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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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

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EFFECT OF THE SIX PER CENT INTEREST LAW ON BANK DIVIDENDS.

There seems to be a disposition to make large estimates pay that rate, he will not let him have it. of the loss banks will suffer in consequence of the lowering of the legal rate of interest after the first of January. Our readers are familiar with the new law which goes into effect in New York State on that day, making the legal rate 6 per cent instead of 7 per cent as it now is. We have several times given our views with regard to the construction of that act, and do not intend at present to enter upon that subject again. But admitting that the Courts will interpret the law to mean what was intended, and that the legal rate after January 1 will be reduced one per cent, a few suggestions may be of use in reaching a correct conclusion as to the effect on bank revenues of the reduction.

And, first of all, it is best for us to remember, as the guiding principle in such an inquiry, that law cannot regulate values. This truth is so elementary that it seems wasting time to dwell upon it. The farmer would quality realize its application and force, if New York

limits to receive more than a dollar for a bushel of wheat. Clearly in that case Ohio, so long as she could get a dollar and a-half in Boston or Baltimore or Philadelphia or Liverpool, would send her surplus there, while our own farmers would slyly cart their product over the State line, leaving us with our law but no wheat. Precisely the same principles govern money, though there is a popular belief to the contrary, founded in ignorance—excuse us for using the word—which prevails to some extent. And yet is it not evident that the lender does precisely the same service to the borrower that the seller of the bushel of wheat does to the buyer. Each possesses a thing which another wants and can use to his advantage. The owner, in each case, could use it himself, if he preferred. for instance, the wheat-grower could keep his wheat for seed, or could give it to his children, or eat it himself, or go into the milling business; he forbears doing so, lets his neighbor have it and gain what profit or pleasure out of it he can, and for that forbearance receives a dollar and a-half one year and perhaps a dollar another year, the ruling price of the day as determined by the law of supply and demand. So it is with the money lender. He could use the money himself if he chose, could speculate in Wall street or on the Produce Exchange, or go into farming or cotton manufacturing; but he forbears doing so, perhaps thinking he is too old to undertake the enterprises of his youth, and lets the younger man have it, requiring him to pay simply the ruling rate, according to the same law of supply and demand; if the borrower refuses to

All this appears to be obvious, and yet there is a large class who can see clearly enough the effect of such a legal restriction applied to wheat, and yet lose their mental vision as soon as one speaks of money. But let us look one step further and get a more practical view of this question by noticing how the New York law will act upon the borrower and the The first suggestion must be that just at present its influence will be very slight. Interest now is ruling below 6 per cent, while the legal rate is 7 per cent. To be sure Wall street is paying even more than 7 per cent, and yet on governments the banks cannot to-day get over 5 per cent. We should call this, therefore, about a 6 per cent market, or below that on good security; consequently if the law was in force to-day i would act only on the customer whose paper has been heretofore discounted at 7 per cent; he would get his discount, if he got it at all, at 6 per cent. The very Since to-day made it unlawful for any one within its large body of the loans would be unaffected.

But here the advocate of the law will think the advantage is secured, yet he is mistaken. It is an absolute truth that borrowers always have to pay what money is worth; if they do not do it directly, they will have to do it indirectly. The money lenders and the wheat producers equally expect an equivalent when they part with their own. For illustration, it is only necessary to remind the reader that a good account at a bank is what makes one a customer of the bank, and undoubtedly if a customer pays only 6 per cent for his discounts when the ruling rate is 7 per cent he will find that he gets a smaller line of discounts and is required to keep a larger balance to secure what he gets. If you pay a farmer only a dollar for a bushel of wheat when the man over the State line would give him fifty cents more, you may depend upon it he will make you work out the other fifty cents in some

What we have said also illustrates how the law will operate, so far as the banks are concerned, when the rate of interest advances. With money worth fully 7 per cent or above that, all customers will come under the action of the principle we have referred to. Capital could not otherwise be kept in ordinary banking business. The real sufferers will in the end be the smaller dealersjust the ones it was intended to benefit-for they will not be able to meet the conditions. We can not see, therefore, as a result of this inquiry that any considerable decrease in our bank revenues will be produced by the new interest law. Is it not possible, however when rates rise, that the law may increase the loanable funds in this city by forcing country bank balances this way, where in Wall street the law can be evaded more easily?

A CALL FOR SOUND-MONEY ADVOCATES.

We referred last week to the favorableness of the moment for the definite settlement of the financial questions which have so long disturbed the country. It is not usual for business circles to look forward to the meeting of Congress with any pleasure, and the coming session is perhaps thought to be especially unpromising in its results, for every one recognizes that its main business will be political. The Presidential contest is so very near, politicians will think of little else. To us, however, it seems as if that very fact, taken in connection with the late elections, may be turned to advantage if all who are in favor of a correct financial system will unite in using it.

check the progress of two evils. To meet the first, a provision is needed for the cancelling of legal tenders as rapidly as they are redeemed with gold. Probably it is not worth while to spend any words in arguing the greenback question. Like every other error, it will always have its followers, as it has always had them; but when their number has become reduced to an insignificant handful they may be disregarded. That condition is more nearly reached now than has been the case since 1865, and only a bold following up of the advantage gained is necessary to complete the rout. This conclusion is justified by the defeat of inflation in Ohio. The completeness of it is unquestionable; the campaign was expressly conducted on that issue and was led by the best known champion of the idea—a man, too, of personal popularity and otherwise unobjectionable—and his defeat can only be regarded as the death of that idea. Furthermore, the general improvement in business, and the quick- many persons," and then is referred quietly, and

ening demand for labor, during this year, have been taking away all the force which such arguments seemed to have; men who are at work have neither time nor disposition to listen to them. Improved business and reviving confidence have proved two things at once, one of them at least being plain to the dullest; that activity can return without an increase of currency, and that there is abundant elasticity in the banking system to respond to any demand for increase. Finally, the flow of gold into the country has given the finishing blow to this error, so that discussion is now super-Even politicians acknowledge that there is no promise whatever in the greenback idea as an element of anything but disaster in political campaigns. Parties and candidates who coquet with it are injured; those who commit themselves to it are ruined. It will be utterly impossible for a "rag-baby" candidate and party to stand at all, next year, in the Presidential race. Here in this State, the greenbackers, who polled about 75,000 votes a year ago, and loudly claimed the balance of power, will probably shrink into insignificance next month. At last the right thing is accepted as the popular thing, and the many who court popularity more than they follow principle, have concluded that it is well to take notice of the fact.

The other piece of legislation needed is a provision to suspend the coinage of silver dollars until European governments remonetize silver. Under the circumstances, silver is really more dishonest than greenbacks. The motive of the movement has been transparent from the day of its beginning; and the forced coinage and accumulation of \$2,000,000 a month is like a dose of slow poison, which must finally involve the entire system in disease. The Treasury cannot always continue accumulating; the time will come when something must be done. Meanwhile, it is hopeless to attempt any further international conferences on the subject, for our foolish law disqualifies the country from having any influence. On the other hand, withdrawal from that step would be a positive and perfectly intelligent notice to Europe that this country has recovered its senses and does not propose to become the catch-all for discarded silver Furthermore, this question was also on trial in Ohio, and the people brought in a verdict against it. The partial repudiation and dishonesty it attempted to cover up under an assumption of honesty—calling it hard money-was fully exposed, understood and condemned.

For the reasons we have named, the present is a most What the country wants is legislation which will favorable time for attacking these two diseases of the financial system. There is abundant currency; prosperity and confidence are increasing; and inflation and dishonesty are overwhelmingly condemned. How could there be a more favorable combination of circumstances? The number of men in Congress who have any convictions on the subject is inconsiderable; the great majority have supported inflation because they fancied it was popular, and will be ready to acquiesce in anything they see the people want. The elections have opened their eyes somewhat; let advocates of sound finance now do something to confirm the impression made. Let each man who wants these steps taken not wait for others, but take his pen at once and write distinctly and to that effect to his Representative and the Senators from his State; such a course will be tenfold more effective than the mere signing of his name to a petition, which is received in Congress as "one petition, with such-and-such an object, signed by so

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there is the end of it. And let these private letters be followed up by committees, as soon as Congress meets, from all our commercial organizations. Remember that it has only been perfectly natural to judge of these errors hitherto by the noise, activity, and earnestness of their advocates; the thought comes irresistibly, if there are any considerable number of people who want sound money, why are they not heard from? The inflationists have had their day and hearing; now let the strong side make themselves heard and felt in legisla. tion, for they have both the right and the majority, and all that is needed is an aggressive policy boldly pursued. For if we will only force a vote in Congress on these measures forthwith, both parties will, in view of the Presidential election, want to make a record which will stand inspection. Dishonesty and cloaks for dishonesty are unpopular to-day.

Monetary Commercial English News

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

ON— Time. Rate. Da Amsterdam Short. 12.1½2012.2¼ Oct Amsterdam 3 mos. 12.3¾212.4¼ Oct Paris Short. 25.27½2025.37½ Oct Paris 3 mos. 25.42½025.52½ Oct Antwerp " 20.58 @20.63 Oct Hamburg " 20.58 @20.63 Oct Berlin " 20.59 @20.63 Oct St.Petersb'rg " 2478@25½ Oct Vienna " 46¾27 Oct Madrid " 46¾247 Oct Cadiz " 47 @47½ Oct Lisbon 90 days 52 @52¼	est te. Tin . 9 Sho . 9 Sho . 9 Sho	ort. 12.10 ort. 25.30
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[From our own correspondent.]

London, Saturday, October 11, 1879.

There has been a more hopeful feeling in this country during the past week, the recent statements with regard to the improvement in our trade having been confirmed by the Board of Trade returns. The improvement is not great in actual bus iness, though larger shipments have been made to the United States and the East; but in a few departments, and especially in iron goods, prices have been forced up somewhat rapidly by speculation. The long period of depression has evidently terminated, and probably we should have made a substantial fresh start had the harvest been good. The improvement has been from a condition of extreme and protracted depression, and it will certainly be a disappointment if it is not maintained. Now that prices have improved, demands for higher wages have already been made; but the reply has been obvious, the improvement having been too recent (while it is as yet unsafe to say that it will be permanent) to justify any alteration. It is evident, nevertheless, that the question of wages is still unsettled, but it is to be hoped that an equitable method of agreement will be arranged, so as to avoid the necessity of resorting to a strike or a lock-out.

The money market continues quiet, and the rates of discount have not varied to any important extent. Bills maturing at the end of the year, or during the first week in January, are quoted somewhat dearer; but the more general rate for three months' bills is only about % per cent. There is no perceptible increase in the supply of mercantile paper, and not much trade demand for money is expected during the next few months. We promise to have, in fact, a continuance of easy money, though it is by no means improbable that the Banks of France and Germany will increase their terms before long, if the export of gold continues. Our large imports of wheat have exerted no influence either on our gold or money markets, and as the supply here is very large, there is no apprehension on the subject. The Bank of England is transacting a very limited loan and discount business, and the proportion of reserve to liabilities is still as much as 51:16 per cent. This is about 5 per cent lower than last

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week, but it is only a temporary relapse, caused by the payment of the dividends. To pay these the Government has again been compelled to borrow of the Bank, and to the extent of £2,750,000, which will be refunded out of the proceeds of the sale of Exchequer Bills. The public are beginning to ask themselves how the Chancellor of the Exchequer is likely to deal with the chronic deficit. No material increase in the revenue from commercial sources for a long time to come is probable, and the probability is, therefore, that the income tax will be raised, if the floating debt is to be reduced. The Government, however, especially on the eve of an appeal to the constituency, will seek to avoid such a course, as it will weaken their hands considerably. The liberals are certain to condemn the financial as well as the other policies of the Government; but the issue is very doubtful. The Government will probably allow the present Parliament to run its course, and if we should have a better harvest, the finances of the country may twelve months hence be more satisfactory. The following are the present quotations for money:

	Per cent.	Open market rates—	Per cent.
Bank rate	. 2	4 months' bank bills	$11_8 @ 11_4$
Open-market rates—	3	6 months' bank bills	138712
30 and 60 days' bills		4 & 6 months' trade bil	18. 134021_2
3 months' bills	. 78201		

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

1		CCLLOS
I	Joint-stock banks	 1
	Discount houses at call.	12
١	do with notice	34
1	Will House	 -

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	29,093,255	29,247,734	28,716,855	29,511,910
Public deposits	5,898,985	4,141,753	5,089,234	6,185,885
Other deposits	33,504,437	25,967,071	21,177,375	30,003,638
Governm't securities.	19,570,528	16,937,672	15,718,604	18,202,925
Other securities	17,432,864	20,929,774	19,064,149	16,018,786
Res've of notes & coin.	20,326,069	10,214,960	9,431,126	19,999,772
Coin and bullion in				
both departments	34,094,924	24,154,755	22,788,316	34,095,522
Proportion of reserve				
to liabilities	51.16	33:58	35.49	54.51
Bank rate	2 p. c.	5 p. c.	5 p. c.	2 p. c.
Consols	. 98	944	951_{4}	964
Eng. wheat, av. price.	47s. 2d.	40s. 4d.	558. 11d.	46s. 3d.
Mid. Upland cotton	65 ₈ d.	65 ₁₆ d.	611 ₁₆ d.	578d.
No. 40 mule twist	912d.	91 ₂ d.	1034d.	10d.
Clearing-house return.	86,531,000	88,356,000	99,177,000	80,914,000
		•		

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

Ciber rororen mentions			
Bank	Open	Bank	Open
rate.	market.	rate.	market.
Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris 2	178@218	St. Petersburg 5	534@6
Brussels 2^{1}_{2}	$2^{1}\!4 @ 2^{1}\!2$	Vienna & Trieste. 4	334@4
Amsterdam 3	3	Madrid, Cadiz &	
Berlin 4	$3^{1}\!2^{2}$	Barcelona 4	4 @5
Hamburg 4		Lisbon & Oporto. 5	5 @6
Frankfort 4		Calcutta 6	
Leipzig 4	$35_8@37_8$		$3^{1}\!2^{2}$
Genoa 4	4	New York	6 @7
Geneva 21a	2^{1_2}	*	

During the past week all the arrivals of gold have been taken for export to America and Egypt, together with £332,000 withdrawn from the Bank. Gold also continues to flow from Paris to New York, the steamer leaving Havre to-day taking out about 10,000,000 francs.

Silver has been in demand both for India and the Continent. The India Council bills were also sold at higher rates, and in consequence the market has improved considerably. The final quotation is 52d. per ounce, at which price £62,000 by the Pacific steamer have been sold. Mexican dollars have improved to a corresponding extent, the price now being 51½d. per ounce.

If we had a wet and depressing summer, we are deriving some compensation from the fact that the autumn is all that could be desired. With heavy dews at night and bright sunshine during the day, farmers are reaping some benefit, and are commencing the new season under more favorable conditions. The harvest in England is about completed, and the result is well known. Very little English wheat is coming to market, but there are liberal supplies of American and also of Russian produce, with, just now, a lull in the trade. The tone of business remains, however, very firm, and there are some who believe in a further rise in the quotations.

The Board of Trade returns for September and the nine menths ended September 30 have been issued this week, and they show more favorable results than for some time past. They confirm the statements which have been frequently made, that the trade of the country has somewhat improved, and tha

a larger amount of business has been transacted with the United States, and with India, China and Japan. The following are the leading particulars:

Imports in September	1877.	1878.	1879
Imports in nine months	292,528,403	£27,229,581 $282,616,072$	£27,723,428 259,346,232
Exports in September Exports in nine months	17,117,426	16,561,382	17,402,212
Exports in time months	147,685,519	144,926,177	140.164.665

The following figures show the extent of our exports of British and Irish produce and manufactures, and also of colonial and foreign wool, to the United States in September, and during the nine months ended September 30:

		OILIS.		
× ×	-In Sep	tember.—	-In nine	months.
	1878.	1879.	1878.	1879.
Alkalicwt.	174,549	285.850	1,711,239	
Apparel and slops£	8,131	6,875	45,230	
Bags and sacksdoz.	21,304		513,654	
Beer and alebbls.	1,281		010,001	# 10,04 T
Copper-Wrought cwt.	11	38	773	211
Unwroughtcwt.		. 00	110	344
Cotton piece goodsyds.	4,581,000	3,472,700	29 969 900	20
Earthenw.& porcelain.£	35,986		38,869,800	40,419,800
Haberdashery and mil-	00,000	66,379	414,404	493,824
linery£	28,599	40.105	000 400	000 004
Hardware and cutlery.£		40,125	263;460	
Thon Die tong	22,873	30,243	229,751	243,354
Iron—Pigtons.	1,534	32,036	20,074	76,643
Bar, &ctons.	476	605	3,828	
Railroadtons.	34	8,431	625	22,107
Hoops, sheets and				
boiler platestons.	. 154	798	709	3,042
Tin platestons.	243	1,210	1,607	6,037
Old, for re-manufac-		,	-,	0,00.
turetons.	289	26.549	1,176.	59,849
Steeltons.	285	217	A, 1 1 0.	00,010
Unwrought tons.			3,514	4,260
Lead-Pigtons.	32	176		
Jute yarnlbs.	103,000	43,500	1 696 400	565
Linen piece goodsyds.	4 729 100	£0,000	1,686,400	931,300
Jute manufactures yds.	0 674 700	6,950,800	56,455,800	65,431,500
Machinery£	7101	6,574,600	24,972,400	39,031,700
Paper—Writing or print-	7,181	15,669	102,617	117,997
ing & anyolones and	0~	100		
ing & envelopescwt.	35	186	1,145	1,310
Other kinds, except				3.5%
hangings, &cewt.	85	224	2,615	3,133
Salttons.	21,358	42,314	171,064	192,725
Silk broad stuffsyds.	50,748	27,820	222,749	262,307
Ribbons£	176	277	3,418	4,328
Other articles of silk		B01 A	-,	2,020
only£	808	1,280	14,837	17,666
Do of silk and other		-,	11,00	17,000
materials£	1,544	11,291	26,231	52 007
Spirits-British gals.	10,153	15,155		53,997
Stationery-Other than	10,100	10,100	39,875	54,429
paper£	7,459	7.491	40.000	10.000
Tin-Unwrought cwt.	858		46,859	49,283
Wool—Britishlbs.		3,645	6,908	17,896
Colonial & foreign.lbs.	1,300	1,819,500	292,678	3.274,400
Woolen cloth	681,100	2,433,000	5,855.497	15,582,900
Woolen cloth yds.	111,500	170,600	1,274,000	1,501,800
Worsted stuffsyds.	1,764,300	3,860,600	24,352,800	22,588,900
Carpets not including				
rugsyds.	60,300	92,900	470,900	308,400
			,	000,100

The Right Hon. the Speaker of the House of Commons, who is also a farmer on his estate at Glynde, near Lewes, Sussex, gave an address last Saturday at a harvest-home gathering, and he remarked that the present has been the latest and longest harvest he ever remembered. Harvest-work in the locality was not commenced until August 19, and it is still uncompleted "For above 20 years," he said, "they had kept a record of the rainfall in the district, and he found that the rainfall this year has been larger than that of any year since they had kept a register. The only year which seems to be parallel to the present year as to the extent of rainfall is that of 1860. During June, July and August this year, we had a rainfall of 14 inches, being nearly double the usual fall in the district; and it is also a very remarkable circumstance that the rainfall of 1860, for those same months, was also about 14 inches. In June, July and August, while the sun was above the horizon for about 1,400 hours, it was veiled in clouds for about 1,000 hours." Mr. Speaker attributes the depression in agriculture to the weather; and looks upon the other difficulties as only minor ones, which may be overcome.

During the week ended October 4 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to only 15,161 quarters, against 71,441 quarters last year; while it is estimated that they were in the whole kingdom 60,650 quarters, against 285,770 quarters in 1878. Since harvest the sales in the 150 principal markets have been confined to 90,985 quarters, against 344,140 quarters; and it is estimated that in the whole kingdom they have been 363,580 quarters, against 1,376,560 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest:

	Imports of wheat.cwt. Imports of flour Sales of home-grown	1.253,439	1878. 6,468,583 705,585	1877. 5,906.589 723,266	1876. 4,458,416 573,627
	produce	1,573,510	5,965,100	4,976,320	6.049,800
	Total1 Av'ge price of English	1,633,063	12,792,922	11,369,626	10,955,293
83	Av'ge price of English wheat for the season.	47s. 6d.	43s. 6d.	58s. 6d.	46s. 7d.

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

e	IMP	ORTS.	*	
		ULIS.		,
Wheek .	1879.	1878.	1877.	1876.
Wheatcwt.		6,468,583	5,906,589 °	4,458,416
Barley	1,542,600	1,560,799	1,252,517	1,279,564
Oats	1,804,530	1,038,022	1,738,258	1,300,096
Peas	47.877	188,559	100,360	102,451
Beans	310,545	156,829	571,375	504.007
Indian corn	3.038.280	4,538,308	3,261,957	584,835
Flour	1,253,439	705,585	700,000	5,974,894
			723,266	573,027
s .	EXP	ORTS.	,	Ann an inter
×	1879.	1878.	1877.	1876.
Wheatcwt.	141,692	334,325	232,327	110 500
Barley	1.376	9.686	16,765	119,530
Oats	1,631	4.381		1,371
Peas	12.461		10,230	4,744
Beans		2,394	2,261	1,557
Indian com	3,273	545	1,584	1,363
Indian corn	226,203	39,736	20,772	77,612
Flour	20,218	12,021	4,222	6.420
A	120	100		-,

Annexed is a return showing the extent of our imports of wheat and flour in September, and also the principal countries whence those supplies were derived, compared with the three previous years:

		WHEAT.		,
From-	1879. Cwt.	1878. Cwt.	1377.	1876.
Russia	295 450	1 100 00×	Cwt.	Cwt.
United States	385,459	1,126,605	1,225,991	662,195
Drit N America	4,248,305	2,195,823	1,078,380	760,161
Brit. N. America		542,618	321,786	277,146
Germany	90,422	305,997	383,258	15,496
France	5,000		12,549	3,267
Chili	202,724	49.994	84,825	90,154
Turkey, &c	348	3,808	96,209	84,628
Egypt	289,721	43,313	160.315	399,954
British India	74,126	74,447	578,876	
Other countries	299,245	250,015		336,563
		200,013	94,460	409,942
Total	6,469,301	4,592,620	4,036,649	3,039,506
*		FLOUR.	*	
	1879.	1878.	1877.	1876.
From—	Cwt.	Cwt.	Cwt.	Cwt.
Germany	59,271	81.931	83.526	
France	27,562	16,293	55,725	70,028
United States	720,899	232,329		66,274
Brit. N. America	60.728		160,506	191,766
Other countries	124,993	40,017	17,723	21,612
o mor countries	124,333	123,691	192,821	88,554
Total	987,153	494,261	510,301	438,234
The following	table abou		7 1 0	100,204

The following table shows the estimated value of our imports of cereal produce during September, compared with the three previous years:

2222	1879.	1878.	1877.	1876.
Wheat	£3,381,263	£2.361.250	£2,538,181	£1.473.780
Barley	488,722	503,285	375,061	342.032
Oats		246,913	419,748	383,525
Peas	10,373	46,165	27,301	33,222
Beans	90,759	26,172	145,708	161,521
Indian corn	575,581	848,610	754,405	1.344.516
Flour	751,656	418,676	476,490	312,786

Total £5,805,210 £1,451,071 £4,736,894 £4,081,392 The following paragraph relating to the Cunard Steamship Company appears in the *Times* this week, and is interesting to those concerned in the commerce of Great Britain and the United States:

"For many months it has been resolved by the Cunard Company to place at least one new steamship of great size and speed for their passenger and mail service between Liverpool and New York, even considerably outstripping the latest addition to their fleet, the Gallia, in both of these qualities. Fully three months ago Mr. John Burns announced in a semi-public manner that such a vessel was not only contemplated but that she was actually in model, and Mr. Burns stated that she was to be of about the same length as the recently-erected Caledonian Railway bridge over the Clyde at the Broomielaw. Mr. Burns further remarked at the time that the only difficulty was whether she should be built of iron or of steel. On that point opinion has grown in a most decided manner during the past three months. The steamer to which we refer, it is confidently stated this week, will be put in hand shortly; moreover, the order will embrace two vessels instead of one, and about 3,000 tons of steel will be required in each case. Bearing in mind what Mr. John Burns said on the occasion of the launching of the Gallia-namely, that the Cunard Company meant to go ahead and let none outstrip them-we may conclude that the two new vessels which are soon to be proceeded with will be without equals among the great ocean steamships now affoat. Other shipowners are profoundly interested in considering what qualifications must be possessed by the great ocean steamships of the immediate future, and are simply waiting to learn what size is resolved upon for the new ships,"

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 £1,173,000 during the week.

Carried State of the Control of the					
	Sat. Oct.				urs. Fri.
Silver, per ozd.	18.	20.	21.	22. 2	et. Oct. 23. 24.
Consols for money	9713:6	$9711_{16} - 9$	$73_4 9$	71318 97	29_{16} 52_{8} 71_{16} 97_{16}
Consols for account U. S. 5s of 1881	0538 1	0538 10	512 10		$\begin{array}{ccc} 8 & 98 \\ 5^{1}_{2} & 105^{1}_{2} \end{array}$
U. S. 4 ¹ 28 of 18911 U. S. 4s of 19071	05½ 1				$ \begin{array}{ccccccccccccccccccccccccccccccccc$
Erie, common stock	4118		034 4 $02 10$	24 49	238 4418
Pennsylvania Philadelphia& Reading.		4878 4		01.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Liverpool Cott m Ma		300 DE AU T			
Liverpool Breadstuff	s Mark	et.			
	. d. 8	Ion. Tu . <i>d</i> . s.	d. $s.$	ed. Thu d . s .	$\begin{array}{cccc} \text{urs.} & \text{Fri.} \\ d. & s. & d. \end{array}$
Flour (ex. State) \$\pi\$ bbl3 Wheat,spr'g,No.2,100lb.1	$egin{array}{cccc} 0 & ^{\circ}6 & 3 \ 1 & 2 & 1 \end{array}$	$\begin{array}{cccc}0&6&30\\1&2&11\end{array}$			$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Spring, No. 3 "		iii ii	10 11	10 11	
Southern, new . " 1 Av. Cal. white . " 1	$2 \ 0 \ 1$	2 0 11	11 11	11 11	
California club. " 1 Corn, mix., West. P cent'l	2 2 1	$2 \ 2 \ 12$	2 12	2 12	2 11 11
Liverpool Provisions				II J	11 5 10
	. 7	$\begin{array}{ccc} \text{Ion.} & \text{Tu} \\ . & d. & s. \end{array}$		ed. The d . s .	urs. Fri. d . s . d .
Pork, West. mess Pbbl. 5 Bacon, long clear, cwt 3	1 0 5	1 0 51	0 51	0 51	0 52 0 6 32 6
Short clear " 3 Beef, pr. mess, \$\mathbb{B}\text{ tierce. 8}	363	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6 33	6 34	0 34 6
Lard, prime West. Bewt.3 Cheese, Am. choice "6	533	5 6 35	9 36	0 37	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
London Petroleum A			0 62	0 63	0, 63 0
$\frac{Sat}{d}$.		1. Tue	s. We		
Pet'leum, ref. # gal @ Pet'leum, spirits " @	758@	734 7	7 @	7 ¹ 8 7 @	714 7 @718
		ω			•
Commerciala	indI	Aisce	Man	eous	News.
IMPORTS AND EXPOR	TS FOR	THE WE	ек.—Т	he impo	orts of last
week, compared with a decrease in dry good	h thos	e of th	e prece	eding w	reek. show
The total imports wer	e \$7,14	1,839, ag	gainst §	56,281,66	34 the pre-
ceding week and \$7,3	41,658 1	two week	s previ	ious. T	he exports
for the week ended \$9,736,556 last week	and \$9.	420,882	the pro	evious v	veek. The
following are the imp	ports a	t New Y	ork for	r the we	eek ending
(for dry goods) Oct 1 merchandise) Oct. 17:	o and 1	or the	week e	nding (i	for general
FOREIGN IMPO			K FOR T	HE WEE	K.
Dry Goods \$1,425	76. 5,141	1877. \$1,332,99	5 \$1.	878.	к. 1879. \$1,898,977
Dry Goods \$1,423 General mdse 2,350	76. 5,141 5,991	1877. \$1,332,99 3,860,39	5 \$1,2 8 3,2	1878. 278,369 261,404	1879. \$1,898,977 5,242,862
Dry Goods \$1,425	76. 5,141 5,991 3,132	1877. \$1,332,99	5 \$1,3 8 3,2 3 \$1,5	1878. 278,369	1879. \$1,898,977
Dry Goods	76. 5,141 0,991 3,132 0,077 <u>2</u> 6,209 \$2	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	878. 278,369 261,404 539,773 513,056 .52,829 \$	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 2260,719,283
Dry Goods \$1,425 General mdse 2,356 Total week \$3,776 Prev. reported 231,136 Tot. s'ce Jan. 1 \$234,906 In our report of the	76. 5,141 5,991 3,132 5,007 2 6,209 \$26 dry goo	1877. \$1,332,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	878. 278,369 261,404 539,773 513,056 .52,829 \$	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 2260,719,283
Dry Goods \$1,423 General mdse \$2,350 Total week \$3,776 Prev. reported 231,130 Tot. s'ce Jan. 1\$234,906 In our report of the of dry goods for one we The following is a	76. 5,141 0,991 3,132 0,077 2 6,209 \$2 dry goo veek lat	1877. \$1,332,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of	5 \$1,3 8 3,5 3 \$1,5 4 227,6 7 \$232,1 e will be	878. 278,369 261,404 539,773 613,056 52,829 \$ 6 found t	\$1,898,977 5,242,862 \$7,141,839 253,577,444 \$260,719,283 the imports
Dry Goods \$1,425 General mdse \$2,350 Total week \$3,776 Prev. reported 231,130 Tot. s'ce Jan. 1\$234,906 In our report of the of dry goods for one was the following is a specie) from the port	76. 5,141 0,991 3,132 0,077 2 6,209 \$2 dry goo veek lat	1877. \$1,332,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of	5 \$1,3 8 3,5 3 \$1,5 4 227,6 7 \$232,1 e will be	878. 278,369 261,404 539,773 613,056 52,829 \$ 6 found t	\$1,898,977 5,242,862 \$7,141,839 253,577,444 \$260,719,283 the imports
Dry Goods \$1,423 General mdse \$2,350 Total week \$3,776 Prev. reported 231,130 In our report of the of dry goods for one we a specie) from the port week ending Oct. 21:	76. 5,141 0,991 3,132 0,077 2 6,209 \$2 dry goo veek lat statem of Ne	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York	5 \$1,2 8 3,2 3 \$4,5 4 227,6 7 \$232,1 e will be the exp	1878. 1278,369 1261,404 139,773 1313,056 152,829 \$ 152,829 \$ 152,829 \$ 152,829 \$	\$1,898,977 5,242,862 \$7,141,839 253,577,444 \$260,719,283 the imports
Dry Goods \$1,423 General mdse \$2,350 Total week \$3,776 Prev. reported 231,130 Tot. s'ce Jan. 1\$234,906 In our report of the of dry goods for one was the following is a specie) from the port week ending Oct. 21: EXPORTS F1	76. 5,141 5,191 6,132 6,077 2 6,209 \$2 6 dry good statem of Ne	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York V YORK F	5 \$1,2 8 3,2 3 \$4,5 4 227,6 7 \$232,1 e will be the exp to for	1878. 1278,369 1261,404 139,773 1313,056 152,829 \$ 152,829 \$ 153,056 \$ 154,056 \$ 155,829 \$	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the
Dry Goods	76. 5,141 5,191 6,132 6,077 2 6,209 62 64 64 64 65 65 66 66 66 66 66 66 66 66 66 66 66	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York v york F 1877. 86,623,04	5 \$1,2 8 3,2 3 \$4,5 4 227,6 7 \$232,1 e will be the exp to fore	878. 278,369 261,404 539,773 513,056 52,829 \$ e found to ports (eeign powers. 878. 55,993	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the
Dry Goods	76. 5,141 5,991 3,132 5,209 6,209 6,209 7 eek lat staten of Ne 8 com Nev 7 com Nev	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York v york v york v york v york 21,876,365 28,499,40	5 \$1,3 8 3,3 13 \$4,5 14 227,6 7 \$232,1 2 will be the expension to for the expension to for the formula of	878. 278,369 261,404 539,773 613,056 52,829 \$ e found to ports (e eign ports 878. 55,993 86,876 942,869 \$	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345
Dry Goods	76. 5,141 5,991 6,132 6,209 6,209 7 eek lat statem of Ne 80M NEV 76. 7,991 6,993 6,980 823 100 the	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. lent of w York V YORK F 1877. \$6,623,04 21,876,36 28,499,40 exports	5 \$1,3 8 3,3 3 \$4,5 4 227,6 7 \$232,1 e will be the exp to for FOR THE 5 \$7,4 3 275,4 6 \$282,9 of Spec	878. 278,369 261,404 539,773 513,056 52,829 \$ e found to the ports (e. 190) E. 190	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345
Dry Goods	76. 5,141 5,991 6,132 6,209 6,209 7 eek lat statem of Ne 80M NEV 76. 7,991 6,993 6,980 823 100 the	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. lent of w York V YORK F 1877. \$6,623,04 21,876,36 28,499,40 exports	5 \$1,3 8 3,3 3 \$4,5 4 227,6 7 \$232,1 e will be the exp to for FOR THE 5 \$7,4 3 275,4 6 \$282,9 of Spec	878. 278,369 261,404 539,773 513,056 52,829 \$ e found to the ports (e. 10,000) WEEK. 878. 55,993 86,876 942,869 \$ cie. from	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345
Dry Goods	76. 5,141 5,991 6,132 6,077 2 6,209 82 6 6 7 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York V YORK F 1877. 86,623,042 21,876,363 28,499,40 exports ending January	5 \$1,2 8 3,2 3 \$4,5 4 227,6 7 \$232,1 e will be the exp to for FOR THE 5 \$7,4 3 275,4 8 \$282,9 of spec Oct. 18 1, 187	878. 278,369 261,404 539,773 513,056 52,829 \$ e found to the ports (e. 10,000) WEEK. 878. 55,993 86,876 942,869 \$ cie. from	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345
Dry Goods	76. 5,141 5,991 6,132 6,209 6,209 76. 76. 76. 79. 76. 76. 76. 79. 76. 76. 76. 76. 76. 76. 76. 76. 76. 76	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York v york v york v york v york v york 21,876,36,04,21,876,36,04,21,876,36,04,21,876,36,21,91,40 exports ending January evious you	5 \$1,3 8 3,3 1 227,6 7 \$232,1 2 will be the exp to for the exp 5 \$7,4 8 \$282,9 of spec Oct. 18 1, 187 ears:	878. 278,369 261,404 539,773 613,056 52,829 \$ e found to the ports (e. 1878. 55,993 86,876 942,869 \$ cie from 1,1879. 199, with	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 3278,794,659 a the port and also a the corre-
Dry Goods	76. 5,141 5,991 6,132 6,209 76. 6,209 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York v York v York v York v York 21,876,36 28,499,40 exports ending January evious y	5 \$1,3 8 3,5 3 \$4,5 4 227,6 7 \$232,1 6 will be the exp to for FOR THE 5 \$7,4 3 275,4 8 \$292,9 of spec Oct. 18 1, 187 ears:	878. 278,369 261,404 539,773 513,056 52,829 \$ 6 found to the ports (e. 1878. 555,993 86,876 642,869 \$ 642,869 \$ 643,869 \$ 644,869 \$	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 278,794,659 a the port and also a the corre-
Dry Goods	76. 5,141 5,991 6,132 6,007 72 6,209 82 6,209 82 6,209 82 6,981 83 6,981 83 6,983 82 6 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York V YORK F 1877. 86,623,04 21,876,36; 28,499,40 exports ending January evious y	5 \$1,2 8 3,2 3 \$4,5 4 227,6 7 \$232,1 e will be the exp to force FOR THE 5 \$7,4 3 275,4 8 \$282,9 of spec Oct. 18 1, 187 ears: Am. 8 Mex Am. 8	878. 278,369 261,404 339,773 613,056 52,829 \$ 6 found to ports (eign power. 878. 55,993 86,876 042,869 \$ cie from the filter coin silv. coin si	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 3278,794,659 a the port and also a the corre-
Dry Goods	76. 5,141 5,991 6,132 6,209 6,209 7 eek lat staten of Ne ROM NEW 76. 7,993 7,9	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,61,92 ods trade er. nent of w York V YORK F 1877. 86,623,042 21,876,363 28,499,40 exports ending January evious yourseless.	5 \$1,3 8 3,3 13 \$4,5 14 227,6 17 \$232,1 18 will be the expension of t	878. 278,369 261,404 539,773 613,056 52,829 \$ e found to ports (e eign points) 878. 55,993 86,876 942,869 \$ eie from 1,1879. 9, with	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 3278,794,659 a the port and also a the corre- 1. \$3,000 50,385 2,220 10,000 3,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000
Dry Goods	76. 5,141 5,991 6,132 6,209 6,209 7 eek lat staten of Ne ROM NEW 76. 7,993 7,9	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,61,92 ods trade er. nent of w York V YORK F 1877. 86,623,042 21,876,363 28,499,40 exports ending January evious yourseless.	5 \$1,3 8 3,3 13 \$4,5 14 227,6 15 \$1,2 16 will be the expense of the expense	878. 278,369 261,404 539,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 ie from to points from the points of the points	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 50,385 2,220 10,000 3,000 1,5280 19,410
Dry Goods	76. 5,141 5,991 6,132 6,007 72 6,209 82 6dry good reek lat statem of New New 76. 7,991 6,993 6,993 6,993 22 6,993 6,993 6,993 7 6,993 7 7 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York V YORK F 1877. 86,623,04: 21,876,36: 22,499,40 exports ending January evious years	5 \$1,2 8 3,2 3 \$4,5 4 227,6 7 \$232,1 6 will be the explication for the explicati	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found t ports (e eign po WEEK. 878. 55,993 86,876 942,869 \$ 6 ie from the silv. coin silv. coi	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 50,385 2,220 10,000 1,000 1,000 1,280 1,410 1,410 1,410 1,81,410 1,410 1,81,410 1,410 1,410
Dry Goods	76. 5,141 5,991 6,132 6,007 72 6,209 82 6dry good reek lat statem of New New 76. 7,991 6,993 6,993 6,993 22 6,993 6,993 6,993 7 6,993 7 7 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York V YORK F 1877. 86,623,04: 21,876,36: 22,499,40 exports ending January evious years	5 \$1,2 8 3,2 3 \$4,5 4 227,6 7 \$232,1 6 will be the explication for the explicati	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found t ports (e eign po WEEK. 878. 55,993 86,876 942,869 \$ 6 ie from the silv. coin silv. coi	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 2260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 50,385 2,220 10,000 1,000 1,000 1,280 1,410 1,410 1,410 1,81,410 1,410 1,81,410 1,410 1,410
Dry Goods	76. 5,141 5,991 6,132 6,209 6,209 76. 76. 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 76. 7991 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,818,53 66,061,92 ods trade er. nent of w York V YORK F 1877. 86,623,04: 21,876,36: 28,499,40 exports ending January evious years of the control of t	5 \$1,3 8 3,3 13 \$4,5 14 227,6 7 \$232,1 2 will be to for the expension of the expension	878. 278,369 261,404 539,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from the silv. coin	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 1278,794,659 1 the port and also a the corre- 1. \$3,000 50,385 2,220 10,000 1,000
Dry Goods	76. 5,141 5,991 6,132 6,209 6,209 76. 76. 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 76. 7991 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,818,53 66,061,92 ods trade er. nent of w York V YORK F 1877. 86,623,04: 21,876,36: 28,499,40 exports ending January evious years of the control of t	5 \$1,3 8 3,3 13 \$4,5 14 227,6 7 \$232,1 2 will be to for the expension of the expension	878. 278,369 261,404 539,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from the silv. coin	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 1278,794,659 1 the port and also a the corre- 1. \$3,000 50,385 2,220 10,000 1,000
Dry Goods	76. 5,141 5,991 6,132 6,209 6,209 76. 76. 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 7991 76. 76. 76. 7991 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,818,53 66,061,92 ods trade er. nent of w York V YORK F 1877. 86,623,04: 21,876,36: 28,499,40 exports ending January evious years of the control of t	5 \$1,3 8 3,3 13 \$4,5 14 227,6 7 \$232,1 2 will be to for the expension of the expension	878. 278,369 261,404 539,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from the silv. coin	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the \$7,763,314 271,031,345 1278,794,659 1 the port and also a the corre- 1. \$3,000 50,385 2,220 10,000 1,000
Dry Goods	76. 5,141 5,991 6,132 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,991 6,991 6,993 2.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,818,53 66,061,92 ods trade er. nent of w York v York v York v York v York 21,876,36 22,499,40 exports ending January evious y ince	5 \$1,3 \$4,5 \$1,2 \$1,2 \$1,2 \$1,2 \$1,2 \$1,2 \$1,2 \$1,2	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from \$ 6,1879. 6 gilv. coin. 6 silv. coin.	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 3278,794,659 1 the port and also a the corre- 1. \$3,000 1.000 1.000 1.000 1.000 1.000 1.000 1.1000 1.280 1.12,830,089 \$12,964,384 12,964,384
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Dry Goods	76. 5,141 5,991 6,132 76,209 6,209 6,209 6,209 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,61,92 ods trade er. nent of w York v York v York v York v York 21,876,36 22,499,40 exports ending January evious y ince	5 \$1,3 \$4,5 \$1,2 \$27,6 \$2,0 \$5,4 \$2,0 \$5,4 \$2,0 \$5,4 \$8,2 \$2,9 \$0 \$5,4 \$6,0 \$6,0 \$1,1 \$2,0 \$5,6 \$1,1 \$2,0 \$5,7 \$4,1 \$2,0 \$6,0 \$1,1 \$2,0 \$5,7 \$4,1 \$6,0 \$6,1 \$1,1 \$2,0 \$6,0 \$1,1 \$2,0 \$5,0 \$1,1 \$2,0 \$6,0 \$1,1 \$2,0 \$1,1 \$1,1 \$1,1 \$1,1 \$1,1 \$1,1 \$1,1 \$1	878. 278,369 261,404 539,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from 1,1879, 2,30 6,1879, 3,40 6,187	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 50,385 2,220 10,000 3,000 1
Dry Goods	76. 5,141 5,991 6,132 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,981 \$2. 6,981 \$2. 6,980 \$2. 6,98	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,61,92 ods trade er. lent of w York v York v York v York v York 1877. 66,623,042 21,876,36 28,499,40 exports ending January evious y ince	5 \$1,3 \$4,5 \$1,2 \$27,6 \$2,7 \$232,1 \$2 \$1,2 \$2,7 \$2,0 \$3,2 \$1,1 \$2,0 \$1,1 \$2,0 \$5,7 \$4,1 \$1,1 \$2,0 \$1,1 \$2,0 \$5,7 \$2,0 \$5,7 \$2,0 \$5,7 \$2,0 \$5,7 \$2,0 \$5,7 \$2,0 \$5,7 \$2,0 \$5,7 \$2,0 \$5,7 \$2,0 \$5,7 \$2,0 \$6,0 \$1,1 \$2,0 \$5,0 \$1,1 \$2,0 \$5,0 \$1,1 \$2,0 \$1,1 \$2,0 \$1,1 \$2,0 \$1,1 \$1,0 \$1,0 \$1,0 \$1,0 \$1,0 \$1,0 \$1	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 ie from silv. coin silv. dols silv. dols silv. coin silv. coin silv. coin silv. coin silv. coin silv. coin silv.	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 1.
Dry Goods	76. 5,141 5,991 6,132 6,132 6,209 76. 6,209 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. nent of w York V YORK F 1877. 86,623,04: 21,876,36: 22,499,40 exports ending January evious y evious y evious y er, and— silv., and me in— \$14,366 44,125 57,733 s port fo	5 \$1,2 8 3,2 3 \$4,5 4 227,6 7 \$232,1 9 will be the exp to for The exp of spec Oct. 18 1, 187 ears: 	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 42,869 \$ 6 ie from silv. coints silv. co	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,639 1 the port and also a the corre- 1. \$3,000 1. 50,385 2,220 10,000 1,00
Dry Goods	76. 5.141 5.991 6.132 6.10,077 6.209	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,818,53 66,061,92 ods trade er. ient of w York v York v York v York v York 21,876,36 28,499,40 exports ending January evious y ince	5 \$1,3 \$4,5 \$1,2 \$27,6 \$2,7 \$232,1 \$2 \$1,2 \$2,7 \$2,1 \$2 \$1,2 \$1,2 \$1,2 \$1,2 \$1,2 \$1,2 \$	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to corts (e.eign policy for four follows for four follows for four follows follow	\$1,898,977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the \$1879. \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 1.000 1
Dry Goods	76. 5.141 5.991 6.132 6.10,077 6.209	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 60,818,53 66,061,92 ods trade er. ient of w York v York v York v York v York 21,876,36 28,499,40 exports ending January evious y ince	5 \$1,3 \$4,5 \$1,2 \$27,6 \$2,27,6 \$2,055,7 \$2,055,7 \$3,774 18, 3,907 18 \$1,12 18 \$2,055, \$2,055,774 18 \$2,055, \$2,055,774 18 \$3,061 18 \$1,0	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 ie from silv. coin silv. dols silv. dols silv. coin silv. dols silv. dols silv. coin silv. dols silv. coin silv. dols silv. coin silv. dols silv. dols silv. coin silv.	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 1. 50,385 1. 2,220 1. 10,000 1. 50,385 1. 2,220 1. 10,000 1. 5134,295 1. 12,830,089 \$12,964,384 1. 28,564,030 66,370,194 43,257,368 riods have \$58,398 499,800 19,187 1,208 273,524 1,460 8,261
Dry Goods	76. 5,141 5,991 6,132 6,077 6,209 6,209 6,209 6,209 6,209 76. 76. 76. 7981 76. 7983 76. 7983 76. 7983 76. 7983 76. 7983 76. 76. 7983 76. 76. 7983 76. 76. 76. 7983 76. 76. 76. 76. 76. 76. 76. 7983 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,818,53 66,061,92 ods trade er. hent of w York V YORK F 1877. 21,876,36: 28,499,40 exports ending January evious y ince	5 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from silv. coin silv. coin silv. coin silv. coin silv. dols silv. coin silv. dols silv. coin silv. bars d) 735 gold) 738 gold) 738 gold) 738 gold	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,659 1 the port and also a the corre- 1. \$3,000 1,0
Dry Goods	76. 5,141 5,991 6,132 6,077 6,209 6,209 6,209 6,209 6,209 76. 76. 76. 7981 76. 7983 76. 7983 76. 7983 76. 7983 76. 7983 76. 76. 7983 76. 76. 7983 76. 76. 76. 7983 76. 76. 76. 76. 76. 76. 76. 7983 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,818,53 66,061,92 ods trade er. hent of w York V YORK F 1877. 21,876,36: 28,499,40 exports ending January evious y ince	5 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from silv. coin silv. coin silv. coin silv. coin silv. dols silv. coin silv. dols silv. coin silv. bars d) 735 gold) 738 gold) 738 gold) 738 gold	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,659 1 the port and also a the corre- 1. \$3,000 1,0
Dry Goods	76. 5,141 5,991 6,132 6,077 6,209 6,209 6,209 6,209 6,209 76. 76. 76. 76. 79. 76. 79. 76. 79. 76. 79. 76. 79. 76. 79. 76. 77. 76. 79. 76. 76. 77. 76. 79. 76. 76. 77. 76. 76. 76. 77. 76. 76. 76	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,818,53 66,061,92 ods trade er. hent of w York V YORK F 1877. 21,876,36: 28,499,40 exports ending January evious y ince	5 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3 \$1,3	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from silv. coin silv. coin silv. coin silv. coin silv. dols silv. coin silv. dols silv. coin silv. bars d) 735 gold) 738 gold) 738 gold) 738 gold	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,659 1 the port and also a the corre- 1. \$3,000 1,0
Dry Goods	76. 5,141 5,991 6,132 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,981 6,981 6,980 76. 76. 76. 76. 76. 76. 76. 76. 76. 76.	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. hent of w York V YORK F 1877. 86,623,04: 21,876,36: 28,499,40 exports ending January evious yellows of ince	5 \$1,3 \$4,5 \$1,2 \$27,6 \$3,2 \$4,5 \$4 \$227,6 \$7,4 \$4 \$282,9 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$6 \$1, 187 \$1, 18	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign powers) 878. 55,993 86,876 942,869 \$ 6 ie from silv. coin. 6 silv. coin.	1879. \$1,898,977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 1.0
Dry Goods	76. 5.141 5.991 6.132 6.209 \$2. 6.200 \$2. 6.20	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. hent of w York V YORK F 1877. 21,876,36 28,499,40 exports ending January evious y ince er, and — silv., and me in— \$14,366 44,125 62,276 57,733 s port fo npton ata and S go ol all ol ca ol	5 \$1,3 \$4,5 \$1,2 \$27,6 \$3,2 \$1,2 \$27,6 \$1,2 \$1,2 \$1,2 \$1,4 \$1,2 \$1,4 \$1,4 \$1,4 \$1,4 \$1,4 \$1,4 \$1,4 \$1,4	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to corts (eign points) 878. 55,993 86,876 942,869 \$ 6 cie from silv. coin silv.	1879. \$1,898.977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the 1879. \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 1.0
Dry Goods	76. 5,141 5,991 6,132 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,209 \$2. 6,981 \$2. 6,981 \$2. 6,983 \$2. 6,980 \$2. 6,98	1877. \$1,382,99 3,860,39 \$5,243,39 60,818,53 66,061,92 ods trade er. lent of w York V YORK F 1877. 86,623,044 21,876,36 28,499,40 exports ending January evious y ince or, and — silv., and	5 \$1,3 \$4,5 \$1,2 \$27,6 \$3,5 \$1,2 \$27,6 \$1,2 \$1,2 \$1,4 \$1,4 \$1,5 \$1,4 \$1,5 \$1,4 \$1,5 \$1,4 \$1,5 \$1,4 \$1,5 \$1,4 \$1,5 \$1,4 \$1,5 \$1,5 \$1,5 \$1,5 \$1,5 \$1,5 \$1,5 \$1,5	878. 278,369 261,404 39,773 613,056 52,829 \$ 6 found to ports (eign points) 878. 55,993 86,876 942,869 \$ 6 ie from silv. coin silv. dols silv. coin silv. coin silv. dols silv. coin silv.	\$1,898,977 5,242,862 \$7,141,839 253,577,444 260,719,283 the imports xclusive of rts for the \$1879. \$7,763,314 271,031,345 278,794,659 a the port and also a the corre- 1. \$3,000 1,000 1,000 3,000 1

