outstanding receiver's notes. A material reduction has also been made in other items of "floating debt."

Nearly all of what now remains undisposed of of the property recovered from Rush R. Sloane consists of real estate in Chicago, Sandusky, and various places in Ohio. No reliably correct estimate can be given of the present value of these properties, but the treasurer has made an approximate one of $100,000.

A very favorable arrangement has been made with the Columbus Springfield & Cincinnati Railroad Company, whereby a reduction of one-half of the rental stipulated in the lease of that road has been secured for three years from June 1, 1877. At the end of that time, if terms mutually satisfactory to both parties cannot be agreed upon for a new lease, either party will have the right to cancel the old one on six months' notice.

The building of the Columbus & Toledo and the Springfield Jackson & Pomeroy railroads, and the severe cutting of coal freight rates by their managers, have lessened the value of the Columbus Springfield & Cincinnati Railroad to this company as a coal transporting road. The arrangement now made will enable this company at the end of the three years to determine better what this reduced value is, as a basis for a new lease, if one is made.

Great desire has been manifested, and a strong confidence is now felt by our bond and stock holders, that the road will soon be taken out of its receivership and restored to the control and direction of the corporation, the funding of coupons of less than eighty thousand dollars in amount of second mortgage bonds being all that is now required to complete the arrangement recommended by the bondholders' committee for taking the road out of the receivership.

In this connection it may not be amiss to give some figures to assist the bond and stock holders in forming a correct judgment as to the ability of the road in the future to pay full interest on all its bonded indebtedness, over and above the operating expenses and taxes, with the prospect, sooner or later, of paying something on the common stock.

The funded debt consists now of outstanding first mortgage bonds, 6 per cent	$732,000
Sandusky City & Indiana mortgage bonds, 7 per cent	350,000
Outstanding second mortgage bonds, 7 per cent	1,072,300
Second mortgage coupon bond scrip, 7 per cent	225,183
Preferred stock, 6 per cent	428,850
Making a total bonded indebtedness of	$2,808,333

on 171 miles of completed and equipped railroad, less than $17,000 per mile, and less per mile, with one or two exceptions, than that of any other railroad of standard gauge in Ohio.

To meet the interest on all this bonded indebtedness, the road will have to earn yearly, net, sufficient to pay a total for interest and rental of $225,478.

The net earnings for the year just closed were $220,105, showing additional net earnings of only $5,373 yearly as necessary to meet the whole amount of bonded interest and rental obligations.

In regard to "floating debt," amounting, per treasurer's report June 30, 1879, to $399,112, an analysis of the items composing this amount shows that

$77,370 of it is for coupons of bonds in the "sinking fund" belonging to the company, and really a debt from the company to the company.

Under the terms of the capitalization of 1866, the coupons of the bonds in the sinking fund were to be paid when the other first mortgage coupons were paid, but, owing to financial difficulties of the past four or five years, they have not been; without doubt an arrangement can be made for carrying them until such time as increased earnings will enable their payment.

20,034 is for 2d mortgage coupons which, under the arrangement of bondholders' committee, are to be funded into bond scrip.

8,870 is offset by cash for like amount in hands of agent for payment of bond scrip coupons Nos. 1 and 2.

91,354 is for loans and advances on Sloane properties, which will be offset by the proceeds of the sales of those properties when realized.

41,850 } are for outstanding first mortgage coupons held by friends of
12,250 } the road, who, in regard to those coupons, will do all they can to aid in taking the road out of its receivership.

These amounts, aggregating $251,728, deducted from the $399,112, leave $147,383 to be provided for.

GENERAL INVESTMENT NEWS.

Allegheny County (Pa.)—The Pittsburg *Commercial Gazette* thinks that $2,750,000 will settle all the claims against Allegheny county for damages to property resulting from the railroad riots. This is putting the losses of the Pennsylvania Railroad Company at $1,300,000. The company claims, however, about $5,000,000, so the entire bill will be almost $7,000,000, which the tax-payers will have to pay under the recent decision of the Supreme Court of Pennsylvania. The present debt of Allegheny county is $1,750,000.

Atchison Topeka & Santa Fe.—The track is now laid on the main line of the Cowley Sumner & Fort Smith Branch to Winfield in Cowley County, Kan., which is 38 miles from Wichita and 25 miles south by east from El Paso, where the Wellington Branch of this line (the completion of which was recently noted) turns off. The main line of this branch is to be extended from Winfield down to Arkansas City, near the Indian Territory line.

On the New Mexico & Southern Pacific extension work is now in progress on the section of 100 miles from Las Vegas west by south to San Domingo on the Rio Grande, and track-laying will soon be in progress from Las Vegas. The line, as located, passes about 15 miles to the southward of Santa Fe, and a branch will probably be built to that town.

Atlantic & Great Western.—In the Court of Common Pleas, at Akron, Judge Tibbals made an order concerning the litigation of the Atlantic & Great Western Railroad Company against Henri Louis Bischoffsheim and Goldschmidt, involving about $2,000,000. The order was made as a compromise, the petition of the plaintiffs, A. H. Taylor and W. A Dumphey, trustees of the Ohio mortgage, setting forth that the consolidation trustees, representing 91 per cent of the English bondholders, were favorable to the settlement proposed. The order of the Court was that the receiver of the Atlantic & Great Western Railroad Company be instructed to complete the settlement. This is regarded as facilitating the settlement under the English plan.

Boston Barre & Gardner.—A majority of the bondholders have accepted the reduction of interest from 7 to 5 per cent, but a minority still hold out, and decline to accept.

Central of Long Island.—That portion of the Central Railroad of Long Island lying between Flushing and Creedmoor, in a few days, by order of Receiver Sharp, will be abandoned. Notice to that effect has been given to the residents along the line. The rails, ties, bridges, guard-houses and station buildings are to be removed, and put in use elsewhere. The line of road to be abandoned is a trifle over six miles in length.—*N. Y. Tribune.*

Chicago St. Louis & New Orleans.—At the meeting of the shareholders of this company, held at their office, 31 Nassau street, N. Y., more than three-quarters of the stock were represented, and it was unanimously

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Resolved, First—To change the gauge to 4 feet 8½ inches, so as to conform to the standard of the roads north of the Ohio River.

Second—To reduce the grades so as to admit of the running of trains of at least twenty-five cars each over the entire length of the road.

Third—To devote the net earnings of the road for 1879 and 1880, over and above the interest charges, to this purpose, and, if necessary, to sell $500,000 of the company's first mortgage bonds at not less than par.

The valid first-mortgage bonds of the Mississippi Central Railroad Company, due November 1, will be paid on presentation at the office of the Chicago St. Louis & New Orleans Railroad Company.

Denver & Rio Grande and the Denver South Park & Pacific.—The Colorado Springs (Col.) *Gazette* publishes the following articles of agreement for the consolidation of the interests of the Denver & Rio Grande and the Denver South Park & Pacific railroads, with the statement that the articles have been signed by the representatives of the interests concerned:

"First—The Denver & Rio Grande Company will build to Leadville and beyond, giving the South Park line equal trackage from the junction of the South Park road on the Arkansas at the mouth of Trout Creek, with the Denver & Rio Grande line to Leadville. As a rental for the use of this part of the Denver & Rio Grande line, the South Park will pay 8 per cent on one-half the cost of construction. Pending the settlement of the Grand Canyon case, the Denver & Rio Grande will immediately build from the junction to Leadville. The rails and other material are to be transported at cost by the South Park for it. If there is any disagreement on this point, then Messrs. Fisher and Dodge will settle it. Until the Denver & Rio Grande Company connect their Canyon Branch with the junction, the Leadville Extension will be operated by the South Park, which will pay over the net earnings of the extension to the Denver & Rio Grande. When the Canyon branch is completed to the junction, then the gross earnings from Pueblo to Leadville, and from Denver to Leadville, will be divided equally between the two companies. In equalizing the excess of one over the other, 50 per cent will be allowed for operating expenses.

"Second—The South Park shall build up Chalk Creek into the Gunnison country, and all extensions of this line. The Denver & Rio Grande shall have equal trackage on this line, paying a rental of 8 per cent on one-half of the cost.

"The Denver & Rio Grande Company will immediately make their extensions to the San Juan country, and beyond and to New Mexico, independently of the South Park. The San Juan country is left to the Denver & Rio Grande."

Denver & Rio Grande.—A despatch from Denver, Col., Oct. 14, says: "It is understood that subscriptions to build the extensions of the Denver & Rio Grande railway are to be at once utilized. The conflict in relation to right of way to Leadville through the grand canyon of the Arkansas will be disposed of this month, as the case is ready for submission to the court. The Rio Grande Company expects to complete the line to Leadville at an early day thereafter."

—In New York it is stated that the subscribers of last spring to the Denver & Rio Grande Railway Company's new issue of bonds, for extending the road, have been notified to pay in 20 per cent of their subscriptions.

Des Moines & Minneapolis.—The reorganization of the Des Moines & Minneapolis Narrow-guage Railroad, recently leased by the Chicago & Northwestern Railroad was effected in Des Moines on October 3. The road is to be made a broad gauge.

Gulf Colorado & Santa Fe.—The Governor of Texas refuses for the present to issue land certificates for the extension of this road last completed, on the ground that the bridge over the Brazos has been carried away by a freshet, and until it is replaced the road is not a continuous line as required by law.

Jacksonville Northwestern & Southeastern.—This company has been reorganized by the bondholders, and is now known as the Jacksonville & Southeastern.

Kansas Pacific.—The Junction City & Fort Kearney Branch is now completed and opened for business to Lawrenceburg, Kan., nine miles beyond the late terminus at Clyde, and 64 miles from Junction City.

The Solomon Branch has been completed and opened for business to Delphos, Kan., 10 miles north by west from the late terminus at Minneapolis, and 33 miles from the junction with the main line at Solomon. Work is progressing on an extension to Beloit.

The Denver Pacific road, under direction of the trustees under the mortgage, will hereafter be operated in connection with this road, as it was formerly, before a receiver was appointed. It will be known as the Cheyenne Division.

The company will soon reopen for traffic the old Lawrence & Southwestern road, from Lawrence, Kan., to Carbondale, 31 miles. This road became part of the St. Louis Lawrence & Western by consolidation, but has not been worked since that road was sold under foreclosure, and the section east of Lawrence bought by the Atchison Topeka & Santa Fe.—*Railroad Gazette.*

Lake Erie & Louisville — Lafayette Bloomington & Muncie.—The *Railroad Gazette* says, editorially, that there is a project on foot for a new through route, and remarks:

"This line will be made by extending the Lake Erie & Western Railroad (late the Lake Erie & Louisville) from its present terminus at Celina, in Ohio, near the Indiana line, southwestward about 50 miles to Muncie, Ind., where it will connect with the Lafayette Bloomington & Muncie Railway, which extends thence nearly due west 200 miles to Bloomington, Ill., there connecting with the Chicago & Alton.

"The Lake Erie & Western connects with the Lake Shore at Fremont, O., 30 miles southeast of Toledo, 83 miles west of Cleveland and 266 miles west of Buffalo. The distances to Kansas City from Buffalo by each section of this line are:

Lake Shore, Buffalo to Fremont	266 miles.
Lake Erie & Western, Fremont to Muncie (about)	160 miles.
Lafayette Muncie & Bloomington, Muncie to Bloomington	200 miles.
Chicago & Alton, Bloomington to Kansas City	361 miles
Buffalo to Kansas City	987 miles.
Do. by Wabash, *via* Hannibal	958 miles.
Do. by Bee Line *via* Cleveland & St. Louis	1,011 miles.
Buffalo to St. Louis:	
Via Freemont, Muncie and Bloomington	781 miles.
Via Toledo and the Wabash	732 miles.
Via Cleveland and Bee Line	729 miles.

"The new line will thus be but little longer than the Wabash to Buffalo, or between the New York Central and Kansas City, and not a long one to St. Louis, especially if compared with that *via* Chicago or Joliet, by which a very large amount of traffic has always gone, and by which the distance between Buffalo and St. Louis is 778 to 823 miles long."

Mobile & Alabama Grand Trunk.—A correspondent of the Mobile *Register* says of the proposed extension of this road: "The President of the company has received written propositions from reliable contracting parties in the North to build the Grand Trunk road from its present terminus, near Jackson, to Uniontown, including a combination iron truss bridge across the Tombigbee River, and the extension from Three-mile Creek into this city, taking in part payment therefor $600,000 in first-mortgage bonds of the new issue at par. This contract will involve cash payments to the amount of $500,000, and efforts may be confined, therefore, to placing additional bonds for that sum. Of the subscriptions taken for the premium bonds last year, it is probable that $200,000 will be transferred to the new bonds proposed, responsible Northern contractors and capitalists having signified their confidence in the soundness of the security by pledging themselves to take $600,000."

Nashville Chattanooga & St. Louis.—At a recent meeting of the board it was resolved to proceed at once with the extension of the McMinnville & Manchester branch, from McMinnville, Tenn., to Caney Fork, 13 miles. Resident-Engineer Morris was directed to prepare estimates and advertise for bids so that the work may begin by Nov. 15.

—The terms of the lease of the Duck River Valley Railroad for thirty years to the Nashville Chattanooga & St. Louis Railway were agreed upon October 2, and it is stated that the road will be completed to Fayetteville at an early day.

New Orleans Mobile & Texas.—At New Orleans, Oct. 9, in the conveyance office, the sale was recorded of the New Orleans Mobile & Texas Railroad from Westwego to Vermillionville to Morgan's Louisiana & Texas Railroad by Messrs F. M. Ames, Joseph Seligman, Henry Morgan, E. D. Morgan, George Bliss and Harrison Durkee. The price is $300,000, payable in five years.

New York Elevated Railroads.—William R. Garrison, J. F. de Navarro and Benjamin Brewster testified before the Assembly special committee on railroad management in regard to the organization of the rapid transit companies, their stocks and bonds, the cost of the lines, and the details of the consolidation. From the *Tribune* report we condense the following:

W. R. Garrison testified before the Assembly Committee that the Manhattan Company, of which he was president, was organized under the rapid transit law, and operated both the New York and Metropolitan roads. Although the two roads were leased to the Manhattan Company January 31, 1879, the lease was not signed until May 20. Previous to that date the Manhattan Company operated no road. It had some paid capital, but what was done with it the witness could not tell. The terms of the lease provided that $13,000,000 should be divided equally between the Metropolitan and New York companies. The capital stock of the latter was $6,500,000 and its bonded indebtedness $8,500,000. It had still the right to build above the Harlem. The Manhattan Company did not intend to issue any bonds, as the witness understood the matter. Under the original articles of association, its capital stock was to be $2,000,000. This was increased last spring. The amount paid in, as called for by the Rapid Transit act, was 5 per cent, or $100,000. No cash was paid in when the capital stock was increased to $13,000,000. The $6,500,000 received by the Metropolitan Company was given to the New York Loan and Improvement Company, which built the road. The bonded issue of the Metropolitan Company was $5,300,000. All of the stock to be issued had been issued, and all except $3,000,000 or $4,000,000 of bonds had been issued. To Mr. Sterne's question as to what proportion of the net earnings of the New York Company had been paid into the City Treasury, Mr. Garrison replied: "Five per cent, I believe, on its whole route. I am speaking of the past."

Mr. Sterne—"How about the Metropolitan?"

"They are required to pay 2 per cent of the amount of their dividends."

The actual cost per mile of the Metropolitan Road, Mr. Garrison said, was over $800,000. The cars cost $3,400 each, and the engines from $5,000 to $5,200. The road had 50 engines and 150 cars. The capital stock of the Loan and Improvement Company was $3,000,000. This capital was paid in by call as the money was required. The whole amount was not paid in before the contract with the Gilbert Road. The Loan and Improvement Company made a contract to build the road, and was to be paid so much per mile, part in stock, first mortgage and second mortgage bonds. The company divided a portion of the stock among its subscribers, and put a part of the bonds on the market. The proceeds of the bonds went to build more of the Metropolitan Road. The $6,500,000 received by the Metropolitan had not been distributed. The Loan and Improvement Company was composed chiefly of stockholders of the Metropolitan Company. Thus the Loan and Improvement Company held the original block of stock and also the $6,500,000 received by the Metropolitan Company from the Manhattan Company. This sum was still in the treasury of the Loan and Improvement Company.

