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The Chronicle.

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THE NEW RAILROAD COMBINATION.

The sale by Mr. Vanderbilt of a large interest, and possibly the control, in the New York Central Railroad (the facts in relation to which will be found on a subsequent page) marks a new epoch in the history of railroad property in this country. Of course, as an independent transaction in Central, by a few bankers, American and European, it would not be considered of any peculiar importance. It is the relation of the purchasers to other roads and to the trade of the country that gives the operation its significance. And, in this view, the first impression of the public will very likely be unfavorable to the new combination. It will be looked upon as possessing too much power, controlling, as it will eventually, such a vast capital and the line of traffic, not only to the Northwest, but also from the Atlantic to the Pacific. This unfavorable impression of the movement, however, will, we are persuaded, soon pass away, and it will then be recognized as a necessary and natural outgrowth of the new conditions the country finds itself in to-day.

To help our judgment in the matter we have only to

look back a little. We are all of us old enough to remember the first stage of railroad development in this country. It was simply an adaptation to the wants of our early commerce, which was mainly an interchange of commodities between near neighborhoods. Each State raised its own food products, and short distances covered the bulk of the business. We can see therefore that it was not chiefly a want of capital, but natural causes, that gave us, and for a considerable time kept in existence, a railroad from Albany to Schenectady, another from Schenectady to Utica, another from Utica to Syracuse, and so on, with a separate management for each. Such a cumbersome arrangement was continued because in conformity with existing wants. But the very roads themselves opened up a wider traffic, and showed possibilities of still greater development in the same direction. In obedience to the requirement which these possibilities made imperative, came the New York Central organization, in order that the traffic thus opening up between more distant points should find quicker and less expensive transit. Only think of trying now to adapt the old arrangement to the business of to-day. Why it would be clearly impossible; the machinery would develop friction at every point. No one in these times would be foolish enough to advocate a return to that disjointed system again, though at the time many honest souls felt at first that it was a very dangerous experiment for so large a capital to be under the control of one board!

In this little history we have a type of all railroad progress in this country ever since that day. It has been a hand-to-hand development with commerce, and we can no more stop the one than the other. Consolidations by purchase, by lease, by agreement, have followed one another in quick succession. Some have mistaken this tendency as wholly evil. So far as it leads to a union of rival routes it is not in the line of progress. But when it simply removes the possibility of jealousies, disputes, and difficulties, by the substitution of one head for many, over any great line of communication between East and West, it is highly desirable, for it becomes a guaranty of constantly-decreasing freight-rates for the future.

Is it mere fancy that sees in the present condition of this country the promise of a new relation which the United States is to bear hereafter to commerce? Of course, we shall not always have abundant crops and Europe poor ones. But, has not our export trade become so diversified, and our development so real and progressive, that the tendency of events will hereafter be towards making New York the banking centre of the world? We only suggest this thought in connection

with the railroad change we have been commenting upon, which clearly has for its ultimate aim a union under one head of the system of roads from New York to the great Northwest, and then on to San Francisco. It is scarcely necessary to develop the idea, or to attempt to enumerate the advantages which may accrue to this city by such a combination.

BROOKLYN AFFAIRS AND LEGISLATIVE MEDDLING.

One of the morning papers, a few days ago, contained, in the form of an "interview," an interesting statement by Mr. Thomas Kinsella, editor of the Brooklyn *Eagle*, relative to the financial condition of that city. Though there is much in the "interview" which is well brought out and of use at this time, yet in one particular it is unfortunate. We refer to the impression it conveys that the financial condition of Brooklyn is far more serious than it really is. Brooklyn has a debt, and a large debt but is a rich city, and abundantly able to take care of it, and beyond a doubt will always do so. At the beginning of this year, the permanent debt was \$29,401,500, of which \$11,216,500 was water loan, which is practically freed from interest by the revenue from water rates; the temporary debt, in the forms of assessment and local improvement bonds, was \$9,756,000; tax certificates, representing unpaid taxes, \$3,100,000; total, \$42,257,000, with \$4,781,978 of sinking fund to be deducted. Undoubtedly, a debt of that extent is burdensome, but it is not more so than in case of many other cities. As the most suggestive comparison, we observe that the assessed valuation has been increasing during the last six years; that the tax levies, with only a single exception in 1876 in case of tax for county purposes, have steadily diminished; and that the average tax rate per \$100 for the whole city, which was \$3 55 in 1874, was reduced to \$3 42 in 1875, \$3 25 in 1876, \$3 17 in 1877, \$2 70 in 1878, and \$2 53 in 1879. Furthermore, it appears that this decreased rate has been sufficient to meet all expenses, notwithstanding the large amounts of unpaid taxes on unimproved property which have been accumulating of late years. This is a very important fact, for it shows no necessity for increasing taxation on account of the temporary inability to make certain portions of the real estate contribute.

This however brings us to the prominent peculiarity in Brooklyn's financial condition, that is the load of assessment debt and the unpaid taxes which represent it. The former arose, in Brooklyn as in other cities, out of the mania for improving, opening, and speculating in, real estate. In 1861, about the time the Brooklyn Park was opened, certain property-owners on Third street joined in a movement to have the city "improve" that street, claiming that it would be a grand boulevard approach to the Park, and that the assessments on property rapidly appreciating would be ample security. Up to that time, contractors had been paid in city certificates redeemable only as the assessments were collected; but, as in other cities, this safe plan was abandoned, the city issuing its bonds unconditionally and taking all the risks. Those risks naturally proved real. The scheme did not work as promised; then the property owners discovered grave doubts whether the proceeding had not been unconstitutional, and were perfectly certain the assessments were "excessive." So the case languished until 1869, when a compromise was effected, the owners agreeing to pay up in twenty annual instalments; in 1873, the city sold a piece of the delinquent property, and litigation began in earnest, the citizens making a test case,

and the city holding the compromise act of 1869 a virtual re-levy of the tax by the State itself. The referee sustained the property-owners; the Supreme Court reversed this, and the Court of Appeals decided in favor of the city, on the technical ground that the courts have no jurisdiction to review municipal proceedings of this character. The history of the Third street scheme is not unlike that of others. Sackett street also was made a "boulevard" to the Park entrance. It comprises a central drive-way, with a strip of grass and shade-trees on each side, outside of which is another drive-way on either hand, and bordering the whole is a side-walk. It now exists as a melancholy wreck—a drive on which few travel, and a "boulevard" without dwellings; it cost about a million, which the city loaned by selling its own credit, and the improvement and appreciation of property has not come. On the contrary, the property itself lies buried under assessments and unpaid taxes, so that it contributes nothing to the city's income, and block after block elsewhere—probably some miles in all—are similarly situated. They have been laid out, graded, paved—and assessed—all ready for use; but as the load to be taken with them is more than their value, they lie dead; buyers will not touch them, and owners regard them as already confiscated. In his message, at the opening of the year, the Mayor remarked that the city's victory in the courts had turned out a barren one. "The very liens it had made good in law act as a barrier to the improvement of the property on which they rest, until it sometimes seems that the city would have gained more by defeat than through success, in the fact that the removal of the assessment liens bids fair to be followed by the improvement of the property covered by them, and the enlargement, at least, of the basis of ordinary taxation." In addition to this burden, encouragement to neglect in paying taxes was unwisely given. One per cent a month had been charged on tax arrears, but a bill was pushed through at Albany, giving taxpayers the right to pay up arrears at seven per cent interest. The privilege was to last only a year, and advocates of the bill argued that delinquents would hasten to take advantage of the offer, and that it was hardly fair for the city to charge twelve per cent, when it could borrow at half that. But the result showed that delinquents regarded the transaction as one by which the city became a lender to them at seven per cent, and relied upon the expectation of getting a renewal of a year; they succeeded in so doing, and at the end of the second year's grace the situation had become so confirmed that it has remained so by its own inertia. Furthermore, the old rate of default to be paid by the owner of property sold for taxes, whenever the owner wished to avail himself of his reserved right of redemption, was fifteen per cent, which was not more than sufficient to induce purchasers to engage in bidding in at tax sales. This was reduced to twelve by the Legislature, and the consequence was that no purchasers appearing the city had often to buy in the property, thus not only failing to net any revenue, but having to bear the heavy cost of advertising the sales, and the more property in arrears the less probability of any purchasers appearing.

The remedies proposed are, first of all, to revive tax sales and force them, finding out how much or little is really collectible out of these long-carried nominal assets called assessment liens. A return to the old rate of twelve per cent penalty is also suggested and the Mayor hints at even a much heavier rate. As to "buried" property, concerning which something must be done, he

recommends that property found to be loaded with public liens for more than its assessed value should be treated as bankrupt and that the owner be permitted to discharge the liens on paying the assessed value; the margin between assessed and real valuations would thus give the owner a motive for payment, but in case of improved property—which is assumed to be in all cases worth the city's liens—payment must be enforced.

We see no impracticability in the plan, and no more injustice than is inseparable from the situation. It is unjust and hard for a man who has been run over by a recklessly-managed truck to have his leg amputated, but the injustice already inflicted compels this as the mildest settlement the existing case permits. Brooklyn is really capable of a reasonable metropolitan growth—at least, of becoming more than a great bedroom for New York. Her possible share of benefit from that colossal financial blunder, the bridge, is much greater than that of this city. Her water front, although thus far almost unused, is equal to very large demands for dry docks, warehouses, and piers. For suburban purposes only an adequate railroad scheme is requisite, and she has already a very valuable practical asset in this direction in Coney Island. In brief, Brooklyn is in a position to grow, if well managed.

We cannot dismiss the subject without pointing anew the moral, so clearly written out, against the incurably vicious practice of governing these cities at Albany. Legislative meddling lies at the root of the trouble. It was the Legislature that changed the default penalty on property sold for tax-arrears from 15 to 12 per cent; it was the Legislature that changed the interest on past-due taxes from twelve to seven per cent; it was the Legislature that added a second year of grace; it was the Legislature that did *not* take enough interest in the case to pass a simple bill to remedy it; and—to go right back to the origin of the trouble—it was the Legislature that started the improvement and assessment business. Whenever any influential parties wanted this sort of thing, it was only necessary to apply to the Legislature for a "special commission." What has the Legislature to do with these matters? Counting in such neighboring counties as Queens and Richmond, Brooklyn has three members, and New York has six, out of a total Senate of thirty-two; in the Assembly, of the hundred and twenty-seven, Brooklyn has nine and New York twenty-one. What bolder absurdity than to have a body of men, only one-fourth of whom have any knowledge of these cities or interest in them, regulating details of their local administration, fixing the salaries they shall pay, their opening and paving and lighting of streets, etc.? As well turn these matters over to the Legislature of Vermont, or the Parliament of Canada. We shall never have good local administration here until the principle of local self-government and responsibility is fully recognized.

Central Branch, Union Pacific.—On the extension of the North Solomon Division, track is now laid to Kirwin, Kan., 242 miles from Atchison.

Savannah City Debt.—Judge Woods, of the United States Circuit Court, has rendered a decision in the case of Eugene Kelley, of New York, against the city of Savannah, to recover the money due on the bonds and coupons of the Savannah Albany & Gulf Railroad, guaranteed by the city. The defense was that the city was not liable, as no consideration was received; that the indorsement was without authority; that the bonds were not issued by the city, and not for internal improvement. The Court decided that the defense was not good as to the law and the facts in the case, and directed the jury to return a verdict for the plaintiff. The amount involved is \$300,000 in bonds and \$60,000 interest. Notice was given of an appeal to the Supreme Court.

Monetary & Commercial English News

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

EXCHANGE AT LONDON— NOVEMBER 13.			EXCHANGE ON LONDON.		
ON—	Time.	Rate.	Latest Date.	Time.	Rate.
Paris	Short.	25·27½ @ 25·37½	Nov. 15	Short.	25·30½
Paris	3 mos.	25·47½ @ 25·52½	Nov. 13	Short.	12·10
Amsterdam	Short.	12·2 @ 12·2½	Nov. 13	Short.	12·10
Amsterdam	3 mos.	12·4¼ @ 12·4¾	Nov. 13	Short.	20·34½
Antwerp	"	25·55 @ 20·60	Nov. 11	3 mos.	25½
Hamburg	"	20·58 @ 20·62	Nov. 13	3 mos.	116·40
Berlin	"	20·59 @ 20·63	Nov. 11	"	47½
Frankfort	"	20·59 @ 20·63	Nov. 13	3 mos.	28·65
St. Petersburg	"	21½ @ 24¾	Nov. 11	"	96
Copenhagen	"	18·45 @ 18·50	Nov. 13	60 days	4·81
Vienna	"	11·85 @ 11·90	Nov. 13	6 mos.	1s. 8¾d.
Madrid	"	46½ @ 47	Nov. 11	"	1s. 8¾d.
Cadiz	"	47½ @ 47¾	Nov. 11	"	3s. 10¾d.
Lisbon	90 days	52 @ 52½	Nov. 11	"	5s. 3¾d.
Genoa	3 mos.	29·15 @ 29·20	Nov. 13	3 mos.	28·65
Alexandria .....	.....	.....	Nov. 11	"	96
New York .....	.....	.....	Nov. 13	60 days	4·81
Bombay	60 days	1s. 8¾d.	Nov. 13	6 mos.	1s. 8¾d.
Calcutta	"	1s. 8¾d.	Nov. 13	"	1s. 8¾d.
Hong Kong .....	.....	.....	Nov. 11	"	3s. 10¾d.
Shanghai .....	.....	.....	Nov. 11	"	5s. 3¾d.

[From our own correspondent.]

LONDON, Saturday, November 15, 1879.

Gold continues to be withdrawn from the Bank of England for transmission to New York, partly on English, but chiefly on French, account. Although there has been a reduction in the supply during the last three months of about £6,000,000, the total is still considerable, being £29,302,325. At the same time, however, a continuance of a demand for gold for exportation on the same scale as we have been accustomed to during the last six weeks will reduce our supply to quite a moderate point. The French exchange is certainly in our favor, notwithstanding that foreign stocks have been sold on a large scale on Paris account at the London Stock Exchange. It is understood that it is those sales which have afforded the facilities for making the American demand for gold fall entirely upon the Bank of England, and the probability seems to be that, if the demand continues, it will be necessary to further increase the rate. The supply of bullion held by the Bank of England was so large three months ago that the withdrawal of some six millions sterling has exercised but little influence. The Bank rate has been raised from 2 to 3 per cent, but the open market has responded very feebly, money for short periods being obtainable at 1½ to 2 per cent, while discount accommodation is procurable at 2¼ to 2½ per cent. Up to the present time, there has not been much increase in the supply of mercantile paper. For the requirements of general commerce but little capital is, comparatively speaking, required, and yet it is larger than it was, as the prices of most commodities have increased, and there is more business doing. Our money market is now being influenced by the demand for gold to pay for grain caused by the deficient harvests in Europe, and to the fact that the revival of prosperity in the United States has caused money to rise in value in that country to a point which attracts it from this side. The process will continue, no doubt, until there is less disparity in the rates in the leading centres of commerce, and as we are the cheapest money market, and have a considerable supply of gold, it is natural that we should expect that further demands will be made upon us. According to the daily returns, the Bank lost during the week embraced in the last weekly statement, about £1,100,000 in gold; but the decrease in the supply of bullion does not exceed £886,211, which indicates that coin has been returned from provincial circulation. There has also been a contraction of the note circulation, and the diminution in the total reserve is not more than £540,181. The increase in "other securities" is confined to £171,753, which shows that the Bank is transacting rather more discount business, notwithstanding that the open market rates are considerably below the official quotation. Taken as a whole, the Bank return is regarded as somewhat favorable, but it is not believed that the Bank rate can long remain at 3 per cent when money is dearer elsewhere, and when we are making large purchases of Continental stocks, which are pressed for sale by Paris speculators. So far, Continental bonds have been freely absorbed, and prices have somewhat improved; but there must be a limit to our purchases, and when that point is arrived at France will probably be compelled to export gold direct, which would produce considerable stringency in the Paris money market. The pro-

portion of reserve to liabilities at the Bank of England is now 45.54 per cent against 46.03 per cent last week.

The demand for money throughout the week has been very moderate, notwithstanding that there has been a Stock Exchange settlement which has been more than usually heavy. There are ample supplies of floating capital, and the rates of discount are as follows:

	Per cent.	Open market rates—	Per cent.
Bank rate.....	3	4 months' bank bills.....	2½ @ 27½
Open-market rates—		6 months' bank bills.....	27½ @ 3
30 and 60 days' bills.....	2¼ @ 2¾	4 & 6 months' trade bills. 3	@ 3½
3 months' bills.....	2¾ @ 2½		

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

	Per cent.
Joint-stock banks.....	½ @ 2
Discount houses at call.....	1½
do with notice.....	1¾

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

	1879.	1878.	1877.	1876.
Circulation, including				
bank post bills.....	28,523,916	29,660,515	27,623,551	28,417,378
Public deposits.....	3,114,197	2,662,003	3,422,248	5,568,667
Other deposits.....	31,939,556	26,984,127	20,530,603	26,542,056
Government securities.....	18,140,587	14,837,672	14,098,604	15,739,297
Other securities.....	18,759,624	21,284,330	17,834,960	16,502,061
Res'v of notes & coin.....	16,122,675	11,468,753	9,998,592	17,870,258
Coin and bullion in				
both departments.....	29,302,325	25,824,603	22,293,467	30,907,308
Proportion of reserve				
to liabilities.....	45.54	38.35	41.18	55.00
Bank rate.....	3 p. c.	6 p. c.	5 p. c.	2 p. c.
Consols.....	97¾	96½	95½	95¼
Eng. wheat, av. price.....	50s. 5d.	39s. 8d.	52s. 5d.	48s. 3d.
Mid. Upland cotton.....	7d.	5½d.	67½d.	63½d.
No. 40 mule twist.....	9¾	9¼d.	10¾d.	11¼d.
Clearing-house return.....	85,214,000	74,803,000	102,577,000	99,411,000

The Bankers' Clearing House returns for the week ended November 12 amounted to £85,214,000, against £74,783,000 last year, showing an increase of as much as £10,431,000. The Stock Exchange settlement was on Thursday, and is not included, therefore, in the return. The clearings have been increased by the augmentation in general business.

A very scanty supply of silver has been offering during the week, but there has been no disposition shown to enter into active business. The price of fine bars is 53¼d to 53½d per ounce.

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

	Bank rate.	Open market.		Bank rate.	Open market.
	Pr. ct.	Pr. ct.		Pr. ct.	Pr. ct.
Paris.....	3	27½ @ 3½	St. Petersburg.....	6	5¾ @ 6¼
Antwerp.....	3	3 @ 3¼	Vienna & Trieste.....	4	37½ @ 4½
Amsterdam.....	3	3	Madrid, Cadiz &		
Hamburg.....	4½	4 @ 4¼	Barcelona.....	4	4 @ 5
Berlin.....	4½	37½ @ 4½	Lisbon & Oporto.....	5	5 @ 6
Frankfort.....	4½	4 @ 4¼	Calcutta.....	6	
Leipzig.....	4½	4½ @ 4¾	Copenhagen.....	3½ @ 4	3½ @ 4
Genoa.....	4	4	New York.....	5	@ 6
Geneva.....	3½	3½			

A short time ago, Messrs. Ward and Payne, sheep shears and edge-tool manufacturers, of Sheffield, gave four-fifths of the shears-forgers and grinders in their employ a month's notice to leave their service. Early in the summer Messrs. Ward and Payne put down machinery for the manufacture of sheep shears, and when their arrangements were completed they called upon their grinders to submit to an alteration in their mode of working and to a reduction in wages. The men refused to accept the terms and went out, and they have been out from that time until now. Their places were promptly filled up by non-unionist grinders. Under the old system two men could make fifteen dozens of shears, which earned them 12s. 6d. per day for the goods thus made. By their new machinery the firm can produce shears at the rate of one pair of shears per minute. The demand for the expensive hand-made goods has now almost died out, and the firm have therefore given notice to a great majority of their forgers and grinders. Orders for machine-made shears are being received for thousands of dozens at a time, and the firm can undersell the German manufacturers in their own markets by fifteen per cent.

The telegrams sent from the city of London (exclusive of the Stock Exchange) during the month of October last, as compared with October, 1878, have increased from 182,964 to 234,839, being an increase of 51,875, or about 28 per cent. From the Stock Exchange the increase over the month of October in last year has been from 79,370 to 112,163, being an increase of 32,793, or about 41 per cent. These figures are very satisfactory as to the general state of business.

There has been more caution on the Stock Exchange during

the week, and, owing to some agitation upon the Paris Bourse, the quotations showed at one period some weakness, though it was chiefly confined to Continental government securities. British railway shares have, on the whole, remained firm; and the value of American railroad bonds has been steadily, if not rapidly, advancing in price. A large business has been doing in American railroad stocks of late.

The visible supply of wheat in the United States having been increased to 28,000,000 bushels, the wheat trade has been dull during the week, and the quotations have had a downward tendency. The market closes, however, with a steadier tone. About 3,500,000 quarters of wheat are afloat to Europe, of which 2,250,000 quarters are to the United Kingdom, while of the latter as much as 2,000,000 quarters are from the United States and Chili. The weather is remarkably favorable for agricultural work, being dry, frosty and bright. During the last few weeks, in fact, it has been as satisfactory as could be desired.

During the week ended November 8, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 36,552 quarters, against 52,867 quarters last year; and it is estimated that in the whole kingdom they were 146,200 quarters, against 211,500 quarters in 1878. Since harvest the sales in the 150 principal markets have been 248,153 quarters, against 624,128 quarters, while it is computed that they have been in the whole kingdom 992,620 quarters, against 2,496,520 quarters in the corresponding period of last season, showing a deficiency of 1,503,900 quarters. 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:

	1879.	1878.	1877.	1876.
Imports of wheat.cwt.....	15,650,847	11,515,774	13,055,098	7,673,179
Imports of flour.....	2,422,033	1,399,889	1,491,514	1,251,371
Sales of home-grown				
produce.....	4,301,320	10,818,230	9,316,200	10,300,000
Total.....	22,374,200	23,733,863	23,862,812	19,224,560
Deduct exports of				
wheat and flour.....	246,522	573,962	453,483	263,697
Result.....	22,127,678	23,159,901	23,407,329	18,960,853
Av'ge price of English				
wheat for the season. 48s. 7d.		41s. 7d.	53s. 11d.	46s. 11d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from the first of September to the close of last week, compared with the corresponding period in the three previous seasons:

IMPORTS.				
	1879.	1878.	1877.	1876.
Wheat.....cwt.....	15,650,847	11,515,774	13,055,098	7,673,179
Barley.....	4,114,360	3,582,085	2,628,253	3,234,202
Oats.....	3,599,496	2,501,191	2,545,348	2,475,139
Peas.....	289,997	376,173	325,519	260,162
Beans.....	550,206	367,545	1,075,222	1,068,783
Indian corn.....	4,951,167	7,915,957	6,424,665	9,846,241
Flour.....	2,422,033	1,399,889	1,491,514	1,251,371
EXPORTS.				
	1879.	1878.	1877.	1876.
Wheat.....cwt.....	212,895	552,694	457,671	252,344
Barley.....	4,642	38,951	22,236	4,339
Oats.....	5,970	22,475	33,137	26,441
Peas.....	16,392	4,304	4,738	5,423
Beans.....	5,823	1,289	6,333	5,321
Indian corn.....	280,453	70,659	32,291	137,893
Flour.....	33,627	21,263	7,812	11,353

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 £555,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.
Silver, per oz.....d.	53¾	52¾	53¼	53½	53½	53½
Consols for money.....	98¾	98½	98½	98½	98½	98½
Consols for account.....	98¾	98½	98½	98½	98½	98½
U. S. 5s of 1881.....	105½	105½	105½	105½	105½	105½
U. S. 4½s of 1891.....	108½	108½	108½	108½	108½	108½
U. S. 4s of 1907.....	106½	106½	106½	106½	106½	106½
Erie, common stock.....	39½	40¾	35½	39	40¾	41¾
Illinois Central.....	102	102	102	102	103½	103½
Pennsylvania.....	49¾	51½	51	51	51½	51½
Philadelphia & Reading.....	35½	36¼	37¾	36¼	36¼	37¾

Liverpool Cotton Market.—See special report on cotton.

Liverpool Breadstuffs Market.—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State) 3 bbl.....	30 0	30 0	30 0	30 0	30 0	30 0
Wheat, spr'g, No. 2, 100lb. 10	7 10	8 10	9 10	9 10	9 10	9 10
Spring, No. 3.....	10 4	10 5	10 6	10 6	10 6	10 5
Winter, West., n.....	11 2	11 3	11 4	11 4	11 4	11 3
Southern, new.....	11 3	11 4	11 5	11 5	11 5	11 4
Av. Cal. white.....	11 0	11 0	11 0	11 0	11 0	11 0
California club.....	11 7	11 7	11 8	11 8	11 8	11 8
Corn, mix., West. 3 cent 1 5	8½	5 8½	5 9	5 9	5 9	5 9½

Liverpool Provisions Market.—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Pork, West. mess. 3 bbl.	54 0	54 0	54 0	54 0	54 0	54 0
Bacon, long clear, cwt.	35 0	35 0	34 6	34 6	34 6	35 0
Short clear.....	36 0	36 0	36 0	36 6	36 6	36 6
Beef, pr. mess. 3 tierce.	82 0	82 0	82 0	82 0	82 0	82 0
Lard, prime West. 3 cwt.	37 6	37 6	37 6	37 6	37 6	37 3
Cheese, Am. choice "	64 0	64 0	64 0	64 0	64 0	64 0

London Petroleum Market.—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Pet'leum, ref. 3 gal.	7 3/4	7 3/4	@	7 3/4	7 1/4	@
Pet'leum, spirits "	@	@	@	6 3/4	7 1/4	@

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$10,366,108, against \$8,140,956 the preceding week and \$6,497,541 two weeks previous. The exports for the week ended Nov. 25 amounted to \$7,663,137, against \$6,987,695 last week and \$6,819,600 the previous week. The following are the imports at New York for the week ending (for dry goods) Nov. 20 and for the week ending (for general merchandise) Nov. 21:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1876.	1877.	1878.	1879.
Dry Goods.....	\$1,015,686	\$770,219	\$883,291	\$1,404,562
General mdse....	3,561,232	3,948,366	4,435,910	8,961,516
Total week.....	\$4,576,918	\$4,718,585	\$5,369,231	\$10,366,108
Prev. reported..	253,832,429	286,908,436	252,795,575	289,435,254

Tot. s'ce Jan. 1..\$258,409,347 \$291,627,021 \$258,164,806 \$299,801,362

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Nov. 25:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1876.	1877.	1878.	1879.
For the week....	\$5,872,740	\$7,424,413	\$6,783,264	\$7,663,137
Prev. reported..	235,650,721	256,365,291	307,382,920	309,036,152
Tot. s'ce Jan. 1..	\$241,523,461	\$263,789,704	\$314,166,184	\$316,699,239

The following will show the exports of specie from the port of New York for the week ending Nov. 22, 1879, and also a comparison of the total since January 1, 1879, with the corresponding totals for several previous years:

Nov.					
14—Str. Ailsa*	Hayti	Am. silv. coin..	\$45,553		
		Am. gold coin..	5,000		
		Mex. silv. dols.	85,000		
22—Str. Germanic	Liverpool	Mex. silv. bars.	107,678		
Total (\$233,231 silver, and \$5,000 gold)			\$243,231		
Previously reported (\$11,249,885 silv., and \$2,065,138 gold)			13,315,023		
Tot. since Jan. 1, '79 (\$11,488,116 silv., and \$2,070,133 gold)			\$13,558,254		
Same time in—		Same time in—		Same time in—	
1878	\$11,590,738	1874	\$49,215,496	1870	\$56,738,294
1877	25,029,392	1873	46,856,295	1869	30,346,340
1876	42,080,175	1872	67,561,700	1868	69,123,685
1875	67,299,149	1871	60,157,277	1867	43,060,999

*This steamer's return, the Custom House report says, was received too late to be included in the previous week's exhibit, where it properly belongs.

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

Nov.				
17—Str. Bermuda.....	St. Johns.....	Am. silv. coin..	\$427	
17—Str. Colon.....	Aspinwall.....	Am. silv. coin..	500	
		Am. gold coin..	1,091	
		Gold bars.....	1,450	
17—Str. Western Texas.....	Nassau.....	Am. silv. coin..	258	
17—Str. Canima.....	Hamilton.....	For. gold coin..	8,175	
17—Str. C. of Merida.....	Vera Cruz, &c.....	Silver bullion..	15,710	
		Am. silv. coin..	3,923	
		Am. gold coin..	4,441	
		For. silv. coin..	123,156	
		For. gold coin..	13,989	
	Frontera.....	Am. silv. coin..	1,300	
		For. silv. coin..	15,000	
17—Bark Hornet.....	Laguayra.....	Am. silv. coin..	2,220	
18—Str. Flamborough.....	Dominica.....	For. silv. coin..	175	
19—Str. Gellert.....	Havre.....	For. gold coin..	675,500	
	Hamburg.....	For. gold coin..	99,395	
19—Str. Niagara.....	Havana.....	For. silv. coin..	20,000	
19—Str. Algeria.....	Liverpool.....	Am. gold coin..	1,123,115	
		Gold bars.....	486,650	
19—Str. St. Domingo.....	St. Domingo.....	Am. silv. coin..	6,304	
20—Str. Canada.....	Havre.....	For. gold coin..	88,201	
20—Str. C. of Washingt'n.....	Havana.....	For. silv. coin..	600	
21—Str. Atlas.....	Port-au-Prince and Kingston.....	Am. silv. coin..	3,677	
		Am. gold coin..	369	
		For. gold coin..	1,849	
22—Str. Baltic.....	Liverpool.....	Am. gold coin..	539,031	
		For. gold coin..	243,325	
22—Str. Mosel.....	Southampton.....	Am. gold coin..	495,701	
		Trade dols.....	43,799	
	Bremen.....	Am. gold coin..	243,325	
		Gold bars.....	243,325	

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

	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Nov. 22....	\$ 1,284,440 22	\$ 967,806 13	\$ 111,816,396 37	\$ 7,981,895 32
" 24....	872,704 44	2,434,716 53	110,770,072 56	7,466,207 04
" 25....	667,744 76	1,046,380 67	110,505,145 56	7,352,498 13
" 26....	687,967 75	954,721 77	110,174,726 75	7,416,162 32
" 27....		Holiday		
" 28....	1,137,900 80	1,745,661 37	110,181,077 06	6,802,052 04
Total.....	4,650,757 97	7,089,286 47		

Philadelphia & Reading.—The following is the monthly statement of this company for October, 1879 and 1878:

	1879.		1878.	
	Month.	11 months.	Month.	11 months.
Railroad traffic.....	\$1,409,028	\$11,797,694	\$1,205,372	\$10,182,762
Canal traffic.....	51,463	717,372	149,442	790,407
Steam colliers.....	57,003	594,470	40,171	487,201
Richmond coal barges..	25,415	149,513	13,686	92,728
Total Railroad Co.	\$1,542,910	\$13,259,051	\$1,408,674	\$11,553,099
Reading Coal & Iron Co. .	1,034,202	9,136,394	910,521	7,062,996
Total of all.....	\$2,577,113	\$22,395,446	\$2,319,195	\$18,616,095
TONNAGE AND PASSENGERS.				
Tons of coal on Railroad	852,199	7,369,884	695,332	5,105,332
Tons of merchandise....	531,760	4,328,797	298,818	2,898,806
Passengers carried.....	784,429	7,233,539	571,250	5,905,221
Coal transported by steam colliers.....	54,061	551,775	41,436	526,157

—The Philadelphia Ledger says, in referring to the recent trip of capitalists over this road, that "Mr. Gowen has repeatedly stated that the object of the company in buying coal lands was to secure its own tonnage perpetually, as he did not consider any railroad property in this country secure from the danger of competition until it owned the tonnage which it carried, and, acting on this idea, nearly one hundred thousand acres of strictly coal land has been acquired. The visitors were twice taken over several portions of this vast estate, where the entire coal basin, for over twenty-five miles in length, is the property of the company, which is now the actual owners in fee of more coal than all the other anthracite coal companies combined. By a strict calculation the number of tons of coal in its estates is computed at 4,476,000,449 tons, and, allowing liberally for such waste as there is likely to be in the skillful mining of the future, it seems safe to say that the company can supply itself with coal tonnage from its own lands at the rate of 15,000,000 tons per annum for two hundred years, and, being in this position, with its recent crucial financial ordeal safely passed through, it cannot be long before the losses of the past few years are overbalanced by the earnings of a future which must compare favorably with that of any similar corporation in the country."