FRASER

17—Str. Baltic Liverpool Foreign gold \$214,160 18—Str. Oder Breinen Am. silver 160,595 Foreign gold 301,723
Total for the week (\$251,162 silver, and \$2.464,817 gold)\$2,715,979 Previously reported (\$6,475,585 silv., and \$41,380,131 gold) .47,855,716
Tot. since Jan. 1,'79 (\$6,726,747 silv., and \$43,844,948 g'd).\$50,571,695 Same time in— Same time in— Same time in—
$egin{array}{cccccccccccccccccccccccccccccccccccc$
1876 8,184,868 1872 5,201,901 1868 6,326,932 1875 11,054,202 1871 8,338,854 1867 2,848,204
The following table shows the receipts and payments by the

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:

			Balar	ices.	
	Receipts.	Payments.	Coin.	Currency.	
Oct. 18 " 20 " 21 " 22 " 23 " 24 Total	1,552,324 50 936,748 33 1,766,924 51	2,203,903 62 1,567,500 45 1,880,721 02 1,540,612 96	\$ 132,717,044 82 132,298,861 81 131,877,831 63 132,013,205 59 131,762,718 51 131,805,914 78	17,024,130 88 16,793,582 29 16,329,721 81 15,976,434 26	

United States Bonds Destroyed and Defaced.—The Secretary of the Treasury has issued in the form of a circular the provisions of the Revised Statutes in regard to destroyed and defaced bonds and lost registered bonds of the United States, together with the following regulations:

Parties presenting claims on account of coupon or registered bonds of the United States, which have been destroyed wholly or in part, or on account of registered bonds which have been lost, will be required to present evidence showing: First—The number, denomination, date of authorizing act, and series of each bond, whether coupon or registered, and if registered the name of payee. In the case of registered bonds it should also be stated whether they had been assigned or not, previous to their alleged loss or destruction, and if assigned, by whom, and whether assigned in blank or to some person specifically by name, and if assigned in the latter manner, the name of the assignee should be given. Second—The time and place of purchases, of whom purchased, and the consideration paid. Third—The material facts and circumstances connected with the loss or destruction of the bonds.

In all cases the evidence should be as clear and full as possible, that

nected with the loss or destruction of the bonds.

In all cases the evidence should be as clear and full as possible, that there may be no doubt of the good faith of the claimant. Proofs may be by affidavit, duly authenticated, and by such other competent evidence as may be in the possession of the claimant. Affidavits and evidence pertaining to claims should be transmitted to the Secretary of the Treasury, upon the receipt of which they will be referred to the first Comptroller of the Treasury for his decision as to their sufficiency, and as soon as a decision is reached the applicant will be advised of the result, and if favorable to him, a blank indemnity bond will be transmitted for execution, and when returned and approved by the Comptroller and Secretary, the relief desired will be granted. Duplicate in lieu of lost registered bond will not be issued within six months from the time of the alleged loss. The interest on uncalled registered bonds will be paid to the payees thereof, notwithstanding the alleged loss or destruction of the bonds. These regulations do not apply in any way to coupons lost or destroyed which have been detached from the bonds to which they belonged, as no relief in such cases can be granted under existing laws.

Wabash St. Louis & Pacific.—The meeting of the stockhold-

Wabash St. Louis & Pacific.—The meeting of the stockholders of the Wabash and the St. Louis Kansas City & Northern Railroad Companies will be held in Toledo on November 7, for the election of directors of the consolidated company, under the title of "The Wabash St. Louis & Pacific." The shares of the capital stock of the new corporation will be 400,000 of \$100 each, of which one-half, or 200,000 shares, shall be designated as preferred stock, the holders of which shall be entitled to a dividend of 7 per cent per anuum on their par value from the earnings of the consolidated corporation, but not cumulative.

-The St. Louis papers report very large contracts for rolling stock made by B. W. Lewis, Jr., President of the St. Louis Kansas City & Northern, for the new consolidated company. The total will cost \$1,900,000, and the contract embraces 30 locomotives, 15 passenger coaches, and 3,100 freight cars.

—Attention is called to the notice of the Briggs Consolidated Gold Mining Company of the celebrated Gilpin County, Col. This mine is an old one, having been in operation for the past sixteen years at a profit. Its product is mainly gold, and it is now making a monthly dividend, with ore enough estimated to be in sight to pay dividends for at least ten years longer. The stock of this company is now for the first time offered to the New York public, and such names as Jordan L Mott, Joseph Pool (president of the Manufacturers' and Merchants' Bank), Tho. W. Morris, and the favorably known house of Messrs. Jameson, Smith & Cotting, will command attention.

—Attention is called to dividend No. 2 of 7½ per cent per share (par value \$10) of the La Plata Mining & Smelting Company of Leadville, Col., payable on November 1, instant. Mr. W. B. Allen, Assistant Secretary, also presents a statement of the financial condition of the company (showing a balance of \$28,700 carried to surplus account), which it will be well for other companies to imitate.

The Excelsior Water & Mining Company have declared the twentieth monthly dividend of 25c. per share, payable Nov. 5. This company is under the same management as the Homestake and Ontario Silver Mining companys, and it is said that the stock will shortly be listed on the regular Stock Exchange.

—The attention of buyers and sellers of gas, trust company and other miscellaneous stock and bonds, is called to the quotations and advertisement of Mr. W. C. Noyes in the October number of the Investors' Supplement. Mr. Noyes has been for many years engaged in these specialties.

—The attention of all parties holding purchasing committee's receipts for first mortgage bonds of the International Railroad of Texas, and the Great Northern railroad, is directed to the notice of Mr. J. S. Kennedy, the president, which will be found in our advertising columns.

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. Boston & Albany Boston & Maine Boston & Providence Banks. Fulton National.	\$3 31 ₂ 31 ₂	Nov. 15. Nov. 1. Nov. 1.	Oct. 19 to Nov. 2.			
Pacific (quar.)	$2^{1}\!2$	Nov. 1.	[<i></i>			

FRIDAY, OCT. 24, 1879-5 P. M.

The Money Market and Financial Situation. - There has been some stringency in our local money market this week, and borrowers on the lowest class of stock collaterals have had difficulty in obtaining money. There has seldom been a time when so wide a discrimination was made by lenders between the different classes of collaterals offered; and during the past two days while some of the borrowers on the lower classes of railroad stocks had been obliged to pay above 7 per cent for money, the government bond dealers have at the same time been supplied at 4@6 per cent. It is urged by the stock brokers that the discrimination against stocks, and the refusal of some banks to lend anything whatever on certain inflated stocks, is quite unreasonable, as these stocks all have a value at the Stock Exchange which cannot be wiped out in a day, and they claim that the losses of banks on stock collaterals taken for loans in legitimate transactions with stock brokers, have been far less in proportion than the losses on commercial paper or other collaterals having no fixed market value from day to day. The market has shown increasing tightness throughout the week and some of the stock borrowers have paid 7 per cent the past few days, together with a commission of 101 per cent and even higher. The better class of borrowers on stocks and government bond dealers have been supplied with money at 5@7 per cent, and the last named have seldom paid over 5 per cent. It is confidently asserted that the stringency has been caused by the locking up of money by speculators for a decline. Prime commercial paper is quoted at 5½@6½ per cent.

The Bank of England on Thursday showed a decline for the week, in specie, of £1,173,000, but the percentage of reserve to liabilities was only reduced to 49½, against 50 1-16 the previous week; the discount rate remains unchanged at 2 per cent. The Bank of France showed a decline of 12,500,000 francs, and advanced its discount rate to 3 per cent from 2, the previous figure.

The last statement of the New York City Clearing-House banks, issued October 18, showed an increase of \$470,300 in the excess above their 25 per cent legal reserve, the whole of such excess being \$1,279,975, against \$809,675 the previous week.

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

		Differ'nces fr'm previous week.		1877. Oct. 20.
Loans and dis. Specie	26,383,600 22,286,800 232,805,300		15,547,800 19,601,200 208,144,600	16,519,900 16,230,300 195,561,500

United States Bonds.—There has been a good business in Government bonds at steady prices, in spite of the irregularity in the money market. There is no feature of the dealings worthy of special notice. Of the refunding certificates issued, \$26,-888,700 have been converted into 4 per cent bonds.

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

	Interest Periods.		Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.
6s, 1880reg.	J. & J.	1041 ₈	10438	*10438	10412	*10412	*10438
6s, 1880 coup.	J. & J.	*1014	*10438	*10438	*10412	10412	*10438
6s, 1881reg.	J. & J.	*1054	$105\frac{1}{2}$	وا 105	10512	10512	*10538
6s, 1881coup.	J. & J.	1054	105%	10512	*10512	*10538	10538
5s, 1881reg.	QFeb.	*10218	1024	41024	10238	*1024	1024
5s, 1881coup.	QFeb.	10338	10338	10312	1034	10338	1034
4 ¹ 28, 1891reg.	QMar.	10534	*10534	10578	10578	*10578	*:0570
4½8, 1891 coup.	QMar.	*10558	*105%	*1053	*1057	*1057	*1057
4s, 1907reg.	ÖJan.	10218	10238	10238	1021	1023	1023
4s, 1907 coup.	QJan.	102	1024	10238	1023	1024	102
6s, cur'cy, 1895reg.	J. & J.	*121	*122	*122	*121		*121
6s, cur'cy, 1896reg.	J. & J.				12112		*12112
6s, cur'cy, 1897reg.		*121	×1221	*123	*122	*12110	1122
6s, cur'cy, 1898reg.	J. & J.	*12210	*123	*1234	*12210	*123	*1224
6s, cur'cy, 1899reg.	J. & J.	*12212	*12342	*124	*123	123	*123

* 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.	Amount Oct. 1, 1879.		
	Lowest.	Highest.	Registered.	Coupon.	
68, 1880-1cp. 58, 1881cp. 4 ¹ 28, 1891cp. 48, 1907cp. 68, cur'ncy.reg.	101 ⁷ 8 Aug. 27 104 Mch. 21 99 Apr. 1	107 ¹ 2 Jan. 15	275,245,400 166,139,750 472,862,400	233,194,950 83,860,250 264,294,650	

State and Railroad Bonds.—The dealings in State bonds have been chiefly in Louisiana consols and Virginia consols, both for foreign account, the Louisiana bonds having been taken for Amsterdam. There has also been some movement in North Carolina special tax bonds and other low-priced Southern bonds, on the general idea, as brokers inform us, that prosperity will

make the South feel more like shouldering all its bonded obliga-

Railroad bonds have been strong at the highest point. The favorite speculative bonds, those of the Missouri Kansas & Texas and the Erie 2d consolidated, have been freely dealt in at higher figures.

The Governing Committee of the Stock Exchange rejected this week the application of the present managers of the Kansas Pacific Railway Company to have the company's first consolidated mortgage bonds placed on the list. It is understood that one of the objections made was as to the scaling down of older liens, such as the incomes, second land grants and Leavenworth Branch bonds.

The following securities were sold at auction:

Shares.	Bonds.
Bhures.	
363 Jersey City Gaslight14019	\$1,000 Third Av. R. R., 7 p. c.
10 Merchants' Fire Ins13012	bonds, due 1890104 ¹ 4 and int.
5 Franklin & Emporium Fire	\$2,000 Jersey City 6s, due '80
Insurance	and '81
80 Tradesmen's Fire Ins 9612	\$1,000 Jersey City 7s, water
50 Hope Fire Insurance 63	works bonds, due 1891
20 North River Insurance110	100^{1} 2 and int.
35 Joseph Dixon Crucible Co 70	
200 Citizens' Gaslight Co of	

	Oct.	Oct.	Range since Jan. 1, 1879.				
STATES.	17.	24.	Lowest.	Highest.			
Louisiana consols	*106 24 *32 *85	*25 ,381 ₂ *86 *33	18 Feb. 8 30 Aug. 20	10734 June 10 2578 June 14 42 Feb. 13 7334 June 20 44 Mch. 28			

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

Hailroad and Miscellaneous Stocks.—The business at the Stock Exchange during the first four days of this week was enormous. The excitement in the Board was at times so great that all the sales could not be reported, and it is said that the printed list of sales does not show, by a considerable amount, the total transactions made in stocks. To day, under the pressure in the money market, business was less active, and prices yielded slightly, and it was freely charged that money was purposely held off the market by a few large operators, in order to force a depression in prices.

Up to Thursday the bull movement was uninterrupted, and on that day the highest prices of the year were made on a number of stocks, including the coal stocks, trunk lines, and some of the new candidates for favor. The trunk-line stocks have the advantage of an immense freight traffic now, and the prospect of its continuance during the winter, and rates have again been advanced on East-bound freight, to 40 cents per 100 lbs. on grain from Chicago to New York, to take effect November 1. This is an extraordinary winter price, and if it does not check business will pay handsomely.

Mr. E. H. Walker, statistician of the Produce Exchange, has compiled a statement of the carrying rates of freight for the season. He says the all-rail freights from Chicago to New York were advanced on October 13 from \$6 to \$7 per ton on grain, and from \$7 to \$8 per ton on fourth-class freights from Chicago to New York.

The following is the table of rail rates from Chicago to the sea-

board, as established on October 13:

	4th class.	Grain,	Flour,
	100 lbs.	100 lbs.	per bbl.
To New York	40c.	35c.	70c.
To Boston	45c.	40c.	80c.
To Philadelphia	38c.	33c.	66c.
To Baltimore		32c.	64c.
To Buffalo	256.	20c.	40c.
To Albany	35c.	30c.	60c.
		~ .	. 37

The lake and canal freights, per ton, from Chicago to New York in June, as compared with September and October, were:

	,			-September-			
l		Wheat.	Corn.	Wheat.	Corn.	Wheat.	Corn.
Lal	ke nal	. \$0 74	\$0 68 1 21		\$2 02 2 82	\$2 34 2 58	9 45
Car	läi						2 10

The coal stocks have been among the most buoyant of the week, on account of the advances made and to be made in the prices of coal, and the belief that higher prices can be kept up during 1880, as well as the fact that on a production of 7,015,742 tons more this year than last, up to September 30, the stock of coal at tide-water shipping points was only 684,897 tons at the latter date. By all economic rules, however, a material advance

in price should check consumption.

The stocks to be merged in the new consolidated line of the Wabash St. Louis & Pacific, have been particularly strong, and touched the highest figures yet made; and one of the street reports, given with much assurance of its being well founded, is to the effect that a proposition has been made by this company, or this and the Union Pacific, to lease the Missouri Kansas & Texas line with a guarantee of 6 per cent on the first consolidated mortgage. The Dutch bankers control some \$6,000,000 of these bonds, and it is said they had offered to accept 5 per cent on the bonds, with a guarantee by the Chicago Burlington & Quincy Company. Further developments must be awaited. The rumors, however, that two companies were bidding for the M. K. & T. at some price, accounts for the rise in its stock and bonds.

Union Pacific has been one of the few weak stocks, and outsiders are unable to form an opinion whether there is anything in fact to make the stock worth less, such as a lease of M. K. & T., for instance, or whether this decline is merely a sly invitation to sell short. The earnings for 21 days in October are reported to show an increase of \$172,185 over October, 1878.

Among the grangers, Northwest has been most buoyant, and the earnings for third week of October are reported to be \$32,000 above same week last year.

In the last hours to-day heavy sales were made and prices declined.

The daily highest and lowest prices have been as follows:

	Saturday Oct. 18.	Monday, Oct. 20.	Tuesday, Oct. 21.	Wednes., Oct. 22.	Thursd'y, Oct. 23.	Friday, Oct. 24.
Canada South. Cent. of N. J	74 74 71% 72%	74¼ 75% 72 74¾	73% 75	75 7736 74¼ 7758	781/2 791/4	74 76¾ 78¼ 79
Chic. & Alton. Chic. Bur. & Q.	96% 97% 119 119%	98 99¾ 119¼ 123	9918 9918 122 124	98 98½ 122 122	98 9814 121 12214	9714 98 122 122
Chic.M.& St.P.	7116 72	7176 7216	7214 7334	73 74	7336 74	70% 73%
do pref.	*98 99		9918 9916	9934 9914	99 99	97 98
Chic. & N. W	85% 86%		8714 88	8634 88	8714 87%	8456 87
do pref.	103 103½ 147 148½	103 % 104 % 148 148 %	103¾ 104 *148 148¾	102¾ 102¾ 148 148	103 4 103 6 147 148	*103 104 * 1481/4
Chic. R. I. & P. Chic. St. P. & M.	4616 461		*148 148¾ 46 51	4914 5014	49 5014	45 49
Clev. C. C. & I.	661 661	6614 67	67 67	67 674	67 70%	68 7014
Col.Chic.& I.C.	12% 13%	1234 1314	13 131/2	1314 15	16 20	16 1737
Del. & H.Canal	6516 66	86 6914	69 7136	71 75%	7434 7616	72 7614
Del.Lack.& W.	77 78	78 80%	80¼ 83¾ 29¾ 30¾	8214 85	84% 86%	81% 85%
Han. & St. Jo	28¼ 28¾ 57 57	29 30	29¾ 30¾ 58 59	30½ 32 58 59¼	3216 35% 5916 60%	31 3112 5774 60
do pref.	57 57 9634 9676	56% 58% 97% 98%	9814 9834	97 98%	97 9714	57% 60° 93% 97
Kansas Pacific	79 7934	801 85	82% 85	82 8434	84 84	82 82
Lake Shore	9634 9734	9756 9836	98 9814	98 9813	9814 99	981/2 981/8
Louisv. & Nash	67% 68%	69 73	7136 7234	7214 7316	7216 7314	6916 7234
Mich. Central	89 89%		90% 91%	9014 9078	91 92	891 91
Mo. Kans. & T.	21 2116	2118 2234	23 25%	26 2936	2634 3014	25 27%
Mor. & Essex N.Y.C. & H.R.	97 97¼ 124¼ 125	9714 99	9816 99 125 126	99 102 125 126	10136 10214 126 127	99 101¼ 126 127
N.Y. L.E. & W.	124¼ 125 39¼ 40	3934 3974	3916 4114	401/8 411/4	41 4336	39% 43%
do pref.	6434 6514	6456 65	6418 66	6412 65%	6534 6714	65 671
Northern Pac.	311/4 321/4	321 3756	38% 40%	37 3914	3714 3916	34 3634
do pref.	57% 59%	59% 61%	63 65	61 63%	6136 64	5816 6116
Ohio & Miss	22 231/4	2234 23	2236 2336	2318 2358	2314 2414	22 24
Pacific Mail	3156 3234	3256 3356	33 33%	3314 3434	34% 35%	3256 3534
Panama St.L & I.M. assd	*175 45 451/4	180 180	*180 185 461/4 471/4	*176 181 4516 47	4614 4734	*178 180 4314 4614
St. L. K.C. & N.	311/4 33	33 3512	3514 3714	37 40%	39 40%	361 39
do pref.	6316 6416	6436 6537	65 66	6414 6514	65% 67	64 6518
St.L. & S.Fran.	1834 19	1914 1914	1934 2058	20% 21%	221/2 24	22 25
do pref.	21% 22	221/8 227/8	22% 23%	231/4 243/4	25% 28	27 2914
do 1st prf.	4614 4614	4614 4656	47% 48%	48 48	4814 4916	4716 50
Sutro Tunnel. Union Pacific	3¾ 4 93¼ 94	334 378 91% 95	358 378 9318 9434	3¾ 3½ 92¼ 94	31/4 37/8 917/4 937/4	312 334 8912 9212
Wabash	45% 46%	47 4914	4814 4914	4838 5114	5114 53	49 5216
West. Un. Tel.	981 991		98% 99%	99% 102%	1011 10234	99% 102%
771	/8 00/8	/0 00/0				74 -010/8

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.	Prices sin	ce	Jan. 1	, 187	9.		ge for 78.
4.4	Shares.	Lowest.	_	Hi	ghest		Low.	High.
Canada Southern	7,250	454 Jan.	3	7712	Oct.	23	38	4512
Central of N. J	113,203	3312 Jan.	2		Oct.	23	1312	454
Chicago & Alton	3.107	75 Mch.	3	9938	Oct.	20	6634	85
Chic. Burl.& Quincy.	5,404	11118 Jan.	7	124	Oct.	21	994	11434
Chic. Mil. & St. P	75,150	3438 Jan.	4	74	Oct.	22	2712	5478
do do pref.	1,915	7434 Jan.	4	10112	Sept	25	64	8434
Chicago & Northw	80,495	4958 Jan.	3	88	Oct.	21	32^{1}_{2}	554
do do pref.		7678 Jan.		$104\frac{1}{8}$		20	5934	791_{2}
Chic. Rock Isl. & Pac.	2,886	119 Jan.	8	1481_{2}	Oct.	18	9838	122
Chic. St. P.& Minn.*.	14,215	21 May	5	51	Oct.	21		
Clev. Col. Cin. & Ind.	LU,TIL	3434 Jan.	2		Oct.	23	23	$38^{1}\!4$
Col. Chic.& Ind. Cent	37,270	5 Jan.	4;		Oct.	23	218	63_{8}
Del. & Hudson Canal		38 Jan.	2	76^{1}_{2}	Oct.	23	3438	
Del. Lack. & Western	225,910	43 Jan.	2	864		23	41	6178
Hannibal & St. Jo	40,862	134 Jan.	4	355_{8}	Oct.	23	10	1678
do do pref.	16,665		10	60^{7}_{8}	Oct.	23	2158	4158
Illinois Central	5,103	794 Mch.		9834	Oct.	20	723_{8}	87
Kansas Pacific	7,820	918 Jan.	21	85	Oct.	20	4	1258
Lake Shore	70,310	67 Jan.	6	99	Oct.	23	5578	7158
Louisville & Nashv	19,734	35 Feb. 1	13	73^{1}_{2}	Oct.	22	35	39
Michigan Central	34,253	7334 Jan.	2	92	Oct.	23	5812	75
Missouri Kan. & Tex.	168,220	538 Jan.	4	30^{12}	Oct.	23	2	718
Morris & Essex	28,988	75 ¹ 8 Jan.			Oct.	23	6738	89
N. Y. Cent. & Hud.R.	5,072	112 Mch.	24	127	Oct.	23	10334	115
N.Y. Lake E. & West.	662,995	21 ¹ 8 Jan.	4		Oct.	23	758	2212
do pref	16,050	37 ¹ 2 Jan.	2	6712	Oct.	10	2112	38
Northern Pacifict	41,530	16 Aug.	9	4012	Oct.	21		
do pref.t	42,199	44 4 Aug. 3	30		Oct.	21		
Ohio & Mississippi	37,915	734 Jan.	4	247_{8}	Oct.	10	634	114
Pacific Mail	90,960	1038 Jan.	13	35%	Oct.	24	12^{12}	2378
Panama	50	123 Jan.	2	182	Oct.	. 9		131
St. L. I. Mt. & South.	27,525	13 Jan.	2	484	Oct.	7	5	1558
St. L. K. C. & North.	56,810	7 Jan.	2	4012	Oct.	22	3^{1}_{2}	758
do pref.	30,205	25½ Jan.	2		Oct.	23	19	2612
St. L. & S. Francisco.	10,900	318 Jan.	8	25	Oct.	24	112	418
do pref.	29,855		21	29^{1}_{2}	Oct.	24	112	54
do 1st pref.	6,975	934 Jan. 2	23		Oct.	24	5^{1}_{2}	1134
Sutro Tunnel	11,190		16	478	Mch.	17	31_2	5
Union Pacific	38,890		31		Oct.	20	614	73
Wabash	121,585	1734 Mch. 1	131	53	Oct.	23	1218	2378
Western Union Tel	82,170	8858 Aug.	4	116	June	11	754	102
1.0								

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.

MOTER III THE SECOND COLUM	и.			
—Latest ear	nings rep	orted.	-Jan. 1 to la	test date.
Week or Mo.	1879.	1878.	1879.	1878.
Ala. Gt. Southern. July	\$32,790	\$26,773	\$	\$
Atch.Top. & S. F.1st wk Oct.	162,000	97,895		
Atl. & Gt. WestAugust	423,803	369,761		
Atlantic Miss. &O. August	134,955	155,012	988,665	1,044,263
Bur. C. Rap. & N 2d wk Oct	38,125	32,487	1,112,946	1,199,343
Burl.&Mo.R.in N. August	176,088	166,320	1,142,845	981,089
Cairo & St. Louis. 1st wk Oct.	10,010		194,890	176,583
Central PacificSeptember 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. 2d wk Oct	173,428	132,939	4,288,233	3,685,153
Chic. Burl. & Q August 1	,315,559	1,632,207	8,819,621	8,996,425
Chic. Clin. D. &M. September	41,077			·
Chic. & East. Ill2d wk Oct	19,916	18.627	655,350	630,369
Chic. Mil. & St. P. 3d wk Oct	292,000	188,269	7.400.000	6.666,837
Chic.& Northw 2 wks Oct.	828,493	6 36,830	12,144,013	
Chic. St. P. & Min. 2d wk Oct	28,827		827,290	689,901
Chic. & W. Mich .1st wk Oct.	16,320	12,165	467,997	390,631
Clev. Mt. V. & D 1st wk Oct.	9,624	8,860	297,511	284,583
			-	

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1	l					
	Latest ear		orted.	-Jan. 1 to la	test date.	
1	Week or Mo.	1879.	1878	1879.	1878.	
1	Dakota Southern. August	\$13,311	\$15,164	\$131,639	\$139,465	
1	Deny.S.P'k& Pac.September	95,532		495,419		
	Dubuque& S.City.2d wk Oct	25.527	24,774	646,023	742,042	
1	Frank.&Kokomo.July	4,580	3,088	22,953	19,003	
1	Gal. Har. & S. An. July	98,580	83,877	,		
	Gal. Houst. & H. August	37,317	35,859		230,250	
	Grand Rap. & Ind. September	132,191	103,172			
٠	Grand Trunk.Wk.end. Oct.11	212,558	202,804		6,835,402	
1	Gr't Western. Wk.end. Oct.17	112,873	90,345			
1	Hannibal & St. Jo. 2d wk Oct	53,020	52,143		1,530,531	
	Houst. & Tex.CSeptember	365,440	332,555		1,705,552	
1	Illinois Cen.(Ill.)September	542,575	495,299	3,979,257	4,097,414	
		144,766		1,028,414	1.144.387	
1	do (Iowa)September	46,315	44,783	1,169,305	1,038,167	
1	Int. & Gt. North2d wk Oct		107,377	1,100,000	1,030,107	
1	Kansas Pacific1st wk Oct.	147,900		0 947 990	0.050.001	
1	Mo. Kans. & Tex2d wk Oct	84,226	78,007			
1	Mobile & OhioSeptember	158,532	91,403	1,219,205	1,237,992	
١	Nashv.Ch.&St. L.September	157,363	123,497	1,271,021	1,188,032	
I	N.Y.L. Erie & W. July1	,273,532	1,157,690	8,938,324	8,289,356	
1	Northern Pacific.September	258,000		• • • • • • •		
١	Ogd. & L. Champ. September	59,000	53,802	2111111	212222	
1	Pad.& Elizabetht. 1st wk Oct.	7,863	6,588		243,189	
I	Pad. & Memphis1st wk Oct.	2,518	2,017	115,022	141,230	
١	Pennsylvania September 3	,336,528	2,858,646	24,516,212	22,819,918	
١	Phila. & ErieSeptember	319,770	288,084	2,190,781	2,025,890	
ı	Phila. & Reading. August1	,462,280	1,402,792	9,460,469	8,060,937	
ı	St.L.A.&T.H.(brs)2d wk Oct	16,050	15,069	413,065	* 376,539	
١	St.L. Iron Mt. & S.2d wk Oct	172,910	143,934	3,604,971	3,215,695	
I	St. L. & San Fran. 2d wk Oct	46,617	29,463	1,122,109	921,068	
١	St.L.&S.ESt.L2d wk Oct.	17,328	15,934	561,623	504,711	
١	"St. Paul & S. City 2d wk Oct	26,220	25,529	841,476	822,903	
١	Scioto ValleySeptember	28,125	29,151		203,724	
ı	Southern MinnAugust	38,807	29,153	354,527	456,337	
١	Tol.Peoria&War .2d wk Oct	30,768	22,695	957,674	1,012,068	
ı	Union Pacific 21 dys Oct.1	.003.402	831,316	,00.,01.2	_,022,000	
١	Wabash2d wk Oct	143,589	105,157	3,800,573	3,925,396	
١	Wisconsin Valley 2 wks Oct.	12,495	9,462	2,000,010	0,020,000	
١	Tribudiani vantey. 2 WAS OUL.	14,100	0,202			

^{*} Consolidated road.