Mr. Navarro said that he became connected with the Loan and Improvement Company in the Fall of 1875. He was then a director in the Metropolitan. The nominal capital stock of the Loan Company was $100,000, $25,000 being paid in. Its business was to build public works, make loans, etc. The gentlemen who took possession of the Loan and Improvement Company in the Fall of 1875 did so with the intention of constructing the Gilbert Road, taking pay in the stock of the latter. The stockholders of the Gilbert Road were willing that the company should build the road. The Gilbert Road had then expended about $6[illegible]0,000.

"At New York or at Albany?" asked Mr. Sterne; but the witness was ignorant how it was expended. It subsequently appeared, however, that of this $650,000, $500,000 was for Gilbert's patents and $50,000 for work done on foundations. Two years after the organization of the Loan and Improvement, the men in it became interested in the Gilbert

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Road. The witness said that he paid from 20 cents to par for his stock before the decision of the Court of Appeals.

The cost of the Metropolitan road was over $800,000 per mile, exclusive of interest. He thought that the expense would be 40 per cent greater now if the road were to be built again. The noise had decreased 50 per cent since the rails had been worn smooth. He said $100,000 had been expended in experiments to do away with smoke and cinders. He thought that the road would cost $1,000,000 a mile when everything was completed. On the fifteen miles of the road $12,000,000 had already been spent by the Loan and Improvement Company. The witness said that, owing to costly experiments and to other causes, he couldn't give definite information about the dividends. They would be paid, however, at a rate of 2½ per cent for every three months.

"These $15,000,000," said the chairman," will cover the cost of the road?" "Yes, sir," replied the witness.

"What is the other $6,500,000 of your stock but water, then?"

"Well," rejoined the witness, with a smile, "I do not know what you call watered."

"Your expenditures are represented at $15,000,000, while your capital stock is $21,000,000?"

"Yes," said Mr. Navarro, "but you must remember that the stock sells at 43 or 44 and not at par."

PASSENGERS AND RECEIPTS.

Benjamin Brewster, a large stockholder in the New York Elevated Road since 1867 then testified in regard to that road. There were about $3,000,000 bonds and stock, he said, on the old Greenwich street structure. A cash expenditure of over $10,000,000 had been made on the fifteen miles of road. The roads, he said, could not carry all day at five-cent rates. The average rate was about seven and a half cents, and in order to make as much as now the roads would have to carry 150,000 for every 100,000 now carried, if the fares were reduced to five cents. The greater portion of the traffic north and south was during the half-rate hours.

In the course of the inquiry there was submitted the following statement of passenger revenue for the quarter ending September 30, 1879:

	Passengers.	Revenue.	Av. fare
Third Avenue—			
July	2,222,825	$165,622 72	7·45
August	2,222,623	164,406 20	7·39
September	2,491,426	183,825 10	7·37
Ninth Avenue Line—			
July	318,349	22,989 90	7·22
August	299,653	21,390 53	7·14
September	301,485	21,422 65	7·11
Sixth Avenue Line—			
July	1,316,482	104,074 34	7·91
August	1,263,323	99,320 76	7·87
September	1,676,440	123,910 35	7·87
Recapitulation for 3 months—			
Third Avenue	6,936,924	$573,854 05	7·41
Ninth Avenue	919,487	65,803 10	7·15
Sixth Avenue	4,156,545	327,305 45	7·88
Totals	12,012,956	$906,962 60	7·55

New York & Manhattan Beach.—The New York Supreme Court continued the injunction in the suit brought by S. H. Hinckley to restrain this company from distributing among its stockholders 5,000 shares of the stock of the Manhattan Beach Improvement Company. Mr. Hinckley claimed that as a holder of $10,000 of the second-mortgage bonds of the company, his rights would be violated by the distribution of these shares, they being the proceeds of the sale of real estate belonging to the railway company which was subject to the second mortgage.

Ohio & Mississippi, Springfield Division.—The bondholders of the Springfield Division of the Ohio & Mississippi Railway Company have filed their bill of foreclosure in the United States Circuit Court for the Southern District of Illinois, and have brought a suit at law for $1,000,000. The hearing in the case has been set for October 21. The suit of the preferred stockholders has been postponed to October 31.

Philadelphia & Reading.—The Philadelphia *Ledger* reports: "We have authority for stating that it is the intention of the company to place all of its securities on the New York Board, it being understood that it will be relieved from the necessity of having a general registry of the stock in New York, which is well known was the reason for the withdrawal of its shares from the New York Stock Exchange some years ago. The Fidelity Insurance, Trust & Safe Deposit Company, of this city, will act as the general register of the stock in New York, and the Farmers' Loan & Trust Company, of New York, who were the old agents of the Reading Company for this purpose, will have charge of the transfers and register of such stock as is dealt in in New York. We understand that one of the principal reasons of the Company for again placing its securities in New York has been a desire to have the benefit of the New York money market for loans made upon the bonds of the Company as collateral. It is well known that the Reading Company has $5,000,000 of unissued general mortgage bonds, upon which, we are told, the amount due to the various banks in New York and Philadelphia which hold them as collateral has been reduced to below $2,000,000, and that they have also some $7,000,000 or more of unissued income mortgage bonds upon which very little has been borrowed. The margin upon the two issues of bonds belonging to the company is, therefore, many millions of dollars, and amply sufficient, it is believed, for all its future financial requirements, until some general scheme, which, we understand, is now being considered, is brought forward for the final relief of the company from all financial embarrassments. It is understood that several of the New York banks and Trust companies have expressed themselves as quite willing to lend money upon the bonds of the Reading Railroad Company, if the requirements of their institutions are complied with, an imperative one of which is that all securities upon which they loan money should be quoted upon the New York Stock Exchange, and we cannot, therefore, but think that the action of the Company in this matter has been wise and prudent."

St. Louis Kansas City & Northern.—The St. Louis *Republican* of October 11 says: "The citizens of St. Louis are to be congratulated on the completion of the Omaha extension of the St. Louis Kansas City & Northern Railroad, the last rail of which will be spiked down to-day, thus adding another most important tributary line to the main roads centering here. The road is a continuation of the St. Louis Kansas City & Northern road from Pattonsburg, in Gentry County, Mo., to Council Bluffs, on the Missouri River, opposite Omaha, and has a length of 145 miles, making the total length from St. Louis to Council Bluffs 409 miles. The new road is laid entirely with steel rails, built in the most approved fashion, and runs through a country unsurpassed in fertility. It runs through the old established towns of Maryville, Mo., and Malvern and Shenandoah, Iowa. Among the new towns already platted, and which are growing rapidly, are McFall and Stanbury, both of Gentry County, Mo., and Blanchard, at the State line, between Iowa and Missouri. Other towns are being laid out, and inquiries are being made for lots as soon as sales are ready to commence."

Shenango & Allegheny.—The Meadville (Penn.) *Ind x*, Oct. 8, reports: "The Shenango & Allegheny Railroad Company, Wednesday last, defaulted on the interest on the mortgage bond of $1,200,000 due on that day. We understand that application has been made to the Mercer County Court for the appointment of a receiver. Pending this appointment, the officers of the company are making vigorous efforts to raise the necessary funds ($42,000) to meet the interest, and feel confident of being able to do so. As a very large number of these bonds are held in Meadville, this default may cause some inconvenience to the holders, although they feel fully assured of the security of their investment. This default is principally owing to the generally depressed condition of railroad matters during the first six months of the present year, but particularly the marked decline of oil shipments by the Standard Oil Company, whose interests in the Bradford regions have assumed such proportions that their principal shipments are made from that point."

Toledo Peoria & Warsaw.—The Purchasing Committee gave notice that on and after Thursday, Oct. 16, 1879, the Farmers' Loan and Trust Company will pay $21 92 on each $1,000 bond of the Eastern division, $21 68 on each $1,000 bond of the Western division, $13 14 on each $1,000 bond of the Burlington division, being equal to the quarterly payment of interest due July 1, 1879, as provided in the plan of organization.

Wabash—St. Louis Kansas City & Northern.—The Wabash stockholders met at Toledo October 14. The consolidation agreement was read and the result was a unanimous vote (137,591 shares) for the consolidation. The *Herald* despatch says: "It was found that Messrs. Cyrus W. Field, Russell Sage and Solon Humphreys held proxies for about seven-eighths of the stock—137,591 shares out of 160,000 shares of the capital stock of the company. Messrs. Field and Sage were not present, but the stock was voted by Mr. Humphreys, representing the three, and the voting, so far as done, was unanimously in favor of the consolidation."

Telegraphic advices received from St. Louis report the nearly unanimous approval of the consolidation scheme on the part of the stockholders of the St. Louis Kansas City & Northern Railroad.

Wabash.—In June last, negotiations were entered into for the purchase and control of the Chicago & Paducah Road, 157 miles, in order to possess that portion of the line between Bement and Strawn, a distance of 53 miles. Contracts were made for the construction of the branch from Strawn to Chicago, a distance of 95 miles, the labor of construction to be done by November 15 of the present year.

The *Chicago Tribune* now reports: "The rapidity with which the road is being built may be inferred from the fact that June 16 the preliminary surveys of the line were begun, and two months later, August 15, forty-four miles, from Strawn to the Kankakee River, were substantially graded, and at this date work is going forward on the north side of the Kankakee with a rapidity which augurs well for the completion of the railway at the time mentioned. Beginning at Strawn, on the Chicago & Paducah Railway, the line, as surveyed, passes through the townships of Fayette, Forrest, Pleasant Grove, Saunemin, Union, Broughton and Round Grove, all in Livingston County; Norton and Essex, in Kankakee County; Reed, Custer, Wesley, Florence, Wilton, Manhattan, New Lennox and Homer, in Will County; Orland, Palos, Worth and Lake, to Chicago, in Cook County.

"The line traverses one of the finest agricultural sections of the State, and, besides, it passes over the eastern portion of the prolific Wilmington coal fields, and is distant from Wilmington about four miles. At Forrest the road crosses the Toledo Peoria & Warsaw Railway. The line runs almost parallel with and between the Chicago & Alton and Illinois Central railroads, thus 'dividing the territory,' in railroad parlance, with these roads."

Winona & St. Peter.—The *Journal of Commerce* reports the following, as showing the business of the Winona & St. Peter Railroad during the year ending with September 30, 1879:

	Gross Earnings 1878.	Gross Earnings 1879.
Freight	$555,691	$512,453
Passengers	251,519	260,005
Mails	12,349	12,817
Express	5,540	7,295
Miscellaneous	6,701	10,869
Total	$831,801	$803,442
Decrease in 1879		$28,359

	1878.	1879.
Total length of main line and branches in Minnesota	288½	367½
Total tonnage carried	330,162	263,963
Total passengers carried	179,172	205,164

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The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, October 17, 1879.

The past week has witnessed unusual speculative activity in domestic produce, attended with a material advance in prices, especially for food staples and cotton, or what may be termed the necessaries of life. The weather continues unseasonably mild, and in some latitudes the fall-sown wheat is suffering injury from this cause. Cold weather is needed to check the ravages of weevil. The higher prices and abundant crops afford great encouragement to the manufacturing interest.

The provision market has shown much irregularity; at times prices have ruled easy and lower, and at others considerable firmness has been reported. At the close the feeling was flat after a day of rapid advances. Pork sold on the spot at $10 25 for mess; October and November contracts at $10 10; and December $10 25. Lard closed easy after sales on the spot of prime Western at 6·50@6·40c.; do. for October, 6·50c.; November, 6·45@6·32½c.; December, 6·55@6·40c.; seller the year, 6·40@6·35c.; buyer do., 6·70c.; January, 6·67½@6·50c.; February, 6·80@6·65c.; refined to the continent sold at 6·80c. Bacon was dull but still firm, with long clear sold in a small way at 6·35c. Butter and cheese have been materially advanced for the fine grades, which are quite scarce.

A very firm market has prevailed for Brazil coffees, and low grades have been advanced to 13½c.; fair cargoes, 15½c. Stock in first hands here on 15th inst., 18,050 bags. Mild grades have continued in active request at very full figures. Rice in fair sale at late firm prices. Molasses was strongly held, with 50-test Cuba refining sold at 30c. Refined sugars have shared in the general advance; crushed now quoted 9⅛@9¼c. Raw grades are also quoted higher, and trade has been materially checked in consequence. Fair refining Cuba 7⅛@7 3-16c., and good do., 7¼@7 5-16c.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Oct. 1, 1879	15,059	444	75,747	121
Sales since Oct. 1, 1879	24.413	3,305	126,915	26
Stock Oct. 15, 1879	56,011	21,962	471,362	2,569
Stock Oct. 16, 1878	47,087	9,194	85,226	1,247

There has been more doing in Kentucky tobacco, and the sales for the week are 800 hhds., of which 700 for export. Prices are firm, but not quotably dearer; lugs, 3½@5½c., and leaf 6@13c. The business in seed leaf has also been active, and the sales for the week are 2,050 cases, as follows: 250 cases crop of 1878, Wisconsin, 6½@9½c.; 400 cases crop of 1878, Pennsylvania, 12@20c. and private terms; 150 cases crop of 1877, Pa., 15@30c.; 1,200 cases crop of 1878, New England, 10@30c.; 50 cases crop of 1877, N. E., 16c. The demand for Spanish tobacco has been fair, and sales include 600 bales Havana at 80c. @$1 10. The Bureau report for September is as follows: "The condition, October 1, has improved from that on September 1 in nine of the large producing States; it has declined in two and has remained the same in one. The State averages are: Massachusetts, 102, a gain of 1; Connecticut, 110, a gain of 10; Pennsylvania, 111, a gain of 11; Maryland, 98, a gain of 2; Virginia, 87, a gain of 5; North Carolina, 90, a gain of 14; Kentucky, 95, a gain of 9; Indiana, 99, a gain of 9; Ohio, 70, a loss of 4; Missouri, 78, a loss of 10; while Illinois remains unchanged at 100. Total average for these States, 93, a gain of 6. Early-planted tobacco ripened well and has been harvested in good condition, showing in general excellent quality. Late crops were materially damaged by frost in Ohio, and slightly so in a few localities in Virginia and Tennessee. The decline in Missouri is ascribed to drought."

Naval stores have continued in good export and speculative demand; prices are higher and well sustained; spirits turpentine closed at 33¼c., bid, and 33½c., asked; common to good strained rosins, $1 42½@$1 47½. Petroleum has had a fair movement at the full figures of 7¾c. for refined, in bbls; cases quoted 10½@11c. Pig iron shows a slight reaction both in American and Scotch grades; contracts for future delivery are offered at a slight concession. Rails, while remaining firm, are quiet; steel still quoted at $50. Ingot copper continues in demand and firm at 21½@21¾c. for Lake. Whiskey is held higher at $1 15.

In ocean freight room the movement has been rather moderate, particularly for berth accommodation. Rates, however, have been steadily maintained. Grain to Liverpool, by sail, 8@8⅛d., 60 lbs.; do. by steam, quoted 8½@9d.; provisions, 50@60s.; cotton, ½d. for prompt shipment; grain to Bristol, by steam, 8¾d., 60 lbs.; do. to Bordeaux and Dunkirk, 5s. 6d. per quarter; do. to Cork, for orders, 6s. 3d.@6s. 6d.; do. to Bristol Channel, 5s. 6d.; do. to Marseilles or Cette, 6s.@6s. 3d.; crude petroleum, to Havre, 4s. 3d.; refined do. to east coast of Ireland, 4s. 3d.; do. to London, 3s. 10½d.; naphtha to London, 4s. 3d.; case oil to Java, 45c.; do. to Japan, 42c.

COTTON.

