

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper.

REPRESENTING THE COMMERCIAL AND INDUSTRIAL INTERESTS OF THE UNITED STATES

VOL. 30.

NEW YORK, MARCH 13, 1880.

NO. 768.

Financial.

Phelps, Stokes & Co.,

N. PHELPS,
JAMES STOKES,
ANSON PHELPS STOKES.

BANKERS,

45 WALL ST., NEW YORK.

COMMERCIAL CREDITS,

in Dollars for use in United States, Cuba, &c.,

Pounds Sterling, available in any part of the world.

Also, TRAVELERS' CREDITS and

CIRCULAR NOTES.

Banque

Centrale Anversoise,

ANTWERP.

Paid-Up Capital, - - 9,000,000 Francs.

BOARD OF DIRECTORS:

FELIX GRISAR, President.
ALFRED MAQUINAY (Graft & Maquinay), Vice-Pres.
J. B. VON DER BECKE (B. Von der Becke).
OTTO GUNTHER (Cornellie-David).
EMILE DE GOTTAL.
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FR. DHANIS (Michiels-Loos).
JOH. DAN. FUHRMANN, Jr. (Joh. Dan. Fuhrmann).
LOUIS WEBER (Ed. Weber & Cie.).
JULIUS KAUFENSTRAUCH (C. Schmidt & Cie.).

TRANSACTS A

GENERAL BANKING BUSINESS.

ASA P. POTTER, Prest. J. J. EDDY, Cashier.

Maverick National Bank,
BOSTON,

CAPITAL, - - - - - \$400,000
SURPLUS, - - - - - 400,000

COLLECTIONS a specialty. Business from Banks and Bankers solicited.
Satisfactory business paper discounted. Correspondence invited.

LEWIS H. TAYLOR, JR. LINDLEY HAINES.

L. H. Taylor & Co.,

Bankers and Brokers,

138 SOUTH THIRD STREET,
PHILADELPHIA.

Deposits received subject to check at sight, and interest allowed on daily balances.

Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities.

Particular attention given to information regarding Investment Securities.

Hilmers, McGowan & Co

BROKERS IN

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63 Wall Street, New York.

(P. O. Box 2,847.)

Special attention paid to the negotiation of Commercial Bills. Also execute orders for Mining Stocks at the San Francisco Stock Exchange, through their Correspondents Messrs. KENNEY & DYER.

R. T. Wilson & Co.,

BANKERS AND COMMISSION MERCHANTS
2 Exchange Court, New York.

Financial.

Brown Brothers & Co.,

No. 59 WALL ST., N. Y.,

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BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits IN STERLING.

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadeloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

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AGENTS FOR

BARING BROTHERS & COMPANY,

52 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON.

Sand, Hamilton & Co.,

BANKERS AND BROKERS.

2 Nassau Street, New York.

STOCKS AND BONDS BOUGHT AND SOLD ON COMMISSION.

COMMERCIAL PAPER NEGOTIATED.

Daniel A. Moran,

27 PINE STREET,

NEW YORK.

(Member of N. Y. Stock Exchange.)

Negotiates First-Class Railroad, State, and City Loans.

Buys and sells for cash, or on approved margin, all Securities dealt in at the Stock Exchange.

A choice line of Investment Bonds always on hand.

Correspondence solicited.

R. J. Kimball & Co.,

BANKERS and BROKERS

4 Exchange Court, New York.

12 years membership in N. Y. Stock Exchange.

Buy and Sell on Commission, for Cash, or on Margin, Stocks, Bonds, and all Investment Securities, in lots to suit.

Ewell & Maitland,

BANKERS AND BROKERS,

No. 58 BROADWAY,

Buy and sell on commission all securities dealt in at the New York Stock Exchange or in this market also Mining shares.

J. N. EWELL. ALEX. MAITLAND.
Member of N. Y. Stock Exchange.

Financial.

Drexel, Morgan & Co.,

WALL STREET,

CORNER OF BROAD, NEW YORK.

Drexel & Co., Drexel, Harjes & Co

No. 84 SOUTH THIRD ST., 81 Boulevard Ransemann

Philadelphia.

Paris.

DOMESTIC AND FOREIGN BANKERS.
Deposits received subject to Draft. Securities, Gold, &c., bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

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No. 22 OLD BROAD ST., LONDON.

J. & W. Seligman & Co.,

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CORNER BROAD STREET, NEW YORK.

Issue Letters of Credit for Travelers,

Payable in any part of Europe, Asia, Africa, Australia and America.

Draw Bills of Exchange and make telegraphic transfers of money on Europe and California.

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No. 8 Wall Street, New York,

No. 4 Post Office Square, Boston.

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MUNROE & CO., PARIS.

STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON

ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

J. & J. Stuart & Co.,

33 NASSAU STREET.

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BANKERS, LONDON;

MANCHESTER & COUNTY BANK,
"LIMITED;"

MANCHESTER, PAYABLE IN LONDON;

ULSTER BANKING COMPANY,
BELFAST, IRELAND;

AND ON THE
NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;

ALSO,
CABLE TRANSFERS AND LETTERS OF CREDIT

Knoblauch

& Lichtenstein,

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NEW YORK.

Make Telegraphic Money Transfers.
Draw Bills of Exchange and Issue Letters of Credit in all principal cities of Europe.

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DEUTSCHE BANK, Berlin.

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Merchants' Bank
OF
CANADA.

Capital, - - - \$5,500,000 Paid Up.

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Vice-President, JOHN McLENNAN, Esq.

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WM. J. INGRAM, Asst. General Manager.

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NEW YORK—The Bank of New York, N. R. A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, Issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken.

New York Agency, 48 Exchange-place.
HENRY HAGUE, } Agents.
JOHN B. HARRIS JR., }

Bank of Montreal.

CAPITAL, - - - \$12,000,000, Gold.
SURPLUS, - - - 5,000,000, Gold.

GEORGE STEPHEN, President.

C. F. SMITHERS, General Manager.

NEW YORK OFFICE,

Nos. 50 & 61 WALL STREET.

WALTER WATSON, } Agents.
A. LANG, }

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits available in any part of the world; issue drafts on and make collections in Chicago and throughout the Dominion of Canada.

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BANK

OF

BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon, and San Francisco.

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W. LAWSON, }

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Capital, \$1,000,000.

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INGERSOLL, WELLAND, DUNNVILLE, FERGUS.

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Prompt attention paid to collections payable in any part of Canada.

Approved Canadian business paper, payable in gold or currency, discounted on reasonable terms, and proceeds remitted to any part of the United States by gold or currency draft on New York.

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Paid-Up Capital, 12,000,000 Guilders
(\$4,800,000 Gold.)

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Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

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Nederlandsche
Handel-Maatschappij,
The Netherland Trading Society
OF HOLLAND,
ESTABLISHED 1824.Paid-up Capital, 30,000,000 Florins.
(\$14,400,000, Gold.)

Execute orders for the purchase or sale of Merchandise, Bonds, Stocks, and other securities, in the United States, Europe and the East; make Collections, buy and sell Foreign Exchange, and give advances upon Merchandise for Export.

OLIVER S. CARTER, } Agents
STANTON BLAKE, } for
HENRY E. HAWLEY, } America

New York, January 1, 1879.

Office, 142 Pearl Street New York.

Adolph Boissevain & Co.

BANKERS

AND

COMMISSION MERCHANTS

AMSTERDAM, HOLLAND

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Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up).....\$5,000,000

RESERVE FUND.....1,400,000

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The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon, Manila, Hong Kong, Foochow, Amoy, Ningpo, Shanghai, Hankow, Yokohama, Higo, San Francisco and London.

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The Nevada Bank

OF SAN FRANCISCO.

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Surplus, invested in U. S. Bonds,
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GEORGE L. BRANDER, Agent.

Issues Commercial and Travelers' Credits available in any part of the world. Draws Exchange, Foreign and Inland, and makes Transfers of Money by Telegraph and Cable. Gives special attention to Gold and Silver Bullion and Specie, and to California Collections and Securities; and arranges to pay Dividends on such securities at due date.

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do do UNION BANK OF LONDON.

do New York, BANK OF NEW YORK, N. B. A.

do do AMERICAN EXCHANGE NAT. BANK.

THE

Anglo-Californian Bank

(LIMITED).

LONDON, Head Office, 3 Angel Court.

SAN FRANCISCO Office, 422 California St.

NEW YORK Agents, J. & W. Seligman & Co.

BOSTON Correspondents, Massachusetts N. B'k.

Authorized Capital, - - \$6,000,000.

Paid up and Reserve, - - 1,700,000.

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LATE CASHIER BLACKSTONE NATIONAL BANK)

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Boston Bankers.

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Choice RAILROAD and MUNICIPAL
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Investment Securities constantly on hand.

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SIMMONS' BUILDING,

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Southern Bankers.

Wilson, Colston & Co.,

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Thos. P. Miller & Co.,

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Special attention paid to collections, with prompt
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German Bank,

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CAPITAL (PAID-IN).....\$75,000.

SURPLUS.....25,000.

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N. Y. CORRESPONDENTS, Donnell, Lawson & Co. and
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ALL CLASSES OF INVESTMENT AND MIS-
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BUY AND SELL

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COLLECT COUPONS AND DIVIDENDS;

NEGOTIATE LOANS AND DRAW BILLS OF EXCHANGE ON LONDON.

All business relating to the Construction and Equipment of Railroads undertaken.

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Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms. Dividends and interest collected and remitted. Act as agents for corporations in paying coupons and dividends, also as transfer agents.

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Sound railroad and municipal bonds negotiated. Sterling exchange bought and sold. Drafts on Union Bank of London.

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Stocks, Railroad Bonds, Governments, and all Securities dealt in at the N. Y. Stock Exchange, bought and sold, either for investment or on margin.

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Members N. Y. Stock Exchange and N. Y. Mining Stock Exchange.**Clinton B. Fisk & Co.,**
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BUY AND SELL ON COMMISSION
For cash, or on margin, all securities dealt in at the New York Stock Exchange. Brokers in State, Railway, Municipal, Mining and Miscellaneous stocks and bonds.**Boody, McLehlan & Co.**
BANKERS,

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TRANSACTION A GENERAL BANKING BUSINESS, INCLUDING THE PURCHASE AND SALE OF STOCKS AND BONDS FOR CASH OR ON MARGIN. BUY AND SELL COMMERCIAL PAPER.

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Fred. H. Smith,BANKER AND BROKER,
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Financial.

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THOMAS H. BOUDEN. FRANK JENKINS**Hatch & Foote,**
BANKERS, No. 12 WALL STREET
BUY AND SELL
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BANKERS
AND
COTTON COMMISSION MERCHANTS,
34 PINE STREET,
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BANKERS,
62 CEDAR STREET,
In addition to a General Banking Business, buy and sell Government Bonds and Investment Securities.**R. A. Lancaster & Co.,**
BANKERS AND BROKERS,
66 BROADWAY, NEW YORK,
DEALERS IN
First-Class Investment Securities.
GOVERNMENT BONDS, STATE, CITY, COUNTY RAILROAD & MISCELLANEOUS SECURITIES
Bought and Sold on Commission.
Virginia Tax-Receiptable Coupons Bought.
SOUTHERN SECURITIES A SPECIALTY.
LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.
SPECIAL ATTENTION GIVEN TO FUNDING VIRGINIA AND NORTH CAROLINA STATE BONDS.**H. H. Hollister & Co.,**
BANKERS AND BROKERS,
NEW YORK AND BALTIMORE.
Stocks, Governments and Miscellaneous Securities bought and sold on commission.
NEW YORK HOUSE: BALTIMORE HOUSE:
43 New Street. 21 South Street.
H. H. HOLLISTER, H. H. HOLLISTER,
ROBERT B. HOLMES, S. H. DUNAN,
Members of New York Stock Exchange.**Coleman Benedict & Co.**
STOCK AND BOND BROKERS,
92 BROADWAY, NEW YORK.
Stocks, Railroad Bonds, Governments, and all Securities dealt in at the New York Stock Exchange bought and sold for investment or carried on margin, strictly on commission.
COLEMAN BENEDICT, JAS. MCGOVERN,
Member N. Y. Stock and Mining Exchanges.**John F. Zebley, Jr.,**
BANKER AND BROKER,
5 BROAD ST., NEW YORK,
(DREXEL BUILDING.)
Dealer in Investment Securities.
Orders executed at the Stock and Mining Exchanges.
Special attention given to Defaulted Railroad and Municipal Securities of Illinois, Kansas, Missouri, Iowa, and Nebraska.
Correspondence solicited and full information given on all classes of bonds and stocks.**N. T. Beers, Jr.,**
BROOKLYN SECURITIES, CITY BONDS,
Gas Stocks, &c.,
HAS REMOVED TO
No. 1 NEW STREET,
MAY 1 1879. NEW YORK

Financial.

BONDS OF SURETYSHIP

For Officers and Employees of Banks and Railways.

NO BANK OR RAILROAD EMPLOYEE NEED ASK HIS FRIENDS TO BECOME OR CONTINUE HIS SURETIES, AS THE

Canada Guarantee Co.

GRANTS BONDS OF SECURITY FOR ALL ELIGIBLE MEN IN SUCH POSITIONS AT A TRIFLING CHARGE PER ANNUM.

This Company's Suretyship is accepted by many of the principal U. S. Railroad Companies and some of the Banks. In Canada its Bonds are now almost universally required by the Governments, Banks, Railways, and Commercial Institutions.

THE CANADA GUARANTEE COMPANY is the only Company on the American Continent that has successfully conducted this business,—a result of which is that it has been able to establish a Bonus system for those who have been 3 or more years on the books, whereby the subsequent premiums are annually reduced,—the reduction this year is from 15 to 35 per cent on the usual rate.

The advantages of transacting business with this Company are that it is a well-established institution, and has ample reserves, over and above its capital, to provide against exceptional reverses. The most complete and reliable information is obtained as to the antecedents of Employees, and this is really of the first importance to the Employer, as also the system of periodical supervision and revision of those on the Company's Books.

Over \$100,000 have already been paid by this Company for losses by unfaithful employees, without a single contest at law.

The available Assets of the Company (at 31st Dec. 1879), over and above uncalled Capital, were \$110,046

And the Gross Resources \$476,466
(See Report to Government to December 30th, 1878, just published.)

PROSPECTUS, FORMS, &c., may be had on application to the

HEAD OFFICE:

260 St. James Street, Montreal.
EDWARD RAWLINGS, Manager.**A. H. Brown & Co.,**
BANKERS AND BROKERS,

7 Wall St., Cor. New, New York.

INVESTMENT SECURITIES.

Special attention to business of country banks.

James M. Drake & Co.
BANKERS,

21 AND 22 DREXEL BUILDING,

Wall St., New York,

BUY AND SELL RAILROAD STOCKS AND BONDS, U. S. GOVERNMENT, STATE, CITY, and all other Negotiable Securities, ON COMMISSION.

Mr. J. M. Drake has been a member of the New York Stock Exchange since 1852, and will give personal attention to all business entrusted to the firm.

Kimball, Howell & Co.,C. H. KIMBALL, J. P. HOWELL, N. P. HENDERSON,
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BUY, SELL AND CARRY ON MARGINS

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STOCKS and BONDS
At Auction.

The undersigned hold REGULAR AUCTION SALES of all classes of

STOCKS AND BONDS,

ON
WEDNESDAYS AND SATURDAYS.ADRIAN H. MULLER & SON,
No. 7 PINE STREET, NEW YORK.**H. L. Grant,**No. 145 BROADWAY,
NEW YORK.CITY RAILROAD STOCKS & BONDS
BOUGHT AND SOLD.

See quotations of City Railroads in this paper.

New York, New England & Western

INVESTMENT CO.,

Nos. 31 AND 33 PINE ST., NEW YORK.

No. 19 CONGRESS STREET, BOSTON,
UNION BUILDING, CHICAGO.

CAPITAL STOCK, - - - \$200,000.

Offers to investors carefully-selected securities bearing from 6 to 8 per cent interest. Investment securities bought and sold on commission. Settlements made for holders of defaulted securities. Will act as agents in funding and reorganizing debts of municipalities, railroad companies, and other corporations. Correspondence solicited.

JOHN C. SHORT, President, New York.
GEORGE W. DEBEVOISE, V. Pres., New York.
LUCIUS L. HUBBARD, Asst. Vice-Pres., Boston.
WM. F. WATSON, Sec. and Treas., Chicago.

Financial.

UNION TRUST CO.
OF NEW YORK,
No. 73 Broadway, Cor. Rector St.
CAPITAL, \$1,000,000.

HAS SPECIAL FACILITIES FOR ACTING AS
Transfer Agent and
Registrar of Stocks.

Authorized by law to act as Executor, Administrator, Guardian, Receiver, or Trustee, and is a
LEGAL DEPOSITORY FOR MONEY.

Interest allowed on Deposits, which may be made and withdrawn at any time.
N. B.—Checks on this institution pass through the Clearing House.
J. M. McLEAN, 1st Vice-President.
J. H. OGILVIE, 2d Vice-President.

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AUGUSTUS SCHILL, WM. WHITEWRIGHT,
E. B. WESLEY, GEO. CABOT WARD,
G. G. WILLIAMS, C. D. WOOD.

A. O. RONALDSON, Secretary.

The Brooklyn Trust Co.

Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or administrator.

It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.

Religious and charitable institutions, and persons unaccustomed to the transaction of business, will find this Company a safe and convenient depository for money.

RIPLEY ROPES, President.
EDGAR M. CULLEN, Counsel.

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John P. Rolfe, Chas. B. Marvin, A. A. Low,
Thomas Sullivan, Abm. B. Baylis, Henry K. Sheldon,
H. E. Pierpont, Danl. Chauncey, John T. Martin,
Alex. M. White, Josiah O. Low, Ripley Ropes,
Austin Corbin, Edmund W. Corlies.
WM. H. BUNKER, Secretary.

Gwynne & Day,

[Established 1854.] No. 45 Wall Street,

Transact a general banking and brokerage business in Railway Shares and Bonds and Government securities.

Interest allowed on deposits.

Investments carefully attended to.

Geo. H. Prentiss,

24 BROAD STREET, NEW YORK.

GAS STOCKS

AND

GAS SECURITIES,

STREET RAILROAD STOCKS AND BONDS

AND ALL KINDS OF

BROOKLYN SECURITIES,

DEALT IN.

SEE GAS QUOTATIONS IN THIS PAPER.

JAS. L. ANTHONY, Member N. Y. Stock Exchange.
HENRY W. POOR.

JAS. H. OLIPHANT, Member N. Y. Mining Exchange

ANTHONY, POOR & OLIPHANT,

BANKERS AND BROKERS,

No. 19 Broad Street, New York,
And 82 Devonshire Street, Boston.

BUY AND SELL ON COMMISSION ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE. ALLOW INTEREST ON DEPOSITS. MAKE ADVANCES ON APPROVED COLLATERAL.

EDWARD POMEROY, W. H. COX, JR., OSCAR B. SMITH.

Pomeroy, Cox & Smith,

BANKERS AND BROKERS,

No. 37 BROAD STREET.

Wm. C. Noyes,

21 NASSAU STREET,

BUYS AND SELLS

Gaslight Stocks,

Trust Companies' Stocks,

Telegraph Stocks,

Railroad Stocks and Bonds

ALSO,

All classes of Investment and Miscellaneous Securities not actively dealt in at the New York Stock Exchange.

Financial.

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Deals in Investment Securities and Bonds Generally.

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Toledo Logansport & Burlington Bonds.
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Flint & Pere Marquette Bonds and Stock.
Ind. Bloomington & West. Old and New Securities.
New York & Greenwood Lake Securities.
New York & Oswego Midland Bonds.
New Jersey Midland Bonds.

Kountze Brothers,

BANKERS,

12 WALL STREET, NEW YORK.

Issue Commercial and Travelers' Credits available in all parts of the world. Draw Time and Sight Bills on the Union Bank of London, and on The Credit Lyonnais, at Lyons or Paris. Make Cable Transfers.

SEALED PROPOSALS WILL BE RECEIVED at the office of the International & Great Northern Railroad Company, No. 28 Exchange Place, New York, for the construction and equipment of one hundred and fifty miles of the International & Great Northern Railroad, up to 12 o'clock M. March 15, 1880. Plans, profiles, specifications and estimates may be seen at the company's office at Palestine, Texas, or No. 28 Exchange Place, New York, on and after March 1, 1880.

The company reserve the right to reject any and all proposals. THOS. W. PEARSON, President.

OFFICE OF THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY. No. 52 WALL STREET, NEW YORK, March 3, 1880.

A Quarterly Dividend of ONE AND THREE-QUARTERS PER CENT on the Preferred Stock of this Company will be paid at this office on the 20th inst. to the Preferred Stockholders of record at the closing of the transfer books on the 15th inst. The transfer books will re-open on Tuesday, 30th instant.

M. L. SYKES, Treasurer.

OFFICE OF THE DUBUQUE & SIOUX CITY RAILROAD COMPANY. No. 52 WILLIAM STREET, NEW YORK, March 10, 1880.—NOTICE.

A Dividend of TWO AND ONE-HALF PER CENT (2½ per cent) has this day been declared upon the stock of the company; also, an additional dividend of ONE PER CENT from the earnings of previous years invested in lands and now realized, both payable on the 15th day of April next to stockholders registered as such at the closing of books. Transfer books will be closed on the 31st inst. and re-opened on the 16th day of April next.

J. B. DUMONT, Treasurer.

WESTERN UNION TELEGRAPH COMPANY. New York, March 10, 1880. DIVIDEND No. 51.

The Board of Directors have declared a quarterly dividend of One and Three-Fourths Per Cent upon the capital stock of this company from the net earnings of the three months ending March 31st inst., payable at the office of the Treasurer, on and after the 15th day of April next, to shareholders of record on the 20th day of March instant.

The transfer books will be closed at three o'clock on the afternoon of the 20th day of March instant, and opened on the morning of the 16th day of April next.

R. H. ROCHESTER, Treasurer.

OFFICE OF THE DEADWOOD MINING COMPANY. 31 BROAD STREET, NEW YORK, March 9, 1880.

DIVIDEND No. 3.

The monthly dividend of Twenty-Five Cents per share has been declared for February, payable at the office of the Transfer agents, Wells, Fargo & Co., 65 Broadway, on the 20th inst. Transfer Books close on the 15th inst.

H. B. PARSONS, Assistant Secretary.

OFFICE OF THE HOMESTAKE MINING COMPANY. No. 31 BROAD STREET, NEW YORK, March 12, 1880.

DIVIDEND No. 15.

The Regular Monthly Dividend of Thirty Cents per share has been declared for February, payable at the office of the transfer agents, Wells, Fargo & Co., 65 Broadway, on the 25th instant.

Transfer books close on the 20th instant.

H. B. PARSONS, Assistant Secretary.

NEW YORK, 28th February, 1880.
MR. JOHN S. BARNES RETIRES FROM our firm, and his interest therein ceases from and after this date.
MR. J. KENNEDY TOD is this day admitted a Partner in our firm.
J. S. KENNEDY & CO.

DEFERRING TO THE ABOVE, JOHN S. BARNES will continue in business on his own account, as Banker and Merchant, at No. 30 Pine street. Orders for the purchase and sale of Investment Bonds, Stocks and other Securities will be promptly executed. Personal inspection of and Special Reports upon Railroad Properties will be made, and all business connected with the construction and equipment of railroads and their reorganization will receive careful attention.

Financial.

SEVEN PER CENT FIRST MORTGAGE SINKING FUND BONDS

OF THE

Denver South Park & Pacific RR. Co.,
DUE 1895.

Coupons May and November. Registration of Bonds provided.

Principal and interest payable in New York in United States gold coin or, or equal to, the present standard, or in London or Frankfurt, at the option of the holder.

Issue limited to \$12,000 per mile of completed road in actual operation.

The official returns for the six months ending January 1, 1880, show net earnings of \$462,253 58
The interest on the bonds for the same period amounted to 48,720 00

FOR SALE BY

WINSLOW, LANIER & CO.,

No. 26 Nassau street.

American Mining Stock Exchange.

TO BE ORGANIZED UNDER THE AUSPICES
of the
MINING TRUST COMPANY.

TWO HUNDRED MEMBERS WILL BE ADMITTED on the 5th day of April, 1880, upon payment of \$1,000 each, and \$100 in advance for dues for the first year.

THE COMMITTEE ON ADMISSIONS desire to act as promptly and understandingly as possible upon applications, and will therefore be glad to receive by or before the 15th day of March such references as applicants may desire to offer.

THE COMMITTEE WILL RECEIVE APPLICATIONS for 800 seats in said Stock Exchange, which carry with them a share in the Mining Trust Company, and which will be sold at \$5,000 each.

ALL APPLICATIONS AND REFERENCES should be addressed to the "Committee on Admissions," at the office of the Mining Trust Company, No. 115 Broadway, New York City.

L. M. LAWSON,

Chairman of Committee.

NEW JERSEY MIDLAND

FIRST, SECOND AND THIRD MORT. BONDS,
STOCK AND NOTES,

Wanted by

J. S. STANTON, 19 Nassau Street.

Texas Bonds.

STATE, RAILROAD, COUNTY AND MUNICIPAL BONDS

BOUGHT AND SOLD.

J. C. CHEW, 29 Broadway.

WANTED.

Lafayette Muncie & Bloomington Railroad Stock and Scrip.

Texas & Pacific RR. Stock and Scrip.

Memphis & Little Rock RR. B'ds and S'ck.

Central RR. of Iowa Bonds and Stock.

New Jersey Midland RR. Bonds and Stock.

City of Memphis (Tenn.) Bonds.

Omaha & Northwestern RR. 1st Mort. Bds.

St. Louis & Southeastern RR. 1st M. Ctfk.

TOBEY & KIRK, 4 Broad St., N. Y.

WANTED:

Alabama, South Carolina & Louisiana State Bonds;

New Orleans Jackson & Gt. Northern, Mississippi Central, and Mobile & Ohio Railroad Bonds;

City of New Orleans Bonds.

LEVY & BORG,

36 WALL STREET.

WANTED:

All kinds of MISSOURI and ILLINOIS DEFAULTED COUNTY BONDS. Highest market price paid for them. Give full description, and address.

L. A. COQUARD,

BANKER AND BROKER,
124 N. Third street, St. Louis, Mo.

WANTED:

Louisville New Albany & Chicago RR. Stock.

Flint & Pere Marquette Railroad Bonds.

Central Railroad of Iowa Bonds and Certificates.

Fort Wayne Jackson & Saginaw RR. Bonds.

St. Joseph & Western Railroad Securities.

Atchison & Pike's Peak RR. Bonds, Stock and Scrip.

New Jersey Midland Railroad Certificates.

New York & Oswego RR. Bonds and Certificates.

International & Great Northern Railroad Stock.

Indianapolis & St. Louis Railroad Bonds.

Kansas & Nebraska RR. Bonds and Stock.

Indianapolis Bloomington & Western R.R. Bonds.

City, County and Town Bonds of Western States.

City of Winona, Minn., Bonds.

City of St. Joseph, Mo., 7 and 10 Per Cent Bonds.

City of Atchison, Kansas, Old Bonds.

WM. R. UTLEY, 31 Pine St., N. Y.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

[Entered, according to act of Congress, in the year 1880, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 30.

SATURDAY, MARCH 13, 1880.

NO. 768.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning, with the latest news up to midnight of Friday.

[Entered at the Post Office at New York, N. Y., as second-class matter.]

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The London office of the CHRONICLE is at No. 5 Austin Friars, Old Broad Street, where subscriptions will be taken at the prices above named.

Advertisements.

Transient advertisements are published at 25 cents per line for each insertion, but when definite orders are given for five, or more, insertions, a liberal discount is made. Special Notices in Banking and Financial column 60 cents per line, each insertion.

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JOHN G. FLOYD, JR. }

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THE TREASURY AND THE MONEY MARKET.

There has been not a little disappointment felt on account of the Government takings of bonds at the usual weekly offerings for the Sinking Fund. This feeling, indeed goes so far in some quarters as to take the form of censure of the Secretary for what is called his "parsimony" in not purchasing more largely, that he might relieve the money market. This censure, however, is rather hasty, overlooking the fact that the Treasury is not a reservoir to be drawn upon at will, and that there is no reason for supposing the Secretary has the funds to spare for larger purchases.

On January 1 last, the total gold and United States and National Bank notes in the Treasury was about 184

millions; February 1, 184 millions; March 1, 177 millions. This simple statement shows that the Treasury since January 1st has been paying out for interest and for bonds more than it has received. In other words, the inference is, that bonds have been purchased in excess of the surplus revenues. If this is a fact we do not see why the Government should be looked to for any further relief. Certainly we cannot expect it to foster the speculative movements which are in progress now, even if it possessed the power.

Only a very brief examination of the facts we have several times before presented, is necessary to show clearly that the higher rates for money are wholly due to natural causes, to which neither action nor inaction of the Treasury contributes materially. On January 1, 1879, the loans of the associated banks were 234 millions; February 1, 238 millions; March 1, 246 millions; 260 millions in July; 270 in November; 276 in January last, and by the statement of last Saturday they were 293 millions. At the same time the aggregate of gold and legal-tenders in the Treasury, and in the banks, has been running down, from 274 millions June 1, and 275 millions October 1, to 267 millions November 1, 245 millions February 1, and not quite 244½ March 1. In other words, the usual return flow of money to this centre has been delayed. The funds thus keeping back are partly in the hands of moneyed institutions at a distance, but more in the hands of the people in the West and South, where banks are fewer in number and less convenient of access. A more profitable season than usual accounts in part for the longer retention of the proceeds in producers' hands; but a further explanation is to be sought in the two facts of renewed activity and higher prices.

There is nothing new in these facts, as we gave them, only more fully, two weeks since; but their reiteration is proper, as showing that the money pressure is chargeable to natural causes, is not due to the looking-up of funds in the Treasury, and that the public is not justified in looking to the Treasury for relief.

HASTY PLANS TO CONTROL RAILROADS.

It looks a little at present as if some of our people would discover soon that the railroad question is not one to be treated at wholesale, or to be approached through prejudice or passion. Our Albany legislators appear this week to have struck a new vein of evidence on this point. They have been surprised at the sudden irruption of a vast army of interior merchants bent on upsetting their little plans, and then another army of smaller dealers favoring the proposed law.

After a legislative inquiry of almost unprecedented industry, minuteness, and voluminousness, the fact appeared unmistakably that special rates to shippers, varying according to circumstances, are the rule rather than the exception. From that it was assumed to be demonstrated that these rates are unjust discriminations, disastrous to the people along the lines of the roads, and the so-called Hepburn bill is introduced to meet the case. All of a sudden the very persons for whose relief the bill is professedly framed hold meetings in opposition to it and hasten to Albany to protest against it. The fact is a strange one, certainly. Unless we conclude that these people who remonstrate do not know whether they are injured or not or what sort of relief they want, it seems to be clear that they, at least, are not in such a bad way after all, or else that the bill is not wisely framed. For there is a decided conflict of interests among the users of the road who are residents along the line of it.

The merits of the "discriminations" question we discussed at the time of the investigation, and do not propose considering it now, nor need we dwell particularly on the features of the bill itself at present. But besides the provision mentioned there is a further one which may surprise its framers one of these days if it is passed. It is that which provides that every railroad for transportation of either persons, servants, or property, "shall give to all persons reasonable and equal terms, facilities and accommodations." We cannot for a moment assume that the committee propose to strike a blow at commutation travel and the transportation of emigrants. It used to be charged upon the Vanderbilt and the New Haven roads that their treatment of commuters was less liberal than that of the New Jersey roads. Whether this was true, or whether, if then true, it is still so, is of no consequence here; it shows, however, how general and quick is the argument that the commuter, by virtue of his daily use of a portion of road, is entitled to a special rate. But if all persons must be charged alike, the regular rate must go down, or the commuted one go up; the former being out of the question, the commutation rate will be annihilated, or the law itself be broken or set aside. The same difficulty arises with emigrant travel. In consideration of a lower price, the emigrant accepts the inferior-grade accommodations which make such rates possible. If this discrimination cannot be made, the accommodations of other passengers must be lowered to his level, or his must be raised to theirs. Evidently this cannot be done, and as the emigrant will not pay higher rates he will have to go West over other routes. Nobody can suppose the framers of this bill intended to divert emigrant travel to the roads outside the State, or that they thought of the matter at all; yet such would seem to be the effect of passing and enforcing the bill.

The dilemma of the Hepburn bill shows not only how complex and difficult is the problem of restricting railroads, by statute, but how intimate and out of sight are the economic connections between various interests. Pull a string here, and the effect appears in some remote place and unexpected way. The limitations of legislation are far too little appreciated. Statute laws cannot override the higher laws of business; or alter human nature; or affect what lies beyond their reach; or repeal previous statutes which have acquired the force of contracts by having rights vested under them. Furthermore, they cannot avoid an interpretation to which their terms of expression are fairly open, nor can they find an interpretation not expressed, whatever

the understanding of the real intent of their framers may be.

A statute is but a tool, and no more than any other tool can it work in the way its makers intended, if its construction does not lead to that way. Few statutes, moreover, secure general approval; on the contrary, the more they are needed the surer they are to be objectionable to some interests, and therefore to be subjected to the sharpest tests. Hence laws should be expressly framed to embody unmistakably the particular object, to leave no ambiguity, to conflict with no constitutional limitation, and to have no broader application than is intended. To draw bills of this character and keep confusing amendments out of them is no light task, and yet many legislators—and many laymen who procure the introduction of bills "by request"—think they can do it off-hand, as they would write an ordinary letter. The case is still worse when bills are framed and rushed through, hotly and half angrily, under the determination to punish some monopoly, in obedience to what is supposed to be a popular demand.

COTTON CONSUMPTION IN EUROPE.

By cable we have obtained the substance of Messrs. Ellison & Co.'s March cotton report issued this week, Wednesday the 10th instant. In our review of last month's figures, there were several errors, none of them of importance except one result, and that was correctly stated in pounds and in bales of 400 lbs. and only erroneous in the number of actual bales. Errors are almost inseparable from the commencement of a new service by cable, but we feel quite confident that we have provided against all mistakes in the future. The figures are just now of the utmost interest, as they acquaint one with the progress still making in the cotton industry of Europe.

In reading the results given, one is struck with the fact that up to March 1st the ruling prices have had no effect in checking the demand for goods. Both on the Continent and in Great Britain, the consumption of cotton by spinners has increased each succeeding month of the season. To be sure the total does not even now reach the extravagant estimates of many; and yet, it will be noticed that Great Britain in February averaged a consumption of 65,000 bales, and the Continent 49,000 bales, per week, of 400 lbs. each. As the Continent consumes less in Winter than in Summer, and as its total average for 1879 was 52,313 bales of 400 lbs., this season's Continental movement may be expected to further increase in later months. Up to March 1 the total takings and consumption in all Europe have been as follows.

Takings and Consumption in Europe.	Bales, actual.		Pounds.		Bales, 400 pounds.	
	Great Britain.	Continent.	Great Britain.	Continent.	Great Britain.	Continent.
Surplus October 1...	13,389	42,837	6,012,000	18,720,000	15,000	47,000
Deliveries to March 1, 1880.....	1,358,583	1,111,078	610,006,280	485,541,020	1,525,015	1,213,852
Supply to March 1... Consumption same time.....	1,371,977	1,153,915	616,018,280	504,261,020	1,540,015	1,260,852
	1,180,190	958,352	529,900,810	418,800,000	1,324,752	1,047,000
Surplus March 1, '80.	191,797	195,563	86,117,470	85,461,020	215,263	213,853
Surplus March 1, '79.	.....	.....	36,335,150	94,536,640	91,000	236,000
Surplus March 1, '78.	.....	.....	18,375,150	20,249,600	46,000	50,000

The actual bales average 449 lbs. in Great Britain, 437 lbs. on the Continent. We have, however, reduced the figures to pounds and to bales of 400 lbs. This statement also shows that spinners' surplus was not large on the first of March, notwithstanding the large takings; and yet the total was in excess, very considerably, of any

other season at this date. The above comparison of surplus on March 1 is for three years in pounds and bales. To show the total consumption thus far this year, and for the same five months of previous years, we have prepared the following statement.

Consumption, October 1 to March 1.	Pounds (000s omitted).			Total Europe, Bales 400 lbs.	Bales 400 lbs. per week		
	Great Brit'n.	Conti- nent.	Total Europe.		Great Brit'n.	Conti- nent.	Total Europe.
1879-80.....	529,901	418,800	948,701	2,371,752	61,614	47,590	109,204
1878-79.....	460,800	331,600	842,400	2,106,000	52,363	43,364	95,727
1877-78.....	510,400	387,200	897,600	2,244,000	58,000	44,000	102,000
1876-77.....	548,680	418,000	966,680	2,416,700	62,350	47,500	109,850

The most instructive way, however, to look at this year's movement is by months. It is only thus that we can fully understand the nature of the development in progress. The following table will therefore be of special interest, as it gives the consumption in pounds and bales of 400 pounds for each month, and per week of each month, since October 1. We can in this manner trace the course of the revival in business. It began here in the early part of last year; it struck Great Britain about the beginning of Autumn; and the Continent did not seem to feel the impulse until near the opening of 1880. Hence the consumption for the whole of Europe averaged (all in bales of 400 pounds), in October, 102,678 bales; in November, 108,800 bales; in December, 110,000 bales; in January, 111,000 bales; and in February, 114,000 bales, as is set out in the following.

