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CONTENTS.

THE CHRONICLE.

Taxation at Albany	373
Money Market, U. S. Securities, Railway Stocks, Foreign Exchange, New York City Banks, etc	380
THE COMMERCIAL TIMES. Commercial Epitome385 Breadstuffs	390
Commercial Epitome	OOT

The Chronicle.

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TAXATION AT ALBANY.

No special progress appears to have been made the past week towards the settlement of the tax question at Albany; and yet it may be that the action taken will in the end prove to have an important bearing on the final result. Two bills have been passed almost unanimously by the Senate relative to assessments, and as they have already been rapidly advanced in the other branch of the Legislature, with an apparently strong prospect of soon becoming laws, it is at least interesting to note their purport.

One of these laws changes in some particulars the assessment of non-residents doing business in the State, whether as principals or as agents. The other, by far the more important, proposes simply to give a broader

interpretation to the word "lands" as used in the tax laws, so as to include land under water, wharves and piers and their rights; all bridges, railroad tracks and structures, whether underground, surface, or elevated; gas pipes, water pipes, oil pipes, telegraph poles, wires and instruments, trees and undergrowth, mines, minerals, quarries, etc. In a word, this bill, for the purposes of taxation, will bring under the head of real estate all fixtures owned by every description of railroad, telegraph, water, gas, and other corporations, besides reaching certain real property (real in one sense) which has hitherto not been included in either the real or the personal class.

The idea underlying this proposed change is certainly rational. Furthermore, it is evidently an advantage to draw the line of distinction more clearly between real and personal property. There is a growing acceptance of the idea-urged with great earnestness by the State assessors, and the basis of several bills which were considered at the last session—that the State taxes should be laid exclusively upon corporations, which are local only in location, being the creatures of State law, leaving real estate as such to bear local burdens only. We have already discussed this scheme, and need not pause now to consider it. But the personal assessment and tax is notoriously a farce and worse; it is a net which catches only the little fishes, the persons of small property, small shrewdness and alertness, and of especial frankness, paying what the stronger ones, with more elastic consciences, escape. It is a tangle of iniquities and absurdities; and unless some other method of applying personal taxation can be found, ought to be abandoned.

Taxes diffuse themselves swiftly, inevitably, universally, and with probably as nearly approximate fairness as is possible in a world of inequalities. The sound principle-slow but doubtless sure of recognitionis therefore to lay tax upon only a few things and let the adjustment take care of itself. So far as these particular bills indicate the growing recognition of this principle and favor its practical adoption, we are decidedly in favor of them. They do not, it will be noticed, lay a tax, and are by no means an adjustment of the subject. In fact, they are a sudden movement, even if the result of a gradual process, and are only important as they seem like an attempt to do something with an evertroublesome subject. They may be a step in the right direction—that of simplifying and of reducing taxation to a basis of principle, instead of waiting until revenue has to be provided and then making an impetuous grab at the nearest corporate accumulations.

Digitized for FRASER

COTTON CONSUMPTION IN EUROPE.

We have just received our monthly cable of Messrs. Ellison & Co.'s cotton report. These returns are for April, and were published in Liverpool yesterday, the 9th nstant. They cover, of course, the month of March, and acquaint us with the progress making in the cotton manufacturing industry in Europe, down to the 1st of April.

The more important fact which this report discloses is that there has been no further advance this month in consumption in Great Britain. We published last week in our cotton report statements which showed that 65,000 bales per week, of 400 lbs. each, must be about the limit of the present spinning capacity in England, since if we estimate the spindles at 40 millions and the use per spindle 34 lbs., the total cannot materially exceed that figure. We will not occupy space by unnecessarily repeating the statements we gave last week on this subject, but would simply refer our readers to them. With regard to the Continent there is a further increase, the total per week for March reaching 50,000 bales of 400 lbs. each, against 49,000 bales in February. This is in accordance with our anticipations of last month; and we may reasonably expect a still larger movement as the summer progresses, since the average for the whole year of 1879 was 52,313 bales of 400 lbs. each. Up to April 1st the total takings and consumption in all Europe have been as follows.