Exchange.—The market for foreign exchange is without much animation, and the actual rates on bankers' sterling bills to-day were about 4.80½@4.81 for 60 days and 4.82½@4.83 for demand.

In domestic bills the following were the rates on New York to-day at the undermentioned cities: Savannah—buying 5-16 off, selling 3-16 off; Charleston—buying 1, selling 1@par; New Orleans—commercial, 175@200 discount, bank 100 discount; St. Louis, 1 discount; Boston—par to shilling discount.

Quotations for foreign exchange are as follows:

OCTOBER 24.	60 days.	Demand.
Prime bankers' sterling bills on London. Good bankers' and prime commercial Good commercial Documentary commercial Paris (francs) Antwerp (francs) Swiss (francs) Amsterdam (guilders) Hamburg (reichmarks) Frankfort (reichmarks) Bremen (reichmarks) Berlin (reichmarks)	$egin{array}{lll} 4.80 & @4.80^{1}_{2} \\ 4.79^{1}_{2}@4.80 \\ 4.78^{1}_{2}@4.79^{1}_{2} \\ 5.25^{5}_{8}@5.24^{3}_{8} \\ 5.26^{1}_{4}@5.25 \\ 5.25 & @5.23^{1}_{4} \\ 39^{1}_{4}@94^{1}_{4} \\ 94 & @94^{1}_{4} \\ 94 & @94^{1}_{4} \\ 94 & @94^{1}_{4} \\ 94 & @94^{1}_{4} \\ 94 & @94^{1}_{4} \\ \end{array}$	4.83

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. 18, 1879:

	1	[Ave	rage amou	nt of	
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U.S.	Circula- tion.
	*	8	8	\$	*	8
New York	2,000,000	8,576,000			7,833,800	495,000
Manhattan Co	2,050,000	5,719,300	382,300			400
Merchants	2,000,000	6,400,700		316,100 393,000	5,110,600 5,171,000	156,600 44,500
Mechanics'	2,000,000	6,779,000 4,402,000	522.700	799,300	3,849,300	135,000
Union America	1,200,000 3,000,000		522,700 585,800	799,300 842,800	6,271,500	1,100
Phœnix	1,000,000	2,964,000	405,000	200,000	2,710,000	260,000
City	1,000,000	6,957,600 2,970,000	1,206,800	413,000		F00 F00
City Tradesmen's	1,000,000	2,970,000	299,700	171,700	1,863,200	790,500
Fulton	600,000	1,591,500 11,047,900	165,400 2,349,000	321,500 1,343,700	1,222,400 11,387,400	
Chemical Merch'nts' Exch.	300,000 1,000,000	3,745,000		504,600	3,017,300	028.709
Gallatin Nation'l	1,000,000	3,700,700	265.400	282,200	2,105,000	200 800
Butchers'&Droy.	300,000	1,291,700	194.400	153,600	1,100,000	262,700
Mechanics' & Tr.	300,000	1,130,000	38,000	190,000	910,000 787,500	197,000
Greenwich	200,000	898,100	262,200	190,000 161,300 326,700	2,130,500	262,700 197,000 2,700 473,600
Leather Man'f'rs	600,000	2,813,000 926,200		95,800	846,100	37,800
Seventh Ward State of N. York.	300,000 800,000	2.234.300	221,300	323,600	1.608,100	540,000
American Exch	5,000,000	12,362,000	221,300 1,228,000 1,766,300	730,000	8.081.000	444,000 1,493,200 896,800
Commerce	5,000,000	14,955,700	1,766,300	826,700 331,700	8.594,800	1,493,200
Broadway	1,000,000	4,688,500	478,700	331,700	3,327,800	896,800
Mercantile	1,000,000 422,700	3,197,000	380,400	277,800 465,400	2,770,400 1,977,400	179,600
Pacific	422,700	2.058,400 4,347,100	200 100	284,400	1 949 800	990,000
Republic	1,500,000 450,000	3,106,200	58,400 200,100 179,700	565,900	1,949,800 2,987,500	402,000
People's	412,500	1.481.400	1 68.200	1 200.000	1,429,400	5,400
North America	700,000	1,610,300 6,108,500 2,447,100	92,000 734,700 192,700	200,000	1.524.000	
Hanover	1,000,000	6,108,500	734,700	607,400	5,696,600	578,000
Irving	500,000	2,447,100	884,000	384,600 1,638,000	2.242,100 9,429,000	348,500 2,226,000
Metropolitan	3,000,000 600,000	13,156,000 1,726,200		369,500	1,670,700	247,500
Citizens' Nassau	1,000,000	1.969.900	12.100	177,000	1.770.900	3,900
Market	500,000	2,451,200 2,005,100	28,400 70,200	452,600 341,800	1.947.900	434.600
St. Nicholas	500,000	2,005,100	70,200	341,800	1,585,100 3,511,300	450,000
Shoe & Leather	500,000	3,355,000	455,000	439,000	2.591.200	450,000 4.700
Corn Exchange	1,000,000 1,000,000	4.049,600	208,700 139,300	314,000 1,157,400	5,013,100	782,200
Continental	300,000	5,010,200 1,530,500	139,300 17,800	252,000	1,414,800	
Marine	400,000	2,479,000	119,000	252,000 526,000	2,496,000 18,478.760	357,000
Importers' & Tr	1,500,000	16,841,800	1,398,100	3.274.200	18,478.760	1,088.200
Park	2,000,000	13,566,800	1,454,600	2,406,600	16.080.900	533,800 311,000
Mech. Bkg. Ass'n	500,000	731,300	83,400 7.000	60.600 121,800	545,600 753,300	511,000
Grocers' North River	225 000 240,000	753,600 855,100	35,500	104,800	798,300	
East River	250,000	854,500	93.000	104,800 85,200	682,900	161,700
East River Manuf'rs & Mer	100,000	300.000	1,000	90.000	365.000	mon 200
Fourth National.	3,200,000	15,727,100 7,476,600	1,341,300	2.457,100	15.017.100	787,200
Central Nat	2,000,000	7,476,000	537,000 189,000	1.278,000 498,000	7.250,000 2,633,000	1,494,000 269,000
Second Nation'l. Ninth National	300,000 750,000	2,470,000 4,238,500	304,900	782,900	4.071.900	598,600
First National.	500,000	11.491.000	1.725,000	672,600	11,133.900	450,000
Third National	1,000,000	6 965 200	1,235,000	731,800	7,184,500	800,000
N. Y. Nat. Exch	300,000	1,273,100 1,287,300	59,800 37,000	161,900	922,600	268,500
Bowery National	250,000	1,287,300	37,000	307,000 309,800	1,049,600 1,213,900	224,300 180,000
N. York County	200,000 750,000	1,117,800 2,105,500	11,400 212,700	161,900	1,876,200	100,000
Germ'n Americ'n Chase National	300,000	2,377,300	110,000	460,600	2,228,000	270,000
~ Total	60,800,200	287,505,500	26,383,600	83,097,700	252,807,300	22,230,800

GENERAL QUOTATIONS OF STOCKS AND BONDS.

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

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

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

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

		1	,				Toron in these Quotations.		
	United States Bonds.	Bid.	Ask.	STATE SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.
	UNITED STATES BONDS.			Tennessee-6s, old, 1890-98J &	J 36	40	Dis.Col.—Cons. 3-65s, 1924, cp.F&A		
	6s, 1880regJ&J	10412	10458	6s, new bonds, 1892-1900J &	J 32		Consol. 3-65s, 1924, reg	1	$84\frac{1}{2}$
	6s, 1880	10538	104^{5} 8 105^{1} 2	Texas-6s, 1892 M & S	St 103	105	Perm. imp. 6s, guar., 1891J&Jt Perm. imp. 7s, 1891J&Jt	1108 - 1	$\begin{array}{c} 110 \\ 115 \end{array}$
	6s. 1881	10538	10558	78, gold, 1892-1910	3 111	112	Wash.—Fund.loan(Cong.)6s.g'92t	108	110
	58, funded, 1881coupQ-F	10338	1035_{8}	10s, pension, 1894	† 99	101	Fund. loan(Leg.)6s, g., 1902 Vart East Saginaw, Mich.—8s	1	114
•	4 ¹ 28, 1891 reg. Q—M 4 ¹ 28, 1891 coup. Q—M	1057_{8}	106	Vermont—6s, 1890	$egin{array}{c c} 114 \ 284 \end{array}$	116	Elizabeth, N. J.—7s. shortt	40	43
•	4s, 1907regQ_J	1024	1024	6s, new bonds, 1886-1895J &	J 28		7s, funded, 1880-1905Var. 7s, consol., 1885-98A & O	39	41
	4s, 1907	$102\frac{1}{4}$ 121	10238	6s, consol., 1905	$f{J} egin{array}{c} 83 \ 63^{1}8 \ \end{array}$	65	7s, 1905. Fall River, Mass.—6s, 1904F& At	35	42
	68, Currency, 1896regJ&J	121		6s, consol., 2d seriesJ &	J 31		1 58, 1894, gold F&A t	1102 1	104
	6s, Currency, 1897regJ&J 6s, Currency, 1898regJ&J	$\frac{121}{123}$		6s. deferred bonds. 10-40s, new.	. 52	73 ₄	Fitchburg, Mass.—6s. '91, W.L. J&J† Fredericksburg, Va.—7s M&N	112	113
-, (6s, Currency, 1899regJ&J	123		Tax coupons	. 81	84	Galveston, Tex.—10s, '80-'95 Var.		• • • • • •
	FOREIGN GOV. SECURIT'S. Quebec—5s, 1908M&N		10110	CITY SECURITIES.			Galvest'n County, 10s, 1901.J & J Harrisburg, Pa.—6s, coupon Var.*	103	108
. `	STATE SECURITIES.		101-2	Albany, N. Y.—6s, longVariou 7sVariou	s 106		Hartford, Ct.—City 6s, var. dates	102	109
4	Alabama—5s and 8s. fundable Var.	48		Allegheny, Pa.—4s. J&.	1		Capitol, untax, 6st Hartford Town bonds,6s, untaxt	100	117 101
	8s, Mont. & Euf. 8s, Ala. & Chat.	20		6s, 1876-'90 J&J Wharf 7s, 1880 J&J	* 100	112	do 4128, untax	1034	104
	8s of 1892-93. J&J Class "A," 2 to 5, 1906.	20	1910	Allegheny Co., 5s. J&J Atlanta, Ga.—7s.	* 87	95	Haverhill, Mass.—6s, '85-89 A&Ot Houston, Tex.—10s	10	110 20
	do small	10	43-2	Do. 88	1107	103	6s, funded. Indianapolis, Ind.—7-30s,'93-99.J&J	15	25
	Class "B," 5s, 1906. Class "C," 2 to 5, 1906.	18		Waterworks	. 97	102	Jersey City-6s, water, long, 1895.	96 (98
- 1	Arkansas—6s, funded, 1899J & J		21	Augusta, Me.—6s, 1887, mun. F&A Augusta, Ga—7s Variou	8 103	107 106	7s, do 1899-1902J & J 7s, sewerage, 1878-'79J & J	95	103 97
	7s, L. R. & Ft. S. issue, 1900. A & O 7s, Memphis & L. R., 1899. A & O	8	10	Austin, Texas—10s. Baltimore—6s, City Hall, 1884.Q—	. 100	102	7s, assessment, '78-79. J & J-M& N	95	97
	78. L. R. P. B. & N. O., 1900 A & O	5	10	6s, Pitts. & Con'v. RR 1886. J&.	1 10710	108_{12}	7s, improvement, 1891-'94Var. 7s, Bergen, longJ & J	95	97 97
	7s, Miss. O. & R. Riv., 1900. A & O 7s, Ark. Central RR., 1900. A & O	3		6s, consol., 1890	1111	11114	Hudson County, 6sA&O do 7s.M&S and J&D	101	102
	7s, Levee of 1871, 1900J & J alifornia—6s, 1874	1042	6	6s, Park, 1890. Q—M 6s, bounty, 1893. M&S	1110	112	Bayonne City, 7s, longJ&J	95	106 99
Ò	onnecticut—58	105	107	6s, do exempt, 1893	112	115	Lawrence, Mass.—6s, 1894A& O! Long Island City, N. Y	11234	
1	6s, 1883-4-5t	107	106	5s, funding, 1894J&J	1074	108	Louisville, Ky.—7s, long dates. Var.	105	100 1071 ₂
ŀ	florida—Consol. gold 6sJ & J	80	90	6s, 1900	1113	114	7s, short dates	103	105
•	F & A 78, new bonds, 1886 J & J	110	111	5s, consol, 1885Q—J 6s, Valley RR., 1886A & C	100	105	6s, shortVar.t	10134	1024
	7s, endorsed, 1886. 7s, gold bonds, 1890Q—J	10812	10912	58, new 1916	.110742	108	Lowell, Mass.—6s, 1890, W. L. M&Nt Lynchburg, Va.—6s	1121_{2} 1021_{2}	113
	88, '76, '86 A & O	104	110	Bangor, Me.—6s, RR.,1890-'94.Var. 6s, water, 1905J&J	102	$102\frac{1}{2}$	8s	118	100
1	llinois—6s, coupon, 1879J & J War loan, 1880J & J	100 }		68. E.& N.A. Railroad 1894 I& I	100	100	Water loan, 1894-96	115	$109 \\ 115 $
R	ansas—78, '76 to '99	102 1	12	6s, B. & Piscataquis RR., '99.A&O Bath, Mc.—6s, railroad aid Var	$102\frac{1}{2}$	101 %	Water loan, 1894-96	102	103 ⁻ 85
	lentucky—6s. ouisiana—Old bonds,fundable.Var.		20	5s, 1897, municipal	100	102	58, 1882 M&N Macon, Ga.—78 Manchester, N.H.—58, 1883-'85J&J	102 1	103
_	8s. non-fundable Var		20	Boston, Mass.—6s, cur, long, 1905 Var	118	1184	6s, 1894. J&J† Memphis, Tenn.—6s, C. J&J	111	112
M	laine-Bounty, 6s. 1880 F&A	101121	02	6s, currency, short, 1880Var. 5s, gold, 1905Var.	1014	10134	68. A & B	20 .	
	War debts assumed, 6s, '89, A& Oth	1341	14	4s, currency, 1899J&J	10034	11114	6s, gold, fund., 1900 M & N 6s, end., M. & C. RR.		· · · · · ·
B	War loan, 6s, 1883M&S Iaryland—6s, defense, 1883J&J	$107^{1}21$	08	Sterling, 5s, gold, 1893A&O ;; do 5s, gold, 1899J&J	106	107	6s, consolsJ&J	30	40
	6s, exempt, 1887	$113 \mid 1$	15	do 5s, gold, 1902 A&Ott	106	107	Milwaukee, Wis.—5s, 1891 J & D 's, 1896-1901Var.	$\begin{bmatrix} 96 \\ 102 \end{bmatrix}$	110
	6s, 1890	107 1	15	Brooklyn, N.Y.—7s, '79-80J & J 7s, 1881-95J & J	101	104	7s, water, 1902 J&J Mobile, Ala.—8s J&J	110 .	
N	5s, 1880-'90Q_J Iassachusetts—5s, 1880, gold J&J	100 1	05	7s, Park, 1915-18 J & J	125	128	58J&J	10	15 15
	58, gold, 1883J&J	103	04	7s, Water, 1903	121	127 127	6s, funded		$\begin{array}{c} 30 \\ 45 \end{array}$
	5s, gold, 1894. Var. † 1 5s, g., sterling, 1891. J&J	07	10 ¹ 4	6s, Water, 1899-1909J & J 6s, Park, 1900-1924J & J	111	115	5s, new	45 .	
	ao ao 1894M&N 11	.09 1	11	Kings Co. 7s, 1882-'89 M & N	106	114	Nashville, Tenn.—6s, old 6s, new	80	90 90
M	lichigan—6s, 1883	.03	05	do 6s, 1880-'86 M & N Buffalo, N, Y.—7s, 1876-'80 Var.	1014	110	Newark-6s, longVar.	104 .	
	78, 1890 M& N 1	14	40	7s, 1880-'95	101	106	7s, long Var. 7s, water, long Var.	114101	111 1171 ₂
M	1880uri-68, 1886 J & J 1	.04		7s, water, long	108	115	New Bedford, Mass.—6s, 1893. A&O' 5s, 1900, Water Loan	1 مد 113	114
	Funding bonds, 1894-95 J & J Long bonds, '89-90 J & J L	06		Cambridge, Mass.—5s. 1889 A&Ot	107	108	N. Brunswick, N. J.—78	99 1	104.
	Asylum or University, 1892 J & J 1	06		6s, 1894-96. water loanJ&Jt 6s, 1904, city bondsJ&J	11714	$115\frac{1}{4}$	Newburyport, Mass.—6s, 1890.J&J† N. Haven, Ct.—Town, 6s, Air Line	109 1	112
	Hannibal & St. Jo., 1886 J & J 1 do do 1887 J & J 1	044	. 114	Camden Co., N. J.—68, coup J&J* Camden City, N. J.—68, coup J&J*	1108 1		Town, 6s, war loan	106 1	108
N	. Hampshire—6s. 1892-1894 J.A.I.! 1	14 13 1	10 11	7g rog and coun	1774		do 6s, Town Hall	115 1	103 117
	War loan, 6s, 1901-1905J & J 1 War loan, 6s, 1884	UG II	09	78. fire loan bonds, 1890	70	65 80	do 6sdo 5s, 1897	100 11	103 106
N	ew Jersey—6s, 1897-1902 J&J* 1 6s, exempt, 1877-1896 J&J* 1	12		7s, non-tax bonds	85		New Orleans, La.—Premium bonds.	26	28
N	ew York-6s, gold, reg., '87 J&J 1	08		4s, non-taxable. Chelsea, Mass.—6s, '97, water l. F&A†	112	$\begin{vmatrix} 65 \\ 113 \end{vmatrix}$	Consolidated 6s, 1892Var. Railroad issues, 6s, '75 & '94Var.		34 30
	6s, gold, coup., 1887	06		Chicago, Ill.—6s, long datesJ&J† 7s, sewerage, 1892-'95J&J†	108	10834	Wharf impr., 7-30s, 1880J & D	J	
	68, gold, 1891	17		78. water, 1890-'95	1114	- 11	N.Y.City—6s, water stock, '80.Q—F† 6s, do 1879 Q—F†	100101	$\begin{array}{c} 02 \\ 01 \end{array}$
	68. gold. 1893	17		7s, river impr., 1890-'95J&J† 7s, 1890-'95J&J†	11914	1193	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	105 1	06 10
	. Carolina—6s, old, 1886-'98. J&J 6s, old	25	26	Cook Co. 7s, 1880	1004	10114	6s, aqueduct stock, '84-1911Q-F	1	14
	68, N C. RR., 1883-5J & J 1	08		Lake View Water Loan 78	105	11234	7s, pipes and mains, 1900. M&N 6s, reservoir bonds, 1907-'11. Q-F	109 1	26 14
1		88		Lincoln Park 7s. J & J	106	107	5s, Cent. Park bonds, 1898Q -F 1	106	.08
1	6s, do coup. off	88		West Park 7s. 1890	106	107	6s, do 1895Q-F 1 7s, dock bonds, 1901 M & N 1	25 1	14 26
	68, do 1868.1898A&O	9	$egin{array}{c} 10^{1}_{2} \ 10^{1}_{2} \ \end{array}$	Cincinnati, O —6s, longVar.† 6s, shortVar.†	102	103	6s, do 1905 M & N 7s, market stock, 1894-97 M & N	109 1	10
			16	7-30s Var. t	115		6s, improvem't stock, 1889.M & N 1	07 1	.26 .08
	6s, Chatham RRA&O	3	16	7s	1154	108	7s, do 1879-90.M & N 6s, gold, cons. bonds, 1901.M & N	1	14 21
	68, special tax, class 1,1898-9A&() 68, do class 2 A & O	6		do 7-30s, new	114	115	6s, street impr. stock, 1888. M & N 1	0212 1	05
	6s, do class 3 A & O	4	512	Hamilton Co., O., 6s	100	100	7s, do do '79-82.M & N 1 6s, gold, new consol., 1896	01 1	.07 .12
·U	hio-68, 1881	01	65	do 78, shortt	100	102	7s, Westchester Co., 1891	106	.07
	6s,1886J & J 1 ennsylvania-5s, gold, '77-8.F&A*	10		Cleveland, O.—6s, longVarious	107	108	Newton—6s, 1905, water loanJ&J 1 _5s, 1905, water loanJ&J 1	03 11	19 09
į.	08. cur., reg., 1877-'82. F& A* 1	00	03	6s, shortVarious	10010	102	Norfolk, Va 6s, reg. stk, '78-85 J&J 1	00 1	05
	58, new, reg., 1892-1902	$\frac{12}{015}$	1212	78. long	112 11	115	8s, coup., 1890-93	18 1	20 20
	68, 15-25, reg., 1882-'92 F & A 1	0312 1	09	7s, short		107	Norwich, Ct.—5s, 1907	01 10	06 20
4	hode Island—6s, 1882M&S† 6s, 1893-9J&J1	14		Columbia, S.C.—6s, bonds. Columbus, Ga.—7s, VariousVar.	36	45	Orange, N. J.—78t 1	04	
DO	uth Carolina—6s J & J	30		Covington, Ky.—7-30s, long	110 1	19 111	Oswego, N. Y.—7s	01 1	0212
	6s, funding act, 1866. J & J	00		7-30s, short	103101		Petersburg, Va.—6sJ&J 1	00 10	05
	68, Land C., '89	50	I	Dallas, Texas—8s. 1904	80	85	8s	03 1	10 10
4	7s of 1888		I	10s, 1883-96. Dayton, O.—8s.	95 1	105	Philadelphia, Pa5, regJ&J* 1	.00 :.	
٥ (6s, non-fundable bonds	$\frac{3^{1_{2}}}{80}$		Detroit, Mich.—7s. long. Vart	107 1	10	6s, old, reg	20 1	16 21
-	* Price nominal; no late transacti	One	10 1	7s. water, long		15			
	, Lo Lave Vialibatell	JUE .		t Purchaser also pays accrued into	roat	+ F.	n Landon		

^{*} Price nominal; no late transactions.

[†] Purchaser also pays accrued interest

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

	For	Explai	natio	ons See Notes at	Head of l	First	Page	of Quotations.		
	CITY SECURITIES.	Bid. A	sk.	RAILROAD BO	NDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
	Pittsburg, Pa.—4s, coup., 1913. J&J 5s, reg. and coup., 1913J&J	*73	I	Buff.N.Y.& Phil.—1st, 6 Bur. C. R.& N.—1st.5s,1	s,g.,'96.J&J	93	100	Cin,&Sp.—7s, C.C.C.&I., 1901.A&O	961	1
	7s, water, reg.&cp.,'93-'98A&O 7s, street imp., reg, '83-86Var	11212 11	14 1	Bur. & Mo. R.—L'd M., Conv. 8s. 1894 series	7s. 93.A&C	116	$ \begin{array}{c c} 891_{2} \\ 117 \\ 120 \end{array} $	Cin. Rich. & Chic 1st. 78. '95 J&J	† 93	95
	Portland, Me.—68, Mun., 1895. Var. 68, railroad aid, 1907M&S	$ 108 11$ $ 108^{1} 11$	2 F	Bur.& Mo.(Neb.)—1st, 6 8s, conv., 1883	8s. 1918.J&J	110612	107	Cin. Rich. & F. W.—1st, 7s, gJ&D Cin. Sand'ky & Cl.—6s, 1900. F&A	† 9410	80 95
	Portsmouth, N.H.—6s, '93, RR. J&J Poughkeepsie, N. Y.—7s, water	$^{\dagger107^{1}\!_{2}}_{112}^{10}$	181 ₂	Consol. m., 6s, non-ex Bur. & Southw.—1st M.,	xemptJ&J	101	10112		75	76
	Providence, R.I.—5s, g., 1900-5. J&J 6s, gold, 1900, water loan. J & J	1164 11	8 2	Cairo & St.L.—1st M., 7s Cairo & Vinc.—1st. 7s. 2	8, 1901.A&U 1909.A&O	t48	50	Clev. Col. C. & I.—1st, 7s, '99.M&N Consol. mort., 7s, 1914J&D Bellef. & Ind. M., 7s, 1899J&J	117	120 109
	6s, 1885	107 10	8	2d M., 6s, g., end C. P	s, g.,'89.J&J ac '89.J&J	96		Clev.& M. Val.—1st, 7s, g., '93. F&A S. F. 2d mort., 7s, 1876	106	
	8sJ & J Rochester, N.Y.—6s, '76–1902 Var.	†100 10	3	30 M. (guar. C. P.), 60 do do 30	s, 1905.J&J s. 1905.J&J	190		Clev. & Pitts.—4th M., 6s, 1892.J&J Consol. S. F., 7s, 1900	107 117	
	7s, water. 1903	†95 9	7 110	amden & Atl.—1st, 7s, am.& Bur. Co.—1st M	g.,'93J&J 6s.'97.F&A	105	120	Columbus ext., 7s, gold, 1901	1464	
	Sacramento, Cal.—City bonds, 6s Sacramento Co. bonds, 6s Salem, Mass.—6s, long, W. L. A&O	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	OTIC	anada So.—1st M., gua ape Cod—7s, 1881	F&A	1101	100	Colorado Cent.—1st, 8s, g., '90.J&D Col. Chic. & Ind. Cent.—	*†100	103
	5s, 1904, W. L	1064 10	712 C	arolina Cent.—1st, 6s,s atawissa—1st M., 7s,	1882 F&A	102	109	1st cons. mort., 7s, 1908A&O 2d mort., 7s, 1909	791 ₂ 351 ₂	80 36
	do 6s	$\begin{array}{c c} 100 & 10 \\ 72 & 7 \end{array}$	9 - HC	New mort., 7s, 1900 edar F. & Min.—1st, 7s edar R. & Mo.—1st, 7s	3. 1907 J&J		114 1023 ₄	do do supplement';	$\begin{array}{c} 79\frac{1}{2} \\ 78 \end{array}$	80 80
	78, new.	$\begin{array}{c c} 72 & 7 \\ 70 & 7 \end{array}$	5	1st mort., 7s, 1916 ent. of Ga.—1st, cons.,	M&N	111234	113 112	do do do assd. Chic. & Gt. East., 1st, 7s, '93-'95.	60	34 70
1.00	St. Joseph, Mo.—7s	40 45	C	ent. of Iowa—1st M., entral of N. J.—1st M.,	78. 9 . 1.6.1	97	100	Col.& Ind. C., 1st M., 7s, 1904.J&J do 2d M., 7s, 1904.M&N	87	107
	St. Louis, Mo.—6s cur., long bds. Var. 6s, short. Var.	104	}}	7s, conv, 1962 do assented	M&N	105 ¹ 8		Un.& Logansp.,1st, 7s, 1905.A&O T. Logansp. & B., 7s, 1884. F&A Cin. & Chic. A. L., 1886-'90.	95 95	100 100
	Water 6s, gold, 1887-90J & D do do (new), 1892.A & O	106 10	712	Consol. M., 7s, 1899 do assented	Q—J	:103	105	Ind. Cent., 2d M., 10s, 1882 J&J Col. & Hock. V.—1st M., 7s, '97.A&O	100	1021 ₂ 110
		106 10°	7 -11	Adjustment bonds, 19 Income bonds, 1908	903 M&N	107 84	85	1st M., 7s, 1880. J&J 2d M., 7s, 1892. J&J	101	
	Sewer, 6s, gold, 1891 '93Var. St. L. Co.—Park, 6s, g., 1905. A & O	106 10 106 10	7	Am. Dock & Imp. Co.,	7s,'86 J&J	$101i_2$		Col. & Toledo—1st mort. bonds	101	10312
	St. Paul, Minn 6s. '88-'90 J & D	106 98 108	5 :	do assented Leh.& Wilkesbarre Co	al.'88.M&N	$\frac{100}{673_{4}}$	70	Con. & Xenia—1st M., 7s,1890.M&S Conn. & Passump.—M., 7s, '93, A&O	1064	190
	0 1000 00	109 109 103		Small bonds, 1898 Consol., 7s, gold, 190	00Q-M	110		Massawippi, g., 6s, gold, '89 J&J' Conn. Val.—1st M., 7s, 1901—J&J	195	56
	68, 1885. J&J 6128, 1884. A&O	108 1109	Ce	ent. Ohio—1st M., 6s, 1	assented 1890M&S	10712	10734	Connecting (Phile) 1st 6 M&9	23 108	$\begin{array}{c} 25 \\ 112 \end{array}$
	7s. 1903. water loan A&O	114 1113)	ent. Pacific—1st, 6s, g., State Aid, 7s, g., 1884. S. Joaquin, 1st M., 6s, g	I.&I.	106		Cumberl'd & Penn 1st 6s, '91 M&S Cumberl. Val.—1st M.,8s,1904. A&O		
	Toledo, O.—7-30s, RR., 1900 M & N †	95 100 105 108		Cal. & Oregon, 1st, 6s, Cal. & Or. C.P. bonds, 6s	g., '88.J&J	100		Danb'y & Norwalk-78, '80-92, J&J		100
7	8s	105 110 112	12	Land grant M., 6s, g., West. Pacif., 1st, 6s, g	1890.A&O	$1011_{2} \\ 1031_{2}$		Dan. Ur. Bl. & P.—1st, 7s, gA&O Dayton & Mich.—1st M., 7s, '81.J&J 2d mort., 7s, 1887	70 102	$\begin{array}{c} 80 \\ 102 \end{array}$
	Washington, D.C.—See Dist. of Col. Wilmington, N.C.—6s. gold. con. on		Ch	larl'te Col.&A.—Cons., 2d mort 7s. 1910	7s, 95.J&J		97	3d mort., 7s, 1888	1004	
	8s, gold, cou. on	$113^{1_2}114$	ig Ch	leraw & Darl.—1st M.,8 2d mort., 7s	3s.'88.A&O	95 .		1st mort., 7s, 1905	1.	• • • • • •
	5s, 1905	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	11 6	nes. & Ohio—Pur. mone 6s, gold, series B, int. o	lef. 1908		564	Del. & Bound B'k—1st, 7s, 1905F&A Del. Lack. & W.—2d M., 7s, '82.M&S	112 10334	$113\frac{1}{2}$ $104\frac{1}{2}$
	RAILROAD BONDS. Ala. Cent.—1st M., 8s, g., 1901. J&J	50 60	11 6	os, gold, small bonds, is, currency, int. defer	red. 1918		2934	Mort. 7s, 1907 M&S	110	113
	7s, receiver's certs. (var. Nos.)	10 14 80 100	1	Ss, currency, small bor Va. Cent., 1st M., 6s, 1 do 3d M., 6s, 1	880J&J	101		Denver Pac.—1st M.,7s, g.,'99.M&N Den.& Rio G.—1st, 7s, g.,1900.M&N		90 99
	Alb'y & Susq.—1st M., 7s, '88, J&J	$\begin{bmatrix} 94 \\ 113 \\ \dots \end{bmatrix}$	Ch	do 4th M., 8s, 1 eshire—6s, 1896-1898	876J&J	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	04	Detroit & Bay C.—1st,8s,1902.M&N	100	
	2d mortgage, 7s, 1885 A&O 3d mortgage, 7s, 1881 M&N	103	$ \mathbf{Ch} $	is, 1880 ester Val.—1st M., 7s. 1	1872.M&N *	10041	0034	Det.G.Haven&Mil.—Equip.48.1918; Con. M., 5% till 84, after 6%. 1918	101 11	108 103 87
	Allegh. Val.—Gen. M., 73-10s. J&J	$105 \\ 113 \\ 12 \\ 115$	· Ch	ic. & Alton—1st M., 7s sterling mort., 6s. g., 1	, '93J&J	$\begin{vmatrix} 117 \\ 112 \end{vmatrix}$	14 I	Det. L. & North.—1st,7s,1907.A&O t	109 1	10
	Income, 7s, end., 1894A&O	103 34 40	· B	ncome, 7s, 1883 3ds. Kan. C. line,6s.g]	A&O	10-		2d mort., 8s, 1875. M&N Det.& Pontiac, 1st M., 7s, '78.J&J	95	
	Atch'n & Neb.—1st, 7s, 1907. M&S Atch. Top. & S.F.—1st, 7s, g., '99.J&J	$ \begin{array}{c cccc} 108 & 118 \\ 105 & 106 \\ 1131 & 114 \end{array} $	Chi	Iiss.Riv.Bridge, 1st.,s ic. B. & Q.—1st, S.F.,8	s. '83 J&J		12	00 3d M., 8s, 1886.F&A Dixon Peo.& H.—1st. 8s.'74-89.J&J	$\begin{array}{c c} 85 & . \\ 105 & . \end{array}$	
	Land grant, 7s, g., 1902 A&O † 1 Consol. mort., 7s, g., 1903 A&O † 1	134 114	II B	Consol. mort., 7s, 1903 Bonds, 5s, 1895 s, 1901	1.81)	193	982	1st mort., 2d Div., 1894J&J		
	Atlan. & Gt. W—1st, 7s, g., 1902. J&J 1	103 109	Chi	ic. & Can. So.—1st, 7s, ic. Cinn.& Louisy.—1st	1902 A&O		70 E	last Penn.—1st M., 7s. 1888. M&S	105	.0812
	2d mort., 7s, g., 1902		- Chi	ic.Clin.Dub & Minn.—7 ic. & East. Ill., 1st mor	8.'84 F&A	$101\frac{1}{2}1$ 92	03	E. Tenn. & Ga.—1st, 7s, 1900. J&J E. Tenn. & Ga., 1st, 6s, 80-86. J&J E. Tenn. & Va., end., 6s, 1886. M&N	90	01 95 00
(4)	2d do do do	$\begin{vmatrix} 37 & 39 \\ 14 & 15 \end{vmatrix}$	Chi	ic. & Iowa—2d M., 8s.	7s, 1907	55	60 E	astern, Mass.—412s, g.,1906. M&S f	81	81 ¹ 4 95
	Leased L. rental, 7s, g., 1902.J&J	$\begin{array}{c c} 16 & 7 \\ 70 & 72 \\ 17 & 10 \\ \end{array}$	Chi	ic. 1'a & Neb.—1st M., 7 ic.& Mich.L.Sh.—1st. 8	s,'88.J&J	105	E	5s, perpetual	09 1	10
	West. ext. certifs, 8s, 1876. J&J	$\begin{array}{c cccc} 17 & 19 \\ 47 & 50 \\ 47 & 50 \end{array}$	P	c.M.&St.P.—P.D.1st,8 c.D., 2d M., 73-10s, 18	898 F.&A		1214 E	rie- (See N. Y. Lake E. & West.) rie & Pittsb.—1st M., 7s, '82.J&J	. 1	01
	Atlantic & Gulf-Cons. 7s, '97. J&J 1	02 105 30 40	M	t. P. & Chic., 7s, g., 190 Iil. & St. P., 2d M., 7s, 1 a. C., 1st M., 7s, 1893.	884.A&O	112 100 1114 11		Equipment, 78, 1890	85	() 4 95 -
	1st mortgage, 7s	03 106 07 110	[] 1.	& M., 1st M., 7s, 1897 a. & Dak., 1st M., 7s,	J&J	111 11	13 E	vansv.T.H.&Chi.—1st, 7s, g.M&N	65	05 80
	Com. bondholders certs	61 63 61 63	H C	last. & Dak., 1st M.,7s, hic. & Mil 1st M., 7s,	1902.J&J 1 1903.J&J			6s, 1898	11 1	$03\frac{1}{2} \\ 12 \\ 21$
	Atl. & St. Law.—St'g 2d, 6s .g. A&O 11 3 t mort., 1891		18	st mort., consol., 7s, 19 st M., I. & D. Ext., 7s.	905J&J 1	10712 10)8 F		0012	
		$01\frac{1}{2}192$	In	c.& N.W.—Sink.f.,1st,7s iterest mort., 7s, 1883	8,'85 F&AM&N	11	9	1st mort., land grant 8s,'88 M&N Cons. S. F., 8s, 1902 M&N *	95 10 41 ¹ 2	02 44
	~	99 100	E	onsol. mort., 7s, 1915. xten. mort., 7s, 1885.	F&A 1	.03 10	858	Flint & Holly, 1st, 10s, '88 M&N Bay C.& E. Sag.—1st, 10s., 82., 1&., 1	90	••••
	Sterling mort., 68, g., 1902. M&S 11 do 68, g., 1910. M&N 11	12 114	Co	st mort., 7s, 1835 onsol., gold, 7s, cp., 19 do do reg	02J&D 1	$08\frac{1}{2}11$	F	orence & El Dorado-1st.7s A&O 1	0112 16	
	1st, tunnel, 6s, g., g'd, 1911 A&O	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Io Ga	wa Mid., 1st M., 8s 1	WIND A ATAIL	14	- 11	0.1	1 .	30 70
	Bellev. & S. III.—1st, S. F. 8s, '96. A & O 1 Belvidere Del.—1st, 6s, c., 1902. J&D *11	$\begin{array}{c c} 11 & \vdots \\ 10 & 112 \end{array}$	11 1	eninsula, 1st, conv., 7s nic. & Mil., 1st M., 7s,	. 98.Mas 1	14	FT	t.W. Mun.& C.—1st, 7s, g., 89.A&O	20	53 90
	2d mort., 6s, 1885	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	M	adison ext., 7s, g., 191 enominee ext., 7s, g., 1	1. A&O T1	094		do (notos) es 1000		94
	Boston & Albany—78, 1892-5. F&A 12 68, 1895. J&J 11 Bost Clint & F. 10+ M. Co. 184	11 11114	Chic	orthw. Un.,1st, 7s, g., 1 3. & Pad.—1st M., 7s, 1	915.M&8 ¶1 .903.J&J †	05%	G	al.Har.&S A.—1st,6s,g.1910.F&A ;		98
	Bost.Clint.& F —1st M., 6s, '84, J&J 1st M., 7s, 1889-90 J&J 1c N. Bedford RR., 7s, 1894 J&J 1c	$\frac{99}{106}$	Chic	c. Pek.&S.W.—1st, 8s,1 c.R.I.&Pac.—6s, 1917.	901.F&A *	14 11	138 G	eorgia—7s, 1876-96J&J 1 6s	16 11 03	19
	Equipment, 6s, 1885F&A	07 108 09 101 03 100	Ch.S	, 1917, reg St. P.& M'polis,1st,6s.g.	J&J 1		G1	r.Rap. & Ind.—1st, l.g., g'd, 7s, g. 1 1st M.,7s, l.g., gold, not guar. A&O	06 94 9	98
- 6	Consol. mort., 7s, 1893 A&O 10	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Chic	nd M., inc., 68, g., 191 2. St. L.& N.O.—1st con. mort. 68, 1907	1914. 78	$\begin{array}{c c} 92^{1_2} & 10 \\ & 7 \end{array}$	9 G	eenv. & Col.—1st M., 7s, "guar."	9	78
	1st mort., 7s, guar	$\begin{array}{c c} & 45 \\ 5 & 116 \end{array}$	Te	n. lien, 7s, 1897 2.& S.W.—1st,7s, guar.,	M&N 1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Ha	ack's'k&N.Y. E.—1st, 7s,'90.M&N	10	
	6s, 1896	07 1074	Cin. 2d	Ham.& D.—1st M., 7s, mort., 7s, 1885	'80.M&N 1	0034 10	1 H		06 10	638
	Boston & Maine—7s, 1893-94. J&J † 12 Bost. & N. Y. Air L.—1st 7s. 10	014 1203	Co	nsol. mort., 7s, 1905 do 6s. 1905.	A&O † 10	0512]	Kans. C. & Cam., 1st, 10s, '92. J&J 11 wrl. & Portchester—1st M,7s,. A&O 1	15 12	
	Bost. & Providence—7s, 1893. J&J 12 Bost. & Revere B'h—1st. 6s, '97. J&J Buff Brad & P.—Gap M 7s '06 J&J		Cin.	n. H. & I., 1st M., 7s, 1 & Indiana—1st M., 7s.	903.J&J '92.J&D 10	$\begin{vmatrix} 80 & 80 \\ 02 & 10 \end{vmatrix}$	3 Ha 5 Ha	arrisb. P. Mt. J. & L.—1st, 6s J&J *16 busatonic—1st M., 7s, 1885. F&A	06 10	
(a)	Buff. Brad. & P.—Gen. M.78, '96. J&J *5 Buff. N. Y. & Erie—1st, 7s, 1916. J&D 11	8 121	2a	mort 7s, 1882-87 Laf.& Ch.—1st. 7s,g.,19	T&I +	88	2	2d mort., 6s. 1889J&J		
	* Price nominal; no late transaction	na tr	he nu	rchaser alse nave occ	mad interest		i Land	on Th Amsterda		