Wabash St. Louis & Pacific.—All the officers of the Wabash St. Louis & Pacific are now appointed, and are as follows: J. C. Gault, general manager, St. Louis; James F. How, secretary, St. Louis; W. B. Corneau, treasurer, D. B. Howard, auditor, St. Louis; David Dudley Field, general counselor, New York; Wager Swayne, general solicitor, Toledo; W. H. Blodgett, general solicitor, St. Louis; R. Andrews, general superintendent Eastern Division, headquarters Toledo; T. McKissock, general superintendent Western Division, St. Louis; E. A. Garvey, chief engineer, St. Louis; A. C. Bird, general freight agent, St. Louis; M. Knight, assistant general freight agent, St. Louis; C. K. Lord, general ticket agent, St. Louis; H. C. Townsend, general passenger agent, St. Louis; R. W. Green, purchasing agent, St. Louis; Geo. F. Shepherd, paymaster, St. Louis; J. M. Osborn, commercial agent, Toledo; C. W. Bradley, commercial agent, St. Louis. For convenience, the road has been divided into two divisions—Eastern and Western—the one embracing the old Wabash, and the other the Kansas City & Northern. It will be seen that a majority of the offices are filled by the old officers of the Kansas City & Northern, which must be taken as a compliment to these gentlemen.

—Attention is called to the card of Messrs. Phelps, Stokes & Co., bankers, 45 Wallstreet, New York. This firm is composed of gentlemen of highest standing and financial ability, and the house already stands among the prominent bankers and dealers in commercial credits, travelers' credits, and circular notes, in this city.

—The attention of investors is called to the City of Atlanta, Ga., 6 per cent bonds, payable January 1, 1893; principal and interest are payable at the Park National Bank, New York city. These bonds are issued by act of the Legislature, which prohibits any increase of debt, and requires an annual reduction to be made, and are now offered in this market by the well-known house of George K. Sistare's Sons.

BANKING AND FINANCIAL.

The earnings of the Denver South Park & Pacific Railroad for the second week of November show the following increase over those for the same period of the previous month:

	Oct 9 to 15.	Nov. 9 to 15.
Freight.....	\$21,006 12	\$25,235 46
Passengers.....	7,794 85	7,908 35
Miscellaneous.....	788 79	1,279 04
Total.....	\$30,589 76	\$34,422 85

Increase, \$3,839 09 upon the operation of 116 miles. It is stated that this company has recently given orders for fifteen new locomotives and about 300 new cars—their present equipment, ample as it was thought by its most sanguine managers, having proven entirely inadequate to transport the freight now awaiting shipment at Denver and Leadville.

The Bankers' Gazette.

NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week: 2,439—Hamilton National Bank of Fort Wayne, Indiana. Authorized capital, \$200,000; paid-in capital, \$200,000. Charles McCulloch, President; John Mohr, Jr., Cashier. Authorized to commence business November 17, 1879.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston Concord & Montreal, pref.	3	Nov. 29.	
Chicago Burlington & Q. (quar.)	2	Dec. 15.	
Iowa Falls & Sioux City	\$1	Dec. 1.	
Miscellaneous.			
Spring Mountain Coal	3½	Dec. 10.	Nov. 30 to Dec. 10.

FRIDAY, NOV. 28, 1879—5 P. M.

The Money Market and Financial Situation.—There has been but one topic in Wall street this week—the great New York Central & Hudson stock sale. Ever since the first report of a pending negotiation was made, a week since, there has been much acrimonious discussion going on as to the dishonorable conduct of those parties who had circulated such a report as a mere stock-jobbing rumor, but on Wednesday afternoon the market was astonished by the positive announcement that the bargain had been fully consummated. That the Wabash St. Louis & Pacific managers should desire to secure a block of New York Central & Hudson stock and seats in the board of directors was no extraordinary thing; nor was it at all remarkable that with the present outlook for railroad property in this country, a syndicate of bankers should be glad to take any quantity of the stock at 120; but that Mr. Wm. H. Vanderbilt would voluntarily part with his controlling interest in New York Central & Hudson stock, at any price, would have been as little credited a few weeks ago as a report that Mr. Astor was going to sell all his real estate in New York city. The reports of the negotiation given in the newspapers on Thursday, were substantially correct, namely, that the syndicate purchase outright \$15,000,000 of the stock at 120, of which 20 per cent is to be paid immediately, and the balance in equal instalments of 20 per cent on the first of each month till all is paid. The stock is to be delivered in similar proportions as each payment is made. There is an option, understood to be for one year, to take another \$10,000,000 of the stock on the same terms, and Mr. Vanderbilt agrees not to sell his other Central stock in the market during the period in which the syndicate are taking the \$15,000,000 absolutely, as above stated.

It is generally conceded that the success of this grand financial operation is largely due to the efforts of Mr. J. S. Morgan, of London, and Mr. J. P. Morgan, of Drexel, Morgan & Co., in this city, and it may be concluded that Mr. Vanderbilt was not unwilling to have these gentlemen interested with him in the management of the New York Central & Hudson property. It is plainly his idea that that great road will be stronger and further removed from the danger of hostile legislation, after the admission to its board of directors of the distinguished railroad capitalists who are now to come in, and the conciliation of the immense interests which they represent.

A report comes from Philadelphia this afternoon that a proposition has been made by a syndicate to purchase at par the stock of the Pennsylvania Railroad owned by the city of Philadelphia, about \$3,000,000, but at the late hour no verification could be made. At the same time Erie stock sold up here, on very large purchases, to 45, and it was believed that Mr. Vanderbilt, or members of the New York Central syndicate, or both, were heavy buyers. These transactions give rise to the theory that there is a deliberate movement by these heavy capitalists toward the trunk-line stocks, based on the idea that the four great lines must still divide among them the immense volume of East-bound freights, and that with the harmony prevailing among them, the profits on business for all of the lines must be far beyond anything that they have heretofore known.

The money market has been reasonably easy this week to all good borrowers, and 5 a 7 per cent is a fair quotation on stocks and 4 a 5 on Government bonds. Prime commercial paper sells readily at 5½ a 6½ per cent.

The Bank of England statement on Thursday showed a decrease of £556,000 for the week, and the percentage of reserves was 46½, against 45 15-16 the previous week. Silver in London is 53 1-16d. per oz. The Bank of France showed a decrease of 14,675,000 francs in specie.

The last statement of the New York City Clearing-House banks, issued November 22, showed an increase of \$629,275 in the excess above 25 per cent of their deposits, the whole of such excess being \$6,417,575, against \$5,788,300 the previous week.

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

	1879. Nov. 22.	Differences fr'm previous week.	1878. Nov. 23.	1877. Nov. 24.
Loans and dis.	\$276,194,400	Inc. \$7,655,600	\$234,917,700	\$235,329,800
Specie	50,006,700	Inc. 7,013,900	23,414,400	19,767,800
Circulation	22,550,400	Inc. 74,700	19,961,900	18,100,500
Net deposits	250,297,300	Inc. 11,096,100	207,184,800	196,234,900
Legal tenders	18,985,200	Dec. 3,610,600	40,588,200	39,949,300

United States Bonds.—The prices of Government bonds remain quite strong, and one of the causes for this is found just now in the heavy purchases made for account of Mr. W. H. Vanderbilt. Instead of paying him in bonds for his N. Y. Central & Hudson stock, a prominent banking-house connected with the syndicate have simply sold to him a large block of U. S. 4 per cents for investment, and it is believed that he is now a holder of something like \$20,000,000 of Government securities. Closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Nov. 22.	Nov. 24.	Nov. 25.	Nov. 26.	Nov. 27.	Nov. 28.
6s, 1880.....reg.	J. & J.	*104¼	*104¼	*104¼	*104¾		104½
6s, 1880.....coup.	J. & J.	*104¼	*104¼	*104¼	*104¾		*104¾
6s, 1881.....reg.	J. & J.	*105½	*105½	*105½	*105¾		105¾
6s, 1881.....coup.	J. & J.	*105½	*105½	*105½	*105¾		105¾
5s, 1881.....reg.	Q.-Feb.	102¾	10 ¾	*102¼	*102¼		*102¼
5s, 1881.....coup.	Q.-Feb.	*102¼	*102¼	*102¼	*102¼		*102¼
4½s, 1891.....reg.	Q.-Mar.	*105½	*105½	*105½	*105¾		*105¾
4½s, 1891.....coup.	Q.-Mar.	*106½	*106½	*106½	*106¾		107¼
4s, 1907.....reg.	Q.-Jan.	*103	*103	*103	*103¾		103¾
4s, 1907.....coup.	Q.-Jan.	103	103	*103	103¾		103¾
6s, cur'cy, 1895.....reg.	J. & J.	*123	*123	*123	*123		*123
6s, cur'cy, 1896.....reg.	J. & J.	*123½	*123½	*123	*123½		*123½
6s, cur'cy, 1897.....reg.	J. & J.	*123½	*123½	*123	*123½		*123½
6s, cur'cy, 1898.....reg.	J. & J.	*124¼	*124¼	*124	*124½		*124½
6s, cur'cy, 1899.....reg.	J. & J.	*124¼	*124¼	*124½	*124½		*124½

* 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 Nov. 1, 1879, were as follows:

	Range since Jan. 1, 1879.		Amount Nov. 1, 1879.	
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880-1.....cp.	103¼ Aug. 29	107½ June 23	\$206,079,900	\$76,656,450
5s, 1881.....cp.	101½ Aug. 27	107½ Jan. 15	277,277,700	231,162,650
4½s, 1891.....cp.	104 Mch. 21	108 May 21	166,904,250	83,095,750
4s, 1907.....cp.	99 Apr. 1	103½ Nov. 28	479,130,400	258,816,150
6s, cur'cy, reg.	119½ Jan. 4	128 May 31	64,623,512	

State and Railroad Bonds.—State bonds have been in small request, and Louisiana consols have declined, while Virginias continue depressed by reason of the unfortunate result of the last election.

Railroad bonds are very strong and active, and there is a constant demand for low-priced bonds of railroads now under process of re-organization, not many of which are found on the Stock Exchange list. The Erie second consolidated bonds have sold largely, and close very strong in sympathy with the advance in Erie stocks.

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

Bonds.	Shares.
\$2,000 St. Joseph & Pac. RR.	667 Tradesmen's N. B'k. 105 @ 106¼
2d mort. 55½	100 Exch. Fire Ins. ... 105½ @ 106
1,000 Kans. & Neb. RR. 2d	10 German-Amer. Fire Ins. ... 139¾
mort. 49	5 Clinton Hall Ass'n. ... 52 @ 58
2,800 St. Joseph & Pac. RR.	10 Branford Lock Works
2d mort. 57¾	Manuf. Co. 50
11,839 Kans. & Neb. RR.	1 Mercantile Mutual Ins. ... 49½
land scrip. 10	100 Manuf. & Merch. Bank. ... 10
5,000 Iowa Cent. RR. 3d m.	10 German-Amer. Bank. 78
5,000 N. Y. & Oswego Mid-	
land RR. 2d mort. 8	

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

STATES.	Nov. 21.	Nov. 28.	Range since Jan. 1, 1879.	
			Lowest.	Highest.
Louisiana consols.....	42	42½	36 July 24	69 Jan. 6
Missouri 6s, '89 or '90.....			103½ Mch. 5	107¾ June 10
North Carolina 6s, old.....	*25		18 Feb. 8	26 Oct. 25
Tennessee 6s, old.....	*34		30 Aug. 20	42 Feb. 13
Virginia 6s, consol.....	*80	*80	73¾ June 20	73¾ June 20
do do 2d series.....			37 Sept. 25	44 Mch. 28
District of Columbia 3-65s.....	85	84½	79½ Jan. 3	88½ May 23

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

Railroad and Miscellaneous Stocks.—The course of the stock market was feverish and unsettled until Wednesday afternoon, when the tone became very strong and has so continued to-day. After the heavy break of last week there was great uncertainty as to the probable course of the market, and there was a good deal of discouragement on the part of those who had been jostled out of their stocks by the manipulations of the few heavy operators who had combined to depress prices. But the announcement made on Wednesday afternoon of the great transaction in Central stock, imparted fresh strength to a market already advancing, and since then everything has been "booming." The most striking movement has again been in Erie, which sold up to 44½ at the close to-day on very heavy purchases, and the conclusion is unavoidable that some of the parties to the late Central negotiation are buyers—possibly Mr. Vanderbilt. In this connection our remarks above in regard to the trunk-line stocks are pertinent. The Erie election passed off without contest, and the only notable change in the board was the substitution of Mr. Dickson, of the Del. & Hudson interest, for the retiring directors of the Del. & Lackawanna interest. Another advance is to be made in the price of coal, and the stocks are strong in consequence. The Wabash St. Louis & Pacific stocks are naturally very strong, in view of the successful negotiations of the syndicate; and it is reported also, that Mr. Vanderbilt is a large buyer of these stocks, in accordance with an informal agreement or understanding with the purchasers of his N. Y. Central stock. The Mo. Kansas & Texas stock and bonds continue very active and strong, and it is supposed that the Boston capitalists of the C. B. & Q. interest will secure the lease of the road. To-day, nearly the whole list was strong, and the syndicate transaction exerted a powerful influence throughout the market.

The daily highest and lowest prices have been as follows:

	Saturday, Nov. 22.	Monday, Nov. 24.	Tuesday, Nov. 25.	Wednesday, Nov. 26.	Thursday, Nov. 27.	Friday, Nov. 28.
Am. Dist. Tel.	41 1/4	45 1/4	72 1/4	73 1/4	75 1/4	75 1/4
Atl. & Pac. Tel.	41 1/4	45 1/4	72 1/4	73 1/4	75 1/4	75 1/4
Canada South.	72 1/4	73 1/4	74 1/4	71 1/4	72 1/4	73 1/4
Cent. of N. J.	75 1/4	76 1/4	74 1/4	78 1/4	79 1/4	77 1/4
Ches. & Ohio	18 1/4	18 1/4	17 1/4	18 1/4	17 1/4	17 1/4
do 1st pref.	29 1/4	29 1/4	28 1/4	29 1/4	27 1/4	27 1/4
do 2d pref.	23 1/4	23 1/4	21 1/4	22 1/4	21 1/4	21 1/4
Chic. & Alton	97 1/4	98 1/4	99 1/4	97 1/4	99 1/4	99 1/4
Chic. Bur. & Q.	119 1/4	119 1/4	120 1/4	120 1/4	121 1/4	121 1/4
Chic. M. & St. P.	74 1/4	73 1/4	73 1/4	73 1/4	73 1/4	73 1/4
do pref.	100 1/4	100 1/4	100 1/4	98 1/4	99 1/4	99 1/4
Chic. & N. W.	87 1/4	88 1/4	88 1/4	87 1/4	88 1/4	88 1/4
do pref.	103 1/4	103 1/4	103 1/4	104 1/4	104 1/4	104 1/4
Chic. R. I. & P.	46 1/4	47 1/4	48 1/4	41 1/4	44 1/4	44 1/4
Chic. St. P. & M.	78 1/4	79 1/4	79 1/4	77 1/4	77 1/4	77 1/4
Clev. C. & I.	18 1/4	23 1/4	21 1/4	20 1/4	21 1/4	22 1/4
Col. Chic. & I. C.	72 1/4	72 1/4	72 1/4	70 1/4	74 1/4	75 1/4
Del. & H. Canal	79 1/4	84 1/4	84 1/4	78 1/4	82 1/4	82 1/4
Del. Lack. & W.	30 1/4	31 1/4	34 1/4	29 1/4	32 1/4	33 1/4
Ian. & St. Jo.	59 1/4	60 1/4	63 1/4	57 1/4	60 1/4	61 1/4
do pref.	53 1/4	53 1/4	48 1/4	44 1/4	47 1/4	47 1/4
Hous. & Tex. C.	97 1/4	98 1/4	98 1/4	98 1/4	98 1/4	98 1/4
Illinois Cent.	10 1/4	12 1/4	11 1/4	10 1/4	11 1/4	11 1/4
Ind. Cin. & Laf.	86 1/4	88 1/4	89 1/4	88 1/4	89 1/4	89 1/4
Kansas Pacific	22 1/4	24 1/4	24 1/4	23 1/4	23 1/4	23 1/4
Lake Erie & W.	101 1/4	103 1/4	102 1/4	101 1/4	103 1/4	103 1/4
Lake Shore	84 1/4	85 1/4	84 1/4	82 1/4	84 1/4	85 1/4
Louisv. & Nash.	61 1/4	63 1/4	63 1/4	55 1/4	58 1/4	58 1/4
Manhattan	18 1/4	19 1/4	19 1/4	18 1/4	19 1/4	19 1/4
Mar. & C. 1st pref.	93 1/4	95 1/4	95 1/4	91 1/4	93 1/4	93 1/4
do 2d pref.	20 1/4	21 1/4	21 1/4	20 1/4	21 1/4	21 1/4
Mich. Central	26 1/4	26 1/4	26 1/4	24 1/4	25 1/4	25 1/4
Mo. Kans. & T.	100 1/4	101 1/4	101 1/4	100 1/4	101 1/4	101 1/4
Mor. & Essex	69 1/4	75 1/4	74 1/4	73 1/4	73 1/4	73 1/4
Nash. Ch. & St. L.	34 1/4	38 1/4	38 1/4	32 1/4	36 1/4	37 1/4
New Cent. Coal	129 1/4	130 1/4	130 1/4	130 1/4	135 1/4	135 1/4
N. Y. C. & H. R.	36 1/4	38 1/4	35 1/4	33 1/4	37 1/4	38 1/4
N. Y. L. E. & W.	65 1/4	70 1/4	67 1/4	62 1/4	66 1/4	69 1/4
do pref.	29 1/4	32 1/4	31 1/4	30 1/4	31 1/4	32 1/4
Northern Pac.	53 1/4	56 1/4	54 1/4	56 1/4	56 1/4	56 1/4
do pref.	25 1/4	28 1/4	26 1/4	24 1/4	26 1/4	27 1/4
Ohio & Miss.	27 1/4	30 1/4	28 1/4	27 1/4	29 1/4	29 1/4
Pacific Mail	170 1/4	170 1/4	170 1/4	170 1/4	170 1/4	170 1/4
Panama	66 1/4	70 1/4	68 1/4	66 1/4	70 1/4	71 1/4
Phil. & Readg.	18 1/4	19 1/4	19 1/4	19 1/4	19 1/4	19 1/4
St. L. A. & T. H.	33 1/4	35 1/4	35 1/4	37 1/4	41 1/4	40 1/4
do pref.	43 1/4	45 1/4	45 1/4	43 1/4	45 1/4	47 1/4
St. L. I. M. & So.	46 1/4	51 1/4	50 1/4	48 1/4	47 1/4	48 1/4
St. L. & S. Fran.	51 1/4	56 1/4	53 1/4	49 1/4	53 1/4	51 1/4
do pref.	64 1/4	72 1/4	70 1/4	67 1/4	70 1/4	70 1/4
St. P. & Sioux C.	37 1/4	38 1/4	37 1/4	37 1/4	37 1/4	37 1/4
do 1st pref.	7 1/4	7 1/4	7 1/4	6 1/4	7 1/4	7 1/4
do 2d pref.	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
Sutro Tunnel	84 1/4	86 1/4	84 1/4	83 1/4	85 1/4	87 1/4
Union Pacific	36 1/4	39 1/4	39 1/4	36 1/4	39 1/4	43 1/4
Wab. St. L. & P.	63 1/4	68 1/4	64 1/4	60 1/4	64 1/4	68 1/4
do pref.	103 1/4	104 1/4	103 1/4	102 1/4	105 1/4	107 1/4
West. Un. Tel.	103 1/4	104 1/4	103 1/4	102 1/4	105 1/4	107 1/4

* These are the prices bid and asked; no sale was made at the Board.
Total sales of leading stocks for the week ending Nov. 27, and the range in prices for 1878 and since Jan. 1, 1879, were as follows:

Sales of Week. Shares.	Range since Jan. 1, 1879.		Range for 1878.	
	Lowest.	Highest.	Low.	High.
Canada Southern	3,450	45 1/4 Jan. 3	78 1/2 Nov. 12	38 1/2 45 1/4
Central of N. J.	85,530	33 1/2 Jan. 2	89 7/8 Nov. 15	13 1/2 45 1/4
Chicago & Alton	440	75 Mch. 3	100 1/4 Nov. 17	66 3/4 85
Chic. Burl. & Quincy	1,740	111 1/2 Jan. 7	124 Oct. 21	99 1/4 114 3/4
Chic. Mil. & St. P.	131,935	34 3/8 Jan. 4	82 1/2 Nov. 13	27 1/2 54 7/8
do do pref.	2,741	74 3/4 Jan. 4	102 1/2 Nov. 13	64 84 1/4
Chicago & Northw.	121,350	49 5/8 Jan. 3	94 1/2 Nov. 12	32 1/2 55 1/4
do do pref.	1,700	76 7/8 Jan. 3	108 Nov. 12	59 3/4 79 1/2
Chic. Rock Isl. & Pac.	450	119 Jan. 8	149 Nov. 13	98 3/8 122
Chic. St. P. & Minn.	3,600	21 May 5	56 Nov. 15	23 38 1/4
Clev. Col. Cin. & Ind.	3,554	34 3/4 Jan. 2	85 1/2 Nov. 13	23 38 1/4
Col. Chic. & Ind. Cent.	49,425	5 Jan. 4	28 Nov. 18	2 1/2 6 3/8
Del. & Hudson Canal	57,375	38 Jan. 2	89 1/8 Nov. 12	34 3/8 59 7/8
Del. Lack. & Western	265,180	43 Jan. 2	94 Nov. 12	41 61 7/8
Hannibal & St. Jo.	25,585	13 1/4 Jan. 4	41 1/2 Nov. 12	10 16 7/8
do do pref.	10,100	34 Jan. 10	70 1/2 Nov. 15	21 5/8 41 5/8
Illinois Central	2,874	79 1/4 Mch. 26	100 3/4 Nov. 18	72 3/8 87
Kansas Pacific	4,160	9 1/2 Jan. 21	92 Nov. 28	4 12 3/8
Lake Shore	170,800	67 Jan. 6	108 Nov. 29	55 7/8 71 1/2
Louisville & Nashv.	9,100	35 Feb. 13	89 1/4 Nov. 15	35 39
Michigan Central	27,810	73 3/4 Jan. 2	98 Nov. 28	58 1/2 75
Missouri Kan. & Tex.	113,720	5 3/8 Jan. 4	35 3/4 Nov. 19	2 7 1/2
Morris & Essex	7,860	75 1/8 Jan. 3	103 1/2 Nov. 12	67 3/8 89
N. Y. Cent. & Hud. R.	9,115	112 Mch. 24	139 Nov. 28	103 3/4 115
N. Y. Lake E. & West	728,030	21 1/2 Jan. 4	49 Nov. 15	7 3/8 22 1/2
do pref.	47,980	37 1/2 Jan. 2	78 1/8 Nov. 15	21 1/2 38
Northern Pacific	13,510	16 Aug. 9	40 1/2 Oct. 21	.....
do do pref.	12,641	44 1/4 Aug. 30	65 Oct. 21	.....
Ohio & Mississippi	44,885	7 1/4 Jan. 4	33 3/8 Nov. 15	6 3/4 11 1/4
Pacific Mail	67,130	10 3/8 Jan. 13	39 1/2 Nov. 1	12 1/2 23 7/8
Panama	123 Jan. 2	182 Oct. 9	112 131	.....
St. L. I. Mt. & South.	51,855	13 Jan. 2	56 Nov. 15	5 15 5/8
St. L. & S. Francisco	9,900	3 1/8 Jan. 8	53 Nov. 15	1 1/2 4 1/8
do pref.	21,550	4 1/8 Jan. 21	60 1/2 Nov. 15	1 1/2 5 1/4
do 1st pref.	5,975	9 3/4 Jan. 23	78 1/2 Nov. 15	5 1/2 11 3/4
Sutro Tunnel	26,535	2 3/8 Jan. 16	6 1/4 Nov. 17	3 1/2 5
Union Pacific	27,685	57 1/2 Jan. 31	95 Oct. 20	61 1/4 73
Western Union Tel.	67,000	88 5/8 Aug. 4	116 June 11	75 1/4 102

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

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

Week or Mo.	1879.	1878.	1879.	1878.
Ala. Gt. Southern August	\$34,807	\$31,850	\$254,997	\$220,797
Atch. Top. & S. F. 2d wk Nov.	188,500	124,353	5,425,518	3,397,083
Atl. & Char. Air-L. September	73,220	53,588	.....	.....
Atl. & Gt. West. September	429,285	340,149	.....	.....
Atlantic Miss. & O. September	177,342	153,880	1,166,007	1,198,143
Bur. C. Rap. & N. 3d wk Nov.	38,315	28,501	1,314,653	1,362,763
Burl. & Mo. R. in N. 1st wk Oct.	93,229	77,773	1,540,498	1,323,869
Cairo & St. Louis. 2d wk Nov.	4,609	4,909	230,912	203,397
Central Pacific. October	1,833,000	1,773,089	14,426,698	14,637,040
Ches. & Ohio. October	183,325	176,552	1,609,303	1,617,223
Chicago & Alton. 3d wk Nov.	158,268	166,373	5,035,842	4,232,221
Chic. Burl. & Q. September	1,484,316	1,382,123	10,303,937	10,378,543
Chic. & East. Ill. 3d wk Nov.	21,364	19,895	771,789	730,383
Chic. Mil. & St. P. 3d wk Nov.	251,000	191,775	8,654,000	7,483,066
Chic. & Northw. October	1,935,000	1,573,422	13,252,929	12,511,660
Chic. St. P. & Min. 3d wk Nov.	32,173	24,203	1,007,112	814,649

—Latest earnings reported.—Jan. 1 to latest date.—

	1879.	1878.	1879.	1878.
Chic. & W. Mich. 3d wk Oct.	\$14,424	\$12,627	\$496,504	\$415,327
Cin. Ham. & Day. September	262,001	193,334		
Clev. Mt. V. & D. 2d wk Nov.	7,764	8,017	346,997	330,833
Dakota Southern. September	15,566	17,431	147,205	156,896
Denv. S.P.& Pac. October ...	132,185		627,604	
Dubuque & S.City. 2d wk Nov.	20,004	22,426	739,442	822,795
Flint & Pere Mar. 2d wk Nov.	27,470	23,793		
Gal. Har. & S. An. September	131,363	132,418		
Grand Rap. & Ind. September	132,191	103,172		
Grand Trunk. Wk. end. Nov. 15	220,128	196,935	7,859,815	7,794,187
Grt Western. Wk. end. Nov. 21	100,731	73,873	3,982,726	4,064,644
Hannibal & St. Jo. 3d wk Nov.	39,928	48,279	1,688,143	1,803,801
Houst. & Tex. C... September	365,440	332,555	1,987,084	1,705,552
Illinois Cen. (Ill.). October ...	580,244	506,751	4,559,501	4,604,195
do (Iowa). October ...	170,832	148,089	1,199,240	1,292,476
Indiana Bl. & W. 2d wk Nov.	18,965	19,771		
Int. & Gt. North. 2d wk Nov.	54,985	54,290	1,422,211	1,267,512
Louisv. Cin. & Lex. September	105,769	86,971		
Louisv. & Nashv. October ...	600,000	455,699	4,618,964	4,257,887
Minn. & St. Louis. 1st wk Nov.	9,620	7,954		
Mobile & Montg. September	61,215	41,413	474,980	452,281
Mo. Kans. & Tex. 3d wk Nov.	94,457	69,712	2,849,197	2,663,065
Mobile & Ohio. 3d wk Nov.	*73,010	68,997	1,695,480	1,510,325
Nashv. Ch. & St. L. October ...	169,958	137,104	1,440,979	1,325,136
N. Y. L. Erie & W. August ...	1,450,223	1,445,929	10,388,547	9,735,285
Pad. & Elizabeth. 2d wk Nov.	10,745	6,091	279,652	279,911
Pad. & Memphis. 1st wk Nov.	4,371	4,794	130,096	153,473
Pennsylvania ... October	3,518,144	3,215,419	28,034,356	26,035,337
Phila. & Erie. October ...	323,803	352,695	2,514,584	2,378,585
Phila. & Reading. October ...	1,542,911	1,408,674	12,377,393	10,249,092
Pitts. Cin. & St. L. September	382,835	280,531	2,441,860	2,302,358
St. L. A. & T. H. 3d wk Nov.	22,412	15,836		
do (brs). 2d wk Nov.	15,760	14,228	470,982	433,083
St. L. Iron Mt. & S. 2d wk Nov.	161,860	149,671	4,302,913	3,809,776
St. L. & San Fran. 3d wk Nov.	45,601	26,977	1,380,090	1,066,592
St. L. & S. E. - St. L. 3d wk Nov.	14,319	15,651	651,127	587,877
St. Paul & S. City. 3d wk Nov.	29,716	24,899	994,753	971,166
Scioto Valley. October ...	30,250	28,983	261,192	232,707
Southern Minn. September	67,244	34,538	421,771	490,875
Tol. Peoria & War. 3d wk Nov.	26,062	26,434	1,106,594	1,134,783
Union Pacific. 18 dys Nov.	732,239	637,981		
Wabash. 3d wk Nov.	101,526	106,858	4,518,461	4,547,559
Wisconsin Valley. 1st wk Nov	5,467	3,867		

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.