Takings and Cons'mp-	Bales, actual.		Pow	nds.	Bales, 400	Bales, 400 pounds.	
tion in Europe.	Great Britain.	Conti- nent.	Great Britain.	Continent.	Great Britain.	Conti- nent.	
Surplus Oct. 1, 1879. Deliveries to April	13,389	42,837	6,012,000	18,720,000	15,000	47,000	
1, 1880			700,947,000				
Supply to April 1 Consumption same		1,361,337	706,959,000	588,312,000	1,767,367	1,470,980	
time	1,406,446	1,155,555	632,900,810	499,200,000	1,582,225	1,248,000	
Surplus April 1, '80	164,603	205,782	74,058,190	89,112,000	185,142	222,980	
Surplus March 1, '80.					217,000	212,000	
Surplus Feb. 1, '80				1	145,000	148,000	

The actual weight of bales taken by spinners up to April 1st averages 450 lbs. for Great Britain, and 432 lbs. for the Continent. For the sake of uniformity we have reduced these figures to pounds and to bales of 400 lbs. This statement shows that English spinners have really decreased their surplus during the month 32,000 bales, but that Continental spinners have increased theirs 10,000 bales. To show the total consumption thus far this year, and for the same six months of previous years, we have prepared the following.

Consump-	Pound	s (000s d	mitted).	Total Europe,	Bales 4	00 lbs.	per week
October 1 to April 1.	Great Brit'in.	Conti- nent.	Total Europe.	Bales 400	10000		Total Europe.
1879-80	632,900	499,200	1,132,100	2,830,250	62,049	48,000	110,049
1879-79	550,400	456,000	1,006,400	2,516,000	53,960	43,846	97,806
1877-78	591,600	468,000	1,059,600	2,649,000	58,000	45,000	103,000
1876-77	648,440	194,000	1.142.440	2.856,100	62,380	47,500	109,880

We have also continued our last month's statement of monthly consumption, so as to show the progress made during the season. This is, perhaps, the most instructive way to look at these figures, as it gives us the whole history of the movement at a glance. The revival in the goods trade which began here early in 1879, reached Great Britain the later weeks of the number, and is now developing on the Continent. Hence the consumption for the whole of Europe averaged (all in bales of 400 pounds), in October, 102,344 bales; in November, 108,800 bales; in December, 110,000 bales; from the last three censuses.

and in March, 115,000 bales, as is set out in the following.

CONSUMPTION IN	Pounds.	Bales 400 lbs.	Bales per week, 400 lbs.
Great Britain, October, 412 weeks.	99,620,810	249,052	55,344
Continent, October, 4 weeks	75,200,000	188,000	47,000
Total October	174,820,810	438,552	102,344
Great Britain, November, 4 weeks.	98,880,000	247,200	61,800
Continent, November, 412 weeks	84,600,000	211,500	47,000
Total November	183,480,000	458,700	108,800
Great Britain, Dec., 412 weeks	113,400,000	283,500	63,000
Continent, December, 412 weeks	84,600,000	211,500	47,000
Total December	198,000,000	495,000	110,000
Great Britain, January, 412 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, March, 412 weeks*	104,000,000	260,000	65,000
Continent, March, 4 weeks	80,000,000	200,000	50,000
Total March	184,000,000	460,000	115,000
Great Britain, Oct. to April, or 26			
weeks	632,900,810		
Continent, Oct. to April, or 26 w'ks	499,200,000	1,248,000	48,000
Total from Oct. 1 to April 1	1,132,100,810	2,830.250	110,049

* This is really only 4 weeks' consumption in March, or 25½ weeks in all, as the usual allowance is made for the Easter holidays.

We thus have a full history of the first six months of the present season. Some think that Mr. Ellison estimates the English consumption too high, basing their belief upon the figures of capacity which we gave last week; the same persons find further evidence leading to the same conclusion in the decreased surplus that rate of consumption has produced during the past month. It is argued that at this season of the year, with such consumption in progress, spinners would not let their stocks run down. It should, however, on the other hand, be remembered that even a larger weekly rate than Mr. Ellison's is quite popular with some. But we give the above suggestion, and each reader, with the help of last week's figures, will have all the material we possess for reaching a correct conclusion.

GUR FARMERS RUINED BY RAILROADS.

No one doubts that this question of railroad discriminations should be wholly separated from politics and prejudice. It affects an interest too intimately connected with commerce to permit of any but wise and intelligent handling. And yet is not the discussion of late largely settling down to a commiseration for our poor State farmers (each has a vote) ruined by the rich Mr. Vanderbilt? It is not very difficult to convince a man that he is an injured individual—human nature readily adopts that idea; and the effect of a continual iteration in establishing a belief in the existence of a general grievance must not be forgotten, for what has been said for years acquires a sort of unchallengeability from that very circumstance.