CONSUMPTION IN	Pounds.	Bales 400 lbs.	Bales per week, 400 lbs.
Great Britain, October, 4½ weeks.	100,220,810	250,552	55,678
Continent, October, 4 weeks.....	75,200,000	188,900	47,000
Total October.....	175,420,810	438,552	102,678
Great Britain, November, 4 weeks.	98,880,000	247,200	61,800
Continent, November, 4½ weeks..	84,600,000	211,500	47,000
Total November.....	183,480,000	458,700	108,800
Great Britain, Dec., 4½ weeks.....	113,400,000	283,500	63,000
Continent, December, 4½ weeks..	84,600,000	211,500	47,000
Total December.....	198,000,000	495,000	110,000
Great Britain, January, 4½ weeks.	113,400,000	283,500	63,000
Continent, January, 5 weeks.....	96,000,000	240,000	48,000
Total January.....	209,400,000	523,500	111,000
Great Britain, February, 4 weeks.	104,000,000	260,000	65,000
Continent, February, 4 weeks.....	78,400,000	196,000	49,000
Total February.....	182,400,000	456,000	114,000
Great Britain, Oct. to March, 21½ weeks.	529,900,810	1,324,752	61,614
Continent, Oct. to March, 22 w'ks.	418,800,000	1,047,000	47,590
Total from Oct. 1 to March 1...	948,700,810	2,371,752	109,204

The foregoing statement shows how idle it would be to make any certain prophecy with regard to future months. That is to say, if the figures above given represent an actual, steady growth in the consumption of goods—that is, if the purchases are not speculative, so that stocks of goods in second hands are not accumulating—then those figures indicate a decided revival of industrial activity almost everywhere, an increased consuming capacity of the people which it would be unsafe to limit other than by the capacity of the spindles in existence. According to latest returns, there are about 40 million spinning spindles in Great Britain, which, at 34 lbs. per spindle, would represent a total consuming power of 1,360,000,000 lbs., or 3,400,000 bales (of 400 lbs. each), for the year, or 65,385 bales (of 400 lbs. each) per week. Of course there can be an increase on the above, from the natural growth of spindles; but adding new spindles is slow work, so that from this time on, even with continued good trade, it would seem almost impossible that Great Britain should

be able to further raise its weekly consumption over about two thousand bales per week, or say to an extreme weekly average of 66,000 bales (of 400 lbs. each) for the year. The Continent, however, if business warrants it, could probably consume 53,000 or 54,000 bales of 400 lbs. each. But these figures would seem to be the extreme measure of the capacity of European spindles, and only to be reached if the present favorable impulse progresses. On the other hand, the continued decline in silver, the constant excess in the exports of gold from England, and the rumors of a Continental war, are certainly adverse influences. We do not propose to offer any opinion as to the actual results for the year. With the facts we give, the reader will be able to watch the changing circumstances and reach a reasonable judgment with regard to the future.

BRITISH POLITICS—THE DISSOLUTION OF PARLIAMENT.

The announcement this week of the almost immediate dissolution of the British Parliament was not wholly unlooked for. On the contrary, the Parliament is old, having entered upon its seventh year, and, therefore, in point of duration, having almost reached its constitutional limit. For the last twelve months, indeed, both parties have been preparing for the trial of strength which they knew could not much longer be deferred, and the government evidently is of the opinion that the present moment is as favorable a one as can be anticipated for submitting its policy to the people.

Lord Beaconsfield, in his letter to the Duke of Marlborough, published this week, makes very plain the issues he wishes to be raised. Evidently he would like the constituencies to pronounce on the question of Home Rule in Ireland, on the policy to be maintained by the mother country towards her numerous colonial dependencies, and on the relations which the British government is to sustain towards the nations of the continent of Europe. On this last point he is as emphatic as he is explicit. "Peace rests on the presence, not to say the ascendancy, of England in the councils of Europe." On the first of these questions, namely that of Home Rule, there is not likely to be much difference of opinion between the two parties. The granting of a local parliament to Ireland would, in the estimation of the great mass of the electors both in England and Scotland, have the effect of producing disintegration in the very heart of the empire; and to such disintegration, it may be regarded as a foregone conclusion, they will lend no encouragement. And yet the government party is likely to make some political capital out of this issue, as the Liberals have in a measure identified themselves with the Home Rulers.

On the second point, namely the policy to be maintained by the country toward the colonies, there is difference of opinion. It is undoubtedly the purpose of Lord Beaconsfield to demand from the constituencies an indorsement of the course which his government has pursued in South Africa and in Afghanistan. It is the opinion of Mr. Gladstone, of Lord Hartington, of Mr. Forster, and the other Liberal leaders, that the policy of the government in this direction has been wasteful, unnecessary, and pregnant with peril, and that, although it has been attended with apparent success, it has greatly multiplied the nation's responsibilities without securing any corresponding advantages. It is difficult, however, to argue against facts; and Lord Beaconsfield and his friends can boast of victories won and of territories extended. On the other and remaining point, namely the policy to be maintained in regard to the balance of power in Europe, there is also much difference of opinion. It is not difficult to perceive

that Lord Beaconsfield calls for an expression of opinion on the part of the electors of the British Isles on his entire course of conduct in the matter of the Eastern question; on his daring but decisive conduct in checkmating Russia by bringing troops from India; and on the attitude which he assumed at the Berlin Conference. It is claimed by Beaconsfield and his followers that the vigorous action of the government not only saved Turkey from absolute extinction, not only checked Russia in her imperious and aggressive designs, but prevented a general war into which the British government and people would have been dragged at a great cost of both blood and treasure. It is asserted, on the other hand, by the Liberal leaders, that the ascendancy of England has been claimed in circulars, and surrendered in secret conventions, that the declared policy of the government has been frustrated by the destruction of the independence of Turkey and by the aggrandizement of Russia both in Europe and in Asia, that the Anglo-Turkish convention, the keystone of the so-called settlement of the Eastern question, is as yet a dead letter, and that the Greek question is as far from a satisfactory solution as ever. That, in short, immense responsibilities have been incurred and that nothing has been gained.

It would be hazardous as yet to predict the result of the approaching appeal to the constituencies. There are undoubtedly a large number of people who, whatever they may think of the honor and glory of the British name, of the preservation of the balance of power, of the maintenance and protection of the colonies and other dependencies, and of the welfare of allies, are persuaded that the time has now come when some little attention must be paid to the immediate interests of the people at home. There is one thing about which John Bull is quite as sensitive as he is about his honor—and that is his pocket. His domestic interests are not to be neglected for the benefit of any outside party. It is claimed that his domestic interests have been neglected by the government, that certain clamant wrongs have not been redressed, that industry has not been fostered, that the financial affairs of the country have been mismanaged. As, however, there has been, during late months, a great revival in the industries of the country, and as the budget just issued may be considered under the circumstances as very favorable, these financial issues may prove less important than anticipated, for they are certainly submitted at a very favorable moment for the government.

RAILROAD EARNINGS IN FEBRUARY, AND FROM JANUARY 1 TO MARCH 1.

The railroad reports for February are calculated to give support to the most sanguine views entertained of the increased prosperity of the transportation interests of the country. The percentage of increase in gross earnings in the month of February, and for the two months of 1880, as compared with 1879, is almost unparalleled. It is also remarkable that roads in different sections of the country, and dependent on entirely different sorts of business for their earnings, are alike prosperous; for it seldom happens that all parts of the United States are at the same time in a position where the demand for railroad transportation is so much greater than in the preceding year. The earnings in January and February of last year were not large, as the first-named month was particularly unfavorable on account of the heavy snow storms which prevailed, causing a severe blockade on many railroads; for the two months there was a decrease of \$428,549 in the earnings of the roads then reporting, as compared with the same two months of 1878.

But the earnings of the present year have not only been large thus far, as compared with 1879, but they have been unquestionably the largest ever known. During the balance of the current half-year—ending June 30, next—there seems to be no reason to anticipate that gross earnings will not, as a rule, be well kept up. General business, as well as the grain movement, will be large; and the activity in all quarters must necessarily stimulate passenger travel as well as freight shipments. But as to net earnings, there may be less gain; the expenses of maintaining and operating railroads have in some respects largely increased, and we have often seen that a considerable increase or decrease in gross earnings was not attended by a corresponding gain or loss in the net profits. Unfortunately, the net result of operations (except in the case of those few companies which are fair enough to their stockholders to give out monthly reports of net earnings) will not be known until the end of the year. In some instances there have been striking discrepancies between the gross and net earnings; for the year 1878-9 the Phila. & Reading road earned \$13,106,352 gross, against \$11,539,593 in 1877-8, and yet the net earnings showed a small decrease.

The following desultory reports are published in the newspapers and are given for what they may be worth. Texas & Pacific for January and February, 1880, gross earnings, \$457,423; net earnings, \$198,103; increase in net earnings over 1879, \$66,033; for the nine months ending Feb. 29, 1880, gross earnings, \$2,085,733; net earnings, \$1,087,449; increase in net earnings over same period last year, \$402,158. Chicago Rock Island & Pacific earnings for February show an increase of \$60,000. Lake Shore & Michigan Southern Railroad during February increased \$325,000. Boston & New York Air Line January, 1880, gross earnings, \$21,586; net, \$13,235. Canada Southern during January, gross earnings, \$299,000, against \$191,000 in January, 1879. Marietta & Cincinnati in February, gross earnings, \$151,716, an increase of \$25,907 over same period last year.

GROSS EARNINGS IN FEBRUARY.

	1880.	1879.	Increase.	Decrease.
	\$	\$	\$	\$
Atch. Topeka & Santa Fe.	444,000	369,107	74,893	
Burl. Cedar Rap. & No.	165,171	97,277	67,894	
Calro & St. Louis.	25,303	17,218	8,085	
Central Pacific	1,038,000	1,050,691		18,691
Chesapeake & Ohio	193,683	102,093	96,590	
Chicago & Alton	488,543	307,681	180,862	
Chic. Clint. Dub. & Minn.	54,827	28,394	26,433	
Chicago & East. Illinois	83,265	60,363	22,902	
Chic. Milw. & St. Paul.	739,000	476,664	262,334	
Chicago & Northwest	1,153,800	889,623	264,177	
Chic. St. P. & Minneap.	71,884	64,572	7,312	
Cincinnati & Springfield.	66,503	45,525	20,978	
Clev. Col. Cin. & Ind.	309,115	250,860	58,255	
Clev. Mt. Vernon & Del.	34,060	24,195	9,865	
Detroit Lans. & North.	78,175	58,625	19,550	
Flint & Pere Marquette.	118,024	77,520	40,504	
Grand Trunk of Canada	760,915	684,034	76,881	
Great West'n of Canada	333,987	352,546		18,559
Hannibal & St. Joseph.	157,566	137,038	20,528	
Illinois Central (Ill. line).	462,673	368,568	94,105	
Do (Iowa leased lines)	120,138	98,353	21,785	
Indiana Bloom. & West.	89,960	82,952	7,008	
Internat'l & Gt. North.	139,331	147,326		7,995
Kan. City F. S. & Gulp.	66,924	41,705	25,219	
Little Rock & Ft. Smith.	40,850	23,579	17,271	
Louisville & Nashville.	576,638	430,638	146,000	
Minneapolis & St. Louis*	35,660	19,642	16,018	
Missouri Kansas & Tex.	326,306	194,855	131,451	
Mobile & Ohio.	203,299	170,638	32,661	
N. Y. Cent. & Hud. Riv.	2,317,231	2,210,304	106,927	
Northern Pacific	56,419	44,658	11,761	
Ogden. & L. Champlain.	22,749	16,842	5,907	
Paducah & Elizabethht'n	20,291	16,201	4,090	
Paducah & Memphis	12,722	10,081	2,641	
St. L. A. & T. H. main line.	102,064	66,728	35,336	
Do do (branches)	53,830	44,204	9,626	
St. L. Iron Mt. & South'n.	492,450	339,161	153,289	
St. Louis & S. Francisco.	199,644	86,049	113,595	
St. Paul & Sioux City.	68,394	50,385	18,009	
Scioto Valley.	20,351	20,608		257
Toledo Peoria & Warsaw	105,101	77,624	27,477	
Union Pacific	1,021,997	747,761	274,236	
Wabash St. Louis & Pac.	762,559	595,839	166,720	
Wisconsin Central.	55,171	54,806	365	
Total.	13,723,573	11,059,485	2,709,590	45,502
Net increase			2,664,088	

* Three weeks only of February in each year.

† For the four weeks ended February 25.

‡ For the four weeks ended February 27.

GROSS EARNINGS FROM JAN. 1 TO MARCH 1.

	1880.	1879.	Increase.	Decrease.
	\$	\$	\$	\$
Atch. Topeka & Santa Fe	917,500	683,339	233,661	
Burl. Cedar Rap. & No.	349,487	214,639	134,848	
Calro & St. Louis	48,124	34,481	13,643	
Central Pacific	2,261,000	2,145,857	115,143	
Chesapeake & Ohio	401,018	190,760	210,258	
Chicago & Alton	1,012,598	651,418	361,180	
Chicago & East. Illinois	153,731	128,530	27,201	
Chicago Milw. & St Paul	1,502,000	1,067,841	434,159	
Chicago & Northwest	2,308,432	1,897,944	410,488	
Chic. St. P. & Minneap.	158,098	138,442	19,656	
Cincinnati & Springfield	143,600	98,606	44,994	
Clev. Col. Ciu. & Ind.	624,651	485,722	138,929	
Clev. Mt. Vernon & Del.	67,928	52,622	15,306	
Detroit Lana. & No.	159,886	121,204	38,682	
Flint & Pere Marquette	228,016	154,932	73,084	
Grand Trunk of Canada	1,490,981	1,390,175	100,806	
Great West'n of Canada	685,232	658,644	26,588	
Hannibal & St. Joseph	326,946	274,085	52,861	
Ill. Central (Ill. line)	879,909	844,459	35,450	
Do (la. leased line)	239,559	202,654	36,905	
Indiana Bloom. & West.	170,458	165,886	4,572	
Internat'l & Gt. North.	297,990	309,144		11,154
Little Rock & Ft. Smith	88,447	48,597	39,850	
Louisville & Nashville	1,224,309	881,114	343,195	
Minneapolis & St. Louis	78,598	47,148	31,450	
Missouri Kansas & Tex.	693,633	389,308	304,325	
Mobile & Ohio	453,415	365,144	88,271	
N. Y. Cent. & Hud. Riv.	4,910,844	4,235,116	675,728	
Northern Pacific	138,262	81,672	56,590	
Ogden. & L. Champ'n	52,950	34,911	18,039	
Paducah & Elizabetht'n	57,190	41,392	15,798	
Paducah & Memphis	32,050	25,435	6,615	
St. L. A. & T. H. main line	198,583	126,485	72,098	
Do do (branches)	105,100	92,649	12,451	
St. L. Iron Mt. & South'n	1,048,433	673,190	375,243	
St. Louis & S. Francisco	395,340	165,448	229,892	
St. Paul & Sioux City	167,053	129,313	37,740	
Scioto Valley	41,763	41,157	606	
Toledo Peoria & Warsaw	198,407	172,531	25,876	
Union Pacific	1,850,997	1,438,392	412,605	
Wabash St. Louis & Pac.	1,543,006	1,167,036	375,970	
Wisconsin Central	177,827	111,449	66,378	
Total	27,915,351	22,179,281	5,747,224	11,154
Net Increase			5,736,070	

* Three weeks only of February in each year.

† From January 3 to February 28.

‡ From January 2 to February 27.

The statement below gives the gross earnings, operating expenses and net earnings for the month of January, of all such railroad companies as will furnish monthly exhibits for publication :

GROSS EARNINGS, EXPENSES AND NET EARNINGS.

	January.	Jan. 1 to Jan. 31.
	1880.	1879.
	\$	\$
Atlantic Miss. & Ohio—		
Gross earnings	156,870	109,894
Oper'g exp. (incl. extr'y)	12,575	81,189
Net earnings	84,295	28,705
Burl. Cedar Rap. & North'n—		
Gross earnings	184,316	117,362
Expenses	103,186	74,414
Net earnings	81,130	42,948
Carolina Central—		
Gross earnings	44,733	37,908
Operating expenses	25,618	22,284
Net earnings	19,115	15,624
Chesapeake & Ohio—		
Gross earnings	202,335	88,667
Operating expenses	143,995	104,226
Net earnings	58,340	def. 15,559
Chicago Burlington & Quincy—		
Gross earnings	1,200,238	1,105,098
Operating expenses	569,422	589,113
Net earnings	630,816	515,985
Delaware & Hudson Canal Company's roads:		
Albany & Susquehanna—		
Gross earnings	99,962	77,362
Operat'g expenses	64,103	49,429
Net earnings	35,859	27,933
Delaware & Hudson—Penn. Div.—		
Gross earnings	112,163	88,063
Operating expenses	53,661	47,160
Net earnings	58,502	40,903
New York & Canada—		
Gross earnings	49,810	25,587
Operating expenses	26,809	17,911
Net earnings	23,001	7,676
Rensselaer & Saratoga—		
Gross earnings	114,451	79,549
Operating expenses	68,649	60,646
Net earnings	47,802	18,903
Total of Delaware & Hudson Co.'s roads—		
Gross earnings	376,387	270,561
Operating expenses	211,223	175,146
Net earnings	165,164	95,415
Houston & Texas Central—		
Gross earnings	319,041	260,746
Operating exp. and taxes	165,064	160,174
Net earnings	153,977	100,572
Iowa Central—		
Gross earnings	78,019	58,961
Operating expenses	43,971	38,255
Net earnings	34,048	19,806

	January	Jan. 1 to Jan. 31.
	1880.	1879.
	\$	\$
Little Rock & Fort Smith—		
Gross earnings	47,597	25,018
Operating expenses	19,339	16,405
Net earnings	28,258	8,613
Louisville & Nashville—		
Gross earnings	*647,671	450,476
Operating expenses	338,552	287,842
Net earnings	*309,119	182,634
Memphis Paducah & Northern—		
Gross earnings	19,328	15,354
Expenses	15,556	11,134
Net earnings	3,772	4,220
Mobile & Montgomery—		
Gross earnings	78,154	80,869
Operating expenses	35,285	34,789
Net earnings	42,869	46,080
Nashv. Chatt. & St. Louis—		
Gross earnings	203,634	157,279
Operating exp., incl. taxes	108,353	89,165
Net earnings	97,281	68,114
N. Y. Lake Erie & West.—		
Gross earnings	1,296,381	1,147,173
Operating expenses	946,565	962,031
Net earnings	349,816	185,142
Northern Central—		
Gross earnings	334,494	265,002
Operating expenses	214,061	187,331
Net earnings	120,433	77,671
Pennsylvania (all lines east of Pittsburgh & Erie)—		
Gross earnings	3,083,551	2,543,424
Operating expenses	1,717,253	1,523,893
Net earnings	1,366,298	1,019,531
Philadelphia & Erie—		
Gross earnings	224,307	212,748
Operating expenses	151,701	147,931
Net earnings	72,606	64,817
St. Louis Iron Mountain & Southern—		
Gross earnings	555,983	334,029
Operat. and extr'y exp.	288,142	232,856
Net earnings	267,841	101,173

* Estimated.

Monetary & Commercial English News.

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

EXCHANGE AT LONDON—			EXCHANGE ON LONDON.		
FEBRUARY 28.					
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	Short.	12 1/4 @ 12 2/4	Feb. 26	Short.	12 0/4
Amsterdam	3 mos.	12 3/4 @ 12 3/4			
Paris	Short.	25 20 @ 25 27 1/2	Feb. 26	Short.	25 22 1/2
Paris	3 mos.	25 12 1/2 @ 25 47 1/2			
Berlin	"	20 58 @ 20 62	Feb. 26	Short.	20 46
Hamburg	"	20 58 @ 20 62			
Frankfort	"	20 58 @ 20 62			
Antwerp	"	25 45 @ 25 50	Feb. 26	Short.	25 23
Vienna	"	11 97 1/2 @ 12 00	Feb. 26	3 mos.	11 76
St. Petersburg	"	24 13 1/8 @ 24 15 1/8	Feb. 26	3 mos.	25 11 1/8
Genoa	"	28 45 @ 28 50			
Madrid	"	47 3/4 @ 47 7/8			
Cadiz	"	47 3/4 @ 47 7/8			
Lisbon	90 days	52 3/4 @ 52 7/8			
New York	"	"	Feb. 26	Short.	4 85
Bombay	60 days	18 7 1/8 1/8 d.	Feb. 27	4 mos.	18 5 1/8 d.
Calcutta	"	18 7 1/8 1/8 d.	Feb. 27	"	18 5 1/8 d.
Hong Kong	"	"	Feb. 27	6 mos.	58 1 1/8 d.
Shanghai	"	"	Feb. 27	"	38 9 d.

[From our own correspondent.]

LONDON, Saturday, February 28, 1880.

Owing to the activity which has prevailed on the Stock Exchange during the last few months, and to the rapid advance which has taken place in prices, the money market has of late been assuming a firmer appearance, and there has been an advance in the quotation for discount in the open market from 1 1/4 to nearly 3 per cent. It is now quite evident that the directors of the Bank of England were right in refusing to lower their rate of discount when there was, a short time since, so great a discrepancy between their own rate and the price of money "out of doors." The anomaly has now ceased to exist, and in some quarters an advance in the Bank rate is regarded as not improbable before many weeks shall elapse. This, however, is a question respecting which some difference of opinion exists, the trade demand being by no means active, as is evident from the continued scarcity of bills. That we shall experience a better demand for money as the season advances, is generally expected; but the late improvement in money has been caused by stock Exchange speculation, which can be, and must be, curtailed when the facilities for conducting are with-

drawn. During the present week, very high rates of interest have been charged for "carrying over" stock to the next account, and numerous weak operators have been compelled to close their accounts, probably at a loss, as further facilities have been refused by the banks. The stock markets have, in consequence, exhibited considerable depression, though it cannot be said that, bearing in mind how important has been the advance established in prices during the last few months, the fall is thus far of a very important character. The quotations may, however, experience a further relapse; but a healthier condition of things will be ultimately arrived at. The markets are, in many cases, very much inflated; but the railway traffic returns are mostly satisfactory, if not encouraging, and are calculated to give confidence in the future. There are also hopes of a better agricultural season, the weather being very seasonable, though, owing to recent rains, some portions of the country have been flooded. These floods arise, however, not out of an excessive fall of rain, but from the fact that as the drainage system of the country is becoming so perfect, surface water reaches our streams very readily. These streams, therefore, are now fed so quickly that to prevent floods it will be necessary to enlarge the outfalls. Farmers make no complaints respecting the working of the land. On the contrary, ploughing is being completed under favorable conditions, and Winter wheat looks promising. The agricultural prospect is certainly more favorable, and farmers will probably secure some advantages if they can only grow fair average crops of good quality.

Money having become dearer in the open market, the directors of the Bank of England have experienced a better demand for loans and discounts than for some time past. The increase under the head of "other securities" is as much as £266,866, though the total is still only £18,423,968, against £22,766,474 last year. Gold continues to be returned from provincial circulation, and there is again a small increase in the supply of bullion held by the Bank, the total being £28,383,282, against £32,140,932 in 1879. The circulation of notes and of Bank post bills has again diminished, and, owing to the increased confidence which prevails, it is now considerably below that of last year. Less notes are kept in reserve by the public and the provincial banks, the total circulation being £26,562,709, against £29,648,796 last year. The total reserve is now £17,077,872, against £17,756,467 in 1879, while its proportion to the liabilities of the Bank is 50·19 per cent, against about 50 per cent last week and 47·91 per cent last year.

The demand for money for mercantile purposes during the week has been very moderate, but, as stated above, loans have been in demand for the Stock Exchange settlement, and have in several cases been refused. The money market is decidedly strong in tone, but is expected to become easier as soon as the present settlement on the Stock Exchange has been reduced to more reasonable proportions. The trade demand for money is by no means active, and the exchanges are in our favor; but though there may be no immediate movement, it is the opinion (and no doubt a very natural one) that as the year advances there will be more demand for money, of a substantial and permanent character, and that higher rates will be obtainable. The present quotation for money is a very low one, and should be conducive to an extension of our trade. Speculation in stocks and shares will probably be kept in check, as the period of very cheap money seems to have ceased. Though there may be some trouble on the Stock Exchange, the state of the country may be regarded as satisfactory, more especially as there are indications of a further development of our commerce. The present quotations for money are as follows:

Bank rate.....	Per cent.	Open-market rates—	Per cent.
Open-market rates.....	3	4 months' bank bills.....	3 @ 3½
30 and 60 days' bills.....	2½ @ 3	6 months' bank bills.....	3½ @ 3¾
3 months' bills.....	2½ @ 3	4 & 6 months' trade bills.	3 @ 4

The joint-stock banks have this week decided to raise their terms of interest for deposits to 2 per cent. The discount houses made this change some time ago, after being for a brief period 2 per cent under Bank rate. The ordinary course of things has now been arrived at, and all classes of the community will be gratified if it can be proved, and experience shows that the period of abnormal and perplexing money markets has ceased. The following are the rates of interest now allowed:

Joint-stock banks.....	Per cent.
Discount houses at call.....	2
Do with 7 or 14 days' notice.....	2½

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 Midding Upland cotton, and the Bankers' Clearing-House return, compared with the three previous years:

	1880.	1879.	1878.	1877.
Circulation, including				
Bank post bills.....	26,562,709	29,648,796	26,777,099	27,475,399
Public deposits.....	8,232,748	8,086,324	6,841,911	7,215,293
Other deposits.....	25,576,015	28,710,062	23,331,099	24,039,409
Government securities.....	16,432,993	14,688,328	15,181,613	16,026,176
Other securities.....	18,423,968	22,766,474	20,316,467	19,071,302
Reserve of notes & coin	17,077,872	17,756,467	12,917,901	14,704,822
Coin and bullion in both departments..	28,383,282	32,140,932	24,447,347	26,921,427
Proportion of reserve to liabilities.....	50·19	47·91	42·41	46·66
Bank rate.....	3 p. c.	3 p. c.	2 p. c.	2 p. c.
Consols.....	98¼	96¼	95	94¾
Eng. wheat, av. price	43s. 1d.	38s. 4d.	51s. 3d.	50s. 1d.
Midd. Upland cotton..	71½d.	58½d.	61½d.	65½d.
Clearing-House ret'n.	53,220,000	71,526,000	85,923,000	102,233,000

The exchanges are mostly favorable to us, and there has been scarcely any demand for gold for export. Sovereigns, however, continue to be withdrawn from the Bank for transmission to South America and Egypt. The silver market has been very dull during the week, and the price of fine bars is barely 52d. per ounce. Although the supplies are limited, there is very little inquiry, and the Indian demand is small, in consequence of the large sales of Council bills. £450,000 continue to be offered each week, and on Wednesday the price obtained was only 1s. 7 15-16d. the rupee, Mexican dollars are rather weaker at 51d. per ounce. The following prices of bullion are from Messrs. Pixley & Abell's circular:

GOLD			
	per oz. standard.	s. d.	s. d.
Bar gold, fine.....	77 9 @		
Bar gold, contain'g 20 dwts. silver..	77 10½ @		
Spanish doubloons.....	74 6 @		75 6
South American doubloons.....	73 8½ @		
United States gold coin.....	76 3½ @		
German gold coin.....	76 3¼ @		
SILVER.			
	per oz. standard.	last price.	s. d.
Bar silver, fine.....	52	@	
Bar silver, contain'g 5 grs. gold..	52¾	@	
Cake silver.....	56½	@	
Mexican dollars.....	51	@	
Chilian dollars.....		@	
Quicksilver, 27 12s. 6d.	Discount, 3 per cent.		

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 2¼ @ 2½	Vienna.....	4 3¾ @ 4
Amsterdam.....	3 2¼ @ 3	St. Petersburg.....	6 5½ @ 6
Brussels.....	3½ 3 @ 3¼	Madrid, Cadiz & Barcelona.....	4 4 @ 5
Berlin.....	3 2½ @ 2¾	Lisbon & Oporto.....	6 5½ @ 6
Hamburg.....	3 2 @ 2¼	Calcutta.....	5 3½ @ 4
Frankfurt.....	3 2½ @ 2¾	Copenhagen.....	3½ @ 4
Genoa.....	4 4	New York.....	5 5½ @ 5
Geneva.....	4 3½ @ 4		

For wheat there has been a steady demand for consumption during the week, and prices have risen about 1s. per quarter. The stocks here continue to fall off, but it is said that on the Continent they are increasing somewhat. Some new Adelaide wheat has lately arrived, the best qualities having realized 59s. per quarter, the average weight being 62 pounds per bushel. A telegram from Melbourne states that 150,000 tons of wheat are available for exportation.

During the week ended February 21, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 34,530 quarters, against 56,550 quarters last year; and it is estimated that in the whole kingdom they were 138,200 quarters, against 226,200 quarters in 1879. Since harvest the sales in the 150 principal markets have been 811,642 quarters, against 1,426,475 quarters; and it is computed that in the whole kingdom they have been 3,246,600 quarters, against 5,705,900 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is computed that the following quantities of wheat and flour have been placed upon the British markets since harvest:

	1879-80.	1878-9.	1877-8.	1876-7.
Imports of wheat, cwt.....	32,572,995	21,303,326	29,511,142	18,388,325
Imports of flour.....	5,716,719	3,952,597	4,297,374	2,969,681
Sales of home-grown produce.....	14,068,500	24,725,570	20,471,700	21,949,000
Total.....	52,358,214	52,981,473	54,280,213	43,307,006
Deduct exports of wheat and flour.....	623,370	993,427	1,017,297	608,575
Result.....	51,734,844	51,988,046	53,262,919	42,698,431
Avg. price of English wheat for the season.	47s. 1d.	40s. 6d.	53s. 5d.	49s. 0d.

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 periods in the three previous seasons:

IMPORTS.				
	1879-80.	1878-9.	1877-8.	1876-7.
Wheat.....cwt.	32,572,995	21,303,326	29,511,142	18,388,325
Barley.....cwt.	8,777,954	6,300,532	7,625,353	7,144,769
Oats.....cwt.	7,403,372	5,301,335	5,847,545	5,124,427
Peas.....cwt.	1,223,847	827,145	938,835	732,671
Beans.....cwt.	1,523,613	629,234	2,046,941	2,171,277
Indian corn.....	11,102,188	14,266,465	14,740,124	15,656,468
Flour.....	5,716,719	3,932,677	4,297,374	2,969,681
EXPORTS.				
	1879-80.	1878-9.	1877-8.	1876-7.
Wheat.....cwt.	559,663	946,731	993,642	588,602
Barley.....cwt.	12,958	76,145	31,117	18,039
Oats.....cwt.	54,688	52,323	64,617	68,090
Peas.....cwt.	75,022	9,810	14,207	15,771
Beans.....cwt.	21,236	5,408	10,917	16,046
Indian corn.....	511,385	262,333	55,602	264,393
Flour.....	63,707	46,696	23,655	19,973

English Market Reports—Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has increased £133,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Mar.	Mar.	Mar.	Mar.	Mar.	Mar.	Mar.
6.	8.	9.	10.	11.	12.	
Silver, per oz.....d.	52½	52½	52½	52	51½	51½
Consols for money.....	97½	97½	97½	97½	97½	97½
Consols for account.....	98½	98½	97½	98	98½	97½
U. S. 5s of 1881.....	105½	105½	105½	105½	105½	105½
U. S. 4s of 1881.....	110½	110½	110½	110½	110½	110
U. S. 4s of 1907.....	109½	109½	109½	109½	109½	109½
Eric, common stock.....	47½	47½	48	47½	46	46½
Illinois Central.....	105½	105½	106	105½	105	105
Pennsylvania.....	53¾	53¾	53¾	53¾	53	53
Philadelphia & Reading.....	36½	36	36½	36½	35½	....

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.	s. d.
Flour (ex. State).....	11 3	15 3	15 3	15 3	15 3	15 3
Wheat, spr'g, No. 2, 100lb.....	11 1	11 1	11 0	11 0	11 0	11 0
Spring, No. 3.....	10 8	10 8	10 7	10 7	10 6	10 7
Winter, West. n.....	11 7	11 7	11 6	11 6	11 6	11 7
Southern, new.....	11 9	11 9	11 8	11 8	11 8	11 9
Ar. Cal. white.....	10 10	10 10	10 10	10 10	10 10	10 10
California club.....	11 4	11 4	11 4	11 4	11 4	11 4
Corn, mix., W. old, cent 1.....	5 10	5 10	5 10½	5 10½	5 10½	5 10½
do do now.....	5 9	5 9	5 9½	5 9½	5 9½	5 9½

Liverpool Provisions Market.—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Pork, West. mess.....	57 0	57 0	57 0	57 0	57 0	57 0
Bacon, long clear, cwt.....	36 6	36 0	36 0	36 0	35 6	35 6
Short clear.....	38 0	38 0	38 0	38 6	37 6	37 6
Beef, pr. mess, ½ tierce.....	78 0	78 0	78 0	77 6	76 0	76 0
Lard, primo West. ½ cwt.....	40 0	40 0	39 6	39 6	39 6	39 6
Cheese, Am. choice.....	72 0	71 0	71 0	70 0	70 0	70 0

London Petroleum Market.—

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
d.	d.	d.	d.	d.	d.	d.
Pet'leum, ref. ½ gal.....	5½	5½	5½	5½	5½	6
Pet'leum, spirits.....	5	5	5	5	5	5

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$13,878,046, against \$7,848,877 the preceding week and \$9,273,000 two weeks previous. The exports for the week ended Mar. 9 amounted to \$7,775,954, against \$5,293,449 last week and \$6,147,484 the previous week. The following are the imports at New York for the week ending (for dry goods) Mar. 4 and for the week ending (for general merchandise) Mar. 5:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1877.	1878.	1879.	1880.
Dry Goods.....	\$2,279,445	\$2,436,729	\$3,025,548	\$5,032,307
General mdo.....	5,979,474	4,171,354	4,911,515	8,845,739
Total wko.....	\$8,258,919	\$6,608,083	\$7,937,063	\$13,878,046
Prev. reported.....	53,044,244	49,924,164	49,867,236	77,483,795
Total s'ce Jan. 1.....	\$61,303,163	\$56,532,247	\$57,804,299	\$91,361,841

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 Mar. 9:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1877.	1878.	1879.	1880.
For the week....	\$4,130,180	\$6,438,220	\$6,344,611	\$7,775,954
Prev. reported.....	47,775,350	60,594,691	53,749,206	53,651,783
Total s'ce Jan. 1.....	\$51,905,530	\$67,032,911	\$60,093,517	\$61,427,737

The following will show the exports of specie from the port of New York for the week ending Mar. 6, and also a comparison of the total since Jan. 1, 1880, with the corresponding totals for several previous years:

	Feb.	March.	1877.	1878.	1879.	1880.
28—Str. Santo Domingo..St. Domingo City.....	Mex. silv. dols.	Am. gold coin..	15,000	300	42,957	5,000
1—Str. C. of Nassau.....Nassau.....	Mex. silv. dols.	Mex. silv. dols.	5,000	3,000	16,000	Spanish
2—Str. Labrador.....Havre.....	Fr'ch silv. coin.	Fr'ch silv. coin.	256,000	130,260	4,515	
3—Str. C. of Vera Cruz.....Havana.....	Span. doubl'ns.	Span. doubl'ns.	130,260	4,515		
5—Str. Western Texas.....Nassau.....	Mex. silv. dols.	Mex. silv. dols.	4,515			

6—Str. Donau.....London.....	Mex. silv. dols.	\$67,268
6—Str. Hadji.....Mayaguez.....	Am. silv. bars.	75,000
6—Str. Nlagara.....Havana.....	Mex. silv. dols.	13,549
6—Str. C. of New York.....Havana.....	Span. doubl'ns.	139,850
6—Str. Angelus.....Porto Cabello.....	Span. doubl'ns.	234,400
	Am. gold coin..	20,000
Total for the week (\$232,624 silver, and \$780,810 gold).....		\$1,013,434
Previously reported (\$1,072,451 silv., and \$343,390 gold).....		1,415,841
Tot. since Jan. 1, '80 (\$1,305,075 silv., and \$1,124,200 gold).....		\$2,429,275

Same time in—	Same time in—	Same time in—
1879.....\$3,609,805	1875.....\$14,820,072	1871.....\$11,857,437
1878.....2,189,216	1874.....6,419,935	1870.....6,257,271
1877.....3,085,177	1873.....12,893,830	1869.....7,258,532
1876.....8,966,494	1872.....3,937,759	1868.....13,892,222

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

March.			
1—Str. Andes.....U. S. of Colombia.....	Am. gold coin..	\$1,000	
	Gold dust.....	600	
1—Str. Etna.....Hayti.....	Am. silv. coin..	1,204	
1—Str. Hadji.....West Indies.....	Am. silv. coin..	7,540	
	Am. gold coin..	3,159	
	For. gold coin..	4,000	
2—Alhambra.....Nova Scotia.....	Am. silv. coin..	200	
2—Western Texas.....British West Indies.....	Am. silv. coin..	595	
3—Brig Tula.....Central America.....	Am. silv. coin..	554	
4—Schtr. Hattie E. Giles.....Mexico.....	For. silv. coin..	1,500	
Total for the week (\$11,593 silver, and \$8,759 gold).....		\$20,352	
Previously reported (\$1,014,479 silv., and \$832,800 gold).....		1,847,369	
Tot. since Jan. 1, '80 (\$1,026,072 silv., and \$841,649 gold).....		\$1,867,721	

Same time in—	Same time in—	Same time in—
1879.....\$2,429,530	1875.....\$2,633,332	1871.....\$2,721,609
1878.....3,751,577	1874.....1,023,428	1870.....3,840,005
1877.....3,722,361	1873.....606,695	1869.....2,411,767
1876.....891,804	1872.....292,384	1868.....1,126,015

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1877.....3,722,361	1873.....606,695	1869.....2,411,767
1876.....891,804	1872.....292,384	1868.....1,126,015

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:

		Balances.	
		Gold.	Currency.
Receipts.	Payments.		
Mar. 6....\$20,970 33	486,163 33	100,295,015 42	6,231,103 21
8....1,327,978 48	1,103,131 28	100,720,286 60	6,030,679 13
9....1,445,255 93	502,387 26	101,629,631 54	6,064,232 86
10....904,969 91	404,006 19	102,162,639 38	6,092,138 74
11....2,280,945 70	542,890 53	103,076,851 73	5,956,001 56
12....702,035 39	2,587,011 41	102,183,364 21	5,864,513 06
Total.....	7,482,155 74	5,625,590 50	

STATEMENT of the Comptroller of the Currency, showing by States the amount of National Bank circulation issued, and the amount of Legal Tender notes deposited in the United States Treasury to retire National Bank circulation, from June 20, 1874, to March 1, 1880, and amount remaining on deposit at latter date.