FRIDAY, P. M., October 17, 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 (Oct. 17), the total receipts have reached 181,714 bales, against 169,408 bales last week, 162,303 bales the previous week, and 127,729 bales three weeks since; making the total receipts since the 1st of September, 1879, 762,061 bales, against 685,839 bales for the same period of 1878, showing an increase since September 1, 1879, of 76,222 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	41,612	16,933	29,792	37,633	35,223
Mobile	15,783	3,527	13,689	10,800	11,495
Charleston	24,948	31,304	20,536	25,007	18,984
Port Royal, &c.	2,123	1,589	....	1,228	1,023
Savannah	33,272	39,344	26,392	17,424	26,871
Galveston	18,922	24,671	20,082	18,167	22,395
Indianola, &c.	197	636	193	762	1,811
Tennessee, &c.	8,147	6,659	683	3,796	4,006
Florida	281	844	107	1,068	178
North Carolina	5,796	6,892	5,896	6,130	4,672
Norfolk	23,522	23,513	14,763	29,483	19,891
City Point, &c.	7,111	4,321	2,921	1,322	796
Total this week	181,714	160,233	135,054	152,820	147,345
Total since Sept. 1.	762,061	685,839	397,429	633,029	570,582

The exports for the week ending this evening reach a total of 106,351 bales, of which 77,094 were to Great Britain, 10,487 to France, and 18,770 to rest of the Continent, while the stocks as made up this evening are now 366,217 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending Oct. 17.	EXPORTED TO— Great Britain.	France.	Conti-nent.	Total this Week.	Same Week 1878.	STOCK. 1879.	1878.
N. Orl'ns	14,415	6,087	....	20,502	3,401	115,663	38,642
Mobile	....	....	....	....	.....	14,839	14,345
Charl't'n	15,047	2,860	3,395	21,302	10,917	37,708	79,291
Savan'h.	3,430	....	8,650	12,080	11,471	71,599	102,655
Galv't'n-	3,298	....	2,781	6,079	8,486	53,088	57,612
N. York.	22,692	1,540	2,694	26,926	17,103	32,294	48,676
Norfolk--	4,350	....	1,250	5,600	10,655	23,026	17,478
Other*	13,862	....	....	13,862	16,933	18,000	18,000
Tot. this week	77,094	10,487	18,770	106,351	78,966	366,217	376,699
Tot. since Sept. 1.	276,852	28,412	32,036	337,300	198,661	.....	.....

* The exports this week under the head of "other ports" include, from Baltimore, 1,265 bales to Liverpool; from Boston, 5,087 bales to Liverpool; from Philadelphia, 2,000 bales to Liverpool; from Port Royal, 5,400 bales to Liverpool; and from San Francisco, 110 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 27,385 bales, while the stocks to-night are 10,482 bales *less* than they were at this time a year ago.

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

OCT. 17, AT—	On Shipboard, not cleared—for Liver-pool.	France.	Other Foreign	Coast-wise.	Total.	Leaving Stock.
New Orleans	25,886	11,295	7,233	None.	44,414	71,249
Mobile	300	None.	300	None.	600	14,239
Charleston	5,263	1,050	1,788	375	8,476	29,232
Savannah	9,300	800	8,400	4,500	23,000	48,599
Galveston	19,860	3,685	4,146	666	28,357	24,731
New York	4,000	1,500	1,000	None.	*8,300	23,994
Other ports	9,000	None.	2,000	3,000	14,000	27,026
Total	73,609	18,330	24,867	8,541	127,147	239,070

* Included in this amount there are 1,800 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 Oct. 10, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1. 1879.	1878.	EXPORTED SINCE SEPT. 1 TO— Great Britain.	France.	Other Foreign	Total.	Stock.
N.Orlns	109,606	43,530	35,671	7,654	2,664	45,989	85,177
Mobile.	46,820	18,677	....	....	....	....	11,276
Char'n*	82,748	112,532	14,557	....	....	14,557	38,315
Sav'h..	133,121	169,645	20,098	....	2,614	22,712	61,060
Galv.*.	87,239	95,067	16,405	4,544	2,700	23,649	41,885
N. York	10,398	6,481	76,875	5,727	3,852	86,454	48,147
Florida	2,108	1,581	....	....	....	....	.....
N. Car.	16,526	18,813	....	....	142	142	5,306
Norf'k*	75,406	52,760	13,745	....	....	13,745	16,239
Other..	16,375	6,520	22,407	....	1,294	23,701	12,500
This yr.	580,347	.....	199,758	17,925	13,266	230,949	319,905
Last year		525,606	92,935	5,085	21,675	119.695	317,545

* 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.

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The market has been stronger for cotton on the spot, and quotations were advanced 1-16c. on Monday. Trade has been fair, but by no means active, and nearly equally divided between shippers and home spinners. The deliveries on contracts are maintained at a fair aggregate. Yesterday there was a further advance of ⅛c., owing to very moderate offerings. To-day there was a further advance of ¼c. to 10⅞c. for middling uplands, but with the business limited to the wants of home spinners. The speculation on futures has been increasing in activity, at improving prices. There was an improvement from day to day, down to the close of Tuesday's business, when there was an advance of about thirty hundredths over the close of the previous Friday. The better prices on Tuesday were due mainly to rumors that the forthcoming Bureau report was unfavorable; but on Wednesday, on the appearance of the report, confirming the rumors regarding its character, the market gave way sharply under sales to realize. But yesterday there was a disposition in some quarters to reduce crop estimates, and Wednesday's decline was more than recovered, and yet it was somewhat inconsistent that the early months advanced most. To-day there was a further important advance, the strong Liverpool market and the confidence of the bull party inducing the bears to make a general movement for the covering of contracts. The close, however, was less buoyant.

The total sales for forward delivery for the week are 768,500 bales, including — free on board. For immediate delivery the total sales foot up this week 6,761 bales, including 2,113 for export, 4,287 for consumption, 361 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:

Oct. 11 to Oct. 17.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ℔	9	9 1/16	9 1/16	9 1/8	9 3/16	9 3/16	9 1/8	9 3/16	9 3/16
Strict Ord..	9 3/8	9 7/16	9 7/16	9 1/2	9 9/16	9 9/16	9 1/2	9 9/16	9 9/16
Good Ord..	9 3/4	9 13/16	9 13/16	9 7/8	9 15/16	9 15/16	9 7/8	9 15/16	9 15/16
Str. G'd Ord	10	10 1/16	10 1/16	10 1/8	10 3/16	10 3/16	10 1/8	10 3/16	10 3/16
Low Midd'g	10 1/8	10 3/16	10 3/16	10 1/4	10 5/16	10 5/16	10 1/4	10 5/16	10 5/16
Str. L'w Mid	10 5/16	10 3/8	10 3/8	10 7/16	10 1/2	10 1/2	10 7/16	10 1/2	10 1/2
Middling...	10 7/16	10 1/2	10 1/2	10 9/16	10 5/8	10 5/8	10 9/16	10 5/8	10 5/8
Good Mid ..	10 11/16	10 3/4	10 3/4	10 13/16	10 7/8	10 7/8	10 13/16	10 7/8	10 7/8
Str. G'd Mid	10 15/16	11	11	11 1/16	11 1/8	11 1/8	11 1/16	11 1/8	11 1/8
Midd'g Fair	11 7/16	11 1/2	11 1/2	11 9/16	11 5/8	11 5/8	11 9/16	11 5/8	11 5/8
Fair.....	12 3/16	12 1/4	12 1/4	12 5/16	12 3/8	12 3/8	12 5/16	12 3/8	12 3/8
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ℔	9 1/16	9 3/16	9 7/16	9 3/16	9 5/16	9 9/16	9 3/16	9 5/16	9 9/16
Strict Ord.	9 7/16	9 9/16	9 13/16	9 9/16	9 11/16	9 15/16	9 9/16	9 11/16	9 15/16
Good Ord..	9 13/16	9 15/16	10 3/16	9 15/16	10 1/16	10 5/16	9 15/16	10 1/16	10 5/16
Str. G'd Ord	10 1/16	10 3/16	10 7/16	10 3/16	10 5/16	10 9/16	10 3/16	10 5/16	10 9/16
Low Midd'g	10 3/16	10 5/16	10 9/16	10 5/16	10 7/16	10 11/16	10 5/16	10 7/16	10 11/16
Str. L'w Mid	10 3/8	10 1/2	10 3/4	10 1/2	10 5/8	10 7/8	10 1/2	10 5/8	10 7/8
Middling...	10 1/2	10 5/8	10 7/8	10 5/8	10 3/4	11	10 5/8	10 3/4	11
Good Mid..	10 3/4	10 7/8	11 1/8	10 7/8	11	11 1/4	10 7/8	11	11 1/4
Str. G'd Mid	11	11 1/8	11 3/8	11 1/8	11 1/4	11 1/2	11 1/8	11 1/4	11 1/2
Midd'g Fair	11 1/2	11 5/8	11 7/8	11 5/8	11 3/4	12	11 5/8	11 3/4	12
Fair.....	12 1/4	12 3/8	12 5/8	12 3/8	12 1/2	12 3/4	12 3/8	12 1/2	12 3/4

STAINED.	Sat.	Mon	Tues	Wed	Th	Fri.
Good Ordinary.....℔	9 3/16	9 1/4	9 1/4	9 1/4	9 3/8	9 5/8
Strict Good Ordinary.....	9 9/16	9 5/8	9 5/8	9 5/8	9 3/4	10
Low Middling.....	9 7/8	9 15/16	9 15/16	9 15/16	10 1/16	10 5/16
Middling.....	10 1/8	10 3/16	10 3/16	10 3/16	10 5/16	10 9/16

MARKET AND SALES.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Specul't'n	Transit.	Total.	Sales.	Deliveries.
Sat..	Qui't. Prices firm	....	248	....	....	248	51,900	1,200
Mon.	Steady at 1/16 adv.	1,012	934	72	....	2,018	109,200	1,200
Tues.	Firm.....	129	378	289	....	796	132,400	1,400
Wed.	Firm.....	554	563	....	....	1,117	131,300	1,700
Thurs	Firm at 1/8 adv...	418	1,253	....	....	1,671	136,400	300
Fri..	Firm at adv. of 1/4	....	911	....	....	911	207,300	500
Total	.....	2,113	4,287	361	....	6,761	768,500	6,300

For forward delivery the sales have reached during the week 768,500 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For October.

Bales.	Cts.
300	10·19
3,100	10·20
700	10·21
2,200	10·22
100	10·23
200	10·25
300	10·27
1,500	10·28
4,600	10·29
1,600	10·30
1,000	10·31
3,300	10·32
5,300	10·33
3,400	10·34
2,100	10·35
600	10·36
400	10·37
2,000	10·38
3,300	10·39
7,300	10·40
2,100	10·41
2,100	10·42
100 s.n. 6th	10·43
1,800	10·43
6,000	10·44
4,700	10·45
1,700	10·46
6,400	10·47
6,800	10·48
2,400	10·49
100 s.n. 15th	10·50
4,900	10·50
1,400	10·51
400	10·52
2,200	10·53
1,100	10·54
2,400	10·55
400	10·56
300	10·57
1,000	10·58
3,500	10·59
2,600	10·60
900	10·67
2,500	10·70
200	10·71
500	10·72
600	10·73
6,100	10·75
2,100	10·76
1,700	10·77
100	10·78
300	10·80
100	10·81
1,400	10·82
100	10·84
100	10·85
500	10·87
1,200	10·88
700	10·89
9,800	10·90
500	10·91
1,800	10·92
4,100	10·93
400	10·94
100 s.n. 18th	10·96
133,700	

For November.

Bales.	Cts.
200	10·02
2,800	10·03
600	10·04
500	10·06
100	10·07
400	10·08
1,000	10·09
600	10·10
1,200	10·11
100	10 13
700	10·14
3,400	10·15
3,900	10·16
1,700	10·17
2,300	10·18
2,500	10·19
6,600	10·20
2,000	10·21
900	10·22
1,700	10·23
3,800	10·24
3,600	10·25
2,100	10·26
1,700	10·27
1,700	10·28
3,000	10·29
7,600	10·30
1,100	10·31
3,300	10·32
3,400	10·33
4,000	10·34
7,400	10·35
6,600	10·36
2,900	10·37
1,700	10·38
4,400	10·39
1,700	10·40
100	10·42
100	10·43
2,200	10·45
700	10·46
100	10·47
700	10·48
1,300	10·49
1,700	10·50
6,300	10·51
3,200	10·52
1,100	10·53
1,700	10·54
7,200	10·45
5,900	10·46
4,700	10·47
3,700	10·48
8,700	10·49
5,800	10·50
1,200	10·53
1,900	10·54
3,000	10·55
1,200	10·56
3,900	10·57
2,200	10·58
6,400	10·59
11,900	10·60
5,600	10·61
4,500	10·62
9,800	10·63
1,700	10·64
1,500	10·65
3,600	10·66
185,900	

For February.

Bales.	Cts.
300	10·30
100	10·31
900	10·32
500	10·33
500	10·34
1,200	10·35
600	10·36
1,300	10 39
1,800	10·40
1,000	10·41
800	10·42
100	10·43
800	10·44
1,000	10·45
600	10·46
1,400	10·47
900	10·48
1,400	10·50
100	10·51
800	10·52
300	10·53
1,800	10·54
2,000	10·55
600	10·56
1,700	10·57
1,200	10·58
600	10·59
800	10·60
1,200	10·61
1,500	10 62
400	10·63
500	10·67
100	10·68
600	10·69
100	10·70
1,100	10·71
500	10·72
1,100	10·73
1,600	10·74
600	10·75
900	10·76
500	10·77
300	10·78
35,300	

For March.

Bales.	Cts.
100	10·45
400	10·46
300	10·47
400	10·48
500	10·50
700	10·55
800	10·56
800	10·57
800	10·58
3,900	10·59
3,800	10·60
400	10·61
300	10·62
300	10·63
400	10·64
900	10·65
200	10·66
300	10 67
1,800	10·68
3,300	10·70
1,900	10·71
2,500	10·72
1,000	10·73
100	10·74
1,600	10·75
1,400	10·76
100	10·78
100	10·80
500	10·81
400	10·82
200	10·83
800	10 84
1,700	10·85
900	10·86
500	10 87
1,200	10 88
300	10·89
2,500	10·90
38,100	

For April.

Bales.	Cts.
200	10·58
200	10·59
200	10·60
200	10·64
300	10·65
200	10·67
1,600	10·70
100	10·71
300	10·74
200	10·75
400	10 77
1,300	10·80
500	10·82
300	10·84
800	10·85
1,700	10·86
200	10 87
900	10·88
600	10·90
500	10·92
100	10·95
100	10·97
400	10 98
500	10·99
1,800	11·00
700	11 01
100	11·03
14,400	

For May.

Bales.	Cts.
200	10·76
400	10·78
200	10·79
100	10·81
100	10·82
100	10 83
200	10·85
200	10·86
600	10·87
200	10·88
200	10·90
100	10·92
200	10·93
100	10·94
1,000	10·95
200	10·96
200	10·97
400	10·98
1,400	10 99
2,100	11·00
800	11·02
1,300	11·03
200	11·08
100	11·09
1,100	11·10
200	11·12
200	11·15
12,100	

For June.

Bales.	Cts.
200	10·99
300	11·00
500	11·01
600	11·03
200	11 05
200	11·06
1,500	11·08
1,300	11·10
100	11·11
300	11·12
200	11·14
300	11·22
200	11·24
5,900	

For July.

Bales.	Cts.
1,400	11·00
100	11 01
400	11·07
200	11·08
200	11 10
800	11·14
100	11·16
100	11 17
600	11·18
500	11·19
100	11·20
1,000	11·30
5,500	

The following exchanges have been made during the week:

·25 pd. to exch. 100 Dec. for Feb.
·01 pd. to exch. 100 Nov. for Dec.
·13 pd. to exch. 400 Nov. for Oct.