If we question the correctness of the present charge, the difficult task of proving a negative does not rest on us—the burden of proof is on the other side. But before those who oppose the railroads can establish that the Middle States farmer is ruined by railroad discriminations they must show that he is ruined at all. Is he? To prove this, as will probably be admitted, it will not be enough to show that farming has made less progress in those States, absolutely or relatively, than in the farther West; that it has made no progress must be shown. Taking this State as a fair instance, we compile the following figures from the last three censuses.

	1850.	1860.	1870.
No. of acres improved	12,408,900	14,358,400	15,627,200
Value of acres improved.	\$554,546,600	\$803,343,500	\$1,272,857,700
value of farming imple-			t
ments and machinery	\$22,084,900	\$29,166,600	\$45,997,700
Number of horses	447,000	503,700	536,800
Number of cows	931,300	1,123,600	1,350,600
Number of sheep	3,453,200	2,617,800	2,181,500
Number of swine	1,018,200	910,100	518,200
Bushels of wheat	13.121,400	8,681,100	12,178,400 $16,462,800$
Bushels of corn	17,858,400	20,061,000	2,478,10
Bushels of rye	4,148,100	4,768,900 4,186,600	7.434.60
Bushels of barley	3,585.000 3,183,900	5,126,300	3,904,00
Bushels of buckwheat	26,552,800	35,175,100	35,293,60
Bushels of oats Bushels of potatoes	15,403,000	26,452,300	25,557,00
Pounds of wool	10.071.300	9,454,400	10,599,20
Pounds of butter	79.766,000	103,097,200	107,147,50
Pounds of cheese		48,548,200	22,769,90
Pounds of hops		9,671,900	17,558,60
Tons of hay	0'=00'=00	3,564,700	5,614,20

Carrying the examination farther, we add the statements given in the State census of 1875 as to all quantities in which any large increase or decrease since 1870 is shown: Bushels of wheat, 10,188,000; rye, 3,046,300; barley, 4,829,900; corn, 20,294,800; oats, 37,968,400; potatoes, 36,639,600; lbs. wool, 7,369,900; butter, 111,087,400; cheese, 98,725,100; hops, 13,846,000. The four principal cereals together show a decline of less than a quarter million bushels. On the other hand, the development in dairy products, notably in cheese, is enormous and notorious, and there is still a progression in the number and value of acres in farms, as well as a decrease in the average size of farms.

It is obviously unnecessary to spend any time in analysis of these figures, in which, however, we are unable to find any evidences of ruin from any cause. It is equally obvious that fluctuations in quantities produced as between different years prove nothing, and that if the New York farmer is seen to be abandoning sheep and wool for milch ccws and cheese, the fact does not prove him to be going backward. The factory system which has developed cheese-making, is not a confession of agricultural decrepitude. When we admit (if we do admit it) that the seat of flour has been permanently transferred from Rochester to Minneapolis, we do not necessarily confess judgment against the prosperity of the former; the selection of crops is always a question of comparative advantage, and, although wool and wheat are excellent staples, if the farmer in the Genesee and Mohawk valleys abandons them for butter and cheese, the fact alone is not ground for presumption that he can longer make any profit out of them, but merely that he can make a greater one from something else. Furthermore, to cite these changes of industry as proof of injury wrought by railroads—even were it proven that the railroads have caused the changes-would be really only a reappearance of the charge that the railroads have "ruined" the stage-coach and all its attendant industries.

But these changes, though they may be laid at the door of the railroads, bear no conclusive marks of paternity. It is again necessary to interpose a caution against the lame logic of post hoc, propter hoc; whatever has followed railroad development is not thereby proven to have been caused by such development. It is the constant vice of all these sweeping charges and seeming demonstrations that they only cover a part of the case. They show—as it is always easy and tempting to show-one fact here and another fact there; therefore (so runs the argument) the one caused the other. Grant that the asserted cause has an apparent or even a positive actual tendency to produce the result; the connecting threads lie under the surface, and it is one of the most difficult tasks that can be presented to statistical and analytical inquiry to determine the shares which a number of causes have had in shaping a certain result.

The problem of railroad repression and regulation is admittedly hard—far harder than it was supposed to be, seven years ago—and it does not seem to grow any easier. But is it not possible that the fault is in the attempt itself, more than in the methods? If not so, if we are certainly right in the objects aimed at, further examination can only more clearly justify the course, just as an example in addition will "prove" itself over and over, if rightly worked. May it not be wise to pause long enough to review the subject from the beginning, as a new one, and see if there has not perhaps been some mistake?

CONDITION OF THE SAVINGS BANKS.