STATES AND TERRITORIES.	Additional Circulation issued s'ce June 20, 1874.	Legal-Tender Notes Deposited to Retire National Bank Circulation since June 20, 1874.		Legal Tenders on deposit with U. S. Treasurer at date.
		Redempt'n of Notes of Liquidat-ing Banks	To retire Circulat'n under Act of June 20, 1874.	
			Total Deposits.	
Maine.....	1,461,180	\$317,000	\$600,000	\$917,000
N. Hampshire.....	586,365	72,997	55,800	128,797
Vermont.....	1,689,310	174,097	1,069,340	1,243,437
Massachusetts.....	20,073,820	234,800	7,352,500	7,587,300
Rhode Island.....	1,668,020	32,350	735,385	767,735
Connecticut.....	2,485,460	65,350	1,911,330	1,976,680
New York.....	20,537,005	2,163,878	23,027,031	25,190,909
New Jersey.....	1,712,165	241,660	1,517,280	1,758,940
Pennsylvania.....	9,872,590	1,162,226	6,459,221	7,621,547
Delaware.....	232,275			
Maryland.....	1,132,810	166,600	1,646,380	1,812,980
Dist. Columbia.....	458,000	417,661	458,060	875,724
Virginia.....	755,500	910,369	880,510	1,790,870
West Virginia.....	108,370	731,060	319,185	1,050,245
N. Carolina.....	1,235,660	128,200	1,012,585	1,140,785
S. Carolina.....	77,200		953,380	953,380
Georgia.....	70,850	287,725	437,675	725,400
Florida.....	45,000			
Alabama.....	207,000	90,000	339,500	229,500
Mississippi.....				
Louisiana.....	1,284,610	645,750	2,099,250	2,745,000
Texas.....	161,100	10,000	229,340	239,340
Arkansas.....	144,000		144,000	144,000
Kentucky.....	3,622,430	629,867	1,504,933	2,138,800
Tennessee.....	624,670	370,401	533,859	904,260
Missouri.....	767,260	998,510	3,607,410	4,605,920
Ohio.....	2,667,020	1,583,754	3,012,787	4,596,541
Indiana.....	3,237,680	1,225,097	6,118,483	7,343,580
Illinois.....	2,317,365	1,744,931	6,429,946	8,174,880
Michigan.....	1,976,410	364,500	2,132,995	2,497,495
Wisconsin.....	735,530	653,860	968,439	1,692,299
Iowa.....	1,443,400	811,669	1,554,955	2,366,624
Minnesota.....	1,017,800	420,095	1,316,445	1,736,540
Kansas.....	147,600	781,721	190,550	972,271
Nebraska.....	67,500	45,000	233,080	278,080
Nevada.....				
Colorado.....	168,900	135,083	149,400	284,483
Utah.....	134,900	161,191	196,800	357,991
Montana.....	84,600	82,300	45,000	127,300
Washington.....	135,000			
New Mexico.....	45,000			
Dakota.....	112,500			
California.....	315,000			
*Legal tenders.....				3,813,675
Totals.....	\$6,339,355	17,859,708	79,042,934	18,365,257

*Deposited prior to June 20, 1874, and remaining at that date.
†Total deposits, \$100,716,317.

U. S. LEGAL TENDERS AND NATIONAL BANK NOTES.—From the Comptroller of the Currency, Hon. John Jay Knox, we have the following statement of the currency movements and Treasury balances for three months past:

U. S. Bonds held as security for	Dec. 31.	Jan. 31.	Feb. 29.
National Banks.—			
Bonds for circulation deposited...	\$9,733,300	\$3,958,400	\$5,268,800
Bonds for circulation withdrawn...	7,907,200	6,213,500	7,306,650
Total held for circulation...	367,021,000	364,765,900	362,728,050
Bonds held as security for deposits	14,817,000	14,317,000	14,617,000
Legal Tender Notes.—			
Deposited in Treasury under act of June 20, 1874.....	333,420	3,375,000	2,138,556
Total now on deposit, including liquidating banks.....	13,374,757	16,706,370	18,365,257
Total entered under act of Jan. 14, 1875.....	35,318,984	35,318,984	35,318,984
Total amount of greenbacks outstanding.....	346,681,016	346,681,016	346,681,016
National Bank Circulation.—			
New circulation issued.....	2,576,580	1,603,875	703,490
Circulation retired.....	234,022	260,302	797,412
Total notes outstanding—			
Currency.....	340,961,216	342,304,789	342,210,867
Gold.....	1,426,120	1,426,120	1,426,120
Notes rec'd for redem't from—			
New York.....	927,000	3,169,000	1,709,000
Boston.....	358,000	552,000	549,000
Philadelphia.....	213,000	245,000	210,000
Miscellaneous.....	1,424,000	1,676,000	1,494,000
Total.....	\$2,922,000	\$5,642,000	\$3,962,000

East-Bound Freight Tariff.—A meeting of freight representatives of the roads leading east from Chicago was held recently to make arrangements for putting into effect the new classification, which provides for eleven classes instead of four, and such number of special classes as may be required. The tariff agreed upon is as follows, arranged according to the new classification:

Chicago to—	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.
	\$	¢	\$	¢	\$	¢	\$	¢	\$	¢	\$
Buffalo & Suspension Bridge.....	65	50	38	32½	27½	25	25	20	40	19	27½
Albany, Troy and Schenectady.....	110	80	65	55	45	40	40	30	60	30½	45
Baltimore.....	117	87	67	57	47	42	42	32	64	30	47
Philadelphia.....	118	88	68	58	48	43	43	33	66	31	48
New York.....	120	90	70	60	50	45	45	35	70	33	50
Boston.....	130	100	75	65	55	50	50	40	80	38	55

Class "3" includes grain, bran, mill-feed, fertilizers, flour and meal in sacks. Class "9" applies to flour in barrels, 125 barrels to the car. Class "10" applies to lumber. Class "7" comprises pork and bacon (provisions). The first four classes are the same as heretofore.

Peoria Decatur & Evansville.—The city of Evansville has voted to subscribe \$200,000 for the construction of this road to their city. The townships along this route are also making subscription for its completion. The work of construction is expected to begin immediately.

St. Paul & Duluth.—The stock has been placed on the N. Y. Stock List as follows: Preferred stock, \$4,823,800; common stock, \$4,055,400. The company is a reorganization of the Lake Superior & Mississippi Railroad Company, whose road was sold under a foreclosure of the first mortgage in June, 1877. The road, from St. Paul to Duluth, is 156 miles in length. The company has no bonded debt, and its floating debt is covered by cash and supplies on hand. It has a car debt, however, of \$160,500, due the Northwestern Equipment Trust, payable May 1, 1884, in semi-annual instalments. Of the common stock every three shares possess the right of one vote, and every share of the preferred stock entitles the holder thereof to one vote at all meetings of the company. The preferred stock, which will be received at its par value in payment of or for any of the lands which may be sold by the company or offered for sale from time to time at prices fixed by the board of directors, is being gradually reduced by the sales of the company's lands, it being the owner of 1,280,000 acres, a large portion of which is covered by valuable pine timber, and all the lands are exempt from taxation until sold by the company.

St. Paul & Sioux City—Chicago St. Paul & Minneapolis.—The recent conference in regard to the consolidation of the St. Paul & Sioux City, the Chicago St. Paul & Minneapolis and the North Wisconsin railroads is said to have resulted in the adoption of the following plan: A new company is to be created, to be called the St. Paul Chicago & Omaha. The stock of the St. Paul & Sioux City will be exchanged into the new company, share for share. The Chicago St. Paul & Minneapolis will for each of its common and preferred shares get one and one-third shares of the new company's stock. The North Wisconsin will get (for its present stock) shares in the new company at the rate of one share of common and one share of preferred for each mile of its road. The new company will have a bonded debt of \$11,500 per mile on its 844 miles of road, the bonds to bear 6 per cent annual interest.

U. S. Transportation on Land-Grant Roads.—Washington, March 8.—The Court of Claims rendered a decision to-day in the case of the Atchison Topeka & Santa Fe Railroad Company against the United States, in which the claimant seeks to recover compensation for transportation services rendered by it to the United States in 1875 and 1876. These services at the claimant's ordinary tariff rates charged the public would be worth \$170,843 35. The Court finds, however, that the claimant is entitled to recover for transportation done for the United States over its land-grant road, from March 31, 1875, to Dec. 1, 1876, only 50 per cent of the ordinary tariff rates charged the public, that is \$85,421 76, which, less \$79,748 44, already paid

by the Government on account, leaves still due \$5,673 32. The opinion of the Court as to the percentage of its claim which the road is entitled to recover is decisive of twelve or fifteen other pending cases brought by land-grant railroads, involving between \$500,000 and \$1,000,000.

Virginia State Debt.—At Richmond, March 8, the Senate refused to pass the Riddleberger debt bill over the veto of the Governor—ayes, 19; nays, 16—not the necessary two thirds. The Senate that night, by a vote of 24 to 14, adopted a joint resolution providing that the readjusters' debt bill (vetoed) and the bill known as the Ross-Hamilton substitute, which was rejected by the House a few days ago, shall be submitted to the people in November next for a vote thereon, in order to decide which of the two measures is most practicable.

Wabash St. Louis & Pacific.—The Chicago & Strawn Railroad (the Chicago extension of the Wabash St. Louis & Pacific) was completed March 10, by laying the last rail at the crossing of the Rock Island, six miles east of Joliet. The road does not run direct to Chicago, but uses the Western Indiana from South Englewood. The new line will not be open for business until about May 15.

Western Union Telegraph.—The report for the quarter ending March 31, 1880, contains the following: In the report presented by the Executive Committee at the last quarterly meeting of the Board, held December 10, 1879, the net profits for the quarter ending December 31 (November being partially and December wholly estimated), were stated at \$1,475,841. The official returns afterward showed the profits to be \$53,328 more than the estimate, leaving the surplus January 1, 1880, \$1,107,927. The net profits for the quarter ending March 31, instant, based upon official returns for January, nearly complete returns for February, and estimating the business for March (reserving amount sufficient to meet the claims of the Atlantic & Pacific Telegraph Company, under existing agreements) will be about..... \$1,325,071
Add surplus, January 1, as above..... 1,107,927
\$2,432,998

From which appropriating:

Interest on bonded debt.....	\$107,200
Construction.....	150,000
Sinking fund appropriations.....	20,000
Patents.....	275,000
Real estate.....	45,000
Sundries.....	10,000—
	607,200

Leaves a balance of..... \$1,825,798
A dividend of 1¼ per cent requires..... 717,560

Deducting which, leaves surplus, after paying dividend, et., \$1,108,238
In view of the preceding statements, the Committee recommend a dividend of 1¼ per cent.

—The Southern Pacific Railroad (Cal.) loan has met with very large subscriptions in Europe, with a fair amount subscribed here. Messrs. Speyer & Co. will have further details to-morrow. In the CHRONICLE of March 6, the notice of a dividend of 1¼ per cent on the Chicago & Northwestern preferred stock was accidentally run in with the notice of this company's loan, and made it appear that the dividend was on the South. Pacific.

—The net earnings of the Anglo-California Bank (Seligman's) last year were £39,246, on a capital of £300,000—being over 13 per cent—of which 8 per cent was paid the common-stock holders, and 2 per cent the deferred, carrying forward £7,000 to the reserve, which is now £45,000.

—The regular monthly dividend of 30 cents per share has been declared for February by the Homestake Mining Company, payable on the 25th inst. Transfers close on the 20th inst.

—The Deadwood Mining Company has declared its regular dividend for the month of February, payable at the office of Wells, Fargo & Co. on the 20th. Transfers close on the 15th.

BANKING AND FINANCIAL.

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We have issued the 867th Edition of "Memoranda Concerning Government Bonds," copies of which can be had on application.

FISK & HATCH.

The Bankers' Gazette.

NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized:

- 2,461—The Merchants' National Bank of Deadwood, Dak. Authorized capital, \$100,000; paid-in capital, \$50,000. Seth Bullock, President; H. H. Mund, Cashier. Authorized to commence business March 4, 1880.
- 2,462—The Merchants' National Bank of Philadelphia, Pa. Authorized capital, \$600,000; paid-in capital, \$316,250. George H. Stuart, President; Charles H. Bilcs, Cashier. Authorized to commence business March 6, 1880.
- 2,463—The Dundee National Bank, Dundee, N. Y. Authorized capital, \$50,000; paid-in capital, \$30,000. James Spicer, President; Frank R. Darry, Cashier. Authorized to commence business March 8, 1880.
- 2,248—The First National Bank of Oakland, Cal. (Converted from the First National Gold Bank of Oakland, Cal., under Act of February 14, 1880.) Authorized capital, \$100,000; paid-in capital, \$100,000. V. D. Moody, President; Chas. H. Twombly, Cashier. Authorized to commence business March 8, 1880.
- 2,266—The Union National Bank of Oakland, Cal. (Converted from the Union National Gold Bank of Oakland, Cal., under act of February 14, 1880.) Authorized capital, \$100,000; paid-in capital, \$100,000. A. C. Henry, President; H. A. Palmer, Cashier. Authorized to commence business March 8, 1880.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Dubuque & Sioux City.....	3½	April 15	Mar. 31 to April 15
Lehigh Valley (quar.).....	1	April 15	Mar. 31 to April 15
N. Y. Central & Hud. Riv. (quar.)	2	April 15	Mar. 16 to April 18
Insurance.			
Jefferson.....	5	On dem.	.....
Miscellaneous.			
Atlantic & Pacific Tel. (quar.)....	¾	March 30	Mar. 20 to Mar. 30
Delaware Division Canal.....	\$7.25	March 20	Mar. 7 to Mar. 24
Western Union Tel. (quar.).....	1¾	April 15	Mar. 21 to April 15

* In scrip of the Lehigh Coal & Navigation Company.

FRIDAY, MARCH 12, 1880—5 P. M.

The Money Market and Financial Situation.—There is some apprehension of a stringent money market during the next thirty days. The point is made that the banks are already more reduced in their reserves than is usual at this time of year; that the amount of stocks and bonds, as well as merchandise carried on margins now for speculative customers, is larger than ever before, and that the high prices of produce put a check on exports, while the imports have largely increased, and the prospect is rather in favor of an export of gold than of any further importation. These views have some foundation in fact, but on the other side the Washington dispatches to-day report that "Secretary Sherman has decided to invest every week in 5 and 6 per cent bonds all his revenues, less actual expenditures, and a proportionate share of the accruing interest on the public debt."

If this is a correct indication of the course to be pursued by Secretary Sherman, it is about equivalent to saying that he will do all in his power to keep the money market easy. In addition to this circumstance, it seems more than probable that the demand for currency on the opening of navigation, and for the old-fashioned April settlements, will be much less than usual this year, as the large amount which went out of New York and other Atlantic cities in the last quarter of 1879 has never yet come back to any important extent.

As to the situation in stocks, the high prices are quite as well supported by the gross receipts on the railroads as the most sanguine operator could expect, and the large increase in earnings for the first two months of 1880, as shown in the tables on another page, has seldom or ever been equaled in a corresponding period of time.

The money market has worked more closely to stock brokers, and the prevailing rate has been 5@6 per cent to stock borrowers, with a commission frequently paid of 1-32 per day. Government bond dealers paid 4@5 per cent. Time loans on collateral were made at 5@6 per cent, and prime commercial paper is also quoted at 5@6 per cent.

The Bank of England on Thursday showed a gain of £130,000 in specie, and the reserve was 46½ per cent of liabilities against 45¾ per cent the previous week. The discount rate remains at 3 per cent. The bank of France gained 1,100,000 francs during the week.

The last statement of the New York City Clearing-House banks, issued March 6, showed a decrease of \$1,513,550 in the excess above their 25 per cent legal reserve, the whole of such excess being \$2,314,550, against \$3,828,100 the previous week.

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

	1880. Mar. 6.	Differences from previous week.	1879. March 8.	1878. March 9.
Loans and dis.	\$297,133,500	Inc. \$3,589,900	\$247,674,200	\$246,320,800
Specie.....	58,055,000	Inc. 611,700	16,945,200	37,116,900
Circulation..	21,002,100	Dec. 171,900	19,236,000	19,885,100
Net deposits.	271,423,400	Inc. 470,600	213,293,100	215,155,900
Legal tenders.	12,130,400	Dec. 2,037,900	40,593,800	30,655,900
Legal reserve.	\$67,870,850	Inc. \$117,650	\$53,323,275	\$53,788,975
Reserve held.	70,185,400	Dec. 1,395,900	57,539,000	67,772,800
Surplus.....	\$2,314,550	Dec. \$1,513,550	\$4,215,725	\$13,983,825

United States Bonds.—There has been a quiet tone in Government bonds on a fair business. At the Treasury purchase of bonds on Wednesday, the offers were \$12,670,350, including sixes of 1880 at 103'93@104'05, sixes of 1881 at 105'79@106 and fives of 1881 at 103'40@103'75. The amount accepted was \$2,000,000, viz.: \$738,000 sixes of 1880 at 104 and under and \$1,262,000 fives at 103'44 and under. No sixes of 1881 were taken, and the purchase of fives was the first in three weeks.

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

	Interest Periods.	March 6.	March 8.	March 9.	March 10.	March 11.	March 12.
6s, 1880.....reg.	J. & J.	103½	103½	104	104	103¾	103¾
6s, 1880.....coup.	J. & J.	103½	103½	104	104	103¾	103¾
6s, 1881.....reg.	J. & J.	105¾	105¾	105¾	105¾	105½	105½
6s, 1881.....coup.	J. & J.	105¾	105¾	105¾	105¾	105½	105½
5s, 1881.....reg.	Q-Feb.	103¼	103¾	103¾	103¾	103¼	103¼
5s, 1881.....coup.	Q-Feb.	103¼	103¾	103¾	103¾	103¼	103¼
4½s, 1891.....reg.	Q-Mar.	103	108	108	107½	107½	107½
4½s, 1891.....coup.	Q-Mar.	103	108	108	107½	107½	107½
4s, 1907.....reg.	Q-Jan.	105¾	105¾	105¾	105¾	105¾	105¾
4s, 1907.....coup.	Q-Jan.	106¾	106¾	106¾	106¾	106¾	106¾
6s, cur'cy, 1895.....reg.	J. & J.	125	125	125	125	126	122
6s, cur'cy, 1896.....reg.	J. & J.	125¼	125¼	125	125	125	122
6s, cur'cy, 1897.....reg.	J. & J.	125¼	125¼	125	125	125	122
6s, cur'cy, 1898.....reg.	J. & J.	126	126	125	125	125	122
6s, cur'cy, 1899.....reg.	J. & J.	126½	126½	125	125	125	122

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

The range in prices since Jan. 1, 1880, and the amount of each class of bonds outstanding March 1, 1880, were as follows:

	Range since Jan. 1, 1880.		Amount March 1, 1880.	
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880....cp.	102¼ Jan. 13	104 Feb. 16	\$14,722,000	\$3,507,000
6s, 1881....cp.	104¼ Jan. 7	105¾ Mar. 2	181,379,050	63,552,650
5s, 1881....cp.	103 Feb. 2	104 Jan. 29	290,703,050	210,715,850
4½s, 1891....cp.	106¾ Jan. 2	109¼ Feb. 17	168,662,800	81,337,200
4s, 1907....cp.	103 Jan. 2	107¼ Feb. 16	513,417,350	225,544,650
6s, cur'cy reg.	125½ Feb. 18	126½ Feb. 17	61,623,512	.....

State and Railroad Bonds.—There has been only a light business in Southern State bonds, and very few transactions in the low-priced bonds. Louisiana's are firm, and Virginia's are strengthened by the failure to pass the re-adjusters' bill over the Governor's veto, although if the question is to be submitted to the people of the State next November, as provided by the joint resolution of the Senate, the prospect would still be unfavorable.

In railroad bonds there has been much less speculative business than a few weeks ago, but among all the investment bonds prices remain at the highest figure. Erie second consolidated have sold lower, although these bonds now carry over 1½ per cent of accrued interest.

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

Bonds.	Shares.
\$5,000 City of Elizabeth, N.J., school bonds, due May 1, 1881.....	40 N. Y. Gaslight Co.....108
5,000 Jersey City 7 p. c. rev. bond, due 1886, reg.....	20 Globe Fire Ins.....113
5,000 Jersey City 7 p. c. imp. bonds, due 1891, reg.....	110 People's Gaslight Co. of Jersey City.....78
3,000 Chic. & Can. So. RR. 7 per cent gold sinking fund bonds.....	162 Bank of Manhattan Co.....146½
500 N. Y. & Rockaway RR. 1st mort. 7 per cent bonds, due 1901.....	20 Continental Ins.....183
	50 Niagara Ins.....140
	20 Lafayette Ins.....125
	6 St. Nicholas Ins.....85

Four thousand shares of New Jersey Midland Railway Company stock were sold at auction in the Exchange Salesroom, realizing 10 per cent of their par value.

Railroad and Miscellaneous Stocks.—The stock market has been variable during the week, with numerous fluctuations in particular stocks. The chief influences applicable to the whole market are, on the one side, the close working of the money market, and the fact that stocks have been a long time advancing, and are now selling at comparatively high prices, and also the belief that some of the largest operators have been unloading their stocks for some weeks past. On the other hand, are the very large railroad earnings, the numerous combinations and consolidations which tend to produce harmony and prevent cutting of rates, the great buoyancy in general business, and the support which the stock market has from an immense outside interest of small purchasers.

The telegraph war is too unsettled to permit of any decided conclusions as to the success which the American Union Company may have in its attacks upon the Western Union, but at the moment the advantage seems to rest with the Western Union (or A. & P.) on the Union Pacific lines and with the other company on the Baltimore & Ohio. The Ohio & Mississippi stock has fallen off very sharply, and apparently because the advance was not warranted. The coal stocks have not sustained the large advance which they made. The Gould stocks are pretty firm, on the report that he returns from his Western trip a decided bull on stocks.

The daily highest and lowest prices have been as follows:

	Saturday, March 6.	Monday, March 8.	Tuesday, March 9.	Wednesday, March 10.	Thursday, March 11.	Friday, March 12.
Am. Dist. Tel.	40 1/2	70 3/4	73 1/2	74 1/2	72 1/2	72 1/2
Atl. & Pac. Tel.	40 1/2	70 3/4	73 1/2	74 1/2	72 1/2	72 1/2
Canada South.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Cent. of N. J.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Cent. Pacific	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Ches. & Ohio	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
do 1st pref.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
do 2d pref.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Chic. & Alton	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Chic. Bar. & Q.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Chic. M. & St. P.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
do pref.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Chic. & N. W.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
do pref.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Chic. R. I. & N. O.	151 1/2	151 1/2	151 1/2	151 1/2	151 1/2	151 1/2
Chic. St. P. & M.	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Ches. & C. & I.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Col. Chic. & I. C.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Del. & H. Canal	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
Del. & Lack. & W.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Han. & St. Jo.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
do pref.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Hous. & Tex. C.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Illinois Cent.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Lake Erie & W.	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Lake Shore	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Louis. & Nash	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Manhattan	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Mar. & C. 1st pref.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
do 2d pref.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Mich. Cent.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Mobile & Ohio	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Mo. Kans. & St. P.	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
Mor. & Essex	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Nash. Ch. & St. L.	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
New Cent. Coal	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
N. Y. C. & H. R.	132 1/2	132 1/2	132 1/2	132 1/2	132 1/2	132 1/2
N. Y. L. E. & W.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
do pref.	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2
N. Y. Ont. & W.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Northern Pac.	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2
do pref.	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
Ohio Cent.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Ohio & Miss.	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Pacific Mail	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Panama	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Phil. & Reading	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
St. L. A. & T. I.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
do pref.	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
St. L. I. M. & S.	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
St. L. & S. Fran.	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
do pref.	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
St. P. & Sioux	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
do pref.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Sutro Tunnel	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Union Pacific	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Wab. St. L. & P.	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
do pref.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
West. Un. Tel.	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2

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

Total sales of leading stocks for the week ending Thursday and the range in prices for the year 1879 and from Jan. 1, 1880, to date, were as follows:

	Sales of Week. Shares.	Range since Jan. 1, 1880.	Range year 1879.
		Lowest.	Highest.
Canada Southern	19,025	64 1/2 Mar. 1	74 1/2 Jan. 14
Central of N. J.	46,197	79 1/2 Jan. 23	90 1/4 Mar. 8
Chicago & Alton	1,863	99 1/2 Jan. 2	110 1/4 Feb. 20
Chic. Bnrl. & Quincy	286	138 Jan. 2	152 Jan. 26
Chic. Mil. & St. P.	54,300	75 1/4 Jan. 5	82 1/2 Mar. 8
do do pref.	1,637	100 1/2 Jan. 2	104 1/2 Mar. 5
Chicago & Northw.	76,900	88 1/2 Jan. 11	94 1/2 Mar. 8
do do pref.	1,944	104 Feb. 10	107 1/2 Jan. 8
Chic. Rock Isl. & Pac.	1,155	149 Jan. 10	153 1/2 Jan. 10
Col. Chic. & Ind. Cent.	22,328	16 1/2 Mar. 5	25 1/2 Jan. 26
Del. & Hudson Canal	26,211	70 1/2 Feb. 12	85 1/4 Mar. 10
Del. Lack. & Western	111,004	63 Jan. 2	94 1/2 Mar. 8
Hannibal & St. Jo.	19,660	33 1/2 Jan. 2	42 1/2 Feb. 24
do do pref.	14,320	64 Jan. 7	76 Feb. 24
Illinois Central	5,182	99 1/2 Jan. 2	105 1/2 Jan. 21
Lake Erie & Western	42,695	20 1/2 Jan. 2	38 1/2 Mar. 4
Lake Shore	88,510	98 1/2 Jan. 5	111 1/2 Mar. 4
Louisville & Nashv.	8,734	96 1/2 Jan. 8	163 1/2 Mar. 5
Manhattan	74,085	41 1/2 Jan. 3	56 Jan. 3
Michigan Central	43,340	88 1/2 Feb. 11	95 Mar. 5
Missouri Kan. & Tex.	79,345	32 Feb. 2	49 1/4 Jan. 27
Morris & Essex	1,890	101 1/2 Jan. 6	110 1/2 Feb. 29
Nashv. Chatt. & St. L.	103,320	76 Jan. 21	128 Mar. 5
N. Y. Cent. & Hud. R.	18,805	129 Jan. 31	135 Jan. 8
N. Y. Lake E. & West.	266,278	41 1/2 Jan. 5	48 1/2 Feb. 2
do do pref.	9,275	67 1/2 Jan. 20	73 1/2 Feb. 2
Northern Pacific	5,110	31 1/2 Feb. 9	36 Jan. 14
do do pref.	5,877	53 Feb. 10	60 Jan. 13
Ohio & Mississippi	323,680	28 1/2 Jan. 5	44 1/2 Mar. 6
Pacific Mail	175,660	36 1/2 Jan. 5	62 Mar. 8
Panama	168 Jan. 2	185 Feb. 17	123 1/2 Mar. 18
Phil. & Reading	43,800	64 Feb. 11	72 1/2 Jan. 3
St. L. I. Mt. & South.	39,226	49 1/2 Jan. 2	66 Feb. 17
St. L. & S. Francisco	5,500	40 Jan. 5	48 Feb. 2
do do pref.	7,270	49 1/2 Jan. 2	60 1/2 Mar. 8
do 1st pref.	4,360	68 1/2 Jan. 2	83 1/2 Mar. 9
Union Pacific	24,704	81 1/2 Jan. 6	97 1/2 Jan. 19
Wab. St. L. & Pacific	52,360	42 Mar. 1	48 Jan. 27
do do pref.	83,550	65 Jan. 2	72 1/2 Jan. 27
Western Union Tel.	49,900	99 1/2 Jan. 6	116 1/2 Feb. 24

* Range from Sept. 25. † 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.	1880.	1879.	Jan. 1 to latest date.	1880.	1879.
Ala. Gt. Southern	January	\$55,401	\$33,941	\$55,401	\$33,941	
Albany & Susq.	January	99,962	77,362	99,962	77,362	
Atchafalpa & N. B.	2d wk Jan	15,695	8,065	27,901	15,506	
Atch. Top. & S. F.	4th wk Feb	106,000	95,503	917,500	683,339	
Atl. & Gt. West.	January	339,486	298,646	339,486	298,646	
Atl. Miss. & Ohio	January	156,879	109,894	156,879	109,894	
Bur. C. Rap. & N.	1st wk Feb	42,144	25,329	391,631	239,968	
Calve & St. Louis	4th wk Feb	6,255	4,238	48,123	34,481	
Carolina Central	January	44,733	37,908	44,733	37,908	

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

	Week or Mo.	1880.	1879.	1880.	1879.
Central Pacific	February	1,038,000	1,056,691	2,261,000	2,145,857
Ches. & Ohio	February	198,633	102,093	401,018	190,760
Chicago & Alton	1st wk Feb	134,864	71,247	1,147,462	722,665
Chic. Bnrl. & Q.	January	1,200,238	1,105,098	1,200,238	1,105,098
Chic. Cl. Dub. & M.	4th wk Feb	14,735	5,850		
Chic. & East. Ill.	4th wk Feb	20,802	13,740	155,731	128,530
Chic. Mil. & St. P.	1st wk Feb	190,000	130,728	1,692,000	1,198,569
Chic. & Northw.	February	1,153,800	889,623	2,309,432	1,897,944
Chic. St. P. & Min.	1st wk Feb	21,715	17,924	179,813	156,066
Chic. & W. Mich.	3d wk Jan.	12,246	9,367	36,603	25,623
Cin. & Springf.	February	66,503	45,525	113,600	95,006
Clev. Col. Cin. & I.	February	309,115	250,860	624,651	495,722
Clev. Mt. V. & Del.	4th wk Feb	9,597	6,009	67,928	52,622
Del. & H. Can. Pa. Div.	January	112,163	88,063	112,163	88,063
Denn. S. P. & Pac.	February	135,430		279,730	
Det. Lans. & N.	4th wk Feb	19,846	16,816	159,886	121,204
Dubuque & S. City	1st wk Feb	18,441	16,979	157,916	135,914
Eastern	January	202,314	163,239	202,314	163,239
Flint & Pere Mar.	February	118,024	77,520	228,016	154,932
Grand Trunk	Wk. end Feb	194,708	164,691	1,685,689	1,554,869
Gt. Western	Wk. end Feb	90,037	75,371	685,232	658,644
Hannibal & St. Jo.	1st wk Feb	50,934	47,495	377,880	321,570
Hous. & Tex. C.	January	319,041	260,746	319,041	260,746
Illinois Cent.	February	462,673	368,568	879,900	844,459
do (Jewell)	February	120,138	98,353	239,559	202,654
Indiana Bl. & W.	4th wk Feb	16,915	12,282	170,458	165,886
Iowa & Gt. North.	1st wk Feb	29,709	29,145	327,699	338,289
Iowa Central	January	78,019	58,061	78,019	58,061
K. C. Ft. S. & G.	3d wk Feb	22,096	14,313		
Kans. C. Law. & S.	4th wk Jan	14,927	9,494	33,184	23,600
K. C. St. J. & O.	4th wk Feb	35,369	30,559		
Little Rk. & F.	8 Feb.	40,850	23,073	88,447	48,597
Louis. & Nashv.	4th wk Feb	149,700	97,363	1,224,309	881,114
Minn. & St. Louis	3d wk Feb	13,588	6,932	78,598	47,148
Mo. Kans. & Tex.	1st wk Feb	77,736	52,457	771,009	441,765
Mobile & Montg.	January	78,154	80,869	78,154	80,869
Mobile & Ohio	1st wk Feb	44,255	39,580	497,670	404,724
Nashv. Ch. & St. L.	January	205,634	157,279	205,634	157,279
N. Y. & Canada	January	49,810	25,587	49,810	25,587
N. Y. Cent. & Hud.	February	2,317,231	2,210,304	4,910,844	4,235,116
N. Y. L. Erie & W.	January	1,296,381	1,147,173	1,296,381	1,147,173
N. Y. N. Eagl. d.	January	170,000	127,070	170,000	127,070
Northern Cent.	January	334,494	265,002	334,494	265,002
Northern Pacific	February	56,419	44,658	138,262	81,672
Ogd. & L. Champ.	1st wk Mar.	7,108	3,222	60,058	39,733
Pad. & Elizabetht.	3d wk Feb.	6,638	5,101	57,190	41,392
Pad. & Memphis	3d wk Feb.	4,269	3,390	32,050	25,435
Pennsylvania	January	3,083,552	2,543,425	3,083,552	2,543,425
Peoria Dec. & Ev.	1st wk Feb	5,503	2,773		
Phila. & Erie	January	224,307	212,748	224,307	212,748

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 6, 1880:

Banks.	Capital.	Average amount of				
		Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U. S.	Circulation.
New York.	2,600,000	10,800,000	2,142,000	368,300	10,100,000	405,000
Manhattan Co.	2,050,000	8,443,800	575,900	70,000	4,424,700	400
Merchants.	2,000,000	7,205,700	1,204,000	222,500	5,054,700	505,000
Mechanics.	2,000,000	7,750,900	1,278,000	383,000	5,453,900	44,500
Union.	1,200,000	4,544,700	1,102,300	62,000	3,950,400	
America.	3,000,000	9,248,400	1,448,000	252,000	6,940,900	1,100
Phoenix.	1,000,000	3,327,000	496,000	70,000	2,504,000	815,000
City.	1,000,000	4,474,400	2,388,100	100,000	1,982,200	
Traders.	1,000,000	3,000,000	382,500	59,800	1,904,100	700,000
Fulton.	600,000	1,651,900	282,500	100,800	1,164,000	
Chemical.	300,000	12,143,000	3,380,200	317,200	12,310,000	
Merchants' Exch.	1,000,000	3,813,200	619,300	202,200	3,101,000	665,100
Gallatin Nat'l.	1,000,000	3,091,000	445,700	204,800	2,727,400	714,500
Butchers & Drov.	300,000	1,383,800	233,100	39,100	1,192,500	250,000
Mechanics & Tr.	200,000	855,000	15,000	24,000	830,000	150,000
Greenwich.	200,000	900,000	18,400	222,500	880,900	2,700
Leather Man'frs	600,000	2,847,000	392,300	180,700	2,137,000	473,600
Seventh Ward.	300,000	1,000,400	172,500	119,100	997,800	87,000
State of N. York.	800,000	3,280,300	643,600	148,800	2,543,900	629,200
American Exch.	5,000,000	14,416,000	2,390,000	308,000	10,880,000	450,000
Commerce.	5,000,000	13,285,200	4,230,500	510,800	10,085,700	1,433,100
Broadway.	1,000,000	5,433,600	687,700	236,000	4,041,800	868,300
Mercantile.	1,000,000	3,032,500	555,000	240,400	3,774,100	177,400
Pacific.	422,700	2,284,500	203,700	151,700	2,122,500	
Republic.	1,500,000	5,534,200	702,300	172,000	3,427,900	1,125,000
Chatham.	450,000	3,890,100	828,600	126,400	3,884,800	307,000
People's.	412,500	1,372,100	148,300	78,200	1,250,100	5,400
North American.	700,000	2,441,200	392,000	234,000	2,015,200	800,000
Hanover.	1,000,000	7,040,800	1,410,300	344,000	7,303,000	439,000
Irving.	500,000	2,705,300	382,200	201,900	2,410,100	430,000
Metropolitan.	3,000,000	12,703,000	2,477,000	435,000	11,020,000	45,000
Citizens.	600,000	1,000,100	303,100	103,800	1,015,800	269,700
Nassau.	1,000,000	2,188,400	137,000	113,100	2,002,400	3,900
Market.	500,000	2,433,200	351,100	62,200	2,109,400	437,600
St. Nicholas.	500,000	2,180,000	375,500	103,100	1,802,500	450,000
Shoe & Leather.	500,000	3,323,000	639,000	235,000	2,422,000	450,000
Corn Exchange.	1,000,000	3,430,400	243,200	26,000	3,009,500	4,000
Continental.	1,000,000	5,518,000	1,377,400	103,600	5,719,400	749,100
Oriental.	300,000	1,500,700	22,400	205,400	1,364,200	174,100
Marine.	400,000	3,141,000	635,000	120,000	3,423,000	1,113,000
Importers & Tr.	1,500,000	20,020,000	5,509,200	394,300	21,721,200	1,113,000
Park.	2,000,000	10,374,000	3,280,000	283,700	18,402,800	530,000
Mech. Bkz. Ass'n	500,000	815,000	183,800	24,700	650,500	350,000
North River.	240,000	843,300	28,900	108,800	755,000	
East River.	250,000	1,028,500	143,200	63,800	810,800	224,000
Fourth National.	3,200,000	17,130,100	3,373,700	581,200	10,626,300	810,000
Central Nat.	2,000,000	8,019,000	1,337,000	522,000	7,019,000	1,480,000
Second Nat'l.	300,000	2,680,600	480,000	232,000	3,010,000	45,000
Ninth National.	750,000	7,592,000	737,000	270,800	4,574,200	40,000
First National.	500,000	13,233,000	3,559,800	153,100	14,147,000	450,000
Third National.	1,000,000	9,199,300	2,354,500	295,000	10,069,000	800,000
N. Y. Nat. Exch.	300,000	1,307,000	171,100	81,600	975,400	270,000
Bowery National.	250,000	1,305,500	28,000	287,000	1,118,000	235,000
N. York County.	200,000	1,223,500	12,100	341,400	1,406,100	180,000
Germ. & Amer. Bk.	750,000	2,280,200	210,000	103,000	1,945,100	
Chase National.	300,000	3,030,000	532,400	247,500	3,124,700	270,000
Total.	00,375,200	297,135,500	58,055,000	12,310,000	271,483,400	21,002,100

The deviations from returns of previous week are as follows:

Loans and discounts.	Inc. \$359,900	Net deposits.	Inc. \$470,600
Specie.	Inc. 611,700	Circulation.	Dec. 171,900
Legal tenders.	Dec. 2,037,000		

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

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1879.						
Jan. 31.	293,194,500	50,312,800	18,586,000	250,675,000	21,529,000	772,125,000
Feb. 7.	290,881,600	52,994,600	10,437,000	264,404,200	21,083,200	720,978,100
Feb. 11.	290,445,200	51,740,500	16,680,000	267,128,100	21,599,600	683,453,357
Feb. 21.	290,601,200	50,887,200	15,505,500	271,601,000	21,282,200	795,314,114
Feb. 28.	293,545,000	57,418,300	14,168,000	271,602,800	21,174,000	725,419,855
March 6.	297,135,500	58,055,000	12,310,000	271,483,400	21,002,100	805,011,025

NOTE.—With December 27 the Grocers' Bank disappeared from the list.