UNITED STATES BONDS.		Bid.	Ask.	STATE SECURITIES.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.
UNITED STATES BONDS.				STATE SECURITIES.				CITY SECURITIES.			
6s, 1880.....reg. J&J	104 3/8	104 5/8		Tennessee—6s, old, 1890-98..J & J	33 1/2	34 7/8		Dis. Col.—Cons. 3-65s, 1924, cp. F&A	84 7/8	85 1/4	
6s, 1880.....coup. J&J	104 3/8	104 5/8		6s, new bonds, 1892-1900...J & J	28			Consol. 3-65s, 1924, reg. ....J & J	85	85 1/4	
6s, 1881.....reg. J&J	105 3/4	105 7/8		6s, new series, 1914.....J & J	29			Perm. imp. 6s, guar., 1891...J&J	108	110	
6s, 1881.....coup. J&J	105 3/4	105 7/8		Texas—6s, 1892.....M & S	103	105		Perm. imp. 7s, 1891.....J&J	110	115	
5s, funded, 1881.....reg. Q-F	102 1/4	102 3/8		7s, gold, 1892-1910.....M & S	111	112		Wash.—Fund. loan (Cong.) 6s, g., '92	108	110	
5s, funded, 1881.....coup. Q-F	102 1/4	102 3/8		7s, gold, 1904.....J & J	112	113		Fund. loan (Leg.) 6s, g., 1902 Var	108	114	
4 1/2s, 1891.....reg. Q-M	105 1/2	105 3/4		10s, pension, 1894.....J & J	99	101		East Saginaw, Mich.—8s.....			
4 1/2s, 1891.....coup. Q-M	105 1/2	105 3/4		Vermont—6s, 1890.....J & D	114	116		Elizabeth, N. J.—7s, short.....	40	43	
4s, 1907.....reg. Q-J	103 1/8	103 1/4		Virginia—6s, old, 1886-'95...J & J	20			7s, funded, 1880-1905.....Var.	39	41	
4s, 1907.....coup. Q-J	103 1/8	103 1/4		6s, new bonds, 1886-1895...J & J	20			7s, consol., 1885-98.....A & O	38	41	
6s, Currency, 1895.....reg. J&J	123			6s, consol., 1905.....J & J	75			7s, 1905.....	35	42	
6s, Currency, 1896.....reg. J&J	123 1/4			6s, do ex-coup., 1905...J & J	55			Fall River, Mass.—6s, 1904...F&A	108	109	
6s, Currency, 1897.....reg. J&J	123 1/2			6s, consol., 2d series.....J & J	25			5s, 1894, gold.....F&A	102	104	
6s, Currency, 1898.....reg. J&J	124 1/2			6s, deferred bonds.....		8		Fitchburg, Mass.—6s, '91, W. L. J&J	111 1/2	112 1/2	
6s, Currency, 1899.....reg. J&J	124 1/2			10-40s, new.....				Fredericksburg, Va.—7s.....M&N	106		
FOREIGN GOV. SECURITIES.				CITY SECURITIES.				Galveston, Tex.—10s, '80-'95...Var.			
Quebec—5s, 1903.....M&N		98		Albany, N. Y.—6s, long.....Various	106			Galvest'n County, 10s, 1901 J & J	102	105	
STATE SECURITIES.				7s.....Various	107			Harrisburg, Pa.—6s, coupon...Var.	103	108	
Alabama—5s and 8s, fundable. Var.	48			Allegheny, Pa.—4s.....J&J				Hartford, Ct.—City 6s, var. dates...Var.	102	109	
8s, Mont. & Euf.....	3			6s, 1876-'90.....J&J				Capitol, untax, 6s.....	116	117	
8s, Ala. & Chat.....	25			Wharf 7s, 1880.....J&J				Hartford Town bonds, 6s, untax...Var.	100	101	
8s of 1892-93.....J&J	25			Allegheny Co., 5s.....J&J				do 4 1/2s, untax.....	103 1/2	104	
Class "A," 2 to 5, 1906.....	49			Atlanta, Ga.—7s.....	103	106		Haverhill, Mass.—6s, '85-'89...A&O	108	109	
do small.....	50			Do 8s.....	108	112		Houston, Tex.—10s.....	15	20	
Class "B," 5s, 1906.....	80			Waterworks.....	97	102		6s, funded.....	17	25	
Class "C," 2 to 5, 1906.....	56			Augusta, Me.—6s, 1887, mun. F&A	104 1/4	104 1/2		Indianapolis, Ind.—7-30s, '93-'99 J&J	107		
Arkansas—6s, funded, 1899..J & J	10			Augusta, Ga.—7s.....Various	102	105		Jersey City—6s, water, long, 1895...J & J	96	98	
7s, L. R. & Ft. S. issue, 1900..A & O	4 1/2			Austin, Texas—10s.....	100	103		7s, do 1899-1902.....J & J	100	103	
7s, Memphis & L. R., 1899..A & O	4			Baltimore—6s, City Hall, 1884..Q-J	106 1/2	108		7s, sewerage, 1878-'79.....J & J	92	96	
7s, L. R. P. B. & N. O., 1900..A & O	3			6s, Pitts. & Con'v. RR., 1886..J&J	107 1/2	108 1/2		7s, assessment, '78-'79 J & J-M & N	92	96	
7s, Miss. O. & R. Riv., 1900..A & O	4			6s, consol., 1890.....Q-J	111	111 1/4		7s, improvement, 1891-'94...Var.	92	95	
7s, Ark. Central RR., 1900..A & O		8 1/2		6s, Balt. & O. loan, 1890...Q-J	110 1/2	112		7s, Bergen, long.....J & J	95	97	
7s, Levee of 1871, 1900.....J & J	5			6s, Park, 1890.....Q-M	110	112		Hudson County, 6s.....A&O	101	102	
California—6s, 1874.....	104 1/2			6s, bounty, 1893.....M & S	112	115		do 7s, M&S and J&D.....	105	107	
Connecticut—5s.....	104	108		6s, do exempt, 1893...M & S	114	117		Bayonne City, 7s, long.....J&J	96	100	
6s, 1883-4-5.....	105			5s, funding, 1894.....J&J	104 1/2	106		Lawrence, Mass.—6s, 1894...A & O	112 1/4	113	
Delaware—6s.....J&J	104	106		6s, 1900.....J&J	113	114		Long Island City, N. Y.....	90	100	
Florida—Consol. gold 6s.....J & J	85	90		6s, West. Md. RR., 1902...J&J	113	115		Louisville, Ky.—7s, long dates. Var.	107	107 1/2	
Georgia—6s, 1879-80-86.....F & A	100	104		5s, consol., 1885.....Q-J	93	101		7s, short dates.....Var.	103	105 1/2	
7s, new bonds, 1886.....J & J	111 1/2			6s, Valley RR., 1886.....A & O	107 1/2	108 1/2		6s, long.....Var.	102	102 1/2	
7s, endorsed, 1886.....	109			5s, new 1916.....	105	106		6s, short.....Var.	102	102 1/2	
7s, gold bonds, 1890.....Q-J	110			Bangor, Me.—6s, RR., 1890-'94 Var.	101 1/2	102 1/2		Lowell, Mass.—6s, 1890, W. L. M&N	112	113	
8s, '76, '86.....A & O	108	114		6s, water, 1905.....J&J	110	110 1/2		Lynchburg, Va.—6s.....J & J	102	103	
Illinois—6s, coupon, 1879...J & J	100			6s, E. & N. A. Railroad, 1894..J&J	101 1/2	102 1/2		8s.....J & J	118		
War loan, 1880.....J & J	100			6s, B. & Piscataquis RR., '99..A&O	101 1/2	102 1/2		Lynn, Mass.—6s, 1887.....F&A	108	109	
Kansas—7s, '76 to '99.....J&J	102	112		Bath, Me.—6s, railroad aid....Var.	99 1/2	100		Water loan, 1894-96.....J&J	114 1/2	115 1/2	
Kentucky—6s.....	100			5s, 1897, municipal.....	100	102		5s, 1882.....M&N	102	103	
Louisiana—New con. 7s, 1914..J&J	44 1/4			Belfast, Me.—6s, railroad aid, '98..	101 1/2	102 1/2		Macon, Ga.—7s.....	80	90	
7s, small bonds.....	43			Boston, Mass.—6s, cur. long, 1905 Var.	117 1/2	118		Manchester, N. H.—5s, 1883-'85 J&J	101 1/2	102 1/2	
Maine—Bounty, 6s, 1880.....F&A	101 1/2	102		6s, currency, short, 1880...Var.	101	101 1/2		6s, 1891.....J&J	109 1/2	110	
War debts assumed, 6s, '89..A & O	114 1/4	114 1/2		5s, gold, 1905.....Var.	111	111 1/2		Memphis, Tenn.—6s, C.....J&J	10	25	
War loan, 6s, 1883.....M&S	107	108		4s, currency, 1899.....J&J	100	101		6s, A & B.....J&J	10	25	
Maryland—6s, defense, 1883..J&J	108 1/2	110		Sterling, 5s, gold, 1893.....A&O	107	109		6s, gold, fund., 1900.....M & N	15	25	
6s, exempt, 1887.....J&J	110	115		do 5s, gold, 1899.....J&J	105	107		6s, end., M. & C. RR.....	15		
6s, Hospital, 1882-87.....J&J	110	115		do 5s, gold, 1902.....A&O	109	110		6s, consols.....J&J	35	50	
6s, 1890.....Q-J	108	110		Brooklyn, N. Y.—7s, '79-80...J & J	101	104		Milwaukee, Wis.—5s, 1891...J & D	96	99	
5s, 1880-'90.....Q-J	100	105		7s, 1881-95.....J & J	104	115		7s, 1896-1901.....Var.	102 1/2	110	
Massachusetts—5s, 1880, gold..J&J	100 1/2	101		7s, Park, 1915-18.....J & J	124	128		7s, water, 1902.....J&J	110		
5s, gold, 1883.....J&J	103	104		7s, Water, 1903.....J & J	123	127		Mobile, Ala.—8s.....J&J			
5s, gold, 1894.....Var.	110	110 1/4		7s, Bridge, 1915.....J & J	121	127		5s.....J&J			
5s, g., sterling, 1891.....J&J	107	109		6s, Water, 1899-1909...J & J	111	115		6s, funded.....M & N	26	30	
do do 1894.....M&N	106	108		6s, Park, 1900-1924...J & J	111	115		Montgomery, Ala.—New 3s..J & J	35	45	
do do 1888.....A&O	103	105		Kings Co. 7s, 1882-'89...M & N	106	110		5s, new.....	40	60	
Michigan—6s, 1883.....J & J	103			do 6s, 1880-'86...M & N	101 1/2	110		Nashville, Tenn.—6s, old....	85	95	
7s, 1890.....M&N	110 1/2			Buffalo, N. Y.—7s, 1876-'80...Var.	102	106		6s, new.....	85	95	
Minnesota—7s, RR. repudiated.	30	40		7s, 1880-'95.....Var.	104	112		Newark—6s, long.....Var.	104		
Missouri—6s, 1886.....J & J	105 1/2			7s, water, long.....Var.	104	112		7s, long.....Var.	109	111	
Funding bonds, 1894-95...J & J	106			6s, Park, 1926.....M & S	108	115		7s, water, long.....Var.	114 1/2		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

CITY SECURITIES.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Pittsburg, Pa.—4s, coup., 1913. J&J	.....			Buff. N.Y. & Phil.—1st, 6s, g., '96. J&J	93	100		Cin. Laf. & Ch.—1st, 7s, g., 1901. M&S	85		
5s, reg. and coup., 1913. J&J	.....			Bur. C. R. & N.—1st, 5s, new, '06. J&D	90 ³ / ₈	90 ⁵ / ₈		Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	106		
7s, water, reg. & cp., '93-'98. A&O	.....			Bur. & Mo. R.—1st, 7s, 93. A&O	114 ¹ / ₂	115		do guar., L.S. & M.S., 1901. A&O	107		
7s, street imp., reg., '83-'86. Var	.....			Conv. 8s, 1894 series. J&J	117	120		Cin. Rich. & Chic.—1st, 7s, '95. J&J	95		
Portland, Me.—6s, Mun., 1895. Var.	110	115		Bur. & Mo. (Neb.)—1st, 6s, 1918. J&J	105 ¹ / ₂	106		Cin. Rich. & F. W.—1st, 7s, g., J&D	75	85	
6s, railroad aid, 1907. M&S	110	115		8s, conv., 1883. J&J	120			Cin. Sand'ky & Cl.—6s, 1900. F&A	96	97	
Portsmouth, N.H.—6s, '93, RR. J&J	107 ¹ / ₄	107 ¹ / ₂		Consol. m., 6s, non-exempt. J&J	100 ¹ / ₂	101		7s, 1887 extended. M&S	185		
Poughkeepsie, N. Y.—7s, water. J&J	112	115		Bur. & Southw.—1st M., 8s, '95. M&N	30			Consol. mort., 7s, 1890. J&D	89 ¹ / ₂	90	
Providence, R.I.—5s, g., 1900-5. J&J	107 ¹ / ₂	108 ¹ / ₂		Cairo & St. L.—1st M., 7s, 1901. A&O	56	58		Clev. Col. C. & I.—1st, 7s, '99. M&N	116		
6s, gold, 1900, water loan. J & J	116 ¹ / ₂	118		Calif. & Vinc.—1st, 7s, g., 1909. A&O	105	110		Consol. mort., 7s, 1914. J&D	111		
6s, 1885. M & S	106 ¹ / ₂	107 ¹ / ₂		Calif. Pac.—1st M., 7s, g., '89. J&J	105	110		Bellef. & Ind. M., 7s, 1899. J&J	106		
Richmond, Va.—6s. J&J	105	107		2d M., 6s, g., end C. Pac., '89. J&J	96	105		Clev. & M. Val.—1st, 7s, g., '93. F&A			
8s. J & J	123	123 ³ / ₄		3d M. (guar. C. P.), 6s, 1905. J&J	190			S. F. 2d mort., 7s, 1876. M&S			
Rochester, N.Y.—6s, '76-1902. Var.	100	103		do do do 3s, 1905. J&J	45			Clev. & Pitts.—4th M., 6s, 1892. J&J	107		
7s, water, 1903. J & J	113	115		Camden & Atl.—1st, 7s, g., '93. J&J	117	120		Consol. S. F., 7s, 1900. M&N	113 ¹ / ₂	118	
Rockland, Me.—6s, '89-99, RR. F&A	95	98		Cam. & Bur. Co.—1st M., 6s, '97. F&A	105			Clev. Mt. V. & Del.—1st, 7s, gold, J&J	156 ¹ / ₂	57 ¹ / ₄	
Sacramento, Cal.—City bonds, 6s. 25				Canada So.—1st M. guar., 1908. J&J	86 ³ / ₄	86 ⁷ / ₈		Columbus ext., 7s, gold, 1901. J&J	150	51 ³ / ₄	
Sacramento Co. bonds, 6s. 95				Cape Cod—7s, 1881. F&A	103	103 ¹ / ₂		Colorado Cent.—1st, 8s, g., '90. J&D	1100	103	
Salem, Mass.—6s, long, W. L. A&O	114	115		Carolina Cent.—1st, 6s, g., 1923. J&J	20	35		Col. Chic. & Ind. Cent.—			
5s, 1904, W. L. J&J	107	108		Catawissa—1st M., 7s, 1882. F&A	102	109		1st cons. mort., 7s, 1903. A&O	86 ¹ / ₂	88	
B. Francisco—7s, g., City & Co. Var.	100	108		New mort., 7s, 1900. F&A	112	114		2d mort., 7s, 1909. F&A	45	49	
do 6s. 100	105			Cedar F. & Min.—1st, 7s, 1907. J&J	102	104		Trust Co. cert., 1st, cons., assd.	86	86 ¹ / ₄	
Savannah, Ga.—7s, old. Var.	70	75		Cedar R. & Mo.—1st, 7s, '91. F&A	110	110 ¹ / ₄		do do supplementary..	88 ¹ / ₂	86 ¹ / ₂	
7s, new. 70	75			1st mort., 7s, 1916. M&N	113 ¹ / ₄	113 ¹ / ₂		do 2d do	42 ¹ / ₄		
5s, consols. 69	72			Cent. of Ga.—1st, cons., 7s, '93. J&J	109 ¹ / ₂	112		Chic. & Gt. East., 1st, 7s, '93-'95.	70		
St. Joseph, Mo.—7s. Var.	45			Cent. of Iowa—1st M., 7s, g., J&J	100	110		Col. & Ind. C., 1st M., 7s, 1904. J&J	106	109	
Bridge 10s, 1891. J & J	50			Central of N. J.—1st M., 7s, '90. F&A	115			do 2d M., 7s, 1904. M&N	88		
St. Louis, Mo.—6s cur., long bds. Var.	104			7s, conv., 1902, assented. M&N	101 ³ / ₈	102 ³ / ₄		Un. & Logansp., 1st, 7s, 1905. A&O	97	101	
6s, short. 100	101			Consol. M., 7s, 1899, assented. Q—J	103 ¹ / ₄	104		T. Logansp. & B., 7s, 1884. F&A	98	101	
Water 6s, gold, 1887-90. J & D	104	106		Adjustment bonds, 1903. 104	104 ¹ / ₂			Cin. & Chic. A. L., 1886-'90.			
do do (new), 1892. A & O	104	106		Income bonds, 1908. M&N	83 ¹ / ₂			Ind. Cent., 2d M., 10s, 1882. J&J	100 ¹ / ₂		
Bridge approach, 6s. 104	106			Small bonds, 1908. M&N		84		Col. & Hock V.—1st M., 7s, '97. A&O	106	110	
Renewal, gold, 6s. Var.	106 ¹ / ₂			Am. Dock & Imp. Co., 7s, '86. J&J	108	108		1st M., 7s, 1880. J&J	101		
Sewer, 6s, gold, 1891-'93. Var.	106 ¹ / ₂			do assented. 106	108			2d M., 7s, 1892. J&J	101		
St. L. Co.—Park, 6s, g., 1905. A & O	106 ¹ / ₂			Leh. & Wilkesbarre Coal, '88. M&N	66			Col. & Toledo—1st mort. bonds	101	103 ¹ / ₄	
Currency, 7s, 1887-'88. Var.	106 ¹ / ₂			Small bonds, 1888. M&N	50			Col. Springf. & C.—1st, 7s, 1901. M&S			
St. Paul, Minn.—6s, '88-'90. J & D	98	105		Consol., 7s, gold, 1900. Q—M	110			Col. & Xenia—1st M., 7s, 1890. M&S	104		
7s, 1890. M&N	109			do do assented. 92	94			Conn. & Passump.—M., 7s, '93. A&O	106 ³ / ₄	107	
8s, 1889-96. Var.	110			Cent. Ohio—1st M., 6s, 1890. M&S	106	107		Massawippi, g., 6s, gold, '89. J&J	95		
Somerville, Mass.—5s, 1895. A&O	103	105		Cent. Pacific—1st, 6s, g., '95-98. J&J	110 ¹ / ₂			Conn. Val.—1st M., 7s, 1901. J&J	56	53	
6s, 1885. J&J	107 ¹ / ₂	108 ¹ / ₂		State Aid, 7s, g., 1884. J&J	106			Conn. West.—1st M., 7s, 1900. J&J	26	27	
6 ¹ / ₂ s, 1884. A&O	108 ¹ / ₂	109 ¹ / ₂		S. Joaquin, 1st M., 6s, g., 1900. A&O	99 ¹ / ₂	100		Connecting (Phila.)—1st, 6s. M&S			
Springfield, Mass.—6s, 1905. A&O	114	115		Cal. & Oregon, 1st, 6s, g., '88. J&J	100			Cumberl'd & Penn 1st, 6s, '91. M&S			
7s, 1903, water loan. A&O	120	122		Cal. & Or. C.P. bonds, 6s, g., '92. J&J	105	107		Cumberl'd Val.—1st M., 8s, 1904. A&O			
Stockton, Cal.—8s. 95	100			Land grant M., 6s, g., 1890. A&O	104 ¹ / ₂			Dakota Southern—7s, gold, '94. F&A	197	100	
Toledo, O.—7-30s, RR., 1900. M & N	105	108		West. Pacif., 1st, 6s, g., '99. J&J	105			Danby & Norwalk—7s, '80-92. J&J	100		
8s. 105	110 ¹ / ₂			Charl'te Col. & A.—Cons., 7s, '95. J&J	98	100		Dan. Ur. Bl. & P.—1st, 7s, g., A&O	90	100	
8s, water, 1893 & '94. Var.	112			2d mort., 7s, 1910. J&J	75	80		Dayton & Mich.—1st M., 7s, '81. J&J	102		
Washington, D.C.—See Dist. of Col.				Cheraw & Darl.—1st M., 8s, '88. A&O	111			2d mort., 7s, 1887. M&S	102		
Wilmington, N.C.—6s, gold, cou. on				2d mort., 7s. 93				3d mort., 7s, 1888. A&O	100 ¹ / ₄		
8s, gold, cou. on. 112				Ches. & Ohio—Pur. money fd. 1884				Dayt. & West.—1st M., 6s, 1905. J&J	197 ¹ / ₂		
Worcester, Mass.—6s, 1892. A&O	113 ¹ / ₂	114 ¹ / ₂		6s, gold, series B, int. def. 1908.	60 ¹ / ₂	61		1st mort., 7s, 1905. J&J			
5s, 1905. A&O	107	108		6s, gold, small bonds, 1908. 59				Delaware—Mort., 6s, guar., '95. J&J	108		
Yenkers. N. Y.—Water, 1903. 111	114			6s, currency, int. deferred, 1918. 34	35			Del. & Bound B'k—1st, 7s, 1905. F&A	112	113 ¹ / ₂	
RAILROAD BONDS.				6s, currency, small bonds, 1918. 34	34			Del. Lack. & W.—2d M., 7s, '82. M&S		104 ¹ / ₂	
Ala. Cent.—1st M., 8s, g., 1901. J&J	55	60		Va. Cent., 1st M., 6s, 1880. J&J	101			Convertible 7s, 1892. J&D			
Ala. & Chatt.—1st, 8s, g., '99. J&J	10	14		do 3d M., 6s, 1884. J&J	101			Mort. 7s, 1907. M&S	114 ¹ / ₂	114 ¹	