In advance of the regular annual Savings Bank report, we have received the usual introductory remarks and summarized figures of that document. Deducting banks closing and those having only a nominal existence, the number of active ones in the State is 118, against 124 a year ago; the largest number ever reported was 158, with 304 millions of deposits; the present number is the smallest since 1869, but the present deposits (319 millions) exceed the figure just mentioned and are, with one exception, the largest ever recorded. No bank was organized during 1879, nor was any application made for the organization of one. On the other hand none failed during the year, although three small ones decided to go into voluntary liquidation. The following schedule gives a comparative view of resources and liabilities.

RESOURCES.

	Jan. 1, '80.	Jan. 1, '79.	Jan. 1, '78.
Bonds and mortgages	119,985,590 4,302,500 9,272,693 66,503,933 8,567,554	100,780,200 4,326,500 8,480,861 61,670,212 8,404,500	4,487,000 9,618,201 69,795,571 9,532,216
Town and village bonds in N. Y. Other stocks and bonds	3,292,394	3,739,457 103,076	
Loaned on stocks All real estate Cash Other assets	7,463,942 10,430,579 18,164,554	9,986,707 17,750,399	5,200,677 8,645,243 18,381,652
Total	354,222,376	331,407,873	344,146,033
LIA	BILITIES.		
	1010 050 501	200 074 000	210 000 086

 Due depositors
 319,258,301
 299,074,639
 312,823,05

 Other liabilities
 181,923
 609,410
 1,852,59

 Surplus
 34,781,952
 31,723,824
 29,470,39

This surplus is on the basis of stock and bond investments and real estate at market value. For some reason not stated, the manner of making up the schedule is changed in the one particular, that the cost value of real estate is not given as well as the market value; hence we are not able to show the surplus by the legal rule—securities at par, or at market value if below par, and real estate at cost—but the deduction for the difference between par and market value of stock investments would reduce surplus \$15,695,451. The following comparison of the percentages of assets in the several items is interesting.

	Jan. 1, 1880.	Jan. 1, 1879.	Jan. 1, 1878.	Jan. 1, 1877.
Mortgages. U. S. bonds. N. Y. State bonds. Other State bonds. City bonds in State.	24·20 33·87 1·21 2·62 18·75	27:94 30:16 1:29 2:53 18:45 2:51	31·21 24·73 1·30 2·77 20·11 2·74	33·14 23·24 2·23 2·56 20·53 2·98
County bonds in State. Town and village bonds in State. Banking houses. Other real estate. Cash. Other items.		1·12 2·56 1·27 5·53 6·64	1·44 2·49 0·74 3·11 9·36	1·40 2·42 0·53 5·56 5·41
Totals	100.00	100.00	100.00	100.00

It is unnecessary to more than indicate this movement in passing. The changes, especially in the decline

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of mortgages and increase in governments, are all healthy, and have been going on for several years past. The last report of Comptroller Knox gives figures for 639 savings banks, located in New England, New York, New Jersey, Pennsylvania, Maryland, District of Columbia, Ohio, California, and Louisiana, and it is interesting to note that their mortgages stood at 40.78 per cent, their governments at 18:08, and their real estate at 3.88; against 43.45, 13.74 and 3.19 per cent respectively, a year earlier. The same movement in decrease of mortgages and increase of governments, absolutely and relatively, is going on in the whole list together; but, inasmuch as the figures for this State are included in this list, and form considerably the larger part of it, the relative superiority of our savings banks in these particulars is the more apparent. Their strength is also shown by the past year's experience, which attests the improved condition of the classes that use them. The number of accounts opened was 15,790 greater than in 1878, and that of accounts re-opened was 2,246 greater; while the number closed was 29,854 less than in 1878, leaving an increase of 54,-453 in number of open accounts. The amount deposited, exclusive of interest credited, increased over five and one-third millions, while that withdrawn was 25 millions less than in 1878. The average account increased ten cents during the year, and is still considerably higher than is desirable, being \$369 32, against \$296 80 in 1870, and \$208 91 in 1860. The following comparison for quinquennial years is most significant.