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

	Loans.	Lawful Money.	Deposits.	Circulation.	Agg. Clear.
1879.					
Sept. 22.	92,550,008	17,377,438	52,817,043	11,568,856	38,264,123
Oct. 20.	92,839,944	17,500,784	53,224,187	11,788,858	39,001,708
Oct. 18.	93,358,250	17,087,922	54,442,610	11,705,900	39,333,257
Nov. 15.	94,705,903	17,235,309	54,700,355	11,814,680	44,100,750
Nov. 20.	95,042,232	10,248,410	54,700,355	11,858,080	52,235,087
Nov. 27.	96,274,801	15,303,464	54,580,004	11,878,284	54,906,178
Nov. 8.	96,337,415	15,185,100	54,187,213	11,885,099	51,527,200
Nov. 10.	96,680,258	14,851,350	53,581,853	11,875,664	54,061,068
Nov. 17.	95,477,180	14,010,427	52,606,024	11,871,878	55,027,309
Dec. 1.	95,302,571	14,091,491	52,342,702	11,890,480	46,780,070
Dec. 8.	94,583,878	14,068,039	52,653,503	11,902,526	45,548,181
Dec. 15.	94,850,163	15,040,003	52,197,356	11,885,400	50,885,471
Dec. 22.	94,724,398	14,774,553	51,582,897	12,011,733	50,800,387
Dec. 29.	94,775,731	14,447,092	51,208,835	12,021,208	42,599,082
1880.					
Jan. 12.	94,600,423	15,802,394	52,809,503	12,072,790	50,218,107
Jan. 19.	95,164,191	16,417,981	54,390,727	12,082,390	50,506,285
Jan. 26.	94,855,180	16,031,434	54,300,786	12,073,069	50,555,548
Feb. 2.	94,072,032	17,219,431	54,563,582	12,068,233	42,903,511
Feb. 9.	95,070,329	17,120,173	54,072,059	12,070,283	48,053,960
Feb. 16.	96,888,134	17,190,950	50,186,186	12,050,483	46,300,069
Feb. 23.	97,265,688	16,220,959	55,027,182	12,058,555	53,151,851
Mar. 6.	97,135,222	15,773,608	55,122,311	12,063,060	59,982,846
Mar. 13.	97,130,447	16,250,170	55,397,217	12,055,136	53,024,758

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.					
Atch. & Tepeka 1st m. 7s.	115		Old Colony 7s.		
do land grant 7s.			Omaha & N. W. Valley, 8s.		
do 2d m. 7s.	135		Pueblo & Rk. Valley, 7s.	109	
do land inc. 8s.			Rutland 6s. 1st m.	60	
Boston & Maine 7s.			Vermont & Canada, new 8s.		
Boston & Albany 7s.	121		Vermont & Mass. R.R., 6s.		
do 6s.	112		STOCKS.		
Boston & Lowell 7s.			Atchison & Topeka	136	
do 6s.			Ch. & N. Nebraska		
Boston & Providence 7s.	122	124	Boston & Lowell	143	
Burl. & Mo. land grant 7s.	114		Boston & Maine	128	129
do N. E. 6s. Ex.	109		Boston & Providence	124	124
do N. E. 6s.	109		Burlington & Mo. in Neb.	124	143
Conn. & Passumpsic, 1897.	109		Cheshire preferred.	152	155
Eastern, Mass., 4s. & 5s.	109		Chic. & N. W. Dub. & Min.	87	
Fitchburg R.R. 6s.			Cin. & Ind. Clev.	10	10
do 7s.			Concord		
Fort Scott & Gulf 7s.	107	107	Connecticut River		
Harford & Erie 7s.	58	58	Conn. & Passumpsic	61	
do do 7s.			Eastern (Mass.)	41	42
K. City Lawrence & So. 4s.	57		Eastern (New Hampshire)		
Kan. City St. Jo. & C. B. 7s.	70		Fitchburg	125	
Kan. City St. Jo. & C. B. 10.	75		Fort Scott & Gulf, preferred	81	
Little Rk. & Ft. Smith, 7s. 1st	101		do common	50	53
New York & New Eng. 7s.	112		K. C. Law. & Southern	85	
Ogdensburg & Lake Ch. 8s.			K. C. St. Jo. & Council Bluffs	60	
			Little Rock & Fort Smith	63	64

BOSTON, PHILADELPHIA, Etc.—Continued.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Manchester & Lawrence	115		Phil. & R. cons. m. 7s. 1891.	106	
Nashua & Lowell	114	115	do conv. 7s. 1893	63	65
New York & New England.	54		do do m. 7s. 1891		
Northern of New Hampshire	90		Phil. & R. Coal. cons. deb. 7s. 90		
Norwich & Worcester	187		do do m. 7s. 1891		
Ogdensburg & L. Champlain	30		do do m. 7s. 1891		
do	pref.		Phil. Wilm. & Balt. 6s. 84	114	
Old Colony	117	112	Pitts. Ch. & R. L. 7s. 1891	114	115
Portland & St. Portmouth	100		do do m. 7s. 1891		
Pullman Palace Car.	110		Shamokla V. & Potomac, 8s. 1901	110	
Pueblo & Arkansas			Stauben V. & Ind. 1st m. 7s. 1891		
Rutland, preferred	35		Stony Creek 1st m. 7s. 1891		
Vermont & Massachusetts	110		Sunbury & Erie 1st m. 7s. 97	108	
Worcester & Nashua	06		Syrac. Gen. & Corn. 1st m. 7s. 1891		
PHILADELPHIA.			Texas & Pac. 1st m. 7s. 1891	100	
STATE AND CITY BONDS.			do cons. m. 7s. 1891	97	
Penna. 5s. g'd. int. reg. or op.			do inc. & l. gr. 1891		
do 5s. cur. reg.			Union & Titusv. 1st m. 7s. 90	75	
do 5s. n.w. reg. 1892-1902	114		United N. J. cons. m. 6s. 94		
do 6s. 10-15, reg. 1877-92	101		Warren & F. 1st m. 7s. 94	102	
do 6s. 15-20, reg. 1882-92	100	107	West Chester cons. 7s. 91		
do 6s. 15-20, reg. 1882-92	101		West Jersey g. d. deb. cons. 7s. 91		
Philadelphia 5s. reg.			do 1st m. 7s. 91	110	
do 6s. old, reg.			do 1st m. 7s. 91		
do 6s. n. reg. prior to '95			Western Penn. R.R. 6s. cp. 1899	100	
do 6s. n. reg. 1895 & over	121		do 6s. P. B., 96		
Allegheny County 5s. coup.			CANAL BONDS.		
Allegheny City 7s. rex.			Chesap. & Dela. 1st 6s. 7s. 86		
Pittsburgh 6s. coup.			Delaware Division 6s. cp. 75		
do 5s. reg. & cp. 1915			Lehigh Nav. 1st m. 7s. 1891	107	
do 6s. gold, reg.			do do m. 7s. 1891	107	
do 7s. w't'ing, & cp.			do m. conv. g. r. 94	103	
do 7s. 1tr. up. reg. 83-96			do m. port. gold, 97	105	
N. Jersey 6s. reg. and coup.			do cons. m. 7s. rg. 1911	109	109
do exempt, rg. & coup.			Morria, boat loan, reg. 1885		
Camden County 6s. coup.			Pennsylvania 6s. coup. 1910		81
Camden City 6s. coupon			Schuylk. Nav. 1st m. 7s. 1891		80
do 7s. reg. & coup.			do 2d m. 6s. 89, 120		80
Delaware 6s. coupon			do 6s. boat & car, 1218		80
Harrisburg City 6s. coupon			do 7s. boat & car, 1915		80
			Susquehanna 6s. coupon. 1918		
RAILROAD STOCKS.			BALTIMORE.		
Camden & Atlantic			Maryland 6s. defense, J. & J.	108	110
do do pref.	33		do 6s. exempt, 1887	111	113
Calawless			do 6s. 1890, quarterly	107	110
do pref.			do 5s. quarterly	100	105
do new pref.			Baltimore 6s. 1891, quart.	107	112
Delaware & Round Brook			do 6s. 1886, J. & J.	111	112
East Pennsylv.			do 6s. 1891, m. 7s. 1891	113	114
Lehigh & Williamsport			do 6s. park, 1890, Q-M	111	114
do do pref.			do 6s. 1893, M. & S.	111	118
Mar. P. Nt. Joy & Lancaster			do 6s. exempt, 5s. M. & S.	115	120
Montandon & Broad Top	10	12	do 6s. 1900, Q-J	116	120
do do pref.	62	52	do 6s. 1902, J. & J.	116	120
Lehigh Valley	53	53	do 7s. 11.6, new	118	124
Little Schuylkill	53	53	Norfolk water stock	118	120
Lehigh Valley			RAILROAD STOCKS.		
Lehigh Valley			Balt. & Ohio	100	155
Morristown	102		do 1st pref.	110	120
North Pennsylv.	50		do 2d pref.	108	108
Pennsylvania	52	52	do Wash. Branch 100		150
Philadelphia & Erie	34		do Wash. Branch 100		150
Philadelphia & Reading	34		do Wash. Branch 100		150
Philadelphia & Trenton	34		do Wash. Branch 100		150
Phila. Wilm. & Baltimore	19	19	do Wash. Branch 100		150
Pittsburg Titusv. & Buff.	19	19	do Wash. Branch 100		150
P. Paul & Duluth R.R. Com.			do Wash. Branch 100		150
do do pref.			do Wash. Branch 100		150
United N. J. Companies	180		do Wash. Branch 100		150
West Chester consol. pref.			do Wash. Branch 100		150
East Jersey			do Wash. Branch 100		150
CANAL STOCKS.			RAILROAD BONDS.		
Chesapeake & Delaware			Balt. & Ohio 6s. 1890, J. & J.	101	108
Delaware Division			do 6s. 1885, A. & C.	105	110
Lehigh Navigation	37	37	N. W. Va. 3d 6s. 1890, J. & J.	105	110
Morristown			Pittsb. & Connelleville 7s. 93, J. & J.	113	114
do pref.			do 6s. 1890, A. & C.	110	112
Pennsylvania			do 6s. 1890, A. & C.	110	112
Schuylkill Navigation	15	7	do 6s. 1890, A. & C.	110	112
do do pref.			do 6s. 1890, A. & C.	110	112
Susquehanna			do 6s. 1890, A. & C.	110	112
RAILROAD BONDS.			RAILROAD BONDS.		
Allegheny Val. 7-10s. 1896			Balt. & Ohio 6s. 1890, J. & J.	101	108
do 7s. e. ext. 1910			do 6s. 1885, A. & C.	105	110
do inc. 7s. end. '91			N. W. Va. 3d 6s. 1890, J. & J.	105	110
Allegheny Dela. 1st m. 6s. 1902	111		Pittsb. & Connelleville 7s. 93, J. & J.	113	114
do 2d m. 6s. 93			do 6s. 1890, A. & C.	110	112
Camden & Amboy 6s. coup. 83	104		do 6s. 1890, A. & C.	110	112
do 6s. coup. 89	109		do 6s. 1890, A. & C.	110	112
do 6s. 6s. 89			do 6s. 1890, A. & C.	110	112
Cam. & Atl. 1st m. 7s. g. 1893			do 6s. 1890, A. & C.	110	112
m. & Burlington C. 6s. 91			do 6s. 1890, A. & C.	110	112
Lawson 1st m. 7s. conv. 82			do 6s. 1890, A. & C.	110	112
do 2d m. 7s. 88			do 6s. 1890, A. & C.	110	112
do new 7s. 1900			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m. 7s. 1901			do 6s. 1890, A. & C.	110	112
Lehigh Valley 1st m.					

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—Class A, 2 to 5	63	63½	Kentucky—6s	101	101½	New York—6s, loan, 1892	118	119	Rhode Island—6s, coup. '93-9	115	116
Class A, 9 to 5, small	63	63½	Louisiana—7s, consolidated	50½	51	do loan, 1893	119	120	South Carolina—		
Class B, 6s	95	95½	7s, small	45	45½	North Carolina—6s, old, J & J	29	30	6s, Act Mar. 23, 1890.	5	6
Class C, 2 to 5	72½	73½	Michigan—6s, 1893	107	108	6s, old, A. & O.	29	30	Non-fundable.		
Arkansas—6s, funded	20	20½	7s, 1890	102	103	No. Car. R.R., J. & J.	110	110	Tennessee—6s, old	37	38
7s, L. Rock & P. Scott R.R.	5	5½	Missouri—6s, due 1882 or '83	102	103	do A. & O.	110	110	6s, new	31½	32
7s, M. & L. Rock R.R.	5	5½	6s, due 1888	100½	101	do comp. off. J. & J.	90	90	6s, new series	31½	32
7s, L. R. P. B. & N. O. R.R.	9	9½	6s, due 1887	107	108	do comp. off. A. & O.	90	90	Virginia—6s, old	22	22½
7s, Miss. O. & R. R.	6	6½	6s, due 1888	108½	109	Funding act, 1890	102½	103	6s, new, 1890	22	22½
7s, Arkansas Central R.R.	6	6½	6s, due 1889 or '90	110	110½	New bonds, J. & J.	17½	17½	6s, new, 1897	22	22½
Connecticut—6s	106	106½	Assy. Bt. & N. Y. due '92	110	110½	do A. & O.	17½	17½	6s, consol. bonds	80	80½
Georgia—6s	100	100½	Hannibal & St. Jo., 1880	107	107½	Special tax, class 1	4½	4½	6s, ex matured coupon	54½	55½
7s, new	109½	110	do do 1887	107	107½	class 2	4½	4½	6s, consol., 2d series	81	81½
7s, endorsed	110	110½	New York—6s, gold, reg. '87	107	107½	class 3	4½	4½	6s, deferred	84½	85½
7s, gold	114	114½	6s, gold, coup., 1887	107	107½	Ohio—6s, 1881	102	102½	D. of Columbia, 1892	94	94½
Illinois—6s, coupon, 1879	114	114½	6s, loan, 1883	107	107½	6s, 1883	100	100	Small	84½	85½
War loan	114	114½	6s, do 1891	117	117½				Registered	94	94½

RAILROAD AND MISCELLANEOUS STOCKS AND BONDS.

RAILROAD STOCKS.			SECURITIES.			RAILROADS.			MISCELLANEOUS LIST.		
(Acres previously quoted.)			1st 5s, La.C. & Dav. 1909.			Peoria Dec. & E.ville, 1st 6s			2d int., 6s, accumulative ..		
Albany & Saraghehanna	107		Chic. & Northw.—Sink. f.d.	105½	101½	Central Pacific—Gold bds.	112½	100%	Miscellaneous List.		
Boston & N. Y. Air L. pref.	151		Int. bonds	107	125	San Joaquin Branch	100½		(Brokers' Quotations.)		
Burl. Cedar Rapids & No.	93½	65½	Consol. bonds	122½	105½	Cal. & Oregon, 1st	210½	105½	RAILROADS.		
Cedar Falls & Minnesota	110		Extension bonds	106½	109½	State Aid bonds	210½	106	Atch. & P.P.K.—6s, gold, ex cp.	100	105
Chicago & Alton, pref.	110		1st mortgage	106½	109½	Land grant bonds	100½	106	Bost. & N. Y. Air L.—1st m., 7s	118	120
Clev. & Pittsburg, guar.	111	112	Coupon gold bonds	106½	116½	Western Pacific bonds	100½	106	Cent. of Ia.—1st m., 7s, gold	60	62
Dubuque & Sioux City	65		Registered gold bonds	107½	107½	South. Pac. of Cal.—1st m.	100	100	Consol. of Ia.—1st m., 7s, gold	10	114
Frankfort & Kokomo	117		Sinking fund	107½	107½	Union Pacific—1st mort.	113½	113½	Stock	60	62
Harlem	110		Iowa Midland, 1st m., 6s	115	115½	Land grants, 7s	113½	113½	Chic. & Can. So.—1st m., 7s	97	97
Ind. Bloom. & Western	136		Galena & Chicago, exten.	110	110½	Sinking fund	115	115½	Chic. & E. Ill.—S.F. c'y 1907.	97	97
Intern'l. & Gt. Northern	45		Peninsula, 1st m., conv.	114	114½	Registered, 8s	114	114½	Income bonds	80	85
Keokuk & Des Moines	115		Chic. & Mil., 1st	108½	108½	Collateral Trust, 6s	108½	108½	Chic. St. L. & M'polis—1st, 6s	96	100
do do	130		Winona & St. P., 1st m.	108½	114	Pacific R.R. of Mo.—1st m.	108½	108½	Land grant bonds	96	100
Long Island	100		do do 2d m.	118	114	2d mortgage	109	109	Chicago & Westw.—7s, guar	107	110
Louisv. N. Alb. & Chicago	110		C. C. & C. & I.—1st, 7s, s. f.	110	119	Income, 7s	109	109	Chin. Lafayette & Ch.—1st m.	101½	103
Metropolitan Elevated	116		Consol. mortgage	110	119	1st m., Carondelet Br.	98½	98½	Cin. & Spr.—1st, C.C.C. & I., 7s	105	109½
N. Y. Elevated	129½	127	C. St. L. & N. O.—Ten. lien 7s	108	112	St. L. & S. F., 2d 6s, class A	75½	75½	1st m., g'd L. S. & M. S., 7s	108	111
N. Y. New Haven & Hartf.	156	157½	Oel. Lack. & West—2d m.	102	102½	do 3-6s, class C	76	76	Denver Pac.—1st, 7s, id. gr. g.	96	100
N. Y. Ontario & West, pref.	156		7s, convertible	102	108	do 3-6s, class B	76	76	Erie & Pittsburg—1st m., 7s	100	103
Peoria Decatur & Evansv.	124		Mortgage 7s, 1907	115	115½	do 1st 6s, Peirce, C. & O.	101½	101½	Consol. mortgage, 7s	90	96
Pitts. Ft. W. & Chic., guar.	117	110	Syr. Bt. & N. Y., 1st, 7s	115	117	South Pac. of Mo.—1st m.	101½	101½	7s, equipment bonds	103	106
do do	112		Morris & Essex, 1st m.	131	131	Kansas Pac.	117	117	Evansv. & Crawfordav.—7s	103	103
Rensselaer & Saratoga	118		do do 2d mort.	112	112	1st m., 6s, '95, with cp. off.	117	117	Flint & Pere M.—8s, 1/2 gr't	100	110
Home Watertown & Ogd.	138½		do bonds, 1900	112	112	1st m., 6s, '96, do	116½	116½	Consolidated 8s	86	88
St. Paul & Duluth	37	39½	do construct'd	113	113	1st m., 7s, R. & L. G. D. do	116½	116½	Stock	20	24
do do	37		do 1st con. g'd	109½	110	2d m., 7s, land grant, do	110	110	Atch. & P.P.K.—1st, 7s, id. gr. g.	100	106
Stonington	110		Del. & Hud. Canal—1st m., 8s	105	105	Inc. coup. No. 11 on 1916	78	78	Grnd R. Ind.—1st, 7s, id. gr. g.	105	105
Terre Haute & Indianapolis	110		do do extended	112	112	Inc. coup. No. 16 on 1916	78	78	1st m., 7s, id. gr. g.	105	105
Texas & Pacific	110		do Coup., 7s, '94	112	112	Den. Div. 6s ass. cp. off.	109	109	Hous. & Gt. N.—1st, 7s, g. 1900	100	100
Toledo Peoria & Warsaw	110		do Reg. 7s, '94	112	112	do 1st consol. 6s	98½	98½	Indianapolis & St. L.—1st, 7s	75	80
United N. J. R.R. & Canal	158		1st Pa. div., coup., 7s, 1917	112	113½	Texas & Pac. 1st, 6s, 1905	103	103	Indianap. & Vinc.—1st, 7s, g.	100	100
			do reg., 7s, 1917	112	113½	Income and land gr't, reg.	74½	74½	International (Tex.)—1st, 6s	44	46
			Albany & Susqueh., 1st m.	114	116	Pennsylvania R.R.	118	118	Int. H. & Gt. No.—Conv. 8s	44	46
			do do 2d mort.	110½	110½	Pitts. Ft. W. & Chic., 1st m.	118	118	Kansas & Nebraska—1st m.	40	50
			do 1st con. guar	111½	113	do do 2d m.	120½	120½	2d mort.	106	110
			Rens. & Saratoga, 1st coup	139	139	do do 3d m.	120½	120½	Long Island 1st mortgage	93	96
			do 1st reg., 7s, '94	112	112	Cleve. & Pitts., consol. s. f.	119	119	N. Y. & Greenw. L.—1st, 7s, n.	23½	24
			Den. & Grande—1st m., 1900	122	122	do 4th mort.	119	119	do do	23½	24
			Erie—1st mort., extended	105½	104½	Col. Chic. & I. C., 1st con.	60	60	N. J. Midland—1st, 7s, gold.	89	90
			2d mort., ext'n 5s, 1919	105½	104½	do do 2d con.	60	60	2d mort.	89	90
			3d mortgage, 7s, 1888	105	105½	do 1st Tr. C. con. s. f.	85½	85½	New Jersey So.—1st, 7s, new	83	83
			4th mortgage, 7s, 1880	104½	104½	do do suppl.	84	84	St. Joseph & Mo.—1st m.	55	60
			5th mortgage, 7s, 1888	117	117½	do 2d do ass.	84	84	St. Jo. & Western stock	22	26
			1st cons. gold 7s, 1920	116	117½	Phil. & Read—Cons. coup. 6s	120	120	St. L. & S.E.—Cons., 7s, '04	105	110
			Long Dock bonds	116	117½	Registered 6s, 1911	120	120	St. L. & Vandalia & T.H.—1st m.	108	112
			Buff. N. Y. & E. 1st m., 1910	120½	123	Coupon 7s, 1911	120	120	2d mortgage, guar.	122	125
			N. Y. L. & W. n. 2d con. 6s	118	120	Improvement, coup., 6s, '90	85	85	South Side (L.I.)—1st mort	105	110
			do 1st con. i. p. 7s	118	120	General, coup., 6s, 1908	86	86	South Minn.—1st m., 7s, '88	100	104
			do 2d con. i. p. 6s, 7s	118	120	do do 7s, 1908	90	90	Extension	65	70
			Han. & St. Jo.—8s, conv.	109	109½	Inc. mort., coup., 7s, 1890	90	90	Tol. Can. S. & Det.—1st, 7s, g	97½	100
			Hons. & Tex. Co.—1st m., 7s	107½	108½	Deb. mort., coup., 6s, 1893	90	90	Union & Logansport—7s	97½	100
			1st mort., West. Div., 7s	107½	108½	Deb. mort., conv., 7s	90	90	U. Pac.—South Branch	97	100
			2d mort., Waco & N., 7s	107½	108½	Rome Wat. & Og.—Con. 1st	60½	61			
			2d m., Main line, 8s	114	115	St. L. & Iron Mount—1st m.	114½	114½			
			2d Waco & N., 8s	107	107½	2d mortgage	102½	103			
			Inc. and ind'y, 7s	103	103½	Arkansas Br., 1st mort.	106½	107			
			Ill. Cent.—Dub. & Sioux C. 1st	110	110	Sairo & Fulton, 1st mort.	101½	102			
			1st mort., Dub. & Sioux C. 2d div.	110	110	Cairo Ark. & T., 1st mort.	101½	102			
			Cedar F. & Minn., 1st m.	104	104	St. L. Alton & T. H.—1st m.	111	111			
			Ind. Bl. & W.—1st pref. 7s	114	114	2d mortgage, pref.	102	102			
			1st mort., 7s, 1900	73½	74	do income	92	92			
			2d mort., 1900	64	65	Belleville & So. Ill., 1st m.	112½	113			
			Ind's Decatur & Sp'd 1st 7s	102½	103	St. P. & Sioux C.—1st 6s, 1919	104	104			
			Int. & St. North. 1st 6s, 7s	101½	102	1st St. L. div. 7s, ex mat. 6s	110	111			
			Lake Shore	111	111½	2d mort., 6s, 1900	95½	96			
			Mich. S. & N. Ind., s. f., 7s	111	111½	Tol. Peo. & W.—1st m., E.D.	101	101			
			Cleve. & Tol., sink. fund.	108½	109	1st mortgage, W. D.	101	101			
			do new bonds	111	111	Burlington Div.	101	101			
			Cleve. P. & Ash, 7s	116½	117	2d mortgage, 1890	101	101			
			Buffalo & Erie, new bds.	116½	117	Consol. 7s, 1910	131	131			
			Buffalo & State Line, 7s	102	102	Pur. Cons. rec'pts, 1st E.D.	129	129			
			Kalzo & W. Pigeon, 1st	105	110	do 1st W. D.	129	129			
			Det. Mon. & T., 1st, 7s, 1906	114	114	do Bur. Div.	65	65			
			Lake Shore Div. bonds	123½	124	1st inc. for consol.	165½	165½			
			do cons. coup. 1st	123½	124	Wabash R.R.—Mtg. 7s of '73	99	99			
			do cons. reg. 1st	123½	124	T. & Wab. 1st ext. 7s	106	107			
			do cons. coup. 2d	116½	117½	1st St. L. div. 7s, ex mat. 6s	106	107			
			do cons. reg. 2d	116½	117½	2d mortgage ext. ex coup.	104½	104½			
			Louisv. & Nash.—Cons. m., 7s	118	119	Equipment bonds, 7s, 1883	104½	104½			
			2d mort., 7s, gold	105½	105½	Consol. conv. 7s	100½	100½			
			Cecilian Branch, 7s	110	110	Gt. Western, 1st m., ex cp	100½	100½			
			Nashv. & Decatur, 1st 7s	109	109	do 2d m., 7s, '95, ex cp	105	105			
			L. Erie & West.—1st 6s, 1918	99½	100	Q. & T., 1st, 7s, 96, ex cp	105	105			
			Laf. Bl. & Mun.—1st 6s, 1919	99½	100	St. L. & S. F., 1st m., 7s	105	105			
			Marietta & Cin.—1st mort.	109	109	Hannibal & Naples, 1st 7s	105½	105½			
			1st mort., sterling	109	109	St. L. K.C. & N.R. E. & R., 7s	113	113			
			Metropolitan Elev.—1st 1908	123½	124	Omaha Div., 1st mort., 7s	113	113			
			Mich. Cent.—Cons., 7s, 1902	120	121	Clairinda B., 6s, 1919	94½	94½			
			1st mort., 8s, 1882, s. f.	109½	109½	St. Chan. B'dge, 1st 7s, 1908	107½	107½			
			Equipment bonds	107½	107½	Laf. Bl. & Mun.—1st 6s, '98	114	114			
			Mo. K. & T.—Cons., 1904-6	105½	105½	West. Un. Tel.—1900, coup.	115	115			
			2d mortgage, inc. 1911	105½	105½	1900, registered	115	115			
			H. & Cent. Mo., 1st, 1890	105½	105½	Spring V. V. Works—1st 6s	101	101			
			Mobile & Ohio—New m., 6s	101	101½	Oregon R. & Nav.—1st, 6s	93½	93½			
			Nash. Chat. & St. L.—1st 7s	113	113	INCOME BONDS	87	87			
			N. Y. Central—6s, 1883	106	106	Central N. Y. & C.—2d m., 1907	76	76			
			6s, 1887	106	106	Chic. St. L. & N.O.—2d m., 1907	76	76			
			6s, real estate	104½	104½	Col. Chic. & Ind. C. inc. 7s, 1890	40	41			
			6s, subscription	104½	104½	Ind's Bl. & W.—1st, 1919	55	55			
			N. Y. C. & Hud., 1st m., reg.	125½	126	Ind's Dec. & Sp'd, 2d inc.	78	78			
			do 1st m., reg.	125½	126	Int. & Gt. Northern—2d inc	78	78			
			Huds. R. 7s, 2d m., s. f., '85	109½	110	Leh. & Wilkes B. Coal—1888	72	72			
			Cent. & So. Ind., 1st m., 7s	112½	113	Lake Erie & W.—1st m., 7s	72	72			
			Harlem, 1st m., 7s, coup.	125½	126	St. Chan. B'dge, 1st 7s, 1908	107½	107½			
			do 1st m., 7s, reg.	125½	126	North Missouri, 1st m.	114	114			
			N. Y. Elevated—1st, 7s, 1906	112½	113	West. Un. Tel.—1900, coup.	115	115			
			N. Wisconsin—1st, 6s	113½	113½	1900, registered	115	115			
			Ohio & Miss.—Consol. s. f'd	113½	115	Spring V. V. Works—1st 6s	101	101			
			Consolidated	114	115	Oregon R. & Nav.—1st, 6s	93½	93½			
			2d consolidated	114	115	INCOME BONDS	87	87			
			Consolidated	114	115	Central N. Y. & C.—2d m., 1907	76	76			
			Consolidated	114	115	Chic. St. L. & N.O.—2d m., 1907	76	76			
			Consolidated	114	115	Col. Chic. & Ind. C. inc. 7s, 1890	40	41			
			Consolidated	114	115	Ind's Bl. & W.—1st, 1919	55	55			
			Consolidated	114	115	Ind's Dec. & Sp'd, 2d inc.	78	78			
			Consolidated	114	115	Int. & Gt. Northern—2d inc	78	78			
			Consolidated	114	115	Leh. & Wilkes B. Coal—1888	72	72			

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.	Surplus at latest date.	DIVIDENDS.			PRICE.	
			Period	1878.	1879.	Last Paid.	Bid. Ask.
America.....	100,000,000	1,412,100	J. & J.	8	7 1/2	Jan., '80, 8 3/4	144 146
Am. Exchange.....	100,000,000	1,376,400	M. & N.	8	6	Nov., '79, 8	118 120
Bowery.....	100,000,000	1,884,900	J. & J.	11	10	Jan., '80, 5	.....
Broadway.....	25,000,000	1,184,900	J. & J.	16	10	Jan., '80, 8	.....
Butcher & Dr.	25,000,000	282,900	J. & J.	7	6	Jan., '80, 8	105 1/4
Central.....	100,000,000	89,800	J. & J.	7	6	Jan., '80, 8 1/2	115
Chatham.....	25,000,000	135,800	J. & J.	5	6	Jan., '80, 8	.....
Chemical.....	100,000,000	3,270,700	M. & N.	100	100	Jan., '80, 25	.....
Citizens.....	25,000,000	159,900	J. & J.	8	6	Jan., '80, 8	100
City.....	100,000,000	1,475,800	M. & N.	10	10	Nov., '79, 5	.....
Commerce.....	100,000,000	2,777,400	J. & J.	8	8	Jan., '80, 3 1/4	.....
Continental.....	100,000,000	136,000	J. & J.	10	8 1/2	Jan., '80, 3 1/2	110
Corn Exchange.....	100,000,000	830,100	F. & A.	10	10	Feb., '80, 8 1/4	.....
East River.....	25,000,000	64,100	J. & J.	8 1/2	7	Jan., '80, 8 1/4	.....
11th Ward.....	25,000,000	14,000	J. & J.	1	0	July, '79, 3	100
Fifth.....	100,000,000	35,900	J. & J.	0	0	Jan., '80, 8	.....
Fifth Avenue.....	100,000,000	201,900	J. & J.	12	120	Jan., '80, 5	275
First.....	100,000,000	1,977,400	J. & J.	8	8	Jan., '80, 3 1/4	.....
Fourth.....	100,000,000	387,100	J. & J.	6	6	Nov., '79, 3 1/4	.....
Gallop.....	50,000,000	735,900	A. & O.	7	7 1/2	Feb., '80, 2 1/4	138
German Am.....	75,000,000	57,100	F. & A.	1	2 1/2	Feb., '80, 2 1/4	90
German Exch.....	100,000,000	60,100	May	5	5	May, '79, 5	.....
Germania.....	100,000,000	57,200	M. & N.	8	8	Nov., '79, 3	.....
Greenwich.....	25,000,000	15,200	J. & J.	7	7	Jan., '80, 8 1/2	120
Harlem.....	100,000,000	136,000	J. & J.	7	7 1/2	Jan., '80, 8 1/2	140
Hanover.....	100,000,000	202,200	J. & J.	14	14	Jan., '80, 4	253
Imp. & Trade.....	100,000,000	1,801,800	J. & J.	8	8	Jan., '80, 4	.....
Irving.....	50,000,000	126,100	J. & J.	8	8	Jan., '80, 4	.....
Island City.....	50,000,000	4,400	J. & J.	8	8	Jan., '80, 4	.....
Leather Manuf.....	100,000,000	420,000	J. & J.	11	8	Jan., '80, 4	140
Manhattan.....	50,000,000	1,027,700	F. & A.	8	7	Feb., '80, 3 1/4	.....
Manuf. & Mer.....	20,000,000	10,500	J. & J.	8	8 1/2	Jan., '80, 3 1/4	110
Marine.....	100,000,000	126,000	J. & J.	7	7 1/2	Jan., '80, 4	140
Market.....	100,000,000	271,500	J. & J.	7	7 1/2	Jan., '80, 4	140
Mechanics.....	25,000,000	918,800	J. & J.	8	8	Nov., '79, 2	.....
Mech. Assoc'n.....	50,000,000	73,400	M. & N.	2	4	July, '79, 2 1/4	.....
Mechanics & Tr.....	25,000,000	14,000	M. & N.	8	8	May, '79, 3	88
Mercantile.....	100,000,000	171,300	M. & N.	8	8 1/2	Jan., '80, 3 1/4	125
Merchants.....	50,000,000	659,500	J. & J.	8 1/2	8 1/2	Jan., '80, 3 1/4	80
Merchants' Ex.....	100,000,000	50,700	J. & J.	7	7	Jan., '80, 3 1/4	120
Metropolis.....	100,000,000	1,111,900	J. & J.	10	9	Jan., '80, 5	150
Metropolitan.....	100,000,000	77,200	J. & J.	12	12	Jan., '80, 6	.....
Murray Hill.....	100,000,000	45,400	M. & N.	5	5	Nov., '79, 2 1/4	85
Nassau.....	100,000,000	788,100	J. & J.	7	8	Jan., '80, 4	.....
New York.....	100,000,000	45,600	J. & J.	8	8	Jan., '80, 4	.....
N. Y. County.....	100,000,000	105,000	F. & A.	8	8 1/2	Feb., '80, 3 1/4	.....
N. Y. N. Exch.....	100,000,000	105,000	J. & J.	8	8 1/2	Jan., '80, 3 1/4	.....
Ninth.....	100,000,000	128,600	J. & J.	7	7	Jan., '80, 3 1/4	.....
No. America.....	70,000,000	70,600	J. & J.	7	7	Jan., '80, 3 1/4	.....
North River.....	50,000,000	178,000	J. & J.	10	10	Jan., '80, 4	.....
Oriental.....	25,000,000	211,500	Q. & F.	10	8	Jan., '80, 3 1/4	150
Pacific.....	50,000,000	332,500	J. & J.	8	8	Jan., '80, 3 1/4	120
Park.....	25,000,000	412,500	J. & J.	8	8	Jan., '80, 3 1/4	100
People's.....	25,000,000	129,000	J. & J.	8	8	Jan., '80, 3 1/4	.....
Phenix.....	100,000,000	59,600	J. & J.	6	6 1/2	Jan., '80, 3 1/4	120
Produce.....	50,000,000	637,500	F. & A.	6	6 1/2	Jan., '80, 3 1/4	108
Republic.....	100,000,000	119,900	J. & J.	3	3	Jan., '80, 3	108
St. Nicholas.....	100,000,000	52,500	J. & J.	3	3	Jan., '80, 3	.....
Seventh Ward.....	100,000,000	92,400	J. & J.	0	8	Jan., '80, 4	.....
Second.....	100,000,000	170,100	J. & J.	10	8	Jan., '80, 4	.....
Shoe & Leather.....	100,000,000	48,200	J. & J.	6	6	Jan., '80, 3 1/4	120
Sixth.....	100,000,000	267,300	J. & J.	7	7	Jan., '80, 3 1/4	.....
State of N. Y.....	100,000,000	84,900	J. & J.	3	3	Jan., '80, 3 1/4	108
Third.....	100,000,000	258,500	J. & J.	7 1/2	7	Jan., '80, 3 1/4	.....
Traders.....	40,000,000	895,900	M. & N.	10	8	Nov., '79, 4	.....
Union.....	50,000,000	117,500	J. & J.	8	12	Jan., '80, 6	.....
West Side.....	100,000,000	117,500	J. & J.	8	12	Jan., '80, 6	.....