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Houst. E. & W. Tex.—1st, 7s, 1898.				Macon & Aug.—2d, end, 7s, '79.J&J		95	103	North Penn.—1st M., 6s, 1885.J&J		108½	109
Houston & Tex. C.—1st, 7s, g., '91.		108		Maine Cent.—Mort. 7s, 1898...J&J		110	112	2d mort., 7s, 1896.....M&N		117	120
West. Div., 1st, 7s, g., 1891...J&J		104	105	Exten. bonds, 6s, g., 1900...A&O		109	100	Gen. mort., 7s, 1903.....J&J		112	114
Waco & N. W., 1st, 7s, g., 1903.J&J				Cons. 7s, 1912.....A&O		106	107	Northeast, S.C.—1st M., 8s, '99.M&S		110	115
Cons. mort., 8s, 1912.....A&O		110½		Androscog. & Ken., 6s, 1891.F&A		105	106	2d mort., 8s, 1899.....M&S		100	
Waco & N., 8s, 1915.....M&N		90		Leeds & Farm'gt'n, 6s, 1901.J&J		102	103	North'n Cent.—2d mort., 6s, '85.J&J		108	109
Inc. and Ind'y 7s, 1887.....M&N		90		Portl'd & Ken., 1st, 6s, '83..A&O		103	104	3d mort., 6s, 1900.....A&O		108	109
Hunt. & Br. Top—1st, 7s, '90..A&O		114	118	do Cons. M., 6s, '95.A&O		105	106½	Con. mort., 6s, g., coup., 1900.J&J		106½	106½
2d mort., 7s, g., 1895.....F&A		106	108½	Mansf. & Fr'ham.—1st, 7s, '89..J&J		105½	107	6s, g., reg., 1900.....A&O		108	109
Cons. 3d M. 7s, 1895.....A&O		55	60	Equipment 6s, 1882.....M&N		98½	99	Mort. bonds, 5s, 1926.....J&J		76½	78
Ill. Cent.—1st M. Chic. & Spr.'98J&J		110	112	Marietta & Cincinnati—				Con. mort., 5s, 1904.....J&J		99	100
Sterling, S. F., 5s, g., 1903..A&O		102	104	1st M., 7s, 1891.....F&A		102½	103	Northern Cent'l Mich.—1st, 7s.....		95	100
Sterling, gen. M., 6s, g., 1895.A&O		111	113	Sterling, 1st M., 7s, g., 1891.F&A		96	100	Northern, N.J.—1st M., 6s, '88.J&J		95	100
do 5s, 1905.....J&D		103	105	2d mort., 7s, 1896.....M&N		72½	72½	Norw'h & Worc'r.—1st M., 6s, '97.J&J		107	109
Ill. Grand Tr.—1st M., 8s, '90.A&O		113		3d mort., 8s, 1890.....J&J		41½	41½	Ogd'n'sb'g & L.Ch.—1st M., 6s, '98.J&J		109½	100
Indiana Bloom. & West.—1st mort.		68	70½	Scioto & Hock. Val., 1st, 7s.M&N		90	100	S. F., 8s, 1890.....M&S		102	105
1st mort., pref., 7s, 1900.....J&J		55	61	Balt. Short L., 1st, 7s, 1900..J&J		105	110	Ohio & Miss.—Cons. S. F. 7s, '98.J&J		112	112½
2d mort.....		50	52	Cin. & Balt., 1st, 7s, 1900..J&J		105	110	Cons. mort., 7s, '98.....J&J		112½	
Income.....		80	90	Marietta P. & Clev.—1st, 7s, g., '95				2d mort., 7s, 1911.....A&O		109½	
Ind'lis Bl. & W., 1st, 7s, g.....A&O		15	20	Consol. 7s.....J&D				1st mort., Springf. Div., 1905 M&N		75½	80
do 2d mort., 8s, 1890.....J&J				Marq'tte Ho. & O.—Mar. & O., '92		105	108	Oil Creek—1st M., 7s, 1882...A&O			
do Exten. 1st M. 7s, g., 1912J&J				6s, 1908.....M&S		62	70	Old Colony—6s, 1897.....F&A		109	110
Ind'polis C. & L.—7s of '97, Low Nos				Mass. Central—1st, 7s, 1893.		35	50	6s, 1895.....J&D		109	110
do do High Nos.....				Memp. & Charl'n—1st, 7s, '80.M&N		102		7s, 1895.....M&S		117	118
3d mort., 7s, 1899.....J&D				2d mort., 7s, 1885.....J&J		80	90	Omaha & N.W.—1st, 1 g., 7.3, g.J&J		12	
Ind'apolis & Cin., 1st, 7s, '88.A&O				Mem. & L. Rock—1st, 7s.....		45	50	Omaha & S.W.—1st M., 8s, 1896.J&D		117½	118
Ind'polis & St. L.—1st, 7s, 1919.Var.		75	80	Metrop'n Elev.—1st M., 1903.J&J		103½	104½	Or'ge & Alex'n'dria—1st, 6s, '73M&N		96	100
2d mort., 7s, 1900.....A&O		35	45	Michigan Central—				2d mort., 6s, 1875.....J&J		97½	98
Ind'apolis & Vin.—1st, 7s, 1908.F&A		102	105	1st mort., 8s, 1882.....A&O		107		3d mort., 8s, 1873.....M&N		67	70
2d mort., 6s, g., guar., 1900.M&N		87	92	Consol., 7s, 1902.....M&N		117½	118	4th mort., 8s, 1880.....M&S		34½	36
Intern'l & Gt.No.—Int. 1st, 7s.A&O		93	96	1st M. on Air Line, 8s, 1890.J&J		112	112½	Or. Alex. & M., 1st M., 7s, '82.J&J		70	71
1st Purch. Com. Receipts.....		93		Air Line, 1st M., 8s, guar.....M&N		104½	105	Oreg. & Cal.—Frankfort Com. Rec. x		144	46
2d do do.....		34	36	Equipment bonds, 8s, '83..A&O		105½	107	Osw. & Rome—1st M., 7s, 1915.M&N		95	100
H. & Gt. No.—1st, 7s, g., 1900.....		93	95	Gd. Riv. V., 1st 8s, guar., '86.J&J		107½		Osw. & Syracuse—1st, 7s, '80.M&N		100	
do 1st Purch. Com. Receipts		33	35	6s, 1909.....M&S		100		Ott. Osw. & Fox R.—M., 8s, '90.J&J		117	
do 2d do do.....		110½	112½	Kalamazoo & S.H., 1st, 8s, '90.M&N		55	65	Panama—Sterl'g M., 7s, g., '97.A&O		113	115
Ionia & Lansing—1st 8s, '89..J&J		104½	105	Mil. & North.—1st, 8s, 1901..J&D		100		Paris & Danville—1st M., 7s, 1903.			
I'a Falls & Sioux C.—1st, 7s, '99A&O				Minn. & St. L., 1st M., 1927..J&D				Paris & Dec't'r.—1st M., 7s, g., '92.J&J		115	25
Ithaca & Athens.—1st m., 7s, g.J&J				do guaranteed.....				Pekin Lin. & Dec.—1st, 7s, 1900 F&A		70	
Jackson Lansing & Saginaw—				Miss. Cen.—1st M., 7s, '74-84.M&N		102	105	Pennsylvania—1st M., 6s, '80..J&J		104½	104½
1st M., 8s, '85, "white bonds"J&J		109½	110	do 2d m., 8s.....		105	110	General mort., 6s, coup., 1910 Q-J		115	116
North Exten., 8s, 1890.....M&N		108	110	Miss. & Tenn.—1st M., 8s, series "A"		110	115	do 6s, reg., 1910 A-J		109	110
Consol. mort., 8s, 1891.....M&S		102½	103	do 8s, series "B".....		92	95	Cons. mort., 6s, reg., 1905..Q-M		109	110
Jamest. & Frankl.—1st, 7s, '97.J&J				Mo. Kansas & Texas—				do 6s, coup., 1905..J&D		109	109½
2d mort., 7s, 1894.....J&D				Cons. assessed, 1904-6.....F&A		91	91½	Navy Yard, 6s, reg., 1881...J&J		102½	103
Jefferson-Hawly Br. 7s, '87..J&J		103		1st, 6s, g., 1899, (U. P. S. Br.)J&J		95	100	Penn. Co., 6s, reg., 1907.....Q-J		102½	103½
1st mort., 7s, 1889.....J&J		103		2d mort., income, 1911.....A&O		44½	44½	Penn. & N.Y.—1st, 7s, '96 & 1906.J&D		119	121
Jeff. Mad. & Ind.—1st, 7s, 1906.A&O		112½	113	Boonev'e B'ge, 7s, guar., 1906.M&N		90		Peoria Pekin & J.—1st, 7s, '94.J&J		40	50
2d mort., 7s, 1910.....J&J		102	102½	Han. & C. Mo., 1st 7s, g., '90.M&N				Perkiomen—1st M., 6s, 1897..A&O		80	90
Ind'polis & Mad., 1st, 7s, '81.M&N		100		do 2d, 1892.....M&N		106		Ex fd. cps., Dec., '77, to J'e, '80, inc.		80	85
Joliet & Chic.—1st M., 8s, '82..J&J		104	106	Mo. Pac.—1st mort., 6s, gld., '88, F&A		105		Petersburg—1st M., 8s, '79-'98.J&J		114	
Joliet & N. Ind., 1st, 7s (guar. M.C.)		102	107	2d mort., 7s, 1891.....J&J		107½		2d mort., 8s, 1902.....J&J		40	50
Junction RR. (Phil.)—1st, 6s, '82.J&J		103		Car. B., 1st mort., 6s, g. '93.A&O				Phil. & Erie—1st M., 6s, 1881.A&O		103	105
2d mort., 6s, 1900.....A&O		106		3d mortgage.....				2d mort., 7s, 1888.....J&J		112	112½
Kalamazoo Al. & Gr. R.—1st, 8s.J&J		104	110	Income, 7s, 1892.....M&S				2d mort., guar., 6s, g., 1920.J&J		107	108
Kal. & Schoolcraft—1st, 8s, '87.J&J		100		Mob. & Ala. Gr. Tr.—1st, 7s, gld., '95		6	20	Phila. & Read.—1st M., 6s, '80..J&J		102	103
Kal. & Wh. Pigeon—1st, 7s, '90..J&J		100		Mobile & O.—1st pref. debentures..		62	63	1st mort., 7s, 1893.....A&O		114	118
K.C. Ft. Scott & G.—1st, 7s, 1908 J&D		102	102½	2d pref. debentures.....		40½	45	Debenture, 1893.....J&J		48	52
Kansas C. Lawr. & So. 1st, 4s, 1909		83	84	3d pref. debentures.....			41	Mort., 7s, coup., 1911.....J&D		114	115
Kans. C. St. Jo. & C. B.—				4th pref. debentures.....				Gold mort., 6s, 1911.....J&D		102	
1st M., C. B. & St. Jos., 7s, '80.J&J		100	100½	New mortgage, 6s, 1927.....		94½	94½	Improvement mort., 6s, 1897			
K.C. St. Jos. & C.B. M., 7s, 1907.J&J		105½	105½	Mont. & Euf.—1st, end, 8s, g., '86 M&S		90	105	New convertible, 7s, 1893..J&J		90	
do inc. bds, rg., 6s, 1907.A&O		83	85	Morris & Essex—1st, 7s, 1914 M&N		123		G. s. f., \$ & 2, 6s, g., 1908, x cps.J&J		190	
K.C. Topeka & W.—1st M., 7s, g., J&J		112	112½	2d mort., 7s, 1891.....F&A		110		Scrip for 6 deferred x coupons		190	94
Income 7s.....A&O		108½	109½	Construction, 7s, 1889.....F&A		96½		Coal & L., guar. M., 7s, '92..M&S			
Kansas & Nebraska—1st mort.....		77	80	Bonds, 7s, 1900.....J&J		96		Phil. Wil. & Balt.—6s, '92-1900.A&O		107½	108½
2d mort.....		43	47	General mort., 7s, 1901.....A&O		110		Pitts. C. & St. L.—1st M., 7s, 1900.F&A		109	110
Kansas Pac.—1st, 6s, gold, '95.F&A		117	119	Consol. mort., 7s, 1915.....J&D		108	112	2d mort., 7s, 1913.....A&O			
1st mort., 6s, g., 1896.....J&D		113½		Nash. Chat. & St. L.—1st, 7s, 1913.J&J		107		Pitts. & Con'l'sv.—1st M., 7s, '98.J&J		112	112½
1st M., R. & L.G. D'rd, 1899.M&N				1st, Tenn. & Pac., 6s, 1917..J&J		93		Sterling cons. M., 6s, g., guar.J&J		107½	107
Land 1st mort., 7s, g., 1880..J&J		121		1st, McM. M. W. & A., 6s, 1917.J&J		92½		Pitts. Ft. W. & C.—1st M., 7s, 1912.J&J		122	128
Land 2d mort., 7s, g., 1886.....		100½		Nashv. & Decat'r.—1st, 7s, 1900.J&J		106		2d mort., 7s, 1912.....J&J		122	
Leav. Branch, 7s, 1896.....M&N		96	98	Nashua & Low.—6s, g., 1893.F&A		105	106	3d mort., 7s, 1912.....A&O		115	117½
Income bds, No. 11, 7s, 1916.M&S		72		Nebraska—1st, 7s, (end B. & M.)A&O		110	111	Equipment, 8s, '84, all paid M&S		109	111
do No. 16, 7s, 1916.M&S		73½		Newark & N. Y.—1st, 7s, 1887.J&J		90	100	Pitts. Titusv. & B.—New 7s, '96F&A		42	45
Denver Div., 6s ass. coup. cert.		101½	103	Newk's set's.—1st, 7s, g., '89.M&N		90	100	Pleas't Hill & De Soto—1st, 7s, 1907.		101	102
Detached coup. Recs.....				N. Haven & Derby, 1st M., 7s, '98.Var		100	103	Port Hur. & L.M.—1st, 7s, g., '99 M&N		32	40
Keokuk & Des M.—1st, 5s, guar.A&O		91½	93	N. H. & N'th'ton—1st M., 7s, '99.J&J		114	116	Portl'nd & Ogb'g—1st, 6s, g., 1900J&J		70	80
Small bonds.....A&O		91	92	Conv. 6s, 1882.....A&O		96	98	Vt. div., 1st M., 6s, g., 1891..M&N		5	20
Laf. Bl. & Mun.—1st, 6s, 1919.M&N		91	98	N. J. Mid'l'd—1st M., 7s, g., '95.F&A		66	69	Pueblo & Ark. V.—1st, 7s, g., 1903.		105	105½
Income, 7s, 1899.....		64	68	2d mort., 7s, 1881.....F&A		18	20	Quincy & Wars'w—1st M., 8s, '90.J&J		113	
L. Erie & West.—1st, 6s, 1919.F&A		92		N. J. Southern—1st M., new 6s.J&J		75	80	Ren. & S'toga—1st 7s, 1921 cou.M&N		123	125
Income, 7s, 1899.....		62	64	N'burgh & N.Y.—1st M., 7s, 1888.J&J		80	86	1st 7s, 1921, reg.....			
Lake Shore & Mich. So.—				N. Lon. & North.—1st M., 6s, '85.M&S				Rich'd & Dan.—Con., 6s, '78-90.M&N		95½	97½
M. So. & N.I., S.F., 1st, 7s, '85.M&N		108	108½	2d mort., 7s, 1892.....J&D				General mort., 6s, gold.....		97	100
Cleve. & Tol., 1st M., 7s, '85..J&J		110	111	N.O. Jack. & Gt.N.—1st M., 8s, '86.J&J		112	115	Piedmont Br., 8s, 1888.....A&O		109	110
do 2d M., 7s, 1886.A&O		108		2d mort., 8s, 1890, certifs..A&O		107	110	Rich. Fred. & Potomac—6s, 1875..		100	
Cl. P. & Ash., 2d M., 7s, '80..J&J		102½		2d mort. debt.....A&O		105	109	Mort, 7s, 1881-90.....J&J		103	
do new 7s, 1892..A&O		112		N.O. Mob. & Chatt.—1st, 8s, 1915.J&J		50	55	Rich. & Petersb., 8s, '80-'86..A&O		105	
Buff. & E., new bds, M., 7s, '98.A&O		114	115	N.Y. & Can.—2 M., 6s, g., 1904.M&N		99	101	New mort., 7s, 1915.....M&N		97	100
Buff. & State L., 7s, 1882.....J&J				N.Y.C. & H.—Mort., 7s, cp., 1903.J&J		124	125½	Rome Wat'n O.—S.F., 7s, 1891.J&D		104	107½
Det. Mon. & Tol., 1st, 7s											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
Steubenv. & Ind.—1st M., 6s, '84. Var.	102	102½		RAILROAD STOCKS. Par.				Lehigh Valley.....	50	52½	52½
St. Joseph & West.—1st mort.	85	90		Ala. Gt. South.—Lim., A., 6s, pref.	18	8½	Little Rock & Fort Smith.....	100	3½	33	
2d mort.	57	60		Lim., B., com.	13½	3¾	Little Miami, leased, 8.....	50	115	115½	
St. L. Alt. & T.H.—1st M., 7s, '94. J&J	112½	113½		Albany & Susqueh., Guar., 7.....	99	103	Little Schuylkill, leased, 7.....	50	52	52½	
2d mort., pref., 7s, 1894..... F&A	95	97		Allegheny Valley.....	50		Long Island.....	50	8	12	
2d income, 7s, 1894..... M&N	76	78		Atchison & Nebraska.....	100	55	Louisville & Nashville.....	100	83½	85	
St. Louis & I. Mt.—1st, 7s, '92. F&A	112	113		Atchison Topeka & Santa Fe.....	100	114	Lynn & Boston (street).....	100	62	63	
2d mort., 7s, g., 1897..... M&N	96	97		Atlantic & Gulf, guar., 7.....	100	10	Macon & Augusta.....	100	17	25	
1st 7s, pf. int. accumulative.....	78	79½		Atl. & St. Law., leased, 6, 2.....	100	111	Maine Central.....	100	140	141	
2d 6s, int. accumulative.....	68			Augusta & Savannah, leased.....	100	152	Manchester & Lawrence.....	100	57½	58½	
Ark. Br. l. gr., M., 7s, g., '97. J&D	102			Baltimore & Ohio.....	100	112½	Manhattan Railway.....	100	50		
Cairo Ark. & T., 1st, 7s, g., '97. J&D	102			do Pref., 6.....	100	105½	Marietta & Cin.....	50	13½	13¾	
Cairo & Ful., 1st, l. g., 7s, g., '91. J&J	104			do 2d, pref.....	100	150	1st pref.....	50	8	10	
St. L. K. C. & N. (rest. & R.), 7s, '95. M&S	103½	104		Washington Branch.....	100	4	2d pref.....	50	9	12	
Omaha Div., 1st 7s, 1919..... A&O	107			Parkersburg Branch.....	100	136½	Memphis & Charleston.....	25	61½	62	
St. L. & S.E.—Con. M., 7s, g., '94. M&N	80	85		Boston & Albany.....	100	9	Metropolitan (street), Boston.....	50	126½	127	
1st cons., 7s, g., 1902..... F&A	12	20		Boston & Clinton Fitchb. & New Bed. 100	100	79	Metropolitan Elevated.....	100	95	95½	
Evansv. H. & N., 1st, 7s, 1897. J&J	85	95		do do Pref 100	100	80	Middlesex (street), Boston.....	100	105	106	
St. L. Jacks'v. & C.—1st, 7s, '94. A&O	111½			Bost. Con. & Montreal.....	100	75	Mine Hill & S. Haven, leased.....	50	55½	56	
St. L. Vand. & T.H.—1st M., 7s, '97. J&J	107	109½		do Pref., 6.....	100	84	Missouri Kansas & Texas.....	100	27½	28½	
2d, 7s, guar., '98..... M&N	89	91		Boston & Lowell.....	500	117½	Missouri Pacific.....	100	21	22	
St. L. & San F.—2d M., class A, '06. M&N	85	90		Boston & Maine.....	100	54	Mobile & Ohio.....	100	101½	102	
2d M., class B, 1906..... M&N	64½	67		Boston & New York Air Line, pref.	54	54	Morris & Essex, guar., 7.....	50	75	75½	
do class C, 1906..... M&N	64	66		Boston & Providence.....	100	124	Nashua, Chat. & St. Louis.....	25	106	110	
South Pacific.—1st M., 1888. J&J	101½	102		Boston Revere Beach & Lynn.....	100	95	Nashua & Lowell.....	100	54	58	
St. P. Minn. & Man.—1st 7s, 1909. J&J	108½	108¾		Buff. N. Y. & Erie, leased.....	100	80	Nashua & Rochester, guar., 3.....	100	140	142	
do small..... J&J				Burlington C. Rapids & North.....	100	59	Nesquehoning Valley, leased, 10.50	50	53	54	
2d 6s, 1909..... A&O				Burlington & Mo., in Neb.....	100	126½	New Haven & Northampton.....	100	20	23	
St. P. & S. City.—1st, 6s, 1919. A&O	96½	97		Cambridge (street), Boston.....	100	120	New Jersey Southern RR.....	100			
Summit Br.—1st, 7s, 1903..... J&J	190			Camden & Atlantic.....	50	35	N. London Northern, leased, 8.....	100			
Sunbury & Erie.—1st M., 7s, '77. A&O	117			do Pref.....	50	33	New Mexico & So. Pacific.....	100			
Susp. B. & Erie Junc.—1st M., 7s.....	90	100		Canada Southern.....	100	72	N. Y. Central & Hudson Riv.....	100	131		
Syr. Bing. & N. Y.—consol. 7s, '06. A&O	115			Catawissa.....	50	16	New York Elevated.....	129	130		
Terre H. & Ind.—1st M., 7s, '79. A&O	100			do Old, pref.....	50	48	do do Pref.....	50	160	165	
Texas & Pac.—1st, 6s, g., 1905. M&S	101			do New, pref.....	50	49	N. Y. L. Erie & West.....	37½	37½		
Consol. mort., 6s, gold, 1905. J&D	87½	67¾		Cedar Falls & Minnesota.....	100	15	do do Pref.....	67	67½		
Inc. and land gr., reg., 1915. July	66½	80		Cedar Rapids & Mo. and Ia. Ld. 100	100½	101½	New York & New England.....	100	49½	50	
Tol. Can. S. & D't.—1st, 7s, g., 1906. J&J	70			do Pref., 7.....	100	110	N. Y. N. Haven & Hartford.....	100	157	160	
Tol. P. & W.—1st, E. D., 7s, '94. J&D				Central of Georgia.....	100	74	New York Providence & Bos.....	100	124	127	
1st mort., W. D., 7s, 1896..... F&A				Central of Iowa.....	100	10	North Pennsylvania.....	50	149½	51	
Burl. Div., 1st, 7s, 1901..... J&D				Central of New Jersey.....	100	75	Northern Central.....	50	32½	33	
do 2d M., 7s, 1886..... A&O				Central Ohio.....	50	37	Northern New Hampshire.....	100	85	86½	
Consol. 7s, 1910..... M&N				do Pref.....	50	47	Northern Pacific, common.....	100	31½	32	
Purch. Com. Rec't 1st M., E. D.....	125			Central Pacific.....	100	104	do do Pref.....	100	55	55½	
do 1st mort, W. D.....		124		Charlotte Col. & Aug.....	100	145	Norwich & Worcester, leased, 10.100	100	126		
do Burlington D.....		126		Chesapeake & Ohio, common.....	100	17	Ogdensburg & Lake Champ.....	100	26½	26¾	
1st pref. inc. for 2d mort.....	60	65		do 1st pref.....	100	28	do do Pref., 8.....	100	70	70½	
do for cons'd.....	60	65		do 2d pref.....	100	21½	Ohio & Mississippi.....	100	26½	27	
United Co's N.J.—Cons., 6s, '94. A&O	108			Cheshire, pref.....	100	46½	do do Pref.....	100	58	58	
Sterling mort., 6s, 1894..... M&S	111	113		Chicago & Alton.....	100	97	Old Colony.....	100	107½	107¾	
do 6s, 1901..... M&S	113	115		do Pref., 7.....	100	114½	Oswego & Syracuse, guar., 9.....	50			
Cam. & Amb., 6s, 1883..... F&A	103	105		Chicago Burlington & Quincy.....	100	120	Panama.....	100	170		
do 6s, 1889..... J&D	105	103		Chicago Clin. Dubuque & Minn. 100	52	51	Pennsylvania Railroad.....	50	148½	49	
do mort., 6s, '89. M&N	110	111		Chicago & East Illinois.....	60	70	Pennsylvania Company.....	50			
Union Pac.—1st M., 6s, g., '96. '99. J&J	110	110½		Chicago Iowa & Nebraska.....	100	137½	do Pref.....	50			
Land Grant, 7s, 1887-9..... A&O	112½	113		Chicago Milwaukee & St. Paul. 100	73½	73½	Philadelphia & Erie.....	50	17½	17¾	
Sink. F., 8s, 1893..... M&S	113½	114		do Pref., 7.100	98½	99	Philadelphia & Reading.....	50	34½	34¾	
Om. Bridge, sterl. 8s, g., '96. A&O	114	116		Chicago & North Western.....	100	89½	do do Pref., 7.....	100	148	151	
Reg. 6s, 1893..... M&S	112½			do Pref., 7.100	104	104½	Phila. Germ'n & Nor., l'ed, 12.....	50	102	102½	
Union & Titusv.—1st, 7s, 1890. J&J	58	60		Chicago & Rock Island.....	100	145	Phila. Wilmington & Balt.....	50	68½	68¾	
Utah Cen.—1st M., 6s, g., 1890. J&J	97	102		Chic. St. L. & N. O.....	100	26½	Pittsburgh Cincinnati & St. L.....	50	5	5	
Utah Southern.—1st 7s, 1891.....	85	95		Chicago St. Paul & Minn., com 100	44	45	Pittsb. & Connellsville, leased.....	50			
Utica & B'l'r.—1st M., 7s, '78. J&J				do Pref. 100			Pittsburg Titusville & Buffalo.....	50	10½	10¾	
Mort., 7s, 1891..... J&J	95			Chicago & West Michigan.....	100	59½	Pittsb. Ft. W. & Chic, guar., 7.100	100	112		
Verm't & Can.—New M., 8s.....	29	30		Cin. Hamilton & Dayton.....	100		do Special, 7.100	100	49	49½	
Mississquoi, 7s, 1891..... J&J	5	10		Cin. Sandusky & Cleveland.....	50	28	Portland Saco & Portsm., l'ed 6.100	100	100½	101	
Verm't & Mass.—1st M., 6s, '83. J&J	105½	105½		do Pref., 6.50			Portsm'th Gt. Falls & Conway 10.....	100	12½	13	
Conv. 7s, 1885..... J&J	118	120		Clev. Col. Cin. & Indianapolis.....	100	42	Providence & Worcester.....	100	105	109	
Vermont Cen.—1st M., 7s, '86. M&N	10	12		Clev. & Mahoning Val., leased.....	50		Pueblo & Arkansas Valley.....	100	70½	70¾	
2d mort., 7s, 1891..... J&D	1	3		Clev. & Pittsburgh, guar., 7.....	50	104	Rensselaer & Saratoga.....	100	110		
Income extension 8s..... M&N	25	30		Col. Chic. & Indiana Central.....	100	22	Republican Valley.....	100	123	125	
Stanstead S. & C., 7s, 1887. J&J	22	25		Columbus & Hocking Valley.....	50	95	Richmond & Danville.....	100	25½	26	
Vick. & Mer.—1st M., end., 7s, '90. J&J	50			Columbus & Xenia, guar., 8.....	50		Richmond Fred. & P.....	100	40		
2d mort., end., 7s, 1890..... J&J	35			Concord.....	50	81	do do Guar. 7.....	100	93		
Virginia & Tenn.—M., 6s, 1884. J&J	102	105		Concord & Portsmouth, guar., 7.100	100	115	Richmond & Petersburg.....	100	45		
4th mort., 8s, 1900..... J&J	114	117		Connecticut & Passumpsic.....	100	59	Rome Watertown & Ogdensb.....	100	24	25	
Wabash.—1st M., ext., 7s, '90. ex. F&A	108½	109½		Connecticut River.....	100	141½	Rutland.....	100	8¾	9	
Mort., 7s, 1879-1909..... A&O	96½	97½		Dayton & Michigan, guar., 3½.....	50		do Pref., 7.....	100	28½	29	
2d mort., 7s, ext. 1893, ex. M&N				do Pref., guar., 8.50			St. Joseph & Western.....	100	19	32	
Equipment, 7s, 1883..... M&N		40		Delaware & Bound Brook.....	100	95	St. Louis Alton & Terre Haute 100	100	40	41	
Cons. mort., 7s, 1907, con. ex. F&A	93	94		Delaware Lack. & Western.....	50	83½	do do Pref. 100	100			
1st, St. L. div., 7s, 1889, ex. F&A	102½	102½		Denver & Rio Grande.....	100	87	Belleville & So. Ill., pref.....	100			
Gt. West., Ill., 1st, 7s, '88, ex. F&A	105	109		Det. Lansing & Northern, com 100	80	85	St. Louis I. M'n & South. assen'd 100	100	46		
do 2d, 7s, '93, ex. M&N	96½	97½		do do Pref. 100	99	99½	St. Louis Kansas C. & North.....	100			
Ill. & S. Ia., 1st, 7s, '82, ex. F&A	95¾	96½		Dubuque & Sioux City.....	100	58	do do Pref., 10.100	100	40½		
Wabash Fund, Int. Bds., 1907.....	97	99		East Pennsylvania, leased.....	50	40	St. Louis & San Fran.....	100	47½	48	
Toledo & Ill. Div. 7s..... F&A				East Tennessee Virginia & Ga. 100	45	50	do do Pref.....	100	51	52½	
Lake Erie Wab. & St. L. 7s..... F&A				Eastern (Mass.).....	100	26	do 1st pref. 100	100	70½	71	
Gt. Western 1st mort., 7s..... F&A				Eastern in N. H.....	100	87	St. Paul & Duluth.....	100	33	33½	
Illinois & South. Iowa 7s..... F&A				Eel River.....	100	50	do Pref.....	100	53	54	
Decatur & E. St. Louis 4-5-6s. F&A				Elmira & Williamsport, 5.....	50	32	Seaboard & Roanoke.....	100	95		
Quincy & Toledo 4-5-6s..... F&A				do Pref., 7.50			do do Guar.....	100	95		
Toledo & Wab. 2ds. 4-5-6s. F&A				Erie & Pittsburgh, guar., 7.....	50	84	Shore Line (Conn.), leased, 8.....	100	122	125	
Wab. & Western 2ds, 4-5-6s. F&A				Fitchburg.....	100	122	South Boston (street).....	50	59	59½	
Great Western 2ds, 4-5-6s..... F&A				Flint & Pere Marquette.....	100	12½	South Carolina.....	100	10	11½	
Consol. Convert., 4-5-6s..... F&A	75	77		Florence El Dorado & Walnut V. 100	29½	30	Southwestern, Ga., guar., 7.....	100	102½	103½	
Warren (N.J.)—2d M., 7s, 1900.....	90			Frankfort & Kokomo.....	50	25	Syracuse, Binghamton & N. Y.....	100	26	26½	
Warren & Fr'kin.—1st M., 7s, '96. F&A	89	90		Georgia Railroad & Bank'g Co. 100	82	85	Summit Branch, Pa.....	50	100		
West'n R. & Phil.—Cons., 7s, '91. A&O	114½	116		Grand River Valley, guar., 5.....	100		Terre Haute & Indianapolis.....	100	8	10	
West'n Ala.—1st M., 8s, '88..... A&O	109	113		Hannibal & St. Joseph.....	100	32	Toledo Peoria & Warsaw.....	100			
2d mort., 8s, guar., '90..... A&O	109	113		do Pref., 7.100	59	61	United N. Jersey RR. & C. Co. 100	148			
West. Md.—End., 1st, 6s, 90..... J&J	114	118		Harrisburg P. Mt. J. & L., guar., 7.50	52	57	Union Pacific.....	100	86	86½	
1st mort., 6s, 1890..... J&J	104	108		Highland (street), Boston.....	100	118	Vermont & Canada, leased.....	100	13	20	
2d mort., pref., 6s, 1895..... J&J	85	92		Houston & Texas Central.....	100	45	Vermont & Mass., leased, 6.....	100	116½	117½	
2d, end. Wash. Co., 6s, 1890. J&J	108	110		Huntingdon & Broad Top.....	50	9	Wabash.....	53½	53½		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations

CANAL STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.
CANAL BONDS.			EXPRESS ST'CKS			Cumberl'd Coal & I. 100	24		McClinton		60
Chesap. & Delaware—			Adams.....100	104½	105½	Excels'r W. & M. Co. 100	26¾	26½	Memphis		
1st mort., 6s, '86 J&J	75	80	American.....100	57½	58½	George's Crk C'l (Md.)	97	100	Merrimac Silver...10		
Chesapeake & Ohio—			United States.....100	50¼	51½	Homestake Min'g. 100		40	Mexican G. & Silv. 100		28
6s, 1870.....Q-J	35	50	Wells Fargo.....100	103	104	Leadville Mining...10	3½	3½	Moose		320
Delaware Division—						La Platta M'g & S. Co. 10	4	4½	Mont Bröss		
6s, 1878.....J&J			GAS STOCKS.			Little Pitt's M'g Con. 100	x27	30	Navajo		35
Delaware & Hudson—			Baltimore Gas.....100	110	125	Locust Mt. Coal.....50			N. Y. & Colorado		250
7s, 1891.....J&J	104½		do certs.....102	102	103	Mariposa L. & M. Cal 100	3½		North Standard		180
1st ext., 1891.....M&N	102		Consumers' Gas, Balt.	5	5½	do pref. 100	4		Northern Belle.....100		
7s, 1884.....J&J	102	104½	People's G. L. of Balt. 25	15	15½	Maryland Coal.....100	25	28	Ophir Silver.....100		
Coup. 7s, 1894.....A&O	106		Boston Gaslight.....500	770	780	New Central Coal.....10			Orig. Const'k G & S 100		
Reg. 7s, 1894.....A&O	108		East Boston.....25	30½	31	New Creek Coal.....10			Original Keystone		
1st Pa. D. cp., 7s, M&S	108½	109	South Boston.....100	108	109	N.Y. & Middle Coal. 25			Overman G. & S.....100		
do reg. 7s, M&S		109¾	Brookline, Mass.....100	107	112	Ontario Sil. Min'g. 100	39½	40	Plumas		
James Riv. & Kan.—			Cambridge, Mass.....100	132	133	Penn. Anthracite Coal.			Phil. Sheridan		
1st mort., 6s.....M&N	46½		Chelsea, Mass.....100	85	90	Pennsylvania Coal. 50	181	190	Rappahanock		40
2d mort., 6s.....M&N	103½		Dorchester, Mass.....100	79	80	Pilot Knob I. (St. L.) 100	40	50	Raymond & Ely.....100		
Lehigh Navigation—			Jamaica Pl'n, Mass. 100	119	120	Quicksilver Min'g. 100	20	22	St. Joseph Lead.....10		
6s, reg., 1884.....Q-J	107	108	Lawrence, Mass.....100	129	130	do pref. 100	64	67	Savage Gold & Silv. 100		
RR. 6s, reg., '97, Q-F	109	111	Lowell.....100	150	152	St. Nicholas Coal.....10			Seaton consol.		
Deb. 6s, reg., '77, J&D			Lynn, Mass., G. L. 100	70	72	San Juan Sil. Min. 100		2	Segregated Belch'r 100		
Conv. 6s, reg., '82, J&D			Mald. & Melrose.....100	90	100	S. Raph'l Sil., Mob. 100		15	Shamrock		
do 6s, g. reg., '94, M&S	100	102	Newton & Wat'n.....100	119	120	do pref. 100		17½	Sierra Nevada Silv. 100		
6s, g. cp. & reg., '97, J&D	105½	106	Salem, Mass.....100	103	103½	Shamokin Coal.....25			Silver City.....100		
Consol. M., 7s.....J&D	98½	100	Brooklyn, L. I.....25	130	140	Spring Mount. Coal. 50			Silver Hill.....100		
Louisville & Portl.—			Citizens', Brooklyn. 20	65	70	Stand'd Cons. G. M. 100		29½	Southern Star G & S 100		
3d mort., 6s.....	101	102	Metropolitan, B'klyn.	80	90	Westmoreland Coal. 50			South Hite		205
4th mort., 6s.....	105	107	Nassau, Brooklyn. 25	60	67½	Wilkesb. Coal & I. 100			Standard		
Morris—			People's, Brooklyn. 10	25	35				Tioga		250
Boat'n, reg., '85, A&O			Williamsb'g, B'klyn. 50	70	80	BOSTON MINING			Tip Top		150
New mort.....			Charlestown, S. C., Gas. 25	23		STOCKS.			Trio		
Pennsylvania—			Chicago G. & Coke 100	145	150	Allouez.....50	9½	10½	Tuscarora		26
6s, coup., 1910.....J&J	81	82	Cincinnati G. & Coke	161½	165	Atlantic.....25	12½	12¾	Utah		
Schuylkill Nav.—			Hartford, Ct., G. L. 25	33	34	Blue Hill (Me.).....10	8		Union Consol.		
1st M., 6s, 1897.....Q-M	95	100	Jersey C. & Hobok'n 20	135	145	Calumet & Hecla.....25	275	280	Yellow Jacket.....100		
2d M., 6s, 1907.....J&J	75	80	People's, Jersey C.....50	60		Central.....25		40			
Mort. 6s, cp., '95, J&J	42	45	Louisville G. L.....109	111		Copper Falls.....50	6¾	7			
6s, imp., cp., '80, M&N			Mobile Gas & Coke. 8			Dana.....25	85c.	90c.	BANK STOCKS.		
6s, bt & car, 1913 M&N	60		Central of N. Y.....50	50	60	Dawson Silver.....20	20c.	30c.	Baltimore.		
7s, bt & car, 1915 M&N	70	80	Harlem, N. Y.....50	37½	45	Douglas (Me.).....5	6	6½	Bank of Baltimore 100	115	116
Susquehanna—			Manhattan, N. Y. 50	140	150	Duncan Silver.....20	5	5½	Bank of Commerce. 25	13	14
6s, coup., 1918.....J&J	33	35	Metropolitan, N. Y. 100	115	125	Franklin.....25	27	27½	Chesapeake.....25	27	30
7s, coup., 1902.....J&J	33	35	Municipal.....100	140	150	Humboldt.....25	17½	21½	Citizens'.....10	14	14½
Union—			Mutual of N. Y.....100	50	55	Hungarian.....25	75c.	95c.	Com. & Farmers'. 100	99	
1st M., 6s, '83.....M&N			New York, N. Y.....100	65	88½	International Silver 20	70c.	75c.	Farmers' B'k of Md. 30	30	31½
			N. Orleans G. L. 100	71	75	Manhattan.....25	75c.	90c.	Farmers' & Merch. 40	42	44
			N. Liberties, Phila. 25	*	*	Mesnard.....25	3½	3¾	Farmers' & Planters' 25	35	38
			Washington, Phila. 20	*	*	Minnesota.....25	3	4	First Nat. of Balt. 100	110	
			Portland, Me., G. L. 50	70	72½	National.....15	6¼	6½	Franklin.....12½	6¼	7
			St. Louis G. L. 50	250	270	Osceola.....25	32		German American.....103	108	
			Laclede, St. Louis. 100	95	102	Petherick.....25	25c.		Howard.....1	7	9
			Carondelet.....50	5	8	Pewabic.....25	34	35	Marine.....30	29	31
			San Francisco G. L. 91	91½		Phenix.....50	6	6½	Mechanics'.....10	10½	10½
						Pontiac.....25	1	1½	Merchants'.....100	117	120
			MANUFACTURING			Quincy.....25	27½	28½	National Exch'ge. 100	105	107
			STOCKS.			Ridge.....25	7½	7¾	People's.....25	16	20
			Am. B. H. S. M. (Pa.) 12½			Rockland.....25	1	1½	Second National 100	130	160
			Amoskeag (N. H.) 1000	1750	1800	Silver Islet.....25	23½	23¾	Third National.....100	100	105
			Androskog'n (Me.) 100	107	107½	Star.....25	2½	2½	Union.....75	67½	68
			Appleton (Mass.) 1000	950	960	Sullivan (Me.) Silver 10	11	11½	Western.....20	32	33
			Atlantic (Mass.) 100	127	128	Superior.....25	90c.	95c.			
			Bartlett (Mass.) 100	25	30	Winthrop.....25	1½	1½			
			Bates (Me), new 100	143½	144				Boston.		
			Boott Cot. (Mass.) 1000	x1815	1820	Alpha Consol G & S. 100			Atlantic.....100	139½	140
			Boston Co. (Mass.) 1000	1090	1110	Atlas.....100			Blackstone.....100	119½	119¾
			Boston Belting.....100	x162½	162¾	Blackstone.....100			Blue Hill.....100	94¾	95
			Bost. Duck (Mass.) 700	725	750	Boston Nat.....100			Boylston.....100	105	105½
			Cambria Iron (Pa.) 50			Brighton, (Nat.).....100			Broadway.....100	90	95
			Chicopee (Mass.) 100	125	130	Bunker Hill.....100			Central.....100	99	101
			Cocheco (N. H.) 500	650	660	City.....100			Commerce.....100	111	112
			Collins Co. (Conn.) 10	7¼	7½	Columbian.....100			Commonwealth.....100	103	104
			Continental (Me.) 100	45	60	Continental.....100			Continental.....100	104½	104¾
			Dougl's Axe (Mass.) 100	101	101½	Eagle.....100			Cleveland Gold.....10	108	108½
			Dwight (Mass.) 500	575	590	Eliot.....100			Exchange.....100	107½	107¾
			Essex Wool (Mass.) 100	105		Everett.....100			Everett.....100	107	107½
			Everett (Mass.) 100	125½	126	Faneuil Hall.....100			First National.....100	183	185
			Franklin (Me.) 100	80	82	Fourth National.....100			First Ward.....100	85	86
			Great Falls (N. H.) 100	100	100½	Freemans'.....100			Fourth National.....100	113½	113¾
			Hamilton (Mass.) 1000	1000	1010	Globe.....100			Hamilton.....100	115½	115¾
			Hartf. Carpet (Ct.) 100	237	242	Hide & Leather.....100			Hide & Leather.....100	110¾	111¼
			Hill (Me.) 100	98	99	Howard.....100			Howard.....100	113¾	114
			Holyoke W. Power. 100	180		Manufacturers'.....100			Manufacturers'.....100	94	96
			Jackson (N. H.) 1000	x1050	1100	Market.....100			Market (Brighton) 100	140	150
			Kearsarge.....100	41	41½	Massachusetts.....250			Maverick.....100	187	
			Laconia (Me.) 400	492½	495	Mechanics' (So. B.) 100			Mechanics' (So. B.) 100	112	115
			Lancaster M. (N. H.) 400	x800	820	Merchandise.....100			Merchandise.....100	95	95½
			Lawrence (Mass.) 1000	1450	1500	Merchants'.....100			Merchants'.....100	138½	139½
			Lowell (Mass.) 690	725	735	Metropolitan.....100			Metropolitan.....100	100	101
			Lowell Bleachery 200	200		Monument.....100			Monument.....100	169	170
			Lowell Mach. Shop. 500	x775	800	Mt. Vernon.....100			Mt. Vernon.....100	96	96½
			Lyman M. (Mass.) 100	92	95	New England.....100			New England.....100	141	141½
			Manchester (N. H.) 100	133		North.....100			North.....100	124	126
			Mass. Cotton.....1000	1150	1175	North America.....100			North America.....100	108½	109
			Merrimack (Mass.) 1000	1505	1510	Old Boston.....50			Old Boston.....50	66½	66½
			Middlesex (Mass.) 100	215		Pacific.....100			Pacific.....100	109½	110
			Nashua (N. H.) 500	x600	620	People's.....100			People's.....100	146½	147½
			Naumkeag (Mass.) 100	106	108	Redemption.....100			Redemption.....100	125	130
			N. E. Glass (Mass.) 375	73	75	Republic.....100			Republic.....100	122½	123
			Pacific (Mass.) 1000	2000		Revere.....100			Revere.....100	115¾	116
			Penn. Salt Mfg. Co. 50			Rockland.....100			Rockland.....100	125	
			Pepperell (Me.) 500	790	800	Second Nat.....100			Second Nat.....100	143¾	144
			Salmon Falls (N. H.) 300	315	320	Security.....100			Security.....100	182	185
			Sandw. Glass (Mass.) 80	22	23	Shawmut.....100			Shawmut.....100	114½	115
			Stark Mills (N. H.) 1000	1125	1175	Shoe & Leather.....100			Shoe & Leather.....100	119	121
			Tremont & S. (Mass.) 100	134¾	135	State.....100			State.....100	117¾	118
			Thorndike (Mass.) 1000	850	950	Suffolk.....100			Suffolk.....100	116½	117
			Union Mfg. (Md.) 100	15	25	Third Nat.....100			Third Nat.....100	90	95
			Washington (Mass.) 100	89	90	Traders'.....100			Traders'.....100	101¾	102
			Weed Sew. M'e (Ct.) 25	12	15	Tremont.....100			Tremont.....100	120	120½
			Willim'tic Linen (Ct.) 25	79	82	Union.....100			Union.....100	137	138
			York Co. (Me.) 750	x1195	1200	Washington.....100			Washington.....100	128½	129½
						Webster.....100			Webster.....100	104	104½
			COAL & MISCEL.								
			MINING STOCKS.								
			American Coal.....25		62						
			Big Mountain Coal 10								
			Buck Mount'n Coal. 50								
			Butler Coal.....25								
			Cameron Coal.....10								
			Caribou Con. Min'g. 10	4¼	5½						
			Cent. Arizona Min. 100	15							
			Clinton Coal & Iron 100								
			Consol Coal of Md. 100	33							