for FRASER

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

	For	Exp	lanat	ions See Notes at Head of F	irst P	age (of Quotations.		· .
	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
	Houston & Tex. C.—1st, 7s, g., '91	108	109	Maine Cent.—Mort. 7s, 1898J&J	†110	112	Northeast.,S.C.—1st M.,8s,'99,M&S		112
	West. Div., 1st, 7s, g., 1891J&J Waco & N. W., 1st, 7s, g., 1903.J&J	105^{1}_{2} 106		Exten. bonds, 6s, g., 1900A&O Cons. 7s, 1912A&O	197	² 99 106	2d mort., 8s, 1899M&S North'n Cent.—2d mort., 6s, '85.J&J	99	109
	Cons. mort., 8s, 1912A&O Waco & N., 8s, 1915			Androscog. & Ken., 6s, 1891.F&A Leeds & Farm'gt'n, 6s, 1901.J&J	110412	$105\frac{1}{2}$ $102\frac{1}{2}$	3d mort., 6s, 1900	108	109 105 ¹ 2
	Inc. and Ind'y 7s, 1887M&N	95 114	118	Portl'd & Ken., 1st, 6s, '83A&O do Cons. M., 6s, '95.A&O	†103	104 106	6s, g., reg., 1900		109
	Hunt. & Br. Top-1st, 7s, '90A&O 2d mort., 7s, g., 1895F&A	100	104	Mansf. & Fr'ham.—1st, 7s,'89J&J	10512	107	Con. mort, stg. 6s, g., 1904J&J	‡95	96
	Cons. 3d M. 7s, 1895 A&O Ill. Cent.—1st M,Chic.& Spr.'98J&J	51 ;109	55 111	Equipment 6s, 1882M&N Marietta & Cin.—1st M.,7s,'91.F&A	10034	101	Northern Cent'l Mich.—1st, 7s Northern, N.J.—1st M., 6s, '88.J&J	95	100
r	Sterling, S. F., 5s, g., 1903. A&O Sterling, gen. M., 6s, g., 1895. A&O	†112	103 113	Sterling, 1st M., 7s, g., 1891.F&A 2d mort., 7s, 1896	95 65 ¹ 8	65^{1}_{2}	Norw'h&Worc'r—1st M., 6s.'97.J&J Ogd'nsb'g&L.Ch.—1st M.6s,'98,J&J	†99	109 100
	do 5s, 1905J&D Ill. Grand Tr.—1st M., 8s, '90.A&O	:102	104	3d mort., 8s, 1890	$\frac{315}{90}$	$\begin{array}{c} 313_4 \\ 100 \end{array}$	S. F., 8s, 1890	11114	
	Indiana Bloom. & West.—1st mort. 2d mort.	65 50	70 55	Balt. Short L., 1st, 7s, 1900J&J Cin. & Balt., 1st, 7s, 1900J&J	105		Cons. mort., 7s, '98J&J 2d mort., 7s, 1911A&O	11034	
,	Income	31 70	35 73	Marietta P. & Clev.—1st, 7s, g., '95 Consol. 7s			1st mort., Springf.Div., 1905 M&N Oil Creek—1st M., 7s, 1882A&O	62^{1}_{2}	64 90
	2d mort., 8s, 1890	10 15	20 20	Marq'tte Ho.& O.—Mar.& O.,8s, '92 6s, 1908	105 60	107 70	Old Cotony—6s, 1897F&A 6s, 1895J&D	110978	110
	Ind'polis C. & L7s of '97, Low Nos	72 65		Mass. Central—1st, 7s, 1893 Memp. & Charl'n—1st, 7s, '80.M&N	35	45 100	7s, 1895	$1184 \\ 12$	11812
	do do High Nos 3d mort.,7s, 1899J&D			2d mort., 7s, 1885J&J	80 45	96 48	Omaha & S.W.—1stM.,8s,1896.J&D Or'ge& Alex'ndria—1st,6s,'73M&N	96	118
	Ind'apolis & Cin., 1st, 7s, '88.A&O Indianapolis Peru & C.—1st mort.	101		Mem. & L. Rock—1st, 7s	103	1034	2d mort., 6s, 1875J&J	96^{1}_{2}	97½ 67½
÷	Ind'polis & St. L.—1st,7s, 1919.Var. 2d mort., 7s, 1900	$\begin{array}{c} 73 \\ 30 \end{array}$	40	Mich. Cent1st mort., 8s, '82 A&O Consol., 7s, 1902		120	3d mort., 8s, 1873	3218	33
	Ind'apolis& Vin.—1st, 7s, 1908. F&A 2d mort., 6s, g., guar., 1900. M&N	101 87	$\frac{103^{1}_{2}}{92}$	Air Line, 1st M., 8s, guarM&N	$\begin{array}{c} \dagger 112 \stackrel{1}{2} \\ 105 \end{array}$	113 ¹ 2 108	Or. Alex.& M., 1st M., 7s, '82.J&J Oreg. & Cal.—Frankfort Com. Rec. x	$^{675}_{40}$	42
	Intern'i & Gt.No.—Int. 1st, 7s. A&O 1st Purch. Com. Receipts	$90 \\ 93^{\mathbf{1_2}}$	95	Equipment bonds, 8s, '83A&O Gd. Riv. V., 1st 8s, guar., '86.J&J	105^{1}_{2}	107	Osw.&Rome—1st M., 7s, 1915.M&N Osw. & Syracuse—1st, 7s, '80.M&N	100	100
	2d do do H. & Gt. No., 1st, 7s, g., 1900	37. 90	40 93	Kalamazoo&S.H.,1st,8s,'90.M&N Mil. & North.—1st, 8s, 1901 J&D	100 - 50 -	60	Ott. Osw. & Fox RM., 8s, '90.J&J Panama—Sterl'g M., 7s, g. '97.A&O	116^{1}_{2}	119 115
	do 1st Purch. Com. Receipts do 2d do do	$\begin{array}{c} 93 \\ 30 \end{array}$	30	Minn. & St. L., 1st m., 1927J&D do guaranteed	112	100	Paris & Danville—1st M., 7s . 1903. Paris&Dec't'r—1st M., 7s, g., '92. J&J		
	Ionia & Lansing—1st 8s, '89 J&J I'a Falls & Sioux C.—1st, 7s, '99A&O	$\frac{111^{1}}{104}$	113 106	Miss. Cen.—1st M., 7s, '74-84. M&N do 2d m., 8s.		105 110	Pennsylvania—1st M., 6s, '80J&J General mort, 6s, coup.,1910 Q—J	104^{1}_{4} 116^{1}_{2}	
	Ithaca & Athens.—1st m., 7s,g.J&J Jackson Lansing & Saginaw—			Miss.& Tenn.—1st M., 8s, series "A" do 8s, series "B"	110	115 100	do 6s, reg., 1910.A&O Cons. mort., 6s, reg., 1905Q—M	118	119 112
u	1st M., 8s, '85, "white bonds" J&J North Exten., 8s, 1890M&N	†109 †108	110 110	Mo. Kansas & Texas— Cons. assessed, 1904-6F&A	8938		do 6s, coup., 1905J&D Navy Yard, 6s, reg., 1881J&J	110	$\begin{array}{c} 112 \\ 105 \end{array}$
1.	Consol. mort., 8s, 1891 M&S Jamest. & Frankl.—1st, 7s, '97.J&J	10442		1st, 6s, g., 1899. (U. P. S. Br.)J&J 2d mort., income, 1911A&O		100	Penn. Co., 6s, reg., 1907Q.—J Penn.&N.Y.—1st.7s, 96&1906.J&D	10312	
	2d mort., 7s, 1894J&D Jefferson—Hawl'y Br. 7s, '87J&J		1	Boonev'e B'ge,7s,guar,1906.M&N Han. & C. Mo., 1st 7s, g.,'90.M&N	90		Peoria Pekin & J.—1st, 7s, '94.J&J Perkiomen—1st M., 6s, 1897A&O	*40	50
	1st mort., 7s, 1889J&J	8834	110	do 2d, 1892M&N			C. M., guar., P. &. R., 6g., 1913. J&D	‡	72
	Jeff. Mad.& Ind.—1st, 7s, 1906. A&O 2d mort., 7s, 1910		103	Mo.Pac.—1st mort.,6s,gld,'88, F&A 2d mort.,7s, 1891J&J			Ex fd. cps.,Dec.,'77,to J'e,'80,inc. Scrip iss. for f'd coup'ns,'77 to '80	‡	11712
	Ind'pelis & Mad., 1st, 7s, '81.M&N Joliet & Chic.—1st, M., 8s, '82J&J		106	Car. B., 1st mort., 6s, g. '93A&O 3d mortgage			Petersburg—1st M., 8s, '79-'98.J&J 2d mort., 8s, 1902J&J	41	48
	Joliet & N. Ind., 1st, 7s (guar. M.C.) Junction RR. (Phil.)—1st, 6s, '82 J & J		107	Income, 7s, 1892	6	20	Phil. & Erie—1st M., 6s, 1881.A&O 2d mort., 7s, 1888J&J	111	105
-	2d mort., 6s, 1900	102	109	Mobile & O.—1st, £, 8s, g. '83M&N Ex. certif., ster., 6s, 1883M&N	80 80	95 95	2d mort guar., 6s, g., 1920.J&J Phila. & Reading—		
	Kal. & Schoolcraft—1st, 8s, '87. J&J Kal. & Wh. Pigeon—1st, 7s, '90. J&J	100		Interest 8s, 1883M&N 2d mort., 8s, varMarch	70 20	80	1st Mort., 6s, '80J&J 1st mort., 7s, 1893A&O	114	103 118
	K.C.Ft.Scott& G.—1st,7s,1908 J&D Kansas C. Lawr. & So. 1st, 4s. 1909	$\begin{array}{c} 973_{1} \\ 771_{2} \end{array}$	98 78	New mortgage, 6s, 1927	93 621 ₂	$\begin{array}{c} 93^{1_{2}} \\ 63 \end{array}$	Debenture, 1893		43 112
	Kans. C. St. Jo. & C. B.— 1st M., C. B. & St. Jos.,7s,'80. J&J		10018	Mont.&Euf.—1st, end.8s,g'86 M&S Morris & Essex—1st, 7s, 1914 M&N	121	$\begin{array}{c c} 105 \\ 124 \end{array}$	Gold mort., 6s, 1911J&D Improvement mort., 6s, 1897	102	103
	K.C.St.Jos.&C.B., M. 7s,1907.J&J do inc. bds, rg.,6s,1907.A&O	62	$\begin{array}{c} 100^{1} 4 \\ 63 \end{array}$	2d mort, 7s, 1891F&A Construction, 7s, 1889F&A			New convertible, 7s, 1893J&J G. s. f., \$&£,6s,g.,1908, x cps.J&J	‡ 76	78
	K.C.Topeka&W 1st M., 7s,g.,.J&J Income 7s A&O	$\begin{array}{c} 112 \\ 105 \end{array}$	113 106	Bonds, 7s, 1900J&J General mort., 7s, 1901A&O	111		Scrip for 6 deferred 42 coupons Coal & I., guar. M., 7s, '92 M&S	184	88
	Kansas & Nebraska—1st mort 2d mort	77 38	80 45	Consol. mort., 7s, 1915J&D Nash.Chat.&St.L.—1st,7s,1913J&J	$106\frac{1}{2}$ $106\frac{1}{8}$		Phil.Wil.&Balt.—6s, '92-1900.A&O Pitts.C.&St.L.—1stM.,7s,1900.F&A	$107\frac{1}{2}$	$\frac{108^{1}2}{108}$
	Kansas Pac. – 1st, 6s, gold, '95.F&A 1st mort., 6s, g., 1896J&D	$116\frac{1}{2}$ $113\frac{1}{2}$	$\frac{1173}{114}$	1st, Tenn. & Pac., 6s, 1917J&J 1st, McM. M. W.&A.,6s,1917.J&J		9412	2d mort., 7s, 1913A&O Pittsb.&Con'llsv.—1stM.7s,'98.J&J	11234	113
	1st M., R. & L.G. D'rd,1899.M&N Land 1st mort., 7s, g., 1880J&J	121		Nashv.& Decat'r.—1st,7s,1900.J&J Nashua & Low.—6s, g., 1893.F&A	10434 †1054	105 106			$\begin{array}{c} 107 \\ 128 \end{array}$
	Land 2d mort., 7s, g., 1886 Leav. Branch, 7s, 1896M&N	$\frac{100^{1}2}{96}$		Nebraska—1st,7s,(end. B.& M.) A&O Newark & N. Y.—1st, 7s, 1887.J&J	$\frac{109^{1}2}{90}$	111	2d mort., 7s, 1912J&J 3d mort., 7s, 1912A&O	119 117	
	Income bds, No. 11, 7s, 1916.M&S do No. 16, 7s, 1916.M&S			New'k S'set&S.—1st, 7s, g., '89.M&N N. Haven&Derby, 1st M., 7s, '98.Var	90	100 103		‡109 37	111 38
	Denver Div., 6s ass. coup. cert Detached coup. Rects	108		N. H. & N'th'ton—1st M.,7s,'99 J&J Conv. 6s, 1882		116	Pleas't Hill & De Soto—1st,7s,1907. Port Hur. & L.M.—1st,7s,g.,'99 M&N	$\frac{100^{1}2}{32}$	101 ¹ 2 40
	Keokuk& Des M1st.5s, guar.A&O Small bondsA&O		913_{4}	N. J. Midl'd—1st M., 7s, g., '95.F&A 2d mort., 7s, 1881F&A	63	65	Portl'nd&Ogb'g—1st6s,g.,1900J&J Vt. div., 1st M., 6s, g.,1891M&N	70 5	80 20
	Laf. Bl.& Mun.—1st, 6s, 1919. M&N Income, 7s, 1899	94^{1}_{2}	95	N. J. Southern—1st M., new	75 80	80	Pueblo & Ark. V.—1st, 7s, g., 1903. Quincy&Wars'w—1stM.,8s,'90.J&J	11051 ₂	
	L. Erie & West.—1st, 6s,1919. F&A Income, 7s, 1899	92 58		N. Lon.&North.—1st M.,6s,'85.M&S 2d mort., 7s, 1892J&D			Ren.&S'toga—1st 7s,1921 cou.M&N 1st 7s, 1921, reg.		
	Lake Shore & Mich. So.—			N.O.Jack.&Gt.N.—1stM.,8s'86.J&J		112 110	Rich'd&Dan.—Con.,6s,'78-90.M&N General mort., 6s, gold		100 100
	M. So. & N.I., S.F., 1st, 7s, '85.M&N Cleve. & Tol., 1st M., 7s, '85J&J do 2d M 7s, 1886.A&O	109 ¹ 4 108		2d mort., 8s, 1890, certifs A&O 2d mort. debt		109	Piedmont Br., 8s, 1888A&O Rich. Fred. & Potomac—6s, 1875	10712	
	do 2d M., 7s, 1886.A&O Cl. P. & Ash., 2d M., 7s, '80. J&J do 3d M., 7s, 1892.A&O	$102^{1}4$		N.Y. & Can.—£ M., 6s, g., 1904.M&N N.Y.C.& H.—Mort.,7s,cp.,1903 J&J	‡98	100 125	Mort, 7s, 1881-90J&J Rich. & Petersb., 8s, '80-'86A&O	100	
*	Bufl.& E., new bds, M.,78,'98.A&O	112^{1}_{2}		Mort., 7s, reg., 1903J&J		124	New mort., 7s, 1915	97	101 105
	Buff. & State L., 7s, 1882J&J Det. Mon. & Tol., 1st, 7s, 1906 Lake Sh. Div. bonds, 1899. A&O	114		Subscription, 6s, 1883 M&N Sterling mort., 6s, g., 1903 J&J	$104 \\ 1161_2 \\ 106$	117^{1_2}	RomeWat'n&O.—S.F.,7s,1891.J&D 2d.mort., 7s, 1892J&J Consol.mort. 7s, 1904	80	
	Lake Sh. Div. bonds, 1899A&O L. S.& M. S., cons., cp., 1st,7s.J&J	$112 \\ 1191_{2}$		N. Y. C., premium, 6s, 1883. M&N do 6s, 1887J&D		, , ,	Consol. mort., 7s, 1904A&O Rutland—1st M., 8s, 1902M&N	68 ¹ 4	9412
	do cons., reg., 1st, 7s, 1900.Q—J do cons., cp., 2d, 7s, 1903J&D	114	118	do real est., 6s, 1883M&N Hud. R., 2d M., 7s., 1885J&D	111		Equipment, 2d mort., 5s F&A Sag. Val. & St. Louis—1st M. 8s. M&N	60	65
	do cons., reg., 2d, 7s, 1903. J&D Lawrence—1st mort., 7s, 1895. F&A		114^{1}_{2}	N. Y. Elevated.—1st M., 1906.J&J N.Y.&Harlem—7s,coup.,1900.M&N	11114	126	Sandusky M.&N.—1st, 7s,1902.J&J Savannah&Chas.—1stM.,7s,'89J&J		106
	Lehigh & Lack.—1st M., 7s, '97.F&A' Lehigh Val.—1st M., 6s, 1898.J&D	115		7s, reg., 1900			Chas. & Sav., guar., '6s, 1877. M&S Scioto Val.—1st M., 7s, sink'g fund		60
	2d mort., 7s, 1910	*108	$\begin{array}{c} 124 \\ 108 \\ 1\end{array}$	1st mort., 7s,1897,extended M&N 3d mort., 7s, 1883	105	1054	Sham.Val.& P.—1st, 7s, g.,1901J&J Sheboyg'n& F-du-L.—1st,7s,'84J&D	*	25
	Delaro Ld Co. bds, end.,7s,'92J&J Lewisb. & Spruce Cr.—1st, 7s. M&N	*100		4th mort., 7s, 1880	$101\frac{1}{2}$ $110\frac{1}{2}$	$\frac{102}{112}$	Shore L., Conn.—1st M.,7s.'80.M&S SiouxC.&St.P.—1stM.,8s,1901M&N	102 80	103
	Little Miami—1st M., 6s, 1883.M&N L. Rock& Ft.S.—1st, l.gr., 7s'95.J&J	69^{1} 2	102 70	1st cons. M., 7s, g.,1920.ex. M&S New 2d cons. 6s, 1969J&D	$113\frac{1}{8}$ $85\frac{3}{8}$	113^{1}_{2}	Sioux C. & Pac., 1st M., 6s, '98.J&J So.&N.Ala.—1st,8s,g.,end.'90J&J		115
	Little Schuylkill—1st, 7s, '77. A&O Long Island—1st M., 7s, 1898.M&N	1034		1st cons. fund coup.,7s,1920 M&S 2d cons. f'd cp., 5s,1969 J&D	8112	82	Sterling mort., 6s, gM&N So. Carolina—1st M.,7s,'82-'88.J&J	100	101 103
	Newtown & Fl., 7s, 1903 M&N N. Y. & Rockaway, 7s, 1901.A&O		80 80	Gold income bonds, 6s, 1977 Long Dock mort., 7s, 1893J&D	$166 \\ 11414$	68	1st, sterl. mort., 5s,g.,'82-'88.J&J Bds,7s,'02,2d M., unenjoinedA&O	80 51	95 57
	Smitht'n & Pt. Jeff., 7s, 1901.M&S Louis'a & Mo.R.—1st, 7s, 1900F&A		110	N.Y.& N.Eng.—1st M., 1905 J&J N.Y.&Os.Mid.—1st M.,7s,g,'94.J&J	10738 25	$107^{1_{2}}$ 27	Bds., 7s, 2d mort., enjoined A&O South Side, L.I.—1st,7,1887M&S	20 92	25 95
	2d mort., 7s, 1900		101	Receiver's certifs. non assented do do assented		100	do S. F., 2d, 7s,1900.M&N South Side, Va.—1st, 8s, 84-90.J&J	20 106	
	2d mort., 7s, 1907	$\begin{array}{c} 98 \\ 110 \\ 1\end{array}$	981_{2}	N.Y.Prov.&B'n—Gen. 7s, 1899.J&J 6s, due 1880.	†117 †99		2d mort., 6s, 1884-'90J&J 3d mort., 6s, 1886-'90J&J	92 89	91
	2d mort., 7s, g., 1883M&N Cecilian Br., 7s, 1907M&S	104	102	Norf'k&Petersb.—1stM.,8s,'87.J&J 1st mort.,7s, 1887J&J	110		So. Cen. (N.Y.)—1st 7s, 1899F&A 2d mort. 7s, gold, 1882, guar	60	75
	Louisville loan, 6s, '86-'87. A&O Leb. Br. ext., 7s, '80-'85.	102	10212	2d mort., 8s, 1893		,	So. Minnes'ta—1st M., 7s (pink) J&J 1st mort. 7s, 1888J&J	100 104	104
	Leb. Br. Louisv. l'n, 6s, '93. A&O Mem.& O.,stl., M.,7s, g.,1901J&D	102	ايا 102	North Missouri—1st M., 1895. J&J North Penn.—1st M., 6s, 1885. J&J	113^{1}_{4} 109^{1}_{2}	114	Extension	95	
	M.&Clarksv.,st'g,6s,g.,1902 F&A Macon & Aug.—2d, end.,7s,'79.J&J	101	103	2d mort., 7s, 1896	11813	120	Southwestern(Ga.)—Conv.,7s,1886 Steubenv.&Ind.—1stM.,6s,'84. Var.	103	102 ¹ 2
	• This manufact is a late to	41)	Jon. more, 18, 1903J&J	112	414	DUOUDON V. COLING. — ISUMA, OS, OE. V &I.)		

^{*} Price nominal; no late transactions.

[†] The purchaser also pays accrued interest.

[‡] In London. ¶ In Amsterdam.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

For	TAND	Ianat	ous see Notes at Head of Fi	IIBL I	age	duotations.		
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD STOCKS.	Bid.	Ask.
St. Joseph & West.—1st mort	82 45	85 52	RAILROAD STOCKS. Par.	477	01-	Keokuk & Des Moines, pref100	••••	
2d mort. St.L.Alt.&T.H.—1st M., 7s, '94.J&J		96	Ala. Gt. South.—Lim., A., 6s,pref Lim., B, com.	$^{\ddagger 7_{1_{2}}}_{3_{1_{4}}}$	334	Lafayette Bloom. & Muncie100 Lake Shore & Mich. So100	9834	55 98%
2d mort., pref., 7s, 1894 F&A 2d income, 7s, 1894 M&N	70		Albany & Susqueh., Guar., 7100 Allegheny Valley50			Lawrence (Pa.), leased, 1050 Lehigh Valley50 Little Rock & Fort Smith100	§491 ₄	4912
St. Louis & I. Mt.—1st. 7s. '92,F&A 2d mort., 7s, g., 1897M&N	9812	115	Atchison & Nebraska	65 107 ¹ 4	$\begin{bmatrix} 66 \\ 1073_4 \end{bmatrix}$	Little Rock & Fort Smith	11112	15 112
1st 7s, pf. int. accumulative 2d 6s, int. accumulative	70	72	Atl. & St. Law., Based, 6, £100	TIII	113	Long Island50	2	
Ark. Br. l. gr., M., 78, g., '97.J&D Cairo Ark. & T.,1st,7s.g.,'97.J&D	99	100	Augusta & Savannah, leased109 Baltimore & Ohio100	x150	152	Louisville & Nashville100 Lykens Valley, leased, 10100	73	7312
Cairo & Ful., 1st, l.g., 7s, g., '91.J&J St.L.K.C.&N.(r.est.&R.), 7s, '95 M&S	1023	$103\frac{1}{2}$ $103\frac{1}{2}$	do Pref., 6100	110	112	Macon & Augusta		25
Omaha Div., 1st 7s, 1919A&O St. L.& S.E.—Con. M., 7s, g., '94M&N	105	85	Washington Branch100	145		Manchester & Lawrence100 Manhattan Railway100	140	141
1st, cons., 7s, g., 1902 F&A Evansy. H. & N.,1st,7s, 1897. J&J	*85	15 95	Roston & Albany 10018	x139	13914	Marietta & Cin		
St.L. Jacks'v.& C.—1st, 7s, '94.A&O St.L. Vand.&T.H.—1stM.,7s,'97.J&J	10734		Bost. Clint. Fitchb. & New Bed. 100 do do Pref 100 Bost. Con. & Montreal 100	x7934	80	2d pref	9	10
2d, 7s, guar., '98	189	91	do Pref., 6100	75	80	Memphis & Charleston	11542	117
St.L.&SanF.—2d M., class A, '06M&N 2d M., class B, 1906		5814	Boston & Lowell	119^{1}_{2}	120	Michigan Central	\$55½	56
do class C, 1906M&N South Pacific.—1st M, 1888 .J&J	100	60 101 ¹ 4	Boston & Providence100	57 12734	128	Missouri Kansas & Texas100 Mobile & Ohio100	14	17
St. Paul Minn. & Manitoba— Old 1st sec., 7sJ&D		ļ	Buff. N. Y. & Erie, leased100	92 80	!	Morris & Essex. guar., 750 Nashville. Chat. & St. Louis25	58	101 ¹ 2
Old 2d sec., 7s		†105	Burlington C. Rapids & North 100 Burlington & Mo., in Neb 100	67 123	69^{1}_{2}	Nashua & Lowell. 100 Naugatuck. 100	105 140	142
St. P. & S. City—1st, 6s, 1919.A&O Summit Br.—1st, 7s, 1903	190	9512	Camden & Atlantic 50	\$	35	Nesquehoning Valley, leased, 10.50 New Haven & Northampton100		17
Sunbury&Erie—1st M., 7s.'77.A&O Susp.B.&ErieJunc.—1st M.,7s	*117	100	Canada Southern100	69	69	New Jersey Southern RR100 N. London Northern, leased, 8100	838	838
Syr.Bing.&N.Y.—consol.7s,'06A&O Terre H.& Ind.—1st M., 7s,'79.A&O	110		do Old, pref50	04634	47	New Mexico & So. Pacific100 N. Y. Central & Hudson Riv100		
Texas & Pac.—1st, 6s, g.1905 M&S Consol. mort., 6s, gold, 1905. J&D	100		do New, pref	1112	001	New York Elevated	132	134
Inc. and land gr., reg., 1915. July		5538	do Pref., 71001	110	112 1	do Pref 50		
Tol.Can. S.&D't.—1st,7s,g.1906J&J Tol.P.&W.—1sts,E.D.,7s,'94J&D		1164	Central of Georgia100 Central of Iowa	8	10 11	N. Y. L. Erie & West	66	41 ¹ 2 66 ¹ 4
1st mort., W. D 7s, 1896 F&A Burl. Div., 1st, 7s, 1901J&D			Central of New Jersey100 Central Ohio50	78 ¹ 4 §37	40	New York & New England100 N. Y. N. Haven & Hartford100	403 ₄ 160	41
do 2d M., 7s, 1886A&O Consol. 7s, 1910M&N	50			§37 §47	48.	New York Providence & Bos100 North Pennsylvania50	123	129 48
Purch. Com. Rec't 1st M., E. D do 1st mort, W. D	116		Charlotte Col. & Aug100 Chesapeake & Ohio, common100			Northern Central	\$2634	27 ¹ 2
do Burlington D			do 1st pref100 do 2d pref100	15 .	17	Northern Pacific, common100	381 ₂ 63	3834 631 ₂
do fer cons'd		5712	do	46	48	Norwich&Worcester,leased,10.100	12312	124
Diet ing more, 08, 1894 M&S	:112	114	uo Frei., 7100	LUO I.	11	Ogdensburgh & Lake Champ100 do Pref., 8100	65	65 ¹ 4
do 6s, 1901M&S Cam. & Amb., 6s, 1883F&A	103	115 105	Chicago Burlington & Quincy100 Chicago Clin. Dubuque & Minn. 100	5612	57	Ohio & Mississippi100 do Pref100	$\frac{23^{7}8}{52^{1}8}$	5212
do 6s, 1889J&D do mort., 6s, '89.M&N	105 113	109 1131 ₂	Chicago & East Illinois	135 1	$\frac{60}{35}$	Old Colony	108 ¹ 2 85	10834
UnionPac.—1st M.,6s,g.'96-'99.J&J Land Grant. 7s. 1887-9	•••••	110^{1}_{4}	Chicago Milwaukee & St. Paul 100	$\frac{735_{8}}{99}$.	7334	Pacific of Missouri (new)100	176	181
Sink. F., 8s, 1893 M&S Om. Bridge, sterl. 8s, g., '96. A&O	11334	114 ¹ 4 115	Chicago & North Western100	8738	8712	Pennsylvania Railroad50	\$4818	
Reg. 6s, 1893	112 47		Chicago & Rock Island100	147	481 ₂ 26	Pennsylvania Company50 do Pref50 Philadelphia & Erie50	§	1478
Utah Cen.—1st M., 6s, g., 1890. J&J	97	102	Chic. St. L. & N. O 100 Chicago St. Paul & Minn., com 100		4634	do Pref., 850		
Utah Southern—1st 7s, 1891	85	95	do Pref.100 Chicago & West Michigan100	3919	40	Philadelphia & Reading50 do Pref., 750	·	
Mort., 7s, 1891J&J Verm't & Can.—New M., 8s	95 23	25	Cin. Hamilton & Dayton100 Cin. Sandusky & Cleveland50		281_2	Phila. & Trenton, leased, 10 100 Phila. Germ'n & Nor., l'sed, 1250	\$100	151 101 ¹ 2:
Mississquoi, 7s, 1891J&J Verm't& Mass.—1st M., 6s, '83.J&J	1106	10 1064	do Pref., 6.50 Clev. Col. Cin. & Indianapolis100		68	Phila. Wilmington & Balt50 Pittsburgh Cincinnati & St. L50	31	68 ¹ 4
Conv. 7s, 1885J&J Vermont Cen.—1st M., 7s, '86.M&N	1118	120	Clev. & Mahoning Val., leased50		05	Pittsb. & Connellsville, leased50 Pittsburg Titusville & Buffalo50	5 §678	7
2d mort., 7s, 1891J&D Income extension 8sM&N	2019	3	Col. Chic. & Indiana Central100 Columbus & Hocking Valley50	$\frac{17^{1}4}{95}$	$17\frac{1}{2}$	Pittsb. Ft. W. & Chic, guar., 7.100	113	
Stanstead S. & C., 7s, 1887J&J Vick.&Mer.—1stM.,end.,7s,'90.J&J	22 50	2212	Columbus & Xenia, guar., 850 1 Concord50	115		Pleasant Hill & De Soto100	*40 1004	60 100 ¹ 0
2d mort, end., 7s, 1890J&J	35 1011 ₂		Concord & Portsmouth, guar., 7 100		20 1	Portsm'th Gt. Falls & Conway. 100	12	108
4th mort., 8s. 1900J&J		117	Connecticut River100 1	142 1	4212	Pueblo & Arkansas Valley100		6914
Wabash—1st M.,ext.,7s,'90,ex.F&A Mort., 7s, 1879–1909	78	k	do Pref50 .			Republican Valley100	12012	
2d mort., 7s, ext. 1893, ex. M&N Equipment, 7s, 1883M&N	97%	40	do Pref., guar., 8.50 .			Richmond & Danville100 Richmond Fred. & P100	24 42	25 5 0
Cons. mort., 7s, 1907,con., exQ-F 1st. St. L. div., 7s, 1889, ex. F&A		100	Delaware & Bound Brook100		95	do do Guar. 6100 do Guar. 7100	93	*****
do 2d,7s, '93,ex.M&N	9734	10714		47	50	Richmond & Petersburg100 Rome Watertown & Ogdensb100	42 ¹ 2	50 26
Q'ncy & Tol., 1st, 7s, '90, ex.M&N Ill. & S. Ia., 1st, 7s, '82., ex.F&A	95		Det. Lansing & Northern, com .100		$62 \mid \mid \mid 0$	Rutland	6 ¹ 2 29 ¹ 4	7 29 ¹ 2
Wabash Fund, Int. Bds., 1907— Toledo & Ill. Div. 7sF&A		.	Dubuque & Sioux City100		60 9	St. Joseph & Western St. Louis Alton & Terre Haute. 100	23 17	25 174
Lake Erie Wab. & St. L. 7sF&A			East Tennessee Virginia & Ga. 100	35	42 243	7 7 7 4 4 4 4 4		363
Illinois & South. Iowa 78F&A		11	Eastern in N. H100	87	89 18	St. Louis I.M'n & South.,asseu'd100 St. Louis Kansas C. & North100	4684	4714 4018
Quincy & Toledo 4-5-6sF&A			El River	*32	38	do do Pref. 10.100	66 ¹ 2	67
Wab. & Western 2ds, 4-5-6s.F&A	· · · · · · · · · · · · · · · · · · ·	11	Erie & Pittsburg, guar., 750	84	90	St. Louis & San Fran100 do Pref100	28	28
Great Western 2ds, 4-5-6sF&A Consol. Convert., 4-5-6sF&A	70	!!	Fitchburg	1233411 8		do 1st pref. 100	2512	49 ¹ 2:
Warren (N.J.)—2d M., 7s, 1900 Warren&Fr'kln—1stM.,7s,'96.F&A	90	90	Plorence El Dorado & Walnut V.100 * Frankfort & Kokomo50 .	*20	30	do Pref Schuylkill Valley, leased, 550 §	53	54
Westch'r& Phil.—Cons.,7s,'91.A&O West'n Ala.—1st M., 8s, '88A&O	11412	116			89	do Guar 100	95	•••••
2d mort., 8s, guar., '90A&O	109		Hannibal & St. Joseph100	33 ¹ 4 59 ¹ 4	331 ₂	Shamokin Val. & P., leased, 650 Shore Line (Conn.), leased, 8100	122	125
1st mort., 6s, 1890J&J	104	108	Harrisburg P. Mt. J.& L., guar., 7.50 \§.		57 18	South Carolina	8	10
2d mort., pref., 6s, 1895J&J	76		do Pref., 8	55		Syracuse, Bingh'ton & N. Y100	23	2314
3d, end., 6s, 1900 J&J	114	116	Huntingdon & Broad Top50	56	9		100	
Pitts. Br., 1st M., 6s, '96J&J		104	llinois Central100		9912		8	10
West. Union RR.—1stM.,7s,'96F&A	95	105	ndiana Bloomington & Western	20	23 12	do do 2d pref100 United N. Jersey RR. & C. Co100	148	
	108	111	left'v. Mad. & Ind'p's, l'sed. 7100 1	103	05 1 12	Union Pacific100 Vermont & Canada, leased100	934 124	14
Wichita&S.W1st,7s,g.,guar.,1902 Wil.Col.&Aug1stM.,7s,1900.J&D	102	105	Kalamazoo A. & Gr.R., guar., 6:100 .			Vermont & Mass., leased, 6100	116	
Wil.& Weldon—S. F., 78, g., '96.J&J	109	11212	do do Pref.100	3512	36	Warren (N. J.), leased, 750		2
Wis. Cent.—1st, 7s, coups. unfund. Winona&St.Pet.—1stM.,7s,'87.J&J		109	Kansas City St. Jos. & Coun. B.100	30	31	West Jersey50		5
2d mort., 7s, 1907	107	1074	Kansas & Nebraska		25		*45	60
Wore'r & Nashua—5s, '93-'95 Var. Nash. & Roch., guar., 5s, '94.A&O	180	85	Kansas Pacific50		81 15	Wilmingt'n & Weldon, leas'd, 7.100 Worcester & Nashua100	4434	45_
			rchaser also pays accrued interest.					-