The figures in this column are of date Feb. 27, 1880, for the National banks, and of date Dec. 31, 1879 (latest return made), for the State banks.

Gas and City Railroad Stocks and Bonds.

COMPANIES.	CAPITAL.	Surplus at latest date.	DIVIDENDS.			PRICE.	
			Period	1878.	1879.	Last Paid.	Bid. Ask.
Brooklyn Gas Light Co.....	25,000,000	1,200,000	Var.	5	Nov., '79	115	116
Brooklyn Gas Co (Bklyn).....	1,000,000	815,000	A. & O.	2 1/2	Feb., '80	95	97
Harlem.....	50,000,000	1,350,000	F. & A.	3	Feb., '79	50	50
Jersey City & Hoboken.....	20,000,000	750,000	J. & J.	5	Jan., '80	140	140
Manhattan.....	50,000,000	4,000,000	F. & A.	5	June, '79	168	170
Metropolitan.....	100,000,000	2,500,000	M. & S.	5	Feb., '80	132	127
Mutual, N. Y.....	100,000,000	1,000,000	M. & S.	3 1/4	Feb., '80	100	102
Nassau, Brooklyn.....	25,000,000	1,000,000	F. & A.	1 1/2	Jan., '80	59	65
New York.....	100,000,000	700,000	M. & N.	3 1/2	Feb., '80	50	55
People's (Brooklyn).....	100,000,000	4,000,000	M. & N.	4	May, '79	105	110
do do bonds.....	1,000,000	300,000	J. & J.	3 1/4	Jan., '79	95	97
Central of New York.....	50,000,000	300,000	J. & J.	3 1/4	Jan., '80	75	85
Williamsburg.....	50,000,000	469,000	F. & A.	3	Aug., '79	50	61
do do bonds.....	1,000,000	1,000,000	Q. & F.	1 1/2	Jan., '80	72 1/2	77
Metropolitan, Brooklyn.....	100,000,000	1,000,000	M. & N.	2 1/2	Jan., '80	50	55
Municipal.....	100,000,000	1,500,000	J. & J.	5	Jan., '80	90	203
Fulton Municipal.....	100,000,000	750,000	M. & N.	3	1885	105	110

(Quotations by H. L. Grant, Broker, 145 Broadway.)

Blacker St. & Fulton Ferry—stk.	100	900,000	J. & J.	3 1/4	Jan., '80	18	21
1st mortgage.....	1,000	894,000	J. & J.	7	July, 1900	94	100
Broadway & Seventh Ave—stk.	100	2,100,000	Q. & F.	2	Jan., '80	75	79
1st mortgage.....	1,000	1,500,000	J. & D.	7	July, '84	104	105
Brooklyn City—stock.....	100	2,000,000	Q. & F.	3 1/4	Feb., '80	150	155
1st mortgage.....	1,000	800,000	M. & N.	7	Nov., '80	102	110
Broadway (Brooklyn)—stock.	100	200,000	Q. & F.	3	Jan., '80	140	150
1st mortgage bonds.....	100	400,000	A. & O.	3	Jan., '80	95	100
Brooklyn & Hunter's Pt—stock.	100	300,000	J. & J.	7	1888	100	102
1st mortgage bonds.....	1,000	500,000	J. & J.	2 1/2	Jan., '80	85	95
Bushwick Av. (Brooklyn)—stk.	100	1,800,000	J. & J.	3	Jan., '80	70	72
Consolidated mortgage bond.....	1,000	1,200,000	Q. & F.	2 1/2	Dec., 1892	102	110
Christopher & Tenth St.—Stock	100	600,000	F. & A.	2 1/2	Feb., '80	90	95
Bonds.....	1,000	250,000	J. & J.	7	1890	85	95
Dry Dock, E. B. & Battery—stk	100	1,200,000	Q. & F.	4	Feb., '80	110	115
1st mortgage, cons'd.....	500 & c	900,000	J. & D.	7	June, '93	110	115
East Ave—stock.....	100	1,000,000	Q. & F.	8	Jan., '80	162	175
1st mortgage.....	1,000	200,000	J. & J.	3 1/4	Jan., '84	100	110
Old St. & Grand St Ferry—stock	100	200,000	A. & O.	1 1/2	Feb., '80	110	115
1st mortgage.....	1,000	235,000	J. & J.	3	Apr., '93	110	115
Central Cross Town—stock.....	100	600,000	J. & J.	1	Nov., '80	25	30
1st mortgage.....	1,000	200,000	M. & N.	7	Nov., 1900	99	101
Deussen, West St. & Fulton—stk	100	250,000	J. & J.	5	July, '84	95	100
1st mortgage.....	500	500,000	J. & J.	5	Jan., '80	45	50
Second Ave—stock.....	100	150,000	J. & J.	2 1/2	Jan., '85	95	102 1/2
3d mortgage.....	1,000	1,050,000	M. & N.	7	Sept., '89	90	95
Cons. Convertible.....	500 & c	200,000	A. & O.	5	May, '77	125	135
Sixth Avenue—stock.....	100	750,000	M. & N.	5	July, '90	105	115
1st mortgage.....	1,000	415,000	J. & J.	6	Nov., '79	150	165
Third Ave—stock.....	100	2,000,000	Q. & F.	6	July, '90	105	110
1st mortgage.....	1,000	2,000,000	J. & J.	7	Feb., '80	105	110
Twenty-third Street—stock.....	100	600,000	F. & A.	7	May, '80	105	110
1st mortgage.....	1,000	250,000	M. & N.	7	May, '80	105	110

This column shows last dividend on stocks, but the date of maturity of bonds. This is an extra dividend.

Insurance Stock List.

[Quotations by K. S. Bailey, Broker, 7 Pine Street.]

COMPANIES.		CAPITAL.	Net Surplus, Jan. 1, 1880.*	DIVIDENDS.				PRICE.		
				Par.	Amount.	1877.	1878.	1879.	Last Paid.	Bid.	Ask.
American.....	4	50	400,000	475,971	15	14	10 1/2	Jan., '80, 8	125	....
American Exch.....	100	50	200,000	62,545	10	10	20	Jan., '80, 5	98	....
Bowery.....	25	100	300,000	386,940	20	20	20	Dec., '79, 10	195	200
Broadway.....	25	100	300,000	300,404	20	20	18	Feb., '80, 8	194	....
Brooklyn.....	17	20	153,000	196,447	20	20	20	Jan., '80, 10	170	....
Citizens.....	1	20	300,000	488,570	20	20	20	Jan., '80, 10	190	....
City.....	70	20	210,000	268,429	17 1/2	10 1/2	10	Feb., '80, 5	117	....
Clinton.....	100	30	250,000	136,839	18	12	11	Jan., '80, 5	125	151
Columbia.....	30	30	300,000	2,725	5	N'de	....	July, '77, 5	50	....
Commercial.....	50	50	200,000	112,401	25	18	10	Jan., '80, 5	115	125
Continental.....	100	100	1,000,000	1,081,151	12 1/2	13 1/2	18 1/2	Jan., '80, 5	180	190
Eagle.....	40	40	300,000	544,412	20	20	15	Oct., '79, 5	180	190
Empire City.....	100	200	200,000	73,833	14	10	10	Jan., '80, 3 1/2	98	....
Exchange.....	30	200	200,010	99,153	15	10	10	Feb., '80, 5	100	107
Farragut.....	50	200	200,000	138,838	15	15	15	Jan., '80, 7 1/2	120	....
Firemen's.....	17	204	204,000	68,936	12	10	8 1/2	Jan., '80, 3 1/2	95	100
Fisemen's Tr.....	10	150	150,000	76,147	12	11	11	Jan., '80, 5	105	....
Franklin & Emp.....	100	100	200,000	356,442	....	....	....	Jan., '80, 8	....	180
German-Amer.....	100	1,000	1,000,000	875,100	10	10	10	Jan., '80, 5	188	....
Germany.....	50	200	200,000	752,758	30	22	14	Jan., '80, 5	110	....
Globe.....	50	200	200,000	118,251	20	10	10	Jan., '80, 5	110	115
Greenwich.....	25	200	200,000	343,749	40	30	30	Jan., '80, 7 1/2	250	70
Guardian.....	100	200	200,000	22,908	10	7	7	Jan., '80, 3 1/2	65	70
Hamilton.....	15	150	150,000	120,806	20	17 1/2	12 1/2	Jan., '80, 7 1/2	125	....
Hanover.....	50	200	200,000	685,943	10	10	20	Jan., '80, 5	160	170
Hoffman.....	50	200	200,000	54,958	10	10	10	Jan., '80, 5	....	91
Hopewell.....	25	3,000	3,000,000	1,325,888	10	10	10	Jan., '80, 5	122	....
Hope.....	25	100	100,000	4,089	10	10	8 1/2	Jan., '79, 3 1/2	58	....
Howard.....	50	500	500,000	116,815	12	10	10	Jan., '80, 5	98	....
Importers & T.....	50	200	200,000	78,929	12	10	10	Jan., '80, 5	97	102
Irving.....	100	200	200,000	8,485	13	10	8 1/2	Jan., '80, 8	60	70
Jefferson.....	30	200	200,010	290,778	10	10	10	Sept., '79, 5	135	....
Kings Co. (Bkn).....	20	150	150,000	149,014	10	20	20	Jan., '80, 10	170	....
Knickbocker.....	40	280	280,000	4,904	20	5	5	Jan., '80, 5	50	....
Lafayette (Bkn).....	50	150	150,000	134,907	10	10	14	Jan., '80, 5	117	....
Lamar.....	20	200	200,000	97,880	10	10	10	Jan., '80, 5	104	....
Lenox.....	25	150	150,000	31,104	10	10	10	Jan., '80, 5	85	....
Long Isl. (Bkn) &.....	50	300	300,000	253,534	20	18	15	Jan., '80, 5	125	....
Lorillard.....	25	300	300,000	34,202	10	15	5	Jan., '80, 4	70	83
Mannuf. & Build.....	100	200	200,000	182,990	12	12	12	Jan., '80, 5	135	140
Manhattan.....	100	250	250,000	140,928	20	10	10	Jan., '80, 5	104	....
Mech. & Trad'rs.....	25	200	200,000	238,190	20	20	20	Jan., '80, 5	150	160
Mechanics' (Bkn).....	50	150	150,000	183,698	20	20	20	Jan., '80, 7	155	....
Mercantile.....	50	200	200,000	36,832	10	10	10	Jan., '80, 5	75	....
Merchants.....	50	200	200,000	159,762	20	18	13	Jan., '80, 5	120	189
Montauk (Bkn).....	50	200	200,000	100,954	18	12	10	Jan., '80, 5	115	....
Naseau (Bklyn).....	50	200	200,000	147,011	20	20	20	Jan., '80, 7	....	165
National.....	37 1/2	50	200,000	101,513	14	10	10	Jan., '80, 5	100	109
N. Y. Equitable.....	35	210	210,000	150,565	20	20	15	Jan., '80, 5	135	....
New York Fire.....	100	200	200,000	130,185	17	14	12	Feb., '80, 5	118	125
New York City.....	100	200	200,000	1,065	10	N'de	....	Jan., '80, 5	60	70
Niagara.....	50	500	500,000	517,458	12	11	12	Jan., '80, 5	156	140
North River.....	25	350	350,000	108,148	11	10	8	Oct., '79, 4	100	110
Pacific.....	25	200	200,000	369,052	20	20	20	Jan., '80, 10	200	....
Park.....	100	200	200,000	89,737	20	12	12	Jan., '80, 8	108	....
Peter Cooper.....	20	150	150,000	190,043	20	20	20	Jan., '80, 10	180	....
People's.....	50	150	150,000	103,738	18	12	12	Jan., '80, 6	116	....
Plaza.....	50	1,000	1,000,000	497,069	15	10	10	Jan., '80, 5	125	120
Heller.....	50	200	200,000	43,577	10	10	10	Jan., '80, 5	105	....
Republic.....	100	300	300,000	86,726	10	5	8 1/2	Jan., '80, 3 1/2	68	71
Rogers.....	25	200	200,000	175,334	20	20	20	Jan., '80, 15	155	....
St. Nicholas.....	25	200	200,000	10,841	10	10	10	Feb., '80, 8	55	70
Standard.....	50	200	200,000	169,090	12 1/2	9 1/2	8 1/2	Jan., '80, 6 1/2	125	130
Star.....	100	500	500,000	121,591	17 1/2	12 1/2	12	Jan., '80, 5	103	106
Sterling.....	100	200	200,000	28,519	10	14	8 1/2	Feb., '80, 3 1/2	70	80
Union.....	25	200	200,000	137,000	20	20	20	Jan., '80, 8	102	116
Trademen.....	25	300	300,000	102,389	20	12	11	Jan., '80, 5	126	....
United States.....	25	250	250,000	215,455	14	12	11	Jan., '80, 5	130	130
Westchester.....	10	300	300,000	221,502	10	10	10	Jan., '80, 5	120	....
Williamab & C.....	50	250	250,000	443,685	20	20	20	Jan., '80, 10	203	....

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

THE INVESTORS' SUPPLEMENT.

The next number of the INVESTORS' SUPPLEMENT will be issued Saturday, April 24.

ANNUAL REPORTS.

Union Pacific.

(For the year ending December 31, 1879.)

The annual report of President Dillon furnishes the following information:

The Omaha & Republican Valley Railroad has been extended to Stromsburg, in Polk County, making the length of this road, from Valley Station, on the Union Pacific, ninety miles. It is also being extended to Lincoln, the capital of the State, and is progressing very rapidly to completion. The business of the road is very satisfactory. It earns more than the interest on its bonded debt, besides contributing a large business to this road.

The Utah & Northern Road was extended ninety-four miles last year, and its entire length is now 274 miles, extending from Ogden, Utah, to Beaver Canyon, Idaho. It will be extended thirty miles further north in the early Spring, and in all about one hundred miles during this year.

The Utah Southern Road has been extended south 130 miles, and will be completed to Frisco early in April, which is about 235 miles from Salt Lake.

On the twenty-fourth of January, agreeably to acts of Congress, the Union Pacific Railroad Company was consolidated with the Kansas Pacific Railway Company and the Denver Pacific Railway & Telegraph Company, under the name of the Union Pacific Railway Company.

The roads consolidated are as follows:

	Miles.
Union Pacific Railroad—	
Council Bluffs to Ogden.....	1,042
Kansas Pacific Railway—	
Kansas City to Denver.....	639
Wyandotte Branch.....	2
Leavenworth Branch.....	34
Enterprise Branch.....	2—677
Denver Pacific Railway—	
Denver to Cheyenne.....	106
Total.....	1,825

The stock of the Denver Pacific Railway & Telegraph Company, under the laws of Kansas, was an asset of the Kansas Pacific Railway Company, and had been applied by that company to the purchase of branch lines, to the ownership of which the consolidated company has succeeded.

Branch roads are owned in part, or controlled by the new corporation, as follows:

	Miles.
Through the Union Pacific Railroad—	
Omaha & Republican Valley Railroad.....	90
Colorado Central Railroad.....	176½
Summit County Railroad.....	7½
Utah Southern Railroad.....	235
Utah & Northern Railway Company.....	274
Through the Kansas Pacific Railway—	
Branch to Carbondale.....	32
Junction City & Fort Kearney Railroad.....	70
Solomon Railroad.....	57
Salina & Southwestern Railroad.....	36
St. Joseph & Western Railroad, including St. Joseph RR. Bridge..	252
Central Branch U. P. RR. Co. and leased roads.....	334
Through the Denver Pacific Railway—	
Denver & Boulder Valley Railroad.....	27
Golden Boulder & Caribou Railroad.....	6
Total miles.....	1,597

The company have not yet paid any money to the Government under the Sinking Fund Act. The amount due the company from the Government on half transportation account in the past years has been sufficient to meet any such requirement.

The number of miles of road in operation during the year, on which earnings are based, was 1,042, the same as in 1878. The income account for the year 1879 was as follows:

Gross earnings, including Omaha Bridge.....	\$13,201,077
Operating expenses (including taxes).....	5,475,503
Surplus earnings.....	\$7,725,574
Add interest collected on investment securities.....	423,014
Total receipts.....	\$8,148,588
The disbursements were as follows:	
Interest on bonds.....	\$3,390,595
Dividends, 6 per cent.....	2,204,700
Sinking funds.....	207,444
Government earnings retained.....	1,149,688
Total deductions from earnings.....	\$6,952,427
Surplus for future use.....	\$1,196,161

FUNDED DEBT.

The funded debt of the company has been changed during the past year as follows:

Collateral trust bonds issued.....	\$1,000,000
Sinking fund bonds sold.....	94,000
Redeemed and canceled, viz.:	
Land grant bonds.....	\$585,000
Income bonds.....	1,000
Sinking fund bonds.....	138,000
Omaha Bridge bonds.....	63,000
Amount decrease.....	787,000
Net increase.....	\$307,000

The funded debt of the company December 31, 1879, was \$50,495,000. Bonds and stocks of other companies owned by this company are as follows: Bonds, par value, \$7,909,500; stocks, par value, \$8,669,400; total, \$16,569,900.

EARNINGS AND EXPENSES.

The earnings and expenses for the years 1878 and 1879, including Omaha Bridge, compare as follows:

	1878.	1879.
Gross earnings.....	\$13,121,272	\$13,201,077
Operating expenses.....	5,376,586	5,475,503
Surplus earnings.....	\$7,744,686	\$7,725,574
Percentage of expenses to earnings.....	40.98	41.48

The passenger and freight earnings for 1878 and 1879 compare as follows:

	1878.	1879.	Increase.
Passenger earnings.....	\$3,190,369	\$3,207,909	\$17,540
Freight earnings.....	7,405,634	7,424,516	18,882

The shipments of live stock for 1878 and 1879 compare as follows:

	1878.	1879.	Increase.
Cattle and horses, car-loads.....	4,780	6,179	1,399
Hogs and sheep, ".....	883	1,356	473

The Government earnings for 1878 and 1879 (included in the gross earnings) compare as follows: 1878, \$1,115,054; 1879, \$1,149,488; increase, \$34,433.

The express earnings for 1878 were \$488,645 and for 1879 (ten months only) \$360,840. This business, formerly managed by the company, is now under the control of the Pacific Express Company, this company holding stock in the express company equal to its proportion of miles of road represented in the express company. The earnings of the express business will now come to this company in the form of dividends upon the stock it holds.

The present length of road laid with steel rails is 485 miles. The western division (185 miles), which is largely made up of heavy grades and curves, is now all laid with steel rails, as well as all the grades and curves on the Laramie and Mountain divisions.

The equipment of the road is now as follows: 171 locomotives, 165 passenger, baggage and sleeping cars, 3,220 freight cars.

The production and cost of coal mined during 1878 and 1879 compare as follows:

	Tons.	Cost.	Av. cost per ton.
1878.....	275,795	\$287,216 85	\$1 04½
1879.....	340,152	363,249 16	1 06¾
Increase.....	64,357	\$76,032 31	2½

LAND DEPARTMENT.

The sales of land for 1878 and 1879 compare as follows:

	Acres.	Amount.	Av. price per acre.
1878.....	318,903	\$1,557,082	\$4 88¼
1879.....	243,337	1,007,855	4 14½
Decrease.....	75,566	\$549,226	7 15½

This decrease of sales was caused by the decision of Secretary Schurz, regarding the right of pre-emption to settlers at \$1 25 per acre, which very much retarded the sales of the company's lands. This question was decided in favor of this company in 1878, and last year was affirmed by the Supreme Court, thus fully establishing the company's title.

The total sales of land to December 31, 1879, was 1,568,438 62-100 acres.

Average price per acre, \$4 41, amounting to.....	\$6,923,706
Sales of town lots.....	288,177
Interest received on contracts, &c.....	741,311
Payments forfeited on canceled contracts.....	199,195
From other sources.....	21,464

Total proceeds.....\$8,173,846

	DEDUCT EXPENSES:
Expenses land department.....	\$835,050
Taxes on lands.....	835,023
Expenses and taxes on town lots.....	36,737
Discount, commissions, and railroad fares.....	183,066

Total expenses.....1,889,877

Net proceeds.....\$6,283,969

LAND GRANT FUND.

Whole issue of land grant bonds.....	\$10,400,000
Canceled to December 31, 1879.....	4,101,000
Outstanding December 31, 1879.....	\$6,299,000
Land contracts outstanding.....	\$3,998,742
Town lot contracts.....	63,070
Cash on hand.....	214,707

Amount applicable to payment of bonds.....3,976,520

Leaving am't of bonds to be provided for by future sales. \$2,322,479

Chicago & West Michigan.

(For the year ending December 31, 1879.)

This company was organized in January, 1879, as successor of the Chicago & Michigan Lake Shore. The directors submit their first annual report of the business, revenues and expenses of the road for the year ending December 31, 1879.

Gross earnings.....	\$654,383
Operating expenses (including taxes), 82-75 per cent.....	541,556

Net earnings.....\$112,826

One year's interest on \$480,000 Chicago & Mich. Lake Shore 8 per cent bonds.....	\$38,400
Less interest received on loans.....	1,040

Net revenue, above operating expenses and interest charges.. 37,359

There has been expended for construction.....\$3,906

There has been expended for equipment.....93,460

\$97,366

The difference between the net revenue and the amount expended for construction and equipment has been met from balance of cash assets on hand January 1, 1879.

The large amount expended for equipment has been imperatively demanded by the increasing business of the road.

The policy of the managers of the property for the past few years has been to expend all the net earnings upon the road itself. The result has been such a permanent improvement in the property as will inevitably result in a reduction of operating expenses, not only in 1880 but for years to come.

Under circular of November 24, 1879, the directors of this company offered to its stockholders the privilege of subscribing to two new enterprises, viz.—the West Michigan Lumber Company and the White River Railroad Company. Subscriptions were promptly made, and it is confidently believed that the projects will not only be remunerative in themselves, but will materially add to the permanent prosperity of the company.

The general manager's report accompanying that of the directors shows the following comparisons:

EARNINGS.			
	1878.	1879.	
Passengers.....	\$175,921	\$198,633	
Freight.....	333,808	426,060	
Mail.....	18,246	17,577	
Express.....	9,732	12,111	
Total.....	\$537,699	\$654,383	
EXPENSES.			
Maintenance.....	\$257,351	\$242,377	
Station.....	39,569	44,630	
Movement.....	126,399	189,129	
General.....	76,295	65,420	
Total.....	\$500,156	\$541,556	

Detroit Lansing & Northern. (For the year ending Dec. 31, 1879.)

The following is a synopsis of the third annual report of the general manager for the year ending Dec. 31, 1879.

The company owns 241 miles of track, an increase of a fraction over thirteen miles during the year, and of this, 201 miles were operated. The earnings for the year were as follows:

	1878.	1879.
From passengers.....	\$236,734	\$280,142
From freight.....	694,372	786,761
From miscellaneous.....	38,926	42,024
Total income.....	\$970,033	\$1,108,932
Total expenses.....	597,835	659,787
Net income.....	\$372,198	\$449,145

During the year 1879, 417,768 tons of freight were hauled, an increase of 53,031; number of tons hauled one mile, 40,427,519, an increase of 8,164,088. The condition of the road-bed has been materially improved at all important points between Plymouth and Lansing and Stanton Junction and Greenville on the main line, and between Stanton Junction and Fenwick on the branch. The track improvements during the year were important, exceeding those of any previous year by about 40 per cent. There were purchased and laid 4,501 tons of steel rail at a cost, including fixtures, of \$210,611, from which should be deducted \$112,423, derived from the sale of old rails and fixtures; 86,827 oak cross-ties were laid, making the total cost for repairs \$201,783. There are now 127 miles of steel rails.

The number of locomotives owned is 28, of which 13 use coal and 15 wood fuel. Two new coal-burning engines were added to the equipment during the year. Two additional engines for freight service are required. Two new 33-foot baggage cars were built during the year at the Ionian shops. The construction of the new branch from Blanchard to Big Rapids, a distance of about 25 miles, will be completed about April 15. The total cost will be about \$220,000. The survey for a branch leaving the Stanton branch about three miles south of Stanton and running in a northerly direction to the junction of the east and west branches of Fisk Creek has been made. The branch, including sidings, will be about 4½ miles long, and will tap and secure to the road a valuable tract of pine timber—about 150,000,000 feet—which otherwise would be put into the creek and floated to market by way of the Grand River. Mills to cut this pine are in process of erection. The cost of this feeder will be \$35,620.

Cleveland Mt. Vernon & Delaware. (For the year ending Dec. 31, 1879.)

The annual report supplies the following information:

EARNINGS.			
From—	1879.	1878.	
Freight.....	\$251,821	\$230,612	
Passengers.....	130,235	125,992	
Express.....	8,718	12,520	
Mails.....	11,070	11,359	
Miscellaneous.....	2,178	2,213	
Totals.....	\$504,025	\$503,298	
EXPENSES.			
	1879.	1878.	
Conducting trans- portation.....	\$69,973	\$72,126	
Motive power.....	84,745	76,699	
Maint. of way.....	164,006	108,877	
Maint. of cars.....	24,017	21,897	
Gen'l expenses, includ'g taxes.....	34,220	38,125	
Totals.....	\$376,963	\$317,727	

The net earnings of the main line and Massillon Branch during the year were.....\$27,061
Net earnings in 1878.....64,971

Against this sum are the following charges:

One year's rental of Massillon Branch.....\$20,000
One-half of one year's interest on first mortgage bonds, according to contract.....80,500
One year's interest on coupons funded.....30,642—141,143
Defalcancy.....\$114,081

The result of operating the Massillon Branch was as follows:

Earnings as before stated (\$1,364 per mile).....	\$17,051
Expenses.....	16,992
Net earnings.....	\$59
Minimum rental.....	20,000
Loss 1879.....	\$19,940
Loss 1878.....	20,332
Decrease.....	391

"The decrease in the net earnings, amounting to \$37,909, was caused by the extraordinary renewals for maintenance of way, which will be referred to and explained hereafter.

"The earnings of the main line were \$2,686 per mile of road in 1879, against \$2,538 in 1878; those of the Massillon Branch were \$1,364, against \$1,290 in 1878; the percentage of increase in the former having been 5 56-100 per cent, and in the latter 5 68-100 per cent." * * *

"The following table will show the mileage of freight and passenger trains, the tons and passengers per train mile, and the earnings, expenses and net earnings per train mile:

	1879.	1878.
Mileage of freight trains.....	214,150	214,520
Mileage of passenger trains.....	182,990	179,796
Total mileage of trains.....	397,140	394,316
Tons per train mile.....	700 ³ / ₁₀₀	610 ⁰ / ₁₀₀
Passengers per train mile.....	268 ⁸ / ₁₀₀	271 ⁸ / ₁₀₀
Earnings per train mile.....	\$1-01 ⁷³ / ₁₀₀	\$0-970 ⁰ / ₁₀₀
Expenses per train mile.....	0-94 ⁹² / ₁₀₀	0-806 ⁵ / ₁₀₀
Net earnings per train mile.....	0-068 ¹ / ₁₀₀	0-164 ¹ / ₁₀₀

"The track and bridges have been improved during the year. In the last annual report it was stated that the time had arrived when extensive renewals must necessarily be made to the road. In view of the heavy grades and high degree of curvature over the so-called "Summit" between Black Creek and Gann, about 8 miles, it was thought to be more economical to remove the iron rails therefrom, and re-lay this portion of the road with steel rails, which was done, as also a portion of the track between Gambier and Mt. Vernon. There were thus used 780½ tons of steel rails. The iron rails removed from these portions of the road, together with 101 tons of new rails purchased, were used in re-laying as much as possible the track on the Northern Division." * * *

"No change has occurred with reference to the condition of affairs in connection with the Dresden Branch. Overtures were made to your company during the last Summer by another corporation for the completion of that part of your road, and the use of a portion of your main line between its junction with the Branch and Holmesville, but nothing definite resulted therefrom.

"The status of your company with regard to its bondholders also remains unchanged. It is hoped, however, that definite steps will be taken during the present year having in view a reorganization of the company on a permanent basis, beyond a reasonable contingency so far as the net earnings of the road are concerned."

Charlotte Columbia & Augusta.

(For the year ending September 30, 1879.)

This road, from Charlotte, N. C., to Columbia, S. C., and Augusta, Ga., 195 miles, has been controlled since 1878 by the Richmond & Danville Company, and the Pennsylvania Railroad owns 6,036 shares of stock. The general balance sheet is condensed as follows:

Stock.....	\$2,578,000
Bonded debt.....	2,700,971
Bills, accounts and balances payable.....	144,911
Profit and loss.....	105,121
Total.....	\$5,529,034
Road and equipment.....	\$5,132,314
Real estate.....	61,334
Stocks and bonds owned.....	299,895
Fuel and supplies.....	11,662
Cash and receivables.....	23,826—\$5,529,034

The earnings and expenses for the year were as follows:

	1878-9.	1877-8.
Passage.....	\$132,521	\$140,220
Freight.....	298,473	250,613
Express, mail, etc.....	47,496	50,523
Total.....	\$478,491	\$441,357
Expenses.....	245,822	289,228
Net earnings.....	\$232,669	\$152,228
Per cent of expenses.....	51 ³⁷ / ₁₀₀	65 ⁵¹ / ₁₀₀

The gain in freight is owing to the change in management, by which the road is worked in connection with the Richmond & Danville as a through line, instead of a local feeder to connecting lines at Columbia.

The income and profit and loss accounts were as follows, condensed:

Net earnings.....	\$232,669
Interest on all debt.....	192,142
Balance for the year.....	\$40,526
Profit and loss, balance, Sept. 30, 1878.....	\$192,880
Accounts closed by credits.....	2,948
Total.....	\$236,355
Old accounts, etc., paid.....	\$13,593
Doubtful accounts, etc.....	35,832
Stocks, claims, etc., taken from assets as doubtful.....	81,763
Fractional bonds paid.....	39—131,233
Credit balance, Sept. 30, 1879.....	\$105,121

Richmond & Petersburg.

(For the year ending September 30, 1879.)

The annual report for the fiscal year ending Sept. 30, 1879, has the following:

	1878.	1879.
Gross receipts.....	\$140,063	\$154,622
Expenses, ordinary and extraordinary.....	77,515	81,551

Net receipts..... \$62,553 \$73,071

The regular dividend of 4 per cent on the capital stock has been paid during the past year, and the semi-annual dividend of 2 per cent declared payable January 1, 1880. The increase in receipts comes from a general improvement in all branches of our business. The increased expenses are accounted for by the improved condition of the road. Two hundred and fifty tons of steel rails were laid during the year. One-half of the track is fifty-six pound steel rails, laid down within the last three years.

At the meeting of the stockholders in 1874 the Directors were authorized to execute a mortgage for four hundred thousand dollars of seven per cent bonds, to be used for general purposes and for the payment of the then outstanding bonds of the company. The credit of the company is now so much better that the Directors have had prepared an instrument in the nature of a modification or amendment to the mortgage, providing for the issue of bonds thereunder, bearing the rate of five, six or seven per cent, as may be agreed on by the Board at the time of issue.

Statistics of the Richmond & Petersburg Railroad for six years to 30th September, 1879:

	1874.	1875.	1876.	1877.	1878.	1879.
Debt.....	\$326,296	\$275,796	\$236,796	\$222,138	\$225,000	\$225,000
Gross receipts.....	147,220	164,935	137,407	137,116	140,069	154,622
Gross expenses.....	113,552	86,684	77,312	89,844	77,516	81,551
Net receipts.....	33,668	78,251	60,096	47,271	62,553	73,071
Interest.....	19,679	24,197	20,096	21,520	17,730	22,550
Net revenue.....	13,989	54,054	40,000	25,751	44,823	50,521
Dividends.....					40,372	40,372

Montpelier & Wells River.

(For the year ending December 31, 1879.)

This company owns a line from Wells River, Vt., to Montpelier, 38 miles. The present company acquired the road through foreclosure, and has no bonded debt.

The total debt of the company at the close of the year was \$66,365 for equipment bought and foreclosure expenses. The stock is \$800,000. The earnings and expenses were as follows:

	1879.	1878.
Passengers.....	\$27,170	\$22,531
Freight.....	50,344	44,387
Express, mail, etc.....	7,004	6,953
Total.....	\$84,520	\$73,511
Expenses.....	64,962	53,750
Net earnings.....	\$19,558	\$19,861

The income account was as follows:

Assets, January 1, 1879.....	\$6,848
Earnings for 1879.....	84,520
Total.....	\$91,368
Expenses, as above.....	\$64,962
Dividend, 2 per cent.....	16,000
Cash and cash assets, supplies and balances due.....	10,406
Total.....	\$91,368

Wisconsin Valley.

(For the year ending Dec. 31, 1879.)

The directors report the business, revenues and expenses of the road for the year ending December 31, 1879, as follows:

The gross earnings of the year were.....	\$225,953
An increase in the amount over the earnings of the preceding year of (\$29,043.)	
The total expenses of every kind, including construction (except cost of Jenney extension) were.....	137,827
Net revenue.....	\$88,125
Received from sales of lands.....	12,000
Total net revenue.....	\$100,125
Interest upon the funded debt.....	\$71,466
Less miscellaneous interest received.....	6,167
Surplus for the year.....	\$34,827

Instead of dividing this surplus among stockholders, the directors retained it for purchase of additional equipment, imperatively demanded by the increasing business of the road. The road has been extended from a point two miles north of Wausan to Jenney, a distance of 17½ miles, and \$175,000 first mortgage coupon 7 per cent bonds have been issued therefor, in conformity with the company's circular of October 30, 1879. Lincoln county bonds to the amount of \$55,000, bearing 8 per cent interest, have been issued in aid of such extension and delivered to this company. The reorganization agreement for the securities has received the assent of all parties, and the expense and delay of foreclosure proceedings were thereby avoided. The road having been reorganized during the year, its capitalization is now: Common capital stock, \$623,000; preferred capital stock, \$1,403,255; first mortgage 7 per cent bonds, \$1,103,965; registered income bonds, \$49,780. The road is 107 miles long from Tomah to Jenney, and has 10 7-10 miles of side track.