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

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

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

BANK STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	INSURANCE STOCKS.		Bid.	Ask.
Brooklyn.				New York.				St. Louis.				New York.			
Atlantic (State).....	110	115		Mutual Nat.....100	96½	99		B'k of Commerce.....100	310			Lafayette.....	32½		
Brooklyn.....	115	121		New Orleans Nat.....100	97	105		Commercial.....100	145	150		Merchants' Mutual.....	70	75	
First National.....	203			People's.....50	45	47½		Continental.....100		80		Mechanics' & Traders.....	78½		
Fulton.....	75	90		State Nat.....100	99			Exchange.....100				New Orleans Ins. Ass'n.....	28½	29½	
City National.....	220	240		Union Nat.....100	80	85		Fourth National.....100	205	212		New Orleans Ins. Co.....	49½	50	
Commercial.....								International.....100	90			People's.....	17	18½	
Long Island.....	95	110		San Francisco.				Mechanics'.....100	66½			Sun Mutual.....	100	103	
Manufacturers'.....	90	90		Anglo-California.....				Merchants' Old.....	7			Teutonia.....	97	100	
Mechanics'.....	155	165		Bank of California.....	71			Merchants' Nat.....100	82	86					
Nassau.....	150	160		First Nat. Gold.....100	95			St. Louis National.....100		75					
Brooklyn Trust.....	101	110		Grangers' B'k of C.100				Third National.....100	80	85					
Charleston.				Merchants' Exch.....100				Valley National.....100	70						
B'k of Chas. (NBA) 100		43		City.....100	220										
First Nat. Chas.....100		100		Citizens'.....25	100										
People's National.....100		75		Commerce.....100	134	136									
S. C. Loan & Tr. Co. 100		40		Continental.....100	105										
Chicago.				Corn Exchange.....100	133	135									
Commercial Nat.....100	150			East River.....25		100									
Corn Exch. Nat.....100	140			Eleventh Ward.....25											
Fifth National.....100		130		First National.....100	500										
First National.....100	185			Fourth National.....100	107										
Hide and Leather.....90				Fulton.....30											
Home National.....100	65			Fifth Avenue.....100											
Merchants' Nat.....100	200			Gallatin National.....50	135										
Nat. B'k of Illinois.....100	110			German American.....75		85									
Northwestern Nat.....100				Germania.....100											
Union National.....100				Greenwich.....25		115									
Un. Stock Y'ds Nat. 100				Grocers'.....40											
Cincinnati.				Hanover.....100	118										
First National.....175	177½			Importers' & Tr.....100	210	225									
Fourth National.....135				Irving.....50	123										
German Banking Co.....100				Leather Manuf'ts.....100											
Merchants' National.....105	107½			Manhattan.....50	140										
Nat. Laf. & Bk. of Com. 130	135			Manuf. & Merch'ts.....20	50	75									
Second National.....119	115			Marine.....100	106										
Third National.....183	185			Market.....100	115										
Cleveland.				Mechanics'.....25	135										
Citizens' S. & L.....100	95	97½		Mechanics' B. Ass'n.....50	75	77									
Commercial Nat.....100	120	130		Mechanics' & Tr.....25	75										
First Nat.....100	160	170		Mercantile.....100	85										
Merchants' Nat.....100	120	125		Merchants'.....50	128										
National City.....100	125	130		Merchants' Exch'ge.....50	74½										
Ohio Nat.....100	95	100		Metropolitan.....100	133	133									
Second Nat.....100	130	135		Nassau.....100	90										
Hartford.				New York.....100	135										
Ætna Nat.....100	118	120		N. Y. Nat. Exch'ge.....100											
American Nat.....50	63	65		New York County.....100											
Charter Oak Nat.....100	129	131		Ninth National.....100	95										
City Nat.....100	83	85		North America.....70	82	85									
Connecticut River.....50	34	37		North River.....50											
Far. & Mech. Nat.....100	115	117		Oriental.....25		150									
First Nat.....100	106	110		Pacific.....50											
Hartford Nat.....100	150	151		Park.....100	111	120									
Mercantile Nat.....100	123	125		People's.....25	111½										
National Exchange.....50	67	69		Phenix.....20	100										
Phenix Nat.....100	149	150		Republic.....100	115	120									
State.....100	111	113		Second National.....100											
Louisville.				Seventh Ward.....100											
Bank of Kentucky.....100	124	125		Shoe & Leather.....100	126										
Bank of Louisville.....100	60	61		St. Nicholas.....100	105										
Citizens' National.....100	99	100		State of N. Y.....100	115										
City Nat.....100	101	102		Tradesmen's.....40											
Commercial of Ky.....100	10	12		Union.....50	145										
Falls City Tobacco.....100	80	81		Philadelphia.											
Farmers' of Ky.....100	87	88		B'k of N. America.....100	250	251									
Farmers' & Drov.....100	82	83		Central National.....100	190	210									
First Nat.....100	110	111		City National.....50	90	91									
German Ins. Co.'s.....100	99	100		Commercial Nat.....50	66	70									
German.....100	95	97		Commonwealth Nat.....50	30	35									
German National.....100	110	111		Consolidation Nat.....30	49½	56									
Kentucky Nat.....100	110	111		Corn Exchange Nat.....50	52½	53½									
Louisv. Banking Co.....40	65	67		Eighth Nat.....100	150	170									
Masonic.....100	85	86		First Nat.....100	116½	118									
Merchants' Nat.....100	103	105		Farmers' & Mech. N.....100	116½	118									
Northern of Ky.....100	100	101		Girard National.....40	66	70									
People's.....100		12		Kensington Nat.....50	61	67									
Second Nat.....100	93	95		Manufacturers' Nat.....25	26	26½									
Security.....100	130			Mechanics' Nat.....100	100	102									
Third National.....100	91	92		Nat. B'k Commerce.....50											
Western.....100	100	101		Nat. B'k Germant'n.....50	90	92									
West. Finan. Corp.....100	85	86		Nat. B'k N. Liberties.....50	125	135									
Mobile.				Nat. B'k Republic.....100	80	85									
Bank of Mobile.....25	20	25		National Security.....100	102	104									
First Nat.....100	115	120		Penn National.....50	55	60									
Nat. Commercial.....100	80			People's.....100											
Southern B'k of Ala.....25	18	20		Philadelphia Nat.....100	170	171									
Montreal.				Second Nat.....100											
British N. America.....100	103	103½		Seventh Nat.....100											
Commerce.....50	113	113½		Sixth Nat.....100											
Consolidated.....100				Southwark Nat.....50	125	135									
Dominion.....50				Spring Garden.....100											
Du Peuple.....50	55	62		22d Ward.....50											
Eastern Townships.....50	100			Third Nat.....100											
Exchange.....100	30	50½		Union Banking Co.....100											
Federal.....100	102	105		Union Nat.....50											
Hamilton.....100	98	100		Western Nat.....50	75										
Imperial.....100	102½			West Philadelphia.....100											
Jacques Cartier.....100	59½	61		Portland, Me.											
Maritime.....100				Cumberland Nat.....40	52	53									
Merchants'.....100	87½	88½		Canal Nat.....100	144	146									
Molson's.....50	75	79		Casco Nat.....100	134	135									
Montreal.....200	141	143		First Nat.....100	131	135									
Nationale.....50				Merchants' Nat.....75	105	106									
Ontario.....40	71	73		National Traders'.....100	132	133									
Quebec.....100				Richmond, Va.											
Standard.....30	83			City Bank.....25	20										
Toronto.....100	115	119		First Nat.....100	118										
Union.....100	50	70		Merchants' Nat.....100	81	95									
Ville Marie.....100				Nat. Bk of Virginia.....100	87½	95									
New Orleans.				Planters' Nat.....100	105	115									
Canal & Banking.....100	93½	96½		State Bank of Va.....100	85	90									
Citizens'.....100	55	57½													
Germania Nat.....100	90														
Hibernia Nat.....100	92	95													
Louisiana Nat.....100	90	94½													

* Price nominal; no late transactions.

§ Quotation per share.

‡ Last price this month preceding the 26th.

ver November 20. Their consideration will probably consume a week. On the 20th only two arguments were made; and they consumed the entire session. Able counsel is retained on both sides, and preparations are made for a determined and protracted contest.

Atlantic & Great Western.—It is reported that the reorganization trustees of the Atlantic & Great Western Railroad Company have made an arrangement with a syndicate composed of London, Amsterdam and Paris bankers, and Kuhn Loeb & Co. of New York, to place \$5,500,000 of 15-year 6 per cent bonds, with the proceeds of which they propose to pay off the original Ohio first mortgage with interest in default, amounting in the aggregate to over \$2,500,000; to discharge all other obligations resting on the receiver, and to reduce the gauge to 4 feet 8½ inches, making it uniform with the New York Central and the Erie lines. A new company is to be organized under the name of the New York Pennsylvania & Ohio Railroad Company.

Bald Eagle Valley.—At a meeting of the officers and stockholders of the Bald Eagle Valley Railroad Company, at the Girard House, a general mortgage for \$400,000 was authorized to be issued, to provide for the payment of a first and second mortgage maturing in July, 1881 and 1884, and extending the time of both loans at six per cent for thirty years from January 1, 1880.

Baltimore City.—Proposals for the new \$500,000 water loan of the city of Baltimore, to bear 5 per cent interest and run until 1894, were opened this week, and \$300,000 were awarded to Frank Rosenberg & Co., at 105·02@105·53, and \$200,000 to Stein Brothers at 105·03@105·15. There were 25 bidders in all, the lowest bid being 102.

Canada Pacific Railway.—A press despatch from Ottawa, November 26, says that "the contracts for the British Columbia section of the Pacific Railway have been awarded to the lowest tenderers, who have been notified, and who have until December 7, at 4 o'clock, to put up their money. The contracts have been awarded as follows: Section 1, from Emery's Bar to Boston Bar, Messrs. Duncan McDonald & Co., for \$2,727,300; section 2, from Boston Bar to Lytton, Messrs. Purcell, Ryan, Goodwin and Smith, for \$2,573,640; section 3, from Lytton to Junction Flat, Messrs. Duncan McDonald & Co., for \$2,056,950; section 4, from Junction Flat to Savonnas Ferry, T. and M. Kavanagh, of Ottawa for \$1,809,150. Total, \$9,167,040.

Central Pacific.—A despatch from Washington, Nov. 21, to the New York *World* stated that "the United States Auditor of Railroad Accounts received from the Central Pacific Railroad Company a check for \$609,080, which, in connection with the amounts due the company and withheld by the Treasury for Government transportation between Nov. 6, 1869, and June 30, 1878, fulfils the requirements of all existing laws in regard to the payment to the Government of 5 per cent of the company's net earnings during that entire period. The payment made by the company last week settled its indebtedness on account of the 5 per cent requirement, and also discharged its obligations under the Thurman Sinking Fund law for the months following the 30th of June, 1878, from which date the sinking fund obligation was to be computed; and it may be compendiously stated, therefore, that the Central Pacific Company has settled all its accounts with the Government up to the 31st of last December. The cash payments for the year 1879 will not be due until next February."

Vice-President Huntington, in the course of his letter transmitting the check for \$609,080, writes to Auditor French as follows:

The Central Pacific Railroad Company does not and never did dispute the claim of the General Government to 5 per cent of the net earnings of the road after its completion in the eyes of the law. Differences have arisen as to what constituted "net earnings;" as to whether the 5 per cent could be taken out of the earnings of non-aided roads, and as to the date when this participation should begin. These points have been but recently decided, so that an approximate settlement can at last be reached. There remains the question as to whether the Pacific railroad companies are receiving the "reasonable compensation for services" stipulated by the acts of 1862 and 1864, and by common business equity due. In regard to the mails, in particular, the railroad companies do not receive what the exceptionally onerous service is worth, but only so much as Congress in its discretion sees proper to allow. The Central Pacific Railroad Company reserves the right to appeal to the courts for redress of this and like grievances, and this payment I desire it to be understood as being subject to that reservation. This "5 per cent," when accurately ascertained, we have always regarded as the right of the Government, but the 20 per cent and half the earnings from Government business, taken and withheld in excess of the 5 per cent under our contract for the period subsequent to June 30, 1878 (as required by the Thurman act of Congress), we must regard as having been wrongfully extorted from the company in defiance of justice, equity and good faith, in fact, "by the law of the strongest."

Cincinnati Hamilton & Dayton.—The Cincinnati *Enquirer* gives the following statement, showing the comparative earnings of the Cincinnati Hamilton & Dayton Railroad Company, and the system of roads controlled and operated by that company for the month of September, 1878 and 1879:

	Sept. 1878.	Sept. 1879.	Increase.
C. H. & D.	\$72,625	\$99,335	\$26,710
C. H. & I.	29,250	36,165	6,915
C. R. & I.	16,099	20,156	4,057
D. & M.	75,360	106,345	30,985
Totals.	\$193,334	\$262,001	\$68,667

Connecticut Western.—At the recent annual meeting the following statement was made for eighteen months ending September 30:

Gross earnings.	\$344,725
Expenses.	266,823
Net earnings.	\$77,902
Interest, etc.	14,191
Surplus.	\$63,711

During the eighteen months the floating debt has been reduced \$50,619, and \$12,918 has been expended on new construction and equipment, making \$63,537 paid out in improving the condition of the company.

Decatur Sullivan & Mattoon.—This railroad has been sold to the Pekin Lincoln & Decatur Railway Company for \$200,000, which will operate both roads under one management as a consolidated line. Through trains between Mattoon and Peoria will be running Dec. 1.

Delaware & Hudson Canal.—The earnings and expenses of the railroads owned and leased by this company, for the month of September, were as follows:

	Sept., 1878.	Sept., 1879.
Gross earnings.	\$388,175	\$494,487
Expenses.	177,862	215,692
Net earnings.	\$210,313	\$278,795
Increase in gross earnings.		\$106,312
Decrease in net earnings.		68,482

For the same period the earnings and expenses of the Albany & Susquehanna RR. (included in the above) were as follows:

	Sept., 1878.	Sept., 1879.
Gross earnings.	\$88,015	\$105,362
Expenses.	41,031	50,036
Net earnings.	\$46,984	\$55,326
Increase in gross earnings.		\$17,347
Increase in net earnings.		8,342

Elizabeth City, N. J.—In the United States Circuit Court, at Trenton, Judge Nixon read an opinion denying the motion for the appointment of a receiver, or trustee, to take charge of the money and effects of the city of Elizabeth for the benefit of the creditors. Judge Nixon declares that the plaintiffs, having failed to exhaust their remedy at law, had no standing in a Court of Equity. The act under which the Goeliet bonds were issued is silent as to providing methods of payment, "but there can be no doubt that this Court has the power at law to compel the city to provide by taxation the means to pay the accrued interest upon the bonds of the complainants, which is all at the present time they are entitled to demand. Whether the Court has a right to interfere by entertaining proceedings in equity after the remedies at law have been exhausted, it will be time enough to decide when the exigency arises. It has not yet arisen."

Evansville Owensboro & Nashville.—A despatch from Evansville, Ind., Nov. 24, says: "The proposition to donate \$100,000 to the Evansville Owensboro & Nashville Railroad, a connection of Colonel Cole's Nashville & Chattanooga Railroad, was carried to-day by a clear majority of 2,096 votes. Most of the road between Owensboro and Nashville has been built and is in operation, and a large force is engaged on the remainder. Work on this end of the Evansville and Owensboro gap will begin within twenty days, and the entire road is to be in operation within fifteen months. This is the fourth road that Evansville has voted for since July 1."

Indianapolis Cincinnati & Lafayette.—At Indianapolis, Ind., Nov. 24, a decree for the sale of the I. C. & L. R. R. was entered in the United States District Court. The date of sale has not been fixed. After the sale it is expected that the line from Cincinnati to Kankakee will be operated as a single road.

Lake and Canal Rates in October.—The Buffalo *Commercial Advertiser* says: "The 'boom' that is affecting all branches of business is very plainly discernible in transportation affairs. The following exhibit shows the average rates of freight on wheat and corn from Chicago to Buffalo by lake; and the average on the same cereals from Buffalo to New York by canal for the month of October in the years named:

	—Lake.—		—Canal.—	
	Wheat.	Corn.	Wheat.	Corn.
	cents.	cents.	cents.	cents.
1870.	8·5	7·6	11·9	11·5
1871.	10·1	9·7	15·9	14·1
1872.	16·5	15·5	14·2	12·6
1873.	7·8	6·8	12·7	11·3
1874.	4·1	3·8	9·6	8·6
1875.	3·7	3·4	8·2	7·4
1876.	4·4	4·0	8·1	7·5
1877.	4·9	4·4	10·6	9·2
1878.	3·6	3·3	8·0	7·0
1879.	7·7	7·1	9·0	7·9

"It will be observed that the average by lake for last month is the highest than for any corresponding month since the panic. But when the difference in the vessels in respect to size, economical management, etc., is taken into account, last month's rate will return more profits than that for October, 1873."

Macon & Brunswick.—Notice is again given that this road will be offered for lease in Macon, Ga., Jan. 13, and that the offer will be continued from day to day, in the discretion of the Governor, until the lease is made upon the terms and conditions prescribed by the act authorizing the lease.

New York Central & Hudson River.—The sale of 250,000 shares of the stock of this company by Mr. W. H. Vanderbilt to a syndicate of capitalists is certainly one of the most remarkable railroad transactions which have ever taken place in this country. It appears that the negotiation had been pending, as reported in the newspapers last week, but Mr. Vanderbilt then declined to agree to the proposition that he should sell none of his control stock during the time of the syndicate, and that the new interests should have three places in the Central Board. These points he afterwards waived, and on Wednesday after-

noon, Nov. 26, Messrs. Drexel, Morgan & Co. gave out the following statement:

"The negotiations which have been pending for some days between leading foreign and domestic bankers, represented by Messrs. Drexel, Morgan & Co., of New York, and Messrs. J. S. Morgan & Co., of London, having reference to a purchase of New York Central stock from Mr. W. H. Vanderbilt, were terminated to-day. The amount in question is \$25,000,000. The terms have not yet been made public. Mr. Vanderbilt retains his large remaining interest, and will continue in the control and management of the property. A general agency for the New York Central Company will be opened in London with Messrs. J. S. Morgan & Co., with a view to the payment of dividends there at a fixed rate of exchange, transfers of stock, &c. The London interest will be represented in the New York Central Board by Mr. J. Pierpont Morgan, who will immediately be elected a director. The Wabash Railroad system, with which the New York Central will, through the Lake Shore Road, now come into close alliance, is to be represented in the New York Central Board by Cyrus W. Field and Solon Humphreys."

It is understood that the members of the syndicate are Messrs. Junius S. Morgan & Co., of London; Drexel, Morgan & Co., Morton, Bliss & Co., August Belmont & Co., Winslow, Lanier & Co., L. Von Hoffman & Co., Jay Gould, Cyrus W. Field, Russell Sage and E. D. Morgan. The purchasers take 150,000 shares of New York Central Stock (\$15,000,000) at 120. Payment is to be made in five monthly installments of 20 per cent each, the first of which was payable November 28. The stock is to be delivered by Mr. Vanderbilt as it is paid for. The syndicate also obtains an option on 100,000 shares more (or \$10,000,000), upon the same terms, the option extending for one year. The traffic of the Wabash road at Toledo has heretofore gone over the Lake Shore and the New York Central roads, the latter lines taking last year 80,000 out of the 85,000 carloads of freight delivered by the Wabash at Toledo, and it seems to have been partly the apprehension of losing this traffic of the new consolidated company which induced Mr. Vanderbilt to sell.

From an extended report of an interview with Mr. Vanderbilt in the N. Y. Tribune, we condense the following:

"May I ask, as a matter of much public interest, what line of policy prompted you to make this sale?"

"I don't know what to say of it as a matter of policy. I did feel that it would be better for New York city; and when I say that, I mean better for the New York Central and for me, for we depend for our prosperity on the city, and the city needs the New York Central. A public sentiment has been growing up opposed to the control of such a great property by a single man or a single family. It says we rule by might. We certainly have control of this property by right. But no matter, this public feeling exists. We are charged with controlling legislatures; with using our power in a manner injurious to the interests of this great city, as if it were not absurd to suppose that we could hope to better ourselves by working against New York merchants. Another object: There was an antagonistic railway interest which was seeking alliances in other directions. I believed it would be better, at the same time, to harmonize this interest with the New York Central, and all thus work together in the interest of the city of New York. It can no longer be said that I am the owner of New York Central. I have disposed of less than half of my interest, but it now rests with the stockholders to say who shall be at the head of the management of their affairs. Perhaps enough stockholders will sell me their proxies to keep me where I am now, and perhaps not."

"I am glad to be relieved personally of the responsibility of the means employed to protect such a great property as the New York Central. People have and might call me grasping, whatever the facts in the case, when to protect the New York Central, which was principally my property, I had to obtain control of lines of railroad connecting the New York Central with the West, such as the Lake Shore & Michigan Southern, the Canada Southern, and the Michigan Central. It was necessary for me to make these roads a part of the New York Central system to prevent their passing under the control of a railway combination which would have used them in a way prejudicial to the New York Central's best interests. I knew that this combination was negotiating for an outlet for its system of railroads, either by way of the Pennsylvania Railroad to Philadelphia, or by way of the Baltimore & Ohio to Baltimore. It was a choice between continuing the competition for Western connections, and making its members my friends. I thought it wise to do the latter."

"Another thing," added Mr. Vanderbilt. "This railroad committee means a railroad commission to control the railroads of this State. This committee is composed of smart men, and I believe of honest men, but they don't see the secret purposes of the men who stand behind them and have been most active in urging the investigation forward. As I said, what these men intend is a railroad commission. And with a commission of politicians, what kind of a position would I be placed in, supposing I retained the controlling ownership of the New York Central? Why, either I must own the commission or the commission would own me. When such a thing impends, the best course a man can pursue is to withdraw, and go into something else."

New York City & Northern.—The track of this road is laid from the Harlem River to Brewsters, N. Y., 51 miles. There is still work to do in ballasting, preparing stations, etc., and it is uncertain when the road will be opened for business.

The Railroad Gazette says: "Starting from High Bridge, the road runs nearly due north, on a course generally parallel with the New York & Harlem road, and for the first 30 miles about midway between that and the Hudson River. Some 44 miles from High Bridge it turns and runs eastward, ending at Brewsters on the Harlem road. Its owners probably expect to receive the New York business of the New York & New England road, when that company's extension from Waterbury to Brewsters is completed, though it is not impossible that that business may be given to the Harlem road with its better terminal facilities. The road was originally known as the New York & Boston. The property was sold in March, 1876, and bought by the bondholders, who organized the New York Westchester & Putnam Company. This company was last year reorganized under the present name, and the completion of the road at once undertaken."

New York Lake Erie & Western.—The annual election of this company, which has been made the subject of so many rumors in the stock market, went off very quietly with only a

single ticket in the field. The Times report says that: "President Jewett voted on 522,195 shares of stock and \$12,029,700 of bonds; J. D. Ayers, Secretary of the London Reconstruction Trustees, on 5,966 shares of stock and \$4,296,000 of bonds; Henry G. Stebbins, on 6,649 shares of stock; F. M. Lockwood & Co., on 775 shares of stock; John P. Moore, on 50 shares of stock; G. A. Hollinger, on 25 shares of stock, and Homer Ramsdell, on 4 shares of stock. The total vote cast was therefore on 535,664 shares of stock, and \$16,325,700 of bonds. As each share of stock and each \$100 of bonds was entitled to a vote, this was equal to 698,923 votes. The entire amount of stock and bonds entitled to vote was 676,707 shares of stock and \$20,333,700 of bonds—equal to an aggregate of 880,044 votes. Holders of 181,121 votes consequently refrained from exercising their privilege. The directors elected are: Theron R. Butler, Charles Dana, Thomas Dickson, Harrison Durkee, James J. Goodwin, R. Suydam Grant, Solomon S. Guthrie, Hugh J. Jewett, John Taylor Johnston, James R. Keene, Edwin D. Morgan, Cortlandt Parker, John Frederick Pierson, Homer Ramsdell, Henry G. Stebbins, William L. Strong, and J. Lowber Welsh. The only new names in this list are those of Thomas Dickson, President of the Delaware & Hudson Canal Company, Harrison Durkee, wholesale grocer, and director of the Western Union Telegraph Company, and William L. Strong, dry goods merchant, who take the places of Samuel Sloan, George F. Talman, and William Walter Phelps. During the past year David A. Wells was displaced by James R. Keene, who never signified his acceptance of the position. Mr. Keene was re-elected, though he appears on the books as the owner of very little stock in the company. Messrs. Durkee and Strong are considered to be representatives of Mr. Vanderbilt, but their selection is regarded as a very weak showing for that particular interest after all the fuss that has been made about the matter."

The only change which really appears to indicate any difference of interests is in the election of Mr. Thomas Dickson, of the Delaware & Hudson Canal Company and Albany & Susquehanna Railroad, and the exit of Messrs. Sloan, Talman and Phelps of the Delaware Lackawanna & Western.

Northern Pacific.—A resolution has been passed by the directors that the agricultural lands of the company west of the Missouri River to Puget Sound shall be offered for sale to actual settlers at the Government price of two dollars and a half cash per acre, with an addition thereto of ten cents per acre, to be paid to the company to re-imburse it for the cost of selecting, surveying and conveying said lands. This resolution does not apply to coal or iron lands, nor to lands chiefly valuable for timber, nor to lands required for town sites.

Pennsylvania R. R.—The following statement of earnings and expenses is made for the month of October:

	1879.	1878.	Increase
Gross earnings.....	\$3,518,144	\$3,215,419	\$302,725
Expenses.....	1,832,215	1,655,872	176,343
Net.....	\$1,685,929	\$1,559,547	\$126,382
January 1 to October 31:			
Gross earnings.....	\$28,034,356	\$26,035,337	\$1,999,019
Expenses.....	16,655,320	15,189,781	1,465,539
Net.....	\$11,379,036	\$10,845,556	\$533,480

Terre Haute & Logansport.—At Crawfordsville, Ind., the deed of the Logansport Crawfordsville & Southwestern Railroad to the new company, called the Terre Haute & Logansport, has been recorded, where the sale was made in September by W. H. Fishback, master in chancery. The consideration was \$315,000. A mortgage for \$500,000, to secure the first mortgage bondholders, was also registered in the recorder's office.

Texas & Pacific.—The Philadelphia North American of Nov. 25 says of the plans for extending the road that they are yet inchoate and not ready for execution:

"The business of the road has shown a large and steady increase up to the last year, when the yellow fever and the quarantine on account of that epidemic put an embargo on travel. The net earnings, which were \$393,509 in 1874, were \$882,870 in 1877, and last year \$733,629. The first year in which there was a surplus was 1877, when it amounted to \$50,089, and last year year, although the gross earnings showed a falling off, the net surplus over all charges was \$105,380. The gross earnings have increased from \$1,183,313 in 1874-75 to \$2,136,143 last year. Since the end of the fiscal year the earnings have increased very much more, as will be seen by the following table:

	Gross Earnings.	Expenses.	Net, 1879.	Net, 1878.
June.....	\$121,868	\$91,901	\$29,967	\$23,526
July.....	157,277	91,888	65,388	35,997
August.....	188,417	102,197	86,219	45,574
September.....	233,349	100,217	133,132	65,793
October.....	307,000	138,150	168,850	111,162
Five months.....	\$1,007,912	\$524,355	\$483,557	\$282,055

"During the past year the capital account has been diminished \$22,500, to \$6,996,000 for 544 miles of road, or \$15,780 a mile."

United States Land Report.—The annual report of the Commissioner-General of the Land Office will contain an interesting statement of the disposal of public lands to actual settlers during each of the past five years. The totals are from 3,500,000 to 4,000,000 acres for each one of the three years 1875, 1876, 1877. In the year ending June, 1878, the totals increase to 7,166,974 acres, and in 1879 to 8,650,000 acres. These have been sales. In 1877 the homestead entries were 2,698,000 acres, and in 1879, 8,026,000 acres. The net increase in the amount of land taken by actual settlers during the last year is nearly 1,500,000 acres.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, November 28, 1879.

A close holiday, the annual "Thanksgiving" appointed by the President of the United States, and wintry weather, causing obstructions to inland navigation at the North and West, have been obstacles to active trade in the past week. Speculation in staples of merchandise have proceeded with some degree of activity, but confidence that the future will bring a higher range of values has been greatly weakened, and a feverish, unsettled tone prevails, which threatens at least a temporary decline. Notwithstanding these drawbacks, general business has continued active. The money market has become quite easy, from the reduced demand and increased supply.

There has been a marked improvement in the provision market, and to-day further advances were noted, with much firmness reported. Mess pork sold on the spot at \$11 60@ \$11 65; new mess, for January delivery, was sold at \$12 75, and February at \$12 85. Lard was somewhat excited, with prime Western selling on the spot at 7 50@7 52½c. for new and 7 45c. for old. January contracts were sold at 7 47½@7 52½c. for old and 7 57½@7 70c. for new; February, 7 60@7 65c. for old and 7 70@7 75c. for new; old, for March, 7 72½c. Refined was quite active at 7 87½@7 95c. for Continental lots. Bacon was higher, and quiet, at 6½c. for long clear, Western and city. Beef and beef hams were essentially unchanged. Cheese has latterly been rather quiet, and more or less irregular, owing to the damp and disagreeable weather. Butter is drooping. Tallow is lower at 7¼c. for prime.

The raw sugar market has seldom been so dull as it has been for the past fortnight. The nominal quotations for fair to good refining remain at 8½@9½c. The following shows the stock, &c., here at the dates mentioned:

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Nov. 1, 1879.....	23,323	6,941	91,039	338
Sales since Nov. 1, 1879.....	24,079	6,271	135,457	1,016
Stock Nov. 26, 1879.....	24,869	10,919	345,334	1,001
Stock Nov. 27, 1878.....	47,063	10,887	333,987	2,263

Refined sugar has been dull, and crushed has fallen to 10½@10¾c.; soft yellows close strong and active, however.

There has been little business in Rio coffee, yet the market has latterly been firm at 16¼c. for fair cargoes; at the close, however, the stock here shows an increase to 117,459 bags by the arrival of two steamers, and the market is very quiet; mild grades have been generally dull, though about 3,000 bags Maracaibo have been sold within the range of 15@19c.; owing to the favorable result of the Amsterdam sale on Wednesday, and the moderate stocks here, prices of Java are, as a rule, steady. Rice has shown little, if any, change here, a moderate business being done at essentially the same prices as last week. New Orleans molasses has met with a fair demand at a further decline, 47c. now being the highest price in most cases, though that figure is occasionally exceeded; foreign molasses has been very quiet.

The market has been dull for Kentucky tobacco, and prices are barely supported; sales for the week are only 200 hhds., of which 150 for export; lugs quoted at 3½@5½c., and leaf 6@12c. There has been a fair movement in seed leaf, the sales for the week aggregating 1,570 cases, as follows: 700 cases crop of 1878, Pennsylvania, 9 to 22c.; 70 cases crop of 1877, Pennsylvania, 26½c.; 500 cases crop of 1878, New England, 11 to 25c.; and 300 cases crop of 1878, Ohio, 10 to 12c. The demand for Spanish tobacco continues good, and the sales are 800 bales Havana at 80c.@\$1 05.

In naval stores little of importance has transpired, and spirits turpentine has ruled weak, closing at 40c. with stock freely offered at that price. Common to good strained rosins quoted \$1 60@\$1 65. Petroleum has further advanced, in sympathy with the speculation in crude certificates and the limited offerings from refiners; refined, in bbls., closed at 8½c. bid. Rails continue in demand for delivery during 1880; fully 25,000 tons steel and 20,000 tons old iron have changed hands, the former quoted at \$63@\$66 at the mills and the latter at \$31 50@\$32 50. Ingot copper has been fairly active and strong at 21¾@21½c. cash for Lake.

Ocean freight room has shown a fair movement; rates for charter room—petroleum vessels particularly—have been irregular, and at times weak; the offerings of tonnage are ample. Late engagements and charters include grain to Liverpool, by steam, 6¼d., 60 lbs.; flour, 2s. 6d.; sack flour, by sail, 21s. 3d.; grain to London, by steam, 6½d.; sack flour, 22s. 6d. per ton; grain to Santander, 6s.; do. to Cork for orders, 5s. 10½d.; do. to Naples, 5s. 9d. To-day business was fair and rates steady; grain to Liverpool, by steam, 6¼d.; bacon, 32s. 6d.; do. to St. Nazaire, 4s. 9d. per qr.; refined petroleum to London, 3s. 4½d.; do. to Bremen, 3s. 7½d.; naphtha to London, 3s. 9d.