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

Futures Market.	Saturday. Firmer. For Day. High. Low.	Closing. Bid. Ask	Monday. Firmer. For Day. High. Low.	Closing. Bid. Ask	Tuesday. Firmer. For Day. High. Low.	Closing. Bid. Ask
October	10·30-10·20	10·29 —	10·44-10·30	10·33 34	10·48-10·30	10·46 47
" s.n.	— - —	— —	— -10·33	— —	10·50- —	— —
Nov'ber	10·11-10·02	10·10 11	10·21-10·15	10·17 18	10·35-10·13	10·33 —
Dec'ber	10·12-10·02	10·10 11	10·22-10·14	10·17 18	10·37-10·12	10·34 —
Jan'ry .	10·22-10·11	10 20 —	10·32-10·24	10·26 27	10·47-10·23	10·43 —
Feb'ry..	10·36-10·30	10·34 36	10·47-10·39	10·40 41	10·61-10·40	10·57 58
March .	10·50-10·45	10·48 50	10·61-10·55	10·55 57	10·75-10·56	10·71 72
April...	10·67-10·58	10·64 66	10·75-10·70	10·69 71	10·90-10·70	10·86 89
May....	10·82-10·76	10·79 80	10·90-10·83	10·83 85	11·00-10·85	11·00 02
June...	10·90- —	10·90 92	11·03-11·00	10·98 †	11·14-11·05	11·12 15
July ...	11·01-11·00	10·99 *	— —	11·06 09	11·16-11·07	11·19 23
Tr. ord.	10·30		10·35		10·50	
Closed.	Steady.		Steady.		Firm.	

Futures Market.	Wednesday. Easier. For Day. High. Low.	Closing. Bid. Ask	Thursday. Firmer. For Day. High. Low.	Closing. Bid. Ask	Friday. Excited. For Day. High. Low.	Closing. Bid Ask
October	10·51-10·38	10·38 39	10·60-10·43	10·59 —	10·94-10 67	10·88 —
" s.n.	— - —	— —	— - —	— —	10·96- —	— —
Nov'ber	10·40-10·23	10·23 24	10·40-10·26	10·38 39	10·65-10·42	10·52 —
Dec'ber	10·40-10·23	10·23 24	10·39-10·25	10·38 39	10·56-10·43	10·48 —
Jan'ry .	10·50-10·33	10·33 34	10·50-10·33	10·48 49	10·66-10·53	10·55 —
Feb'ry.	10·63-10·47	10·47 48	10 63-10·50	10·61 62	10·78-10·67	10·68 69
March..	10·78-10·62	10·63 64	10·76-10·66	10·75 77	10·90-10·80	10·83 85
April...	10·92-10·80	10·75 76	10·90-10·80	10·88 90	11·03-10·95	10·95 97
May....	11·03-10·92	10·91 92	11·02-10·95	11·02 03	11·15-11·08	11·10 12
June ...	11·14-11·12	11·02 05	11·11-11·08	11·12 15	11·24-11·22	11·17 19
July ...	11·20-11·18	11·12 14	11·19-11·14	11·19 21	11·30- —	11·25 27
Tr. ord.	10·40		10·60		10·90	
Closed.	Weak.		Firm.		Steady.	

* 11·01c. † 11c.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Oct. 17), we add the item of exports from the United States, including in it the exports of Friday only:

	1879.	1878.	1877.	1876.
Stock at Liverpool.....	216,000	301,000	448,000	610.000
Stock at London.....	61,075	31,250	28,750	34,000
Total Great Britain stock .	277,075	332,250	476,750	644.000
Stock at Havre.....	93,000	126,500	172,000	183.750
Stock at Marseilles.....	1,034	1,750	7,250	4,500
Stock at Barcelona.....	10,840	8,250	48,000	56.000
Stock at Hamburg.....	1.800	4,250	11,000	10.000
Stock at Bremen.....	26,389	24,500	45,500	47,500

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	1879.	1878.	1877.	1876.
Stock at Amsterdam	22,822	34,500	33,000	57,500
Stock at Rotterdam	1,283	6,750	9,500	13,500
Stock at Antwerp	.....	3,500	5,500	14,500
Stock at other conti'ntal ports	6,905	8,750	8,500	15,250
Total continental ports	164,073	218,750	340,250	402,500
Total European stocks	441,148	551,000	817,000	1,046,500
India cotton afloat for Europe	106,219	117,000	96,000	194,000
Amer'n cotton afloat for Eur'pe	229,354	147,000	68,000	130,000
Egypt, Brazil, &c., aflt for E'r'pe	27,283	16,000	36,000	30,000
Stock in United States ports	366,217	376,699	282,193	429,089
Stock in U. S. interior ports	25,817	36,437	33,549	49,497
United States exports to-day	32,000	18,000	9,000	12,000
Total visible supply	1,228,038	1,262,136	1,341,742	1,900,086

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock	71,000	141,000	210,000	232,000
Continental stocks	67,000	173,000	248,000	260,000
American afloat for Europe	229,354	147,000	68,000	130,000
United States stock	366,217	376,699	282,193	429,089
United States interior stocks	25,817	36,437	33,549	49,497
United States exports to-day	32,000	18,000	9,000	12,000
Total American	791,388	892,136	850,742	1,112,586
East Indian, Brazil, &c.—				
Liverpool stock	145,000	160,000	238,000	378,000
London stock	61,075	31,250	28,750	34,000
Continental stocks	97,073	45,750	92,250	142,500
India afloat for Europe	106,219	117,000	96,000	194,000
Egypt, Brazil, &c., afloat	27,283	16,000	36,000	39,000
Total East India, &c	436,650	370,000	491,000	787,500
Total American	791,388	892,136	850,742	1,112,586
Total visible supply	1,228,038	1,262,136	1,341,742	1,900,086
Price Mid. Upl., Liverpool	6 11/16d.	6 3/16d.	6 1/2 l.	5 15/16d.

The above figures indicate a *decrease* in the cotton in sight to-night of 34,098 bales as compared with the same date of 1878, a *decrease* of 113,704 bales as compared with the corresponding date of 1877, and a *decrease* of 672,048 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 Oct. 17, '79.			Week ending Oct. 18, '78.		
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.
Augusta, Ga.	7,512	7,802	2,893	9,954	6,722	7,956
Columbus, Ga.	3,816	1,895	4,137	4,268	2,919	4,791
Macon, Ga.	3,102	2,925	2,832	4,827	2,169	6,393
Montgomery, Ala	6,384	4,579	4,841	7,097	6,339	7,718
Selma, Ala.	6,694	5,357	7,171	5,267	4,712	6,543
Memphis, Tenn.	3,182	4,433	978	....	....	729
Nashville, Tenn.	3,733	3,684	2,965	2,124	1,370	2,307
Total, old ports.	34,423	30,675	25,817	33,537	24,231	36,437
Dallas, Texas	2,808	2,296	1,868	1,485	2,048	1,435
Jefferson, Tex*.	500	485	150	491	444	529
Shreveport, La	2,735	2,956	3,604	1,938	826	3,362
Vicksburg, Miss.	5,408	5,297	2,090	....	....	33
Columbus, Miss.	1,023	1,099	1,006	471	118	1,504
Eufaula, Ala.	1,899	1,592	1,650	1,762	1,507	2,023
Griffin, Ga.	1,655	1,553	1,048	1,962	1,759	1,507
Atlanta, Ga.	5,528	5,203	4,639	5,627	4,346	5,454
Rome, Ga.*	2,900	2,801	2,800	4,210	3,115	3,606
Charlotte, N. C.	2,720	2,297	637	2,656	3,367	630
St. Louis, Mo.	21,922	15,551	33,507	19,204	11,948	21,285
Cincinnati, O.	2,823	2,225	2,411	4,638	4,498	1,792
Total, new p'rts	51,921	43,355	55,410	44,444	33,976	43,160
Total, all.	86,344	74,030	81,227	77,981	58,207	79,597

* Estimated.

The above totals show that the old interior stocks have *increased* during the week 3,748 bales, and are to-night 10,620 bales *less* than at the same period last year. The receipts at the same towns have been 886 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.
June 6	9,390	12,380	11,089	57,509	34,154	37,570	....	7,509	6,461
" 13	8,526	11,231	6,612	52,154	29,315	32,429	3,171	6,392	1,471
" 20	8,526	10,721	7,188	45,769	23,287	29,306	2,141	4,693	4,065
" 27	6,519	6,879	6,293	35,811	21,240	25,223	....	4,832	2,210
July 4	6,102	5,949	3,637	32,077	19,675	22,388	2,368	4,384	802
" 11	4,404	5,287	3,032	28,997	18,033	20,691	1,324	3,645	,335
" 18	3,676	3,782	2,809	27,979	15,494	15,528	2,658	1,243	....
" 25	3,299	4,086	3,272	25,361	12,527	14,410	681	1,119	2,154
Aug. 1	2,691	3,671	2,503	22,472	11,005	13,966	....	2,149	2,059
" 8	2,102	3,069	3,945	21,574	8,346	13,049	1,204	410	3,028
" 15	1,733	4,657	3,462	19,118	6,238	11,477	....	2,549	1,890
" 22	2,644	5,699	4,843	17,600	5,999	7,463	1,126	5,460	829
" 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	98,863	127,729	20,510	37,872	40,774	48,534	110,358	144,607
Oct. 3	70,040	130,990	162,303	29,720	47,208	52,207	79,250	140,326	173,736
" 10	109,264	148,158	169,408	41,891	59,823	68,913	121,435	160,773	186,114
" 17	135,054	160,233	181,714	58,745	79,597	81,227	151,908	180,007	194,028

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1879 were 835,987 bales; in 1878 were 759,784 bales; in 1877 were 440,292 bales.

2. That the receipts at the out ports the past week were 181,714 bales and the actual movement from plantations 194,028 bales; the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 180,007 bales, and for 1877 they were 151,908 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been considerable rain, with wind, in some sections the past week, interfering with picking more or less.

Galveston, Texas.—We have had a drizzle on one day of the week, the rainfall reaching two hundredths of an inch. Most sections need rain badly, and the local suffering is great. The thermometer has ranged from 74 to 86, averaging 80.

Indianola, Texas.—There have been showers at this point on four days, the rainfall aggregating ninety-two hundredths of an inch. Recent rains have proved immensely beneficial. The thermometer has averaged 77, the highest being 87 and the lowest 68.

Corsicana, Texas.—There has been no rainfall during the week, and we are needing rain badly. Average thermometer 79, highest 90, and lowest 67.

Dallas, Texas.—The weather during the week has been warm and dry, and we want rain very much. Wheat planting is being delayed by the drought. Picking is progressing finely. The whole region north of thirty-two and east of twenty degrees makes a very fair cotton crop, but the rest of the State makes a very poor one. The thermometer has averaged 79, with an extreme range of 67 to 90.

Brenham, Texas.—It has not rained here the past week, and there is terrible distress from the drought. Picking is progressing finely, but planters are holding on to their crop. Average thermometer 82, highest 90, and lowest 74.

New Orleans, Louisiana.—There have been showers at this point on two days, the rainfall reaching twenty hundredths of an inch. The thermometer has averaged 77.

Shreveport, Louisiana.—We have had good weather for picking purposes during the week, the thermometer having ranged from 64 to 87, averaging 75, and the rainfall reaching only five hundredths of an inch.

Vicksburg, Mississippi.—The weather during the week has been warm and dry. About one-half the crop of this section has now been picked.

Columbus, Mississippi.—Rain has fallen during the week on four days, the rainfall reaching two inches and sixty hundredths. The thermometer has averaged 78, the highest being 82 and the lowest 75. We had a severe rain and wind storm, doing much damage.

Little Rock, Arkansas.—It was cloudy Saturday, Monday, Tuesday and Thursday last, with rain on Saturday and Thursday, the rainfall reaching ninety hundredths of an inch. The rest of the week has been clear and warm, the thermometer averaging 71 and ranging from 46 to 87. It is now (Friday, P. M.), cool, with a strong northwest wind blowing.

Nashville, Tennessee.—It has rained on two days the past week, with a rainfall of one inch and forty-seven hundredths. The thermometer has ranged from 66 to 89, averaging 76.

Memphis, Tennessee.—Rain has fallen during the past week on two days, the rainfall reaching one inch and three hundredths. Picking is progressing moderately. Planters are generally holding on to their crop, owing to quarantine; but there is some diversion to other markets. The thermometer has averaged 74, the highest being 91 and the lowest 65.

Mobile, Alabama.—It has rained severely on three days, and has been showery two days, the past week. The thermometer has ranged from 69 to 87.

Montgomery, Alabama.—We have had warm, sultry, wet weather the past week, with rain on five days, the rainfall reaching two inches and eighty-six hundredths. Picking has been interfered with by the storm. Average thermometer 74, highest 88, and lowest 67.

Selma, Alabama.—We have had rain on six days, the weather having been warm, sultry and wet. We have had an unusually severe storm this week.

Madison, Florida.—It has rained every day the past week doing much damage and interfering with picking. Caterpillars reported everywhere and doing considerable damage. The thermometer has ranged from 50 to 92, averaging 71.

Macon, Georgia.—Rain has fallen on two days, but the balance of the week has been pleasant. The weather has been warm and very favorable for cotton, and if this weather continues three weeks longer the crop in this section will be greatly benefited. Crop accounts are consequently more favorable. The thermometer has averaged 76, ranging from 64 to 88. Planters are holding on to their crop.

Columbus, Georgia.—We have had rain during the week on three days, the rainfall reaching two inches and sixty-two hundredths. The thermometer has averaged 77.

Savannah, Georgia.—The weather the past week has been warm, sultry, and wet. We have had rain on every day, the rainfall reaching two inches and two hundredths. The thermometer has averaged 74, with an extreme range of 69 to 86.

Augusta, Georgia.—The weather has been warm and sultry the past week, with light rains on four days. Accounts are good, and planters are sending cotton to market freely. The thermometer has ranged from 66 to 89, averaging 76. The rainfall for the week is eighty-two hundredths of an inch.

Charleston, South Carolina.—It has rained the past week on

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two days, the rainfall reaching two inches and sixty-two hundredths. The thermometer has averaged 71, the highest being 87 and the lowest 68.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Oct. 16, 1879, and Oct. 17, 1878.

		Oct. 16, '79. Feet.	Oct. 16, '79. Inch.	Oct. 17, '78. Feet.	Oct. 17, '78. Inch.
New Orleans	Below high-water mark	12	7	13	1
Memphis	Above low-water mark	2	4	4	10
Nashville	Above low-water mark	1	3	0	9
Shreveport	Above low-water mark	2	10	3	6
Vicksburg	Above low-water mark	3	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, OCT. 11, '79, TO FRIDAY, OCT. 17, '79.

D'ys of we'k	New Orleans.	Mobile.	Charleston.	Savannah.	Galvest'n.	Norfolk.	Wilmington.	All others.	Total.
Sat..	6,363	1,546	3,288	3,686	1,338	3,920	924	754	21,819
Mon	9,899	5,973	5,787	6,446	7,079	4,132	561	1,300	41,177
Tues	8,685	1,888	3,220	5,402	1,358	4,115	942	2,266	27,876
Wed	6,712	2,099	4,070	5,848	3,082	3,327	307	1,177	26,622
Thur	2,582	2,576	3,518	4,917	3,381	4,017	1,344	1,490	23,825
Fri..	7,371	1,701	5,065	6,973	2,684	4,011	525	12,065	40,395
Tot..	41,612	15,783	24,948	33,272	18,922	23,522	4,603	19,052	181,714

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

Monthly Receipts.	Year Beginning September 1. 1879.	1878.	1877.	1876.	1875.	1874.
Sept'mb'r	333,643	288,848	95,272	236,868	169,077	134,376
Perc'tage of tot. port receipts Sept. 30..		06·49	02·19	05·87	04·03	03·84

This statement shows that up to Sept. 30 the receipts at the ports this year were 44,795 bales more than in 1878 and 233,371 bales more than at the same time in 1877. By adding to the above totals to Sept. 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1879.	1878.	1877.	1876.	1875.	1874.
Tot. Sp. 30	333,643	288,848	95,272	236,868	169,077	134,376
Oct. 1....	20,785	23,599	13,941	S.	14,531	10,714
" 2....	21,495	23,283	9,741	30,714	12,096	10,511
" 3....	35,016	17,537	12,179	15,621	S.	12,251
" 4....	25,784	24,181	10,720	19,854	19,503	S.
" 5....	S.	22,862	12,903	19,197	20,116	17,584
" 6....	37,355	S.	10,210	22,115	15,078	17,743
" 7....	25,809	25,800	S.	19,247	16,384	14,766
" 8....	21,335	24,369	18,609	S.	19,445	14,416
" 9....	23,504	24,966	21,523	32,049	17,384	18,207
" 10....	35,621	22,539	19,304	24,533	S.	14,587
" 11....	21,819	27,622	18,399	20,722	32,312	S.
" 12....	S.	25,343	21,302	18,950	21,822	27,582
" 13....	41,177	S.	14,875	20,348	20,576	20,714
" 14....	27,876	26,402	S.	19,812	20,518	18,726
" 15....	26,622	29,014	35,142	S.	25,171	18,542
" 16....	23,825	27,764	21,081	38,513	19,629	20,751
" 17....	40,395	20,549	20,815	21,034	S.	16,819
Total.....	762,061	654,678	356,016	559,577	443,612	388,289
Percentage of total p'rt rec'pts Oct. 17		14·72	08·19	13·86	10·59	11·10

This statement shows that the receipts since Sept. 1 up to to-night are now 107,383 bales morethan they were to the same day of the month in 1878, and 406,045 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 Oct. 17 in each of the years named.