^{*} Price nominal; no late transactions. | The purchaser also pays accrued interest. ‡ In London. ¶ In Amsterdam. § Quotation per share.

for FRASER

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

Bid. MISCELLANEOUS. CANAL STOCKS. Ask. Bid. Ask. MISCELLANEOUS. Bid. Ask. BANK STOCKS. Bid. Ask. CANAL BONDS. EXPRESS ST'CKS 1.50 Cumberl'd Coal&I.100 N. Y. & Colorado..... Cumberl'd Coal&I.100
George's Cr'k C'l (Md.)
Homestake Min'g.100
Locust Mt. Coal...50
Marip'sa L.&M.Cal100
do pref.100
Maryland Coal...100
New Central Coal...
New Creek Coal...10
N.Y. & Middle Coal.25
Ontario Sil. Min'g.100
Penn. Anthracite Coal.
Pennsylvania Coal.50 Chesap. & Delaware-North Standard.... Northern Belle...100 90 100 60 55¹₂ 1st mort., 6s, '86 J&J 80 *75 40 Chesapeake & Ohio-Ontario.....Ophir Silver.....100 Orig.Comst'k G& \$ 100 3 6s, 1870. Q.-J Delaware Division— 35 50 GAS STOCKS.
Baltimore Gas...100
do certs...
Consumers' Gas, Balt.
People's G.L. of Balt. 25 6s, 1878 J&J
Delaware & Hudson—
7s, 1891 J&J
1st ext., 1891 ...M&N 31 Original Keystone Overman G. & S...100 125 103 110 102 3.05 Plumas... Phil. Sheridan.... 1st ext., 1891..M&N
7s, 1884.....J&J
Coup. 7s. 1894.A&O
Reg. 7s., 1894.A&O
1st Pa.D.cp., 7s, M&S
do reg. 7s, M&S
James Riv. & Kan.—
1st mort., 6s...M&N
2d mort., 6s...M&N
Lehigh Navigation—
6s, reg., 1884...Q-J
RR. 6s, reg., '97,Q-F
Deb.6s, reg., '77, J&D
Conv.6s, reg., '82J&D
do 6s,g.,rg., '94M&S 10334 105 105 Boston Gaslight...500 1.35 Boston Gaslight... 500 790
East Boston ... 25 301
South Boston ... 100 110
Brookline, Mass... 100 107
Cambridge, Mass... 100 135
Chelsea, Mass ... 100 85
Dorchester, Mass... 100
Jamaica Pl'n, Mass... 100
Lynn, Mass... 100 130
Lynn, Mass., G. L... 100 70
Mald. & Melrose... 100
Newton & Wat'n ... 100 115
Salem, Mass., ... 100 102 3012 10612 Pennsylvania Coal.50 109 11012 Pilot Knob I. (St.L)100 Quicksilver Min'g. 100 40 $|112 \\ 1351_2$ do pref...
St. Nicholas Coal...10
San Juan Sil. Min.100
S. Raph'l Sil., Mob.100
do pref.100
Shamokin Coal....25
Spring Mount. Coal.50
Stand'd Cons. G.M.100
Westmoreland Coal.508 55 Segregated Belch'r100 $56\frac{1}{4}$.75 55 $\begin{array}{c|c} 85 \\ 791_2 \end{array}$ Shanrock
Sierra Nevada Silv. 100
Silver City 100
Silver Hill 100
Southern Star G&S100 90 65 107 108 109 1111 $\begin{array}{c} 72 \\ 100 \end{array}$ 60 1.10 South Hite.... Newton & Wat'n ... 100
Salem, Mass., ... 100
Brooklyn, L. I. ... 25
Citizens', Brooklyn ... 20
Metropolitan, B'klyn ... Nassau, Brooklyn ... 25
People's, Brooklyn ... 100
Williamsb'g, B'klyn 50
Charlest'n, S. C., Gas. 25
Chicago G. & Coke ... 100
Cincinnati G. & Coke ... 100
Cincinnati G. & Coke ... 40
Hartford, Ct., G. L.. 25
Jersey C. & Holok'n 20
People's, Jersey C. ... Louisville G. L. ... 40
Mobile Gas & Coke ... 8
Central of N. Y. ... 50
Hailem, N. Y. ... 50
Manhattan, N. Y. ... 50
Metropolitan, N. Y. ... 100
Municipal ... 100 29^{1}_{2} 117 Standard.... do 6s,g.,rg.,'94M&S 6s,g.,cp.&rg..'97J&D Consol. M., 7s.. J&D Louisville & Portl.— 3.40 102 Westmoreland Coal.50 § Wilkesb. Coal & I..100 100 Tioga. Tip Top. 103 10512 106 Trio.
Tuscarora
Utah
Union Consol
Yellow Jacket... 100 70 80 65 75 90 75 35 9899.62 3d mort., 6s...... 4th mort., 6s..... 10312 1105 1012 12 107 458 Boat l'n, reg., '85A&O $21\bar{5}$ New mort.... Pennsylvania— Central......25 Copper Falls.....50 145 40 BANK STOCKS. 39 rennsylvania—
6s, coup., 1910..J&J
8chuylkill Nav.—
1st M., 6s, 1897.Q-M
2d M., 6s, 1907..J&J
Mort. 6s, cp., '95 J&J
6s, imp.,cp., '80 M&N
6s,bt&car,1913M&N
7s bt&car, 1913M&N 165 166 Baltimore.
Bank of Baltimore 100
Bank of Commerce. 25 Copper Falls. 50
Dana 25
Dawson Silver 20
Duncan Silver 20
Franklin 25
Humboldt 25
Hungarian 25
International Silver20 7934 80 115 116 145 10c. 100 50 Chesapeake......25 2912 2934 Citizens'. 10 Com. & Farmers'. 100 Farmers' B'k of Md. 30 Farmers' & Merch. 40 Farmers' & Planters' 25 First Nat. of Balt. 100 Franklin 12b 1414 45 95c. 90c. 103 55c. 50c. 3112 *60 37^{1}_{2} 70c. $\begin{array}{c} 43 \\ 34 \end{array}$ 80 7s,bt&car,1915M&N 150 Manhattan......25 40
 Mannattan
 25

 Mesnard
 25

 Minnesota
 25

 National
 15

 Osceola
 25

 Petherick
 25

 Pewabic
 25
 Susquehanna— 6s, coup., 1918. J&J 7s, coup., 1902. J&J 115 110 108 New York, N.Y....100
N. Orleans G. L...100
N. Liberties, Phila...25
Washington, Phila...20
Portland, Me., G. L...50
St. Louis G. L....50
Laclede, St. Louis.100 1st M., 6e, '83..M&N Howard 1 25c. Marine ... 30
Mechanics' ... 10
Merchants' ... 100
National Exch'ge . 100 31 10¹4 29

 Pewabic
 25

 Phenix
 50

 Pontiae
 25

 Quincy
 25

 Ridge
 25

 Rockland
 25

 Silver Islet
 25

 Star
 25

 Superior
 25

 Winthrop
 25

 1019 CANAL STOCKS. 105 Chesapeake & Del..50 \$99 101 33 3234 People's25 Second National ..100 Del. & Hudson...100 Del. Div. leased, 8..50 87 1 89*33 160 Carondelet.....50 San Francisco G. L.... Lehigh Navigation. 50 Morris, guar., 4...100 Third National....100 96 98 *\$3418 x89 3414 68 33 $\begin{array}{c} 67 \\ 32 \end{array}$ do pf., guar., 4. 100 5 140 Pennsylvania. 50 5 5 5 5 124 Schuylkill Nav. 50 5 5 124 Susquehanna. 50 5 7 12 MANUFACT'ING STOCK S. Am.B.H.S.M.(Pa.)12½ §..... Amoskeag (N.H.) 1000 1750 30c. 512_{2} 57_{2} CAL. & NEVAD \
MINING STOCKS
(At N. Y. Board.) 1760 Androscog'n (Me.).100 Appleton (Mass.).1000 103 10212 Atlantic (Mass.)...100 | 1281 |
Bartlett (Mass.)...100 | 25 |
Bates (Me), new ...100 | 143 |
Boott Cot. (Mass.) 1000 | 1775 |
Boston Co. (Mass.) 1000 | 1090 |
Boston Political 100 | 127 94 10214 Blue Hill......100 Boston Nat.....100 $93\frac{1}{2}$ MISC'LLANEOUS BONDS. $\frac{129}{30}$ Par. Alpha Consol G&S.100 144 Amer'n SS.Co.(Phil.) Broadway100 Bunker Hill100 6s, R. C., 1896..A&O Balt. Gas Light 6s... 9912 100 1110 Bechtel.....Belcher Silver ...100
Belvidere..... 1.50 Boston Belting....100

 Central
 100

 City
 100

 Columbian
 100

 Commons
 100

 95¹2 114³4 750 Canton (Ealt.)-Bost. Duck (Mass.)700 111 £ 6s. g., 1504. Cambria Iron(Pa.)..50 \(\)
Chicopee (Mass.)..100 \(\)
Cocheco (N.H.)...500 \(\)
Collins Co. (Conn.)..10 \(\)
Continental (Me.)..100 Belle Isle
Bertha & Edith.
Best & Belcher. . . 100 110 130 125 650 Mort. 6s,g.,1904 J&J 1374 108 Un. RR.,1st, end.,6s. do 2d,end. 6s,g.M&N Consol. Coal—

1st M., 7s, 1885.J&J

1st, conv.,6s,'97.J&J

Cumberl'd&Pa.,1st,'91 110 Commerce . . . 100 Commonwealth . 100 Continental . . 100 Eagle . . . 100 1054 660 1051 107 Bobtail Bodie Buckeye Bullion 100 13^{1}_{2} 60 106 Dougl's Axe (Mass) 100 .56 Dwight (Mass.)...500
Essex Wool (Mass.).100
Everett (Mass.)...100
Franklin (Me.)....100
Great Falls (N. H.)100
Hamilton (Mass.) 1000 570 12 Cumberl'd&Pa.,1st,'91
Ill.& St. L. Bridge—
1st, 7s, g.. 1900.A&O
2d M.,7s, g., 1901 J&J
3d, 7s, g., 1886.M&S
Tun'l RR.,1st,£,9s,g
Mariposa Gold L.&M.—
Cohs. M., 7s,'86.J&J
Pullm'n Palace Car—
2d series, 8s,'81 M&N
3d series, 8s,'87F&A
4th do 8s,'92F&A
4th do 8s,'92F&A
Deb'nt're,7s,'88A&O
Stlg, 7s,g.,1885 A&C
St.Charles Bridge, 7s 1404 Everett......100
Faneuil Hall....100
First National....100 10014 10012 $120^{1}2$ 1212.05 125 99 50 First Ward.....100
Fourth National..100 :65 Hartf. Carpet (Ct.)100 Hill (Me) 100 934 Holyoke W. Power 100 180 Jackson (N. H.) 1000 1080 Freemans'......100 105 9312 94 Consol. North Slope...
Consol. Pacific.....
Consol. Virginia... 100
Confidence Silver. 100
Crown Point..... 100 200 1100 Globe.....100 1023 103 109 Kearsarge.....100 41 41 41 Laconia (Me)....400 497½ 500 Lancaster M.(N.H)400 810 825 104 41^{1}_{2} 578 110 awrence (Mass.)1000 TOO LUL Dahlonega..... Eureka Consol.... 100 Lowell (Mass)...690 Lowell Bleachery 200 Lowell Mach.Shop.500 Lyman M. (Mass.).100 660 Massachusetts ... 250 106 108 Maverick 100 185 185¹2 St. Charles Bridge, 78 Exchequer G. & S.100 101 200 Spring Valley—
W.W.,1sts,1906.M&S
Western Union Tel.—
78, coup., 1900.M&N
78 reg., 1900. M&N Maverick 100 185 Mechanics' (So. B.) 100 110 825 Findley78 795 112 994 93 Gold Placer32 Manchester (N.H.) 100 133 Mass. Cotton....1000 1125 60 1175 934 78 reg., 1900.. M&N 11312 Sterl'g 68, 1900.M&L 11512 Merrimack (Mass) 1000 1370 1390 Grant......100 Graud Prize..... Monument 100 165 Middlesex (Mass.) . 100 205 Nashua (N. H.) 500 620 107 Mt. Vernon.....100 630 620 Granville Gold Co..... MISC'LLANEOUS STOCKS. Amer. Dist. Tel....2 Naumkeag (Mass.) 100 991 N. E. Glass (Mass.) 375 Pacific (Mass.) 1000 1975 Penu. Salt Mfg. Co. 50 New England.....100 $\begin{array}{c|c} 99^{1}2 & 100 \\ 70 & 80 \end{array}$ North 100 North America 100 126 124 10012 10112 2000 Amer. Dist. Tel. (Balt. Old Boston......50 1812 28 2.35 Atlan. & Pac. Tel. 100 Pacific 100 1061
People's 100 1461
Redemption 100 122 4278 Pepperell (Me.)...500 878 Salmon Falls (N.H.)300 790 Hussey Imperial 4212 800 Boston Land.....1(Boston Water Power... 14612 147 83, 400 8 18 Sandw.Glass(Mass.)80 25 6 18 Stark Mills (N.H.)1000 1110 55 Tremont&S.(Mass)100 128 Thorndike(Mass.)1000 850 120 Brookline (Mass.)L'd; Canton Co. (Balt.).10(Cent. N.J. L'd Imp.10(Independence.....100 30 1.65 Republic......100 1150 130 55 Justice.........100 Kentuck.
Kings Mountain...
Kossuth.....50 -----950 Cin. & Cov. B'dge pref Equitable Tr.(N.Y)10 Union Mfg.(Md.)..... Washingt'n (Mass.) 100 120 15 73 75 Gold & Stock Tel. . . 2: Louisville Bridge. 104 Weed Sew. M'e (Ct.)25 Willim'tic Linen(Ct)25 Lacrosse..... •37 10912 80 Lady Washington.... McKay Sew'g Mach.10 Merc'ntile Tr.(N Y)100 N.E. Mtg. Secur. (Bost.

 State
 100
 114½
 115

 Suffolk
 100
 112
 113

 Third Nat
 100
 95

 Two dors!
 100
 100
 100

 34 York Co. (Me.)....750 1175 1200 Leadville..... Leeds
Leopard 100
Leviathan
Lucerne 10
Martin White 98 95 COAL & MISCEL N.Y.Life&TrustCo.100 MINING STOCKS. American Coal....25 ·50 ·26 1004 360 O. Dominion 88.Co.100 51 Pacific Mail 88. Co.10 140 3434 3178 Big Mountain Coal. 10 1:75 Pullm'n Palace Car 10 8t. Louis Transfer Co 130 9912 Buck Mount'n Coal.50 § May Belle.... Webster.....100 1044 1044 35 Memphis.... Sutro Tunnel.....1 Merrimac Silver....10 Brooklyn. Union Trust.....10 -----5 Atlantic (State)..... U. S. Trust Co. 100 U. S. Mort.Co.(NY)10 West, Union Tel 10 Mexican G. & Silv.100 Moose Mont Bross 320 Cent. Arizona Min. 100 3.05 Brooklyn First National 121

102

49

Clinton Coal & Iron. 10

^{*} Price nominal; no late transactions.

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

	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	INSURANCE STOCKS.	Bid.	Ask.
	City National	220 95	240	New York. America100 American Exch'ge100	138	117	Exchange 100 Fourth National100 International100		212	People's Sun Mutual Teutonia	x100	
	Manufacturers' Mechanics'	90 155	90 165	Bank.& Br'kers A. 100 Brew'rs'& Groc'rs'100			Mechanics'100 Merchants', Old Merchants' Nat100	53 7 80		New York.		
	Nassau Brooklyn Trust	150 101	160 110	Broadway25 Butchers'& Drovers25 Central National100	195 105		St. Louis National.100 Third National100	74	75 76	Adriatic25		
,	Charleston. B'k of Chas.(NBA) 100 First Nat. Chas100		45 100	Chase National100 Chatham25 Chemical100	‡100		Valley National100 San Francisco.	70		#tna	115	100
	People's National. 100 8. C. Loan & Tr. Co. 100			City	102		Anglo-California Bank of California	$\frac{100}{691_2}$	105 70 90	Atlantic 50 Bowery 25 Broadway 25	185	65 200 190
	Chicago. Commercial Nat100 Corn Exch. Nat100		150	Corn Exchange 100	$^{103_2}_{;135}$		First Nat. Gold100 Grangers' B'k of C.100 Merchants' Exch100	25 25	30	Brooklyn	185	200 195
r	Fifth National100 First National100		130	East River	•••••		Nat.Gold Bank& Tr. Co	$\frac{40}{112}$	$egin{array}{c} 42 \\ 115 \\ 98 \\ \end{array}$	City	115	50
	Hide and Leather Home National100 Merchants' Nat100	200	83	Fourth National100 Fulton30	106	160		3.		Commercial50 Continental100	110 160	120° 170
	Nat. B'k of Illinois.100 Northwestern Nat. 100 Union National100	110		Fifth Avenue100 Gallatin National50 German American75	135	83	FIRE INSUR'CE STOCKS.			Eagle	95 100	200 102
	Un.Stock Y'ds Nat.100 Cincinnati.			Germania100 Greenwich25	;112		Baltimore. Associate Firemen's.5	6^{1}_{2}		Farragut50 Firemen's17 Firemen's Trust10	90.	105
	First National	170 135 100	175	Grocers'	$\frac{112}{211}$		Baltimore Fire Ins.10 Firemen's Insur'ce. 18 Howard Fire	$\frac{25}{35}$	$\frac{29}{361}$	Frank.& Emp'ium German-American 100	120 130	140
	Merchants' National Nat. Laf. & Bk. of Com.	$\begin{array}{c} 107 \\ 125 \end{array}$	112 130	Irving		140	Maryland Fire10 Merchants' Mutual.50	$\begin{array}{c}4^{1}_{4}\\58\end{array}$	65	Germania	$\frac{110}{250}$	175 115
	Second National Third National	$\begin{array}{c} 110 \\ 182 \end{array}$	115 183	Manuf. & Merch'ts 20 Marine 100 Market 100	104	80	National Fire10 Boston.	11-2	13	Guardian .100 Hamilton .15 Hanover .50	120	75 125 160
	Cleveland. Citizens' S. & L100 Commercial Nat100		9712	Mechanics'25 Mechanics' B. Ass'n50	135		Alliance100 American F. & M. 100	133	100 135	Hoffman50 Home100	80 123	90 126
	First Nat	160 115	170 120	Mechanics' & Tr	‡	95 128	Boston	110	$^{120}_{110^{1}_{2}}_{80}$	Hope	80 97	65 100 103
	National City	$\frac{125}{95}$ 130	130 100 135	Merchants' Exch'ge50 Metropolitan 100	$\begin{array}{c} 70 \\ 133 \end{array}$	80 136	Dwelling House100 Eliot100 Faneuil Hall100	114 131	$ \begin{array}{c c} 115 \\ 133 \\ 61 \end{array} $	Irving	120	65
	Hartford.			Nassau	‡ 1 36		Firemen's 100 Franklin 100	160 60	165 65	Knickerbocker40 Lafayette (B'klyn) .50	50 118	$\begin{array}{c} 60 \\ 125 \end{array}$
	Ætna Nat100 American Nat50 Charter Oak Nat100	63 127	122 65 130	New York County. 100 Ninth National100 North America 70	85		Manufacturers'100 Mass. Mutual100 Mechanics' Mutual100	110	130 115 85	Lamar		105 95
	City Nat100 Connecticut River50 Far. & Mech. Nat. 100	$\begin{array}{c} \bf 83 \\ \bf 32 \end{array}$	1. 0 = 1	North River50 Oriental25			Mercantile F. & M.100 Neptune F. & M100	$\begin{array}{c} 133 \\ 120 \end{array}$	$137 \\ 125 \\ 60$	Lorillard	133	73 140 102
	First Nat100 Hartford Nat100	102 148	105 150	Pacific .50 Park .100 People's .25	109^{1}_{2}		N.Engl'd Mut.F&M100 North American100 Prescott100	115 115	120 120	Mech. & Traders'25 Mechanics' (B'klyn)50	150 170	165
7	Mercantile Nat100 National Exchange 50 Phœnix Nat100	$\begin{array}{c} 66 \\ 149 \end{array}$	130 68 150	Phenix 20 Republic 100 Second National 100	93 :107	110	Revere	60	$\begin{array}{c} 65 \\ 70 \\ 130 \end{array}$	Mercantile50 Merchants'50 Montauk (B'klyn) 50	125	85 135
	State100 Louisville.	108	115	Seventh Ward100 Shoe & Leather100	1125		Suffolk Mutual100 Washington100	95	100 141	Nassau (B'klyn)50 National37½ New York City		165 109 60
,	Bank of Kentucky100 Bank of Louisville100	- 60	120 61	St. Nicholas 100 State of N. Y 100 Tradesmen's 40	113		Cincinnati. Amazon(new stock) 20	70		N. Y. Equitable35 New York Fire100	160 115	175
	Citizens' National 100 City Nat100 Commercial of Ky 100	96	100 100 12	Union50 Philadelphia.	;144	•••••	Cincinnati	$\begin{array}{c} 122 \\ 75 \end{array}$	125 80	Niagara50 North River25 Pacific25	108	123 111 210
	Falls City Tobacco100 Farmers' of Ky100 Farmers' & Drov100	87	81 88 83	B'k of N. America .100	245	246	Enterprise	110 80	115 85	Park100 Peter Cooper20	180	
	First Nat100 German Ins. Co.'s.100	$\begin{array}{c} 112 \\ 99 \end{array}$	112 ¹ 2 100	Central National50 City National50 Commercial Nat50	90	$\begin{vmatrix} 210 \\ 91 \\ 70 \end{vmatrix}$	Eureka 20 Fidelity 20 Firemen's 20	$\begin{array}{c} 100 \\ 120 \end{array}$	125	People's	114	115 117 90
	German	$98 \\ 110 \\ 109 \\ ^{1}2$	$\frac{99}{110}$	Commonwealth Nat 50 Consolidation Nat30 Corn Exchange Nat.50	$\frac{30}{49}$	35 56 55	Germania20 Globe20 Merchants'& Manuf 20	100 70	105 75	Republic	95	70 161
	Louisv. Ins. & B. Co. 40 Masonic	135 82	140 83 100	Eighth Nat100	150	170	Miami Valley50 National100	110	100 115 .	Safeguard	100 70	106 83
	Northern of Ky100 People's100		100	Farmers'&Mech.N.100 Girard National40 Kensington Nat50	70	118 71 67	Union 20 Washington 20 Western 25	75	80 122	Star	70	115 821 ₂
	Second Nat. 100 Security. 100 Third National 100	$\begin{array}{c} 128 \\ 88 \end{array}$	91-2	Manufacturers' Nat.25 Mechanics' Nat100 Nat. B'k Commerce.50	26	102 102	Hartford, Conn. Ætna Fire100	222	225	Stuyvesant25 Tradesmen's25 United States25	95 120	122 100 130
	Western100 West.Finan.Corp100	100 80		Nat.B'k Germant'n.50 Nat.B'k N. Liberties 50	125	92 135	Atlas Insurance100 Connecticut100	30 116	35 120 235	Westchester10 Williamsburg City50	100	110 200
	Mobile. Bank of Mobile25 First Nat100	13 115	15 120	Nat. B'k Republic 100 National Security . 100 Penu National 50	102	85 104 60	Hartford	153 110	155 113	Philadelphia.		
	Nat. Commercial. 100 Southern B'k of Ala25	70 18	75	People's100 Philadelphia Nat100 Second Nat100	16912	171	Phœnix100 Steam Boiler40	224	226 60	American Fire100 Fire Association50		
÷	Montreal. British N. America Commerce50	103 1134	103 ¹ ₂ 113 ³ ₄	Seventh Nat100	• • • • • •		London. Commerc'l Union 25	1734		Franklin Fire100 Delaware Mutual25 Ins. Co. of N. Am'ca 10	*37	39 321 ₂
.,	Consolidated100 Dominion50	8	1019	Southwark Nat50 Spring Garden100 22d Ward50			Guardian	738		Ins. Co. State of Pa 200	290	300
	Du Peuple50 Eastern Townships 50 Exchange100	$\begin{array}{c} \bf 95 \\ \bf 24 \end{array}$	50	Third Nat100 Union Banking Co.100 Union Nat50			London Ass. Corp. 12 ¹ 2 Liv. & Lond. & Globe 2	$\frac{58}{15}$ $\frac{1}{4}$ $\frac{39}{1}$	60			
9	Federal 100 Hamilton 100 Imperial 100	96 98	102	Western Nat50 West Philadelphia.100	75		North Brit. & Mer. 64 Queen Fire & Life1	431 ₂ 31 ₄	41 ¹ ₂ 3 ¹ ₂		80 68	75
	Jacques Cartier100 Maritime100	59	61	Portland, Me.			Royal Insurance3 Mobile.			Merchants'& Mech. 100 Piedm't & A. Life. 100	85	90
	Montreal200	01-2	00-2	Cumberland Nat40 Canal Nat100 Casco Nat100	x142	51 143 132	Citizens' Mutual100 Factors'& Trad's' Mut. Mobile Fire Dep't25	12	60 75 15	Virginia F. & M25 Virginia Home100 Virginia State25	90	35 100
	Nationale50 Ontario40 Quebec100		1	First Nat100 Merchants' Nat75	x130 x104	132 105	Mobile Mutual70 Planters' & Merch.Mut	38	50 40	St. Louis.		
	Standard100	80	83 113	National Traders'.100 Richmond, Va.	x128	130	Stonewall	••••	75 37	American Central25 Citizens'	100	26 105
	Union 100 Ville Marie 100	•••••	50	City Bank25 First Nat100			New Orleans. Crescent Mutual Factors' and Traders'.	77 106½	80	Jefferson 100 Marine 100 Pacific 100	90	90
	New Orleans. Canal & Banking. 100 Citizens'100	50	55	Merchants' Nat100 Nat. Bk of Virginia100	81 86	95 90	Firemen'sGermania	5212	55	San Francisco.		
	Germania Nat100 Hibernia Nat100 Louisiana Nat100	92 91		Planters' Nat100 State Bank of Va.100	105 82	115	Hibernia Home Hope	81 24 43	82 25 46	California100 Commercial100	70	110 75
	Mutual Nat100 New Orleans Nat. 100	98 951g	101	St. Louis.	210	W.W.	Lafayette Merchants' Mutual Mechanics' & Traders'	69	71 78	Firemen's Fund100 Home Mutual State Investment. 100	80	116 85 108
	People's 50 State Nat 100 Union Nat 100		99	B'k of Commerce. 100 Commercial 100 Continental 100	145	150 50	New Orleans Ins. Ass'n New Orleans Ins. Co	2812		Union 100 Western	115	116
			1 1	1	1 -	1	<u>II</u>	1		ding the 23rd		1

^{*} Price nominal; no late transactions.

[§] Quotation per share.

Investments

STATE, CITY AND CORPORATION FINANCES.

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

Indianapolis Cincinnati & Lafayette.

(For the year ending June 30, 1879.)

An abstract of the annual report was published in the CHRON-ICLE of October 18. The following are additional details. The total revenue for the years ending June 30, 1878 and

1879, was as follows, viz.:

	June 30,	1878.	June 30	1879
Passengers, local	\$381.589		\$366,732	, 2010.
Passengers, foreign	81.253		65,610	
Conductors' collections	31,142-	\$493,984	28,089—	\$460,431
Freight, local	477,682	,,	512,589	4200,201
Freight, foreign	180.007		221,390	
Freight, Continental line	25,780-	683.470	29,439-	763,420
Express	30.411		28.501	
Mails	58.721		51,606	
Rents and miscellaneous	42,499—	131,632	33,741—	118,849
Total	<u>-</u>	1,309,087		\$1,342,701
				φ1,042,101
	OPERATING	EXPENSES.		
4			1070	1070

Total\$1,309,087	\$1,342,701
OPERATING EXPENSES.	
•	1070
Repairs of track, including rails and ties\$197,367	1879.
	\$183,301
Repairs of fences. 20,417 Repairs of fences. 3,886	8,086
	5,257
	11,020
Repairs of locametives 3,416	3,836
Repairs of locomotives. 34,713	47.190
Repairs of passenger cars. 23,165	27,202
Repairs of freight cars. 44,733	66,860
Fuel expense. 66,001	69,032
Pumping water. 4,529	4,392
Passenger expense. 112,703	108,589
Freight expense. 178,863	200,297
General expense. 41,246	38,419
relegraph expense	7,606
DWCK KITTED	2,994
Lost and damaged goods	2,397
3.714	3,229
Gratuities and damages	643
Union depot expense, Indianapolis 9,000	9,000
Total operating expenses, being 58 93-100	
and 59 53-100 per cent of earnings \$771,506	\$799,359
Not coming	
Net earnings	\$543,342

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 the following is a correct statement of liabilities to July 1,1879, including coupons due on that day:

Deduct for taxes paid during the year.....

Net earnings after deducting taxes...... \$494,388

LIABILITIES.	
Ind. Cin. & Laf., common	\$5,587,150
Outstanding Funded Debt.	4
I. & C. bonds of 1858—1st mortgage. C. & I. bonds of 1862—1st mortgage.	100 000
C. & I. bonds of 1867—2d mortgage. Funded coupon bonds (from C. & I. 2d mort.) I. C. & L. bonds of 1867	1,501,000 44,000
Add for unpaid matured coupons on same, with estimated interest to July 1, 1879	3,734,000
Funded coupon bonds (from I. C. & L. bonds of 1867) Equipment bonds.	79,000 362,000
Total of prior liens. I. C. & L. bonds of 1869—3d mortgage\$1,767,000	\$7,819,000
Funded coupon bonds from same	2,087,750

\$11,326,050 Other Indebtedness. Due sundry persons from I. C. & L. RR. (old co'y).\$140,584 Due sundry persons from M. E. Ingalls, receiver 233,182-373,767

Total indebtedness.....\$17,286,967 RECEIVER'S PROFIT AND LOSS ACCOUNT, JUNE 30, 1879.

Dr.		Cr.	
To interest. To bond interest. To sundry accounts charged off.	35,421 17,325 391,036	By balance June 30, '78	\$283,423 1,342,701
Total	382,227 31,626,125	Total	31,626,125

The proposed scheme of reorganization was given in the CHRONICLE of July 26, on page 95.

GENERAL INVESTMENT NEWS.

Boston Water Power.-Of the stock of this company the Tribune money article says: "Boston Water Power, in which dealings were renewed at about \$3 50 to \$4 per share early in the week, became suddenly active and advanced to 1034@932. For the benefit of the younger class of speculators who have follows:

appeared since dealings in this stock ceased a number of years ago, it may be stated that the Boston Water Power is a land company now, although it originally was what its name implies. Its property consists of land that was formerly covered by two ponds of water, into one of which the water flowed from Charles River on the flood tide, and from it through mills into the other pond and out into Charles River on the ebb tide. A large portion of the property has been filled in and sold, and now is the aristocratic quarter of Boston. The remaining unsold portion of the land represents the present property of the company, subject to a bonded debt of about \$2,000,000. The recent activity in the stock is ascribed to some negotiations by which bonds to about the amount of \$800,000 have been retired. Relative to the compromise which is said now to have been effected, the last annual report of the managers (March 31, 1879) said: 'The committee of the bondholders, after a careful investigation of the whole subject, adopted substantially the plan suggested originally to the bondholders by the late president. This plan, while not embodied in any written agreement, is in the nature of an understanding that, for the present, the interest of all parties will be best subserved by permitting the corporation to remain in the undisturbed possession of the fee in the land, and under this we believe that whatever equity there may be in the property after paying the debts will be ultimately realized by the stockholders."

-According to the last annual statement of the company for the year ending March 31, 1879, the assets amounted to \$4,926,-873, of which \$2,515,000 consisted of land surrounding the Back Bay Park. The liabilities were \$2,656,061, including \$1,948,000 first mortgage bonds, \$372,960 interest coupons, and \$190,212 claim of Boston Five Control Park and additional lines. \$189,213 claim of Boston Five Cent Savings Bank on underlying mortgage, leaving a balance of \$2,270,811 for the stockholders. The company owns 90 per cent of the entire frontage of the Back Bay Park, which was purchased in 1877 by order of the City Council of Boston for \$450,000, to which additional appropriations amounting to \$66,000 have since been made. The authorized number of shares of the Boston Water Power Company, all of which have been issued, is 85,833. The \$852,000 bonds held by the trustees—the balance of authorized issue are for the purpose of paying off the claim of the Savings Bank, but until recently the bonds have not been worth enough

to discharge the claim.

Brooklyn Gas Companies.—The New York Tribune reports that arrangements are making in Brooklyn for a consolidation of the different gaslight companies into one. This, it is claimed, is a measure of self-protection on the part of the six companies which now light the city, and is owing to the organization of the Fulton Municipal Company, which becomes the competitor of all the others; and proposes to furnish at a lower rate gas. made by a cheap process, similar to that employed by the Municipal Company of this city.

Although the later companies were at first rivals of the older ones, they agree at present, and do not interfere with each other's districts. They charge the uniform rate of \$2 50 a thousand feet of gas, having make a reduction from \$2 75 a few months ago. They share in the lighting of the streets. The following table shows the condition of each company in

35,421

\$507,920

Company. Brooklyn	Capital stock.	Outstand- ing scrip.	Total divi- dends.	Stock quota- tions.	Scrip- quota- tions.
DIOOKIYII	\$2,000,000		10	119	
Wil iamsburg	. 1,000,000	1,000,000	7	80	101.
Citizens'	1,200,000	300,000	6	53	100
Nassau	1,000,000	700,000	6	52	100
	(250,000			90
People's	1,000,000 {	Bonds.	0	20	Bonds.
ð :	(375,000			100
Metropolitan	1,000,000		5	52^{1}_{2}	

In March, 1876, the Mutual Gaslight Company was founded in Brooklyn, and began the construction of works. Its history has been a series of litigations. In May, 1879, it was merged into the Fulton Municipal Company, and the work of laying pes was actually begun. Although several times stopped by injunctions, up to the present time about seventeen miles of pipes have been put down. It is reported that the capital of the new company is fixed at \$10,000,000, in round numbers, and the proportion for each company is settled according to its capital and the amount of the gas it furnishes; the new company's stock is to be admitted at par.

Burlington Cedar Rapids & Northern.—The St. Paul Press of Oct. 8 gives the annual returns of this railroad as received at the State Railroad Commissioner's office in St. Paul.

The common stock and the bonded indebtedness of the road are the same as last year, namely, \$5,500,000 of the former and \$6,650,000 of the latter. The debt unsecured by mortgage amounts this year to \$198,797, against \$147,382 for last year. The road has carried this year over its entire line 611,999 tons of freight and 253,109 passengers. The lines operated aggregate a total distance of 424.58 miles of track, of which 113.26 miles—which includes all the track in Minnesota—are laid with steel rails. The road from Manley Junction to Northwood, a distance of eleven miles, is leased from the Iowa Central Railroad Company, but is not included in the foregoing figures.

Gross earnings	.\$1,387,961
Operating expenses	. 950,658
Net earnings	\$437,303
Earnings other than from traffic.	476,305
Net cash income. Additional expenses, construction, &c	\$903,608 1,112,405 1,854,266

Comparisons with the fiscal year ended June 30, 1878, are as

			<i>\$</i>
OCTOBER 25, 1879.]		THE	CI
Gross earnings	1878. \$1,614,762 1,054,451	\$1,35	879. 87,961 50,658
Net earnings	\$560,31	1 \$43	37,303
—In the United States Circuit 18, a bill was filed by J. N. Tapp	Court in Des M	loines, Iowa the former	, Oct.
of Henry Clews & Co., to set under which the Burlington Ced	aside the decr	ee of forecle	osure
sold and transferred to the pr	resent company	, on the all	leged
ground that the estate under his \$400,000 by the proceedings in t	he case.		
Canada Pacific Railway.—'according to a late number of the	The Canada I	Pacific Rai	lway,
the capital for the construction	n of the entire	road. The	basis
of the negotiation is that the land from Canada, which is g	riven the Brit	ish capitalis	sts as
security; the grant is to be whom is to be appointed by the	Imperial Gove	rnment, and	l is to
watch over the interests of Engl Chicago & Eastern Illinois.—		oort for the	year
ending August 31, 1879, shows the operating expenses \$529,502,	at gross earnin	gs were \$83	1.839.
Chicago Milwaukee & St. P	aul.—The St.	Paul Pre	88 of
October 14 gave the annual retu & St. Paul Railroad as received	by the State F	kailroad Con	nmis-
sioner in St. Paul. The following There are four divisions of t	s is condensed f	from the ret	urns:
through Illinois, Wisconsin, Mini	nesota and Iow	a of 1.771	miles
for the year ending with Junnesota Midland Railway, which	is given bel	ow in full,	and
which is known in the nomence "Wabasha division," the follow	ing table pres	sents a sum	mary
of the earnings and expenses of COMPARATIVE STATE			
	1878.		79. •
FreightPassengers	1,960,574	2,01	3,005 2,203
MailsExpress	155,499	17	0,577 4,789
Totals	\$9.109.411	\$7, 95	6,082
Decrease in 1879Gross earnings	\$9,109,411	\$7,95	63,328 6,083
Operating expenses	4,968,341		04,306 51,777
Net earnings Decreased net earnings Additional paymetns		98	9,293 9,672
	Inde	btedness.	
Total bonded debt	\$30,066,500 way has been	\$33,07	4,500
Chicago Milwaukee & St. Paul co since August 8, 1878, on a lease three feet only. The following	ompany as its V	Vabasha div	ision
three feet only. The following	is the exhibit	of the roa	d for
the eleven months during which of the lessors:			
Gross earningsOperating expenses		\$5 5	2,463 0,962
Net earnings	·····		31,501
Additional expenses, construction, &c —The official statement of the	Chicago Milwa	ukee & St.	Paul
Railway Co. submitted to the N. contained the following informati	Y. Stock Exch lon: The first n	ange Commontgage, Scientific Science (1988)	outh-
western division, 6 per cent bond and property of the Western Un	s, are issued u	pon the rai	lroad
lows: Length of road from Racin	e. Wis., to Roo	k Island, Il	l, 212
miles. Equipment—locomotives gage, mail and express cars, 1	3; freight box	cars, 410;	stock
cars, 60; platform cars, 50; coal 633.	* ,		totai,
Capital stock, all of which is now ow waukee & St. Paul Railway Co., e First mortgage 7 per cent bonds	med by the Chica except 662_3 share	igo Mil- es\$4,00	0,000
First mortgage 7 per cent bonds Other liabilities		23	8,224
Required for new equipment and per	manent improve	\$7,73 nent 26	8,224 1,775
Total	·····	\$8,00	-
The Western Union Railroad Chicago Milwaukee & St. Paul R	ailway Compai	ny a lease o	f all
its property for 999 years, from Milwaukee & St. Paul Railway C	June 25, 1879	9. The Chi	cago
its 6 per cent bonds of \$1,000 ear July 1, 1909, interest at 6 per cen	ch, dated July	1, 1879, pay	able
1 and 1 ulv 1 : numbered 1 to 4	,000, inclusive	, amounting	g to
\$4,000,000. These bonds are secured by the Chicago M	ilwaukee and S	t. Paul Rai	lway
Company and the Western Union whole property of the Western	Railroad Con Union Railro	npany, upor ad Compan	i the l
John S. Kennedy and John S. Ba The purpose of issuing these bonds is	rnes, as trustee to retire the old	es. West-	
ern Union Railroad first mortgage	of	\$3,500	0,000

Pay off its unsecured liabilities..... Provide new equipments and betterments....