GENERAL INVESTMENT NEWS.

Atchison & Nebraska.—A meeting of the stockholders is called for March 25 to consider the advisability of leasing the railroad to the Burlington & Missouri River Railroad.

Atlanta & Charlotte Air Line.—At a meeting of the stockholders the following board of directors was elected: Eugene Kelly, Richard Irvin, Jr., Pomeroy P. Dickinson, Belden R. McAlpine, Francis Smith, Abram S. Hewitt, William H.

Fogg, William A. Hadden, Hiram W. Sibley and William R. Irshaw, of New York City; Hiram Sibley, of Rochester, N. Y., and Skipworth Wilmer, of Baltimore. The annual report for 1879 shows gross earnings of \$777,398 and operating expenses, including fixed charges, &c., of \$525,677, leaving net \$251,620; but of this there was paid for construction \$34,717, for equipment \$12,900, and for interest on preferred bonds \$35,000, making the balance to income account \$119,003. The balance on hand Jan. 1, 1879, was \$34,842, which added to the other made a balance on Jan. 1, 1880, of \$153,845. There will be due for interest on July 1, on \$4,250,000 of bonds, \$175,000, which the company expects to be able to pay.

Atlantic Mississippi & Ohio.—Holders of over \$1,500,000 consolidated bonds have given notice to the London Committee that in holding that committee's certificates for bonds deposited they do not wish to be understood as acquiescing in the scheme proposed by the committee, or in its proceedings subsequent to the deposit of the bonds.

Central of New Jersey.—No report has been published for the information of stockholders. From the meagre returns filed in the New Jersey State Comptroller's office, the following figures in comparison with those for 1878 are printed in the New York Tribune money article.

The following are the comparative figures of the capital stock and debts, as reported by the receiver:

	Dec. 31, 1878.	Dec. 31, 1879.	Increase.
Capital stock.....	\$18,563,200	\$18,563,200	
Funded debt.....	\$31,850,276	\$32,766,660	\$916,384
Other indebtedness.....	4,203,658	6,341,203	2,137,550
Total debt.....	\$36,053,934	\$39,107,863	\$3,053,934
Total stock and debts.....	\$54,617,134	\$57,671,063	\$3,053,934

The gross earnings of the company show increases for every item, amounting to a total increase of \$675,592; but the operating expenses were also increased \$619,766, so that the net earnings were increased only \$55,826. The following shows the business of the company for the years 1878 and 1879:

GROSS EARNINGS AND OPERATING EXPENSES FOR YEARS ENDED DEC. 31, 1878 AND 1879.

	1878.	1879.	Increase.
Passengers.....	\$1,435,013	\$1,542,557	\$107,544
Mercandise.....	1,072,601	1,261,785	189,184
Coal.....	986,213	1,348,053	361,840
Mail, express, &c.....	147,799	164,823	17,024
Total.....	\$3,641,626	\$4,317,218	\$675,592
Operating expenses.....	2,325,872	2,945,638	619,766
Net earnings.....	\$1,315,754	\$1,371,580	\$55,826

"It will be understood that the foregoing covers only the operations of the New Jersey lines, and does not include the leased lines situated in Pennsylvania. In 1878 the business of all the lines not included in the above was: Gross earnings, \$1,947,899; operating expenses, \$960,834; net earnings, \$987,015. Against these net earnings, however, the rentals of the same line amounted to about \$700,000, so that the net profit to the Central of New Jersey Company was less than \$300,000."

Chicago Burlington & Quincy.—The annual report will be published in the CHRONICLE as soon as it is ready in pamphlet form. The brief abstract in the Chicago newspapers states that the gross earnings in Illinois and Iowa, including all leased roads and branches, have been: From freight, \$11,650,622; from passengers, \$2,566,652; from mail, express and miscellaneous, \$562,440; from interest and exchange, \$37,390; total, \$14,817,105; the operating expenses, including taxes, have been \$7,557,067, leaving net earnings from operating \$7,260,038. Out of the net earnings have been paid the following fixed charges: For rent of tracks and depots, \$179,092; for interest on bonds, \$2,110,937; for sinking fund for C. B. & Q. 8 per cent bonds, \$238,576; less amount derived from income on securities held in sinking fund, \$80,767; for sinking fund for bonds issued for the Albia Knoxville & Des Moines Railroad \$16,810; for sinking fund for bonds issued for the St. Louis Rock Island & Chicago Railroad, \$55,875; total fixed charges, \$2,520,523. Also for dividend March 15 of 4 per cent, \$1,225,830; for dividend September 15 of 4 per cent, \$1,237,436; for dividend December 15 of 2 per cent, \$618,718; total, \$5,602,508; leaving surplus over every current liability and sinking funds for the year, \$1,657,529. From this the directors carried the sum of \$1,000,000 to "Renewal Fund," representing a portion of the amount applied during the year from surplus earnings towards construction outlays. Balance of accounts written off, \$423,084; net surplus for the year, \$234,444.

Cleveland Tuscarawas Valley & Wheeling.—The annual meeting of stockholders was held in Cleveland, March 10. President Chamberlain's report shows that the earnings were \$446,749 and the expenses \$284,430. The net earnings were \$162,319. The following full board of directors was re-elected: Selah Chamberlain, W. S. Streater, Amasa Stone, James Mason and R. P. Myers of Cleveland, Ohio; E. P. Rhoades and W. W. Holloway of Bridgeport, Ohio; Clement Russell of Massillon, Ohio, and H. B. Perkins of Warren, Ohio.

Grand Rapids & Indiana.—The annual report of the company for the past fiscal year showed that the total earnings of the road were 1,345,134, an increase over those of the preceding year of \$144,505. The increase in the net earnings was \$190,137, being \$432,595 in 1879, against \$242,458 in 1878.

Hartford & Connecticut Valley.—At Hartford, Conn., March 10, the Hartford & Connecticut Valley Railroad Company, successors of the former Connecticut Valley Road, organized, and

elected the following directors: Samuel Babcock, of Middletown; Timothy M. Allyn and Charles T. Hillyer, of Hartford; Chester W. Chapin, of Springfield; Richard D. Hubbard, Henry Kellogg, Charles M. Beach and Franklin Chamberlain, of Hartford, and Daniel C. Spencer, of Saybrook.

Housatonic.—The stockholders have re-elected the directors and voted to issue \$700,000 of 5 per cent bonds—to take up \$400,000 of 6 per cent bonds, and to equip the line with steel rails.

Houston & Texas Central.—From the N. Y. *Tribune* the following is condensed: The control of the Houston and Texas Central, early in the Spring of 1877, passed into the hands of the late Charles Morgan, the principal owner of the Louisiana and Texas Steamship Company. The original stock of the company was \$820,000, but this had been increased six years before, under the provisions of the Texas law, to eight times that sum, or \$6,560,000. The company was in financial straits, and Mr. Morgan bought a controlling interest by the purchase of 4,050 shares of the stock. He bought the stock at 15, and, it is said, considered the bargain a bad one. In 1873 the floating debt was large, and to the persons in New-York who had carried this floating debt, mostly directors, over \$1,000,000 of the new stock had been issued. This stock was issued in defiance, it is claimed, of the State laws, which require stocks to be full-paid. Mr. Morgan refused to accept stock which was issued as a bonus, and bought that only which had formed a part of the original stock. Much of this original stock had never been exchanged, and Mr. Morgan bought from William M. Rice at least one-fourth of the whole amount. J. D. Giddings of Houston, Texas, prepared a suit to set aside the issue of this bonus stock, but his death last year interrupted the suit. The executors of his estate, it is understood, have since sold his interest in the road. No suit against the company is now pending. The first mortgage bonds, at the authorized rate of \$20,000 a mile, amount to about \$10,400,000. The consolidated mortgage bonds amount to about \$5,200,000, while the income and indemnity bonds amount to \$2,500,000. Some of the second and third mortgage bonds have not been sold, but have been used as collateral security for the floating debt. The floating debt and the third mortgage bonds, amounting to about \$3,500,000, must be paid before a dividend on the common stock can be declared. The extension of the Texas Pacific Railroad will bring into the market nearly 1,000,000 acres of the company's land, for which there is now no demand. It is estimated that it would require about \$2,500,000 to put the road in first-class condition. The annual interest on the funded and floating debts amounts to over \$1,200,000 a year.

Indianapolis Cincinnati & Lafayette.—At Indianapolis, March 6, the stockholders of the Indianapolis Cincinnati & Lafayette Railroad reorganized the road. The capital stock was fixed at \$4,000,000. The following directors were elected: Thomas A. Morris, Charles W. Short, George Wilshire, George W. Hoadley, S. J. Broadwell, M. E. Ingalls, John King, Jr., Thomas D. Messler, Thomas H. Perkins, George Bliss, Thomas H. Sharpe and Charles G. London. The name of the road will be changed to the Cincinnati Indianapolis St. Louis & Chicago Railway.

Little Pittsburg Mining Co.—At a meeting of the executive committee in this city, it was decided to suspend the payment of monthly dividends for the present and to devote the money in the treasury to the development of the property. Mr. G. C. Lyman, secretary of the company, resigned, and Mr. H. A. Kirkham was appointed in his place. Professor Raymond has gone to Leadville, and has been engaged by the company to make a thorough investigation of the mine, that the stockholders may have definite information respecting their property.

Louisville & Nashville.—The officers of the Louisville & Nashville Company, in answer to numerous inquiries, furnish the following information in regard to the status and connections of their road:

1. The Louisville & Nashville have purchased, as is known, a controlling interest in the Nashville & Chattanooga. The latter will not be consolidated with the Louisville & Nashville, but will be managed as are other independent lines owned by the Louisville & Nashville. The advantage to the Louisville & Nashville of owning the Chattanooga and other lines will be a stoppage of ruinous competition, and will cause a reduction in operating expenses.

2. The Louisville & Nashville have recently acquired control of the Mobile & Montgomery Railroad. For this bargain they have received an offer which would give them a net profit of \$1,000,000 cash.

3. The Louisville & Nashville have also secured control of the Pensacola and the Mobile & New Orleans railroads, by exchange of bonds. The purchase in each case was at prices at which these two roads are at least no burden to the Louisville & Nashville.

4. The present net earnings of the Louisville & Nashville are equal to 16 per cent on the present capital of \$9,000,000, without taking into account the new acquisitions.

5. The main line of the Louisville & Nashville is now laid with steel rails, and about 35 per cent of the branches is steel-railed—all being rock ballasted.

6. The Louisville & Nashville system of roads is now complete, and no consolidation or amalgamation with any company is contemplated, nor are any acquisitions contemplated.

Louisville & Nashville—New Orleans & Mobile.—It is proposed to foreclose the mortgage and sell the New Orleans & Mobile road, and a new company will be organized in the interest of the Louisville & Nashville Company. It is said

that the receiver's certificates, amounting to about \$1,000,000, and the first mortgage bonds, amounting to about \$4,000,000, will be exchanged for \$5,000,000 6 per cent first mortgage bonds of the Louisville & Nashville Company. These latter bonds will be secured by a mortgage on the New Orleans & Mobile road. A decree of sale was rendered by Judge Woods at New Orleans March 6, and it is stated that two-thirds of the bonds have already been sold to Louisville & Nashville parties.

Marietta Pittsburg & Cleveland.—Cyrus W. Field and John Paton, Trustees of the owners of the Marietta Pittsburg & Cleveland Railway Company, have filed a bill against the Cleveland & Marietta Railway Company, Isaac Morten, and others. The complainants, together with the defendant, Morten, were the Trustees who purchased and operated the Marietta Pittsburg & Cleveland Railroad, running from Marietta to Canal Dover, on behalf of the defendants, who held in all 3,093 of the mortgage bonds foreclosed in September, 1877, and who purchased the road. An agreement between the contributing bondholders and the Trustees provided that the property should be held subject to the control and direction of a majority in interest of the contributors. This majority has now requested the Trustees to transfer the road to the Cleveland & Marietta Railroad Company, subject to any existing indebtedness against the trust estate, the owners to receive in return shares of the capital stock of the purchasing company; they are also requested to file a petition in the U. S. Circuit Court asking the Court to examine the accounts of the trust and fix the compensation of the Trustees, to ascertain and provide for the payment of the indebtedness, and to direct the Trustees in the further execution of their trust. This is the purpose of the present bill, and Isaac Morten, having declined to unite in the bill, is made a defendant.—*Cincinnati Gazette*.

Milwaukee & Northern.—A decree of foreclosure and sale was entered in the United States Court at Milwaukee, March 8, in the case of Jesse Hoyt, of New York, Trustee, against the Milwaukee & Northern and Menasha & Appleton Railway Companies. The amount due to the bondholders is \$2,662,742, and the time for the sale of the property by the marshal has not been determined. The foreclosure includes the franchises, rolling stock, &c., of the lines from Milwaukee to Green Bay, and from Hilbert Junction to Menasha, and from the north end of the Milwaukee & Northern Road at Menasha to the north end of Grand Chute Island at Appleton.

Missouri Pacific.—It is reported that Mr. Gould has offered to compromise the claim of the county of St. Louis against this road, now amounting to \$916,000, by paying one-half. This claim, which is in the courts, is for \$790,000 loaned to the road in 1865 with accrued interest.

New Jersey Midland.—The N. Y. *Times* reports that Gen. Thomas D. Hoxsey, of Paterson, N. J., has filed in the Court of Chancery a bill to compel the New Jersey Midland Railway Company, or the new owners of that corporation, to issue to the stockholders of the New Jersey Western Railway Co. 7 per cent stock, guaranteed, of the Midland road in exchange for the stock of the former, or, failing that, to relinquish to the New Jersey Western Co. that portion of the Midland lying between Hawthorne and Bloomingdale, a distance of about 10 miles, which was located and partly graded by the former company in 1868, 1869 and 1870. This is asked for on the ground that the New Jersey Midland agreed to issue such stock in 1870, in consideration of the New Jersey Western stockholders consenting to a consolidation of the roads, which afterward took place, but that the promised exchange of stock never was made by the Midland. A circular to holders of securities of the old New Jersey Midland Railroad contains the following information respecting the present standing of the different classes of obligations: First mortgage bonds (committee's certificates) are to receive new first mortgage bonds for the face of the old bonds, and preferred stock for back interest, the preferred stock to carry with it the voting power of the new company; second mortgage bonds (committee's certificates) are to receive for face and back interest new income bonds which shall constitute a second mortgage on the property; third mortgage bonds (consolidated) are to receive for face and back interest new income bonds of the same series as those allotted to the second mortgage bonds; the third mortgage bonds are, however, subject to an assessment of 15 per cent on face and interest. Notes and open accounts representing the floating debt to be subject to the same terms as the third mortgage bonds. No definite conclusion has yet been arrived at as to the old stock. This would make the obligations of the reorganized company as follows: New first mortgage bonds, \$3,000,000; new second mortgage bonds, \$4,850,692; preferred stock, \$1,050,000. The old common stock amounts to \$1,423,745. From the assessments the company will have in cash \$423,000. The *Times* says: "It is asserted that the committee of the first and second mortgage bondholders stands eight in favor to four against the above plan, and that the road earned \$180,000 net profit last year, which was all applied to improvements, so that now very little further outlay, except for the rolling stock that will be needed when its consolidation with the New York Ontario & Western Co. is effected, will be necessary."

New York Lake Erie & Western.—The following statement is for the month of January and for the four months Oct. 1 to Jan 31:

	January.		Oct. 1 to Jan. 31.	
	1879.	1880.	1879-80.	1879-80.
Gross earnings.....	\$1,147,173	\$1,296,381	\$5,207,852	\$5,924,158
Working expenses..	962,031	946,565	3,579,415	3,950,654
Net earnings....	\$185,142	\$349,816	\$1,628,436	\$1,973,504

Pennsylvania Railroad.—Pursuant to public notice, the annual meeting of the stockholders of the Pennsylvania Railroad Company was held in Philadelphia this week. In reference to the item at the bottom of page 5 of the report, showing a reduction in the value of securities of \$1,227,095, sundry accounts of previous years charged off as of no value, \$327,094, sundry securities transferred to suspended account as of doubtful value, \$42,584, a total of \$1,596,773. Mr. Lockwood expressed the hope that the next report would be further itemized, and thus show an improvement in this respect. He made a motion to that effect which was agreed to.

Mr. Edward T. Parker presented the following:

Resolved, That all money expended for real estate and for permanent improvement of the road should go into capital, and that the amount so expended last year shall be added to the amount recovered for the riot losses at Pittsburgh, and shall, together, be divided among the shareholders pro rata as an extra dividend, the amount being as stated in the annual report:

Construction Pennsylvania Railroad.....	\$114,757
Riot claims.....	632,106
	\$1,046,861
	1,600,000
	\$2,646,861

Col. Thomas A. Scott, President of the company, who was seated in the body of the hall, at this point rose and said that the subject was one properly belonging to the Board of Directors, who declared the dividends, and not the stockholders, and as such he moved to refer it to the incoming Board. This was unanimously agreed to.

Pennsylvania—C. C. & I. C.—The appeal bond of the Pennsylvania and Pittsburgh Cincinnati & St. Louis railroad companies, in the matter of their suit against the Columbus Chicago & Indiana Central Railroad Company, has been filed in the United States Circuit Court. It is in the sum of \$4,800,000. The decree of Judge Harlan required that the bond shall be secured by collaterals, and the report has been filed showing the amount and kind of securities deposited with the Fidelity Insurance Trust & Safe Deposit Company, of Philadelphia, as collaterals on the bond, which was approved, and as soon as the Master certifies that they have been so deposited and receives a receipt for them, the appeal will act as a supersedeas to the decree of Justice Harlan until the case is decided by the U. S. Supreme Court. The list is as follows: 110 bonds of the Cincinnati Street Connection Company, value, \$110,000; 250 construction and equipment bonds of the Clev. & Pittsburgh Railroad, \$280,000; 356 bonds of the Jersey City & Bergen Railroad, \$409,400; 1,000 second mortgage bonds of the Northern Central Railroad, \$1,000,000; 795 bonds of the Shamokin Valley & Pottsville R.R., \$850,600; 723 bonds of the Southwestern Pennsylvania Railroad, \$831,450; 121 bonds of the Western Pennsylvania Railroad, Pittsburgh Division, \$121,000; 1,200 general mortgage bonds of the Northern Pennsylvania Road, \$12,000,000; par value of the bonds, \$4,560,000; market value, \$4,803,000.

Quincy Missouri & Pacific.—At the annual meeting of the stockholders of this road, the following figures were given. The gross earnings for 1878 and 1879 are shown as follows:

	1878.	1879.
Freight earnings.....	\$61,424	\$81,134
Passenger earnings.....	22,707	22,482
Miscellaneous earnings.....	6,842	6,972
Total.....	\$90,975	\$110,590

Increase, \$19,614, or 21.5 per cent more than 1878. The total operating expenses, including taxes paid for 1878, were \$69,018, or 75.8 per cent of the gross receipts, and for 1879 were \$72,176, or 65.2 per cent of the gross receipts. The net earnings for 1878 were \$21,956, or 24.2 per cent of gross. The net earnings for 1879 were \$38,414, or 34.8 per cent of gross. Increase of net earnings for 1879 were \$16,408, or 75 per cent greater than 1878. The increase of income from freight business is \$19,799, or 32 per cent greater than 1879. All these are encouraging improvements.

Richmond & Allegheny.—The James River & Kanawha Canal and franchises have been sold to the Richmond & Allegheny Railroad, which is to construct a road along the entire line of the canal from Richmond to Buchanan, about two hundred miles, and thence about forty miles to Clifton Forge, on the Chesapeake & Ohio Railroad. The following is the organization of the new company which has purchased the property of the James River & Kanawha Canal Company: George W. Bartholomew, of Hartford, Conn., President; H. C. Parsons, of Richmond, Vice-President; Sheppard Homan, of New York, Secretary and Treasurer; and the following directors: Francis O. French, Conrad N. Jordan, Samuel Shethar and Hugh McCulloch, of New York; Cyrus H. McCormick, of Chicago, Ill.; Henry Miller, of Columbus, Ohio; James G. Blaine, of Maine, and Charles E. Wortham, of Richmond, Va. The trustees of the mortgage are Messrs. Henry M. Alexander, of New York, and Henry K. Ellison, of Richmond. The work of the construction will be pushed.

Texas & Pacific.—This company makes the following statement for the nine months of its fiscal year from June 1 to February 29:

Gross earnings.....	\$2,035,733 40
Expenses (45 per cent).....	995,283 66
Net earnings.....	\$1,087,449 74

The net earnings show an increase of \$402,158 73, or 50.7 per cent, over the same period in the preceding year.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 12, 1880.

General trade has improved with the advancing season. There is not only a better demand for merchandise to meet the wants of the Spring trade, but more disposition on the part of holders to part with stocks and not to hold for the realization of speculative values. This is not uniformly true, but sufficiently so to give tone to business circles. The process of realizing, to wind up the season for agricultural staples, seems to have begun in good earnest, and yet there is no disposition to make any considerable reduction in prices. The navigation of the Great Lakes of the Northwest has been partially resumed. The rivers of the Southwest are high—in fact, the Mississippi threatens an overflow.

The course of the provision market has been downward, with occasional reactions toward higher figures. Until latterly a good movement has been reported. To-day, pork was dull and easy at \$12 for old mess, and \$12 25@12 50 for new on the spot; options were quoted at \$12 05@12 30 for March, \$12 15@12 30 for April, and \$12 20@12 30 bid and asked for May. Lard also showed a decline to 7.65c. for prime Western on the spot, and 7.25@7.27½c. for No. 1; March was quoted at 7.57½@7.60c.; April sold at 7.65@7.62½c.; May, 7.70@7.67½c.; June, 7.75@7.72½c.; and seller all the year, 7.60c., closing a shade under these figures. Refined to the continent quoted 8c. Bacon was well maintained at 7½c. for long and short clear together. Cut meats steady and quiet. Beef sold in a small way at \$11@11 50 for extra mess.

Shipments of hog product from Chicago from Nov. 1 to March 1, four months:

	1879-80.	1878-79.	Increase.	Decrease.
Pork.....lbs.	20,559,600	21,954,400	.....	1,394,800
Lard.....lbs.	69,079,890	107,670,174	.....	38,590,284
Meats.....lbs.	295,808,139	378,108,018	.....	82,299,879

Total.....lbs. 385,447,629 507,732,592 122,284,963

Comparative stocks of pork and lard at Chicago:

	1880.	1880.	1879.	1878.
	March 1.	Feb. 16.	March 1.	March 1.
Pork.....bbls., new.	283,649	285,161	189,034	274,081
Pork.....bbls., old.	5,500	7,400	17,500	.....
Lard.....tes.	254,184	238,379	210,137	71,220

Rio coffee was very quiet until yesterday, when a good business was done at a decline to 15c. for fair cargoes. The purchases at Rio Janeiro for the United States have latterly been quite large, and the supply here being liberal and jobbers refusing to purchase unless at some concession, importers were forced to give way. The stock here in first hands is 142,000 bags. Mild grades of coffee have sold to only a moderate extent of late, and prices are more or less depressed. Rice has met with a fair demand latterly at firmer prices, the sales of Carolina being at 6½@7½c. for common to choice. New Orleans molasses has been fairly active and firm at 40@60c., according to quality, and foreign boiling stock has advanced to 37c. for 50 degrees test, there being a steady demand and the supply still small. Raw sugar advanced to 7¼@8c. for fair to good refining early in the week, but later fell back to 7½@7¾c., at which the market has been very firm, though quiet. The close is, however, decidedly more active, with prices quite strong.

	Hhds.	Boxes.	Bags.	Molado.
Receipts since March 1, 1880.....	20,766	210	168,235	1,289
Sales since March 1, 1880.....	10,222	.....	51,215	.....
Stock March 10, 1880.....	45,034	776	715,813	2,700
Stock March 12, 1879.....	14,789	8,540	500,222	2,486

Refined sugar is more active at the close at 9¼c. for crushed, this being a firm price.

There has been rather more doing in Kentucky tobacco, but it is the result of a better home trade, for the export business has continued small. The sales for the week are 800 hhds., of which 350 for export and 450 for home consumption. Prices are barely steady, with lugs quoted at 4@5½c. and leaf 6@12c. Seed leaf also remains quiet, and sales for the week are only 650 cases, all crop of 1878, as follows: 250 Pennsylvania, 9½@10c.; 200 New England, 11@21c.; 100 Wisconsin, 7@13c.; and 100 Ohio on private terms. Spanish tobacco is also less active, and we have only to note sales of 550 bales Havana at 80c. to \$1 10; 73 bales Yara, II. ent, private terms.

Ocean freight-room has been fairly taken; rates have been quite irregular, though in the main steady. At the close quite a satisfactory feeling prevails. The engagements and charters included: Grain to Liverpool by steam, 5@5¼d. 60 lbs.; provisions, 30@35s; grain to London by steam, 4¾d.; sack flour, 17s. 6d.; grain to Newcastle by steam, 5¾d.; barley to Bristol by steam, 5d.; grain to Cork for orders, March loading, 4s., free of elevator charges; do. to Bordeaux, 3s. 1½d.; do. to Havre or Antwerp, 3s. 4½d.; crude petroleum to Bremen, 2s. 7¼d.; do. to Certe or Marseilles, 5s. 6d.; refined do. to the Baltic, 2s. 9d.@2s. 10d.

The feature in naval stores has been the advance and speculative movement in spirits turpentine; the Wilmington and London advices have fully sympathized; holders now quote 50@51c. Rosins are unchanged and dull at \$1 45@1 52½ for strained to good strained. Petroleum has latterly been dull, and refined has declined to 7½@7¾c. United certificates have been irregular and weak, but at the close more staid at 88¼c. bid. American and Scotch pig irons are very quiet, and more or less weak. Rails have had a fair movement at a slight decline in iron descriptions. Ingot copper steady at 23¾@24c. for Lake. Choice Western clover seed sold at 8@8½c.

COTTON.

FRIDAY, P. M., March 12, 1880.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Mar. 12), the total receipts have reached 61,369 bales, against 78,451 bales last week, 102,995 bales the previous week, and 115,307 bales three weeks since, making the total receipts since the 1st of September, 1879, 4,344,639 bales, against 3,998,320 bales for the same period of 1878-9, showing an increase since September 1, 1879, of 346,319 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	1880.	1879.	1878.	1877.	1876.
New Orleans.....	28,639	31,950	25,850	19,063	30,815
Mobile.....	2,631	4,325	6,263	2,884	5,723
Charleston.....	2,932	4,587	6,509	2,385	3,263
Port Royal, &c.....	.....	27	1,792	193	300
Savannah.....	5,311	5,338	11,330	3,443	2,549
Galveston.....	4,508	5,819	9,307	4,669	6,146
Indianola, &c.....	.....	139	37	18	201
Tennessee, &c.....	11,591	9,871	10,421	4,418	9,072
Florida.....	141	993	199	113	101
North Carolina.....	692	1,796	2,906	2,166	1,215
Norfolk.....	8,158	8,702	6,539	4,805	5,750
City Point, &c.....	315	1,913	1,112	381	300
Total this week...	61,369	78,490	82,261	44,537	65,441
Total since Sept. 1.	4,344,639	3,998,320	3,752,265	3,668,286	3,631,831

The exports for the week ending this evening reach a total of 101,452 bales, of which 45,626 were to Great Britain, 18,402 to France, and 37,424 to rest of the Continent, while the stocks as made up this evening are now 846,397 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

Week ending Mar. 12.	EXPORTED TO—			Total this Week.	Same Week 1879.	STOCK.	
	Great Britain.	France.	Continent.			1880.	1879.
N. Orleans	15,991	13,071	17,222	46,284	85,321	302,367	256,798
Mobile...	.....	.....	.....	.....	.....	52,813	37,998
Charl't'n	.....	1,869	4,200	6,068	12,813	37,861	23,708
Savannah	3,057	2,263	8,504	13,824	8,714	48,373	34,957
Galv't'n	9,093	1,200	5,814	16,137	27,176	50,245	38,596
N. York.	7,135	.....	637	7,772	5,707	265,414	182,750
Norfolk.	2,462	.....	.....	2,462	4,895	30,322	26,168
Other*..	7,888	.....	1,017	8,905	4,102	59,000	29,000
Tot. this week..	45,626	18,402	37,424	101,452	148,728	846,397	629,975
Tot. since Sept. 1.	1,743,267	286,717	642,408	2,672,392	2,745,254	.....	.....

* The exports this week under the head of "other ports" include, from Baltimore, 2,025 bales to Liverpool and 1,017 bales to the Continent; from Boston, 3,714 bales to Liverpool; from Philadelphia, 1,243 bales to Liverpool.

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 47,276 bales, while the stocks to-night are 216,423 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, Yals & Lambert, 60 Beaver street:

MAR. 12, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Liverpool.	France.	Other Foreign.	Coastwise.	Total.	
New Orleans.....	43,940	9,341	16,355	551	70,187	232,180
Mobile.....	8,400	2,800	6,600	1,400	19,200	33,613
Charleston.....	7,030	1,000	1,800	150	9,980	27,881
Savannah.....	10,300	300	15,700	1,200	27,500	20,875
Galveston.....	8,017	None.	5,722	900	14,639	35,606
New York.....	5,800	100	1,000	None.	6,973	258,441
Other ports.....	7,000	None.	1,000	3,000	11,000	78,322
Total.....	90,487	13,541	43,177	7,201	153,479	686,918

* Included in this amount there are 73 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 Mar. 5, 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	1275,140	1031,669	599,092	190,872	171,974	961,938	320,671
Mobile.	326,022	331,114	54,393	6,791	10,830	72,014	52,295
Char'n*	413,855	488,820	125,422	15,046	138,125	278,593	42,107
Sav'n*	637,791	649,152	163,550	15,041	179,693	358,747	61,072
Galv.*	424,833	512,833	163,082	19,761	34,690	217,536	62,776
N. York	156,028	124,748	229,507	18,859	39,098	287,464	290,355
Florida	19,304	48,331	.....	.....	.....	.....	.....
N. Car.	97,708	124,374	22,668	.....	8,427	31,095	6,574
Norfolk*	625,378	472,105	184,338	1,479	4,577	190,394	31,756
Other..	221,139	136,634	155,589	.....	17,570	173,159	55,000
This yr.	4280,271	.....	1697,641	268,315	604,984	2570,940	922,666
Last year.....	3919,830	1517,689	354,899	723,938	2596,526	715,557	.....

* 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 speculation in futures opened the week with a very buoyant tone. On Saturday there was a general advance, promoted by strong foreign advices and a good export demand, together with a very small interior movement, which caused a demand to cover contracts. On Monday there was a buoyant opening, but a decline later in the day, under sales on Southern account, attributed to indications that a great increased acreage will be planted for the next crop. Tuesday opened depressed, but there was an early rally, the movement of the crop being again exceedingly small for this period of the season. On Wednesday Liverpool advices were disappointing, and greatly weakened confidence of operators, who realized freely, causing a decline of 12@18 points. Yesterday Liverpool advices were better, and the opening and close with us slightly dearer, but in the interval lower prices were made. To-day the close was depressed under this increased crop movement. Cotton on the spot was in good export demand on Saturday and Monday, causing an advance of 1/4c. Subsequently the market was dull and prices were weak, closing last evening nominally unchanged, but lower to sell. To-day the market for spot cotton was very flat. Middling uplands quoted nominal at 13 1/4c., but a short notice for March old at 13 1/8c.