COTTON IN GEORGIA—LATE GROWTH.—We have received through Mr. D. H. Baldwin of this city from Mr. George Schaefer, of Hampton, Georgia, a splendid stalk of cotton with over fifty bolls on it which, from appearance, would take about two weeks to ripen. He writes as follows about it under date of October 13.

* * * "I send you by express a stalk of cotton containing bolls that have been grown since the wet spell in August and first of September, to show you that, with a frost as late as the first of November, we will make more cotton than we did last year. My brother tells me that his crops are in the same condition as ours, and, in fact, I believe such is the case all over the State." * * * "You will notice that there is no August crop on it. The July crop that was on it is indicated by the bolls which have been picked as you will see. Even were it to frost in a few days, nearly all the bolls would make stained cotton; but now that the wet spell of last week has given way to clear, pleasant weather, I do not look for frost until at least the 30th."

AGRICULTURAL DEPARTMENT REPORT.—The October report of the Agricultural Bureau has been issued this week, and we would call the attention of our readers to an interpretation of it in our editorial columns. We have also analyzed the Cotton Exchange reports in the same article.

Below is the full text of the Agricultural Department report:

WASHINGTON, October 15, 1879.

The October returns of the Department of Agriculture indicate an average condition for the cotton crop of 81, being a decline since the 1st of September of 4.

The following are the State averages:

North Carolina	77	a decline of	6
South Carolina	82	an increase of	1
Georgia	77	a decrease of	5
Florida	80	"	5
Alabama	79	"	5
Mississippi	85	"	4
Louisiana	80	"	7
Texas	65	"	1
Arkansas	96	"	3
Tennessee	106	"	1

Compared with October, 1878, there is a decline of 9 per cent. The condition then was 90.

Storms of great severity have visited Louisiana and Mississippi, causing great damage. Insect injuries are not reported to any great extent, although almost universal. Their appearance was too late to do much damage. Unfavorable weather in Alabama and Georgia was reported. The drouth in Texas has shortened the prospect of that State nearly 25 per cent. (Note.—On the 1st of July the Texas condition was reported 90 and on the 1st of October 65.) Arkansas and Tennessee are the only States showing an increase over the condition in October last year.

STOCK OF AMERICAN COTTON AT LIVERPOOL.—We take the following from the Liverpool *Post* of September 27:

"The stock of American and long-stapled cotton in Liverpool was officially counted yesterday afternoon, and declared this morning. The figures compare as follows with the previous estimate:

	Estimated.	Actual.	Deficit.	Excess.
American ....bales.	158,870	96,310	62,560	.....
Brazilian.....	15,610	17,060	.....	1,450
Egyptian, &c.... ...	13,360	30,180	.....	15,820
West Indian, &c.. ..	15,120	18,790	.....	3,670
East Indian.....	83,960	83,960	.....	.....
Total.....	286,920	246,300	62,560	20,940

—showing a net total deficit of 40,620 bales. There is no change in East Indian, because the stock will not be officially counted until next spring. The stock of American consists of 4,775 sea islands, 45,496 uplands, 1,039 Mobile, and 44,997 Orleans and Texas.

"The announcement of the large deficit in American occasioned considerable surprise, and at first there was a disposition to doubt the correctness of the returns; but, in the absence of any tangible reason for distrust, belief in the accuracy of the count gained ground as the day advanced. That the stock is exceptionally small, and much smaller than last week's estimate, is palpable to any buyer who goes round the market. The reduction in the quantity offering from day to day has been especially noticeable during the past week, and this is precisely what might have been expected with a stock of 96,000 bales, but could not have been experienced with a stock of 160,000 bales. It is said that some merchants hold cotton not in the hands of brokers, and that this is not returned. This may be the case to the extent of a few thousand bales, but it is by no means certain that it is so. Looking at the exceptional condition of the market—the high price of spot cotton and the low price of near deliveries—there has been every inducement for the merchant to offer every bale of his stock for sale, and no inducement whatever to cause him to keep any out of the hands of his brokers.

"The belief that the 62,560 bales are held back will not stand a moment's examination. Precisely the same was said of last year's deficit of 73,350 bales, and of the deficit of 51,440 bales discovered in 1877. Surely no one believes that these 51,440 bales and 73,350 bales have been kept bottled up for one year and two years respectively? And if such an idea is preposterous with regard to 1877 and 1878, why is it not so with respect to 1879? Does any one believe that there are 51,440 plus 73,350, plus 62,560, or a total of 187,350 bales of cotton in Liverpool unknown to any one in the trade? However surprising and unexpected the result of stock-taking may be, it is simply childish to denounce it as incorrect. There may be, as we have already stated, a few thousand bales not returned, but this is not certain, and on the whole is rather improbable.

"It is quite true that, whereas the American stock always shows a deficit, other descriptions nearly always show an excess; but this is easily explained. A large quantity of American is forwarded every year to spinners direct from the quay or warehouse by merchants, who make no returns to the Brokers' Association; but this is not the case with long staples, which generally show an excess in stock, owing to imperfect returns made of cotton resold on account of speculators or spinners.

"One important fact proved by the result of stock-taking is

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that the rate of consumption has throughout the year been much larger than the current estimates. Here are the figures for American and all kinds:

	American.	Others.	Total.
Stock Dec. 26, 1878.....bales.	199,500	125,550	325,050
Import to Sept. 26, 1879.....	1,578,129	461,188	2,039,317
Total.....	1,777,629	586,738	2,364,367
Export to Sept. 26, 1879	107,857	98,567	206,424
Stock Sept. 26, 1879	96,310	149,990	246,300
Total.....	204,167	248,557	452,724
Consumption.....	1,573,462	338,181	1,911,643
Average, thirty-nine weeks.....	40,345	8,671	49,016
Previous estimate.....	38,910	9,320	48,230

"It is obvious that the coming two months will be a very critical period for spinners. Last year the stock of American was reduced from 229,000, on the 26th of September, to 151,000 on the 31st October, and 124,000 on the 21st November—a total reduction of 105,000 bales. It is obvious that nothing of the kind can take place this year. It is equally clear that even with a reduced rate of consumption the stock on the spot must be very small throughout October and November, and possibly in December also. There is no way out of the difficulty but a prompt extension of short-time."

—We call attention to the card of Mr. A. B. Shepperson, 25 Beaver street, on the last page of the CHRONICLE, announcing this year's edition of his book, "*Cotton Facts.*" It is of a size convenient for the pocket, and contains in concise shape all the essential statistics of cotton—the crops, receipts, exports, consumption, stocks, prices and acreage, for a series of years. This is its third season of publication, and the present issue has, as a new feature, the daily port receipts for the past three seasons. Its tables of Agricultural Bureau reports for ten years are endorsed by the statistician of the bureau. The book is highly esteemed by some of the most prominent gentlemen in the trade, and seems to have been prepared with much care.

COTTON EXCHANGE REPORTS FOR OCTOBER 1.—We publish below, in full, the Cotton Exchange reports for Oct. 1:

Norfolk Department.

The Norfolk Cotton Exchange (H. S. Reynolds, Chairman, W. D. Rountree and R. P. Barry, Committee on information and Statistics) issues the following report, covering the *State of Virginia* and the following *Counties in North Carolina:* Rutherford, Lincoln, Catawba, Rowan, Davidson, Iredell, Burke, Wilkes, Caldwell, Alexander, Davie, Forsythe, Yadkin, Stokes, Surrey, Rockingham, Caswell, Person, Granville, Warren, Franklin, Nash, Wake, Hyde, Pitt, Green, Cartaret, Craven, Beaufort, Tyrrel, Washington, Martin, Bertie, Chowan, Pasquotank, Camden Currituck, Gates, Hertford, Northampton and Halifax.

North Carolina and Virginia.—60 replies from 22 counties.

Thirty-one report the weather generally more favorable during September. Twenty-nine say that the weather was generally unfavorable, owing to rain and cold nights, to Sept. 20. Sixteen replies from seven eastern North Carolina counties report serious damage, the result of severe storms on the 17th of August, causing rust and shedding. Fourteen replies from interior counties report favorable, with little or no danger from rust or shedding. Sixteen replies from eastern counties in North Carolina report that the re-plant fruited very poorly. Thirty-five replies from the interior counties also report poor fruiting. Nine replies from interior counties report the fruiting good. An average of 21 per cent from the crops is reported as having been picked, and the average yield, as compared with last year, shows a decline of 22 per cent.

Charleston Department

covers the *State of South Carolina*, and is prepared and issued by the Charleston Cotton Exchange, through their Committee on Information and Statistics, composed of A. Norden, Chairman, R. D. Mure, E. Willis, Wm. Fatman, L. J. Walker.

South Carolina.—69 replies from 28 counties; average date, September 30.

The weather during the month is reported by all as being very dry and very favorable for picking, but by most as unfavorable for maturing of the top crop, the growth having been checked by the drought.

The plant is fruiting well, but in most cases not retaining its squares and bolls. Many complain of considerable damage done by rust. The lower counties report two-thirds as having been picked, while the upper counties average about one-third picked.

Estimates of seed cotton yielded per acre vary from 300 pounds to 800 pounds, the average being 450 pounds to the acre.

The yield, as compared with last year, is estimated to be the same in 3 counties, and from 10 to 50 per cent less in 25 counties, the average estimate being 20 per cent less, which deficiency, however, may be considered to be to some extent counterbalanced by the increase in acreage.

Savannah Department.

This report covers the *State of Georgia* and the *State of Florida.* The report is prepared and issued by the Savannah Cotton Exchange, through their Committee on Information and Statistics, composed of J. H. Johnston, Clavius Phillips, J. J. Wilder, L. G. Young and F. R. Sweat.

Georgia.—93 replies from 54 counties.

The weather during the month of September, in Southern Georgia, was unfavorable—too much rain; in Middle Georgia, it has been on the whole rather favorable; while in the Northern portion of the State it has been exceedingly favorable. Where too much rain prevailed, picking was interrupted, and considerable damage from rust, rot, shedding of bolls and from worms is reported. In most sections of the State the plant was well fruited, but where the drought in July affected it, followed by excessive rains, there has been shedding of both forms and bolls. It is estimated that about one-third of the crop of the State has been picked. The yield in Southern Georgia, per acre, will be about 300 pounds of seed cotton, in the middle portion of the State 350 to 400 pounds, while in Northern Georgia it will be 400 to 500 pounds per acre. The returns indicate that we may look for increased production in Northern Georgia, about the same in Middle Georgia, and a smaller out-turn in Southern Georgia, as compared with last year.

Florida.—23 replies from 13 counties.

The weather during the past month was unfavorable; excessive rains stopped picking and caused the bolls to rot and sprout, and complaints of damage from rust, shedding and worms are general. It is estimated that 350 pounds of seed cotton to the acre may be considered as a very full estimate of the production for this year's crop. As compared with last year, the yield of the State will be less.

In the sea island section there has been also too much rain, picking was stopped, and the open cotton sprouted in the bolls. This crop was very short last year, and now the prospect is, the out-turn of this year's crop may not exceed that of last year.

Mobile Department

covers the *State of Alabama* as far north as the summit of the Sand Mountains, and the following *Counties in Mississippi:* Wayne, Clark, Jasper, Lauderdale, Newton, Kemper, Neshoba, Nebaboe, Winston, Lowndes, Oktibbeha, Clay, Monroe, Chicasaw, Itawamba, Lee, Pontotoc, Prentiss, Alcorn and Tishamingo. The report is prepared and issued by the Mobile Cotton Exchange, through their Committee on Information and Statistics, composed of T. K. Irwin, Chairman, Julius Buttner, S. Haas, Louis Touart and G. Thos. Cox.

Alabama.—56 replies from 33 counties.

The weather during September has been dry and favorable and has caused a rapid maturity and opening of bolls. The average damage done by rust and worms is about 14 per cent. The cotton is generally reported as not fruiting well, and there are complaints of shedding. About 45 per cent of the crop was picked up to Sept. 30. The estimated yield of seed cotton per acre is about 400 pounds, and as compared with last year is about 20 per cent less.

Mississippi.—29 replies from 19 counties.

The weather during September has been dry and favorable, having a good effect on cotton and causing a rapid maturity and opening of bolls. The damage from rust and worms is about 10 per cent. The plant has fruited and retained squares and bolls tolerably well. About one-third of the crop was picked up to 30th September. The yield per acre of seed cotton is estimated at about 450 pounds, and as compared with last year is 5 per cent less.

New Orleans Department

covers that part of the *State of Mississippi* not apportioned to the Memphis and Mobile Cotton Exchanges; the entire *State of Louisiana*, and the *State of Arkansas* south of the Arkansas River. The report is prepared and issued by the New Orleans Cotton Exchange, through their Committee on Information and Statistics, composed of Wm. A. Gwyn, Chairman, L. F. Berje, Chris. Chaffe, Jr., W. H. Howcott and A. G. Ober.

Louisiana.—87 replies from 35 parishes; average date, September 30.

The weather is reported as having been very stormy and unfavorable for the first few days of the month, for the balance of the month very dry and favorable, causing the crop to mature and open rapidly. Picking is progressing finely throughout the State. There is universal complaint of considerable damage from rust, rot and shedding. The plant has fruited well but not retaining its squares and bolls. The complaint of damage to the top crop is universal. Forty per cent of the crop is reported picked. The estimate average yield in seed cotton is 825 pounds per acre, which is slightly less than last year.

Arkansas.—46 answers from 26 counties; average date, September 30.

The weather is reported as having been favorable for gathering the crop, except during the first few days of the month. General complaint is made of rust and rot. The top crop is reported as shedding badly. The plant has fruited well, but has not retained its bolls and squares. One-third of the crop is reported as gathered. The average yield is estimated at 800 pounds seed cotton per acre, and compared with last year is about the same.

Mississippi.—86 replies from 36 counties; average date, September 30.

The weather during the month of September has been very favorable, except the first few days (which were stormy), causing the plant to open rapidly. The complaint of damage from rust, rot and storms is universal, and in some sections the injury therefrom has proved very serious. The plant has fruited well, but, owing to shedding, has not retained its squares and bolls. The top crop is reported very poor. Picking is progressing very fairly, and about 40 per cent of the crop has been gathered. The average yield will be about 700 pounds seed cotton per acre, which is slightly better than last year.

Galveston Department

covers the *State of Texas*, and was prepared and issued by the Galveston Cotton Exchange, through their committee on Information and Statistics, composed of J. D. Skinner, Chairman, Isaac M. Kirwan, Chas. Kellner, J. M. Northman and J. J. Lewis.

Texas.—191 answers from 83 counties; average date Sept. 30.

1—In regard to the state of the weather during September, 145 report it favorable and 46 unfavorable.

2—132 report the effect upon the plant during September as favorable, and 59 unfavorable.

3—151 report no damage by worms, 30 some damage by worms, and 10 some damage by rust.

4—Has the cotton fruited well and retained its squares and bolls? 95 report yes, 96 report no.

5—In regard to the proportion of crop picked 11 report one-fourth picked; 17 report one-third picked; 73 report one-half picked; 40 report two-thirds picked; 38 report three-fourths picked; 12 report seven-eights picked.