The Chicago Milwaukee & St. Paul Railway Company now controls the old Western Union Railroad first mortgage

bonds for the purpose of cancellation. Par value. And have placed in the hands of J. S. Kennedy and John S. Barnes, trustees, for the purpose of exchanging the same for the old outstanding bonds of the Western Union Rail-

road Company, new bonds. Par value.....

And have retained for the purpose of providing for the unsecured liabilities.....\$238,224 And new equipments..... ... 261,775-500,000 \$4,000,000

Columbus Chicago & Indiana Central.—In Indianapolis, Oct. 17, the petition of James A. Roosevelt and Wm. A. Fosdick, trustees and receivers, was heard in the United States Circuit Court, and an order granted authorizing petitioners to pay off and discharge \$666,500 Indiana Central second mortgage 10 per cent bonds on and after Jan. 1 next.

Great Western (Canada.)—A cable dispatch from London says: "The Great Western Railway's half-yearly report has been issued. The half-year's net revenue exhibits a deficiency of over £10,000 sterling. The credit balance from the previous half-year reduces this to £6,000, which forms a charge against future revenue. A dividend on the preference stock was also carried forward to the debit of the next half-year. The directors look hopefully on the prospects of the current six months."

Gulf Colorado & Santa Fe.—The grading on the extension of this road is nearly completed from Richmond, Texas, northwest to Brenham, a distance of about 60 miles. Tracklaying will be begun as soon as the bridge over the Brazos river is ready for the passage of trains. The company hopes to have trains running to Brenham by the end of the year.

Jersey City & Albany.—The Tribune reports that the work on the road-bed of the Jersey City & Albany Railway is being pushed forward rapidly, and the road will be in operation between Jersey City and Haverstraw, N. Y., by November 10. Until its completion to Albany it will be operated by the Hon. Garrett A. Hobart and J. W. McCulloh, the receivers of the New Jersey Midland Railway Company. It will connect with the Midland Railway a short distance from Jersey City, and passengers will reach this city by the Desbrosses and Courtlandī streets ferries.

The receivers of the Midland Railway will receive one-third of the gross receipts of the new road for operating it. The division of the road to Haverstraw will be twenty-five miles in length. The cost of construction will be less than \$100,000, as a portion of the road-bed had been made by the Jersey City & Albany Railroad Company before its property and franchises were purchased at foreclosure sale by the Jersey City & Albany Railway Company. To meet the cost of the work, \$100,000 in first mortgage bonds have been issued, and most of them sold. This will make the indebtedness of the new corporation \$4,000 per mile of its road-bed. The original cost of this portion of the road was \$840,000 to the old company. There were first mortgage bonds issued to the amount of \$500,000, but they have been taken up and replaced by first mortgage income bonds. It is estimated that it will cost over \$5,000,000 to complete the road from Haverstraw to Albany. The officers of the company are negotiating for the sale of mortgage bonds to that amount.

Lafayette Bloomington & Muncie.—It is reported that the extension of this road from Muncie, Ind., to Fremont, Ohio, will probably be completed by the 1st of December, 1879, at which time through trains will be run between Bloomington and Fremont, 365 miles. The Lafayette Bloomington & Muncie and the Chicago & Alton are now running in connection, making a through line from Muncie to Kansas City.

Missouri Pacific.—A telegraphic dispatch received at the general office of the Missouri Pacific from Mr. D. R. Garrison, general manager in the field of the St. Louis Kansas & Arizona railway, announces that the track was laid to Garnett, Kansas, and connection made with the Leavenworth Lawrence & Galveston road, which crosses at that place.

The length of the road from Holden, on the Missouri Pacific, to Garnett, is 82 miles. This new road will be an important tributary to the Missouri Pacific and therefore to St. Louis, as it penetrates the rich and unsurpassed grain region of Southern Kansas. It is the purpose of Mr. Garrison to continue in the field and push the building of the road 100 miles into the region of country beyond Garnett.—St. Louis Globe-Democrat.

New York City Loan.—The bids for \$6,000,000 5 per cent bonds were received by the Comptroller this week. The total amount of the bids made was \$30,222,840. With the exception of a trifle over \$100,000, all were at a premium. There were subscriptions for \$9,251,000 at \$101 41 and over, while the bids at \$102 and above that price amounted to \$1,178,000, and only \$2,818,840 were below 101.

New York Lake Erie & Western.-The following comparative statement of earnings and working expenses for the month of July, 1878 and 1879, comes to hand from London nearly three months after the close of the month in question:

Gross earnings	\$1,157,670 830,981	\$1,273,532 957,683
Net earnings	\$326,709	\$315,849

Net earnings..... Decrease in net earnings for the month \$10,859.

\$3,500,000 238,224 261,775

\$4,000,000

2,926,000

574,000

Net earnings for the first ten months of present fiscal year, compared with those of the same period last year, show a decrease of \$344,629. Satterthwaite & Co.'s London Circular comments upon the Erie situation as follows: "The official

year of this company ends on September 30.	
The net revenue for 1878, after deducting rentals of leased lines, amounted to	\$3 907 345
The decrease in net earnings for eight months end-	
ing May 30, 1879, was	
Decrease in July 10,859	
Total decrease—ten months\$344,629	

"Total interest on funded debt fiscallyear, 1879, \$2,050,084;

"The net revenue of the road during the fiscal year has been affected by the lowering of the freight rates in June to 10 cents per 100 pounds, and until the contracts then entered into run off, it may continue to show comparatively unfavorable results. As the rate has been restored to 25 cents per 100, it is to be anticipated that improved results will shortly accrue. The rates for coal transportation have also been exceptionally low, owing to the fierce competition, but as the leading New York companies have agreed to an arrangement, it is to be hoped that better results will be achieved hereafter. The only effect on this year's finance will be to diminish the amount of net revenue available for purposes of improvement of the line under the scheme.

344,629

\$3,562,716 The interest charge for 1879, as shown above, will be, under the scheme of reconstruction..... 2,050,084

Balance available for purposes of improving the line for year 1879, if the two months of the official year show no further diminution; to be increased or decreased according to the results of the two months yet remaining.....\$1,512,732

New York & New England.—This company will receive proposals till Oct. 31 for all or any part of \$1,250,000 new 7 per cent first mortgage bonds, issued to pay for the extension from Waterbury, Conn., to Brewsters, N. Y. The money is to be paid in ten installments of 10 per cent each. The bonds will be issued as fast as sections of 10 miles are completed, or work equivalent the rate done to the contract of the contrac equivalent thereto done to the satisfaction of the company's

New York & Oswego Midland.-Notice is given by the bondholders' committee that bondholders who have assented to the plan of reorganization can subscribe pro rata to their holdings to the sum of \$320,000, for the purpose of paying off the outstanding receiver's debt. Each \$1,000 bond entitles the holder to pay \$40 in cash, and in the event of the purchase of the road by the committee he will receive \$40 of preferred stock and \$150 of the common stock of the new company. The money paid will be returned if the purchase is not made by the committee on return of the receipt issued therefor. Bondholders and holders of receiver's debt (assented) are also notified that their subscriptions to first mortgage bonds must be paid on or before November 10 to C. N. Jordan, Chairman, at No 20 Nassau street, New York.

Ohio & Mississippi.—A special dispatch to the Chicago Tr bune from Springfield, Ill., Oct. 16, said: "At the recent annual meeting at Cincinnati, the Bloodgoods, for the second time, refused to carry out the arrangement for taking up these bonds, which would have resulted in a speedy reorganization of the road in the Baltimore & Ohio interest. The next step was the filing to-day by the Bloodgood party of a voluminous bill in the United States Circuit Court here, in the name of the Farmers' Loan & Trust Company of New York, against the Ohio & Mississippi Railroad Company, Robert Garrett & Sons of Baltimore, the Baltimore & Ohio Railroad Company, and Daniel Torrance and Sophia J. Torrance. The bill first sets forth the making by the Ohio & Mississippi on Jan. 30, 1875, of a mortgage covering all its property in Illinois, being the Springfield Division, said mortgage constituting a first lien upon the said property, and being given to secure 300 bonds of \$10,000 each. Complainant states that but 200 of these bonds were issued. These were exchanged subsequently for coupon bonds of \$1,000 each, amounting to \$2,000,000 in the aggregate, which are outstanding and unpaid. There is now over \$280,000 in defaulted interest due on these bonds. There are other large claims against the Ohio & Mississippi held by the Baltimore & Ohio interest which are not yet due. The bill concludes by stating that the holders of the Springfield Division bonds claim that they are, in equity, entitled to have said purchase money bonds adjudged to be entitled to be paid in full out of said mortgaged property before any of the proceeds shall be distributed to holders of said hypothecated bonds, and that the creditors holding said hypothecated bonds ought to resort to the general property of the road, which is adequate to satisfy these debts. Complainant therefore prays that defendants be enjoined from disposing of any of the bonds held by them, and that a separate receiver be appointed for the Springfield Division, the bond creditors believing that in this way such division would yield a much larger revenue, and that the Springfield Division may be sold to satisfy the mortgage."

Oregon & California. - The Oregon Railway & Navigation Company, incorporated under Oregon law on June 13, 1879, has made application to have its securities quoted at the Stock Exchange. The stock is \$6,000,000, of which \$4,455,300 is issued and outstanding, and \$1,544,700 still unissued; the bonds are \$6,000,000, 6 per cent gold first (and only) mortgage, running until July, 1909, the Farmers' Loan & Trust Company, trustee; \$4,795,006 of the bonds are outstanding and \$1,205,000 still in

The following are the earnings of the company since July 1 last, when the company began its operations:

Net earnings. \$92,303 116,832 For the month of July\$174.152 For the month of August. 205,054 For the month of September. 291,476 182,522 Totals for three months......\$670,682 \$391,657 Pacific Railr ads.-The Supreme Court of the United States, before its adjournment in summer, decided the Thurman act to be valid. The opinions, however, have only just now been rendered. Chief Justice Waite read the opinion of the majority of the Court sustaining the constitutionality of the act in question, and dissenting opinions were delivered by Associate Jus-

tices Bradley, Strong and Field.

The opinion of the Chief Justice, which deals especially with the case of the Union Pacific, is in substance as follows: The precise point to be determined in the opinion of the Court is whether a statute which requires the company in the management of its affairs to set aside a portion of its income as a sinking fund to meet its subsidy bonds, and other mortgage debts when they mature, deprives the company of its property without due process of law, or in any other way interferes with vested rights." The Court holds that the railroad company is subject to legislative control so far as its business affects the public interests; that, by the reservation contained in the chartering acts of 1862, and 1864 Congress retains full power to make such alterations and amendments of the charter as come within the just scope of legislative power. In so doing it cannot undo what has already been done, nor unmake contracts which have already been made, but it may provide for what shall be done in the future, and may direct what preparation shall be made for the due performance of contracts already entered into. In less than twenty years from the present time there will become due from the Union Pacific Company about \$80,-000,000, secured by first and subsidy mortgages, besides the capital stock, representing \$36,080,000 more. With the exception of the land grant, little, if anything, except the earnings of the company, can be depended on to meet these obligations when they mature. These earnings the company, after paying the interest on its own bonds, has been dividing from time to time among its stockholders, without laying by anything to meet the enormous debt which is so soon to become due. The stockholders of the present time are receiving in the shape of dividends that which those of the future may be compelled to lose. The United States occupy toward this corporation a twofold relation—that of sovereign and that of creditor. In their relation of sovereign it is their duty to see to it that the current stockholders do not appropriate to their own use that which in equity belongs to others. A legislative regulation which does no more than require them to submit to their just contribution toward the payment of a bonded debt cannot in any sense be said to deprive them of their property without due process of law. The Court holds, therefore, that the legislation com-plained of may be sustained as a reasonable regulation of the affairs of the corporation and co-promotive of the interests of the public and the corporators. It is also warranted under the authority, by way of amendment, to change or modify the rights, privileges and immunities granted by the charter. The judgment of the lower court is affirmed.

From this decision Justices Strong, Bradley and Field dissent in long and carefully-prepared opinions. Justice Strong maintains that the Thurman act is a plain transgression of legislative power. That the Government, in its contract with the railroad companies, laid aside its sovereignty, and that the contract is no part of the charter of the Union Pacific Company or of the acts of 1862 and 1864. It was a subsequent transaction, and the United States became a party to it, not in its sovereign character, but as a civil corporation, with the same rights and obligations as a private person and no more. But what does the act of May 7, 1878, attempt to do? It does not purport to be a repeal of the charter. All its provisions have in view the imposition of additional obligations upon the railroad companies. Its leading purpose is to take control of the property of the debtor and sequester it for the security of a debt which, by the terms of the contract, is not due and payable for years to come. To claim such a power is to claim the right to disregard the contract entirely and substitute for it a different one without the consent of the cebtor. If the United States can exact now one-quarter of the net earnings of each of these companies, and place it in their Treasury, they can by the same power, and with the same reason, exact the whole of the earnings or any other property equal to the amount of the debt. Such legislative power as this is not only not conferred by the Constitution, but in effect is expressly denied in those clauses of the fifth amendment which provide that no person shall be deprived of life, liberty, or property without due process of law, and that private property shall not be taken for public use without just compensation.

The dissenting opinion of Justice Field begins as follows: "I also dissent from the judgment of the Court in these cases. The doctrines announced will, in my opinion, create great insecurity in the title to corporate property in the country. With many assertions to the contrary, they in effect declare that the General Government is under no legal obligation to fulfill its contracts, and whether it shall do so in any case or not is a question of policy and not of duty. They also recognize its right to appropriate by legislative decree the earnings of a corporation with which it deals without judicial inquiry and determination as to its claim to such earnings, thus sanctioning the exercise of judicial functions on its own cases; and finally they assert a supremacy of the Federal over the State Government in the control of the corporations of the latter utterly subversive of the rights of the State."

With regard to the invasion of the law upon the rights of the

State of California, Justice Field concludes as follows:

"The Central Pacific Railroad Company is a State corporation, and in creating it the State reserved the same control over it which it possessed over other railroad and telegraph companies created by it. It undertakes to control and manage it in all particulars required for the public service, and can there

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be any doubt in the mind of any one who has the least respect for the reserved rights of the State that over its own creations the State has supreme authority? I confess that I am utterly at a loss to find where authority on the part of the United States to interfere with the State in this respect and take such control from it is to be found, except in the theories of those who regard the general Government as the all-controlling power of the nation, to which States even in local matters must bend. I cannot consent to any such theories. The government created by the Constitution left to the States the control of local matters, and it never entered into the conception of its framers that under it the creations of the States could be broken by it from their control, and they left powerless and helpless in the matter. The doctrines announced in the opinion of the majority of the Court go further than any heretofore advanced, and any event thought possible in the history of the country to destroy the independence of the States and establish their helplessness even in matters of local concern as against the will of Congress. He must be dull indeed who does not see that under the legislation and the course of decision of late years our Government is fast drifting from its ancient moorings—from the system established by our fathers into a vast centralized and consolidated government."

Paris & Danville.—The following circular is dated Oct. 8: "Notice is hereby given that the Danville & Southwestern Railroad Company has acquired by purchase the Paris & Danville Railroad and its equipments, and will hereafter operate the same. All accounts pertaining to the business of the Paris & Danville Railroad while operated by the receiver, prior to October 8, 1879, will be settled by the receiver of that company, and all accounts pertaining to the business of said railroad after Oct. 7, 1879, will be settled by the Danville & Southwestern

Railroad Company."

Pennsylvania Railroad.—The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for September, 1879, as compared with the same month in 1878, shows

An increase in gross earnings of	\$177,882 289,440
An increase in net earnings of	\$188,442 e period

in 1878, show

 An increase in gross earnings of
 \$1,696,294

 An increase in expenses of
 1,289,196

All lines west of Pittsburg and Erie for the nine months of 1879 show a surplus over liabilities of \$495,277, being a gain over the same period in 1878 of \$489,560.

Philadelphia City Bonds.—The new 4 per cent loan for funding the city's 6 per cent floating debt is divided into twentyfive series of \$400,000 each, alphabetically arranged, and one series shall be retired yearly on each thirty-first day of December, beginning with series A, on December 31, 1880. Proposals were received October 20 to the amount of \$2,196,500, at premiums varying from 1-16 to 3/4 of 1 per cent. Only \$2,079,200 were awarded, and \$7,920,800 remained on hand for disposal, which the Mayor hoped to negotiate by private bids.

Philadelphia & Reading. - The rumor has been persistently circulated in different forms that this company has issued or would issue a deferred stock to the amount of \$50,000,000, for which they were to have \$15,000,000 cash as a loan from certain capitalists. This stock was not to draw dividends until all the other stock had paid 6 per cent, and the money thus received was to be used to retire the whole of their floating indebtedness. The rumor has not been confirmed, but it seems to be generally believed that in this way, or by means of its bonds heretofore pledged as collateral, the company is taking steps to get its floating debt settled.

Portland & Ogdensburg.—The Portland Advertiser of the 20th says: "At F. O. Bailey's this forenoon were sold at auction 193 Portland & Ogdensburg Railroad bonds of \$1,000 each. The bonds were dated November 1, 1871, a first mortgage on the road from Bartlett to the western boundary of New Hampshire and a second mortgage on the road from Portland to Bartlett, falling due November 1, 1901. The bonds were sold flat, in sixteen lots of ten and three lots of eleven bonds." * * "Of the whole number, ten bonds were sold to Philip H. Brown, for J. B. Brown & Sons, at 1934; eleven bonds were sold to E. A. Noyes, for Portland Savings Bank, at 2014, and 172 bonds

were sold to a person unknown at 20½ to 21¼.

Railroad Investigation.—In the investigation of the Railroad Committee, Mr. George R. Blanchard, the assistant of President Jewett, and general traffic manager of the Erie Railway, testified that in the five months ending August 1, 1879, the Erie Road carried 4,997,704 gallons of milk and cream, 699.155 gallons of which, or 14 per cent, were received from the Warwick Valley Road. The total number of gallons of milk carried over the Erie Road between 1862 and 1872, inclusive, was as follows, by years: 1862, 6,180,537; 1863, 7,078.145; 1864, 7,296,740; 1865, 7,956.189; 1866, 8,437,339; 1867, 9,480,677; 1868, 9,887.284; 1869, 10,310,219; 1870, 11,177,535; 1871,11,732,940; 1872, 11,721,481. Having exhibits the milk subject, Mr. Blanchard submitted the following statements: The Erie Railroad's earnings and expenses per ton per mile from 1872 to 1878, inclusive, were as follows:

Year.	Earn'gs.	Exp'ns's.	Profits.	Year.	Earn'gs.	Exp'na's	. Profits.
1872	\$1 52	98c.			\$1 09		21c.
1873		94c.			95c.	75c.	20c.
1874		91c.	40c.	1878 .	97c.	67c.	30c.
1875	1 20	95c.	25c.				14

The percentage of reduction in earnings, according to this statement, per ton per mile was 36.2, while the expenses were reduced 31.6, so that the percentage in favor of the public is 4.6. The receipts and expenses and profits per ton per mile of all the railroads in the State of New-York have been as fol-

١	Year. Rec'pts.	Exp'ns's.	Profits.	Year. Rec'pts.	Exp'ns's.	Profits.
I	1870\$1 70	\$1.15	55c.	1875\$1 30	96c.	35c-
١	1871 1 70	1 14	55c.	1876. 1 16	85c.	30c.
Į	1872166	1 15	51c.	1877 1 06	77c.	28c.
ł	1873 1 60	1 03	51c.	1878 1 00	69c.	31c.
Į	1874 1 45	95c.	47c.		100.00.00.00	

The percentage of reduction in receipts has been 47.14; in expenses, 39.93; in profits, 44.2. The percentage of reduction in the rate charged has exceeded the percentage of reduction in expenses by 7.21 per cent, or, in other words, the people are getting their goods carried now at 58.73 per cent of the rate paid in 1870, while it costs the railroads 60.10 per cent of the expenses of 1870. In accordance with this view of the traffic, the public have saved 1.37 per cent more than the railways have. Mr. Blanchard then proceeded to give testimony touching the west-bound tonnage pool from New York and other seaboard cities, and the former and present differences on westbound freight from the seaboard and other cities; the railroads had now put a stop to the cutting of rates by pooling the west-bound freights; their agreement had lasted over 30 months, and was growing in strength, and it did not seem probable that the railroads would resume their old way of doing business; when the witness was in Europe, in 1877, the trunk lines decided to put the pool plan in operation, and, after some discussion, it was agreed that the New York Central and the Erie should receive 33 per cent each; the Pennsylvania a quarter of the whole, and the Baltimore & Ohio the remainder, which was 9 per cent; the railroads had determined to abide by the terms of arbitration; a great many beneficial results had been obtained by arbitration, including the total discontinuance of discrimination by wiping out the whole system; on March 1, 1879, the percentages of receipts under the pooling arrangement of westbound freights from New York were changed to the following:

	First	second	Third	Fourth
	Class.	Class.	Class.	Class.
New York Central	36.2	42.5	35.3	31.8
Erie	30.3	24	31	34.7
Pennsylvania	25	25	25	25
Baltimore & Ohio	8.5	8:5	8.3	8.5

A final adjustment of percentages was about to be called for; the business community was better satisfied with the higher rates thus established, because of their non-fluctuating character and the assurances they gave that no discriminations

would creep in.

Mr. Blanchard next recurred to the old troubles with the Baltimore & Ohio, and the difficulties the other roads encountered in competing with it for the grain trade. The result of that long freight war was the equalization of rates. While speaking on the subject of the grain trade, the witness submitted the following statement of the receipts, by bushels, in New York during the seven years ending with 1878:

Years.	By canal.	By rail.	Total.	canal.
	52.135.946	21.889.969	75,025,915	70.8
	48,560,045	25,172,129	73,332,174	65.8
1874	50,575,509	35,745,754	86,321,263	58.6
1875	39,017,174	34,325,142	73,342,316	53.2
	31,580,900	43,424,875	75,005,755	42.1
1877	47,935,500	35,872,918	83,808,418	57.2
	$\dots 64,753,285$	63,860,486	128,613,771	50.4

New York increased, from 1877 to 1878, 78 per cent in the total of rail and canal deliveries, while Philadelphia, Baltimore and Boston combined increased 53½ per cent; if the increase by New York railroads was in the same proportion as the canal, it would have been less by 15,500,000 bushels; the New York proportion of rail grain was, in 1872, 34 per cent; 1873, 38 per cent; 1874, 45½ per cent; 1875, 44 per cent; 1876, 37 per cent; 1877, 35 per cent; 1878, 39 per cent.

Grain percentages received at New York, compared with Philadelphia and Baltimore taken together, were:

	1879.	1878.	1877.
New York	. 41.0	45.5	35.5
Philadelphia and Baltimore	41.0	34.9	40.2
		-	
The three cities.	82.0	80.4	75.7

The following statement of the percentage of earnings expended in the working of the trunk lines, prepared by Mr. Garrett of the Baltimore & Ohio, was put in evidence:

	Balt. & Ohio	New York		Pennsyl-
Years.	Main Line.	Central.	Erie.	vania.
1868	66.86	67.997	87.41	
1869		64.19	69.966	
1870		62.91	91.627	56-15
1871		62.40	71.78	63.15
1872		68.22	68.55	62.53
1873	59.72	63.22	68.11	62.04
1874		62.34	73.16	58.49
1875		64.93	75.12	57.55
1876	56.16	62.48	77.14	59.90
1877		61.16	74.10	56.63
1878		61.11	67.98	
Average	59:59	63.72	76.54	59.93

The lowest rates at which the Erie has carried east-bound freights was 10 cents a hundred from Chicago to New York; that rate prevailed only a few days, from the fact that the road could not afford to keep the charges at that low figure; it could afford to carry at 35 cents.

Mr. Sterne—What does it cost you now to carry per ton per

Mr. Blanchard—About seven-tenths of a cent—that is, 35 cents to Chicago; I don't think we ought to be asked to carry freight at less than 25 cents from Chicago to New York per 100 pounds, or 15 cents a bushel; I have a general impression that that rate would yield a small profit.

Chairman Hepburn—What do you consider a fair profit?

Mr. Blanchard—About one-fifth, I should think. No profits accrue to railroads from the operations of its elevators, but it enables the road to return the cars speedily to the West; the lighterage in New York Harbor, which is 3 cents per hundred, is a dead loss to the railroads; this charge is, however, divided equally between the Eastern and Western roads.

The business of New-York, he said, was in 1877 more than three times the combined business of all the seaboard cities and twenty odd New England points besides. In this connection Mr. Blanchard submitted the following table relating to the tonnage of west-bound freight from various points:

	0	1
Boston and New Eng-	Tonnage. Pct.	Tonnage. P. ct. Tonnage. P. ct.
land points	225,918 16·25 152.487 10·96	203,793 15·99 96,883 15·48 131,040 10·28 63,616 10·17 198,192 15·54 112,081 17·91
Total outside of N. Y. Total New York	572,536 41·17 818,377 58·83	533,025 41.81 272,580 43.56 741,774 58.19 353,202 56.44

Total, all freights...1,390,913 1,274,799 The canal tonnage which belonged to New York would increase

its percentage 3 per cent. The following statement of the freight shipped from the

seaboard cities to the West during 1878, and the percentages to each trunk line according to the pool divisions, was submitted:

Warr Vanly Control	Tons.	Percentage.
New York Central.	397,383	31.17
Elle	070 144	21.35
Fenusylvania.	270 722	29.79
Dalumore & Onio	100 400	14.86
Central Vermont and Grand Trunk	36,071	2.83
Total tonnage.	1.274,809	100.00

St. Louis Alton & Terre Haute.—At Chicago, Oct. 23, Judges Drummond and Gresham began the hearing of the case of the St. Louis Alton & Terre Haute RR. Co. against the Indianapolis & St. Louis RR. Co., the Pennsylvania RR. Co., the Cleveland Columbus Cincinnati & Indianapolis, and others; the point being as to the validity of the lease. The trustees for the sinking fund have recently been unable to buy the mortgage bonds for the sinking fund at 110 or under, and they applied to the Special Term of the Supreme Court for leave to invest the money in second mortgage bonds of the same railway company at par, or below it. Holders of the first mortgage bonds demurred to this, and Judge Van Vorst yesterday decided that the demurrer must be sustained. He held that the direction of the trust deed as to the bonds in which the sinking fund should be invested was explicit (the funds to be deposited in a Trust Company), and that the relief asked for by the trustees could not be granted without the consent of all the parties to the trust.

St. Louis & San Francisco.—In regard to the recent report that the St. Louis & San Francisco Railroad Company is about to acquire the franchises and land grants of the old Atlantic & Pacific Company, to extend their road westward through the Indian Territory and Northern Texas to a point in New Mexico, where they will make connection with the Southern Pacific, the Alta Californian of October 13 says:

Alta Californian of October 13 says:

"We should be very glad to see these statements verified, but are prepared for disappointment. The route runs through the Indian Territory for 250 miles, and there is no land grant or local trade, and, we believe, no right of way there. Neither do those portions of Texas or New Mexico east of the Rio Grande Valley offer any traffic for a railroad, and upon reaching the Rio Grande, the St. Louis & San Francisco Company would have to encounter the competition of the Atchison Topeka & Santa Fe Company, which is now running its cars to New Mexico. The proposed route is one that must be built ultimately, but we do not see a fair show of profit in it at present, and therefore we doubt. So far as the Southern Pacific is concerned, we presume that company would be very glad to have an assurance that a St. Louis company will connect with it at the Rio Grande; but, having no satisfactory assurance of a connection, it expects to continue its construction about the 32d parallel to the Gulf of Mexico. It is now sending material to Arizona, with the intention of commencing work in November and reaching Tucson in the spring."

The extension of the St. Louis & San Fran. RR. to Cherryvale, Kan., was completed and formally opened for traffic Oct. 21.

St. Paul & Duluth.—The annual report of the St. Paul & Duluth Railroad, made to the State Railroad Commissioner of Minnesota, for the fiscal year ending September 30, 1879, shows the gross earnings to have been \$466,416, a decrease of \$45,406 as compared with those of the previous year. The operating expenses in 1879 were \$459,644, as against \$495,930 in 1878, a decrease of \$36,285. The net earnings in 1879 were \$9,771.

St. Paul & Sioux City.—The annual report of the St. Paul and Sioux City Railroad Company for the thirteen months—June 1. 1878, to June 30, 1879—shows for the old St. Paul & Sioux City line of 121 miles, gross earnings \$619,614, against \$620,829 in the previous year. The net earnings were \$243,043, against \$269,354 in the previous year.

Shenandoah Valley.—Last week a printed document of some length, setting forth the necessities therefore, and providing for the issuing by the Shenandoah Valley Railroad Company of \$1,500,000 of second mortgage bonds, was admitted to record in the County of Clarke. This tegether with the first the County Court of Clarke. This, together with the first mortgage of \$15,000 per mile heretofore executed, will mortgage the road to the extent of \$25,000 per mile. If we add to this the \$550,000 of county stock and the \$1,000,000 of other stock, the road will be found to cost about \$35,000 per mile.— Clarke (Va.) Courier.

-Tracklaying on this road was resumed some weeks ago, and

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, October 24, 1879.

The past week has witnessed an apparent subsidence of the speculation in breadstuffs, except so far as it is sustained by fitful orders from minor points. But the movement in cotton and provisions has been very large, and the speculation at times quite excited. Sugars, coffees and teas have also been active at advancing prices. The weather is more seasonable at the close of the week, and legitimate trade will under the change probably improve somewhat. An early termination of such obstructions to transportation as have arisen from quarantines against yellow fever may also be anticipated, and business with the Southwest thereby be promoted.

The speculative movement in provisions has been continued with renewed activity. Prices have been rapidly advanced in order to correspond with those current in Chicago, and a generally confident tone prevails. To-day, lard opened rather easy, but subsequently sold quite freely at some advance. Prime Western sold on the spot at 6.95@7c.; do. for October at 7c.; November, 6.97½@7.02½c.; December, 7.05c.; January, 7.02½@ 7.20c.; seller year, [6.87½@6.92½c.; buyer do., 6.12½c.; refined to the Continent quoted 7.40c. Bacon and cut meats have been rather quiet, but without essential changes in prices. Today, long clear bacon sold at the West at 5½c. for November. Pork was fully 15c. to 20c. per bbl. higher, with sales on the spot at \$10 70@10 75; January, old, sold at \$11. Butter is higher. Cheese has materially advanced, and choice factories closed at 13@13½c. Tallow is higher at 7c. Stearine, 7@7½c. for prime.

Coffees have been active, and owing to materially reduced stocks, prices have been advanced, with a very strong tone noted on all sides. Fair cargoes of Rio are now quoted at 17c.; stock here in first hands on the 22d inst., 19,315 bags. Java quoted at 22@25c., and Maracaibo at 14@18c. Rice has ruled firm, with a steady trade reported. Molasses is still quoted at 30c. for 50-test Cuba refining; the movement for the week has been fair. Refined sugars have been advanced to 10%c. for standard crushed. Raw grades are now quoted at 7½@7¾c. for fair to good refining, with a large business.

Bags. Melado. 146,748 -121 198,490 415 470,788 2,180 Receipts since Oct. 1, 1879
Sales since Oct. 1, 1879
Stock Oct. 22, 1879 Boxes. 543 -121 415 2,180 39,753 46,516 6,565 Stock Oct. 23, 1878..... 52,694 9,213

The movement in Kentucky tobacco has been rather slow, the sales of the week amounting to only 550 hhds., of which 450 for export and 100 hhds. for consumption. Prices, however, are steady, and lugs quoted at 3½@5½c., and leaf 6@12c. The sales of seed leaf have been liberal, aggregating 2,555 cases, as follows: 1,700 cases 1878 crop, New England, including seconds at 12 to 14c., and wrappers at 21 to 30c.; 50 cases 1878 crop, New England, wrappers, 16 to 22c.; 280 cases 1878 crop, Pennsylvania, 11 to 16c.; 300 cases 1878 crop, Ohio, 8¾ to 12c.; 150 cases 1878 crop, Ohio, 12 to 30c.; 75 cases sundries, 9 to 16c. There has been a very fair movement in Spanish tobacco, with sales of 700 bales Havana at 80c.@\$1 10.

In ocean freights the business has been of a more limited character. The generally high prices for export staples, together with full figures on the part of the carrying trade, have done much to restrict the movement. Late engagements and charters include: Grain to Liverpool, by steam, 7½,07¾d., 60 lbs; provisions, 50,060s, per ton; grain to London, by steam lbs; provisions, 50@60s. per ton; grain to London, by steam, 73/4d.; sack flour, 25s.; grain to Hull, by steam, 8/2d., 60 lbs.; do. to Cork for orders, 6s. 3d.@6s. 6d. per qr.; do. to Bordeaux or Antwerp, 6s. 3d.; do. to Almeria, 17c. per bushel; refined petroleum, to London, Antwerp or Bremen, 3s. 9d.; do. to the Continent, excluding Dutch ports, 4s. 6d.; crude to Dunkirk, 5s.; cases to Alicante or Valencia, 26c.; do. to Java, 45c. To-day, business small and rates rather easier; grain to Liverpool, by sail, 74d.; do. to Hull, and Tyne-Dock, by steam, 8½d.; do. to Bristol, by steam, 8d.; do. to Cork for orders, 6s. 6d. per qr.; do. to Antwerp, 5s. 6d.; naphtha to do., 5s.; cases to Alexandria, 29½c.

In naval stores rapid advances have been reported, mainly due to speculative efforts; common to good strained rosins quoted at \$1 65@\$1 70; spirits turpentine, 39@40c. Petroquoted at \$1 65@\$1 70; spirits turpentine, 35@40c. Petro-leum has remained quiet and nominally unchanged at 7½c. for refined in bbls. Metals are strong, and further advances in some instances are noted; the movement, however, is generally less liberal. Linseed oil has been advanced to 70@80c. for American and Calcutta. Ingot copper has sold to the extent of 350,000 lbs. Lake at 21½c. Hides are strong and wanted; 10,000 Tracklaying on this road was resumed some weeks ago, and the rails have now reached White Post, nine miles south by west from the late terminus at Berryville, and 33 miles from the Potomac River.

| April 21/20. Index all Strong and wanted; 10,000 dry Montevideo were sold to-day, to arrive, at 23½c., 6 mos. Whiskey is nominal at \$1 15. Clover seed has been very active on the spot and for the next two months, and at the close prices are advanced to 10½@11c.

OOTTON.

FRIDAY, P. M., October 24, 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. 24), the total receipts have reached 214,461 bales, against 181,714 bales last week, 169,408 bales the previous week, and 162,303 bales three weeks since; making the total receipts since the 1st of September, 1879, 976,522 bales, against 848,075 bales for the same period of 1878, showing an increase since September 1, 1879, of 128,447 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	58,435	13,985	38,523	42,683	38,519
Mobile	14,362	7,661	14,067	16,034	14,675
Charleston	24,561	26,052	22,751	26,976	24,152
Port Royal, &c	2,901	198	596	3,095	681
Bavannah	39,915	37,965	28,132	20,896	30,224
Galveston	23,483	25,075	19,879	18,363	23,024
Indianola, &c	226	643	301	664	1,190
Tennessee, &c	9,963	8,286	1,519	6,584	7,418
Florida	577	3,188	198	728	669
North Carolina	8,546	7,403	7,148	7,490	5,952
Norfolk	23,501	23,318	20,534	30,108	22,763
City Point, &c	7,991	8,462	3,961	996	1,378
Total this week	214,461	162,236	157 609	174,617	170,645
Total since Sept. 1.	976,522	848,075	555,038	807,646	740,500

The exports for the week ending this evening reach a total of 117,294 bales, of which 92,945 were to Great Britain, 10,315 to France, and 14,034 to rest of the Continent, while the stocks as made up this evening are now 447,250 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week	EXP	ORTED T	0-	Total	Same	STOCK.		
ending Oct. 24.	Great Britain.	France.	Conti- nent.	this Week.	Week 1878.	1879.	1878.	
N. Orl'ns	181727	7,884	4,540	31,151	9,328	155,153	46,071	
Mobile					5,580	17,933	11,324	
Charl't'n	3,965		850	4,815	23,972	53,932	79,807	
Savan'h.	7,484		2,300	9,784	13,208	91,430	119,101	
Galv't'n-	15,916			15,916	9,209	58,652	68,943	
N. York.	9,359	2,431	2,906	14,696	18,880	24,390	40,002	
Norfolk	13,550		1,210	14,760	9,098	26,760	21,292	
Other*	23,944		[2,228]	26,172	7,175	19,000	30,000	
Tot. this week	92,945	10,315	14,034	117,294	96,450	447,250	416,549	
Tot.since Sept. 1.	376,226	34,023	47,216	457,465	295,417			

*The exports this week under the head of "other ports" include, from Baltimore, 4,877 bales to Liverpool, and 2,228 bales to the Continent; from Boston, 8,189 bales to Liverpool; from Philadelphia, 1,781 bales to Liverpool; from Wilmington, 3,497 bales to Liverpool; from Port Royal, 6,000 bales to

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 20,844 bales, while the stocks to-night are 30,710 bales more than they were at this time a year ago.