The total sales for forward delivery for the week are 727,000 bales, including — free on board. For immediate delivery the total sales foot up this week 4,014 bales, including 1,422 for export, 2,297 for consumption, 295 for speculation, and — in transit. Of the above, — bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

Mar. 6 to Mar. 12.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Strict Ord. 11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Good Ord. 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Str. G'd Ord. 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Low Midd'g 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Str. L'w Mid 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Middling 13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4
Good Mid. 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Str. G'd Mid 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Midd'g Fair 14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4
Fair 15	15	15	15	15	15	15	15	15	15

	Wed.	Th.	Fri.	Wed.	Th.	Fri.	Wed.	Th.	Fri.
Ordin'y. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Strict Ord. 11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Good Ord. 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Str. G'd Ord. 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Low Midd'g 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Str. L'w Mid 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Middling 13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4
Good Mid. 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Str. G'd Mid 13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Midd'g Fair 14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4
Fair 15	15	15	15	15	15	15	15	15	15

STAINED.			Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Strict Good Ordinary.....	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Low Middling.....	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Middling.....	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2

MARKET AND SALES.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul't'n	Trans- it.	Total.	Sales.	Deliv- eries.
Sat. Steady, adv. of 1/2	1,222	482	5	.....	1,709	135,100	500
Mon. Quiet, but firm ..	.....	375	200	.....	575	163,500	1,400
Tues. Dull and easier..	200	300	.....	.....	500	111,800	1,600
Wed. Dull.....	.....	312	.....	.....	312	108,000	600
Thurs. Quiet.....	.....	560	90	.....	650	105,200	300
Fri. Quiet.....	.....	268	.....	.....	268	102,500	300
Total.....	1,422	2,297	295	.....	4,014	727,000	4,700

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 727,000 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For March.		Bales.		Cts.		Bales.		Cts.		Bales.		Cts.	
Bales.	Cts.	Bales.	Cts.	Bales.	Cts.	Bales.	Cts.	Bales.	Cts.	Bales.	Cts.	Bales.	Cts.
100 s. n.....	13-09	4,100.....	13-20	400.....	13-35	1,700.....	13-37	7,000.....	13-68	3,000.....	13-55	800.....	13-61
100.....	13-13	1,200.....	13-21	173,500.....	13-38	7,000.....	13-69	8,700.....	13-70	10,000.....	13-71	400.....	13-72
200.....	13-14	2,200.....	13-22										
300.....	13-15	3,200.....	13-23										
400.....	13-16	4,200.....	13-24										
500.....	13-17	5,200.....	13-25										
600.....	13-18	6,200.....	13-26										
700.....	13-19	7,200.....	13-27										
800.....	13-20	8,200.....	13-28										
900.....	13-21	9,200.....	13-29										
1,000.....	13-22	10,200.....	13-30										
1,100.....	13-23	11,200.....	13-31										
1,200.....	13-24	12,200.....	13-32										
1,300.....	13-25	13,200.....	13-33										
1,400.....	13-26	14,200.....	13-34										
1,500.....	13-27	15,200.....	13-35										
1,600.....	13-28	16,200.....	13-36										
1,700.....	13-29	17,200.....	13-37										
1,800.....	13-30	18,200.....	13-38										
1,900.....	13-31	19,200.....	13-39										
2,000.....	13-32	20,200.....	13-40										
2,100.....	13-33	21,200.....	13-41										
2,200.....	13-34	22,200.....	13-42										
2,300.....	13-35	23,200.....	13-43										
2,400.....	13-36	24,200.....	13-44										
2,500.....	13-37	25,200.....	13-45										
2,600.....	13-38	26,200.....	13-46										
2,700.....	13-39	27,200.....	13-47										
2,800.....	13-40	28,200.....	13-48										
2,900.....	13-41	29,200.....	13-49										
3,000.....	13-42	30,200.....	13-50										
3,100.....	13-43	31,200.....	13-51										
3,200.....	13-44	32,200.....	13-52										
3,300.....	13-45	33,200.....	13-53										
3,400.....	13-46	34,200.....	13-54										
3,500.....	13-47	35,200.....	13-55										
3,600.....	13-48	36,200.....	13-56										
3,700.....	13-49	37,200.....	13-57										
3,800.....	13-50	38,200.....	13-58										
3,900.....	13-51	39,200.....	13-59										
4,000.....	13-52	40,200.....	13-60										
4,100.....	13-53	41,200.....	13-61										
4,200.....	13-54	42,200.....	13-62										
4,300.....	13-55	43,200.....	13-63										
4,400.....	13-56	44,200.....	13-64										
4,500.....	13-57	45,200.....	13-65										
4,600.....	13-58	46,200.....	13-66										
4,700.....	13-59	47,200.....	13-67										
4,800.....	13-60	48,200.....	13-68										
4,900.....	13-61	49,200.....	13-69										
5,000.....	13-62	50,200.....	13-70										
5,100.....	13-63	51,200.....	13-71										
5,200.....	13-64	52,200.....	13-72										
5,300.....	13-65	53,200.....	13-73										
5,400.....	13-66	54,200.....	13-74										
5,500.....	13-67	55,200.....	13-75										
5,600.....	13-68	56,200.....	13-76										
5,700.....	13-69	57,200.....	13-77										
5,800.....	13-70	58,200.....	13-78										
5,900.....	13-71	59,200.....	13-79										
6,000.....	13-72	60,200.....	13-80										
6,100.....	13-73	61,200.....	13-81										
6,200.....	13-74	62,200.....	13-82										
6,300.....	13-75	63,200.....	13-83										
6,400.....	13-76	64,200.....	13-84										
6,500.....	13-77	65,200.....	13-85										
6,600.....	13-78	66,200.....	13-86										
6,700.....	13-79	67,200.....	13-87										
6,800.....	13-80	68,200.....	13-88										
6,900.....	13-81	69,200.....	13-89										
7,000.....	13-82	70,200.....	13-90										
7,100.....	13-83	71,200.....	13-91										
7,200.....	13-84	72,200.....	13-92										
7,300.....	13-85	73,200.....	13-93										
7,400.....	13-86	74,200.....	13-94										
7,500.....	13-87	75,200.....	13-95										
7,600.....	13-88	76,200.....	13-96										
7,700.....	13-89	77,200.....	13-97										
7,800.....	13-90	78,200.....	13-98										
7,900.....	13-91	79,200.....	13-99										
8,000.....	13-92	80,200.....	14-00										
8,100.....	13-93	81,200.....	14-01										
8,200.....	13-94	82,200.....	14-02										
8,300.....	13-95	83,200.....	14-03										
8,400.....	13-96	84,200.....	14-04										
8,500.....	13-97	85,200.....	14-05										
8,600.....	13-98	86,200.....	14-06										
8,700.....	13-99	87,200.....	14-07										
8,800.....	14-00	88,200.....	14-08										
8,900.....	14-01	89,200.....	14-09										
9,000.....	14-02	90,200.....	14-10										
9,100.....	14-03	91,200.....	14-11										
9,200.....	14-04	92,200.....	14-12										
9,300.....	14-05	93,200.....	14-13										
9,400.....	14-06	94,200.....	14-14										
9,500.....	14-07	95,200.....	14-15										
9,600.....	14-08	96,200.....	14-16										
9,700.....	14-09	97,200.....	14-17										
9,800.....	14-10	98,200.....	14-18										
9,900.....	14-11	99,200.....	14-19										
10,000.....	14-12	100,200.....	14-20										

Bales.	Cts.	Bales.	Cts.	Bales.	Cts.
3,400.....18-0	300.....13-97	300.....13-97	300.....13-97	300.....13-97	300.....13-97
1,400.....18-1	800.....13-98	100.....13-98	100.....13-98	100.....13-98	100.....13-98
4,900.....18-2	1,000.....14-00	600.....13-99	600.....13-99	600.....13-99	600.....13-99
5,300.....18-3	700.....14-01	700.....13-41	700.....13-41	700.....13-41	700.....13-41
2,400.....18-4	38,500	200.....13-42	200.....13-42	200.....13-42	200.....13-42
800.....18-5		100.....13-44	100.....13-44	100.....13-44	100.....13-44
2,800.....18-7	For August.	900.....13-45	900.....13-45	900.....13-45	900.....13-45
3,700.....18-8	500.....13-74	200.....13-46	200.....13-46	200.....13-46	200.....13-46
1,600.....18-9	1,200.....13-75	300.....13-49	300.....13-49	300.....13-49	300.....13-49
2,300.....18-10	1,000.....13-77	100.....13-51	100.....13-51	100.....13-51	100.....13-51
100.....18-11	1,000.....13-78	300.....13-52	300.....13-52	300.....13-52	300.....13-52
188,300	100.....13-79	400.....13-53	400.....13-53	400.....13-53	400.....13-53
For July.	2,500.....13-80	600.....13-55	600.....13-55	600.....13-55	600.....13-55
600.....18-07	2,700.....13-81	200.....13-56	200.....13-56	200.....13-56	200.....13-56
1,700.....18-08	1,600.....13-82	300.....13-57	300.....13-57	300.....13-57	300.....13-57
900.....18-09	2,200.....13-83	200.....13-58	200.....13-58	200.....13-58	200.....13-58
100.....18-10	1,400.....13-84	600.....13-63	600.....13-63	600.....13-63	600.....13-63
400.....18-12	1,400.....13-85				
1,400.....18-13	600.....13-86	For October.			
2,400.....18-14	100.....13-89	100.....12-48	100.....12-48	100.....12-48	100.....12-48
2,600.....18-15	800.....13-90	100.....12-49	100.....12-49	100.....12-49	100.....12-49
1,900.....18-16	100.....13-91	200.....12-50	200.....12-50	200.....12-50	200.....12-50
1,400.....18-17	100.....13-94	500.....12-51	500.....12-51	500.....12-51	500.....12-51
1,300.....18-18	100.....13-95	700.....12-52	700.....12-52	700.....12-52	700.....12-52
400.....18-19	800.....13-96	200.....12-55	200.....12-55	200.....12-55	200.....12-55
200.....18-20	500.....13-97	200.....12-56	200.....12-56	200.....12-56	200.....12-56
400.....18-21	2,000.....13-98	100.....12-57	100.....12-57	100.....12-57	100.....12-57
500.....18-22	5,100.....13-99	100.....12-58	100.....12-58	100.....12-58	100.....12-58
1,000.....18-23	2,900.....14-00	200.....12-59	200.....12-59	200.....12-59	200.....12-59
200.....18-24	2,400.....14-01	300.....12-61	300.....12-61	300.....12-61	300.....12-61
700.....18-25	1,400.....14-02	600.....12-63	600.....12-63	600.....12-63	600.....12-63
600.....18-26	2,600.....14-03	800.....12-64	800.....12-64	800.....12-64	800.....12-64
1,000.....18-28	500.....14-04	800.....12-65	800.....12-65	800.....12-65	800.....12-65
1,400.....18-29	800.....14-05	100.....12-69	100.....12-69	100.....12-69	100.....12-69
1,500.....18-30	300.....14-06	200.....12-69	200.....12-69	200.....12-69	200.....12-69
1,000.....18-31	1,900.....14-09	400.....12-70	400.....12-70	400.....12-70	400.....12-70
1,400.....18-32	1,500.....14-10	100.....12-71	100.....12-71	100.....12-71	100.....12-71
300.....18-33	96,500	300.....12-72	300.....12-72	300.....12-72	300.....12-72
1,700.....18-34	For September.	800.....12-73	800.....12-73	800.....12-73	800.....12-73
2,900.....18-35	900.....13-38	400.....12-74	400.....12-74	400.....12-74	400.....12-74
200.....18-36					

The following exchanges have been made during the week:

22 pd. to exch. 500 April for May.	22 pd. to exch. 300 March for July.
41 pd. to exch. 400 April for June.	20 pd. to exch. 500 April for May.
21 pd. to exch. 200 April for May.	

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

Futures	Saturday.	Monday.	Tuesday.
Market.	Higher.	Variable.	Variable.
	For Day.	For Day.	For Day.
	High. Low. Bid. Ask	High. Low. Bid. Ask	High. Low. Bid. Ask
March.	13-33-13-32 13-32 33	13-46-13-29 13-26 27	13-30-13-22 13-31 -
April.	13-45-13-31 13-45 -	13-55-13-35 13-36 37	13-42-13-31 13-41 42
May.	13-66-13-54 13-66 -	13-72-13-57 13-57 58	13-63-13-53 13-62 63
June.	13-85-13-76 13-84 85	13-91-13-75 13-75 76	13-82-13-71 13-80 81
July.	13-96-13-88 13-95 96	14-01-13-89 13-88 89	13-92-13-84 13-82 93
August.	14-05-13-97 14-03 04	14-10-13-95 13-94 96	14-00-13-93 13-99 -
Sept./r.	13-58-13-52 13-59 60	13-63-13-55 13-52 55	13-56-13-49 13-56 59
October.	12-74-12-64 12-73 75	12-75-12-65 12-62 64	12-65-12-58 12-65 68
Nov./r.	12-33-12-31 12-32 34	12-37-12-27 12-23 26	12-27-12-24 12-26 28
Dec./r.	- 12-25 12-27 29	12-33-12-23 12-18 20	- - 12-21 23
Tr. ord.	13-35	13-30	13-35
Closed.	Firm.	Easy.	Firm.
Futures	Wednesday.	Thursday.	Friday.
Market.	Lower.	Firmer.	Easier.
	For Day.	For Day.	For Day.
	High. Low. Bid. Ask	High. Low. Bid. Ask	High. Low. Bid. Ask
March.	13-25-13-15 13-15 16	13-20-13-15 13-16 17	13-14-13-13 13-12 13
April.	13-37-13-25 13-25 -	13-30-13-21 13-25 26	13-27-13-18 13-18 19
May.	13-58-13-45 13-45 46	13-62-13-43 13-46 47	13-48-13-38 13-38 39
June.	13-76-13-63 13-63 64	13-58-13-61 13-64 65	13-67-13-56 13-56 57
July.	13-86-13-74 13-74 75	13-79-13-73 13-75 76	13-77-13-67 13-67 68
August.	13-95-13-83 13-81 83	13-86-13-80 13-81 83	13-83-13-74 13-74 75
Sept.	13-52-13-40 13-39 41	13-45-13-40 13-40 42	13-41-13-36 13-35 36
October.	12-57-12-51 12-48 50	12-56-12-50 12-51 53	12-50-12-48 12-48 49
Nov.	12-23-12-20 12-11 14	12-15-12-13 12-15 17	12-16-12-10 12-09 11
Dec./r.	12-14 - 12-07 09	12-12-12-07 12-10 12	12-09 - 13-15 06
Tr. ord.	13-20	13-20	13-15
Closed.	Weak.	Steady.	Barely steady.

* 14-01. 12-01.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Mar. 12), we add the item of exports from the United States, including in it the exports of Friday only.

	1880.	1879.	1878.	1877.
Stock at Liverpool.....bales	576,000	552,000	704,000	1,073,000
Stock at London.....	26,900	63,750	9,500	29,500
Total Great Britain stock	602,900	615,750	713,500	1,102,500
Stock at Havre.....	54,430	160,750	274,000	179,250
Stock at Marseilles.....	1,182	1,500	5,000	3,000
Stock at Barcelona.....	28,747	30,000	25,000	62,000
Stock at Hamburg.....	3,200	4,500	7,000	13,000
Stock at Bremen.....	16,133	23,250	35,750	47,500
Stock at Amsterdam.....	30,032	43,750	37,250	64,500
Stock at Rotterdam.....	2,392	8,500	10,500	10,000
Stock at Antwerp.....	420	4,250	6,500	6,750
Stock at other continental ports.	1,538	6,000	5,500	12,500
Total continental ports....	138,124	282,500	406,500	398,500
Total European stocks....	741,024	898,250	1,120,000	1,501,000
India cotton afloat for Europe.	174,587	106,000	138,000	202,000
Amer'n cotton afloat for Europe.	506,146	721,000	620,000	591,000
Egypt, Brazil, &c. afloat for Europe.	32,370	19,000	30,000	32,000
Stock in United States ports	846,397	629,975	721,480	809,795
Stock in U. S. interior ports....	162,428	100,426	100,649	97,705
United States exports to-day..	26,000	26,000	15,000	7,000
Total visible supply.....	2,488,952	2,500,651	2,745,129	3,040,500

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

	1880.	1879.	1878.	1877.
American—				
Liverpool stock.....bales	429,000	417,000	528,000	751,000
Continental stocks.....	132,000	245,000	354,000	315,000
American afloat for Europe....	506,146	721,000	620,000	591,000
United States stock.....	846,397	629,975	721,480	809,795

	1880.	1879.	1878.	1877.
United States interior stocks..	162,428	100,426	100,649	97,705
United States exports to-day..	26,000	26,000	15,000	7,000

	1880.	1879.	1878.	1877.
Total American.....	2,101,971	2,139,401	2,339,129	2,371,500
East Indian, Brazil, &c.—				
Liverpool stock.....	147,000	135,000	176,000	322,000
London stock.....	26,900	63,750	9,500	29,500
Continental stocks.....	6,124	37,500	52,500	83,500
India afloat for Europe.....	174,587	106,000	138,000	202,000
Egypt, Brazil, &c. afloat.....	32,370	19,000	30,000	32,000

	1880.	1879.	1878.	1877.
Total East India, &c.....	386,981	361,250	406,000	669,000
Total American.....	2,101,971	2,139,401	2,339,129	3,371,500

Total visible supply.....2,488,952 2,500,651 2,745,129 3,040,500

Price Mid. Upl., Liverpool.... 7³d. 5³d. 6¹d. 6⁵d.

The above figures indicate a decrease in the cotton in sight to-night of 11,699 bales as compared with the same date of 1879, a decrease of 256,177 bales as compared with the corresponding date of 1878, and a decrease of 551,543 bales as compared with 1877.

In the preceding visible supply table we have heretofore only included the interior stocks at the 7 original interior towns. As we did not have the record of the new interior towns for the four years, we could not make a comparison in any other way. That difficulty no longer exists, and we therefore make the following comparison, which includes the stocks at the 19 towns given weekly in our table of interior stocks instead of only the old 7 towns. We shall continue this double statement for a time but finally shall simply substitute the 19 towns for the 7 towns in the preceding table.

	1880.	1879.	1878.	1877.
American—				
Liverpool stock.....bales	429,000	417,000	528,000	751,000
Continental stocks.....	132,000	245,000	354,000	315,000
American afloat for Europe....	506,146	721,000	620,000	591,000
United States stock.....	846,397	629,975	721,480	809,795
United States interior stocks..	289,996	159,418	169,636	165,747
United States exports to-day..	26,000	26,000	15,000	7,000

Total American.....2,229,539 2,198,393 2,408,116 2,439,542

East Indian, Brazil, &c.—

	1880.	1879.	1878.	1877.
Liverpool stock.....	147,000	135,000	176,000	322,000
London stock.....	26,900	63,750	9,500	29,500
Continental stocks.....	6,124	37,500	52,500	83,500
India afloat for Europe.....	174,587	106,000	138,000	202,000
Egypt, Brazil, &c. afloat.....	32,370	19,000	30,000	32,000

Total East India, &c..... 386,981 361,250 406,000 669,000

Total American.....2,229,539 2,198,393 2,408,116 2,439,542

Total visible supply.....2,616,520 2,559,643 2,814,116 3,108,542

These figures indicate an increase in the cotton in sight to-night of 56,877 bales as compared with the same date of 1879, a decrease of 197,596 bales as compared with the corresponding date of 1878, and a decrease of 492,032 bales as compared with 1877.

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 1879—is set out in detail in the following statement:

	Week ending Mar. 12, '80.			Week ending Mar. 14, '79.		
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.
Augusta, Ga.....	1,195	1,734	13,714	907	1,837	14,967
Columbus, Ga.....	626	2,389	13,602	641	1,504	8,068
Macon, Ga.....	156	343	3,178	146	765	2,687
Montgomery, Ala.	496	799	7,230	1,391	1,336	4,732
Selma, Ala.....	352	1,951	2,354	456	1,118	3,490
Memphis, Tenn..	6,885	12,586	107,896	14,322	14,052	58,764
Nashville, Tenn..	706	847	14,454	738	776	7,668
Total, old ports.	10,416	20,649	162,428	18,511	21,388	100,426
Dallas, Texas* ..	304	315	2,756	311	602	1,148
Jefferson, Tex* ..	225	325	500	316	409	3,110
Shreveport, La. ..	1,182	1,640	11,794	1,344	2,441	3,150
Vicksburg, Miss.	1,581	1,508	4,830	3,693	3,604	3,657
Columbus, Miss.	91	306	2,062	190	1,017	559
Eufaula, Ala.....	211	52	2,926	211	332	2,105
Griffin, Ga.....	103	109	1,237	96	138	1,118
Atlanta, Ga.....	735	566	10,402	776	533	4,603
Rome, Ga.....	2,735	1,270	5,810	836	662	1,707
Charlotte, N. C. .	298	352	1,437	738	545	1,070
St. Louis, Mo.....	4,144	7,139	73,578	5,107	6,569	28,242
Cincinnati, O.....	2,985	4,062	10,536	9,436	9,526	8,943
Total, new p'rts	14,594	17,644	127,568	23,054	26,378	58,943
Total, all.....	25,010	38,293	289,996	41,565	47,766	159,369

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1879-80 were 4,627,334 bales; in 1878-79 were 4,152,086 bales; in 1877-78 were 3,905,419 bales.

2. That although the receipts at the out ports the past week were 64,368 bales, the actual movement from plantations was only 51,085 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the same week were 72,289 bales, and for 1878 they were 59,435 bales.

WEATHER REPORTS BY TELEGRAPH.—Rain has fallen the past week very freely almost everywhere. Even the Galveston district has had fine showers.

Galveston, Texas.—It has rained during the past week on three days, splendid showers, but not quite enough, and we will need another within a week. This is the first satisfactory rain since the 13th of last August. There have been fine rains during the week throughout the State. The thermometer has averaged 69, the highest being 77, and the lowest 57. The rainfall is two inches and seven hundredths.

Indianola, Texas.—There have been showers at this point on three days, the rainfall aggregating fifty-five hundredths of an inch. The thermometer has ranged from 53 to 80, averaging 66. Corn is coming up finely. Cotton planting is making good progress.

Corpuscular, Texas.—It has rained steadily on four days during the week, proving very beneficial. Corn planting is progressing. Average thermometer 61, highest 84, and lowest 43. The rainfall is two and fifty-two hundredths inches.

Dallas, Texas.—We have had fine rains on four days the past week, the rainfall reaching two inches and fifty-three hundredths, and prospects are greatly improved. Corn planting is making fine progress. The thermometer has averaged 61, the highest being 84 and the lowest 43.

Brenham, Texas.—It has rained here on five days, the rainfall reaching three inches; very beneficial and none too much. Cotton planting is making good progress and farmers are greatly encouraged. The prospect is as good as possible so early in the season. Average thermometer 66, highest 80, and lowest 52.

New Orleans, Louisiana.—Rain has fallen on three days during the week, to a depth of three inches and thirty-nine hundredths. Average thermometer 71.

Shreveport, Louisiana.—Roads are in a bad condition from repeated rains, retarding receipts. The thermometer has averaged during the week 66, the extreme range having been 48 to 84, and the rainfall has reached two inches and thirty-two hundredths.

Vicksburg, Mississippi.—The last five days of the past week have been rainy, although the earlier portion of the week the weather was clear and pleasant. We are having too much rain.

Columbus, Mississippi.—It has rained during the past week on four days, the rainfall reaching one inch and eighty-five hundredths. The thermometer has averaged 65, the highest being 74, and the lowest 56.

Little Rock, Arkansas.—It has been cloudy and wet the past week, rain having fallen on five days, to a depth of two and fifty-nine hundredths inches. The thermometer has averaged 51, with an extreme range of 40 to 69.

Nashville, Tennessee.—Rain has fallen during the past week on five days, to a depth of one inch and fifty-four hundredths. Average thermometer 54, highest 72, and lowest 44.

Memphis, Tennessee.—Telegram not received.

Mobile, Alabama.—During the earlier part of the week the weather was clear and pleasant, but it has rained severely two days and been showery two days the latter portion, and is threatening to-day (Friday). The rainfall has reached four inches and ninety-seven hundredths. The thermometer has averaged 69, the highest being 82 and the lowest 54.

Montgomery, Alabama.—We have had rain on six days the past week, the rainfall reaching three inches and twenty-two hundredths. Average thermometer 67, highest 85, and lowest 50.

Selma, Alabama.—It has rained on four days the past week, and is now raining.

Madison, Florida.—We have had rain on two days the past week. The thermometer has averaged 72, the highest being 90, and the lowest 55. Planting is progressing finely.

Macon, Georgia.—It has rained during the past week on three days. The thermometer has averaged 68, with an extreme range of 50 to 84. The rainfall for the two weeks of March is three inches and sixty-seven hundredths.

Our figures for thermometer were not telegraphed correctly last week, and should have been printed—highest 81, lowest 49, and average 65.

Columbus, Georgia.—Rain has fallen during the week on four days, to a depth of three inches and twenty-nine hundredths. Average thermometer 70, highest 82, and lowest 55.

Savannah, Georgia.—It has rained on three days, the rainfall reaching thirty-seven hundredths of an inch, but the balance of

the week has been pleasant. The thermometer has averaged 65, with an extreme range of 54 to 88.

Augusta, Georgia.—The earlier part of the past week the weather was clear and pleasant, but we have had heavy and general rains on three days the latter portion, the rainfall reaching three inches and fourteen hundredths. Average thermometer 64, highest 84, and lowest 50.

Charleston, South Carolina.—It has rained during the past week on two days, the rainfall reaching one inch and twelve hundredths. The thermometer has ranged from 50 to 80, averaging 64.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Mar. 11, 1880, and Mar. 13, 1879.

	Mar. 11, '80.	Mar. 13, '79.
	Feet. Inch.	Feet. Inch.
New Orleans.....	Below high-water mark... 2 4	5 0
Memphis.....	Above low-water mark... 32 11	17 0
Nashville.....	Above low-water mark... 37 3	7 0
Shreveport.....	Above low-water mark... 13 5	20 0
Vicksburg.....	Above low-water mark... 41 2	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, MAR. 6, '80, TO FRIDAY, MAR. 12, '80.

D'y of week	New Orleans.	Mobile.	Charleston.	Savannah.	Galveston.	Norfolk.	Wilmington.	All others.	Total.
Sat.	4,332	375	328	874	607	1,295	63	1,953	9,829
Mon	8,944	1,205	559	1,223	1,895	816	66	1,707	16,415
Tues	418	97	395	654	531	1,939	174	2,496	6,724
Wed	1,568	361	662	1,222	273	946	16	1,663	6,711
Thur	5,113	261	522	634	451	1,902	39	2,022	10,944
Fri..	7,714	332	466	704	751	1,240	14	2,524	13,745
Tot.	23,089	2,631	2,932	5,311	4,508	8,158	372	12,367	64,368

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

Monthly Receipts.	Year Beginning September 1.					
	1879.	1878.	1877.	1876.	1875.	1874.
Sept'mbr	333,643	288,848	98,491	236,868	169,077	134,376
Octob'r	888,492	689,264	578,533	675,260	610,316	536,968
Novemb'r	942,272	779,237	822,493	901,392	740,116	676,295
Decemb'r	956,164	893,664	900,119	787,769	821,177	759,036
January	617,140	618,727	689,610	500,680	637,067	444,052
February.	447,918	566,824	472,054	449,686	479,801	383,324
Tot. year.	4,215,929	3,836,564	3,561,300	3,551,655	3,457,554	2,934,051
Percentage of tot. port receipts Feb. 29..		86.26	81.95	87.95	82.50	83.90

This statement shows that up to Feb. 29 the receipts at the ports this year were 379,365 bales more than in 1878-79 and 654,629 bales more than at the same time in 1877-78. By adding to the totals to February 29 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.
Tot.Feb.29	4,215,929	3,836,564	3,561,300	3,551,655	3,457,554	2,934,051
Mar. 1....	16,279	10,547	17,734	6,325	7,842	8,903
" 2....	12,171	8.	9,868	9,782	12,518	10,947
" 3....	12,432	19,625	8.	4,367	12,817	14,779
" 4....	10,056	19,653	32,985	8.	10,411	10,929
" 5....	13,404	7,947	17,175	8,531	8.	10,617
" 6....	9,829	9,860	9,746	6,678	19,134	8,240
" 7....	8.	15,631	8,873	8,722	15,922	8.
" 8....	16,415	12,430	12,300	6,561	15,674	13,681
" 9....	6,724	8.	8,728	16,228	6,387	12,118
" 10....	6,711	18,764	8.	8,473	10,364	9,247
" 11....	10,944	14,887	19,179	8.	8,451	12,365
" 12....	13,745	8,298	11,487	8,391	8.	9,263
Total....	4,344,639	3,974,209	3,709,395	3,635,913	3,577,074	3,055,139
Percentage of total port receipts Mar. 12.		89.36	85.35	90.04	85.35	87.36

This statement shows that the receipts since Sept. 1 up to to-night are now 370,430 bales more than they were to the same day of the month in 1879, and 635,244 bales more than they were to the same day of the month in 1878. We add to the last table the percentages of total port receipts which had been received to Mar. 12 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Taticorin, 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 March 11.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1880	25,000	23,000	48,000	72,000	106,000	178,000	32,000	268,000
1879	6,000	4,000	10,000	46,000	50,000	96,000	28,000	184,000
1878	8,000	13,000	21,000	79,000	133,000	212,000	43,000	331,000
1877	24,000	.....	21,000	114,000	75,000	189,000	43,000	277,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 10,000 bales, and an *increase* in shipments of 83,000 bales, and the shipments since January 1 show an *increase* of 78,000 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 KURACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1880.....	8,000	.....	8,000	19,000	6,000	25,000
1879.....	3,000	7,000	10,000	32,000	21,000	53,000
1878.....	.....	.....	.....	13,000	19,000	32,000
1877.....	7,000	1,000	8,000	30,000	6,000	36,000

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales *less* than same week of last year. For the whole of India, therefore, the total shipments this week and since January 1, 1880, 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—	1880.		1879.		1878.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	48,000	178,000	10,000	100,000	21,000	212,000
All other ports.	8,000	25,000	10,000	53,000	.....	32,000
Total.....	56,000	203,000	20,000	153,000	21,000	244,000

This last statement affords a very interesting comparison of the total movement for the week ending March 11, and for the three years up to 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, March 11.	1880.		1879.		1878.	
	This week.	Since Sept. 1	This week.	Since Sept. 1	This week.	Since Sept. 1
Receipts (cantars*)—	15,000	.....	9,000	.....	16,000	.....
Since Sept. 1	3,193,000	.....	1,514,000	.....	2,490,000	.....
Exports (bales)—	1880.		1879.		1878.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
To Liverpool.....	8,500	250,000	.....	134,000	5,000	209,000
To Continent.....	2,000	142,498	1,000	59,000	2,000	137,000
Total Europe.....	10,500	392,498	1,000	293,000	7,000	346,000

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Mar. 11 were 15,000 cantars, and the shipments to all Europe 10,500 bales.

MANCHESTER MARKET.—Our report received from Manchester to-day (Mar. 12) states that prices of twists and shirtings are lower, and the market is flat and inactive. We give to-day's prices below, and leave previous weeks' for comparison.

	1879-80.						1878-79.					
	32s Cop. Twist.	8½ lbs. Shirtings.	Cott'n Mid. Uplds.	32s Cop. Twist.	8½ lbs. Shirtings.	Cott'n Mid. Uplds.	32s Cop. Twist.	8½ lbs. Shirtings.	Cott'n Mid. Uplds.	32s Cop. Twist.	8½ lbs. Shirtings.	Cott'n Mid. Uplds.
Jany. 9	10½ @ 10½	7 0 @ 8 3	7½	7½ @ 8½	5 6 @ 7 6	5½	7½ @ 8½	5 6 @ 7 6	5½	7½ @ 8½	5 6 @ 7 6	5½
" 16	10½ @ 10½	7 1½ @ 8 4½	7½	7½ @ 8½	5 7½ @ 7 1½	5½	7½ @ 8½	5 7½ @ 7 1½	5½	7½ @ 8½	5 7½ @ 7 1½	5½
" 23	10½ @ 10½	7 3 @ 8 6	7½	7½ @ 8½	5 7½ @ 7 1½	5½	7½ @ 8½	5 7½ @ 7 1½	5½	7½ @ 8½	5 7½ @ 7 1½	5½
" 30	10½ @ 11	7 3 @ 8 6	7½	7½ @ 8½	5 6 @ 7 6	5½	7½ @ 8½	5 6 @ 7 6	5½	7½ @ 8½	5 6 @ 7 6	5½
Feb'y. 6	11 @ 11½	7 3 @ 8 6	7½	7½ @ 8½	5 6 @ 7 6	5½	7½ @ 8½	5 6 @ 7 6	5½	7½ @ 8½	5 6 @ 7 6	5½
" 13	11½ @ 11½	7 6 @ 8 9	7½	7½ @ 8½	5 6 @ 7 6	5½	7½ @ 8½	5 6 @ 7 6	5½	7½ @ 8½	5 6 @ 7 6	5½
" 20	11½ @ 12½	7 9 @ 8 9	7½	7½ @ 8½	5 4½ @ 7 1½	5½	7½ @ 8½	5 4½ @ 7 1½	5½	7½ @ 8½	5 4½ @ 7 1½	5½
" 27	11½ @ 12	7 9 @ 8 9	7½	7½ @ 8½	5 3 @ 7 6	5½	7½ @ 8½	5 3 @ 7 6	5½	7½ @ 8½	5 3 @ 7 6	5½
Mar. 5	11½ @ 12	7 9 @ 8 9	7½	7½ @ 8½	5 1½ @ 7 4½	5½	7½ @ 8½	5 1½ @ 7 4½	5½	7½ @ 8½	5 1½ @ 7 4½	5½
" 12	11½ @ 11½	7 6 @ 8 3	7½	7½ @ 8½	5 0 @ 7 3	5½	7½ @ 8½	5 0 @ 7 3	5½	7½ @ 8½	5 0 @ 7 3	5½

CONSUMPTION IN EUROPE AND AMERICA.—By cable we have received this week the substance of Messrs. Ellison & Co.'s circular issued on Wednesday, and an article containing their figures for February, etc., will be found in our editorial columns to-day.

In reply to many letters received, we shall attempt next week to say something with regard to American consumption, though we have little new to add to our last remarks on that subject.

GUNNY BAGS, BAOGING, ETC.—There has not been any change in the market since our last, and but little business is doing. There are some holders who are disposed to sell and a few lots are offering, and somewhat lower figures will buy at the moment, and 1½ lbs. can be had at 10½c., 2 lbs. for 11c., while for standard weight 11½c. is quoted. At the close the feeling is steady, with some dealers looking for higher figures. Butts have been active again and quotations are a shade firmer. The sales are 20,000 bales on spot and to arrive, at 3½c. for paper grades. The close is very strong and paper grades are now held at 3½ @ 3 7-16c., and spinning qualities at 3½ @ 3½c., both to arrive.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 7,772 bales against 14,815 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.
	Feb. 18.	Feb. 25.	Mch. 3.	Mch. 10.		
Liverpool.....	5,640	7,323	12,378	7,135	229,936	181,757
Other British ports.....	100	.....	.....	.....	6,706	4,312
TOTAL TO GREAT BRITAIN	5,740	7,323	12,378	7,135	236,642	186,069
Havre.....	351	.....	1,103	.....	18,859	10,368
Other French ports.....	.....	.....	.....	.....	100	.....
TOTAL FRENCH.....	351	.....	1,103	.....	18,859	10,468
Bremen and Hanover....	299	627	834	537	21,207	12,997
Hamburg.....	100	218	500	.....	12,998	2,202
Other ports.....	.....	.....	.....	100	2,324	635
TOTAL TO NORTH EUROPE	399	845	1,334	637	36,529	15,934
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	.....	5,610
All other.....	.....	.....	.....	.....	3,206	.....
TOTAL SPAIN, &c.....	.....	.....	.....	.....	3,206	5,610
GRAND TOTAL.....	6,490	8,168	14,815	7,772	295,236	217,981

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	3,048	136,071	.....	23,545	.....	3,402	.....	.....
Texas	.....	88,356	.....	2,869	.....	2,575	.....	.....
Savannah	623	173,474	1,149	35,038	293	14,623	4,518	49,914
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	1	5,500	.....	1,290	.....	.....	.....	.....
S. Carolina	487	102,416	.....	.....	.....	65	.....	8,951
N. Carolina	189	38,297	.....	.....	.....	.....	113	9,379
Virginia	3,562	184,497	249	43,095	.....	722	68,412	.....
North. pts	.....	5,834	2,811	122,007	.....	.....	462	.....
Tenn., &c.	6,113	162,141	2,714	126,423	1,005	54,465	.....	15,000
Foreign	46	2,675	.....	.....	.....	.....	.....	.....
This year.	14,069	899,261	6,923	354,267	1,298	75,130	5,353	152,118
Last year.	21,873	709,342	11,545	236,357	2,687	61,475	1,506	127,919

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 100,317 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 Wisconsin, 2,502....		7,135
Germanic, 1,886....Parthia, 1,328....Baltic, 1,412.....		537
To Bremen, per steamer Donau, 537.....		100
To Rotterdam, per steamer Cydonia, 100.....		.....
NEW ORLEANS—To Liverpool, per steamers Vanguard, 4,050....		34,548
Montreal, 6,519....Eduardo, 4,981....Prince Edward, 3,224....		6,116
Warrior, 1,000....per ships King Coalric, 5,330....		.....
Canova, 4,604....per bark Prince Leopold, 4,840.....		4,908
To Havre, per ship Charles, 6,116....		1,145
To Bremen, per barks Carl Johan, 1,454....Prince Arthur, 3,454....		3,952
To Antwerp, per steamer F. W. Harris, 1,145....		7,797
To Reval, per barks Statsminister Stang, 1,552....Engelbrecht, 2,400....		1,876
To Cronstadt, per ship John Patten, 4,480....per bark Wyoming, 3,317....		2,382
CHARLESTON—To Liverpool, per bark Glenola, 1,725 Upland and 151 Sea Island.....		4,564
To Havre, per bark Warrior, 2,320 Upland and 62 Sea Island		902
To Bremen, per steamer Lartington, 4,564 Upland.....		1,500
To Barcelona, per brig Frasquito, 902 Upland.....		1,650
SAYANNAH—To Cronstadt, per bark Gaspard, 1,500 Upland.....		4,915
To Mahon, per bark Lima, 1,650 Upland.....		1,852
TEXAS—To Liverpool, per steamer Romulus, 3,702....per brig Little Harry, 1,213....		3,084
To Reval, per barks Gustaf Adolf, 1,055....Amy, 797....		1,080
To Cronstadt, per barks Statsraad Brock, 1,132....Agon, 1,050....		2,293
per brig Rana, 902....		.....
To Genoa, per bark Kasnan, 1,080....		.....
NORFOLK—To Liverpool, per bark Moliamo, 2,293.....		.....

		Tot. bales.
BALTIMORE—To Liverpool, per steamers Ilberrnian, (additional)	1,312...American, 1,020...Sardinian, 853.....	3,185
To Bremen, per steamer Leipzig, 1,017.....		1,017
BOSTON—To Liverpool, per steamers Samaria, 451...Victoria,	1,581...Minnesota, 194.....	2,226
PHILADELPHIA—To Liverpool, per steamers Illinois, 482...Lord	Gough, 1,096.....	1,578

Total.....100,347

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

	Liverpool.	Bremen, Antwerp and Havre.	Reval and Cronstadt.	Mal-moo.	Barce-lona.	Genoa.	Total.
New York.....	7,135	637					7,772
N. Orleans.....	3,548	0,116	6,053	11,749			58,466
Charleston	1,870	2,382	4,564			902	9,724
Savannah.....				1,500	1,650		3,150
Texas.....	4,915			4,936		1,080	10,931
Norfolk.....	2,298						2,298
Baltimore.....	3,185	1,017					4,202
Boston.....	2,226						2,226
Philadelphia	1,578						1,578

Total... 57,761 8,498 12,271 18,185 1,650 902 1,080 100,347

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

ATON, steamer (Br.), Robertson, at Havre March 5 from New Orleans, was leaking badly. Her bows were seriously damaged, she having been in collision with the Havre Quay wall.
AURORA J., ship (Aust.), Ivanchich, at Havre February 28 from New Orleans, had wheel broken and cargo damaged.
ONAWAY, bark (Br.), Wilcott, at Liverpool March 7 from Galveston, had nine planks cut through in a collision. She had water in her hold and has been docked.
WIMMERA, bark (Br.), at Liverpool Feb. 20 from New Orleans, experienced a succession of heavy gales during passage, and had bulwarks carried away, cutwater, figurehead and deckhouse starboard and sustained other damage.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	732@14	732@14	732@14	732@14	732@14	732@14
Do sail....d.	316	316	316	316	316	316
Havre, steam....c.	58@	58@	58@	58@	58@	58@
Do sail....c.	12	12	12	12	12	12
Bremen, steam....c.	53*	53*	53*	53*	53*	53*
Do sail....c.	12	12	12	12	12	12
Hamburg, steam....c.	58@	58@	58@	58@	58@	58@
Do sail....c.	12	12	12	12	12	12
Amst'd'm, steam....c.	58	58	58	58	58	58
Do sail....c.	@	@	@	@	@	@
Baltic, steam....d.	718@1532	718@1532	718@1532	718@1532	718@1532	718@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:

	Feb. 20.	Feb. 27.	Mar. 5	Mar. 12.
Sales of the week.....bales.	79,000	42,000	42,000	45,000
Forwarded.....	21,000	13,000	18,000	14,000
Sales American.....	47,000	34,000	32,000	33,000
Of which exporters took.....	7,000	4,000	7,000	4,000
Of which speculators took.....	18,000	2,000	4,000	5,000
Total stock—Estimated.....	463,000	511,000	521,000	576,000
Of which American—Estim'd.....	348,000	382,000	386,000	429,000
Total import of the week.....	57,000	105,000	65,000	109,000
Of which American.....	42,000	78,000	45,000	87,000
Actual export.....	4,000	8,000	6,000	5,000
Amount afloat.....	334,000	304,000	334,000	313,000
Of which American.....	281,000	252,000	284,000	230,000

The tone of the Liverpool market for spots and futures each day of the week ending March 12, 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 firm.	Active and firmer.	Dull and easier.	Dull.	Dull and easier.	Dull.
Mid. Upl'ds	71 ¹ / ₁₆	7 ¹ / ₁₆	7 ¹ / ₁₆	7 ¹ / ₁₆	7 ³ / ₁₆	7 ³ / ₁₆
Mid. Or'n's.	7 ³ / ₁₆	7 ⁹ / ₁₆	7 ³ / ₁₆	7 ¹ / ₁₆	7 ¹ / ₁₆	7 ¹ / ₁₆
Market, } 5 P.M.	—	—	—	—	—	—
Sales.....	6,000	14,000	7,000	6,000	5,000	6,000
Spec.& exp.	500	2,000	1,000	1,000	500	1,000
Futures.						
Market, } 5 P.M.	Quiet but firm.	Steady.	Firm.	Dull.	Dull but steady.	Quiet but steady.