6—As to the yield of seed cotton per acre 11 report 200 lbs.; 19, 300 lbs.; 6, 350 lbs.; 51, 400 lbs.; 25, 500 lbs.; 22, 600 lbs.; 17, 700 lbs.; 16, 800 lbs.; 3, 900 lbs.; 12, 1,000 lbs.; 7, 1,200 lbs.; 2, 1,500 lbs.

7—As to the yield compared with last year 4 report less; 18 one-fourth less; 31 one-third less; 63 one-half less; 14 three-fourths less; 36 same as last year; 6 better; 7 one-fourth better; 8 one-third better, and 4 one hundred per cent better. Quite a number of counties report prospects good for a top crop, which is not estimated in the above report.

Memphis Department

covers the *State of Tennessee*, west of the Tennessee River, and the following *Counties in Mississippi:* Coahoma, Panola, Lafayette, Marshall, De Soto, Tunica, Benton and Tippah, and the *State of Arkansas* north of the Arkansas River. The report is prepared and issued by the Memphis Cotton Exchange, through their Committee on Information and Statistics, composed of John S. Toof (Chairman), W. B. Mallory, T. H. Hartmus, A. C. Treadwell, Wm. Bowles, Sr., W. H. Goodlett and Z. N. Estes.

TO THE PRESIDENT AND BOARD OF DIRECTORS:

Gentlemen—The disorganized condition of our mail facilities at the close of July and August, owing to quarantine, prevented the issuance of crop reports for those months. Realizing the importance of our district of the cotton-growing region being faithfully represented in the crop reports now going forward to the manufacturing world, in the absence of the proper committee, your Secretary has deemed it incumbent upon him to afford this facility. On Sept. 23d he mailed the usual number of crop enquiries (adopted by the National Cotton Exchange.) Those destined for the State of Arkansas, 75 in number, were placed in the St. Louis mail, to be distributed at that point. Most remarkable to say, after a lapse of sixteen days, not one response to those enquiries have been received. Consequently, the report now presented does not include that from Arkansas. It is derived from 71 responses to enquiries, dated and mailed Sept. 22d, to-wit: 38 from West Tennessee; 23 from North Mississippi, and 10 from North Alabama. Average date, Sept. 29. Very respectfully,

SAM. M. GATES, Secretary and Superintendent.

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West Tennessee.—38 responses.

Weather 22 report the weather for the month of September dry and very favorable; 5 very cool and dry; 11 report first two weeks wet and cold, balance of month pleasant. *Weather Effects on Cotton Crop*—22 report very favorable in all respects; 5 checked maturity, one of which adds, causing much rust; 4 rank growth and much rot; 2 caused much shedding; 5 caused premature ripening and loss of top crop. *Crop Damages*—16 report no damage to crop; 19 report damage by rust and rot, 5 of whom say serious, 14 slight; 8 give per cent damage from 1 to 15, averaging 7 per cent. *Cotton Fruiting*—26 report crop fruited well; 8 moderately well; 2 that bottom and top fruited well, middle not; 2 that bottom and middle well, top not; 25 report fruit well retained; 7 shed slightly; 6 seriously, *Picking Progress*—The report indicates from 3 to 40 per cent of crop gathered, averaging 17 per cent. *Yield per Acre*—The highest reported is 1,100 lbs. of seed cotton, the lowest 500 lbs., averaging 730 lbs. *Compared with* 1878—21 report 5 to 33 per cent better; 6 from 10 to 20 less; 11 about same—averaging 4 per cent better yield than 1878.

North Mississippi.—23 responses.

Weather—11 report the weather dry and very favorable; 6 very cool and dry; 6 first two weeks wet and cold, balance of month pleasant. *Effects on Cotton Crop*—13 report favorable in all respects; 4 checked maturity, one of whom adds, caused much rust; 1 caused too rank growth, causing much rot; 2 caused much shedding; 3 premature ripening and loss of top crop. *Crop Damages*—8 report no damage to crops by either worms, rust, rot or storms; 10 report damage by rust and rot; 6 serious, 4 slight damages; 5 serious damage by boll worms; 5 report per cent of various damages from 10 to 15 per cent, averaging 11. *Cotton Fruiting*—9 report cotton fruited well; 11 moderately well; 3 bottom and middle well, but slight top crop; 5 report having shed slightly; 10 seriously; 8 retained fruit well. *Picking Progress*—Responses indicate 5 to 25 per cent of crop picked, averaging 15 per cent. *Yield per Acre*—The highest yield reported is 1,500 lbs., the lowest 400, averaging 700 lbs. per acre of seed cotton. *Compared with* 1878—6 report an increased yield of 5 to 33 per cent; 5 a decrease of 5 to 15; 12 report about same—averaging 1⅓ per cent increase.

North Alabama.—10 responses.

Weather—7 report dry and favorable; 3 dry with cool nights. *Weather Effects on Crops*—9 report favorable in all respects; 1 causing some rust and checking maturity. *Crop Damages*—7 report no damage for the month; 3 report rust and rot—1 slightly, 2 serious. *Cotton Fruiting*—3 report fruited well; 5 moderately well; 2 bottom and middle fruited moderately, but little top fruit; 2 report shed slightly; 6 seriously; 2 retained fruit well. *Picking Progress*—Is reported at 5 to 25 per cent picked, averaging 15 per cent. *Yield per Acre*—Is reported at from 300 to 600 lbs., averaging 440 lbs. of seed cotton. *Compared with* 1878—1 report 10 per cent better; 9 at 10 to 40 per cent less yield—averaging 14 per cent less yield.

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 October 16.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1879	1,000	3,000	4,000	250,000	350,000	600,000	10,000	816,000
1878	3,000	1,000	4,000	315,000	387,000	702,000	2,000	867,000
1877	1,000	1,000	2,000	378,000	412,000	790,000	3,000	1,003,000
1876	.....	1,000	1,000	553,000	374,000	927,000	4,000	1,020,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 8,000 bales and a *decrease* in the shipments of —— bales, and the shipments since January 1 show a *decrease* of 102,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON RRACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1879	.....	.....	.....	239,000	128,000	367,000
1878	4,000	1,000	5,000	128,000	60,000	188,000
1877	.....	.....	.....	79,000	51,000	130,000
1876	6,000	1,000	7,000	131,000	89,000	220,000

The above totals for this week show that the movement from the ports other than Bombay is 5,000 bales *less* 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	4,000	600,000	4,000	702,000	2,000	790,000
All other ports.	.....	367,000	5,000	188,000	.....	130,000
Total	4,000	967,000	9,000	890,000	2,000	920,000

This last statement affords a very interesting comparison of the total movement for the week ending Oct. 16, 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, Oct. 16.	1879.		1878.		1877.	
Receipts (cantars*)—						
This week	170,000		95,000		100,000	
Since Sept. 1	370,000		210,000		430,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool	9,000	22,606	3,000	16,000	8,000	30,500
To Continent	.....	1,795	.....	4,000	.....	4,800
Total Europe	9,000	24,401	3,000	20,000	8,000	35,300

* A cantar is 98 lbs.

This statement shows that the receipts the past week have been 170,000 cantars, and the shipments to all Europe 9,000 bales.

MANCHESTER MARKET.—Our market report received from Manchester to-day (Oct. 17) states that the quotations are higher, yarns being 1-16@⅛d. dearer and shirtings ¼@1½d. dearer, and that the market, though quiet, is firm. We leave previous weeks' prices for comparison.

	1879.				1878.			
	32s Cop. Twist.	8¼ lbs. Shirtings.		Cott'n Mid. Uplds	32s Cop. Twist.	8¼ lbs. Shirtings.		Cott'n Mid. Uplds
	d. d.	s. d.	s. d.	d.	d. d.	s. d.	s. d.	d.
Aug. 15	8¾ @9¼	6 1½	@7 4½	6⅜	8⅞@9½	6 3	@8 3	6 9/16
" 22	8¾ @9⅜	6 1½	@7 4½	6 9/16	8⅞@9½	6 1½	@8 1½	6 11/16
" 29	8⅞ @9½	6 3	@7 6	6 13/16	8¾@9⅜	6 1½	@8 0	6 11/11
Sept. 5	8⅞ @9½	6 3	@7 6	6 13/16	8¾@9⅜	6 1½	@8 0	6 11/16
" 12	8⅞ @9½	6 3	@7 6	6 13/16	8½@9¼	5 9	@7 9	6½
" 19	8⅞ @9½	6 3	@7 6	6⅝	8½@9⅛	5 9	@7 9	6 7/166
" 26	8⅞ @9½	6 3	@7 6	6⅝	8⅜@9	5 9	@7 7½	6 7/16
Oct. 3	8 15/16@7 1/16	6 3	@7 6	6⅝	8⅜@9	5 9	@7 7½	6 7/16
" 10	9 @9⅝	6 4½	@7 7½	6 11/16	8¼@9	5 7½	@7 7½	6 5/16
" 17	9 1/16 @9⅛	6 4 9/16	@7 9	6 11/16	8⅛@8⅞	5 6	@7 6	6 3/16

GUNNY BAGS, BAGGING, ETC.—Bagging has not been taken very freely during the past week, and we do not hear of any large parcels moving. Prices are ruling about steady, and dealers are still asking 8¾@9c. for 1¾ lbs, 9½c. for 2 lbs., and 10¼@10½c. for standard grades. Jute butts have come to hand quite freely, and the Lennox and Rossdhu are to hand with about 10,000 bales. These parcels had been sold previous to arrival, and resales have been made at 2 9-16@2¾c., the latter price for prime spinning quality, while for paper grades 2 9-16c. is the general figure, and these are the quotations at the close, with the market ruling strong and showing an upward tendency.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 26,926 bales against 28,555 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 previ'us year.
	Sept. 24.	Oct. 1.	Oct. 8.	Oct. 15.		
Liverpool	11,316	20,248	24,472	21,942	96,687	49,951
Other British ports	350	1,000	780	750	2,880	500
TOTAL TO GREAT BRITAIN	11,666	21,248	25,252	22,692	99,567	50,451
Havre	407	2,510	1,453	1,540	7,267	732
Other French ports	.....	.....	.....	.....	.....	.....
TOTAL FRENCH	407	2,510	1,453	1,540	7,267	732
Bremen and Hanover	20	600	1,400	2,300	4,320	1,481
Hamburg	.....	.....	450	394	844	.....
Other ports	.....	1,382	.....	.....	1,382	.....
TOTAL TO NORTH. EUROPE	20	1,982	1,850	2,694	6,546	1,481
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	.....	.....
All other	.....	.....	.....	.....	.....	.....
TOTAL SPAIN, &c	.....	.....	.....	.....	.....	.....
GRAND TOTAL	12,093	25,740	28,555	26,926	113,380	52,664

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. Orl'ans	4,229	18,793	.....	.....	.....	.....	.....	.....
Texas	1,173	27,029	.....	.....	.....	.....	.....	.....
Savannah	7,299	40,343	1,602	5,408	837	4,369	1,279	7,366
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	47	860	.....	.....	.....	.....	.....	.....
S. Car'lina	3,749	22,803	.....	.....	.....	.....	415	1,397
N. Car'lina	1,598	8,044	.....	.....	.....	.....	201	848
Virginia	6,775	39,802	3,446	5,242	.....	.....	3,176	9,944
North. pts	140	1,776	5,575	13,232	.....	.....	.....	.....
Tenn., &c.	1,930	12,328	4,599	11,178	2,009	4,235	.....	.....
Foreign	338	563	.....	.....	.....	.....	.....	.....
This year.	27,278	172,341	15,222	35,060	2,846	8,604	5,071	19,555
Last year.	31,012	169,848	7,954	31,119	1,606	9,238	9,294	25,371

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 124,876 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

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include the manifests of all vessels cleared up to Wednesday night of this week.

	Total bales.
NEW YORK—To Liverpool, per steamers Amoor, 5,290....City of Berlin, 2,026...City of Montreal, 3,038...Kepler, 2,810 Wisconsin, 3,928....The Queen, 2,239....Gallia, 2,611....	21,942
To Hull, etc., per steamer Othello, 750	750
To Havre, per steamer Canada, 1,540	1,540
To Bremen, per steamers Gen. Werder, 1,800....Main, 500..	2,300
To Hamburg, per steamer Lessing, 394	394
NEW ORLEANS—To Liverpool, per steamers Abdiel, 3,221.... Mediator, 5,384 and 14 bags seed cotton....St. Louis, 4,138 ....Ben Venue, 4,480....Andean, 5,050....Rubens, 4,605..	26,883
To Havre, per steamers A. Strong, 3,475....Kingston, 3,669.	7,144
CHARLESTON—To Liverpool, per steamer Richmond, 3,025 Upland....per ship Missouri, 2,800 Upland and 7 Sea Island ....per barks Ponema, 2,398 Upland....Forest Princess, 550 Upland....James Kenway, 1,950 Upland and 13 Sea Island	10,743
SAVANNAH—To Liverpool, per steamers Alice, 3,800 Upland.... Kensington, 3,898 Upland....Gracie, 3,430 Upland	11,128
To Genoa, per bark Sailor Prince, 1,500 Upland	1,500
TEXAS—To Liverpool, per steamers Cordova, 3,652....Haytian, 5,517	9,169
To Falmouth, for orders, per steamer Whitburn, 3,200	3,200
To Havre, per steamer Timsah, 3,550....per brig Magdala, 994	4,544
To Genoa, per bark Fruen, 1,220	1,220
NORFOLK—To Liverpool, per steamers Amazonese, 5,650.... Chiswick, 3,670....Buenaventura, 4,425	13,745
BALTIMORE—To Liverpool, per steamer Hibernian, 500	500
To Bremen, per steamer Hohenzollern, 461	461
BOSTON—To Liverpool, per steamers Parthia, 263....Canopus, 2,833....Iberian, 2,187	5,283
PHILADELPHIA—To Liverpool, per steamers Lord Clive, 1,620.... Pennsylvania, 700	2,320
SAN FRANCISCO—To Liverpool, per bark Dunnerdale, 110	110
Total	124,876

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

	Liver-pool.	Hull, etc.	Fal-mouth.	Havre.	Bre-men.	Ham-burg.	Genoa.	Total.
New York	21,942	750	....	1,540	2,300	394	....	26,926
N. Orleans	26,883	....	....	7,144	....	....	....	34,027
Charleston	10,743	....	....	....	....	....	....	10,743
Savannah	11,128	....	....	....	....	....	1,500	12,628
Texas	9,169	....	3,200	4,544	....	....	1,220	18,133
Norfolk	13,745	....	....	....	....	....	....	13,745
Baltimore	500	....	....	....	461	....	....	961
Boston	5,283	....	....	....	....	....	....	5,283
Philadelphia	2,320	....	....	....	....	....	....	2,320
S. Francisco.	110	....	....	....	....	....	....	110
Total	101,823	750	3,200	13,228	2,761	394	2,720	124,876

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

ADIRONDACK, steamer (Br.), Foster, from New York, Sept. 29, for Liverpool, on Oct. 3. lat. 40 24, lon. 59 44, broke her cylinder, and was taken in tow by steamer Plainmeller (Br.), from Newcastle, Eng., for Philadelphia, and towed back to New York, where she arrived on the 8th. The A. had her machinery adjusted for one cylinder. She went to sea from Sandy Hook at 11:10 A. M. Oct. 13, after giving bonds for a claim of £4,000 for towage, &c., against the payment of which a protest was entered.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam *d.*	7/16	7/16	1/2	5/16@3/8	5/16@3/8	5/16@3/8
Do sail...*d.*	1/4	1/4	1/4	1/4	1/4	1/4
Havre, steam....*c.*	3/4*	3/4*	3/4*	3/4*	3/4*	3/4*
Do sail.....*c.*	1/2@5/8	1/2@5/8	1/2	1/2	1/2	1/2
Bremen, steam..*c.*	11/16@3/4*	11/16@3/4*	3/4*	3/4*	3/4*	3/4*
Do sail.....*c.*	7/16	7/16	7/16	7/16	7/16	7/16
Hamburg, steam *c.*	3/4*	3/4*	3/4*	3/4*	3/4*	3/4*
Do sail...*c.*	1/2	1/2	1/2	1/2	1/2	1/2
Amst'd'm, steam.*c.*	11/16	11/16	11/16	11/16	11/16	11/16
Do sail...*c.*	...@....	...@....	...@....	...@....	...@....	...@....
Baltic, steam....*d.*	13/32	13/32	13/32	13/32	13/32	13/32
Do sail.....*d.*	...@....	...@....	...@....	...@....	...@....	...@....