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

	On	On Shipboard, not cleared—for					
OCT. 24, AT-	Liver- pool.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.	
New Orleans Mobile Charleston Savannah Halveston New York Other ports	35,124 6,700 5,500 15,500 15,383 450 12,000	14,644 None. 2,125 1,200 4,509 150 None.	8,888 500 7,074 19,700 5,796 2,500 2,000	153 None. 550 3,500 1,089 None. 5,000	58,809 7,200 15,249 39,900 26,777 *3,640 19,000	96,344 10,733 38,683 51,533 31,875 20,750 26,760	
Total	90,657	22,628	46,458		170,575		

*Included in this amount there are 540 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. 17, the latest mail dates: RECEIPTS SINCE SEPT. 1. EXPORTED SINCE SEPT. 1 TO-Stock. PORTS. Great France. Foreign Total. 1879. 1878. Britain. 64,951 115,663 10,072 2,664 N.Orlns 151,218 60,463 52,215 14,839 22,204 Mobile 62,603 4,430 41,259 37,708 35,004 1,825 109,819 145,425 Char'n* 208,989 9,150 34,949 71,499 Sav'h .. 166,495 25,799 29,728 5,481 53,088 106,358 120,374 19,703 4,544 Galv.* 113,380 32,294 6,546 12,328 7,267 N. York 10,333 99,567 Florida 2,389 2,425 1,347 8,172 142 1,489 N. Car. 22,322 25,705 23,436 106,039 1,250 19,345 Norf'k* 80,594 18,095 35,070 9,500 Other. 22,490 9,327 31,551 3,519 340,171 366,199 33,182 762,061 283,281 23,708 This yr. 26,938 198 967 376.848 685,839 164,581 7,448 Last year....

*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 Cit, Toint, &c.

We have had a very excited and buoyant cotton market for the past week. Cotton on the spot was advanced on Monday, Tuesday, Wednesday and Thursday—ic. each day—to 11%c. for middling uplands. There was a pretty fair business for home consumption, but only a limited export. To-day there was no change in prices, with a fair demand for home consumption. The speculation in futures opened rather tamely on Saturday last, and most of the improvement of Friday was lost; but on Monday there was begun an active speculation for an advance. It was generally asserted and believed on the Cotton Exchange that capitalists who usually have nothing to do with the cotton trade, i. e., "outsiders," were the leaders of the movement. It certainly took the regular habitues of the Exchange quite by surprise. There was some realizing on Tuesday afternoon, which caused a temporary reaction. The highest prices of Thursday morning were 65@90 hundredths from the lowest figures of Saturday. The higher opening of Thursday was followed by the same of Saturday. lowed by a decline, and the close was lower than Wednesday. The speculation for the rise was based mainly on the assertion that, without reference to receipts and crop accounts, cotton ought to bring more money. To-day there was a renewal of speculative buoyancy, prices advancing about twenty hundredths.

The total sales for forward delivery for the week are 1,286,300 bales, including — free on board. For immediate delivery the total sales foot up this week 5,712 bales, including 1,255 for export, 4,457 for consumption, — for speculation, and — in transit. Of the above, 700 bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

Oct. 18 to	U	PLANI	os.	NEW	ORLE	CANS.	1	TEXAS	
Oct. 24.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. % 10 Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	913 ₁₆ 103 ₁₆ 107 ₁₆ 109 ₁₆ 103 ₄ 107 ₈ 111 ₈ 113 ₆	10^{5}_{16} 10^{9}_{16} 10^{11}_{16} 10^{7}_{8} 11 11^{1}_{4} 11^{1}_{2}	11 11 ¹ 8 11 ³ 8 11 ⁵ 8 12 ¹ 8	$ \begin{array}{c} 9^{15}_{16} \\ 10^{5}_{16} \\ 10^{9}_{16} \\ 10^{11}_{16} \\ 10^{7}_{8} \\ 11 \\ 11^{1}_{4} \\ 11^{1}_{2} \\ 12 \end{array} $	$11^{11}_{11}_{8}$ 11^{3}_{8} 11^{5}_{8} 12^{1}_{8}	10^{3}_{16} 10^{9}_{16} 10^{13}_{16} 10^{15}_{16} 11^{1}_{8} 11^{1}_{4} 11^{1}_{2} 11^{3}_{4} 12^{1}_{4}	915 ₁₆ 105 ₁₆ 109 ₁₆ 1011 ₁₆ 107 ₈ 11 111 ₄ 111 ₉	107 ₁₆ 1011 ₁₆ 1013 ₁₆ 11 11 ¹ 8 11 ³ 8 11 ⁵ 8 12 ¹ 8	91316 10316 10916 101316 101516 1118 1114 1112 1134 1134 1214
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. \$7 10 Strict Ord. Good Ord. Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	10^{3}_{16} 10^{9}_{16} 10^{13}_{16} 10^{15}_{16} 11^{1}_{8} 11^{1}_{4} 11^{1}_{2} 11^{3}_{4} 12^{1}_{4}	10^{5}_{16} 10^{11}_{16} 10^{15}_{16} 11^{1}_{16} 11^{14} 11^{3}_{8} 11^{5}_{8} 11^{7}_{8} 12^{3}_{8}	10^{11}_{16} 10^{15}_{16} 11^{1}_{16} 11^{1}_{4} 11^{3}_{8} 11^{5}_{8} 11^{7}_{8} 12^{3}_{8}	10^{5}_{16} 10^{11}_{16} 10^{15}_{16} 11^{1}_{16} 11^{14} 11^{3}_{8} 11^{5}_{8} 12^{3}_{8}	10^{7}_{16} 10^{13}_{16} 11^{1}_{16} 11^{3}_{16} 11^{3}_{18} 11^{1}_{2} 11^{3}_{4} 12^{1}_{2}	1013 ₁₆ 111 ₁₆ 113 ₁₆ 113 ₈ 111 ₂ 113 ₄ 12	10^{5}_{16} 10^{11}_{16} 10^{15}_{16} 11^{1}_{16} 11^{14} 11^{3}_{8} 11^{5}_{8} 11^{7}_{8} 12^{3}_{8}	10^{13}_{16} 11^{1}_{16} 11^{3}_{16} 11^{3}_{8} 11^{1}_{2} 11^{3}_{4} 12^{1}_{2}	10 ¹ 16 10 ⁷ 16 10 ¹³ 16 11 ¹ 16 11 ³ 16 11 ³ 8 11 ¹ 2 11 ³ 4 12 ¹ 2 12 ¹ 2 13 ¹ 4

MARKET AND SALES.

10

Sat. | Mon Tues Wed

93<u>4</u> 10¹8

978 1014

10 1038

10¹8 10¹2

1018

,		SALE	SALES OF SPOT AND TRANSIT.					FUTURES.	
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.		Tran- sit.	Total.	Sales.	Deliveries.	
Mon . Tues .	Steady Steady at ¹ e adv Qui't, st'dy, ¹ e ad. Firm at ¹ e adv	350 300 250 300	417 369 209 1.087	ć		669 459	114,100 230,600 230,300 221,100	200 400	
Thurs	Steady at ¹ 8 adv Steady	55	942 1,433			942	271,200 219,000	400	
Total		1,255	4,457			5,712	*	2,200	

"Total sales, 1,286,300 bales.

STAINED.

Good Ordinary...... \$ 15. Strict Good Ordinary.....

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

For forward delivery the sales have reached during the week 1,286,300 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

			D-1 04-
	Bales. Cts.	Bales. Cts.	Bales. Cts.
For October.	2,90011.13	80011.52	2,00010.79
Bales. Cts.	1.900 11.14	800	0,000
Bales. Cts. 40010.76	70011.15		1,40010.81
40010.77	100 s.n.22d.11·16	20,800 [1,00010.82
1,40010.78	1 10011.16		80010.83
10010.79	20011.18	FOR NOVEMber.	1,100 10.84
2,400 10.80	200 s.n.25th11'19	1,50010 47	4,00010-85
70010.81	1,200 11.19	2.200	1,600
2,90010.82	500 s.n. 25th11 20	2.90010 49	1,10010.87
3,40010.83	1.20011.20	7.20010.50	3,30010.88
2,60010.84	30011.22	11,200 10.51	1,50010.89
2,40010.85	90011.23	7.00010.52	6,80010 90
70010.86	1.300 11.24	8.40010.53	1,60010.91
1,50010 87	4,400 11.25	60010.54	1,40010.92
1,50010.88	20011.26	1,10010.55	1,300 10.93
1,500 10.89	3,40011.27	300 10.58	1,20010.94
1,700 10.90	3,100 11.28	2.10010.57	2,30010-95
900 10.91	1,30011.29	500 10.58	3,70010.96
1,10010.92	3.10011.30	60010.59	6,80010.97
90010.93	2,70011 31	1.400 10.60	6,30010-98
1,40010.94	3,10011.32	1.40016.61	900 10.99
2,40010.95	70011.33	20010 62	4,00011.00
3,30010.96	10011.85	1.00010.63	90011.01
1,00010 97	50011.36	6.10010.64	60011.02
20010.99	10011 87	80010.65	3,20011.08
80011.02	600 11.33	60010.66	20011.05
1,0001!.03	30011.39	90010.67	4,60011.08
30011.04	60011.40	70010.70	6,80011 07
30011.05	10011.41	30010.71	5.30011.08
30011.06	50011.42	1,50010.72	3,50011.09
10011 07	50011.43	3.10010.73	7,50011.10
10011.08	1,20011.45	4.50010.74	8CC11.11
80011.09	10011.46	8.5.00	7,70011.12
2,70011.10	30011.47	4.50010.76	2,90011.18
3,80011.11	40011 48	6.900	1,00011.14
5,40011.12	70011.50	4,20010.78	40011-15
0,200		7	

or FRASER

				_
Bales. Cts.	Bales. Cts.	Bales. Cts.	Bales. Cte	_
300 11.16	4,60010.61	3,10011:36	1,00011.4	7
2,90011·17 1.39011·18	1 8.400	60011·37 30011·38	30011.45	5
4,30011.19	2.10010.69	1 50011 39	1.400 11.50	0
2,80011°: 0 2,90011°21	1,400 10 70	1,90011.41	46011.54	4
1.00011.22	40010.72	2.200 11 42	10011.56	ó
90011·23 40011·24	10010 [.] 73 60010 [.] 74	80011·43 10011·44	1,10011.55	3
4.60011.25	1 3.000 10.75	1 50011.45	2 300 11.60	
2,500	3,30010.76	1,300 11.46	30011.61	1
2.490 11.28	1,60010·77 2,90010·78	2,40011·47 2,50011·48	1,20011.62	;
1,400	1 5,50010.79	60011.49	20011.64	Ł
1,40 011·30 3,00. 11·32	4,30010·80 3,20010·81	2,00011·50 30011·51	1,30011 65	
5,8001:33	1000 10.82	1,40011.52	10011.67	,
1,800 11:4 3,500 11:35	5,80010 83 4,:0010:84	1,200	1,00011.70)
50011.36	1,700 10.85	1.70011.55	50011.71	i
233,000	1,90010.86	1 500 11.56	30011.75	•
	1,20010 87 2,0010 88	1,60011.57 60011.58	70011.76	
For December.	3.40010.89		10011.79	•
400 10.41 200 10.42	1,50010.90 2,10010.91	88,800	700 11.80 10011.82	,
2,700	1,100 !0.92	For March.	20011.83	
4,000 10.44 6,400 10.45	2,60010·93 1 3,70010·4	10010.77	200 11·84 50011·86	
7.800 10·46	2,200	700 10.79		
2,300 10·47 2,600 10·48	4,800 10.96	700	30,700	
2.200 10.49	6,20010.97 4,40010.98	1,00010·81 2,10010·82		
3,900 10.50	4,60010 99	900 10.83	For May.	
70010·51 80010·52	14,60011.00 7,90011.01	10010.85 30010.88	20011.05	
1.20010.53	7,900 11.02	300 10.90	400 11.07	'
200 10·54 600 10·55	3,000	20010·91 >0010·94	10011.08	
3.200 10·56	2,70011:05	2.000 10.5	30011.10	
6,200. 10 57 2,700. 10 58	2. 00 11.06	500	10011.20	
500 10 60	1,10011 07 1, 0011 08	400 10·97 400 10·99	100 11.41	-
200 10.61	1,60011.09	60011.00	60011.47	
1,700 1 62 10010 63	3,20011.10	30011.02 60011.03	300	
10010.64	4,40011.12	1,20011.07	30011.50	
2,90010·65	3,000	80011.08 2,50011.09	600 11.52	
1,90010.67	9.90911 15	300110	1,700	1
2,500 10.68 4,700 10.69	9,100116	2,80011·11 80011·12	1 10011.57	1
10,00010.70	8,700	200 11 13	1,20011.58 20011.9	1
2,700.	13, 0011·19 7,10011·2)	50011·14 80011·15	200 11.60	١
3.500 10:73	3.800 11.21	1001118	30011·62 10011·63	١
1,900 10 74 1,900 10 75	4,000 11.22	1.40011.17	20011.70	1
1,300 10.76	2,990	400 11.18	10011·71 80011·72	١
1,70010·17 2,90016·78	9,30011.25	1,80011.20	30011.73	1
60010.79	3,50011.26 6,30011.27	80011·21 10011·23	2,00011·74 1,50011·75	1
2.20 0 10.80	4,900 11.28	1,000 11.24	1001.76	I
90010·81 4,70010·82	11,400 11·29 5,900 11 30	2,600	60011.78	١
2.90010.83	1,30011.31	90011.27	60011·79 40011 84	١
3, 00. 10.84 4,300. 10.85	5,100	3,00011:28	20011.85	١
60010.86	7,40011 34	3.500 11.30	80011.86 10011.87	1
2,70010.87 4,80010.88	9,20011.35	50011.31	5011.85	١
5,200 10.89	6,300	1,40011·32 60011·33	700 11.89 20011.91	١
7,50010.90	3,50011.38	50011.54	1,20011.95	ı
6,30010.91 3,00010.92	3,500	1,900	100 11.98	l
8.010.93	4,600 11.41	200	40011.99	١
2,600 10 94 2,600 10 95	4,500	70011.39 2,60011.40	19,000	١
40010.86	3,60011.44	11.41		١
80010·97 76010·98	5, 0011 45	800 1:42	For Juna.	١
3,500 10.89	1,20011.49	2,0.011.43	40011·16 10011 18	١
7,00011 00 3,10011 01	424,500	1. 0011.45	10011 18 40011 25	١
1.40011 02	For February.	1,: 0)11:46 60011:47	300	l
10011.03	6(010.63	3,50011.48	100	l
3,300 11 04 3,300 11 05	1,20010.65	2,10011·0	20011:58	I
5,3001 '06	1,1010 67	10011.51	100 11.60 100 11.62	l
5,900. 11.07 7,800 11.08	1,10010 68	60011.53 80011.53	10011.64	ı
5.100 11:(9	20010.70	1,690 11.56	1,20011.70 20011.72	1
3.400 11 10 2.20011 11	200 10.72	80011 58	100 11.74	1
5,100 11.12	30010.73 60010.75	1,70011.59	80011·75 70011·85	١
2, 00 11·13 1, 300 11·14	2,00 10.76	400 11.61	800 11.86	-
3,00011.15	70010.81	9001:62	800 11:87 50011:89	1
1,100 11 16	100 10.89	2, 00	30011.90	l
5,200 11·17 3,500	200 10.91	1,30011 65 900 11 66	30011 93	١
4,200 11.19	1,700 10.92	2,200 11.67	1,00011.97	1
5,300	1,20010.93	8(0 11 68 500 11 69	10012:01	١
3,50011.22 ;	3,30010.5	1,10011.76	10012·02 90012·3	l
5,400	90010.66	400 11.73	10012.08	ı
5 500 11.25	1,300 10 95	1,20011 73	40012.2	ı
6,50011·26 4,40011·27	50011:07	100 11.76	10,700	
5,60011.28	10011·01 40011 02	£3,500		
4.01.0	1,200 11.03		For July.	
8,900	1.00011 05	For April.	10011.26	1
1.200	2,20011 06	20010.91	100	1
4,900 11.33 1,600 11.34	600 11.07 400 11.18	1.300	300 11.99	
1,90011:15	1.100 11 09	£00	10011·30 10011·31	
293,100	699	100 10.99	1,00011:40	
1	90011.12	10011.00	20011·47 50011·80	
For January. 1,200	1,60011.131	. 800 1 '08	40011.85	
10010 48	1,30011·14 1,70011·15	10011.12	20011.93	
30019:49	1,20011.16	300 11.22	30011.95 10011.97	
3.000 10.50	20011·17 40011·18	1,500	10011.99	
3,20010.52	10011.19	30011.27	30012·00	
2,400 10.58 5,500 10.54	5(.0 11.20	1,0001128	1,2001: 05	
7,30010.55	1,300 11:24	80011·29 £0011·30	90012:07	
5,800. 10·56 2,00010·57	30011.26	: 0011.31	30012.16	
4.40010.58	1,600	30011 32 50011 35	6,700	
2.500 10.59 !	1,40011.29	200 11.38		
2,0001·60 30010·61	4,30011 30 8,50011 31	300 11·40 2,000 11·42	For & ugust.	
800 10.63 }	3,50011.32	1,000 11.43	10011.37	1
1,200	60011.33 5.011.34	100 11.44		
2,700 10.65	1,890	1,600	:00	
The followin			le during the	1
		-wid Deen inst	IM CITIPING that	. •

The following exchanges have been made during the week:

'08 pd. to exch. 100 Dec. for Nov. 1,000 Dec. for Nov. even.

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

Futures	Satur	day.	Mond	lay.	Tues	lay.	
Market.	Easi	er.	Buoy	ant.	Fever	ish.	
	For Day.	Closing.	For Day.	Closing.	For Day.	Closing.	
October	High. Lovn. 10.94-10.79	Bid. Ask 10.77 —	High. Low. 10.96-10.76	Bid. Ask 10.96 98	High. Low. 11.16-10.99	Bid. Ask 11.03 04	
Nov'ber	10.54-10.47	10:49 -	10:80:10:48	10:76 79	11:16	10.00.01	
Feb'ry	10.70-10.63	10.65 67	10.84-10.50	10.82 83	11.04.10.80	10.87 88	
April	10.83-10.77	10.78 79	11.15.10.81	11.11 12	11.36-11.09	11.15 16	
May June July	11·16-11·06 11·16- — 11·29-11·26	11.15 16	11:55-11:18	111.50 50	11.63-11.41 11.74-11.58	11.60 65	
Tr. ord. Closed.	10.8 Weal	50	11 0 Stron	0	11·85- — 11·70 77 11·05 Steady.		
Futures	Wedne	sday.	. Thurs	day.	Frida	ay.	
Market.	Buoya	int.	Varia	ble.	Buoyant.		
	For Day.	Closing.	For Day.	Closing.	For Day.	Closing	
October	Figh. Low. 11 33-11 03 11 20	Bid. Ask 11.30 31	High. Low. 11:53 11:16	Bid. Ask 11.16.17	High. Low. 11:35-11:19	Bid. Ask 11 33 35	
Nov'ber Dec'ber	11 10.10 10	11 10 11	11.35-11.05	1 1:05 06	11·19 11·28·11·06 11·31·11·05	$\frac{11.2728}{11.2930}$	
Feb'ry.	11.40-10.95	11.34 36	11.45-11.15 11.58-11.27	11.27 28	11·42·11·12 11·58-11·26 11·70-11·40	11:54 55	
April	11.75-11.47	11.78.82	11.86-11.61	11.56 58	11.82-11.58	11.84.85	
May						00 00	
June	11·87-11·62 12·00-11·80 11·3	12.01 05	12.12.11.80	11.82.85 $11.92.95$	19.02 11.62	$12.11\ 13$ $12.17\ 95$	

Sales for August: Saturday, 11:37; Wednesday, 11:95.

Stock at Liverpool...... 226.000

Stock at London.....

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. 24), we add the item of exports from the United States, including in it the exports of Friday only:

1879. 1878. 1877. 1876.

59,337

306,000

33,500

425,000

27,500

511.000

34,000

j	· ·				
-	Total Great Britain stock.	285,387	339,500	452,500	578,000
	Stock at Havre	88 530			
	Stock at Marseilles	851	1,750	,	
	Stock at Barcelona	10,840			
	Stock at Hamburg	1.500			
	Stock at Bremen	23,101	23,750	45,000	
	Stock at Amsterdam	21,522		31,500	
	Stock at Rotterdam	1,283	2000 CO. 1000 CO. 100		The same of the same and
	Stock at Antwerp		3,250		
	Stock at other conti'ntal ports.	6,783			
			_		
	Total continental ports	154,410	213,500	326,750	391,750
1	Total European stocks	439,797	553,000	779,250	969,750
	India cotton affoat for Europe.	87,314		45,000	
	Amer'n cotton afloat for Eur'pe	305,412	205,000	112,000	
I	Egypt,Brazil,&c.,aflt for E'r'pe	38,936	17,000	29,000	
I	Stock in United States ports	447,250	416,540	364,336	
ı	Stock in U. S. interior ports	30,478	45,417	42,293	
I	United Str.es exports to-day	7,000	21,000	3,000	18,000
ı					
١	Total visible supply	1,356,187	1,359,957	1,374.854	1 952,275
١	Of the above, the totals of	American	and other	descriptio	na ara ca
I	follows:	**		accoription.	no are as
١	American—				
١	Liverpool stock	87,000	148,000	176,000	197,000
Į	Continental stocks	60,000		238,000	258,000
I	American afloat for Europe	305,412	205,000	112,000	163,000
l	United States stock	447,250	416,540	364,306	516,782
l	United States interior stocks	30,478	* 45,417	42,298	63,743
I	United States exports to-day	7,000	21,000	3,000	18,000
l	Total American	937,140	1,001,957	935.604	1,216,525
l	East Indian, Brazil, &c				-,,
l	Liverpool stock	139,000	158,000	249,000	347,000
l	London stock	59,387	33,500	27,500	34,000
l	Continental stocks	94,410	47,500	88,750	133,750
l	India afloat for Europe	87,314	102,000	45,000	180,000
l	Egypt, Brazil, &c., afloat	38,936	17,000	29,000	41,000
					,000
	Total East India, &c	419,047	358,000	439,250	735,750
	Total American	937,140	1,001,957		1,216,525
					-
	Total visible supply	1,356,187	1,359,957	1.374.854	1,952,275
	Price Mid. Upl., Liverpool	678d.	6d.	69 ₁₆ d.	6d.
п					· · · · ·

The above figures indicate a decrease in the cotton in sight tonight of 3,770 bales as compared with the same date of 1878, a decrease of 18,667 bales as compared with the corresponding dae of 1877, and a decrease of 593,983 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:

e e e e e e e e e e e e e e e e e e e	Week en	ding Oct.	24, '79.	Week en	ding Oct.	25, '78.
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.
Augusta, Ga	7,828	7,734	2,987	9,609	9.139	8,426
Columbus, Ga	3,715	3.468	4,384	4.431	3,325	5,897
Macon, Ga	3.039	3,029	2,842	3,927	3,461	6.859
Montgomery, Ala	4,458	4,103	5,194	5,977	3,950	9,715
Belma, Ala	5,662	5,458	7,375	4,800	5,100	6,243
Memphis, Tenn	1,256	796	4,438	1,322	1,159	5,435
Nashville, Tenn	3,644	3,351	3,258	1,777	1,272	2,812
Total, old ports.	29,602	27,941	30,478	31,843	27,406	45,417
Dallas, Texas	3,831	2.947	2,752	2,031	1,906	1,563
Jefferson, Tex.*	700	650	200	745	495	780
Shreveport, La	3.727	2,670	4.661	2,033	1,310	4,090
Vicksburg, Miss.	8.362	7,877	2,575	,	_,0_0	33
Columbus, Miss	1,516	1,136	1.366	691	326	1,869
Eufaula, Ala	1,762	1,291	2,128	1.975	2,365	1,633
Griffin, Ga	1,537	1,763	882	1,720	1,484	1,743
Atlanta, Ga	4,934	4,088	5.485	5,000	4,300	6.154
Rome, Ga	4,266	3,689	3,377	3,162	3,053	3,715
Charlotte, N. C	3,018	3.059	597	2,066	2,215	481
St. Louis, Mo	22,992	17.821	33,673	21,052	16,746	28,591
Cincinnati, O	2,500	2,097	2,814	1,903	1,877	1,818
Total, new p'rts	59,145	49,040	65,515	45,387	36,077	52,470
Total, all	S8,747	76.981	93,993	77,230	63,483	97,897

* Estimated.

The above totals show that the old interior stocks have increased during the week 4,631 bales, and are to-night 14,939 bales less than at the same period last year. The receipts at the same towns have been 2,241 bales less than the same week last year.

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

Week	Recein	ta at th	Porta	Stook	4 Inton	n Donto	Boolnt		
ending-	receip	Receipts at the Ports.			tinter	reorts	nec pusifom Plantins		
ending—	1877.	1878.	1879.	1877.	1878.	1879.	1877.	1878.	1879.
une 6	9,390	12,380	11,089	57,509	34,154	37,570		7,509	6,48
" 13	. 8,526	11,231	6,612	52,154	29,315	32,429	3,171	6,392	
" 20	. 8,526	10,721	7,188	45,769	23,287	29,306			
· 27	6,519	6,879	6,293	35,811	21,240	25,223		4,832	
uly 4	6,102	5,949	3,637	32,077	19,675	22,388	2,369		100000000000000000000000000000000000000
" 11	4,404	5,287	3,032	28,997	18,033	20,691	1,324		
" 18	3,678	3,782	2,809	27,979	15,494	15,528	2,658		8
" 25	3,299	4,086	3,272	25,361	12,527	14,410	681	1,119	
lug. 1	2,691	3,671	2,503	22,472	11,003	13,966		2,149	2,05
* 8	2.102	3,069	3,945	21,574	8,340	13,049	1,204	410	3,02
" 15	1,733	4,657	3,462	19,118	6,238	11,477		2,549	1,89
" 22	2,644	5,699	4,843	17,600	5,999	7,483	1,126		82
" 29	4,335	15,784	4,875	16,278	6.593	7,301	3,013		4,71
ept. 5	5,885	26,750	13,920	16,449	9,979	9,598	6,056	30.138	16,21
** 12	12,109	47,431	30,034	16,272	18,971	14,563	,		
· 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	Para and a	110,858	
et. 3	70,040	130,990		29,720	47,208	52,207		140,326	
" 10		And the second second second	200	41,891	59,823			160,773	
" 17	135,054			58,745	79,597	. ,		180.007	
" 21	157,609			80,374	97,887			180,526	

The above statement shows-

1. That the total receipts from the plantations since Sept 1 in 1879 were 1,065,214 bales; in 1878 were 940,310 bales; in 1877 were 619,530 bales.

2. That the receipts at the out ports the past week were 214,461 bales and the actual movement from plantations 229,227 bales; the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 180,526 bales, and for 1877 they were 179,238 bales.

WEATHER REPORTS BY TELEGRAPH.—Considerable rain has fallen the past week in portions of the Atlantic States and in some of the Gulf States, and complaints of dama e are made; but the close of the week has brought a decided change, clear, cool weather prevailing, with prospects of frost in some sections to-night.

Galveston, Texas.—There has been no rainfall during the past week, and there is a terrible drought and great suffering. The thermometer has averaged 69, the highest point touched having been 81 and the lowest 56.

Indianola, Texas.—The weather has been cold and dry all the week. About two-thirds of the crop has now been picked. Average thermometer 68, highest 81, and lowest 56.

Corsicana, Texas.—We have had cold, dry weather all the past week, but the high wind has prevented a frost. The thermometer has ranged from 40 to 81, averaging 63.

Dallas, Texas.—It has been cold and dry all the week, no rain having fallen, and we are needing rain very much. Notwithstanding the low thermometer, we have had no frost of any consequence. Grasshoppers are appearing in myriads throughout the whole region west of Dallas, and although no serious injury has yet been inflicted, there is great alarm for the future. Average thermometer 63, highest 81, and lowest 40.

Brenham, Texas.—There has been no rainfall at this point during the past week. The streams are all dry and stock is perishing, excepting where owners are able to drive them abroad. The thermometer has averaged 60, the highest being 81 and the lowest 47.

New Orleans, Louisiana.—We have had a sprinkle on one day the past week, the rainfall reaching one hundredth of an inch. The thermometer has averaged 70.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—There has been no rainfall here during the week. We have had a frost, but not a killing frost. Columbus, Mississippi.—Rain has fallen during the week on three days, the rainfall reaching one inch and eighty-three hundredths. The thermometer has ranged from 62 to 71, averaging 63. We have had a frost this week, but not a killing front

63. We have had a frost this week, but not a killing frost.

Little Rock, Arkansas.—The past week has been clear and cool, the thermometer averaging 51, with an extreme range of 63 to 38. The receipts of cotton at this point exceed anything ever known here.

Nashville, Tennessee.—We had a rainfall the earlier part of the past week of sixteen hundredths of an inch, but the latter portion has been clear and pleasant. The thermometer has averaged 61, ranging from 43 to 80.

Memphis, Tennessee.—Rain has fallen during the week on two days, to a depth of five hundredths of an inch. We had a frost on last Sunday night, but not a killing frost. We had a killing frost last (Thursday) night, but no serious damage has been done. The thermometer has ranged from 44 to 72, averaging 58.

Mobile, Alabama.—It was showery three days the earlier part of the week, the rainfall reaching fifty-nine hundredths of an inch, but as the week closes there has been a favorable change in the weather, and a frost is indicated. Crop accounts are less favorable. The falling off in receipts is attributed to the bad weather, which has interfered with picking and given rise to complaints of damage. Average thermometer 67, highest 84, and lowest 58.

Montgomery, Alabama.—There has been rain at this point on six days, the rainfall reaching four inches and seven hundredths. We are having too much rain, and much damage has been done. Crop accounts are less favorable. As the week closes, there has been a favorable change, the weather turning decidedly colder. The thermometer has averaged 64, the highest being 79 and the lowest 55.

Selma, Alabama.—We had rain the first five days of the past week, but at the close there has been a favorable change in the weather, the latter portion having been clear and pleasant. The tributary rivers are higher. The heavy rains have retarded receipts.

Madison, Florida.—It has rained on six days of the past week, interfering with picking. The thermometer has averaged 69, the extreme range having been 50 to 8). We are having too much rain, and much damage has been done, but as the week closes a favor ble change has taken place in the weather. Cotton is suffering with the rot. Planters are sending their cotton to market freely.

Macon, Georgia.—Rain has fallen at this point on five days, but the rest of the week has been pleasant. The thermometer has ranged from 54 to 76, averaging 69.

Columbus, Georgia.—Rain has fallen during the week on three days, interfering with picking and doing considerable injury. The rainfall has reached one inch and seventy-three hundredths. The thermometer has averaged 67.

Eavannah, Georgia.—It has rained on five days, the rainfall reaching for y-six hundredths of an inch, but the rest of the week has teen pleasant. The thermometer has averaged 70, the highest being 83 and the lowest 55.

Augusta, Georgia.—We have had warm, sultry, wet weather the past week, with light rains on every day, the rainfa'l reaching ninety-five hundredths of an inch, but as the week closes there has been a favorable change. Accounts are good. Picking is progressing finely, and planters are sending their cotton tomarket freely. Average thermometer 68, highest 82, and lowest 55.

Charleston, South Carolina.—It has rained during the past week on two days, the rainfall reaching one inch and fifty-seven hundredths. The thermometer has averaged 71, the highest being 84 and the lowest 58.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Oct. 23, 1879, and Oct. 24, 1878.

¥	Oct. 23, '79.	Oct. 24, '78.	
N	Feet Inch	Feet. Inch.	
New Orleans Below high-water mark	13 3	13 6	
MemphisAbove low-water mark	3 3	4 3	
NashvilleAbove low-water mark	1 11	0 7	
Shreveport Above low-water mark	Missing.	2 5	
Vicksburg Above low-water mark	3 4	Missing.	
New Orleans reported below high-wa	ter mark of	1871 until	

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. 18, '79, TO PRIDAY, OCT. 24. '79.

D'ys of we'k	Or-	Mo- bile.	Char- leston.	Savan- nah.	Gal- vest'n.	Nor- folk.	Wil- ming- ton.	All others.	Total,
Sat	12,042	2,646	3,823	5,800	3,069	3,708	1,415	2,160	34,763
Mon	11,321	4,949	5,867	7,782	5,240	4,772	421	2,749	
Tues	10,039	1.809	3,322	6,822	2,965	4,673	2,062	862	
Wed	3,487	1,813	4,000	6,557	4,786	3,124	419	1,321	25,507
Thur	12,979	1,167	3,861	5,896	4,210	4,370	1,591	1,492	
Fri	8,567	1,978	3,585	7,058	3,213	2,851	931	14,781	
Tot	58,435	14,362	24,561	39,915	23,433	23,501	6,839	23,365	214,461

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

Monthly		Year Beginning September 1.									
Receipts.	1879.	1878.	1877.	1876.	1875.	1874.					
Sept'mb'r		288,848	95,272	236,868	169,077	134,376					
Perc'tage of	f tot. port Sept. 30	06.49	02.19	05.87	01.03	03.81					

This statement shows that up to Sept. 30 the receipts at the ports this year were 44,795 bales more than in 1878 and 239,371 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	
" 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	8.	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	8.	16,819
" 18	34,763	31,161	21,359	27,821	28,753	S.
" 19	s.	22,510	23,632	24,796	25,981	28,164
" 20	43,101	s.	21,673	21,843	23,463	21,432
" 21	32,554	34,634	s.	26,617	22,054	20,034
" 22	25,507	22,873	36,656	s.	27,325	23,267
" 23	35,566	23,157	27,174	38,824	20,782	23,876
" 24	42,970	25,275	26,606	25,325	S.	18,523
Tota'	976,522	814,288	507,116	724,803	592,500	523,585
Percentage					, , ,	,,,,,,,,,
p'rt rec'pt	8 Oct.24.	18.30	11.66	17.95	14.14	14.97

This statement shows that the receipts since Sept. 1 up to to-night are now 162,234 bales more than they were to the same day of the month in 1878, and 469,406 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. 24 in each of the years named.

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 23.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS

	Shipments this week			Shipm	ents sinc	Receipts.		
Year	Great Brit'n.	Great Conti- Brit'n. Conti- nent. Total.		Great Britain.	Great Conti- Britain. nent.		This Week.	Since Jan. 1.
1879 1878 1877 1876	2,000	1.000	3,000	317,000 378,000	350,000 388,000 412,000 374,000	705,000	5,000 3,000 3,000	821,000 870,000 1,006,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 2,000 bales and a decrease in the shipments of 2,000 bales, and the shipments since January 1 show a decrease of 104,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

	Shipm	ents this	week.	Shipments since January 1.			
Year.	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	
1879 1878	2,000	1,000 3,000	1,000 5,000	239,000 130,000	129,000 63,000	368,000 193,000	
1877 1876				79,000 131,000	51,000 89,000	130,000	

The above totals for this week show that the movement from the ports other than Bombay is 4,000 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

	LAIONI	S TO EUR	PE FROM	I ALL INDI	A.	
Shipments	1879.		18	78.	1877.	
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
BombayAll other ports.	1,000 1,000	601,000 368,000	3,000 5,000	705,000 193,000		790,000 130,000
Total	2,000	969,000	8,000	898,000		920,000

This last statement affords a very interesting comparison of the total movement for the week ending Oct. 23, 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. 23	1879.		1878.		1877.	
Receipts (cantars*)— This week Since Sept. 1	1 5	80,000 50,000		70,000 80,000		160,000 590,000
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)— To Liverpool To Continent	11,000 4,415		1,500 1,000	17,500 5,000	10,000 2,000	40,000 6,800
Total Europe	15,415	39,816	2,500	22,500	12,000	46,800

* A cantar is 98 lbs.

This statement shows that the receipts the past week have been 180,000 cantars, and the shipments to all Europe 15,415 bales.

MANCHESTER MARKET.—Our market report received from Manchester to-day (Oct. 24) states that the quotations for yarns are 1-16d. higher, and that shirtings are slightly lower, but that the market is strong though inactive. We leave previous weeks' prices for comparison.

Y 2		1879.			1878.	
	32s Cop. Twist.	8 ¹ 4 lbs. Shirtings.	Cott'n Mid. Uplds	32s Cop.	8 ¹ 4 lbs. Shirtings.	Cott'n Mid. Uplds
Aug. 22 29 Sept. 5 12 19 26 Oct. 3 10 17 24	d. d. 834 0938 878 0912 878 0912 878 0912 878 0912 878 0912 878 0913 914 0914 0934		61316 61316 61316 658 658 659 61116	812@914 812@914 812@918 838@9 838@9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 611_{11} \\ 611_{16} \\ 61_{2} \\ 67_{16} \\ 67_{16} \\ 67_{16} \end{array}$

Gunny Bags, Bagging, &c.—Bagging continues in good demand for moderate parcels, but no great inquiry is reported for large lots. The market is still steady, and but little disposition is shown to shade quotations, which are \$\frac{2}{4}\cappa\frac{2}{3}\cappcec.\$ for \$\frac{1}{2}\lbs.\$, and \$10\frac{1}{2}\cappcecent{0.5}\$ for standard grades. Butts have been active and excited. Reports from Calcutta which have come to hand state that freights are advancing, and that with present rates the cost of import will be at least \frac{1}{2}\cdots\$, higher. Under the effect of this news, speculators and dealers made their appearance, and large parcels, in all about 50,000 bales, were disposed of, beginning at 2 9-16c. up to \$2\frac{1}{2}\cdots\$, while for prime bagging grades the market is firm at \$3\frac{1}{2}\cdots 3\frac{1}{2}\cdots\$.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 14,696 bales against 26,926 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since Sept. 1, 1879, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1879.