COTTON.

FRIDAY, P. M., November 28, 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 (Nov. 28), the total receipts have reached 249,152 bales, against 218,408 bales last week, 220,216 bales the previous week, and 225,087 bales three weeks since, making the total receipts since the 1st of September, 1879, 2,134,998 bales, against 1,730,234 bales for the same period of 1878, showing an increase since September 1, 1879, of 404,764 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.....	78,996	50,878	60,398	54,116	40,558
Mobile.....	21,099	18,635	17,541	19,240	16,181
Charleston.....	23,595	25,899	15,488	26,042	18,954
Port Royal, &c.....	2,333	1,718	301	2,407	1,183
Savannah.....	33,668	21,588	25,751	26,942	22,451
Galveston.....	27,265	21,993	18,227	26,694	19,736
Indianola, &c.....	477	834	431	294	967
Tennessee, &c.....	15,699	15,228	9,559	10,737	11,515
Florida.....	449	2,279	398	958	376
North Carolina.....	5,235	7,202	7,145	7,871	5,895
Norfolk.....	28,696	17,835	10,633	28,252	19,371
City Point, &c.....	9,739	5,476	6,349	1,326	693
Total this week...	249,152	184,625	172,216	204,879	157,890
Total since Sept. 1.	2,134,998	1,730,234	1,499,517	1,843,665	1,590,985

The exports for the week ending this evening reach a total of 113,656 bales, of which 59,072 were to Great Britain, 6,605 to France, and 47,979 to rest of the Continent, while the stocks as made up this evening are now 683,031 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending Nov. 28.	EXPORTED TO—			Total this Week.	Same Week 1878.	STOCK.	
	Great Britain.	France.	Continent.			1879.	1878.
N. Orleans	19,180	6,401	13,468	39,049	19,388	243,073	175,266
Mobile..	2,060	....	....	2,060	3,616	38,448	30,614
Charl'tn	....	....	12,830	12,830	32,734	60,758	75,486
Savan'h.	....	....	14,650	14,650	29,228	97,496	84,931
Galv'tn.	12,208	....	554	12,762	....	79,321	121,850
N. York.	9,877	204	4,167	14,248	12,574	52,621	65,558
Norfolk..	4,163	....	....	4,163	11,937	66,324	22,645
Other*..	11,584	....	2,310	13,894	9,112	40,000	35,000
Tot. this week..	59,072	6,605	47,979	113,656	118,589	683,031	611,380
Tot. since Sept. 1.	794,526	103,941	249,228	1,147,695	854,119	.....	.....

* The exports this week under the head of "other ports" include, from Baltimore, 3,167 bales to Liverpool; from Boston, 3,028 bales to Liverpool; from Philadelphia, 2,736 bales to Liverpool; from Wilmington, 2,653 bales to Liverpool and 2,310 bales to Continent.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 4,933 bales, while the stocks to-night are 71,651 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:

Nov. 28, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Liverpool.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	42,562	20,456	12,527	8,902	84,447	163,626
Mobile.....	4,450	None.	1,800	1,600	7,850	30,598
Charleston.....	4,600	1,900	9,400	750	16,550	44,208
Savannah.....	8,000	700	20,300	4,000	33,000	64,486
Galveston.....	22,913	1,093	1,204	1,946	27,156	52,165
New York.....	2,100	None.	600	None.	3,500	49,121
Other ports.....	13,000	None.	2,000	6,000	21,000	85,324
Total.....	97,625	24,049	47,831	23,198	193,503	489,528

* Included in this amount there are 800 bales at presses for foreign ports, the destination of which we cannot learn.

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Nov. 21, the latest mail dates

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Stock.
	1879.	1878.	Great Britain.	France.	Other Foreign.	Total.	
N. Orleans	460,966	206,833	187,595	60,266	47,636	295,497	211,007
Mobile.	135,298	86,840	12,132	....	....	12,132	27,035
Char'n.	238,291	269,434	69,981	4,432	43,681	118,094	56,028
Sav'h.	369,531	366,723	85,247	7,077	61,285	153,609	92,940
Galv.*.	226,909	247,584	66,782	11,048	14,103	91,933	84,005
N. York	33,426	32,197	144,285	14,513	21,411	180,209	46,460
Florida	4,901	17,114	....	....	....	....	....
N. Car.	55,893	68,829	11,925	....	2,452	14,377	16,139
Norfolk.	299,545	212,510	79,949	....	2,460	82,409	53,819
Other..	61,086	37,540	77,558	....	8,221	85,779	18,000
This yr. 1883,846	.....	.....	735,454	97,336	201,249	1,034,039	605,433
Last year.....	1,545,609	494,811	67,754	172,965	735,530	566,615	.....

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

The market has continued quiet on the spot. Indeed, it could hardly have been otherwise, for there is as yet no accumulation of stocks here, barely 50,000 bales being reported, all told. Quotations were advanced $\frac{1}{4}$ c. on Tuesday and 1-16c. on Wednesday, but the latter was only nominally maintained at the close of business. To-day there was a further advance of 1-16c., middling uplands being quoted at 12 $\frac{1}{4}$ c., with rather more doing. The speculation in futures has been only moderately active, as compared with recent weeks, and yet has at times showed considerable spirit. There was on Saturday a slight decline for the early months, but the later months remained firm. Monday showed towards the close some revival of speculative confidence, and the later months slightly advanced, followed on Tuesday by an advance of 30@40 hundredths, part of which was lost at the close. Wednesday opened buoyantly, on stronger accounts from Liverpool, which stimulated a demand to cover contracts; but, under sales to realize profits, the early advance was not only lost, but a slight decline was finally accepted. To-day there was an early advance of 15@20 hundredths, part of which was lost at the close. Yesterday (Thursday) was "Thanksgiving"—a close holiday, and the Cotton Exchange was not open.

The total sales for forward delivery for the week are 601,000 bales, including—free on board. For immediate delivery the total sales foot up this week 4,099 bales, including 400 for export, 3,099 for consumption, 600 for speculation, and—in transit. Of the above, 490 bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

Nov. 22 to Nov. 28.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. #2	101 $\frac{1}{16}$	101 $\frac{1}{16}$	101 $\frac{1}{16}$	101 $\frac{1}{16}$	101 $\frac{1}{16}$	111 $\frac{1}{16}$	101 $\frac{1}{16}$	101 $\frac{1}{16}$	111 $\frac{1}{16}$
Strict Ord.	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$
Good Ord.	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$
Str. G'd Ord	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$
Low Midd'g	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$
Str. L'w Mid	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Middling	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Good Mid.	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Str. G'd Mid	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Midd'g Fair	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$
Fair	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$

Nov. 22 to Nov. 28.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. #2	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$
Strict Ord.	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$
Good Ord.	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$
Str. G'd Ord	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$
Low Midd'g	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$
Str. L'w Mid	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Middling	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Good Mid.	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Str. G'd Mid	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Midd'g Fair	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$
Fair	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$

Nov. 22 to Nov. 28.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. #2	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$
Strict Ord.	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$
Good Ord.	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$
Str. G'd Ord	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$
Low Midd'g	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$
Str. L'w Mid	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Middling	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Good Mid.	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Str. G'd Mid	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Midd'g Fair	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$
Fair	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$

Nov. 22 to Nov. 28.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. #2	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$
Strict Ord.	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$
Good Ord.	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$	117 $\frac{1}{16}$
Str. G'd Ord	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$
Low Midd'g	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$	111 $\frac{1}{16}$	111 $\frac{1}{16}$	121 $\frac{1}{16}$
Str. L'w Mid	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Middling	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Good Mid.	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Str. G'd Mid	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$	121 $\frac{1}{16}$
Midd'g Fair	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$
Fair	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$	131 $\frac{1}{16}$

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 601,000 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For November.			Bales.			Cts.			Bales.			Cts.			Bales.			Cts.		
Bales.	Cts.		2,400.	12:07		3,900.	12:50		13,500.	12:50		4,800.	12:51		5,700.	12:52		3,800.	12:53	
100.	12:03		3,900.	12:08		300	12:51		4,800.	12:51		5,700.	12:52		3,800.	12:54		4,600.	12:55	
200.	12:05		3,200.	12:09					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
100.	12:06		2,700.	12:10		63,200			4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
1,300.	12:07		2,700.	12:11					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
500.	12:08		100.	12:12					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
400.	12:09		500.	12:13					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
200.	12:10		100.	12:14					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
200.	12:11		1,000.	12:15					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
700.	12:12		3,100.	12:16					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
600.	12:13		200.	12:17					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
800.	12:14		100.	12:23					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
400.	12:15		300.	12:25					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
100.	12:25		100.	12:28					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
200.	12:31		200.	12:28					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
400.	12:32		500.	12:28					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
1,000.	12:33		500.	12:29					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
200.	12:34		1,400.	12:30					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
800.	12:35		2,400.	12:31					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
400.	12:40		400.	12:32					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
100.	12:41		2,000.	12:33					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
900.	12:43		1,000.	12:34					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
600.	12:44		1,400.	12:35					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
700.	12:45		1,400.	12:36					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
800.	12:46		1,400.	12:37					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
1,200.	12:47		800.	12:38					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
100.	12:48		1,200.	12:39					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
1,400.	12:49		1,100.	1:40					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
2,500.	12:50		1,500.	12:41					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
200.	12:51		900.	12:42					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
100.	12:51		1,200.	12:43					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
500.	12:57		2,700.	12:44					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
			400 s.n. st.1	12:45					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
			100 s.n.2d	12:45					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
			1,400.	12:45					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
			3,400.	12:46					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
			2,500.	12:47					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
			4,200.	12:48					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
			2,200.	12:49					4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,800.	12:52		5,700.	12:52		3,800.	12:54		4,600.	12:55	
									4,8											

	1879.	1878.	1877.	1876.
Stock at Antwerp.....	.....	2,750	4,500	7,250
Stock at other conti'nal ports.	2,432	6,250	6,250	13,750
Total continental ports....	113,471	156,250	264,750	337,500
Total European stocks....	485,404	491,500	614,750	830,250
India cotton afloat for Europe.	69,262	84,000	33,000	120,000
Amer'n cotton afloat for Eur'pe	532,335	475,000	344,000	428,000
Egypt, Brazil, &c., afloat for Eur'pe	46,172	28,000	47,000	73,000
Stock in United States ports ..	683,031	611,380	676,717	932,603
Stock in U. S. interior ports...	145,443	128,297	91,126	115,477
United States exports to-day..	23,000	18,000	15,000	3,000

Total visible supply.....1,984,647 1,836,177 1,851,593 2,502,330

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

<i>American—</i>				
Liverpool stock.....	202,000	175,000	171,000	173,000
Continental stocks.....	35,000	119,000	186,000	200,000
American afloat for Europe....	532,335	475,000	344,000	428,000
United States stock.....	683,031	611,380	676,717	932,603
United States interior stocks..	145,443	128,297	91,126	115,477
United States exports to-day..	23,000	18,000	15,000	3,000
Total American.....	1,620,809	1,526,677	1,483,843	1,852,080
<i>East Indian, Brazil, &c.—</i>				
Liverpool stock.....	115,000	126,000	190,000	279,000
London stock.....	54,933	34,250	19,000	40,750
Continental stocks.....	78,471	37,250	78,750	137,500
India afloat for Europe.....	69,262	84,000	33,000	120,000
Egypt, Brazil, &c., afloat.....	46,172	28,000	47,000	73,000

Total East India, &c.....363,838 309,500 367,750 650,250

Total American.....1,620,809 1,526,677 1,483,843 1,852,080

Total visible supply.....1,984,647 1,836,177 1,851,593 2,502,330

Price Mid. Upl., Liverpool 6thd. 57thd. 67thd. 69thd.

The above figures indicate an *increase* in the cotton in sight to-night of 148,470 bales as compared with the same date of 1878, an *increase* of 133,054 bales as compared with the corresponding date of 1877, and a *decrease* of 517,683 bales as compared with 1876.

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

	Week ending Nov. 23, '79.			Week ending Nov. 29, '78.		
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.
Augusta, Ga.....	7,530	6,739	7,241	6,277	5,234	15,880
Columbus, Ga.....	4,373	2,574	11,509	3,519	2,699	9,356
Macon, Ga.....	2,186	2,496	3,785	1,860	1,871	7,126
Montgomery, Ala	6,717	4,501	9,050	4,151	4,770	9,460
Selma, Ala.....	6,686	4,632	12,684	5,379	3,692	11,873
Memphis, Tenn..	32,873	11,066	83,599	22,446	13,393	67,458
Nashville, Tenn..	5,115	2,376	12,275	2,580	1,338	7,144
Total, old ports.	65,480	34,384	145,443	46,212	33,002	128,297
Dallas, Texas* ..	2,400	2,300	2,606	2,570	2,212	2,712
Jefferson, Tex.* ..	700	700	300	899	1,638	1,831
Shreveport, La ..	4,178	2,254	9,203	2,639	1,818	8,215
Vicksburg, Miss..	7,693	6,982	5,308	5,146	4,538	2,893
Columbus, Miss..	2,604	1,766	3,833	1,346	989	4,985
Eufaula, Ala*....	1,600	1,461	2,500	1,298	1,413	2,436
Griffin, Ga.....	1,475	1,747	2,968	1,420	1,330	2,061
Atlanta, Ga.....	5,019	6,525	10,988	4,288	4,009	7,106
Rome, Ga.....	5,998	4,758	7,867	3,451	2,082	3,507
Charlotte, N. C..	1,182	1,582	1,091	1,264	2,262	361
St. Louis, Mo....	26,314	20,734	58,792	13,152	13,080	35,316
Cincinnati, O....	20,560	14,825	13,285	9,926	7,787	6,137
Total, new p'rts	79,723	65,634	118,740	47,399	43,188	77,615
Total, all.....	145,203	100,018	264,183	93,611	76,190	205,912

* Estimated.

The above totals show that the old interior stocks have *increased* during the week 31,096 bales, and are to-night 17,146 bales *more* than at the same period last year. The receipts at the same towns have been 19,263 bales *more* than the same week last year.

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

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stock at Inter'r Ports			Rec'pts from Plant'ns		
	1877.	1878.	1879.	1877.	1878.	1879.	1877.	1878.	1879.
Aug. 1.....	2,691	3,671	2,503	22,472	11,005	13,966	.....	2,149	2,059
" 8.....	2,102	3,099	3,945	21,574	8,346	13,049	1,204	410	3,028
" 15.....	1,733	4,657	3,462	19,118	6,238	11,477	.....	2,549	1,890
" 22.....	2,644	5,699	4,843	17,600	5,999	7,463	1,126	5,480	829
" 29.....	4,335	15,784	4,875	16,278	6,593	7,801	3,013	16,378	4,713
Sept. 5.....	5,885	26,750	13,920	16,449	9,979	9,598	6,056	30,136	16,217
" 12.....	12,109	47,431	30,054	16,272	18,971	14,563	11,932	56,423	35,019
" 19.....	22,345	74,355	76,933	15,104	26,377	23,896	21,177	81,761	86,266
" 26.....	43,128	98,863	127,729	20,510	37,872	40,774	48,534	110,358	144,607
Oct. 3.....	70,040	130,990	162,303	29,720	47,208	52,207	79,250	140,326	173,736
" 10.....	109,264	148,158	169,408	41,891	59,823	68,913	121,435	160,773	186,114
" 17.....	135,054	160,233	181,714	58,745	79,597	61,227	151,908	180,007	194,028
" 24.....	157,609	162,236	214,461	80,374	97,887	95,993	179,238	180,526	229,227
" 31.....	177,336	157,240	245,613	105,814	115,034	115,735	202,776	174,427	285,335
Nov. 7.....	198,776	182,874	225,087	126,620	149,496	133,905	219,582	217,338	243,257
" 14.....	194,571	176,004	220,216	132,403	174,563	187,126	200,354	201,089	273,437
" 21.....	200,980	181,376	218,408	136,941	188,491	218,998	205,518	195,284	250,280
" 28.....	172,218	184,625	249,152	157,082	205,912	234,188	192,357	202,046	294,337

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1879 were 2,391,880 bales; in 1878 were 1,930,494 bales; in 1877 were 1,640,117 bales.

2. That the receipts at the out ports the past week were 249,152 bales and the actual movement from plantations 294,337 bales; the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 202,046 bales, and for 1877 they were 192,357 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather the past week has been, as a general thing, favorable for gathering-in the crop. Probably, taking the country together, this has been as good a season as was ever known for maturing the top crop, and securing the cotton in good condition. Picking this year will be generally finished from December 1st to December 20th—a very large section of country at the former date.

Galveston, Texas.—We have had very welcome showers on two days of the past week, but they were not enough. The rainfall was fifty-three hundredths of an inch. The thermometer has averaged 66, the highest being 76 and the lowest 50.

Indianola, Texas.—There has been no rainfall here during the week. The thermometer has ranged from 45 to 79, averaging 62. Picking in this vicinity is nearly finished.

Corsicana, Texas.—There have been drizzles at this point on two days, the rainfall reaching eighteen hundredths of an inch. The thermometer has averaged 63, ranging from 32 to 77. Wheat planting is progressing despite the lack of moisture. We have had killing frosts on two nights.

Dallas, Texas.—We have had showers on two days, and killing frosts on two nights, the past week. The thermometer has averaged 63, the highest being 77 and the lowest 32, and the rainfall has reached twenty hundredths of an inch. Farmers, tired of waiting for rain, are planting wheat and taking the chances.

Brenham, Texas.—We have had showers on two days during the week, which were welcome, but insufficient. Average thermometer 63, highest 79 and lowest 45. The picking season in this section has been remarkably good, and picking is nearly finished.

New Orleans, Louisiana.—There has been no rainfall at this point during the week. The thermometer has averaged 61.

Shreveport, Louisiana.—The weather during the week has been dry, and favorable for picking. The thermometer has averaged 53, ranging from 34 to 73, and the rainfall has reached twenty-four hundredths of an inch. Our correspondent states that the top crop at this point has been injured by frost.

Vicksburg, Mississippi.—Rain has fallen during the past week on two days.

Columbus, Mississippi.—It has rained on one day the past week, the rainfall reaching sixty-two hundredths of an inch. The thermometer has ranged from 40 to 76, averaging 58.

Little Rock, Arkansas.—Friday, Saturday and Sunday last were clear, but the rest of the week has been cloudy, with rain on Thursday to a depth of one inch and eleven hundredths. The thermometer has averaged 52, the highest point touched having been 69 and the lowest 27.

Nashville, Tennessee.—It has rained during the week on one day, the rainfall reaching one hundredth of an inch. The thermometer has averaged 40, the extreme range having been 24 to 68.

Memphis, Tennessee.—Telegram not received.

Mobile, Alabama.—The earlier part of the week the weather was clear and pleasant, but the latter portion has been rainy—showery yesterday and a constant rain to-day (Friday), the rainfall, however, being too small to measure. The thermometer has averaged 54, the highest being 75 and the lowest 33. Planters are sending their cotton to market freely.

Montgomery, Alabama.—Rain fell on two days the latter part of the week and it is still raining. Rainfall twenty-three hundredths.

Selma, Alabama.—We have had rain on three days the past week and it is now raining. The balance of the week has been pleasant. Planters are sending their cotton to market freely.

Madison, Florida.—There has been no rainfall at this point during the past week. The thermometer has averaged 53, with an extreme range of 25 to 81. About all the crop of this section has now been secured, and two-thirds marketed.

Macon, Georgia.—Rain has fallen during the past week on one day. The thermometer has ranged from 52 to 76, averaging 67.

Columbus, Georgia.—There had been no rainfall during the week up to last (Thursday) night. The thermometer had averaged 54.

Savannah, Georgia.—We have had rain on one day, the rainfall reaching two hundredths of an inch, but the rest of the week has been pleasant. Average thermometer 53, highest 74 and lowest 33.

Augusta, Georgia.—The weather during the week has been warm and sultry, with indications of rain, but we have had only one sprinkle. Picking is nearly completed in this section, and about five-eighths of the crop has been marketed, but planters are now holding on to their cotton. Crop accounts are less favorable. Our correspondent states that the top crop is a failure, and the indications are that the yield here will fall considerably short of what was expected. Average thermometer during the week 49, highest 72 and lowest 27.

Charleston, South Carolina.—We have had light showers on two days the past week. The thermometer has averaged 51, the highest being 66 and the lowest 30.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Nov. 27, 1879, and Nov. 23, 1878.

	Nov. 27, '79.	Nov. 28, '78.
	Feet. Inch.	Feet. Inch.
New Orleans.....	Below high-water mark... 14 2	14 3
Memphis.....	Above low-water mark... 10 4	4 7
Nashville.....	Above low-water mark... 5 4	8 4
Shreveport.....	Above low-water mark... Missing.	3 10
Vicksburg.....	Above low-water mark... 10 7	Missing.

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

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

PORT RECEIPTS FROM SATURDAY, NOV. 22, '79, TO FRIDAY, NOV. 28, '79.

D'ys of we'k	New Orleans.	Mo- bile.	Char- leston.	Savan- nah.	Gal- vest'n	Nor- folk.	Wil- ming- ton.	All others.	Total
Sat..	3,581	2,729	3,649	5,627	4,553	2,696	789	2,950	26,574
Mon	28,755	4,156	3,935	6,749	8,260	5,815	636	2,614	60,920
Tues	9,265	3,629	5,292	5,491	1,965	5,463	412	3,953	35,470
Wed	9,512	3,626	3,901	4,227	4,751	4,535	531	2,363	33,349
Thur	20,120	1,706	3,773	6,489	2,775	4,415	400	1,929	41,607
Fri..	7,663	5,253	3,145	7,085	4,959	5,772	570	16,785	51,232
Tot..	78,896	21,099	23,595	35,668	27,266	23,696	3,338	30,594	249,152

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

Monthly Receipts.	Year Beginning September 1.					
	1879.	1878.	1877.	1876.	1875.	1874.
Sept'mb'r	333,643	288,846	95,272	236,868	169,077	134,376
October..	888,492	689,264	583,637	675,260	610,316	536,968
Total year	1,222,135	978,112	678,959	912,128	779,393	671,344
Percentage of tot. port receipts Oct. 31...	21.99	15.62	22.59	18.59	19.20	

This statement shows that up to Oct. 31 the receipts at the ports this year were 244,023 bales more than in 1878 and 543,176 bales more than at the same time in 1877. By adding to the above totals to Oct. 31 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. Oct 31	1,222,135	978,112	678,959	912,128	779,393	671,344
Nov. 1....	30,704	27,243	31,773	28,119	18,611	8.
" 2....	8.	21,848	29,165	35,041	30,115	26,023
" 3....	46,140	8.	33,775	32,587	33,481	28,995
" 4....	38,310	30,964	8.	26,392	22,674	22,715
" 5....	30,902	27,896	44,314	8.	29,528	26,478
" 6....	29,682	23,380	31,771	44,599	18,624	20,894
" 7....	49,349	34,808	35,213	37,082	8.	28,531
" 8....	28,562	43,978	22,037	35,431	38,913	8.
" 9....	8.	27,281	34,522	27,963	22,825	28,641
" 10....	46,584	8.	22,876	40,324	22,874	28,714
" 11....	32,849	32,833	8.	27,149	25,937	20,604
" 12....	32,278	33,448	53,835	8.	20,851	28,411
" 13....	36,503	21,002	26,945	56,348	33,221	27,018
" 14....	43,440	22,793	28,463	29,245	8.	17,955
" 15....	35,631	35,647	32,005	34,892	39,947	8.
" 16....	8.	26,421	28,026	29,611	26,145	30,732
" 17....	38,465	8.	31,603	32,724	28,522	31,222
" 18....	39,097	23,170	8.	27,890	25,498	21,505
" 19....	27,553	36,435	46,367	8.	31,614	27,863
" 20....	26,413	24,481	23,008	51,462	23,701	28,571
" 21....	51,249	31,998	36,402	28,437	8.	21,174
" 22....	26,574	38,871	23,318	44,893	37,089	8.
" 23....	8.	21,906	38,742	26,725	38,194	37,376
" 24....	60,920	8.	18,906	31,989	27,792	27,824
" 25....	35,470	36,610	8.	29,078	33,421	26,082
" 26....	33,349	34,536	46,906	8.	23,517	26,314
" 27....	41,607	34,471	25,902	41,765	24,721	28,244
" 28....	51,232	24,329	21,915	32,934	8.	23,990
Total.....	2,134,998	1,697,461	1,447,248	1,744,808	1,457,258	1,307,120
Percentage of total port receipts Nov. 28	38.16	33.30	43.21	34.77	37.38	

This statement shows that the receipts since Sept. 1 up to to-night are now 437,537 bales more than they were to the same day of the month in 1878, and 687,750 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 to Nov. 28 in each of the years named.

RECEIPTS FOR DECEMBER AND JANUARY.—In order that our readers may have before them for comparison, each week as the season progresses, the corresponding figures for last season, we have prepared the following table, showing the weekly receipts during December, 1878, and January, 1879. For the purpose of

keeping the monthly totals separate, it will be seen that we have divided the week where part of it is in one month and part in another. As, for instance, the first week of December ended on the 6th; hence, under December, we give only six days of that week, the remaining day, Nov. 30, as it belongs to November, being separately stated; of course, to obtain the total for the whole week, the two must be added. In like manner the first week of January, ending on the 3d, is divided, four days being assigned to December and three to January.

Total.	27,115	193,633	220,291	204,882	199,981	74,877	893,664	68,278	121,091	113,613	148,648	167,097	618,727
All Others.	3,391	23,203	23,527	20,597	27,824	6,160	101,311	11,723	15,976	14,294	18,002	25,092	85,087
Wilmington.	455	3,639	2,907	2,480	2,659	814	12,499	855	1,609	2,682	3,134	3,690	11,970
Norfolk.	2,791	13,892	16,801	19,088	15,315	9,135	74,231	8,648	11,563	10,703	14,520	14,956	60,290
Galveston.	4,047	26,269	26,316	20,740	18,979	7,709	100,013	6,624	12,173	11,251	13,817	18,957	62,822
Savannah.	2,906	18,981	26,197	25,694	25,793	10,212	106,877	9,469	20,694	19,576	18,847	18,771	87,357
Charleston.	2,443	16,329	22,458	20,481	16,277	7,133	82,681	3,662	10,223	14,702	17,826	16,947	63,360
Mobile.	3,307	21,674	26,923	24,264	19,484	8,371	100,716	4,857	13,431	15,240	17,144	18,708	69,380
N. Orleans.	7,775	69,646	75,162	71,535	73,650	25,343	315,336	22,440	35,422	25,165	45,358	50,076	178,461
1878-79.	Nov. 30, 1878	Dec. 6, 1878	" 13, 1878	" 20, 1878	" 27, 1878	" 31, 1878	Total Dec...	Jan. 3, 1879.	" 10, 1879.	" 17, 1879.	" 24, 1879.	" 31, 1879.	Total Jan...
	7,775	69,646	75,162	71,535	73,650	25,343	315,336	22,440	35,422	25,165	45,358	50,076	178,461

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 November 27.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1879	2,000	4,000	6,000	254,000	364,000	618,000	4,000	846,000
1878	1,000	2,000	3,000	322,000	398,000	720,000	7,000	894,000
1877	1,000	1,000	2,000	380,000	424,000	804,000	6,000	1,060,000
1876	9,000	2,000	11,000	579,000	393,000	972,000	10,000	1,078,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 3,000 bales and an increase in the shipments of 3,000 bales, and the shipments since January 1 show a decrease of 102,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.
1879.....	.....	2,000	2,000	246,000	132,000	378,000
1878.....	1,000	1,000	2,000	142,000	71,000	213,000
1877.....	.....	.....	.....	79,000	51,000	130,000
1876.....	.....	4,000	4,000	140,000	104,000	244,000

The above totals for this week show that the movement from the ports other than Bombay is — bales less than same week of last year. For the whole of India, therefore, the total

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

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1879.		1878.		1877.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	6,000	618,000	3,000	720,000	2,000	804,000
All other ports.	2,000	378,000	2,000	213,000	.....	130,000
Total.....	8,000	996,000	5,000	933,000	2,000	934,000

This last statement affords a very interesting comparison of the total movement for the week ending Nov. 27, 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, Nov. 27.		1879.	1878.	1877.
Receipts (cantars*)—				
This week.....		200,000	85,000	170,000
Since Sept. 1.		1,540,000	665,000	1,369,000
Exports (bales)—				
To Liverpool.....		19,000	8,000	9,000
To Continent.....		6,652	5,000	15,000
Total Europe.....		25,652	13,000	24,000

* A cantar is 98 lbs.

This statement shows that the receipts the past week have been 200,000 cantars, and the shipments to all Europe 25,652 bales

MANCHESTER MARKET.—Our market report received from Manchester to-day (Nov. 28) states that prices of shirtings and twists are firm at $\frac{1}{4}$ dearer for twists and $\frac{1}{4}$ for shirtings. We leave previous weeks' prices for comparison.

	1879.						1878.					
	32s Cop. Twist.		8 $\frac{1}{4}$ lbs. Shirtings.		Cott'n Mid. Uplds.		32s Cop. Twist.		8 $\frac{1}{4}$ lbs. Shirtings.		Cott'n Mid. Uplds.	
Sept. 26	d. 8 $\frac{7}{8}$	d. 29 $\frac{1}{2}$	s. 6 3	d. 7 6	d. 6 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
Oct. 3	d. 8 $\frac{1}{2}$	d. 29 $\frac{1}{2}$	s. 6 3	d. 7 6	d. 6 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
" 10	d. 8 $\frac{1}{2}$	d. 29 $\frac{1}{2}$	s. 6 4 $\frac{1}{2}$	d. 7 7 $\frac{1}{2}$	d. 6 $\frac{1}{2}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
" 17	d. 9 $\frac{1}{8}$	d. 29 $\frac{1}{2}$	s. 6 4 $\frac{1}{2}$	d. 7 7 $\frac{1}{2}$	d. 6 $\frac{1}{2}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
" 24	d. 9 $\frac{1}{8}$	d. 29 $\frac{1}{2}$	s. 6 4 $\frac{1}{2}$	d. 7 7 $\frac{1}{2}$	d. 6 $\frac{1}{2}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
" 31	d. 9 $\frac{1}{8}$	d. 29 $\frac{1}{2}$	s. 6 4 $\frac{1}{2}$	d. 7 7 $\frac{1}{2}$	d. 6 $\frac{1}{2}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
Nov. 7	d. 9 $\frac{1}{8}$	d. 29 $\frac{1}{2}$	s. 6 4 $\frac{1}{2}$	d. 7 7 $\frac{1}{2}$	d. 6 $\frac{1}{2}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
" 14	d. 9 $\frac{1}{8}$	d. 29 $\frac{1}{2}$	s. 6 4 $\frac{1}{2}$	d. 7 7 $\frac{1}{2}$	d. 6 $\frac{1}{2}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
" 21	d. 9 $\frac{1}{8}$	d. 29 $\frac{1}{2}$	s. 6 4 $\frac{1}{2}$	d. 7 7 $\frac{1}{2}$	d. 6 $\frac{1}{2}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$
" 28	d. 9 $\frac{1}{8}$	d. 29 $\frac{1}{2}$	s. 6 4 $\frac{1}{2}$	d. 7 7 $\frac{1}{2}$	d. 6 $\frac{1}{2}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$	s. 5 9	d. 7 1 $\frac{1}{2}$	d. 6 $\frac{7}{8}$	d. 8 $\frac{3}{8}$	d. 8 $\frac{3}{8}$

ELLISON & Co.'s COTTON REPORT FOR OCTOBER.—We are in receipt of Messrs. Ellison & Co.'s cotton report, dated November 10, and make the following extracts from it:

COURSE OF THE LIVERPOOL MARKET, OCT. 1 TO NOV. 10.

The market was very firm at the close of September, owing, in some measure, to an improved inquiry from spinners, but chiefly to the demand for cotton to cover contracts for September deliveries, for which there was a mild form of "corner." The quotation for middling upland on the spot was pushed up to 6 11-16d., and September deliveries touched 6 $\frac{3}{4}$ d.; meanwhile October deliveries were selling at as low as 6 5-16d., or $\frac{3}{8}$ d. under the spot quotation. Public opinion anticipated a decline as the year went on, and December to February deliveries were selling at 5 13-16d. Under such circumstances it is not surprising that the first week of October witnessed an important decline on the spot and a slight fall in futures. New crop American was offered very freely, and on the 4th October middling was easily purchasable at 6 $\frac{3}{8}$ d. on the spot, 6 $\frac{1}{4}$ d. for October-November deliveries, and 5 $\frac{3}{4}$ d. for December and January deliveries.