* Compressed.

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

	Sept. 26.	Oct. 3.	Oct. 10.	Oct. 17.
Sales of the week.....bales.	48,000	47,000	43,000	43,000
Forwarded	2,000	1,000	2,000	3,000
Sales American	37,000	31,000	31,000	28,000
Of which exporters took	4,000	3,000	3,000	2,000
Of which speculators took..	2,000	3,000	1,000	900
Total stock actual	246,000	.....	.....	.....
Estimated	287,000	233,000	213,000	216,000
Of which American actual..	96,000	.....	.....	.....
Estimated	159,000	86,000	69,000	71,000
Total import of the week	17,000	32,000	26,000	50,000
Of which American	11,000	20,000	15,000	33,000
Actual export	8,000	3,000	5,000	4,000
Amount afloat	119,000	118,000	177,000	210,000
Of which American	42,000	51,000	118.000	166,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 17, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, 12:30 P.M.	Dull and easier.	Firmer.	Easier.	Steady.	Dull and easier.	Steady.
Mid. Upl'ds	6 11/16	6 11/16	6 11/16	6 11/16	6 11/16	6 11/16
Mid. Orl'ns.	6 15/16	6 15/16	6 15/16	6 15/16	6 15/16	6 15/16
Market, 5 P. M.	—	—	—	—	—	—
Sales	5,000	10,000	7,000	8,000	7,000	7,000
Spec.& exp.	1,000	1,000	500	1,000	500	500
Futures. Market, 5 P. M.	—	Weaker.	—	—	—	—

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.

FRIDAY (Oct. 10).

Oct. delivery,.... .....6 15/32@7/16 | Dec.-Jan. delivery..... ....5 27/32d.

SATURDAY.

Delivery.	*d.*	*Delivery.*	*d.*	*Delivery.*	*d.*
Oct.	6 7/16@15/32	Feb.-Mar.	5 7/8	Oct.	6 1/2
Oct.-Nov.	5 31/32@6	Mar.-Apr.	5 29/32@15/16	Oct.-Nov.	6 1/32
Nov.-Dec.	5 27/32@7/8	Apr.-May	5 15/16	Nov.-Dec	5 29/32
Dec.-Jan.	5 7/8	June-July	6	Apr.-May	5 31/32
Jan.-Feb	5 7/8				

MONDAY.

Delivery.		*Delivery.*		*Delivery.*	
Oct.	6 5/8	Mar.-Apr.	6 1/16	Nov.-Dec.	6 1/16
Oct.-Nov.	6 1/16@3/32@1/8	May-June	6 1/8	Dec.-Jan.	6 1/16
Nov.-Dec.	6	Oct.-Nov.	6 5/32	Feb.-Mar.	6 1/16
Dec.-Jan.	6	Nov.-Dec.	6 1/32	Mar.-Apr.	6 3/32
Jan.-Feb.	6	Dec.-Jan.	6 1/32	Apr.-May	6 5/32
Feb.-Mar.	6	Jan.-Feb.	6 1/32	Oct.	6 9/16@17/32

TUESDAY.

Delivery.		*Delivery.*		*Delivery.*	
Oct.	6 9/16@17/32	Nov.-Dec.	6 1/16	Nov.-Dec	6 3/32
Oct.-Nov.	6 1/8	Jan.-Feb.	6 1/16	Dec.-Jan.	6 1/16@3/32
Nov.-Dec.	6 1/32	Mar.-Apr.	6 1/8	Jan.-Feb.	6 3/32
Dec.-Jan.	6 1/32	May-June	6 3/16	Apr.-May	6 3/16
Mar.-Apr.	6 3/32	Oct.	6 9/16@17/32	May-June	6 7/32
Apr.-May	6 1/8	Oct.-Nov.	6 3/16	June-July	6 1/4
Oct.-Nov	6 5/32				

WEDNESDAY.

Delivery.		*Delivery.*		*Delivery.*	
Oct.	6 5/8	Feb.-Mar.	6 5/32@1/8@5/32	Oct.	6 19/32
Oct.-Nov.	6 1/4@7/32@1/4	Mar.-Apr.	6 3/16	Oct.-Nov.	6 7/32
Nov.-Dec.	6 5/32@1/8@5/32	April-May	6 1/4@9/32	Apr.-May	6 1/4
Dec.-Jan.	6 1/8@3/32@1/8	May-June	@6 9/32@5/16	May-June	6 9/32
Jan.-Feb.	6 1/8	June-July	6 11/32		

THURSDAY.

Delivery.		*Delivery.*		*Delivery.*	
Oct.	6 9/16	Feb.-Mar.	6 5/32@1/8	Dec.-Jan.	6 1/8
Oct.-Nov.	6 3/16@7/32 @1/4@7/32	Mar. Apr.	6 3/16	Jan.-Feb.	6 1/8
Nov.-Dec.	6 1/8	Apr.-May	6 7/32	Feb.-Mar.	6 5/32
Dec.-Jan.	6 1/8@3/32	May-June	6 1/4	Apr.-May	6 1/8
Jan.-Feb.	6 1/8@3/32	June-July	6 5/16	May-June	6 9/32
		Nov.-Dec.	6 5/31@1/8		

FRIDAY.

Delivery.		*Delivery.*		*Delivery.*	
Oct.	6 11/16@23/32	Apr.-May	6 5/16	Oct.-Nov.	6 5/16
Oct.-Nov.	6 5/16	May-June	6 3/8	Nov.-Dec.	6 7/32
Nov.-Dec.	6 3/16@7/32	June-July	6 3/8@13/32	Dec.-Jan.	6 7/32
Dec.-Jan.	6 3/16	Oct.	6 11/16	Jan.-Feb.	6 7/32
Jan.-Feb.	6 3/16@7/32	Oct.-Nov.	6 9/32	Oct.	6 23/32@3/4
Feb.-Mar.	6 7/32	Nov.-Dec.	6 3/16	Feb.-Mar.	6 1/4
Mar.-Apr.	6 9/32	Jan.-Feb.	6 3/16		

BREADSTUFFS.

FRIDAY, P. M., October 17, 1879.

There has been an important advance in prices of flour during the past week, amounting in some cases to 75c.@$1 per bbl. The high grades have advanced most, and the trade have been free buyers to secure stocks. Production has been a good deal reduced by the drought, which in some sections has dried up the mill streams. The high grades, previous to this week, had not been marked up to correspond with the low grades, and the range of values had become quite narrow; yesterday the business was exceedingly active, and some grades were held out of the market. Rye flour and corn meal have shared in the upward course of values. To-day the market was strong but quieter.

The regular trade in wheat has been rather slow, but an excited speculation has been in progress all the week, which has caused an important advance in prices. There has been some increase of supplies, but, according to the latest figures, there is as yet no important diminution in the exports, and the large quantities going out of the country have encouraged the speculation for the rise. The advance to last night was 12@15c. per bushel, and the latest sales embraced No. 2 red at $1 50½@$1 51 spot and October, $1 53½ for November and $1 55½@$1 55¾ for December; No. 1 white $1 50@$1 50¼ for October and $1 52 for November; and No 2 spring $1 40½@$1 41 for November. To-day there was some further advance, part of which was lost, and the final close unsettled.

There has also been active speculation in Indian corn, causing a decided advance in No. 2 mixed; while other grades are more or less unsettled, and not being plenty are somewhat nominal. The speculation receives no especial support from the statistical position; supplies come forward freely, and the mild, dry weather is rapidly getting the new crop into condition for marketing. No. 2 mixed closed last night at 62¼62½c. on the spot and for November, and 64c. for December. To-day part of yesterday's advance was lost, No. 2 mixed closing at 62c. for November and 63⅝c. for December.

There is an important advance in rye. There were large sales early in the week at 85c. for Canada, in bond, 86½c. for No. 2 Western and 88c. for State; subsequently held higher, and dull. To-day 93c. was bid for No. 2 Western, and the market quite excited. Barley has been doing better, large sales of fair to choice Canada having been made at 90c.@$1. To-day

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there were large sales at a further advance, including fair to choice Canada at 94c.@$1 03.

Oats have also been forced up by speculative action, and the percentage of advance has been great. The market to-day was quiet, and No. 2 graded closed at 43¾c. for mixed and 4½c. for white. Canada peas arequoted at an advance of 15c., being scarce.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2 ..... ℔ bbl.	$4 85@ 5 35	Wheat—	
Superfine State and Western	5 60@ 5 90	No. 3 spring, ℔ bu.	$1 37 @1 39
Extra State, &c.....	6 00@ 6 20	No. 2 spring.....	1 42 @1 43
Western spring wheat extras.....	5 90@ 6 25	Amber winter...	1 45 @1 53
do XX and XXX...	6 40@ 7 50	Red winter, No. 2	1 50 @1 52½
Western winter shipping extras.....	6 10@ 6 40	White.....	1 44 @1 52
do XX and XXX...	6 50@ 7 50	No. 1 white	1 51 @1 51½
Minnesota patents...	7 00@ 8 50	Corn—West. mixed	60 @ 62
City shipping extras.	6 25@ 6 90	Western No. 2...	61 @ 61½
Southern, bakers' and family brands	7 25@ 8 00	Western Yellow..	....@ ....
South'n ship'g extras.	6 50@ 7 00	Western White...	....@ ....
Rye flour, superfine..	5 50@ 6 00	Rye—West'n, No.2.	93 @ 95
Corn meal—		State and Canada	95 @ 98
Western, &c.....	2 70@ 3 00	Oats—Mixed	41 @ 44
Brandywine, &c....	3 40@ 3 50	White.....	43 @ 47
		Barley—Canada W.	92 @1 03
		State, 4-rowed...	75 @ 85
		State, 2-rowed...	65 @ 75
		Peas—Can'da,b.&f.	85 @1 00

Receipts of flour and grain at Western lake and river ports for the week ending Oct. 11:

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	54,463	1,273,127	1,623,720	399,915	255,041	63,239
Milwaukee.....	61,412	790,630	32,340	24,250	242,737	33,935
Toledo	.....	731,542	110,063	58,860	.....	3,295
Detroit.....	10,117	726,341	5,937	14,617	13,418	.....
Cleveland.....	3,549	78,800	36,900	24,100	12,600	1,150
St. Louis.....	39,415	353,467	56,750	67,017	93,814	10,244
Peoria	1,785	11,600	159,430	112,800	37,000	29,720
Duluth.....	3,000	151,364	31,536	.....	.....	.....
Total	173,741	4,116,871	2,056,676	701,559	654,610	141,583
Previous week.	162,110	4,136,860	2,479,434	817,902	755,058	165,538
Same time '78..	133,018	3,033,723	1,442,881	656,370	623,970	141,322

Total receipts at same ports from Jan. 1 to Oct. 11, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	5,083,139	4,384,295	3,471,686	4,094,830
Wheat..... bush.	74,869,138	66,258,214	35,432,001	41,581,521
Corn.....	78,300,040	79,603,046	66,483,416	67,466,103
Oats	24,952,221	25,545,254	19,338,123	20,729,285
Barley	5,984,025	6,744,472	5,659,799	5,617,176
Rye.....	3,715,566	4,064,296	4,352,407	1,891,954
Total grain....	187,820,990	182,165,282	131,265,746	137,286,049

Total receipts (crop movement) at the same ports from Aug. 1 to Oct. 11, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	1,465,274	1,187,636	1,237,822	1,159,062
Wheat..... bush.	37,603,670	32,201,227	25,140,383	15,137,383
Corn.....	25,271,933	27,098,894	23,577,829	25,061,755
Oats.....	8,890,333	11,884,213	8,512,649	6,928,587
Barley	3,559,623	3,813,621	2,806,013	2,647,937
Rye.....	1,933,727	2,004,987	1,399,300	854,533
Total grain	77,259,286	77,002,942	61,436,174	50,564,200

Comparative shipments of flour and grain from the same ports from Jan. 1 to Oct. 11, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	5,518,763	4,454,167	3,678,533	3,466,171
Wheat..... bush.	63,401,916	54,526,954	30,624,799	37,957,202
Corn.....	70,865,218	69,422,520	58,699,447	62,840,260
Oats.....	18,109,680	17,889,217	14,924,668	17,103,670
Barley.....	3,556,972	3,381,790	3,617,810	2,193,925
Rye.....	3,528,642	3,062,493	2,068,897	1,540,556
Total grain	159,462,428	148,282,974	109,935,621	121,635,613

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.
Oct. 11.....	188,142	3,080,685	2,588,373	610,088	400,742	162,081
Oct. 4.....	182,703	2,499,886	1,422,687	479,591	414,863	177,503
Sept. 27.....	167,605	2,266,514	1,956,552	475,766	233,613	131,248
Sept. 20.....	139,761	3,105,737	2,348,670	324,249	155,403	173,299
Total, 4 w'ks.	678,211	10,952,822	8,316,282	1,889,694	1,204,621	644,131
Do. 4 wks '78.	513,739	8,269,759	7,888,971	2,239,873	1,201,053	451,795

Receipts of flour and grain at seaboard ports for the week ended Oct. 11:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	128,946	2,574,517	1,438,416	234,865	96,500	97,438
Boston.....	66,886	186,145	132,705	86,728	14,600	.....
Portland	1,250	.....	4,500	1,500	.....	.....
Montreal.....	29,160	237,685	100,767	15,287	3,560	.....
Philadelphia.....	16,060	712,500	209,000	59,500	29,500	10,000
Baltimore.....	16,976	1,432,900	184,000	18,000	.....	2,600
New Orleans.....	6,108	3,315	1,165	6,803	.....	.....
Total week.....	265,386	5,147,062	2,070,553	422,683	144,260	110,038
Previous week...	260,913	5,662,210	2,160,729	415,828	71,449	228,165
Cor. week '78....	241,419	3,224,807	2,788,867	864,343	316,118	143,390
Cor. week '77....	251,868	2,703,731	1,490,430	886,991	521,491	140,354

And from Jan. 1 to Oct. 11, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	8,155,162	7,101,827	5,771,053	7,428,469
Wheat..... bush.	111,698,995	81,147,535	25,313,785	33,458,612
Corn.....	87,244,115	88,661,090	69,867,128	70,772,687
Oats.....	17,210,143	19,515,712	15,683,407	19,740,921
Barley	2,036,292	3,238,563	3,247,584	3,651,740
Rye	3,504,185	3,934,657	1,875,345	896,021
Total grain	221,693,730	196,497,557	115,987,333	128,509,961

Exports from United States seaboard ports and from Montreal for week ending Oct. 11:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York	70,033	1,997,068	749,280	2,129	84,599	1,611
Boston	22,672	214,574	56,969	.....	.....	.....
Portland	.....	.....	.....	.....	.....	.....
Montreal.....	21,030	400,549	160,177	15,754	.....	157,305
Philadelphia..	5,830	504,815	164,020	222	.....	.....
Baltimore.....	8,229	1,487,148	129,806	.....	.....	.....
Total for w'k	127,794	4,604,154	1,260,252	18,105	84,599	158,916
Previous week.	132,084	4,940,873	1,499,942	55,823	236,685	78,275
Two weeks ago	129,387	4,967,774	1,187,695	16,124	214,092	12,463
Same time '78.	99,604	2,484,128	1,354,445	181,629	109,103	67,478

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, Oct. 11, was as follows:

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,512,138	2,520,780	598,063	41,079	46,753
Do. afloat (est.)	550,000	125,000	.....	.....	.....
Albany.....	9,200	45,000	103,000	51,000	61,000
Buffalo	282,870	107,180	.....	31,650	.....
Chicago.....	3,420,761	2,393,444	632,926	469,068	76,747
Milwaukee	1,130,029	28,364	14,888	402,189	48,846
Duluth.....	317,796	13,160	.....	.....	.....
Toledo	1,135,887	155,543	82,568	7,800	5,629
Detroit.....	740,077	4,907	3,118	86	.....
Oswego	145,000	270,000	1,500	200,000	22,000
St. Louis.....	1,264,951	297,173	190,678	26,996	22,945
Boston.....	142,604	74,168	134,209	3,591	.....
Toronto.....	203,906	.....	900	181,682	9,597
Montreal (4th) ...	151,783	38,000	1,049	4,384	1,625
Philadelphia	737,938	193,943	.....	.....	70,446
Peoria	4,411	10,416	47,380	8,935	27,239
Indianapolis.....	112,700	58,100	163,500	.....	10,500
Kansas City	349,307	17,871	71,315	3,740	6,103
Baltimore	1,716,368	304,137	.....	.....	.....
Rail shipments...	439,136	561,036	444,987	275,992	96,521
Lake shipments..	2,641,549	2,027,337	165,101	124,750	65,560
On Canal (est.)....	2,779,000	1,794,000	50,000	230,000	193,000
Total	20,787,411	11,037,559	2,705,182	2,062,042	764,511
Oct. 4, '79.....	18,146,639	10,938,531	2,541,868	1,705,277	687,008
Sept 27, '79.....	17,180,443	11,342,110	2,277,139	1,011,936	818,211
Sept. 20, '79.....	17,366,050	11,942,589	2,213,370	730,375	905,656
Sept. 13, '79.....	17,927,979	12,040,692	2,461,982	825,156	950,771
Oct. 12, '78.....	14,701,428	9,803,943	3,713,632	4,142,867	1,231,292

THE DRY GOODS TRADE.