*		Week e	madal da	Same			
Exported to—	Oct.	Oct. 8.	Oct. 15.	Oct. 22.	Total to date.	period previ'us year.	
Liverpool Other British ports	20,248 1,000	24,472 780			106,046 2,880	67,458 500	
TOTAL TO GREAT BRITAIN	21,248	25,252	22,692	9,359	108,926	67,958	
HavreOther French ports	2,510	1	1,540	2,431	9,698	732	
TOTAL FRENCH	2,510	1,453	1,540	2,431	9,698	732	
Bremen and Hanover Hamburg Other ports.	600 1,382	1,400 450		1,651 1,255	5,971 2,099 1,382	2,431 423	
TOTAL TO NORTH. EUROPE	1,982	1,850	2,694	2,906	9,452	2,854	
Spain, Op'rto, Gibralt'r,&e All other					•••••		
TOTAL SPAIN, &c				•••••			
GRAND TOTAL	25,740	28,555	26,926	14,696	128,076	71,544	

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

Receipts	New York.		Boston.		Philadelphia.		Balt	imore.
from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.
N. Orl'ans				••••	· · · · · ·			
Texas Savannah	1,074 9,010			6,814	1,183	5,552	1,351	8,717
Mobile Florida	268	1,128						
S.Car'lina N.Car'lina	2,764	25,567					613	
Virginia	4,902	44,704	1,674		•••••		2,886	
North. pts Tenn., &c.					1.968	6.203		
Foreign	121	684	•••••					
This year.	22,964	195,305	12,488	47,548	3,151	11,755	5,432	24,987
Last year.	27,721	197,569	6,441	37.560	1.957	11.195	5. 826	31.197

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 98,589 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

	9
New York—To Liverpool, per steamers Baltic, 1,330India,	al bales
1,257Helvetia, 1,728Germanic, 2,336Montana,	
1.500 Algeria OSS Angeneralic, 2,336 Montana,	
To Havre, per steamer I abradon ene. 220.	9,359
To Bremen, per steamer Mosel 1 201	2,431
To Hamburg, ner staamers, Siles, 201per snip Meta, 350.	1,651
To Hamburg, per steamers Silesia, 900 Suevia, 350. NEW ORLEANS—To Liverpool, per steamers Marina, 3,707 Commander, 4,175. Guillerme, 5,031	1,255
Commander 4 175 Chiller steamers Marina, 3,707	, , ,
To Cork, per bark Vanweth 1500, 5,034Ben More, 3,725	16,641
To Havre, per bark Handle 2410	1,500
CHARLESTON—To Livernool non-state	2,418
land and 58 See Light steamers Roscommon, 4,131 Up-	,
Unland and 50 Sea VisiandFrinz Frederich Carl. 4.637	
Winona, 2 250 Unland and 113 5, 500 Uplandper bark	
Winona, 2,250 Upland and 13 Sea Islandper bark To Havre, per bark Helen Sands, 1,783 Upland and 42 Sea Island	15,047
Island	
To Gottenhurg per hark Atlantic Took	1,825
Albatrong 1,025 Unland Atlantic, 1,365 Uplandper blig	,
10 Baicelong ner etermen Manual Constitution	2.400
PORT ROYAL TO Liverneed Manuela, 2,030 Upland	2,030
Timbers Pour Per Steamer Clara Stuart 5 100	_,
SAVANNAH-To Livernool was steered your	5,400
SAVANNAH—To Liverpool, per steamer Knight Templar, 4,587 Upland.	, , ,
To Bremen novetcomen to the state of the sta	4,587
To Barcelona, new horse Disease Ferens, 5,150 Upland	5,150
To Barcelona, per barks Rival, 1,150 UplandFolkefesten,	-,
1,350 UplandFolkefesten, TEXAS—To Liverpool, per barks Sarah Douglass, 1,642 Tamora, 1,656	2,500
Tamora, 1,656 Darks Sarah Douglass, 1,642	,
10 (ienos, ner hark Samuel 1 201	3,298
To Salerno, per bark Ceres, 1,220 WILMINGTON—To Livernool, per bark Private Comments of the Ceres of the Cere	1,561
WILMINGTON-To Livernoon 1,220	1,220
NORFOLK—To Liverment Dot, per Balk Filliusesse Gyda, 1,347	1,347
NORFOLK—To Liverpool, per bark Prindsesse Gyda, 1,347. To Genoa, per bark Troy, 1,250. BALTIMORE—To Liverpool, per steamer Donati, 1,265. To Bremen, per steamer Baltimore, 2,225.	4,350
BALTIMORE—To I (yoursel)	1,250
To Bremen, per steamer Political Donati, 1,265.	1,265
BOSTON—To Livernool non et annual (1)	2,225
2.416 Massachusetta Act Samaria, 250Glamorgan,	,
PHILADELPHIA—To Livernool non attended	5,087
2.000. Indiana 700, per steamers British Empire.	,
2,000Indiana, 792	2,792
Mak-1	
	98.589
The particulars of there aliens	

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

Liver- pool.	Cork	Havro	Bremer & Ham burg.	- ten-	Barce		
New York 9,359			burg.	burg	lona.	Genoa	. Total
N. Orleans 16.641	1.500	$2,431 \\ 2.418$	2,906				14,696
Charleston 15,047		1,825		2,400	000	• • • •	20,559
Port Royal 5,400		-,020			2,030	• • • •	21,302
Savannah 4.587			5,150	• • • •	0 500		5,400
Texas 3.298				• • • •	2,500		12,237
Wilmington 1.347		••••	••••	• • • • .		1,561	6,079
Norfolk 4,350	• • • •	• • • •	••••				1,347
Baltimore . 1.265	• • • • •	• • • • •	$2,\!225$	• • • •	• • • • •	1,250	5,600
Boston 5.087				• • • •			3,490
Philadelphia 2,792		• • • •		• • • •			5,087
2,102	• • • •	••••	• • • • •	• • • • •			2,792

Total... 69,173 1,500 6,674 10,281 2,400 4,530 2,811 98,589 Included in the above totals are from Texas 1,220 bales to Salerno.

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

ABDIEL, steamer (Br.), Jones, from New Orleans, Oct. 6, for Liverpool, put into St. Johns, N. F., Oct. 20, in want of coal.

Cotton freights the past week have been as follows:

		· · · · · · · · · · · · · · · · · · ·			
Sati		Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d. 516@	38 516@38	14@932	14@932	1.60	
Do saild. 14	1 20	732 @ 14		14@9 ₃₂	
Havre, steamc. 344			732@14	7_{32} @ $^{1}4$	732@14
Do sailc. 1_2	1	34*	84*	34 *	34 *
D	12	$^{1}2\widehat{a}\dots$	12 a	$^{1}2\widehat{w}\dots$	120
T.	1	3,1 *	1116*	1116	1116*
20011		716	716	716	716
Hamburg, steam c. 34*	1 3	31*	3.*	34*	34*
Do sail c . 1_2		12	1_2	12	_
Amst'd'm, steam.c. 111	6 1116	1:16	1116	_	12
Do sail c $\tilde{\omega}$.	a	@	@	11116	1118
Baltic, steamd. 133		1332		@	@
Do saild		7032	1332	1332	$^{13}_{32}$

* Compressed.

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

	Oct. 3.	Oct. 10.	Oct. 17.	Oct. 24.			
Sales of the weekbales. Forwarded Sales American Of which exporters took Of which speculators took. Total stock	47,000 1,000 31,000 3,000 3,000	43,000 2,000 31,000 3,000 1,000	43,000 3,000 28,000 2,000 900	65,000 2,000 41,000 3,000 8,900			
Of which American	233,000	213,000	216,000	226,000			
Total import of the week. Of which American Actual export.	86,000 32,000 20,000 3,000	69,000 26,000 15,000	71,000 50,000 33,000	87,000 68,000 53,000			
Amount afloat Of which American	118,000 51,000	5,000 177,000 118.000	4,000 210,000 166,000	3,000 273,000 226,000			

The tone of the Liverpool market for spots and futures each day the fo week ending Oct. 24, 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.	Steady.	Easier.	Firmer.	Quiet	Firmer.	Firm.
Mid. Upl'ds Mid. Orl'ns.	611 ₁₆ 615 ₁₆	6 ¹¹ 16 6 ¹⁵ 16	611 ₁₆ 615 ₁₆	63 ₄ 615 ₁₆	678	678
Market.						_
Sales Spec.& exp.	7,000 500	8,000 1,000	10,000	8,000 1,000	8,000 1,000	10,000 2,000
Futures. Market, { 5 P. M.		Steady.	Weaker.	Strong.		

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.

0	The state of the s	•	gmassy
š	1	SATURDAY.	
0	Delivery. d.		· .
	Oct 62332@1116@2132	Delivery. d.	Delivery. d.
	Oct -Nov 69 632	JanFeb 6532	I UBLNOV
_	OctNov	Mai. Auf	MarApr63 ₁₆
7	Dec. 0316@532@18	Oct658	June-July61132
	DecJan. 6316@532@18		July
5		MONDAY.	
	Dalinami		
0	Delivery.	Delivery.	Delivery.
0	Oct658@1932@58	Mar-Anr	JanFeb. 6832 Oct. 62132
•	@21 ₃₂ @58	May-line 21	1 0 -4
•	OctNov63 ₁₆	June-July 65.004	NovDec
,	NovDec 6339 @ 19	NovDec	MovDec618
•	FebMar618	DecJan6332	Shipment.
			OctNov., n.cp, sl.618
,		TUESDAY.	
	Delivery. Oct	Delivery.	
)	Oct 634 @2500	June Tuly of our	Delivery.
	OctNov. 6516@1132@38	Oct 16'01532	I NOVDec
3	NovDec614 @932	Oct614	JauFeb. R5.
	DecJan614	OctNov. 61132	MarApr658
	Ton Fob	Janred 65.009	Mar Tune
	JanFeb $6^{1}4 @ 9_{32}$	LA CU. Mai.	I lan Dab
	FebMar6932@516	ADL-MAY GIA-	May-Tune
4	Mar - Apr 25.	June-July 61232	May-June 612@132
	May-June 638@1330	OctNov. 638	Shipment.
	May-June 638@1332 Oct	Nov. The	NovDec., n. crop, sail
	OctNov61332@38	NovDec6932	Bail
1	320 9	164 32	32
1		WEDNESDAY.	
ı	Delivery. Oct		
ាំ	Oct. 634 2.25 cc	Delivery.	Delivery.
١	OctNov61132@516 @1132@36@1132 NovDec. 6932@14@932	June-July61532	June-July 810
1	@11-@3-@11	NovDec 614	July-Aug612
1	Nov. Doc. 692 61132	DecJan R1	OctNov61332
١	Too. Dec. 0032 0 14 00 32	renmar 89.0	NovDec65 ₁₆
1	DCC-Jul (18207) 14	MarApr 65.	Dec - Ton
1	Janren 6900614	OCU R13.	DecJan6516
1	FebMar65 ₁₈	NovDec6932	JanFeb6516
1	FebMar	DecJan. 6932	FebMar. 61132
ı	ADI-DIAV	Ian Foly	Mar. Apr. 630
1	May-June 6718	JanFeb6932	May-June61532
ł	1 91.0	FebMar6516	32
ı		THURSDAY.	
ı	Delivery.	Delivery.	
ı	Oct615 ₁₆ @31 ₃₂	MarApr6716	Delivery.
ı	272071001	Ann Mar	AprMay 8710
ı	OctNov 61500 77	AprMay612	May-June Rio
ı	32 6 16	may-June 61700	OctNov 813
ı	Nov -Dec 63-6132 616	July-Alle 650	Jan - Feb 61332
ı	1101. Dec008@1032@08	rebMar. 639	FebMar 63821132
ı	Dec. Jan 6 8 @ 1332 @ 58	Oct 7	Mar,-Apr 61332 @ 58
	Janreb61332@38	NovDec. 811aa	Ind. Aug0132 @ 38
ı	FebMar61132	DecJan61132	July-Aug6916
ı	021	En	
ı	D 21	FRIDAY.	
ı	Delivery.	Delivery.	Dalimon
1	Oct7@7132@7	ren-Mar cs.	Delivery.
•	UctNov. Gllag 30 1	MarApr 65 ₁₆ @11 ₃₂	00171162332218
١.	NOVDec 6510 70900 1	AprMay 638	Oct
	DecJan	Iune Tuly	NOVDec Rb.
	JanFeb 65_{16} 3_{22}	June-July612	AprMay 638
Ι.	160022		

BREADSTUFFS.

FRIDAY, P. M., October 24, 1879.

There has been a check to the rise in flour, followed by some decline. The higher prices brought forward more liberal supplies, and when the speculation in wheat subsided, buyers either retired, or materially reduced bids; and yesterday it was very difficult to arrive at reliable quotations. There were some sales early in the week of extra State, for December delivery, at \$5.85. Rye flour has ruled steady, and corn meal held for some advance, which does not appear to have been realized. To-day the market was dull, but less depressed.

The wheat market has been variable and unsettled. The speculation has been feverish and irregular. The orders to buy for a rise have come by telegraph from Western and interior towns, and when they were filled prices gave way. Yesterday there was an important decline, especially in winter growths, but the close was more steady, the latest sales embracing No. 2 spring at \$1 361/2 for December, No. 1 white \$1 481/4 for December, and No. 2 red winter \$1 451/4 for November and \$1 48@\$1 481/4 for December. To-day there was some renewal of speculation for the rise, and prices were at one time 2 cents higher; but the close was only slightly dearer. There were considerable sales of No. 2 Milwaakee spring at \$1 39. At the 4 P. M. call prices were firmer, with sales of No. 2 spring at \$1 361/4 for Novmber, No. 1 white, \$1 50 for December, and No. 2 red winter at \$1 463/4 for October, \$1 473/4@\$1 48 for November and \$1 503/4 for December.

Indian corn has been in speculative demand and variable. No. 2 mixed sold as high as 63c. on the spot and for October, 64c. for November and 65% c. for December, but closed last evening, under a feeling of strong reaction, at 61% c. for November and

635%c. for December. Other grades are scarce and nearly To-day there was no decided change from last evening. After 'Change prices advanced, with sales of No. 2 mixed at 62½@62¾c. for November and 645%c. for December.

Rye has been dull and unsettled, varying from 88c. to 92c. for prime Western and State. Canada in bond sold at 90c. To-day the market was dull and unsettled. Barley has been active at 94@95c. for No. 2 Canada, 98c.@\$1 for No. 1 and \$1 02@\$1 05 for No. 1 bright, closing last evening at the inside figures, the demand having subsided. Some business has been done in prime State barley at 80c. for two-rowed and 88c. for six-rowed. To-day prices were easier, with sales at 97c. for No. 1 Carada and 85c. for six-rowed State. Oats have been in speculative request at times, but, under freer offerings, the net result is a material decline. Sales include No. 2 Chicago mixed at 43½c. on the spot, and No. 2 white at 43¾@44c. for November delivery. To-day the market was lower, with No. 2 graded quoted at 42c. for mixed and 42¾c. for white. The following are closing quotations:

0		0 1				
FLOUR.			GRAIN.	-		
No. 2 \$\mathfrak{B}\$ bbl.	\$4 60@	5 10	Wheat-	ļ.		
Superfine State and			No. 3 spring, \$\partial \text{bu.8}	81 32	201	34
Western	525@	5 75	No. 2 spring	1 38	@1	40.
Extra State, &c	5 85@	6 00	Amber winter	1 37		
Western spring wheat				1 461		
extras	5 75@	610		1 40		48
do XX and XXX	6 25%	7 50		1 46		47
Western winter ship-			Com-West, mixed	60	<i>a</i>	62
ping extras	5 90%	625	Western No. 2	61	a a	6112
do XX and XXX	6402	7 50	Western Yellow	$6\overline{2}$	70	63
Minnesota patents	7 000	8 50	Western White			UU
City shipping extras.	5 850	6 50	Rye-West'n, No.2.	87		88
Southern, bakers' and			State and Canada	88	a	90
family brands	7002	8 00	Oats-Mixed	40	a	43
South'n ship'g extras.	6 25@	6 65	White	42	a	45
Rye flour, superfine	5 65@	6 00	Barley-Canada W.	92	a 1	
Corn meal—			State, 4-rowed	75		85

Frandywine, &c..... 285@ 315 State, 4-rowed... State, 2-rowed... Peas—Can'da,b.&f. Receipts of flour and grain at Western lake and river ports for the week ending Oct. 18:

@

	Flour, bbls.	Wheat, bush.	Corn,	Oats,	Barley.	
4.4				bush.	bush.	bush.
	(196 lbs.)		(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago	56,949		1,294.896	380,015	280,434	59.879
Milwankee	62.754	836,928	35,910	22.028	267,031	31,455
Toledo		502,703		71,116		_ ,
Detroit		525,583		7.428		
Cleveland		64,250	40,700	35,100		
St. Louis			66,545	90,924	75,210	20.599
Peoria	2,425	10,400	102,720	122,600	26,500	
Duluth	3,200	150,946	13,906		20,000	20,700
Total	175,923	3,943.954	1,701,743	729,211	659,551	145,618

Previous week. 173,741 4,116,871 2,056,676 701,559 654,610 141,583 Same time '78.. 154,960 2,563,202 1,278,501 561,908 588,039 92,120 Total receipts at same ports from Jan. 1 to Oct. 18, inclusive. for four years:

Flourbbls.	$\begin{array}{c} 1879. \\ 5,262,961 \end{array}$	1878. 4,539,255	1877. 3,639,590	1876. 4,250,904
Wheat bush. Corn. Oats Barley Rye	25,651,432 $6,643,576$	68.771,416 80,881,547 26,107,162 7,332,511 4,156,416	38,247,630 67,766,109 19,820,521 6,106,254 4,427,045	43,610,192 69,368,308 21,412,358 6,255,253 1,992,301

Total grain.... 195,001,067 187,249,052 136,367,559 142,638,412 Total receipts (crop movement) at the same ports from Aug. 1 to Oct. 18, inclusive, for four years:

Flourbbls.	1879. 1,645,097	1878. $1.342,596$	1877. 1,405,748	1876. $1,315,136$
Wheatbush. Corn. Oats Barley Rye	26,973,676 9,619,174	34,764,427 28,377,395 12,446,121 4,401,660 2,097,107	27,956,012 24,860,522 8,995,047 3,252,468 1,473,938	17.166,054 26,963,960 7,575,650 3,286,014 924,885

Total grain 84,432,993 82,086,712 66,537,987 55,916,563 Comparative shipments of flour and grain from the same ports from Jan. 1 to Oct. 18, inclusive, for four years:

Flourbbls.	$1879. \\ 5,744,250$	$1878. \\ 4,604,839$	1877. 3,363,668	1876. 3,630,465
Wheat bush.		56,849,476 70,989,695	33,180,474 60,201,435	39,573,507
OatsBarley	18,554,570	18,591,391 3,752,949	15,549,941 3,930,290	$\begin{array}{c} 64,919,749 \\ 17,535,228 \\ 2,459,361 \end{array}$
Rye	3,632,858	3,159,668	2,115,238	1,622,252
Total grain	166,702,652	153,343,182	114.977.378	126,100,097

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

Week	Flour,	Wheat,	Corn,	Oats.	Barley.	Rye.
ending-	bbls.	bush.	bush.	bush.	bush.	bush.
Oct. 18	,		2,824,269	444,890	337,494	101.216
Oct. 11		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	
Sept. 27	.167,605	2,266,514	1,956,552	475,766	233,613	

Total, 4 w'ks.763,937 11.376,440 8,791.881 2.010,335 1,386,712 575.048 Do.4 wks '78.549,370 8,590,997 7,485,900 2,382,262 1,401,710 397,943 Receipts of flour and grain at seaboard ports for the week

ended Oct. 18: Flour, Wheat, Barley, Rye, bush. bbls. bush. bush. bush. bush. bush. 28.340 2,464,198 1,313,244 254,519 200,000 209,910

			-,,	-,0-0,	-01,010	200,000	#000,010
	Boston	58,836	218,631	179,856	74.358	14.500	500
	Portland	2,950			1,600		
	Montreal	28,702	765.860	172,216	14,350	17,167	32,619
	Philadelphia	19,640	776,500	355,500	75,600		22,000
	Baltimore	19,169	1,272,625				
	New Orleans	10,505	214,647		18,793		,
e	Makal maale	000 140	F 000 101	0.001.510	150 100		
	_ Total week	268,142	5,622,461	2,301,549	476,420	271,667	270,629
	Provious wook	965 386	5 147 060	2 070 552	100 000	144 000	110 000

And from Jan. 1 to Oct. 18, inclusive, for four years:

Flourbbls.	1879.	1878.	1877.	1876.
	8,423,244	7,344,227	6,062,968	7,666,994
Wheat bush. Corn. Oats Barley Rye	89,545,664 17,686,563 2,307,959	84,580,540 96,613,031 20,132,299 3,628,463 4,047,580	28,567,507 71,360,792 16,445,922 3,808,886 1,919,924	34,462,520 72,834,651 20,249,161 4,101,668 921,359

Total grain 230,636,456 202,401,913 122,103,030 132,569,359 Exports from United States seaboard ports and from Montreal for week ending Oct. 18:

From— New York Boston	Flour, bbls. 76.467 22,787	Wheat, bush. 1,809,213 71,778	Corn, bush. 435,039 125,379	Oats, bush. 6,375	Rye, bush. 124,659	Peas, bush. 7,646
Portland Montreal Philadelphia Baltimore	12.525 7,293 8,835	379,533 471,784 885,082	33,943 181,979 328,473	36,763 25		105,142
Total for w'k i Previous week. I Two weeks ago	127,794	3,617,390 4,604,154 4,940,873	1,104,813 1,260,252 1,499,942	18,105	124,659 84,599 236,685	158.916

1,260,252 1,499,942 Two weeks ago 132,084 4,940,873 Same time '78. 61,160 2,199,630 703,934 145,402 40,171 107,767 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. 18, was as

	10110WS:					
		Wheat,	Corn,	Oats.	Barley.	Rye.
	In Store at—	bush.	bush.	bush.	bush.	bush.
2	New York	3,734.878				129,850
	Do. afloat (est.)			-,		120,000
	Albany	40,000				62.500
	Buffalo	447.755			107 701	
	Chicago	3,559,670		680,705		9,539
	Milwaukee	1,226,647		16,569		96,197
	Duinih	175,842			404,202	15,273
	Toledo	969,625		155,861		0.750
	Detroit	907,464		2.542		2,770
	Oswego	150,000		1,500		10.000
	St. Louis.	1,265,392	222,179			16,000
	Boston.	257.016		187,337	,	21,022
3	Toronto	196,408	175,549	127,376		
	Montreal		20.500	700	296,096	11,693
	Philadelphia	331,454	30,500	250	34,232	1,114
	Philádelphia		207,949		*******	68.831
	Peoria	2,454	13,355	81,454	12,6.7	41,148
(Indianapolis	43,900	48,600	164,150		12,100
,	Kansas City	407,483	40,798	92,808	• • • • • •	3,531
•	Baltimore	2,008,070	230,524			• • • • • • • • • • • • • • • • • • • •
•	Rail shipments	504,242	653,639	417,780	226,466	C6,462
•	Lake shipments	3,025,113	2.170,630	27,110	111,028	37.754
	On Canal	2.858,000	1,205,000	102,000	468,000	89,000
)						
)	Total	23,295,349	10,562,315	2,808,398	3,017.209	694,784
١	Oct. 11, '79	20,787,411	11,037,539 9	2,703,182	2,062,042	764,511
.	Oct. 4, '79	18,146,639	10,938,531 2	2.541.868	1.705.277	687,008
1	Sept. 27, 79	17,180,443	11,342,110 2	2,277,139	1.011.936	818.211
1	Sept. 20, '79	17,366.050	11.942.589	2.213.370	°730.375	905 656
1	Oct. 19, '78	16,503,659	10,218,995 3	3,729,690	1.767.541 1	.249.579
- 1					, ,	,,

THE DRY GOODS TRADE.

FRIDAY, P. M., Oct. 24, 1879.

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Line

There has been an unusually large movement in brown and bleached cotton goods the past week, and there was a steady demand for spring woolens by the clothing trade, but the general market was rather quiet, owing to the continuance of unseasonably warm weather. The heavy movement in staple cotton goods alluded to above was partly stimulated by the upward tendency of raw cotton and the increased probability of a higher range of prices for manufactured goods, but chiefly by the desire shown by interior jobbers to economize freights by forwarding staple merchandise by cheap water routes before the close of inland navigation. The tone of the market for both cotton and woolen goods has been stronger than for many weeks past, and while numerous makes of cotton goods were marked up from 1/4c. to 1/2c. per yard there was a general advance of from five to ten per cent on wool flannels during the week.

Domestic Cotton Goods.—The exports of domestics from this port to foreign markets during the week ending October 21 aggregated 1,027 packages, distributed as follows: 212 to Great Britain, 168 to Mexico, 154 to Hamburg, 136 to Hayti, 122 to U. S. of Colombia, 50 to Dutch West Indies, &c. The export demand has been quite active, and several of the New England Mills have secured all the orders they can fill up to January next. Brown cottons were in very liberal request by jobbers and converters, and many leading makes of fine browns, such as Pepperell, Nashua, Continental, Pocasset, &c., were advanced in price. Bleached cottons and wide sheetings were also in active demand, and while some makes were advanced, discounts were curtailed on others. Cotton flannels were rather less active, but firm, and colored cottons were taken in relatively small lots to a considerable amount. Print cloths were in good demand and prices were further advanced, extra 64x64s closing at 4c. offered to 4%c. asked, and 56x60s at 3%c. bid to 33/4c. asked. Prints ruled quiet, but there was a firmer feeling in the market, and Sprague's fancies were marked up from 5\frac{1}{4}c. net to 6c. regular

Domestic Woolen Goods.—There has been a continued satising woolens by the clothing trade, and

cloth jobbers have been operating with rather more freedom. Agents representing many of the most popular makes of lightweight fancy cassimeres, cheviots and worsted coatings have already withdrawn their samples, having obtained orders for the entire spring product of the mills. Heavy woolens have been relatively quiet because of unfavorable weather, and transactions were chiefly restricted to making deliveries on back orders. Prices of men's-wear woolens (both light and heavy) are very firm, and in some cases a trifle higher. Cloakings were sluggish, but special makes of repellents were in fair request, and Kentucky jeans and satinets met with moderate sales. For flannels and blankets there was a steady re-assorting demand, and prices were materially advanced on many makes of the former, while blankets ruled firm and in light supply. Dress goods, shawls and skirts were only in moderate request, but prices continued steady.

FOREIGN DRY GOODS.—The late warm weather has seriously affected the demand for imported goods, and business ruled quiet in all departments. Values remained unchanged in private hands, but some makes of dress goods and silks brought lower and unremunerative prices when sold through the auction

rooms.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 23, 1879, and for the corresponding weeks of 1878 and 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 23, 1879.

	1877.		1878.		1879.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of— Wool Cotton Silk Flax Miscellaneous	364 559 369 914 257	\$ 127,129 125,721 190,108 127,810 88,744	417	\$ 184,671 108,181 263,063 111,253 222,159	726 676 957 1,044 727	\$ 263,500 163,529 491,704 201,632 135,866
Total	2,463	659.512	2,080	889,327	4.130	,261,631

ING THE SAME PERIOD.

Manufactures of-	1	1	,			
Wool Cotton Silk Flax Miscellaneous	521 122 94 518 286	93,487 70,952	95	120,551 27,063 37,755 65,935 32,074	355 116 101 431 1.887	146,522 32,868 83,851 82,696 53,765
Total Ent'd for consumpt.	1,541 2,463		2,080	283,378 889,327	2,890 4,130	399,702 ,261,631
Total on market	4,004	1,097,214	3.812	1.172,795	7.020 1	.661 333
ENTERED	FOR W	AREHOUSE	DURIN	G SAME PE	RIOD.	1,000

ENTLIDED	TACLE	*** . ** ** ** **			
ENTERED	FOR	WAREHOUSE	DURING	SAME	PERIOD
			1		T DILLOW.

Wool	59 395	106,074 30,882 62,431 46,802 23,314	110 46 169	39,804 42,080 42,3 3	219 16) 534	97,602 110,660 122,622
Total Ent'd for consumpt.	891 2,463	269,503 659,512	3,632 2,080	265,780 839,327		
Total at the port	3,354	929,015	5,712	1.155,107		1 776 901

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.	11	1879.	1878.
China, &c			Matala 6		-
China	13,772	11,982	Metals, &c-	10	
Earthenw.	34,128	30,803		12,114	
Glass	186,209	177,331		1,461,575	914,041
Glassware.	39,745	25,726		69,020	35,413
Glass plate.	3,999	4,157		1,211,297	967,948
Buttons	8,363	7,358		12,495,253	9,110,590
Coal, tons	48,476	115,463	1 Localoun.	118,683	105,674
Cocoa, bags.	27,639	17,861	, ,,,,,,,		I
Coffee, bags.	1,880,371	1,343,727	tes., & bbls.	577,446	503,378
Cotton, bales	10,528	4,551	Sugar, boxes		
Drugs, &c-		-,001	and bags	1,301,396	
Bark, Peru.	35,102	32,814	Tea	694,514	762,999
Blea. powd.	15,750	23,250	Tobacco	40,571	1 46.429
Cochineal	3,323	2,707	Waste	423	384
Gambier	37,276	15,272	Wines, &c		
Gum, Arab.	4,391	3,271	Champ'gne	00.00	
Indigo	4,875		baskets	86,665	
Madder, &c	2,291	4,286	Wines	149,187	108,711
Oil, Olive	40.888	33,121	Wool, bales.	45,868	26,229
Opium	871	795	Reported by		
Soda, bi-cb.	13,965	0 -11	value.	\$ 1005	\$
Soda, sal	43.771	50 209	Cigars Corks	1,025,499	1,204,953
Soda, ash.	59,503	53,699	COPES	57,820	51.152
Flax	2,338	2.530	Fancy goods	861,754	888.192
Furs	7,690	5,357	Fish	443,230	385,243
Gunny clothi	1,438		Fruits, &c		Ī
Hair	4,075	3,373	Lemons	1,194,775	1,203,433
Hemp, bales	151,077	140,003	Oranges	1,462,161	1,336,940
Hides, &c.		110,000	Nuts	575,355	577,979
Bristles	1,200	1 018	Raisins	812,823	667.599
Hides, dr'sd	4,433	4 086	Hides, undr. Rice	9,161,638	8,718,723
India rubberl	38,384	35,349	nice	260,615	228,422
Ivory	1,498		Spices, &c		- 2
Jewelry &c-1	-,		Cassia	228,407	121,875
Jewelry	2.346	2,061	Ginger	118,462	47.089
Watches	584	454	Pepper	392,955	322,651
Linseed	316,344	213 06911	altpetre	237,737	159,136
Molasses	85,251	213,969	Cont.		1
metals. &c-	00,-01	73,788	Cork	390,339	325,498
Cutlery	4.027	3.350	Fustic	112,050	35.830
Hardware	526	5.19	Logwood .	604,743	508.375
-		,	47.50444		!

Receipts of Leading Articles of Domestic Produce.

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

	1		
	Week ending Oct. 21.	Since Jan. 1, 1879.	Same time last year.
Ashesbbls.	116	5,009	0.00
Beansbbls.	1,959	60,543	3,361
Breadstuffs—	,	00,043	58,063
Flour, wheatbbls.	137,917	4,237,008	2 401 070
Corn meal bbls	1,769	126,986	3,461,356
Wheatbush.	2,548,079	55,797,555	158,558
Ryebush.	166,560	2,705,682	50,393,979
Cornhreh	1,152,506	35,704,464	3,277,332
Oats bush	272,160	8,900,630	32,497,747
Barley and malt bush.	284,720	3,141,821	12.417.884
Peas hugh l	9,910	295,055	3,988.202
Cotton halog	16,670	627,195	540,392
Cotton seed oil. bbls	543	12 000	691,623
riax seed hogg	23,737	18,868	
Grass seedbags.	9.152	278,614	
HidesNo.	1,547	125,177	149,401
Hidesbales.	1,373	171,034	136,582
Hopsbales.		97,952	100,312
Leather sides.	7,891	83,317	58,428
Leadpigs.	75,663	3,437,821	3,532,461
Molasseshhds.	258	2,569,782	
Molasses bbls.	******	4,980	21
Naval Stores—	23	76,207	117,082
Turnanting and hale	000	1	
Turpentine, crudebbls.	208	1,871	2,183
Turpentine, spirits bbls.	2,071	63,397	64,751
Rosinbbls.	6,944	270,689	333,315
Tarbbls.	353	22,263	18,012
Pitchbbls.	325	3,213	2,569
Oil cakepkgs.	12,561	350,539	371,483
Oil, lardbbls.	5	12,153	14,396
Oil, whalegalls.	• • • • • • • • • • • • • • • • • • • •		,000
Peanutsbush.	811	76,503	54,599
Provisions—		,	0.2,000
Porkpkgs.	3,329	184,516	185,856
Beefpkgs.	1,290	33,576	42,267
Cutmeatspkgs.	36,622	1,480,713	1,037,092
Butterpkgs.	20,398	1,162,155	1,009,224
Cheesepkgs.	56,375	2,096,578	2,585,053
Eggsbbls.	5,270	382,738	407,204
Lardtcs. & bbls.	8,106	565,097	586,747
Lardkegs.	267	54,473	35,900
Hogs, dressed		49,869	19,938
licepkgs.	623	30,188	33,384
petterslabs.		65,286	52,504
tearinebkgs.	310	22,321	18 050
ugarbbls		1,673	16,259
ngarhhds		31,478	1,266
allow pkgs	2,881	81,778	15,962
obacco boxes & cases.	3,434	145,268	65,509
obaccohhds.	1,217	79,871	175,746 132,923
The contract of the contract o		117.73 / 1	1 3 / 11/12
hiskey bhls	5.279		104,000
hiskeybbls. oolbales.	5,272 1,668	213,966 102,713	164,862 71,178

Expor sof Leading Acticles 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. 21.	Since Jan. 1 1879.	, Same time last year.
Ashes, potsbbls.	50	1,100	1 045
Ashes, pearlsbbls.	1	144	1,265 196
Beeswaxlbs		59,900	142,495
Breadstuffs-			122,200
Flour, wheatbbls.	113,823	2,631,298	1,971,721
Flour, ryebbls.	91	5,322	3,682
Corn mealbbls	3,481	124,101	169,540
Wheatbush.	1,673,977	52,694,034	44,503,130
Ryebush.	80,221	3,498,834	3,564,424
Oatsbush. Barleybush.	1,869	478,572	3,313,652
Peasbush.	0.00=	120,015	1,518,417
Cornbush.	2,295	266,141	232,06≥
Candlespkgs.	551,678	28,806,013	23,548,248
Coaltons.	592	48,506	38,434
Cottonbales.	10 692	59,343	44,030
Domesticspkgs.	$19,688 \\ 1,027$	327,387	349,399
Haybales.	934	101,439	100,812
Hobs hales	4,497	57,458	49,646
Navai Stores—	2,201	46,279	39,046
Crude turpentine blog	2	150	100
Spirits turpentine bbls.	193	8.335	135
Rosinbbls.	863	139,161	13,855
Tarbbls	156	5,716	208,210
Pitch bbls	125	4,118	6,712
Oil cakeewt.	36,681	1,256,116	4,938
OHS-		2,200,110	1,219,435
Whalegals.	100	201,725	391.926
Spermgals.		115,295	452,405
Lardgals.	10,846	1,063,503	1,051,563
Linseed	253	10,04;	8,885
Petroleumgals.	5,365,611	211,484,261	171,510,840
Provisions—		, , , , , , , , ,	,010,040
Porkbbls.	6,295	199,207	196,179
Beefbbls	8-4	42,560	41,395
Beeftierces.	787	43,745	46,502
Cutmeatslbs.	6,912,954	449,899,454	364,851,275
Butterlbs.	1,051,917	30,303,554	19,243,457
Cheeselbs.	2,036,715	114,037,190	116,066,590
Lardlbs.	3,379,599	191,637,494	211,011,200
Ricebbls.	1 000 000	58	60
Tallow lbs. Tobacco, teat hhds.	1,063,361	53,420,200	59,710,551
Tobacco bales and cases.	1,23%	53,709	100,570
Tobacco.manufactured.	543	29,035	74,582
Whalebonelbs	125,322	5,324,169	5,953,421
TI MINICIP JII CO IDE.	2,026	56,921	92,983

GENERAL

PRICES CURRENT.

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Pot	, a380r	ed	•••••	•••••	\$	b. 4		4
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Braziei Americ OOTTON	an ing	ot. La	ke	•••••			26	
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¥	Russia clean	145 125	603 6003 6003	16
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,	Oak, rough	30 6		32 35 31
	Cuba, clayed . # gal. Cuba, Mus., 50 test	19 @ 23 @ 21 @ 28 @ 81 @		20 3 3 3 3 10
N	W. O., com. to choice	43	2 2	5
	Spirits turpentine Fgal. Rosin, strained to good strd. bbl.	36 @ 15 @	3 1 9	5
	" Window glass " 5 UTS— Aluonds, I rdan shelled 22 lb	55 @	5 5.	
:	Brazil, (new) Filnerts, Sicily Walnnts, Naples. Pecan Taxas) 1 ew) AKUM—Navy, U.S. Navy & best & b.	10 % @ 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	. 11	×
	Olive, in casks # gall '- 1 Linseed, casks and bbls '-	34 @ IU @	36 1 (5	,
1	Menhaden, crude Sound	30 6 45 6 46 6	91 75 47 42 75	
OI OI	Lard oil, Nos. 1 and 2 " (L CAKE— City, thin oblong, bags % ton.	43 @	50	
2 B	Western, thin oblong (Dom.). ** 28 7 TROLEUM— Frude, in shipping order ** gal. Sases ** Refined ** Raphtha, City, bbls **	643 123	7712	·· ½
PH	OVISIONS— Ork, mess, spot	@		
8 8 8 8	deef, pain mess. 10 2 deef, extra mess. 11 (1) deef hams, Western 14 (1) acon, long clear 14 (1) ams, smoked 11 (1)	0 %	1 5)	
RIC C L	ard. City steam,	75 2	6 8	1
T	angoon, in bond # 100 h LT— urk's Island # bush. 85 L. Martin	6 @ ø	3%	
Al R	LTPETRE— efined, pure	6	2 50 9 5 50	
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ė.	do E. 110.". Pimento, Jamaica. Cloves do stems	: 1	10 @ @ @ 13 & 13 &	95 9 } 15 50
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	do Irish	2 (5 81	ore P	3 90 2 06 1 :35 rice.
-	English, spring, 2d & 1st quality. " English blister, 2d & 1st quality. " English machinery. " English German, 2d & 1st quality " American blister. " American cast, Tool. " American cast spring. " American machinery. "		XX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 14 10 × 11 × 11 × 11 × 11 × 11 × 11 × 11 ×
	American German spring	. 6		7%
	Ceutrifugal, Nos. 7@13 Melado Manila, sup. an 1 ex. sup. Batavis, Nos. 1:@12 Brazil, Nos. 9@11 Rifined—Hard, crushed. Hard, powdered	5	**************************************	7% 8% 6 7% 6%
	do granulated. do cut loaf Coffee, A. etandard. do oif A. White extra C. Fxtra C. Yellow	10 103 93 93		9% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5%
	ALLOW— Prime city		(@	7.
•	Myson, Common to fair		omin	23. 82. 40 a1.
3	do Ex.fine to finesdo Choicest	25 88 55 17 80 48	900	89° 46 70 25 33 50
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	do do Ex fine to fines; Uncolored Japan, Com. to fair, do Sup'r to fine do Ex. fine to finest Dolong, Common to fair do Superior to fine	No 18 28 39	mina @ @ @	24 15 47 22 82
	do Exfine to finest	85 55 18 27 40	A G O	32 45 70 23 85 85 70
1	N—————————————————————————————————————	26 25 %	3 7 6	0 11 % 11 %
T	DBACCO— Kentucky 1zgs, heavy	4%		6
H	Lugs, common to fine Dark wrappers. Bright wrappers, common to fine ara, I and II cuts, assorted. Lavana, com. to fine. iavana, com. to fine. iavana, to fine. iavana, com. to fine. iavana, com. to fine. iavana, com. to fine.		1 2 1 2	4 5 5
AAAHN	merican XX	36 41 6 37 6 22 -	4	5 ? ·
STORE	Superior, an washed Fair Interior. Burry buth Am. Merinc, unwashed. ape Good Hope, unwashed. exas, fine, Eastern. nyrna.unwashed.	28	2d 2d 17	
Co Fi Ho Co W	N - T	9-32@	8.	
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