The artificial state of things which restricted business in September was now no longer in existence. Spinners were able to put through considerable orders in Manchester—taking care to cover by buying here either on the spot or for forward delivery. The result was a fair business during the week ended the 9th, and an advance of $\frac{1}{4}$ d. to 5-16d. on the spot and 3-16d. for distant futures upon the low rates accepted on the 4th. During the subsequent week there was no change of moment. There was a fair inquiry on the spot, but the sales were restricted, owing to the small stocks; spot prices touched 6 $\frac{3}{4}$ d. for middling, and then receded to 6 11-16d.; but the October "corner" was beginning to cast its shadow before, and futures gained 1-16d. to 3-16d. per lb. Up to this time the prevalent whim was to pooh pooh the possibility of a corner; but now many people were beginning to entertain the idea that, after all, it might come off. For several days, however, the spot demand was freely met, and the quotation for middling upland remained at 6 11-16d. until the morning of the 22d, on which day it was raised to 6 $\frac{3}{4}$ d.; meanwhile October deliveries had run up to 7d., against only 6 11-16d. two days previous. It was now evident that a squeeze of more or less intensity would be felt before the close of the month.

There had been extensive shipments by steamer during the early part of the month, and it had been thought that sufficient

cotton would arrive in time to prevent the occurrence of the threatened "corner;" but these shipments were arriving more slowly than had been calculated upon, and those interested began show some anxiety to provide for contingencies. The consequence was almost daily advancing prices until the end of the month—the spot quotation being raised from 6 $\frac{3}{4}$ d. on the 22d to 6 $\frac{3}{4}$ d. on the 23d, 7d on the 25th, 7 $\frac{1}{2}$ d. on the 27th (Monday), 7 3-16d. on the 29th, 7 5-16d. on the 30th, and 7 $\frac{3}{8}$ d. on the 31st. The market for Octobers became more and more animated from day to day, and, with almost hourly fluctuations, eventually ran up to 7 $\frac{3}{8}$ d. on the 31st, with buyers at 7 11-16d. at the last moment.

The excitement on the 31st was intense, though at the same time very feverish. It transpired that numerous settlements had been made during the previous few days, and at the opening of the market it was thought that the month would go out very tamely. The prevalence of this impression caused the price (which had opened at 7 $\frac{3}{8}$ d. and advanced to 7 13-32d.) to run down as follows: 7 13-32d., 7 $\frac{3}{8}$ d., 7 11-32d., 7 5-16d., 7 $\frac{1}{4}$ d. Suddenly, however, the demand revived, and between half-past eleven and twelve o'clock the course was 7 $\frac{1}{4}$ d., 7 5-16d., 7 11-32d., 7 $\frac{3}{8}$ d., 7 13-32d., 7 7-16d., 7 $\frac{1}{2}$ d., 7 9-16d., 7 $\frac{3}{8}$ d. This was the last price paid, but, as already stated, there were buyers at the close at 7 11-16d.

The intensity of the squeeze almost put a stop to business on the spot during the last two or three days of the month. The sales on the 28th and 29th were only 5,000 bales in each day, and on the 30th and 31st only 4,000 each, and on the last two days out of 8,000 sold only 3,900 were American, and of these only 1,700 were to spinners, the remainder being for export or to tender against contracts. But although consumers bought very little for prompt delivery, they purchased freely for delivery on and after the 1st November, at prices $\frac{3}{8}$ d. to $\frac{1}{2}$ d. below the artificial figure created by the lock-up of cotton occasioned by the October "corner." On this basis, too, a good business was transacted in the afternoon of the 31st—say at 6 $\frac{3}{8}$ d. to 7d. for middling, against 7 $\frac{3}{8}$ d. quoted in the daily report.

The basis upon which business was to be resumed was fixed, therefore, before the month had expired, and on the morning of the 1st November holders sold willingly at the revised rates. The official quotations were consequently reduced 7-16d. for uplands and Mobile and $\frac{3}{8}$ d. for Orleans and Texas, bringing middling upland down to 6 15-16d. At these price holders were willing, not to say eager, sellers; and although the sales reached 10,000 bales per day, there was a reduction to 6 13-16d. on the 3d and again to 6 11-16d. on the 4th of the month, thus bringing the figure back to where it stood on the 21st October. The fall led to increased buying, and the quotation was raised to 6 $\frac{3}{4}$ d. on the 6th. Besides the increased demand, confidence in the future was strengthened by favorable advices from Manchester and advancing prices at the American ports, large receipts notwithstanding. There was a quieter feeling on the 7th, but since then there has been renewed strength, and a large business has been done at an advance of 3-16d. on the spot and 3-16d. to $\frac{1}{4}$ d. for futures. Surats have also gained 1-16d. to $\frac{1}{8}$ d.

The following are the principal fluctuations in middling on the spot and for future delivery since the end of September:

	Spot.	Oct.	Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.	Feb.-Mar.	Mar.-Apr.
Sept. 30	6 $\frac{13}{16}$	6 $\frac{11}{32}$	5 $\frac{31}{32}$	5 $\frac{27}{32}$	5 $\frac{27}{32}$	5 $\frac{27}{32}$	5 $\frac{27}{32}$	5 $\frac{27}{32}$
Oct. 4	6 $\frac{7}{16}$	6 $\frac{1}{4}$	5 $\frac{7}{8}$	5 $\frac{25}{32}$	5 $\frac{3}{4}$	5 $\frac{25}{32}$	5 $\frac{25}{32}$	5 $\frac{25}{32}$
" 31	7 $\frac{3}{8}$	7 $\frac{5}{8}$	6 $\frac{9}{16}$	6 $\frac{11}{32}$	6 $\frac{5}{16}$	6 $\frac{5}{16}$	6 $\frac{11}{32}$	6 $\frac{11}{32}$
Nov. 4	6 $\frac{11}{16}$	—	6 $\frac{7}{16}$	6 $\frac{1}{4}$	6 $\frac{7}{32}$	6 $\frac{1}{4}$	6 $\frac{1}{4}$	6 $\frac{9}{32}$
" 10	6 $\frac{13}{16}$	—	6 $\frac{3}{4}$	6 $\frac{3}{8}$	6 $\frac{3}{8}$	6 $\frac{3}{8}$	6 $\frac{3}{8}$	6 $\frac{1}{16}$

The spot price of American is the same to-day as on the 30th of September, or $\frac{3}{8}$ d. higher than on the 4th October and 9-16d lower than the artificial price of October 31. Futures show an advance of $\frac{3}{4}$ d. to 13-16d. per lb. since the end of September. Meanwhile the spot quotations for other descriptions show a rise of $\frac{1}{8}$ d. for Brazil and Egyptian, $\frac{1}{4}$ d. in Broach, and 1-16d. to 3-16d in other kinds of East Indian.

COURSE OF THE MANCHESTER MARKET, OCT 1 TO NOV. 8.

A larger business has been done in yarns and goods during the past five weeks than in any similar period for a long time past. The sales for immediate delivery have necessarily been on a restricted scale, owing to the limited out-turn of the mills enforced by the small supply of the raw material and the artificially-high prices which for a time ruled, in consequence of the lock-up of cotton occasioned by the October "corner" in deliveries; but an unusually extensive business has been transacted for forward delivery, at prices showing a very fair margin of profit, thanks to the low rates which sellers in Liverpool were willing to take for "futures," say 6d. to 6 $\frac{1}{4}$ d. for November and 5 $\frac{1}{4}$ d. to 6d. for December to February. The consequence is that spinners and manufacturers are generally under order until the end of December, and in many cases for several months into the new year. This satisfactory condition of things has arisen from the coincidence of an improved demand with an almost complete exhaustion of stocks; and as the increased business is not confined to any particular section of the market, it may be taken as the commencement of that revival in trade for which all classes of the community have been so long and patiently waiting. The home trade is less active than the shipping branches, owing to the diminished resources of a large section of the population, caused by the poor harvest; but the lethargy traceable to this influence is being counterbalanced by the increased demand brought about by renewed prosperity in the great mining and manufacturing industries of the country. The advance in prices since the end of September is $\frac{3}{8}$ d. to $\frac{1}{2}$ d. per lb. in the most current counts of yarns and 3d. to 4 $\frac{1}{2}$ d. per piece in 8 $\frac{1}{4}$ lb. shirtings.

MOVEMENTS DURING THE SEASON, OCT. 1 TO OCT. 31.

The deliveries to English spinners during the five weeks ended October 30, and to Continental spinners during the four weeks ended October 25, this year and last, were as follows:

	Great Britain.		Continent.	
	1879.	1878.	1879.	1878.
Number of bales...	216,650	225,840	156,400	112,170
Average weight (lbs.)...	430	430	402	409
Total weight (lbs.)...	93,159,500	97,111,200	62,872,800	45,877,530

The consumption of Great Britain during the five weeks was at the rate of about 50,000 bales of 400 lbs. per week, or 250,000 bales in all, equal to 100,000,000 lbs. The surplus stock at the mills at the end of September was about 6,012,000 lbs., or 15,000 bales. This plus the deliveries amounted to 99,171,500 lbs. The surplus stock at the mills was therefore completely exhausted at the end of October, while even the ordinary working stock was less than usual, owing to the requirements of the mills being reduced in consequence of the partial stoppage of a great deal of machinery. Last year, in the same month, the average rate of consumption was only 48,000 bales of 400 lbs. per week, or a total of 93,000,000 lbs., there being even more "short time" in October, 1878, than in October, 1879. The average rate of consumption on the Continent for the four weeks was about 47,000 bales of 400 lbs., against 44,000 bales last year.

On the basis of the forgoing estimates, the movements in October (five weeks for Great Britain and four weeks for the Continent) were as follows:

	Great Britain.		Continent.	
	1879.	1878.	1879.	1878.
Surpl. st'k, Oct. 1.	6,012,000	13,800,000	18,720,000	30,550,000
Dels. in October...	93,159,500	97,111,200	62,872,800	45,877,530
Supply.....	99,171,500	110,911,200	81,592,800	76,427,530
Cons. in October	100,000,000	96,000,000	75,200,000	70,400,000
Surplus, Oct. 31.	.....	14,911,200	6,392,800	6,027,530
In b'ls of 400 lbs	.....	37,000	15,900	15,000

The stock in hands of spinners in Europe, therefore, varies only a trifle from that held twelve months ago.

PROSPECTS.

Since the close of September there has occurred a complete revolution in public opinion in regard to the prospects of the cotton market. Then there were willing sellers, and not very willing buyers, of forward deliveries at 5½d., with a large section of the community looking for 6½d. or less; now there are willing buyers, and not very willing sellers, of forward deliveries at 6½d., with a large section of the community looking for 7d. or more! What has happened in the interval to produce this remarkable change of front? Not any alteration in the prospects of supply, because they have rather improved than otherwise; nor the probability of an increased consumption, because that was already anticipated. It follows, therefore, that either public opinion was wrong a month since, or that it is wrong now. And here the question naturally arises, upon what did public opinion a month since base its expectation of 5½d., or less? It is indisputable that the only answer to this question is the very illogical one that 5½d., or under, would be seen this season, because 5½d., and still lower prices, were witnessed last season. The totally different circumstances of the two seasons were quite ignored. A long series of bad times, winding up in panic and confusion, had so demoralized the public mind that there was barely courage enough left even to hope for better times, except in a very apologetic sort of way. It was admitted that better times would, as usual, bring higher prices; but people had been so accustomed to take a gloomy view of things, and their gloomy forebodings had so often been realized, that they had become confirmed pessimists. But if public opinion was wrong a month and two months ago, is it right now? To a certain extent it is. In the face of the known facts of the situation, it would be unwise to hold the opposite view. But, at the same time, care should be taken not to run from one extreme to the other. It may be that 7d., or over, will be seen more than once during the season, and the development of supply and demand may justify it; but at the moment with estimates of the American crop varying to the extent of half a million of bales, such an anticipation as the basis of operations is fraught with as much risk and danger in the one direction as those based on 5½d. were in the other. Everything will depend upon the size of the American crop; and, in view of the wide difference of opinion which at present exists on this point, a little caution on the part of buyers is very advisable until the receipt of more definite information. One thing, however, is certain, and it is that—in view of the belief in higher prices which, rightly or wrongly, has got hold of the public mind, not only in respect of cotton, but in respect of every other article of produce and manufacture—spinners would do well not to take forward contracts without covering. They should not forget that a widely-spread belief in either a rise or fall in price assists very materially in bringing about the realization of the thing anticipated, whatever may take place afterwards.

GUNNY BAGS, BAGGING, ETC.—Bagging is not moving to a large extent, as the season is now about over; and as stocks are much reduced, manufacturers are not anxious to sell except at full figures, and the close is quiet at 9½@9¾c. for 1½ lbs., 10½@10¾c. for 2 lbs., and 11c. for 2½ lbs., as to quantity. Butts have not been very active since our last, owing partly to the large transactions of the previous week, and no parcels offering from ship. The market has not changed, and the tendency is toward

a higher figure, holders not quoting below 3¼c., while others ask up to 3½c.; but the transactions, which are small, were chiefly at the lower figure.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 14,248 bales against 10,562 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1879, and in the last column the total for the same period of the previous year.

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

Exported to—	Week ending—				Total to date.	Same period previous year.
	Nov. 5.	Nov. 12.	Nov. 19.	Nov. 26.		
Liverpool.....	5,788	17,350	7,411	9,053	148,461	110,832
Other British ports.....	.....	.....	1,997	824	5,701	3,452
TOTAL TO GREAT BRITAIN	5,788	17,350	9,408	9,877	154,162	114,284
Havre.....	2,615	540	.....	204	14,717	5,568
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH.....	2,615	540	.....	204	14,717	5,568
Bremen and Hanover....	2,822	960	646	503	12,201	7,302
Hamburg.....	1,319	514	508	714	5,434	952
Other ports.....	235	.....	.....	.....	2,017	423
TOTAL TO NORTH. EUROPE	4,376	1,474	1,154	1,217	19,672	8,677
Spain, Oporto, Gibralt'r, &c	.....	.....	.....	2,500	2,600	586
All other.....	.....	.....	.....	350	3,306	.....
TOTAL SPAIN, &c.....	.....	.....	.....	2,950	5,906	886
GRAND TOTAL.....	12,779	19,364	10,562	14,248	194,457	129,415

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

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans.....	9,310	44,495	.....	.....	.....	.....	.....	.....
Texas.....	4,339	46,157	.....	.....	.....	.....	.....	.....
Savannah.....	13,737	91,693	1,675	14,265	439	7,696	1,402	17,317
Mobile.....	.....	2,033	.....	.....	.....	.....	.....	.....
Florida.....	7,024	49,565	.....	.....	.....	.....	.....	4,806
S Carolina.....	3,334	17,748	.....	.....	.....	.....	.....	311
N Carolina.....	5,444	85,955	327	17,799	.....	.....	4,764	36,985
Virginia.....	.....	3,256	3,825	41,126	.....	.....	.....	.....
North. pts.....	4,675	38,101	5,417	36,223	2,068	16,279	.....	.....
Tenn., &c.....	20	776	.....	.....	.....	.....	.....	.....
Foreign.....	.....	.....	.....	.....	.....	.....	.....	.....
This year.....	47,863	379,779	11,244	109,413	2,507	23,975	6,477	62,688
Last year.....	24,762	335,964	11,220	86,706	1,921	23,717	4,377	61,759

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 117,573 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

	Total bales.
NEW YORK—To Liverpool, per steamers Abana, 3,300....	.....
Montana, 1,074....	.....
City of Limerick, 848....	.....
Algeria, 404....	.....
Baltic, 999....	.....
Biela, 500....	.....
Newton, 1,500....	.....
Star of Greece, 428....	9,053
To Hull, per steamer Salerno, 824.....	824
To Havre, per steamer Canada, 204.....	204
To Bremen, per steamer Main, 503.....	503
To Hamburg, per steamer Gellert, 714.....	714
To Barcelona, per steamer Vidal Sala, 2,600.....	2,600
To the Mediterranean, per steamer Powhattan, 350.....	350
NEW ORLEANS—To Liverpool, per steamer Teutonia, 5,245....	.....
per ships Northampton, 4,002....	.....
Orient, 6,482....	.....
Importer, 5,323.....	21,052
To Havre, per ship Expounder, 4,041.....	4,041
To Rouen, per bark Courrier du Pacific, 999.....	999
To Bremen, per steamer Nurnberg, 4,171.....	4,171
To Reval, per steamer West Stanley, 4,380.....	4,380
To Barcelona, per brig Vilasar, 589.....	589
MOBILE—To Liverpool, per ship George Hurlbut, 3,515.....	3,515
CHARLESTON—To Liverpool, per steamer Horace, 3,907 Upland	.....
and 200 Sea Island....	.....
per barks Clifton, 1,540 Upland and	.....
15 Sea Island....	.....
Echo, 1,400 Upland.....	7,062
To Bremen, per bark Violette, 1,150 Upland.....	1,150
To Barcelona, per steamers Vidal Sala, 2,600 Upland....	.....
Royal Minstrel, 4,050 Upland....	.....
per brigs Clotilde, 860	.....
Upland....	.....
Maria Luisa, 515 Upland....	.....
Pubilla, 550 Up-	.....
land....	.....
Felix, 560 Upland.....	9,135
SAVANNAH—To Liverpool, per ships Kendrick Fish, 4,725 Upland	.....
.....
India, 4,103 Upland.....	8,828
To Havre, per bark Lady Dufferin, 3,683 Upland.....	3,683
To Bremen, per steamers Barrowdale, 4,410 Upland.....	4,410
To Amsterdam, per ship Herbert Beech, 3,925 Upland.....	3,925
TEXAS—To Liverpool, per ship Julius, 3,302....	.....
per barks Agder,	.....
1,466....	.....
Sylpiden, 1,430.....	6,198
To Havre, per bark Nebo, 1,942.....	1,942
To Amsterdam, per bark Brilliant, 1,582.....	1,582
WILMINGTON—To Amsterdam, per schooner E. S. Powell, 2,310.	2,310
NORFOLK—To Liverpool, per steamer Theresina, 2,780....	.....
per ship Kinburn, 4,163.....	6,943
BALTIMORE—To Liverpool, per steamer Hibernian, 1,941.....	1,941
BOSTON—To Liverpool, per steamers Massachusetts, 1,627....	.....
Bavarian, 1,803....	.....
Samaria, 71.....	3,501
PHILADELPHIA—To Liverpool, per steamers Lord Clive, 1,426....	.....
Pennsylvania, 342.....	1,768
To Antwerp, per steamer Zeeland, 200.....	200
Total.....	117,573

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

	Liverpool.	Havre.	Bremen.	Rouen.	Ham- & Ant- werp.	Ams'dam.	Reval.	Barce- lona.	Total.
New York...	9,053	204	1,217	...	...	...	...	2,950	14,248
N. Orleans...	21,052	4,041	999	4,171	...	4,380	589	33,232	...
Mobile...	3,515	...	...	...	...	...	...	3,515	...
Charleston...	7,062	...	1,150	...	...	9,135	...	17,317	...
Savannah...	8,928	3,683	4,410	3,925	...	...	...	20,846	...
Texas...	6,198	1,942	...	1,582	...	...	...	9,722	...
Wilmington...	...	...	...	2,310	...	...	...	2,310	...
Norfolk...	6,943	...	...	...	...	...	...	6,943	...
Baltimore...	1,941	...	...	...	...	...	...	1,941	...
Boston...	3,501	...	...	...	...	...	...	3,501	...
Philadelphia...	1,768	...	...	...	200	...	...	1,968	...

Total... 69,861 9,870 999 10,948 8,017 4,380 12,674 117,573
Included in the above totals are from New York, 824-bales to Hull.

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

ZEELAND, steamer (Belg.), Flaherty, from Philadelphia, for Antwerp, grounded opposite Wilmington Creek, Delaware, afternoon of Nov. 21, owing to scarcity of water and westerly winds. She floated A. M. of the 22d and proceeded.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	14 @ 932	14 @ 932	14 @ 932	14 @ 932	...	14 @ 932
Do sail... d.	732	732	732	732	...	732
Havre, steam... c.	58 @ 1116*	58 @ 1116*	58 @ 1116*	58 @ 1116*	...	58 @ 1116*
Do sail... c.	916	916	916	916	...	916
Bremen, steam... c.	1116*	1116*	1116*	1116*	...	1116*
Do sail... c.	12	12	12	12	...	12
Hamburg, steam c.	1116 @ 34*	1116 @ 34*	1116 @ 34*	1116 @ 34*	...	1116 @ 34*
Do sail... c.	12	12	12	12	...	12
Amst'd'm, steam c.	34	34	34	34	...	34
Do sail... c.	...	...	...	...	...	...
Baltic, steam... d.	716 @ 1532	716 @ 1532	716 @ 1532	716 @ 1532	...	716 @ 1532
Do sail... d.	...	...	...	...	...	...

* Compressed.

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

	Nov. 7.	Nov. 14.	Nov. 21.	Nov. 28.
Sales of the week.....bales.	56,000	82,000	54,000	69,000
Forwarded.....	8,000	10,000	13,000	15,000
Sales American.....	39,000	51,000	37,000	52,000
Of which exporters took.....	6,000	7,000	3,000	8,000
Of which speculators took.....	2,000	10,000	2,000	4,000
Total stock—Estimated.....	296,000	288,000	297,000	317,000
Of which American—Estim'd.....	166,000	171,000	185,000	202,000
Total import of the week.....	82,000	72,000	77,000	96,000
Of which American.....	66,000	57,000	63,000	77,000
Actual export.....	4,000	5,000	4,000	5,000
Amount afloat.....	277,000	359,000	357,000	336,000
Of which American.....	236,000	320,000	321,000	294,000

The tone of the Liverpool market for spots and futures each day of the week ending Nov. 28, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'd'y	Friday.
Market, 12:30 P.M. }	Quiet and unch'gd.	Mod. inq. freely supplied.	Quiet and steady.	Active and firmer.	—	Quieter.
Mid. Upl'ds }	6 3/4	6 3/4	6 3/4	6 7/8	6 7/8	6 7/8
Mid. Orl'ns. }	6 7/8	6 7/8	6 7/8	7	7	7
Market, 5 P.M. }	—	—	—	—	Firm., but not quot'y higher.	—
Sales.....	7,000	8,000	7,000	15,000	14,000	10,000
Spec. & exp. }	1,000	1,000	1,000	2,000	1,000	1,000
Futures, 5 P.M. }	Easier.	Flat.	Barely steady.	Weaker.	Closed strong.	Weak.

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

FRIDAY (Nov. 21.)

Delivery. d.	Delivery. d.
Jan.-Feb.....62332	May-June.....62932

SATURDAY.

Delivery. d.	Delivery. d.	Delivery. d.
Nov.....62332 @ 34	Feb.-Mar.....61116 @ 2332	June-July.....62332
Nov.-Dec.....61116	Mar.-Apr.....634	Nov.....62332
Dec.-Jan.....61116	Apr.-May.....61316	Mar.-Apr.....62532 @ 34
Jan.-Feb.....61116	May-June.....678	

MONDAY.

Delivery. d.	Delivery. d.	Delivery. d.
Nov.....634 @ 2532 @ 34	Feb.-Mar.....634	Dec.-Jan.....61116
Nov.-Dec.....62332	Mar.-Apr.....62532	Shipments.
Dec.-Jan.....62332	Apr.-May.....62732	Oct.-Nov., n. crop,
Jan.-Feb.....62332	Mar.-Apr.....61316 @ 2532	sail.....634

TUESDAY.

Delivery. d.	Delivery. d.	Delivery. d.
Nov.....62332 @ 34	Nov.....62532	Apr.-May.....62932
Dec.-Jan.....61116	Nov.-Dec.....634	Dec.-Jan.....634
Jan.-Feb.....62132 @ 1116	Dec.-Jan.....62332	May-June.....62932
Feb.-Mar.....62332	Jan.-Feb.....62332 @ 34	Shipments.
Mar.-Apr.....634 @ 2532	Feb.-Mar.....634 @ 2532	Nov.-Dec., n. crop,
Apr.-May.....61316	Mar.-Apr.....61316 @ 2732	sail.....62332
May-June.....678	Apr.-May.....678	

WEDNESDAY.

Delivery. d.	Delivery. d.	Delivery. d.
Nov.....62732 @ 1316 @ 2732	Mar.-Apr.....62732 @ 78	Feb.-Mar.....678 @ 2732
Nov.-Dec.....61316 @ 2732	Apr.-May.....61516	Mar.-Apr.....678
Dec.-Jan.....62532 @ 1316	May-June.....63132 @ 7	June-July.....7132
Jan.-Feb.....61316	June-July.....7	Nov.....61316
Feb.-Mar.....62732 @ 1316	Mar.-Apr.....62932	Dec.-Jan.....62532
	Nov.-Dec.....61316	

THURSDAY.

Delivery. d.	Delivery. d.	Delivery. d.
Nov.....62732	Feb.-Mar.....62732 @ 78	Apr.-May.....61516
Nov.-Dec.....62732 @ 1316	Mar.-Apr.....678 @ 2932	May-June.....6 @ 7 @ 3132
Dec.-Jan.....61316 @ 2732	Apr.-May.....61516	June-July.....7132
Jan.-Feb.....61316 @ 2732		

FRIDAY.

Delivery. d.	Delivery. d.	Delivery. d.
Nov.....678 @ 2732	June-July.....7116	Nov.-Dec.....61316
Nov.-Dec.....62732	Nov.....61316	Jan.-Feb.....61316
Dec.-Jan.....62732	Dec.-Jan.....61316	Feb.-Mar.....62732
Jan.-Feb.....678 @ 2732	Mar.-Apr.....62932	May-June.....63132
Feb.-Mar.....62932 @ 78	Apr.-May.....61516	Nov.....62732 @ 1316
Mar.-Apr.....61516	May-June.....7	Apr.-May.....62932
Apr.-May.....63132	June-July.....7132	

BREADSTUFFS.

FRIDAY, P. M., November 28, 1879.

The flour market was strong and more active early in the week—partly in sympathy with the advance in wheat—but dulness and depression succeeded; the improvement in prices, as compared with last Friday, is but slight. The recent rains have swollen the mill-streams in middle latitudes, and the production of flour has been materially increased, especially of common and medium grades from winter wheat. Rye flour and corn meal have ruled in favor of buyers. To-day there were no important changes.

The wheat market felt the effect early in the week of a revival of speculative confidence, growing out of the continuance of comparatively small receipts at the Western markets, better foreign advices, and some reduction of the visible supply; prices of wheat on the spot and for November delivery were carried up to about those of December, owing to the threatened detention of supplies by ice on the Erie Canal. January became the favorite month with operators for the advance, who paid 3½@4c. per bushel to have December contracts extended to January. To-day the opening was easier, but the close firm, receipts at the Western markets continuing comparatively small. No. 2 red winter sold at \$1 50 @1 50½ for January.

Indian corn made an advance to 61@61¼c. for No. 2 mixed on the spot and 61¼c. for December, but the higher prices brought out freer offerings, and the milder weather gave assurance that supplies on the Erie Canal would be gotten through to tide-water, and the advance was lost. Still, the fluctuations have not been wide. For the first time in two or three months there are considerable supplies of the grade known as "Steamer No. 2," which sold on Wednesday at 58¾@59¼c. on the spot and 58½c. for December. New Southern yellow begins to arrive, selling at a wide range. To-day No. 2 mixed was firmer at 60¾@61c. on the spot and \$1 10½ per cental for January.

Rye is held higher, checking business. To-day Canada sold at 91c. There has been a decided revival of demand for Barley at higher prices, and large sales of Canada have been made at 90c.@\$1 10, as to quality, including several boat-loads of No. 1 bright at \$1 03, but the close is quiet. Oats have been in speculative demand at advancing prices. Large sales of No. 2 mixed were made at 45c. in store and 46c. for December delivery; and on Wednesday No. 1 white sold for December at 46¾c. To-day the market was firm, and No. 2 graded was quoted at 46¼c. for mixed and 46¾c. for white; also, sales of No. 2 white at 47c. for December, and No. 2 mixed 47½c. for January.