FRIDAY, P. M., Oct. 17, 1879.

Business was restricted in volume the past week, owing to the continuance of unseasonably warm weather, which was unfavorable for the distribution of many heavy fabrics adapted to winter wear. An improved undertone was, however, developed in the cotton goods market, and there was a large and partly speculative movement in brown cottons and printing cloths (with a material advance in prices of the latter), but other makes of cotton goods ruled quiet. Heavy woolens moved slowly and in relatively small parcels, but clothiers continued to place liberal orders for spring cassimeres, cheviots, worsted coatings, &c. The late warm weather has had a depressing effect upon the jobbing trade, and business was consequently light in all departments.

DOMESTIC COTTON GOODS.—The export trade in domestics has been of liberal proportions, 6,135 packages having been shipped from this port to foreign markets during the week ending Oct. 14, including 4,005 to Madagascar, 1,267 to Great Britain, 328 to U. S. of Colombia, 121 to Argentine Republic, 76 to British West Indies, 71 to Villa Francke, 43 to Dutch West Indies, 43 to Brazil, &c. There was a good demand for brown sheetings and drills by exporters, converters and jobbers, and transactions were so large that stocks of leading makes have been greatly reduced. Cotton flannels continued in steady request, but there was only a moderate demand for bleached and colored cottons. Print cloths were active, and large sales were made to speculators and printers at a considerable advance upon last week's prices, extra 64x64 cloths closing at 3 15-16@4c. cash and 56x60s at 3½c. cash. Prints were dull in the regular way, but the stock of Richmond fancies was closed out at the reduced price of 5½c. and Sprague's fancies were marked down to 5¼c. net, which gave an impetus to their distribution. For ginghams and cotton dress goods there was a comparatively light inquiry, and prices of the latter were lower and unsettled.

DOMESTIC WOOLEN GOODS.—There was a satisfactory demand for spring woolens by the clothing trade, and liberal orders were placed for leading makes at an advance of from five to fifteen per cent upon last year's prices. Low and medium grade (light-weight) fancy cassimeres continued in good request and there was a steady inquiry for cheviots and worsted coatings. In heavy-weight woolens there was a lessened movement because of the warm weather, and transactions were mostly restricted to making deliveries on account of old orders.

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Cloakings were in light demand and repellents less active Kentucky jeans moved slowly, but plain and printed satinets were taken in fair quantities by clothiers. Flannels and blankets showed less animation than of late, and selections were confined to relatively small parcels; but stocks are well in hand and prices firm. Worsted dress goods were less freely taken and shawls and skirts ruled quiet.

FOREIGN DRY GOODS.—Transactions in imported goods were almost wholly of a hand-to-mouth character, and light in the aggregate amount, owing to the prevailing warm weather, which has prevented jobbers and retailers from disposing of their early purchases. Dress silks were quiet, aside from a few specialties in fancy silks, which met with moderate sales. Dress goods moved slowly, with the exception of extreme novelties in French fabrics, for which there was a steady inquiry. In linen and white goods, embroideries and laces, there was no movement of importance, and men's-wear woolens remained inactive.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 16, 1879, and for the corresponding weeks of 1878 and 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 16, 1879.

	1877.		1878.		1879.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
		$		$		$
Manufactures of—						
Wool	625	232,838	451	217,695	772	267,607
Cotton	767	174,944	651	174,202	1,174	297,194
Silk	556	286,116	628	392,855	1,084	535,259
Flax	1,329	176,964	784	165,892	1,084	236,370
Miscellaneous	441	133,460	340	93,824	765	135,528
Total	3,718	1,004,322	2,854	1,044,468	4,879	1,471,958

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

Manufactures of—						
Wool	502	186,536	253	93,702	243	92,342
Cotton	175	47,741	85	23,337	97	23,644
Silk	161	141,834	72	50,588	73	56,770
Flax	417	70,691	226	38,245	328	62,227
Miscellaneous	321	20,092	129	21,496	1,029	27,284
Total	1,576	466,897	765	227,368	1,770	262,267
Ent'd for consumpt.	3,718	1,004,322	2,854	1,044,468	4,879	1,471,958
Total on market	5,294	1,471,219	3.619	1,271,836	6,649	1,734,225

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

Manufactures of—						
Wool	437	160,627	214	89,930	372	148,676
Cotton	103	31,154	75	31,274	95	24,292
Silk	92	85,656	48	37,900	162	128,685
Flax	426	74,584	238	44,477	3[illegible]	80,333
Miscellaneous	947	26,652	117	30,320	844	45,033
Total	2,005	378,673	682	233,901	1,855	427,019
Ent'd for consumpt.	3,718	1,004,322	2,854	1,044,468	4.879	1,471,958
Total at the port	5,723	1,382,995	3,536	1,278,369	6,734	1,898,977

Imports of Leading Articles.

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

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

	1879.	1878.		1879.	1878.
China, &c.—			Metals, &c—		
China	13,269	11,702	Lead, pigs	11,714	5,716
Earthenw	33,216	30,056	Spelter, lbs	1,351,80[illegible]	858,916
Glass	177,389	175,569	Steel	64,115	34,281
Glassware	37,992	25,448	Tin, boxes	1,148,942	943,351
Glass plate	3,798	4,010	Tin slbs., lbs	12,363,397	9,087,694
Buttons	8,193	7,190	Paper Stock	116,388	102,509
Coal, tons	47,428	113,154	Sugar, hhds, tcs., & bbls.	570,246	500,626
Cocoa, bags	26,878	17,554	Sugar, boxes and bags	1,268,790	1,732,117
Coffee, bags	1,840,284	1,299,588	Tea	654,632	762,305
Cotton, bales	10,190	4,554	Tobacco	38,625	45,469
Drugs, &c—			Waste	423	384
Bark, Peru	34,506	29,874	Wines, &c.—		
Blea. powd.	15,037	22,330	Champ'gne baskets	83,901	72,057
Cochineal	3,319	2,614	Wines	145,660	106,914
Gambier	37,276	15,272	Wool, bales	43,488	26,011
Gum, Arab.	4,391	3,128	*Reported by value.*	$	$
Indigo	4,875	5,109	Cigars	998,007	1,181,623
Madder, &c	2,224	4,144	Corks	55,931	49,521
Oil, Olive	39,156	32,630	Fancy goods	841,845	859,225
Opium	862	789	Fish	421,500	375,583
Soda, bi-cb.	13,965	16,601	Fruits, &c.—		
Soda, sal	43,721	48,576	Lemons	1,168,598	1,203,433
Soda, ash	56,812	52,300	Oranges	1,458,247	1,336,940
Flax	2,293	2,482	Nuts	554,783	573,907
Furs	7,439	5,215	Raisins	718,400	667,459
Gunny cloth	663	1,049	Hides, undr.	8,950,106	8,577,799
Hair	3,797	3,860	Rice	260,001	225,849
Hemp, bales	150,877	138,318	Spices, &c.—		
Hides, &c.—			Cassia	228,407	121,875
Bristles	1,159	1,019	Ginger	116,098	46,715
Hides, dr'sd	4,320	3,949	Pepper	392,691	322,580
India rubber	37,308	34,319	Saltpetre	237,737	159,136
Ivory	1,492	1,410	Woods—		
Jewelry, &c—			Cork	368,562	321,168
Jewelry	2,282	2,007	Fustic	111,189	35,350
Watches	564	443	Logwood	580,489	504,477
Linseed	308,114	213,968	Mahogany	168,773	47,841
Molasses	82,199	73,788			
Metals, &c—					
Cutlery	3,915	3,279			
Hardware	522	547			

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 Oct. 7.	Since Jan. 1, 1879.	Same time last year.
Ashes ... bbls.	43	4,893	3,284
Beans ... bbls.	3,638	58,584	56,640
Breadstuffs—			
Flour, wheat ... bbls.	128,198	4,099,091	3,347,838
Corn meal ... bbls.	3,018	125,217	156,780
Wheat ... bush.	2,698,932	53,249,476	48,374,753
Rye ... bush.	144,612	2,538,822	3,187,413
Corn ... bush.	1,311,652	34,551,958	31,801,647
Oats ... bush.	227,324	8,628,470	12,167,269
Barley and malt ... bush.	165,465	2,857,101	3,722,282
Peas ... bush.	11,656	285,145	517,164
Cotton ... bales.	31,025	610,525	660,749
Cotton seed oil ... bbls.	546	18,325	.....
Flax seed ... bags.	24,393	254,877	.....
Grass seed ... bags.	4,764	116,025	146,153
Hides ... No.	4,597	169,487	136,358
Hides ... bales.	1,024	96,579	99,113
Hops ... bales.	7,189	75,426	56,881
Leather ... sides.	96,221	3,362,158	426,511
Lead ... pigs.	341	2,569,524	.....
Molasses ... hhds.	.....	4,980	24
Molasses ... bbls.	161	76,184	117,020
Naval Stores—			
Turpentine, crude ... bbls.	25	1,663	2,083
Turpentine, spirits ... bbls.	1,939	61,326	62,837
Rosin ... bbls.	10,767	263,736	320,936
Tar ... bbls.	566	21,910	16,877
Pitch ... bbls.	162	2,888	2,514
Oil cake ... pkgs.	10,749	337,978	359,063
Oil, lard ... bbls.	50	12,148	14,041
Oil, whale ... galls.	.....	.....	.....
Peanuts ... bush.	362	75,692	53,474
Provisions—			
Pork ... pkgs.	1,048	181,187	183,087
Beef ... pkgs.	1,358	32,286	41,560
Cutmeats ... pkgs.	32,578	1,444,091	1,009,033
Butter ... pkgs.	25,453	1,141,757	985,013
Cheese ... pkgs.	19,567	2,040,203	2,549,188
Eggs ... bbls.	5,070	377,468	398,858
Lard ... tcs. & bbls.	4,214	556,991	578,926
Lard ... kegs.	1,052	54,206	35,596
Hogs, dressed ... No.	.....	49,869	19,923
Rice ... pkgs.	966	29,565	32,741
Spelter ... slabs.	.....	65,286	.....
Stearine ... pkgs.	438	22,011	15,133
Sugar ... bbls.	.....	1,673	1,266
Sugar ... hhds.	.....	31,478	15,962
Tallow ... pkgs.	2,978	78,897	64,675
Tobacco ... boxes & cases.	3,025	141,833	170,476
Tobacco ... hhds.	1,593	78,654	131,343
Whiskey ... bbls.	4,171	208,694	159,916
Wool ... bales.	2,452	101,045	70,452

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 Oct. 7.	Since Jan. 1, 1879.	Same time last year.
Ashes, pots ... bbls.	4	1,050	1,262
Ashes, pearls ... bbls.	.....	144	186
Beeswax ... lbs.	.....	59,960	142,495
Breadstuffs—			
Flour, wheat ... bbls.	88,987	2,567,475	1,935,504
Flour, rye ... bbls.	240	5,231	3,611
Corn meal ... bbls.	2,590	120,620	167,843
Wheat ... bush.	2,220,832	51,020,057	43,106,418
Rye ... bush.	94,493	3,418,613	3,514,801
Oats ... bush.	6,505	476,604	3,159,963
Barley ... bush.	.....	120,015	1,518,417
Peas ... bush.	3,034	263,846	318,512
Corn ... bush.	523,298	28,254,335	23,266,756
Candles ... pkgs.	2,475	47,914	37,071
Coal ... tons.	2,042	58,651	43,086
Cotton ... bales.	34,903	307,599	322,596
Domestics ... pkgs.	6,135	100,812	115,041
Hay ... bales.	395	56,524	49,430
Hops ... bales.	6,245	41,782	38,681
Naval Stores—			
Crude turpentine ... bbls.	....	150	135
Spirits turpentine ... bbls.	25	8,142	13,487
Rosin ... bbls.	970	138,301	203,295
Tar ... bbls.	52	5,560	6,576
Pitch ... bbls.	105	3,993	4,871
Oil cake ... cwt.	42,136	1,219,435	1,622,615
Oils—			
Whale ... gals.	60	201,625	391,926
Sperm ... gals.	17,291	115,295	451,443
Lard ... gals.	3,853	1,052,657	1,043,788
Linseed ... gals.	310	9,790	8,885
Petroleum ... gals.	6,627,162	206,118,650	167,166,910
Provisions—			
Pork ... bbls.	4,354	192,912	190,558
Beef ... bbls.	821	41,686	41,103
Beef ... tierces.	1,141	42,958	45,781
Cutmeats ... lbs.	8,911,148	442,986,500	358,267,707
Butter ... lbs.	934,435	29,251,637	18,664,180
Cheese ... lbs.	1,763,691	112,000,475	114,472,425
Lard ... lbs.	2,835,765	188,307,895	207,734,530
Rice ... bbls.	69	12,104	18,624
Tallow ... lbs.	553,048	52,351,839	57,946,753
Tobacco, leaf ... hhds.	2,496	52,411	98,349
Tobacco ... bales and cases.	1,531	28,492	73,007
Tobacco, manufactured ... lbs.	75,964	5,198,847	5,804,454
Whalebone ... lbs.	1,100	54,895	90,623

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UNITED STATES CIRCUIT COURT, SOUTHERN DISTRICT OF NEW YORK.—In Equity.—Between JOHN G. STEVENS and others, complainants, and the NEW YORK & OSWEGO MIDLAND RAILROAD COMPANY and others, defendants.

The sale under the decree made in the above-entitled suit, which has been advertised in this paper once a week for the fifteen weeks last past, is hereby adjourned to September 26, 1879; the sale to take place at the Wickham Avenue Depot of the New York & Oswego Midland Railroad Company, in Middletown, in the County of Orange and State of New York.

For terms and conditions of sale, reference is made to the advertisement referred to, or can be obtained by calling upon the Master at his office, No. 140 Nassau street (Morse Building), in the City of New York. KENNETH G. WHITE,

Dated June 28, 1879. Master.

ALEXANDER & GREEN,
Complainants' Solicitors,
No. 120 Broadway
New York City.

The sale advertised above is further adjourned to the 31st day of October, 1879, at 12 M., to be held at same place. KENNETH G. WHITE,

Dated Sept. 26, 1879. Master.

ALEXANDER & GREEN,
Complainants' Solicitors,
129 Broadway, New York City.

New York, New England & Western INVESTMENT CO.

(INCORPORATED.)

Capital Stock - - $200,000.

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31 & 33 PINE STREET, NEW YORK.

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WILL ACT AS STOCK TRANSFER AGENT for Railroad, Mining and other corporations, and also as Trustee of Bondholders.

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SIXTH AVENUE LINE.

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

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

Trains will run to 58th street and 6th ave. and 104th street and 9th ave. alternately.

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