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

SATURDAY.		MONDAY.		TUESDAY.		WEDNESDAY.		THURSDAY.		FRIDAY.	
Delivery.	d.	Delivery.	d.	Delivery.	d.	Delivery.	d.	Delivery.	d.	Delivery.	d.
Mar.....	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆	Aug-Sept.....	7 ¹ / ₁₆	Oct-Nov.....	7 ¹ / ₁₆	Mar.....	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆
Mar-Apr.....	7 ³ / ₁₆	June-July.....	71 ¹ / ₁₆	Oct-Nov.....	7 ¹ / ₁₆	Oct-Nov.....	7 ¹ / ₁₆	Mar-Apr.....	71 ¹ / ₁₆	Apr-May.....	71 ¹ / ₁₆
Apr-May.....	7 ³ / ₁₆	July-Aug.....	71 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	Apr-May.....	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆
MONDAY.											
Delivery.	d.	Delivery.	d.	Delivery.	d.	Delivery.	d.	Delivery.	d.	Delivery.	d.
Mar.....	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	Oct-Nov.....	7 ¹ / ₁₆	Oct-Nov.....	7 ¹ / ₁₆	Mar.....	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆
Mar-Apr.....	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	Mar-Apr.....	71 ¹ / ₁₆	Apr-May.....	71 ¹ / ₁₆
Apr-May.....	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	Apr-May.....	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆
May-June.....	71 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	Nov-Dec.....	7 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆	June-July.....	71 ¹ / ₁₆
June-July.....	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	June-July.....	71 ¹ / ₁₆		

TUESDAY.			WEDNESDAY.			THURSDAY.			FRIDAY.		
Delivery.			Delivery.			Delivery.			Delivery.		
Mar.....	71 ¹ / ₁₆	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Mar-Apr.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Mar-Apr.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Apr-May.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Apr-May.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆	71 ¹ / ₁₆
May-June.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	71 ¹ / ₁₆	June-July.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Delivery.			Delivery.			Delivery.			Delivery.		
Mar.....	71 ¹ / ₁₆	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Mar-Apr.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Mar-Apr.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Apr-May.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Apr-May.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆	71 ¹ / ₁₆
May-June.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	71 ¹ / ₁₆	June-July.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Delivery.			Delivery.			Delivery.			Delivery.		
Mar.....	71 ¹ / ₁₆	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Mar-Apr.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Mar-Apr.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Apr-May.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Apr-May.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆	71 ¹ / ₁₆
May-June.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	71 ¹ / ₁₆	June-July.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Delivery.			Delivery.			Delivery.			Delivery.		
Mar.....	71 ¹ / ₁₆	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	71 ¹ / ₁₆	July-Aug.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Mar-Apr.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Mar-Apr.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Aug-Sept.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Apr-May.....	71 ¹ / ₁₆	71 ¹ / ₁₆
Apr-May.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Sept-Oct.....	71 ¹ / ₁₆	71 ¹ / ₁₆	May-June.....	71 ¹ / ₁₆	71 ¹ / ₁₆
May-June.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	71 ¹ / ₁₆	Oct-Nov.....	71 ¹ / ₁₆	71 ¹ / ₁₆	June-July.....	71 ¹ / ₁₆	71 ¹ / ₁₆

BREADSTUFFS.

FRIDAY, P. M., March 12, 1880.

There was a decline of 10@25c. per bbl. early in the week for the leading grades of flour, which led to more activity. The trade were pretty free buyers at the reduction, but the most active demand was from shippers, who took several thousand bbls of common extras at \$5 40@55 60. With the advance in wheat, there was a firmer feeling in flour, but no marked recovery in prices, and to-day the close was dull; buyers held off, but receivers, having been relieved by the purchases of the previous two days, were under no necessity of pressing sales. Rye flour and corn meal have been dull. Buckwheat flour closes up for the season without recovery in value.

The wheat market was quite depressed early in the week, and the sales on Tuesday embraced No. 3 red Winter at \$1 43½ on the spot and for April; No. 3 Kansas red Winter, \$1 36, in store and to arrive; No. 1 white, \$1 42½ spot and April; and No. 2 Northwest Spring, \$1 34 for May. These prices caused a very active export demand to spring up, and nearly a million bushels were taken, causing a decided recovery in values. No. 2 red Winter sold to-day at \$1 43½ on the spot and \$1 47½ for April; No. 3 red Winter sold last evening at \$1 41 on the spot; No. 2 Chicago Spring, to-day, \$1 41 on the spot; but the close was comparatively quiet and slightly lower. After 'Change the market was stronger. No. 2 red Winter sold at \$1 43½ for April; No. 1 white, \$1 44½ for April and \$1 42 for May. The receipts at the Western markets have of late compared more favorably with last year. Indian corn on the spot has been in brisk demand, and the supply being quite moderate, prices have improved, steamer No. 2 selling at 60½c. and No. 3 at 59½c.; new No. 2 sail-mixed, 60c.; closed at 61@61½c. on the spot, 58@58½c. for March, an advance of 1c. in each case; but April closed at 54¼@55c. and May at 53@53¼c.

Rye has been dull, and closed depressed. Barley also dull and nominal. Oats have been variable and close unsettled; No. 2 graded closing at 48½c. for white and 48c. for mixed; and to-day there were sales of No. 2 mixed at 47c. for March and 45c. for April. Buckwheat in the grain declined to 53@54c.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2.....	\$3 75@4 50	Wheat—	
Superfine State and		No. 3 spring, 9 bu.	\$1 34 @1 36
Western.....	4 80@5 15	No. 2 spring.....	1 38 @1 41
Spring wheat extras..	5 40@5 65	Amber winter.....	1 40 @1 48
do XX and XXX.....	5 75@7 00	Red winter, No. 2 ..	1 43 @1 48½
Winter ship'g extras..	5 60@6 00	White.....	1 39 @1 44
do XX and XXX.....	6 15@7 00	No. 1 white.....	1 44 @
Minnesota patents..	6 50@7 75	Corn—West. mixed	57 @61½
City shipping extras..	5 50@6 10	West'n No. 2, new	61 @
Southern, bakers' and		Western Yellow...	@
family brands.....	6 50@7 50	Western White...	60 @63
South'n ship'g extras..	5 85@6 35	Rye.....	92 @98
Rye flour, superfine..	4 80@5 15	Oats—Mixed.....	46½@48½
Corn meal—		White.....	47½@51
Western, &c.....	2 85@3 10	Barley—Canada W.	80 @1 05
Brandywine, &c.....	@3 30	State, 4-rowed....	75 @82
Buckwheat flour, per		State, 2-rowed....	66 @72
100 lbs.....	1 40@1 65	Pearl—Canada, b.&c.	83 @95

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports
or the week ending Mar. 6, 1880:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
(196 lbs.) (60 lbs.) (56 lbs.) (32 lbs.) (48 lbs.) (56 lbs.)						
Chicago.....	28,774	155,114	1,318,437	148,143	24,918	10,254
Milwaukee.....	32,071	141,207	44,400	16,250	32,901	4,662
Toledo.....	5,431	103,917	256,440	4,726	.....	.....
Detroit.....	1,870	38,279	2,115	5,851	8,436	.....
Cleveland.....	1,870	450	36,950	9,600	5,400	.....
St. Louis.....	29,041	330,238	779,910	87,000	48,361	4,149
Peoria.....	3,650	5,600	223,625	28,000	3,500	14,400
Duluth.....	.....	.....	.....	.....	.....	.....

Total..... 100,837 774,805 2,661,877 299,570 123,516 33,465
 Same time '79. 122,288 1,018,527 1,289,463 457,239 124,038 55,966

Total receipts at same ports from Jan. 1 to Mar. 6, inclusive,
for four years:

	1880.	1879.	1878.	1877.
Flour.....bbls.	960,431	1,123,359	1,116,309	783,428
Wheat.....bush.	7,875,020	11,803,897	10,870,693	3,258,031
Corn.....bush.	22,899,623	13,761,934	9,974,422	11,800,430
Oats.....bush.	3,552,682	3,481,596	3,431,041	2,573,719
Barley.....bush.	1,328,651	1,339,094	1,778,669	1,204,199
Rye.....bush.	450,360	581,792	525,949	442,495

Total grain..... 36,106,336 30,968,313 26,530,774 19,278,874

Total receipts (crop movement) at the same ports from Aug. 1
to Mar. 6, inclusive, for four years:

	1879-80.	1878-79.	1877-78.	1876-77.
Flour.....bbls.	3,287,256	3,974,715	3,888,703	3,437,110
Wheat.....bush.	70,259,450	67,892,761	54,355,984	32,651,016
Corn.....bush.	67,401,253	53,829,329	45,064,038	50,500,331
Oats.....bush.	17,966,116	20,342,578	15,842,598	13,619,509
Barley.....bush.	9,195,530	8,380,870	8,217,529	7,269,849
Rye.....bush.	3,402,348	1,538,135	2,502,766	2,299,979

Total grain..... 168,224,697 151,983,673 125,982,915 106,390,684

Comparative shipments of flour and grain from the same
ports from Jan. 1 to Mar. 6, inclusive, for four years:

	1880.	1879.	1878.	1877.
Flour.....bbls.	754,434	1,217,480	1,117,589	719,093
Wheat.....bush.	2,001,116	4,972,719	9,171,538	1,448,317
Corn.....bush.	11,369,993	6,810,501	6,715,527	5,763,067
Oats.....bush.	2,154,076	2,312,220	2,028,673	1,472,203
Barley.....bush.	648,315	886,802	932,994	644,322
Rye.....bush.	328,839	242,827	282,852	188,352

Total grain..... 16,502,339 15,025,069 19,131,584 9,506,263

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.
Mar. 6.....	102,472	220,350	1,729,023	242,196	73,306	20,311
Feb. 28.....	105,301	203,506	1,818,360	198,423	65,060	34,205
Feb. 21.....	93,306	133,641	1,592,382	314,342	58,412	40,733
Feb. 14.....	68,530	284,307	1,418,077	176,513	96,414	22,356

Total, 4 wks. 369,609 843,834 6,557,842 931,474 293,792 117,605
 4 weeks '79. 562,871 2,311,329 3,159,997 959,538 293,383 78,737

Receipts of flour and grain at seaboard ports for the week
ended Mar. 6:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	67,077	306,900	471,430	144,760	22,000	20,858
Boston.....	32,590	71,991	176,838	35,929	6,500	.....
Portland.....	8,500	77,056	.....	4,500	43,147	.....
Montreal.....	3,526	3,900	.....	3,533	2,534	.....
Philadelphia.....	13,470	110,500	588,300	29,800	13,000	2,500
Baltimore.....	23,183	261,200	943,400	17,200	.....	4,000
New Orleans.....	18,198	47,948	370,239	8,205	.....	.....

Total week..... 166,544 883,395 2,550,207 243,927 87,181 27,358
 Cor. week '79. 224,236 1,753,455 2,133,856 286,930 74,450 58,878

And from Jan. 1 to Mar. 6, inclusive, for four years:

	1880.	1879.	1878.	1877.
Flour.....bbls.	1,635,392	1,827,289	1,579,379	1,275,893
Wheat.....bush.	6,285,767	13,769,449	12,882,975	1,319,987
Corn.....bush.	18,103,322	16,634,551	16,916,908	13,939,623
Oats.....bush.	2,970,338	2,674,220	2,375,239	2,512,905
Barley.....bush.	993,446	885,319	1,509,516	703,822
Rye.....bush.	187,077	361,091	454,288	225,790

Total grain..... 28,539,950 34,325,130 34,133,926 18,702,427

Exports from United States seaboard ports and from Montreal
for week ending Mar. 6:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York*.....	64,318	883,285	774,653	2,528	90,585	19,602
Boston.....	14,685	7,050	286,019	86	.....	.....
Portland.....	7,091	63,456	.....	4,500	.....	43,784
Montreal.....	.....	.....	.....	.....	.....	.....
Philadelphia.....	6,237	102,334	471,388	134	.....	.....
Baltimore.....	5,375	252,304	846,299	.....	.....	.....

Total for w'k 97,706 1,308,429 2,379,359 7,248 90,585 63,386
 Same time '79. 103,113 1,414,849 1,361,810 7,581 116,054 10,647

* 13,783 bush. barley. † 43,147 bush. barley.

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 and rail, Mar. 6, was as follows:

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	4,441,807	256,404	186,633	457,685	173,048
Do. afloat (est.).....	949,000	50,000	165,000	575,000	.....
Albany.....	2,300	21,000	87,000	205,000	65,000
Buffalo.....	3,000	906,077	15,855	240,205	54,132
Chicago.....	8,708,110	5,236,902	1,008,360	654,581	244,409
Do afloat.....	202,329	2,155,865	77,368	.....	.....
Milwaukee.....	5,139,002	138,739	58,504	580,571	96,152
Duluth.....	270,000	175,000	.....	.....	.....
Toledo.....	1,331,850	710,370	94,000	34,000	5,718
Detroit.....	1,685,549	5,867	22,910	2,475	.....
Oswego.....	900,000	155,000	2,000	450,000	5,000

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
St. Louis.....	992,620	1,210,111	227,964	42,075	58,202
Boston.....	146,594	249,176	66,979	18,667	5,175
Toronto.....	339,638	.....	20,100	139,874	3,750
Montreal 28th.....	143,567	32,500	130,321	8,839	37,366
Philadelphia.....	239,056	474,730	.....	.....	.....
Peoria.....	8,114	357,006	75,734	4,385	45,051
Indianapolis.....	170,800	232,300	183,200	.....	6,000
Kansas City.....	563,371	236,263	140,431	10,414	11,848
Baltimore.....	774,493	618,307	.....	.....	.....
Rail shipments.....	220,380	1,729,023	242,196	73,306	20,311
Lake shipments.....	.....	.....	.....	.....	.....

Total..... 27,259,552 14,970,644 2,804,575 3,509,077 831,162
 Feb. 28, '80..... 23,034,716 15,621,190 2,909,894 3,687,191 900,050
 Feb. 21, '80..... 28,179,959 15,524,733 3,009,925 3,768,721 915,945
 Feb. 14, '80..... 28,889,896 14,817,756 3,018,733 3,897,025 865,074
 Feb. 7, '80..... 29,953,726 13,665,689 2,928,269 3,880,946 922,484
 Mar. 8, '79..... 21,416,359 14,083,832 2,537,828 3,080,296 1,224,799

THE DRY GOODS TRADE.

FRIDAY, P. M., March 12, 1880.

The dry goods trade was active in all departments during the early part of the past week, but subsequently relapsed into a state of comparative quiet, owing to stormy weather, which checked the demand for many Spring and Summer fabrics. There was a steady movement in cotton goods, woollens, &c., from first hands on account of former orders, and new business in such fabrics was of fair aggregate proportions, though selections were chiefly restricted to moderate re-assortments. Prints were more active, and there was a satisfactory demand for printed lawns, ginghams, dress goods, &c., by package buyers. The jobbing trade exhibited great activity until the weather became unfavorable for the distribution of Spring goods, when a relatively quiet tone prevailed. Prices continued strong on all descriptions of domestic and foreign goods, and there was a further advance on several makes of cotton goods, prints, &c.

DOMESTIC COTTON GOODS.—There was a more active demand for domestics for export than for some time past, and considerable orders for brown cottons, etc., were placed with manufacturers' agents. The exports of cotton goods from this port to foreign markets during the week ending March 9 were 2,912 packages including 1,245 to Madagascar, 777 to Great Britain, 265 to Brazil, 235 to Hayti, 121 to U. S. of Colombia, 80 to Venezuela, 50 to Mexico, etc. Brown cottons were in steady demand, and several leading makes of four-yard sheetings and fine browns were advanced $\frac{1}{4}$ c. per yard by agents. Bleached shirtings moved fairly, and there was a steady inquiry for moderate parcels of colored cottons, all of which are very firm at current quotations. Print cloths were very active and prices advanced to $5\frac{1}{2}$ c. for 64x64s and $5\frac{1}{4}$ c. for 56x60s. For prints there was a much better demand at improved prices, and printed lawns, piques, jacquets, ginghams and cotton dress goods were severally in good request.

DOMESTIC WOOLEN GOODS.—There has been a steady though somewhat lessened demand for men's-wear woollens, but as agents continued to make large deliveries in execution of former orders, the volume of business was quite satisfactory, and a very cheerful feeling prevails in this branch of the trade. Heavy clothing woollens are in many cases sold up to the productive capacity of the mills, and prices are very firm, with a strong upward tendency, because of the continued advance in the staple. Light-weight cassimeres were relatively quiet, but medium grade heavy cassimeres were in fair demand. Worsted coatings were ordered with considerable freedom by clothiers, but cheviot suitings were quiet, and transactions in overcoatings were only moderate. Kentucky jeans and satinets were less active than of late, but prices ruled firm. Selections of flannels were mostly confined to small parcels, but large deliveries were made by agents on account of back orders. For worsted dress fabrics there was a good steady demand, but shawls were devoid of animation.

FOREIGN DRY GOODS have been fairly active in the hands of both importers and jobbers, and prices ruled firm. Fine black silks and satin de Lyon were in good request, and there was a steady movement in fancy and plain colored silks. Dress goods continued in good request, and linen goods, white goods, laces and embroideries were distributed in liberal quantities. Woollen goods met with moderate sales, and English tapestry, Brussels carpets and Canton matting continued active. The auction rooms were fairly attended, and a large sale of 3,000 pieces of black, colored and fancy dress silks proved to be a marked success, the greater part of the offering having been closed out at good average prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending March 11, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MARCH, 11 1880.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		\$		\$		\$
Wool.....	741	304,685	1,050	449,873	1,136	449,710
Cotton.....	1,064	356,008	1,562	451,841	1,801	516,542
Silk.....	612	400,335	1,358	876,332	778	575,249
Flax.....	1,023	228,488	1,130	234,430	2,418	520,980
Miscellaneous.....	2,379	150,641	704	169,943	5,793	167,079
Total.....	6,419	1,440,157	5,804	2,179,409	11,926	2,229,560

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

Manufactures of—						
Wool.....	283	119,945	409	163,707	442	169,294
Cotton.....	214	68,007	204	51,833	266	75,333
Silk.....	133	110,475	116	94,165	140	127,792
Flax.....	569	118,290	619	108,360	304	92,717
Miscellaneous.....	726	70,647	3,856	53,267	7,327	96,789
Total.....	8,495	492,354	5,204	471,332	8,539	561,925
Ent'd for consumpt.	6,319	1,440,157	5,804	2,179,409	11,926	2,229,560

Total on market... 14,814 1,922,511 11,008 2,650,741 20,465 2,791,485

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

Manufactures of—						
Wool.....	251	97,983	464	188,802	294	99,775
Cotton.....	243	82,319	291	91,987	206	57,907
Silk.....	111	89,733	177	161,426	127	114,196
Flax.....	515	97,529	233	51,839	574	151,628
Miscellaneous.....	14,844	107,117	6,275	66,088	15,140	115,749
Total.....	15,964	454,681	7,440	560,142	16,341	539,255
Ent'd for consumpt.	6,319	1,440,157	5,804	2,179,409	11,926	2,229,560
Total at the port...	22,283	1,894,838	13,214	2,739,551	28,267	2,763,815

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, 1880, and for the same period in 1879:

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

	1880.	1879.		1880.	1879.
China, &c.....			Metals, &c.....		
China.....	2,193	1,731	Lead, pigs.....	13,676	1,600
Earthenw.....	8,490	5,064	Spelter, lbs.....	1,323,563	198,596
Glass.....	79,818	43,773	Steel.....	69,200	12,102
Glassware.....	5,882	7,063	Tin, boxes.....	289,052	188,310
Glass plate.....	1,175	886	Tin slabs, lbs.....	6,889,423	2,588,089
Buttons.....	2,888	2,138	Paper Stock.....	50,736	21,531
Coal, tons.....	8,265	5,075	Sugar, hds.....		
Cocoa, bags.....	10,137	7,307	tos., & bbls.....	79,287	80,546
Coffee, bags.....	433,607	465,699	Sugar, boxes.....		
Cotton, bales.....	1,275	2,457	and bags.....	577,654	370,749
Drugs, &c.....			Tea.....	368,517	224,696
Bark, Peru.....	7,737	8,994	Tobacco.....	20,415	15,771
Bloa, powd.....	4,763	1,760	Waste.....	244	65
Cochineal.....	1,070	645	Wines, &c.....		
Gambler.....	13,549	13,631	Champagne.....	18,158	10,319
Gum, Arab.....	1,866	877	baskets.....	16,148	12,339
Indigo.....	1,607	1,019	Wines.....	28,520	7,132
Madder, &c.....	329	1,036	Wool, bales.....		
Oil, Olive.....	8,065	3,098	Reported by value.		
Opium.....	150	205		\$	\$
Soda, bl.-cb.....	3,250	4,715	Cigars.....	354,987	282,616
Soda, sal.....	9,867	11,018	Corks.....	12,807	13,707
Soda, ash.....	16,614	10,636	Fancy goods.....	168,986	127,839
Flax.....	1,686	445	Fish.....	85,953	72,432
Furs.....	2,467	1,284	Fruits, &c.....		
Gunny cloth.....	1,414	100	Lemons.....	86,243	103,854
Hair.....	3,531	1,007	Oranges.....	442,697	423,803
Hemp, bales.....	30,178	27,924	Nuts.....	213,096	170,173
Hides, &c.....			Raisins.....	273,525	291,172
Bristles.....	524	181	Hides, undr.....	6,292,353	2,214,703
Hides, dr'sd.....	2,615	800	Rice.....	54,734	13,183
India rubber.....	17,097	11,892	Spices, &c.....		
Ivory.....	281	187	Cassia.....	11,642	59,102
Jewelry, &c.....			Ginger.....	15,286	37,974
Jewelry.....	649	518	Pepper.....	123,619	130,997
Watches.....	177	110	Saltpetre.....	59,548	70,418
Linseed.....	34,013	134,239	Woods.....		
Molasses.....	9,037	4,419	Cork.....	108,163	66,536
Metals, &c.....			Fustie.....	8,242	28,525
Cutlery.....	1,566	1,009	Logwood.....	192,970	161,813
Hardware.....	325	139	Mahogany.....	30,397	21,788

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 March 6, 1880, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
London.....	1,031	704	132,740	1,049,500	150,960	
Liverpool.....	1,208	858	2,267,525	7,814,121	45,060	404,980
Glasgow.....	25	909	24,411	1,125,415	70,440	786,964
Newcastle.....	50	113	18,200	455,525		214,500
Cardiff.....	470	263	30,063	624,823	3,300	55,000
Bristol.....	80	95		224,675	42,000	161,700
British ports.....		100		244,175		177,060
Antwerp.....	38	66	979,710	2,008,850		129,400
Bremen.....	112	61	378,000	305,000		
Rotterdam.....	20	285	328,550	836,550		125,800
Hamburg.....			515,800	297,775		
Dantzic.....			192,000			
Havre.....	397		1,729,353	1,335,280	3,000	525,000
Marseilles.....			214,000	176,225		166,200
French ports.....		50	110,925	150,700		
Mexico.....			4,000	1,303	3,320	41,680
Cent'l Amer.....	241	103	114,950	5,013	1,163	11,600
S. Am't ports.....	82	6	122,925	15,803		345
Cuba.....	57	8	253,314	163,136	703	38,427
Mayti.....	343	1	11,452	2,187	1,458	12,991
W. I. ports.....	1,040	396	108,420	40,168	17,161	8,192
B. N. A. Col.....	50	50	2,360			
Oth' countr's.....	424	22	2,000	289,375	2,829	
Tot'l week.....	5,870	4,090	7,770,206	17,162,601	343,067	3,949,441

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, 1880, to that day, and for the corresponding period in 1879:

	Week ending March 9.	Since Jan. 1, 1880.	Same time last year.
Ashes.....	bbls. 66	756	1,372
Beans.....	bbls. 1,247	11,408	18,542
Breadstuffs.....			
Flour, wheat.....	bbls. 72,338	749,705	1,001,993
Corn meal.....	bbls. 13,512	18,744	36,945
Wheat.....	bush. 368,201	2,121,751	7,050,050
Rye.....	bush. 12,454	78,033	185,512
Corn.....	bush. 437,808	4,452,489	4,887,208
Oats.....	bush. 135,710	1,600,923	1,800,558
Barley and malt.....	bush. 58,097	895,576	877,062
Peas.....	bush. 14,890	101,979	100,002
Cotton.....	bales. 12,887	289,462	240,518
Cotton seed oil.....	bbls. 672	7,158	8,099
Flax seed.....	bags. 2,898	48,784	2,904
Grass seed.....	No. 1,575	29,932	70,951
Hides.....	bales. 283	11,534	47,362
Hops.....	bales. 269	3,905	30,421
Leather.....	skins. 45,692	638,464	18,382
Lard.....	pkgs. 12,796	813,822	360,068
Molasses.....	bbls. 5	34,371	4,941
Molasses.....	bbls. 5	34,371	61,932
Naval Stores.....			
Turpentine, crude.....	bbls. 180	1,015	282
Turpentine, spirits.....	bbls. 1,575	15,269	8,228
Rosin.....	bbls. 8,768	59,242	49,305
Tar.....	bbls. 45	4,318	5,320
Pitch.....	bbls. 45	316	496
Oil cake.....	pkgs. 9,272	112,940	91,256
Oil, lard.....	bbls. 25	1,238	5,520
Oil, whale.....	galls. 813	25,504	25,592
Peanuts.....	bush. 813	25,504	25,592
Provisions.....			
Pork.....	pkgs. 2,435	17,616	65,990
Beef.....	pkgs. 559	8,278	11,078
Outineats.....	pkgs. 36,887	379,599	408,358
Butter.....	pkgs. 20,387	200,491	241,216
Cheese.....	pkgs. 4,200	94,883	221,280
Eggs.....	bbls. 15,482	90,733	57,081
Lard.....	lbs. & bbls. 14,252	93,903	226,309
Lard.....	pkgs. 874	21,134	7,843
Hogs, dressed.....	No. 3,122	34,822	47,766
Rice.....	pkgs. 2,290	18,638	8,906
Spelter.....	slabs. 10,773	25,154	
Stearine.....	pkgs. 87	3,373	7,690
Sugar.....	bbls. 47	61	707
Sugar.....	bbls. 47	6,364	23,173
Tallow.....	pkgs. 1,847	20,327	25,877
Tobacco.....	boxes & cases. 3,845	32,340	22,689
Tobacco.....	bbls. 766	9,303	5,475
Whiskey.....	bbls. 1,090	28,187	76,332
Wool.....	bales. 124	4,896	9,720

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, 1880, to the same day, and for the corresponding period in 1879:

	Week ending March 9.	Since Jan. 1, 1880.	Same time last year.
Ashes, pots.....	bbls. 70	258	433
Ashes, pearls.....	bbls. 27	57	42
Beeswax.....	lbs. 5,524	19,429	7,822
Breadstuffs.....			
Flour, wheat.....	bbls. 56,540	689,862	568,927
Flour, rye.....	bbls. 97	718	1,055
Corn meal.....	bbls. 2,524	25,564	31,302
Wheat.....	bush. 897,746	5,457,445	6,881,869
Rye.....	bush. 90,585	399,341	646,342
Oats.....	bush. 25,378	30,380	33,497
Barley.....	bush. 8,939	110,232	24,712
Peas.....	bush. 2,804	54,633	103,918
Corn.....	bush. 477,979	4,576,018	5,709,575
Candles.....	pkgs. 1,599	10,790	13,841
Coal.....	tons. 641	13,038	14,799
Cotton.....	bales. 9,612	54,902	61,966
Domestics.....	pkgs. 2,912	19,144	25,255
Hay.....	bales. 2,813	17,099	11,692
Hops.....	bales. 42	1,772	9,020
Naval Stores.....			
Crude turpentine.....	bbls. 1,106	2,093	2,253
Spirits turpentine.....	bbls. 3,524	34,453	29,878
Rosin.....	bbls. 104	970	1,603
Tar.....	bbls. 46	880	1,118
Pitch.....	cwt. 11,158	269,137	342,134
Oils.....			
Whale.....	gals. 40,597	14,249	14,249
Sperm.....	gals. 8,051	94,813	223,255
Lard.....	gals. 698	4,991	1,610
Linseed.....	gals. 4,078,876	57,650,739	23,856,969
Petroleum.....	gals. 4,078,876	57,650,739	23,856,969
Provisions.....			
Pork.....	bbls. 3,733	42,665	50,778
Beef.....	bbls. 888	9,183	8,833
Beef.....	tierces. 746	13,072	10,789
Outineats.....	lbs. 13,931,903	107,818,219	173,437,346
Butter.....	lbs. 283,672	4,138,337	6,618,606
Cheese.....	lbs. 290,732	10,741,809	20,498,004
Lard.....	lbs. 6,352,168	42,892,063	68,927,518
Rice.....	bbls. 333	2,445	3,510
Tallow.....	lbs. 3,838,737	12,402,907	16,177,484
Tobacco, leaf.....	bbls. 923	14,241	9,109
Tobacco.....	bales and cases. 1,065	9,791	6,339
Tobacco, manufactured.....	lbs. 105,410	1,483,865	1,320,859
Whalebone.....	lbs. 1,690	28,187	9,341

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THE

Financial Review,

(ANNUAL.)

1880.]

A MANUAL

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RISKS.

ASSETS, Jan. 1, 1880.....\$810,804 75

ALL RISKS WRITTEN AT REASONABLE RATES.

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WAINWRIGHT HARDIE, Vice-Pres't.

HENRY D. KING, Treasurer.

HOME

Insurance Company

OF NEW YORK,

OFFICE, 119 BROADWAY.

Fifty-Third Semi-annual Statement,

SHOWING THE

CONDITION OF THE COMPANY ON THE FIRST

DAY OF JANUARY, 1880.

CASH CAPITAL.....\$3,000,000 00
Reserve for Re-insurance.....1,841,438 00
Reserve for Unpaid Losses.....238,764 81
Net Surplus.....1,320,785 50

Cash Assets.....\$6,410,988 11

SUMMARY OF ASSETS

Held in the United States, available for the PAYMENT OF LOSSES by FIRE and for the protection of Policy-Holders of FIRE INSURANCE:
Cash in Banks.....\$233,299 29
Bonds and mortgages, being first lien on real estate (worth \$4,171,400).....1,868,653 00
United States stocks (market value)....3,184,125 00
Bank stocks (market value).....200,702 50
State and municipal bonds (market value).....237,859 50
Loans on stocks, payable on demand (market value of securities \$343,562).....54,870 00
Interest due on 1st January, 1880.....54,870 00
Balance in hands of agents.....154,114 87
Real estate.....54,125 91
Premiums due and uncollected on policies issued at this office.....6,507 38

Total.....\$6,410,988 11

CHAS. J. MARTIN, President.

J. H. WASHBURN, Secretary.

A Dividend of FIVE PER CENT has been declared, payable on demand.

THE
MUTUAL LIFE
INSURANCE COMPANY
OF NEW YORK.
F. S. WINSTON, PRESIDENT
ISSUES EVERY APPROVED DESCRIPTION OF
LIFE AND ENDOWMENT POLICIES
ON TERMS AS FAVORABLE AS THOSE OF
ANY OTHER COMPANY.
ORGANIZED APRIL 12TH 1842.
CASH ASSETS OVER \$80,000,000

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.

NEW YORK, January 24, 1880.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1879:

Premiums received on Marine Risks, from 1st January, 1878, to 31st December, 1879..... \$3,699,066 58
Premiums on Policies not marked off 1st January, 1879..... 1,671,991 91

Total amount of Marine Premiums..... \$5,371,048 49

No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1879, to 31st December, 1879..... 3,875,101 26

Losses paid during the same period..... 1,524,331 04

Returns of Premiums and Expenses..... 840,736 77

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank, and other Stocks..... \$8,875,558 00

Loans secured by Stocks, and otherwise..... 1,307,900 00

Real Estate and claims due the Company, estimated at..... 500,000 00

Premium Notes and Bills Receivable..... 1,522,826 35

Cash in Bank..... 231,455 16

Total Amount of Assets..... \$12,437,739 51

Six per cent Interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 3d of February next.

Fifty per cent of the Outstanding Certificates of the issue of 1876, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 3d of February next, from which date interest on the amount so redeemable will cease. The certificates to be produced at the time of payment, and canceled to the extent paid.

A Dividend of Forty per cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1879, for which certificates will be issued on and after Tuesday, the 4th of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones, Horace Gray,
Charles Dennis, Edmund W. Corlies,
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J. D. JONES, President.

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-President.

A. A. RAYEN, 3d Vice-President.

Insurance.

The United States Life Insurance Comp'y,

261-264 Broadway, N. Y.

Assets, - - - - - \$1,983,226 81
Surplus, - - - - - 872,484 06

JAMES BUELL, President.

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Examine the new form of Policy issued by the United States Life Insurance Company before insuring elsewhere.

After the premiums for three or more years have been paid, upon receiving the required notice from the assured, the Company will continue the Policy in force without further payments, for its FULL FACE, for such a period as the ENTIRE RESERVE will carry it.

Should the death of the insured take place during the continued term of insurance as provided for above, the full face of the Policy will be paid—no deduction being made for foreborne or unpaid premiums, excepting in the event of the death occurring within three years after the original default.

The new form of Endowment Policy provides:—That if the ENTIRE RESERVE is a greater sum than the single premium required to carry the full amount of insurance to the end of the endowment term, the excess shall be used as a single premium to purchase a pure endowment, payable at the end of the term, thus guaranteeing to the policy-holder in every event the full value of his Reserve.

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Wm. Felix Alexander,

COTTON BROKER,

AUGUSTA, GEORGIA.

Entire attention given to purchase of COTTON on ORDER for SPINNERS and EXPORTERS.
CORRESPONDENCE SOLICITED.

References:—National Bank of Augusta, Georgia; Henry Hentz & Co., Commission Merchants New York; William B. Dana & Co., Proprietors COMMERCIAL AND FINANCIAL CHRONICLE, and other New York Houses.

Cotton.

E. S. Jemison & Co.,
BANKERS
AND
COTTON COMMISSION MERCHANTS
No. 10 Old Slip, New York.

MOODY & JEMISON, Galveston, Texas.

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

Insurance.

ÆTNA

Insurance Company OF HARTFORD.

Total Assets, January 1, 1879. \$6,914,147 79
Capital..... \$3,000,000 00
Re-insurance fund. 1,617,189 85
Unpaid losses, etc. 251,499 00— 4,868,686 85

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

North British
& Mercantile Ins. Co.
OF
LONDON AND EDINBURGH.
United States Board of Management,
NEW YORK:

SOLON HUMPHREYS, Ch'm'n. (E. D. Morgan & Co.
DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. (Drexel, Morgan & Co.)
Hon. S. B. CHITTENDEN.
EZRA WHITE, Esq.
J. J. ASTOR, Esq.

CHAS. E. WHITE, SAM. P. BLAGDEN,
MANAGERS,
Office 54 William St., New York.

Liverpool &
London & Globe
Insurance Company,
45 William St.

JAMES E. PULSFORD, Resident Manager.
HENRY W. EATON, Deputy Manager.
GEO. W. HOYT, Asst. Deputy Manager.

Commercial
Union Ins. Co.

(OF LONDON),

ALFRED PELL,

Resident Manager,

37 & 39 Wall Street

MANCHESTER

Locomotive Works,
MANUFACTURERS OF
Locomotives and Amoskeag Steam
Fire Engines,
MANCHESTER, N. H.
ARETAS BLOOD, W. G. MEANS,
Superintendent, Treasurer,
Manchester, N. H. 40 Water street, Boston