The following are closing quotations:

FLOUR.	GRAIN.
No. 2.....\$4 15 @ 4 65	Wheat—
Superfine State and Western.....4 90 @ 5 30	No. 3 spring, # bu.\$1 31 @ 1 33
Extra State, &c.....5 60 @ 5 75	No. 2 spring.....1 35 @ 1 38
Western spring wheat extras.....5 50 @ 5 85	Amber winter...1 38 @ 1 46
do XX and XXX.....6 00 @ 7 00	Red winter, No. 2 1 46 @ 1 47
Western winter shipping extras.....5 75 @ 6 10	White.....1 40 @ 1 46
do XX and XXX.....6 25 @ 7 00	No. 1 white.....1 45 @ 1 45½
Minnesota patents...6 50 @ 8 00	Corn—West. mixed 58 @ 61
City shipping extras...5 65 @ 6 40	Western No. 2.... @ 60¾
Southern, bakers' and family brands...6 40 @ 7 25	Western Yellow...60 @ 61
South'n ship'g extras...5 85 @ 6 25	Western White...61 @ 66
Rye flour, superfine..4 00 @ 5 30	Rye—West'n, No. 2. 89 @ 90
Corn meal—	State and Canada 90 @ 91
Western, &c.....2 80 @ 3 10	Oats—Mixed.....44 @ 47
Brandywine, &c....3 30 @ 3 35	White.....45 @ 49
	Barley—Canada W. 90 @ 1 03
	State, 4-rowed...80 @ 90
	State, 2-rowed...75 @ 80
	Peas—Can'da, b. & f. 80 @ 95

Receipts of flour and grain at Western lake and river ports for the week ending Nov. 22:

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	57,833	461,474	698,431	230,950	103,971	30,901
Milwaukee.....	54,301	470,383	51,662	23,450	80,317	10,960
Toledo.....		81,145	146,885	10,546		3,323
Detroit.....	5,893	130,109	9,673	5,354	10,186	
Cleveland.....	2,737	21,900	12,150	24,400	9,050	990
St. Louis.....	24,995	111,128	246,575	38,934	60,506	7,724
Peoria.....	700	2,000	194,640	59,200	11,000	5,850
Duluth.....	2,100	173,007	1,400			

Total..... 148,559 1,451,146 1,361,416 382,834 275,030 59,748
Same time '78.. 151,845 2,345,470 1,073,131 467,470 240,632 82,100

Total receipts at same ports from Jan. 1 to Nov. 22, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	6,114,718	5,100,984	4,450,411	5,006,667
Wheat..... bush.	91,524,974	80,410,979	48,086,860	51,700,442
Corn..... bush.	98,901,179	87,273,958	73,557,168	74,788,949
Oats..... bush.	28,769,432	28,641,712	22,092,682	23,408,392
Barley..... bush.	8,914,012	9,135,372	8,102,245	8,043,885
Rye..... bush.	4,465,553	4,646,166	4,758,783	2,414,924

Total grain.... 232,575,150 210,103,187 156,597,733 160,356,562

Total receipts (crop movement) at the same ports from Aug. 1 to Nov. 22, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	2,496,853	2,104,325	2,216,569	2,070,899
Wheat..... bush.	54,259,506	46,403,990	37,795,242	25,256,304
Corn..... bush.	35,872,962	34,769,806	30,651,531	32,384,601
Oats..... bush.	12,707,544	14,980,621	11,267,208	9,571,684
Barley..... bush.	6,459,610	6,204,521	5,248,459	5,074,616
Rye..... bush.	2,682,714	586,857	1,805,676	1,347,508

Total grain.... 112,012,336 102,945,795 86,768,166 73,634,713

Comparative shipments of flour and grain from the same ports from Jan. 1 to Nov. 22, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	6,677,920	5,372,747	4,662,421	4,414,251
Wheat..... bush.	76,037,376	65,468,085	41,642,095	46,818,077
Corn..... bush.	81,092,324	76,997,085	65,366,438	71,926,125
Oats..... bush.	20,435,307	20,546,774	17,261,821	19,291,661
Barley..... bush.	5,068,392	4,824,534	5,178,941	3,532,227
Rye..... bush.	3,910,953	3,648,178	2,292,893	1,120,847

Total grain.... 186,544,352 171,484,656 131,742,178 143,689,007

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

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Nov. 22.....	154,960	1,785,853	1,319,346	237,120	103,660	30,961
Nov. 15.....	220,706	1,275,771	1,122,592	271,327	172,778	36,114
Nov. 8.....	152,409	2,314,853	1,682,483	366,895	250,435	53,927
Nov. 1.....	200,803	1,652,891	1,907,109	467,730	345,501	70,425

Total, 4 wks. 728,878 7,029,368 6,031,530 1,343,072 872,374 191,727
Do. 4 wks '78. 626,103 7,120,504 4,742,140 1,557,480 875,318 347,724

Receipts of flour and grain at seaboard ports for the week ended Nov. 22:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	145,656	2,521,208	689,661	242,387	478,050	97,936
Boston.....	60,256	137,288	320,216	184,921	19,285	6,160
Portland.....	3,200		12,500	5,000		
Montreal.....	9,793	51,260	21,853	13,334	12,458	400
Philadelphia.....	22,250	124,500	92,000	47,600	62,010	3,500
Baltimore.....	16,230	344,250	124,530	12,200		2,200
New Orleans.....	11,093	63,370	146,280	14,025		

Total week..... 268,478 3,241,876 1,407,060 519,467 571,803 109,996
Cor. week '78.. 251,340 2,687,427 1,590,984 671,802 460,240 239,406

And from Jan. 1 to Nov. 22, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	9,939,392	8,648,010	7,379,263	9,007,173
Wheat..... bush.	136,792,041	99,003,794	40,842,543	32,272,748
Corn..... bush.	97,351,931	97,662,401	78,992,024	80,854,027
Oats..... bush.	20,225,941	22,394,106	18,834,572	22,823,225
Barley..... bush.	4,849,731	5,507,659	7,648,851	6,784,475
Rye..... bush.	4,314,355	4,762,716	2,343,553	1,313,550

Total grain.... 263,533,999 229,330,077 148,661,543 151,048,025

Exports from United States seaboard ports and from Montreal for week ending Nov. 22:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York.....	94,606	1,013,537	685,928	3,287	13,096	30,555
Boston.....	21,747	107,323	33,190	12		
Portland.....	16					
Montreal.....	6,504	161,469	44,600	80,112	125,629	108,385
Philadelphia.....	4,110	148,784	147,832			
Baltimore.....	7,518	551,075	227,946	960		

Total for w'k 134,501 1,982,188 1,139,496 84,371 138,725 138,940
Same time '78. 108,830 1,916,287 638,675 47,439 65,221 91,225

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, Nov. 22, was as follows:

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	9,225,111	2,541,820	606,358	441,887	444,243
Do. afloat (est.)	1,500,000	575,000	80,000	1,200,000	24,000
Albany.....		38,000	106,000	241,000	51,000
Buffalo.....	748,966	1,406,948	31,976	246,317	55,523
Chicago.....	5,286,430	1,421,488	954,281	639,390	265,506
Milwaukee.....	2,021,900	33,300	12,800	552,800	71,300
Duluth.....	194,165	12,377			
Toledo.....	851,000	195,000	183,000	7,500	12,484
Detroit.....	619,663	4,150	3,170		
Oswego.....	450,000	336,000	2,500	567,000	
St. Louis.....	1,182,776	276,681	87,844	96,166	36,329
Boston.....	286,601	645,388	234,345	21,901	4,872
Toronto.....	258,719		220	245,413	742
Montreal (15th).....	132,483	5,500	16,319	28,218	456

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Philadelphia.....	806,173	216,001			
Peoria.....	4,234	41,173	175,451	9,060	75,439
Indianapolis.....	103,600	46,000	221,300		13,700
Kansas City.....	618,000	112,000	111,000	14,400	9,000
Baltimore.....	1,431,125	272,520			
Rail shipments.....	166,387	153,423	148,479	69,267	57,423
Lake shipments.....	1,619,465	1,165,923	88,641	34,393	
On Canal.....	2,266,000	1,948,000	110,000	620,575	125,426

Total..... 29,772,798 11,446,692 3,176,684 5,085,287 1,247,443
Nov. 15, '79..... 29,842,144 11,156,711 3,272,273 5,007,249 1,092,999
Nov. 8, '79..... 30,424,693 11,448,691 3,285,947 4,806,237 1,046,945
Nov. 1, '79..... 28,822,649 11,615,264 3,358,057 4,360,004 967,513
Oct. 25, '79..... 25,691,223 10,413,384 3,095,010 3,790,021 812,051
Nov. 23, '78..... 16,497,635 8,787,375 2,603,774 5,483,938 1,289,609

THE DRY GOODS TRADE.

FRIDAY, P. M., November 28, 1879.

In volume the business of the past week has been large and satisfactory, notwithstanding the intervention of a national holiday, which checked operations to some extent. Manufacturers' agents continued to make liberal deliveries of domestic cotton and woolen goods on account of former orders, and there was a fair hand-to-mouth demand for most descriptions of seasonable goods. Prices also continued to advance because of the enhanced cost of wool, cotton, silk, dye-stuffs, drugs, &c and higher quotations were made for many makes of cotton and woolen goods, prints, &c., during the week. The jobbing trade has been fairly active for the time of year, and a large distribution of cotton goods and calicoes was made by some of the leading houses who at present control certain makes.

DOMESTIC COTTON GOODS.—The export movement in domestics has shown further improvement, 5,523 packages having been shipped from this port during the week ending November 25, including 3,749 to China, 1,081 to Great Britain, 166 to U. S. of Colombia, 103 to Brazil, 104 to Argentine Republic, 46 to British Honduras, 43 to Cuba, &c. There was a somewhat lessened demand for cotton goods by the home trade, but large deliveries were made by agents in execution of back orders and the tone of the market continued firm with an upward tendency. Brown and bleached cottons continue sold ahead in all widths, weights and qualities, and nearly all kinds of colored cottons, cottonades, chevots, &c., are in exceptionally light supply. Print cloths were in active demand and strong at 4¼@ 4¾c. for 64x64s and 4¼@4¾c. for 56x60s. Prints were in better request at both first and second hands, and several well-known makes were advanced ½c. per yard. For gingham and cotton dress goods there was a moderate inquiry, and prices ruled firm with an upward tendency. Carpet warps and cotton yarns continue active, firm, and in very light supply.

DOMESTIC WOOLEN GOODS.—There has been a moderate degree of activity in the market for woolen goods, and advanced prices were established on many fabrics, owing to the continued appreciation of raw materials. Fair orders for spring cassimeres, chevots and worsted coatings were placed with agents by the clothing trade, and large deliveries were made on account of former orders. Heavy clothing woollens were somewhat sluggish, but very firm, and there was only a limited inquiry for overcoatings and cloakings. Beavers were more sought for, but cloakings ruled quiet, and repellents were in moderate request. Kentucky jeans were in irregular demand, but firm, with a tendency toward higher prices, and satinets were in fair request. Flannels and blankets were taken in moderate parcels to a liberal aggregate amount, and advanced prices were established by agents on several prominent makes. Stocks of flannels are remarkably well in hand, many makes of colored goods, &c., being largely sold ahead. Shawls remained quiet, but there was a steady movement in felt skirts. Worsted dress goods were fairly active for the time of year, and prices are firm with a decided upward tendency.

FOREIGN DRY GOODS.—The demand for imported goods has been comparatively light. Specialties in fancy dress goods were in fair request, but staple fabrics ruled quiet. Plain silks remained sluggish, but there was a steady inquiry for small lots of fancy dress silks, and black and colored satins, Pekin satins, &c. Lace curtains were moderately active, as were holiday handkerchiefs, but housekeeping linens and white goods moved slowly. The auction rooms presented few offerings of importance, and low and medium grade dress silks brought very unsatisfactory prices when disposed of at public sale.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Nov. 27, 1879, and for the corresponding weeks of 1878 and 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING NOV. 27, 1879.

	1877.		1878.		1879.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		\$		\$		\$
Wool.....	390	130,948	394	146,265	463	149,258
Cotton.....	489	144,594	425	112,946	438	135,448
Silk.....	431	185,146	408	253,530	681	310,165
Flax.....	681	105,870	803	117,122	594	107,303
Miscellaneous.....	1,773	124,524	392	114,149	1,079	132,643
Total.....	3,764	691,082	2,422	744,312	3,255	834,817

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

	1877.		1878.		1879.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		\$		\$		\$
Wool.....	166	61,065	172	55,271	290	109,656
Cotton.....	54	15,995	48	14,539	102	38,015
Silk.....	41	32,583	56	33,273	65	50,776
Flax.....	289	57,404	204	36,397	446	71,186
Miscellaneous.....	434	13,343	161	31,027	1,794	28,013
Total.....	984	180,390	641	180,507	2,697	297,646
Ent'd for consumpt.	3,764	691,082	2,422	744,312	3,255	834,817
Total on market.....	4,748	871,472	3,063	924,819	5,952	1,132,463

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

	1877.		1878.		1879.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		\$		\$		\$
Wool.....	191	73,043	180	72,798	133	40,882
Cotton.....	80	47,820	121	40,013	113	38,617
Silk.....	55	48,799	56	57,394	47	38,401
Flax.....	252	62,255	131	25,638	447	40,441
Miscellaneous.....	5,281	30,321	67	19,699	3,494	48,703
Total.....	5,859	262,238	555	215,542	4,234	207,044
Ent'd for consumpt.	3,764	691,082	2,422	744,312	3,255	834,817
Total at the port.....	9,623	953,320	2,977	959,854	7,489	1,041,861

Imports of Leading Articles.

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

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

	1879.	1878.		1879.	1878.
China, &c.—			Metals, &c.—		
China.....	16,158	13,966	Lead, pigs.....	17,406	6,535
Earthenw.....	39,415	35,363	Spelter, lbs.....	2,123,159	1,047,347
Glass.....	233,476	206,103	Steel.....	80,636	39,243
Glassware.....	46,189	30,302	Tin, boxes.....	1,383,989	1,115,341
Glass plate.....	4,612	4,516	Tin slbs., lbs.....	16,080,058	9,658,616
Buttons.....	9,207	7,935	Paper Stock.....	139,296	119,878
Coal, tons.....	55,099	121,450	Sugar, hhds.....	610,813	546,377
Cocoa, bags.....	33,521	19,939	tees, & bbls.....		
Coffee, bags.....	2,242,365	1,550,241	Sugar, boxes and bags.....	1,571,390	1,998,831
Cotton, bales.....	10,600	4,644	Tea.....	878,094	807,557
Drugs, &c.—			Tobacco.....	51,229	52,454
Bark, Peru.....	41,301	36,102	Waste.....	483	452
Blea, powd.....	20,326	26,883	Wines, &c.—		
Cochineal.....	4,086	2,987	Champ'gne.....		
Gambier.....	42,012	15,272	baskets.....	102,176	84,032
Gum, Arab.....	4,997	3,635	Wines.....	163,778	116,719
Indigo.....	4,977	5,303	Wool, bales.....	54,321	28,839
Madder, &c.....	2,747	4,067	Reported by value.....	\$	\$
Oil, Olive.....	44,222	35,287	Cigars.....	1,234,536	1,400,221
Opium.....	924	900	Corks.....	64,511	54,889
Soda, bi-cb.....	14,565	19,377	Fancy goods.....	1,019,554	1,025,791
Soda, sal.....	52,879	60,162	Fish.....	569,831	510,795
Soda, ash.....	70,002	61,033	Fruits, &c.—		
Flax.....	2,983	2,879	Lemons.....	1,247,373	1,284,187
Furs.....	9,016	6,438	Oranges.....	1,489,264	1,361,114
Gunny cloth.....	1,889	1,049	Nuts.....	797,871	744,346
Hair.....	5,616	5,430	Raisins.....	1,537,842	1,136,264
Hemp, bales.....	160,715	149,489	Hides, undr.....	11,234,019	9,689,802
Hides, &c.—			Rice.....	276,096	250,445
Bristles.....	1,558	1,285	Spices, &c.—		
Hides, dr'sd.....	5,565	4,572	Cassia.....	243,114	142,301
India rubber.....	44,853	40,730	Ginger.....	127,885	53,676
Ivory.....	1,688	1,629	Pepper.....	459,376	326,054
Jewelry, &c.....			Saltpetre.....	276,087	226,392
Jewelry.....	2,740	2,317	Woods—		
Watches.....	689	522	Cork.....	409,036	349,522
Linseed.....	356,060	215,468	Fustic.....	121,776	42,534
Molasses.....	89,337	77,778	Logwood.....	693,862	567,172
Metals, &c.—			Mahogany.....	189,443	91,537
Cutlery.....	4,544	3,691			
Hardware.....	626	596			

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for the week ending November 22, 1879, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
Liverpool.....	2,999	1,585	2,950,633	8,529,862	1,557,605	513,920
London.....	3,241	943	213,400	596,445	1,105,380	295,900
Glasgow.....	348	786	552,500	603,120	3,300	
Bristol.....	125			89,025		42,800
Hull.....	50		112,900	392,350	7,560	
W. Hartlepool.....	212	66	412,650	179,327	305,300	315,000
Antwerp.....	14	12	1,082,615	3,920,775		456,100
Hamburg.....	75	2	1,056,880	51,775		
Bremen.....	108	7	338,803			
Rotterdam.....	82		181,060	300,225		271,600
Havre.....	55	20	1,238,100	140,575		110,000
Marseilles.....		80	775,000	250,625		
Cont'n'l ports.....			15,160	3,175		13,200
Italy.....		6	51,200			
S. & C. America.....	207	412	220,032	12,030	4,802	27,027
West Indies.....	1,494	337	620,861	114,584	13,154	2,551
B. N. A. Col.....	624	87	7,208	20,700		
Oth'r countr's.....	500	63	1,000	4,200	754	
Total week.....	10,134	4,406	9,800,008	15,208,798	2,997,885	2,048,098
Previous w'k.....	7,935	5,815	7,370,214	14,691,066	2,321,973	2,663,722

Receipts of Leading Articles of Domestic Produce.

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

	Week ending Nov. 25.	Since Jan. 1, 1879.	Same time last year.
Ashes.....	97	5,450	3,698
Beans.....	4,287	75,051	71,624
Breadstuffs—			
Flour, wheat.....	137,927	4,952,794	4,052,593
Corn meal.....	5,778	142,399	176,771
Wheat.....	2,219,492	67,478,655	58,503,105
Rye.....	52,588	3,037,307	3,997,161
Corn.....	627,382	39,027,587	36,917,210
Oats.....	219,900	10,107,823	13,807,447
Barley and malt.....	542,982	5,370,895	5,821,195
Peas.....	10,128	416,730	625,631
Cotton.....	39,227	803,496	828,147
Cotton seed oil.....	100	19,938	31,94
Flax seed.....	16,042	382,266	282,68
Grass seed.....	9,916	176,501	168,433
Hides.....	1,647	191,750	153,998
Hides.....	134	102,436	107,359
Hops.....	2,454	108,951	76,136
Leather.....	63,331	3,754,260	3,998,697
Lead.....		2,575,448	278,913
Molasses.....		4,980	33
Molasses.....	409	80,510	133,183
Naval Stores—			
Turpentine, crude.....	54	2,054	2,238
Turpentine, spirits.....	3,156	73,442	69,088
Rosin.....	12,282	323,795	362,254
Tar.....	377	23,314	20,479
Pitch.....	555	4,496	3,066
Oil cake.....	15,413	410,459	419,087
Oil, lard.....		12,901	15,657
Oil, whale.....			116,084
Peanuts.....	4,969	88,333	66,349
Provisions—			
Pork.....	3,270	199,573	197,338
Beef.....	2,034	42,057	52,698
Cutmeats.....	27,262	1,668,359	1,216,708
Butter.....	29,523	1,328,250	1,167,848
Cheese.....	55,489	2,363,328	2,907,131
Eggs.....	10,332	428,044	447,139
Lard.....	13,721	662,352	647,309
Lard.....	1,117	71,802	42,291
Hogs, dressed.....		49,875	21,397
Rice.....	1,680	38,001	40,515
Spelter.....		66,635	65,185
Stearine.....	609	23,496	18,242
Sugar.....		1,673	1,354
Sugar.....	553	32,642	16,955
Tallow.....	3,825	101,803	74,827
Tobacco..... boxes & cases.....	2,733	161,573	197,984
Tobacco.....	957	86,872	139,825
Whiskey.....	4,555	210,500	190,614
Wool.....	1,848	117,778	80,250

Exports of Leading Articles of Domestic Produce.

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

	Week ending Nov. 25.	Since Jan. 1, 1879.	Same time last year.
Ashes, pots.....	2	1,182	1,355
Ashes, pearls.....		184	240
Beeswax.....	3,258	68,578	159,180
Breadstuffs—			
Flour, wheat.....	104,517	3,239,664	2,289,953
Flour, rye.....	85	5,723	4,036
Corn meal.....	2,726	136,787	182,364
Wheat.....	999,385	57,712,898	49,858,154
Rye.....	21,488	3,658,976	3,864,674
Oats.....	3,326	497,958	3,583,625
Barley.....		147,867	1,518,517
Peas.....	20,822	358,225	386,376
Corn.....	594,850	31,668,758	25,098,419
Candles.....	531	54,063	43,808
Coal.....	2,310	65,978	48,945
Cotton.....	11,710	392,796	414,134
Domestics.....	5,523	117,340	126,231
Hay.....	1,129	61,270	52,868
Hops.....	1,118	57,814	43,161
Naval Stores—			
Crude turpentine.....		150	135
Spirits turpentine.....	81	8,572	16,005
Rosin.....	2,798	149,071	228,273
Tar.....	345	6,652	7,255
Pitch.....	276	4,790	5,206
Oil cake.....	49,003	1,477,252	2,900,098
Oils—			
Whale.....		201,725	392,297
Sperm.....	28,987	186,973	528,322
Lard.....	23,956	1,164,957	1,139,156
Linseed.....	238	12,293	9,785
Petroleum.....	6,216,493	240,548,718	189,051,032
Provisions—			
Pork.....	4,554	226,148	219,509
Beef.....	1,033	47,313	46,005
Beef.....	2,698	52,601	52,050
Cutmeats.....	10,819,267	492,038,272	413,216,204
Butter.....	285,104	33,679,552	21,004,569
Cheese.....	872,566	120,123,038	125,451,642
Lard.....	5,788,705	218,776,309	230,639,893
Rice.....	145	13,031	60
Tallow.....	1,454,584	61,559,824	22,460
Tobacco, leaf.....	1,428	62,062	61,403,117
Tobacco..... bales and cases.....	994	36,228	191,578
Tobacco, manufactured.....	125,625	5,879,366	6,765,781
Whalebone.....		92,565	99,481

GENERAL PRICES CURRENT.

ASHES.			
Pots, assorted.....	4 @	4 3/4	
BREADSTUFFS.			
See special report.			
BUILDING MATERIALS.			
BRICKS—Comm'n hard afloat, # M.	4 25 @	6 25	
Croton.....	7 00 @	9 50	
Philadelphia.....	22 00 @	26 00	
CEMENT—Rosendale.....	90 @		
LIME—Rockland, common.....	70 @		
Rockland finishing.....	90 @		
LUMBER—Pine, gd to ex. dry # M ft.	40 00 @	60 00	
Pine, shipping box.....	18 00 @	22 00	
Pine, tally boards, com. to g'd. ea.	22 @	30	
Oak.....	35 00 @	45 00	
Ash, good.....	35 00 @	45 00	
Black walnut.....	75 00 @	150 00	
Spruce boards and planks, each.	18 @	25	
Hemlock boards, each.....	14 @	15	
Maple.....	20 00 @	45 00	
NAILS—10 @ 60d. com. fen. & sh. # kg	5 20 @	3 70	
Clinch, 1 1/2 to 3 in., and longer.....	5 20 @	6 20	
3d fine.....	5 20 @	5 05	
Cut spikes, all sizes.....	4 @	4 95	
PAINTS—Lead, in oil, com. pr. # b.	8 1/2 @	9	
Lead, dry, combination price.....	7 1/2 @	8 1/2	
Zinc, oxide, dry.....	4 @	4 1/2	
Zinc, French, green seal.....	10 @	10 1/2	
Paris wh., Eng. Cliftst'ne. # 100 b	1 25 @	1 40	
BUTTER.			
Wholesale.			
State, pails & tubs, fair to ch'ce. # b	27 @	31	
Western creamery, good to prime.	28 @	33	
State, Welsh, fair to choice.....	24 @	29	
Western dairy, fair to choice.....	21 @	26	
CHEESE.			
State Factory, fair to prime. # b.	11 @	12	
Ohio flat, fair to fine.....	9 @	12 1/4	
COAL.			
Liverpool gas canal.....	@	8 00	
Liverpool house canal.....	@	11 00	
ANTHRACITE—The following will show prices at last auction or present schedule rates; the names immediately above the figures indicate the places of delivery:			
Penn. D. L. & W. Sched. Auction New-burg.	D. & H. Sched. Weehawken.	* L. & W. Sched. Port Johnston.	
St'mb.	3 15	3 15	
Grate.	1 97 1/2 @ 2 00	3 15	
Egg.	2 07 1/2 @ 2 12 1/2	3 20	
Stove.	2 32 1/2 @ 2 37 1/2	3 75	
Ch'nut.	2 17 1/2 @ 2 20	3 50	
* L. & W. quotations are for Wilkesbarre coal.			

Rio, ord. cargoes.....	@	14 1/4	
Rio, fair cargoes.....	@	16 1/4	
Rio, good cargoes.....	@	16 3/4	
Rio, prime cargoes.....	@	17 1/4	
Java, mats.....	25 @	26	
Native Ceylon.....	18 @	19	
Mexican.....	16 @	19	
Jamaica.....	14 @	17	
Maracaibo.....	16 @	20	
Laguayra.....	16 @	18	
St. Domingo.....	14 @	15	
Savannah.....	17 @	20	
Costa Rica.....	17 @	19	
COPPER.			
Bolts.....	@	30	
Sheathing, new (over 12 oz.).....	@	28	
Braziers' (over 16 oz.).....	@	30	
American ingot, Lake.....	21 1/2 @	21 1/2	
COTTON.			
See special report.			
DRUGS AND DYES.			
Alum, lump, American.....	@	2 00	
Aloes, Cape.....	12 @	12 1/2	
Aloes, Barbadoes.....	20 @	22	
Arsenic, powdered.....	2 1/2 @	2 1/2	
Bi carb. soda, Newcastle.....	4 12 1/2 @	4 25	
Bi chro. potash, Scotch.....	16 @	17	
Bleaching powder.....	1 60 @	1 80	
Brimstone, 2ds and 3ds.....	23 00 @	30 00	
Brimstone, American roll.....	2 1/2 @	31	
Camphor, refined.....	31 @	31	
Castor oil, E. I., in bond.....	@	85	
Caustic soda.....	3 65 @	3 95	
Chlorate potash.....	18 00 @	18 25	
Cochineal, Honduras, silver.....	85 @	87 1/2	
Cochineal, Mexican.....	@		
Cream tartar, powdered.....	@	30	
Cubebs, East India.....	28 @	30	
Cutch.....	8 1/2 @	9	
Gambier.....	4 62 1/2 @	4 75	
Ginseng.....	1 20 @	1 40	
Glycerine, American pure.....	17 @	18	
Jalap.....	28 @	30	
Licorice paste, Calabria.....	28 @	30	
Licorice paste, Sicily.....	24 @	30	
Licorice paste, Spanish, solid.....	24 @	30	
Madder, Dutch.....	8 1/2 @	9	
Madder, French.....	4 @	4 1/2	
Nutgalls, blue Aleppo.....	@	25	
Oil vitriol (66 brimstone).....	1 1/2 @	2	
Opium, Turkey, in bond.....	@	4 00	
Prussiate potash, yellow, Am.....	26 @	27	
Quicksilver.....	44 @	45	
Quinine, American.....	2 80 @	45	
Rhubarb, China, good to prime.....	35 @	1 10	
Sal soda, Newcastle.....	1 25 @	1 35	
Shellac, 2d and 1st English.....	42 @	48	
Soda ash.....	1 75 @	1 95	
Sugar of lead, white, prime.....	14 1/2 @	15	
Vitriol, blue, common.....	@	7 1/2	

Raisins, seedless, new, # 50 b frail.	4 30 @	4 40	
Raisins, layers, new.....	2 10 @		
Raisins, loose, new.....	2 15 @	2 20	
Raisins, Valencia, new.....	7 1/2 @	7 1/2	
Currents, prime, new.....	5 1/2 @		
Citron.....	17 1/2 @		
Prunes, Turkish, new.....	6 @		
Prunes, French, new.....	17 @	28	
Dates, new.....	6 @		
Figs, new.....	12 @	18	
Canton ginger.....	5 50 @		
Sardines, # half box.....	15 1/2 @	15 1/2	
Sardines, # quarter box.....	10 1/2 @	11	
Macaroni, Italian.....	11 @		
DOMESTIC DRIED.			
Apples, South'n, sliced, new.....	6 1/2 @	8	
Apples, Southern, quarters, new.....	6 @	7	
Apples, State, sliced, new.....	7 @	8	
Apples, State, quarters, new.....	8 @	8 1/2	
Peaches, pared, Ga. g'd to ch., new	9 @	15	
Peaches, unp'd, halves & qrs., new	7 @	8 1/2	
Blackberries, new.....	9 1/2 @	10	
Raspberries, new.....	27 @	28	
Cherries, pitted, dry mixed, new.....	19 @	20	
Plums, State, new.....	16 @	17	
Plums, Damsons, new.....	13 @	14	
Whortleberries, new.....	11 1/2 @	12	

FISH.			
Gr'd Bk. & George's new cod. # qtl.	3 75 @		
Mackerel, No. 1, Mass. sh're. # bbl.	12 00 @	22 00	
Mackerel, No. 1, Bay.....	@		
Mackerel, No. 2, Mass. shore.....	7 00 @		
Mackerel, No. 2, Bay.....	@		

GUNNIES.			
See report under cotton.			
HAY.			
North River shipping.....	# 100 b.	50 @	55
HEMP AND JUTE.			
American, dressed.....	# ton.	150 00 @	160 00
American, undressed.....		140 00 @	
Russia, clean.....		170 00 @	
Italian.....		250 00 @	
Manila.....	# b.	9 1/4 @	
Sisal.....		7 1/4 @	
Jute.....		3 1/4 @	4 1/4

HIDES.			
DRY—Buenos Ayres, select'd. # b.	24 @	25	
Montevideo, selected.....	24 1/2 @		
Corrientes, do.....	23 @	23 1/2	
Rio Grande, do.....	23 @	23 1/2	
Orinoco, do.....	23 @	23 1/2	
California, do.....	@	24	
Matamoras, do.....	18 1/2 @	20	
WET SALTED—Buen. Ay., select'd	12 @	12 1/2	
Para, selected.....	10 1/2 @	11	
California, do.....	11 @	11 1/2	
Texas, do.....	10 1/2 @	12 1/2	
E. I. Stock—Cal., slaught., cow.....	14 @	15	
Calcutta, dead green.....	11 @	11 1/2	
Calcutta, buffalo.....	11 @	11 1/2	

HOPS.			
N. Yorks, new c'p, fair to ch'ce. # b.	38 @	47	
Eastern, new crop.....	35 @	45	
Western, new crop.....	35 @	45	
Olds, all growths.....	4 @	10	
Yearlings.....	7 @	18	

INDIA RUBBER.			
Para, fine.....	@		
Para, coarse.....	@		
Esmeralda, pressed, strip.....	@		
Guayaquil, pressed, strip.....	@		
Panama, strip.....	@		
Carthage, pressed.....	@		
Nicaragua, sheet.....	@		
Nicaragua, scrap.....	@		
Mexican, sheet.....	@		

IRON.			
Pig, American, No. 1.....	# ton.	26 00 @	27 00
Pig, American, No. 2.....		25 00 @	26 00
Pig, American, forge.....		24 00 @	25 00
Pig, Scotch.....		24 50 @	27 55
Store prices.			
Bar, Norway, ordinary sizes.....	# b.	5 1/2 @	
Bar, refined, Eng. and Am.....	# ton.	@	
Sheet, Russia, 8 to 14.....	# ton.	@	13 1/2
Rails, Amer., at tide-water.....	# ton.	52 00 @	54 00
Steel rails, Amer., at tide-water.....	# ton.	66 00 @	67 00

LEAD.			
Ordinary, foreign.....	# 100 b.	5 25 @	5 62 1/2
Domestic, common.....		@	6 1/2
Bar (discount 10 per cent.).....	# b.	@	8
Sheet, do.....		@	

LEATHER.			
Hemlock, Buen. Ay., h. m. & l. # b.	27 @	30	
Hemlock, California, h. m. & l.....	27 @	28	
Hemlock, common hide, h. m. & l.....	26 @	28	
Hemlock, rough.....	30 @	33	
Slaughter, crop.....	37 @	40	
Oak, rough.....	30 @	35	

MOLASSES.			
Cuba, clayed.....	# gall.	18 @	20
Cuba, Muscovado, 50 test.....		@	30
Barbadoes.....		28 @	33
Demerara.....		20 @	28
Porto Rico.....		23 @	40
Porto Rico, 50 test.....		30 @	
New Orleans, new ord. to choice.....		40 @	45

NAVAL STORES.			
Tar, Washington.....	# bbl.	2 37 1/2 @	
Tar, Wilmington.....		2 37 1/2 @	
Pitch, city.....		1 90 @	2 00
Spirits turpentine.....	# gall.	41 @	41 1/2
Rosin, strained to g'd str'd. # bbl.		@	1 65
Rosin, low No. 1 to good No. 1.....		2 62 1/2 @	4 00
Rosin, low No. 2 to good No. 2.....		1 80 @	2 12 1/2
Rosin, low pale to extra pale.....		4 25 @	5 75
Rosin, window glass.....		6 00 @	6 50

NUTS.			
Almonds, Jordan, shelled.....	# b.	55 @	57 1/2
Brazil, new.....		6 1/2 @	9
Filberts, Sicily.....		11 1/2 @	
Walnuts, Naples.....		12 1/2 @	14
Pecan, Texas, new.....		9 1/2 @	10

OAKUM.			
Navy, U. S. Navy and best.....	# b.	8 @	10 1/2

OILS.			
Cotton seed, crude.....	# gall.	40 @	42
Olive, in casks.....		1 00 @	1 10
Linseed, raw, casks and bbls.....		30 @	35
Menhaden, crude, Sound.....		43 @	45
Neatsfoot, No. 1 to extra.....		50 @	55
Whale, bleached winter.....		57 @	58
Whale, crude Northern.....		@	
Sperm, crude.....		@	1 00
Sperm, bleached winter.....		1 15 @	
Lard, Nos. 1 and 2.....		48 @	55

OIL CAKE.			
City, thin oblong, bags.....	# ton.	@	35 50
Western.....		@	

PETROLEUM.			
Crude, in shipping order.....	# gall.	7 1/2 @	8 1/2
Cases.....		11 1/2 @	12 1/2
Refined.....		@	8 1/2
Naphtha, city, bbls.....		6 1/2 @	6 1/2

PROVISIONS.			
Pork, mess, spot.....	# bbl.	11 25 @	11 40
Pork, extra prime.....		@	
Pork, prime mess, West.....		@	
Beef, plain mess.....		10 50 @	11 00
Beef, extra mess.....		11 00 @	11 50
Beef hams, Western.....		15 50 @	15 75
Bacon, long clear.....	# b.	@	6 25
Hams, smoked.....		8 1/2 @	9 1/2
Lard, city steam.....		@	7 30

SUGAR.			
Inferior to common refining.....	# b.		
Fair.....			
Good refining.....			
Porto Rico, refin., fair to prime.....			
Boxes clayed, Nos. 10 to 12.....			
Centrifugal, Nos. 7 to 13.....			
Melado.....			
Manila, sup. and ex sup.....			
Batavia, Nos. 10 to 12.....			
Brazil, Nos. 9 to 11.....			
REFINED—Hard, crushed.....			
Hard, powdered.....		10 1/2 @	10 1/2
Hard, granulated.....		10 1/2 @	
Hard, cut loaf.....		10 1/2 @	
Coffee, A, standard.....		10 @	10 1/2
Coffee, off A.....		9 1/2 @	9
White, extra C.....		8 1/2 @	8 1/2
Extra C.....		8 1/2 @	8 1/2
Yellow.....		7 1/2 @	8 1/2

SPELTER.			
Foreign.....	# 100 b.	6 25 @	6 37 1/