January 1.	Deposits.	Surplus.	Per cent age of surpl's to deposits.
1860	\$54,178,160	\$2,552,085	4·39
	111,737,763	7,590,174	6·79
	194,360,217	14,023,880	7·22
	303,935,649	24,310,086	8·00
	319,258,501	34,781,953	10·89

The Superintendent expresses the opinion that some of the proceeds of called United States sixes found their way into the banks in 1879. A year ago, two banks which had less than one-fifteenth of the aggregate savings deposits had 104 accounts of over \$5,000 each; the metropolitan banks show a much larger average than prevails in the whole State; and it is evident that the city banks have been and are largely used by persons who may be fairly classed outside of those for whom savings banks are founded. The increase of over 54,000 in the number of open accounts during 1879 must have been mainly from small depositors, yet the average account makes a nominal increase. Still, the figures presented are the most satisfactory, all things considered, in the whole history of the banks. The restoration of confidence must be exceptional, for improvement in the condition of the savings classes can hardly be deemed peculiar to this State, and yet this report tells us that some other States still show a decline in deposits, and others barely hold their position. The improvement is the most satisfactory and convincing evidence which could be offered of regained confidence and a bettering industrial condition.

The Superintendent considers the expenses of management still greater that they need be or should be. The salaries for 1879 aggregate \$87,000 less than in 1878, but he says that they still average over a dollar for each account, which, he is informed, is larger than in any other State or country that furnishes trustworthy statistics. In the ten largest banks of Massachusetts this average salary cost is 63 cents for each account; in the eight largest of Connecticut, 74 cents; in three English city banks (not specified), about 31 cents. The average

cost of each transaction item, from September, 1861, to July last, in the British postal banks, according to the latest returns, was about 16 cents in our currency, while in the five largest banks of this city it was almost 60 cents, and in the five largest of Brooklyn was nearly 61 cents, in 1879. The report enlarges further on this subject, as to which it is enough here to add that while there is some inequality of adjustment between different banks and some salaries are undoubtedly too high, we do not believe this is a general fault. On the contrary, as we have already urged, there is danger of overdoing the cheese-paring and restrictive policy, and so excluding from savings bank management the men with whom discretion may be most safely lodged.

The Superintendent argues, wisely, against the proposed compulsory investment of one-half of deposits in governments and the other proposition to reduce the permitted dividends from five to four per cent. We regret, however, that he gives countenance to government institutions. He claims that the surest safeguard the banks have had against them hitherto has been the difference in the rate of interest, and he adds:

If the time has come when our savings banks will pay no more than four per cent interest upon deposits, the government can, with advantage to itself and, I think, with great success, enter into competition for these savings deposits. The government can furnish perfect security and great convenience to depositors. It can make its system national. It can do the business with superior economy. The British postal savings banks are very cheap in respect to the cost of service. Ours could easily be made so. I believe it is only by the great fidelity of the managers of our savings banks that the system can be maintained in its present proportions and prosperity against such competition. I mean a fidelity which shall show very clearly that the depositors are served as well as they can be.

To this we need only reply that experience in this country teaches otherwise, that important differences between the United States and Great Britain are overlooked, and that only a part of the case is presented.

THE GREAT LIBERAL VICTORY.

No national election in recent years has commanded more general attention or excited deeper and wider interest than that which has just taken place in Great Britain. The result can hardly be said to be a surprise; but neither can it be said to have been regarded by any very large number as a foregone conclusion. On both sides, there were many who were confident; but on the one side and on the other, there were also many doubters. It is not to be denied that the Beaconsfield Cabinet hastened the dissolution, because they believed that, from their stand-point, the time was opportune for a successful appeal to the constituencies; and yet if they had been confident of the result, it may be taken for granted that they would have held on to the reins of power, till the end of the session, and thus allowed the Parliament to die a natural death.

The question, however, is now settled. The British people have been appealed to; and they have responded in a manner which leaves no doubt as to their meaning. While we write the actual result is as yet undetermined; but it is already sufficiently clear that the Liberals have been returned in such numbers that they will have, in the House, an unmistakable majority. It is certain, therefore, that Lord Beaconsfield, submitting to the decision of the people at the ballot-box, will resign, and that the Liberal leader, whoever he may be, will be invited to Her Majesty's assistance, and requested to organize a new administration. In plain terms, the British empire is about to pass from under the government of the Tories to that of the Whigs. There seems to be nothing, however, in that fact which so touches our interests in this country as to justify us either in applauding or deploring

the change. In rejecting Lord Beaconsfield and his associates, in April, 1880, the British people are but exercising the rights and the judgment which they exercised in February, 1874, when they cast off Mr. Gladstone and his Cabinet. It is simply a constitutional change. In the Parliamentary system of Great Britain, Her Majesty's Opposition is quite as essential to the proper conduct of the affairs of the empire as Her Majesty's Government. It is in harmony with such a system that the Parliamentary pendulum should not be stationary, but, yielding to the motive force of public sentiment, should oscillate now to this side and now to that.

It will be gathered from these remarks that we are not in sympathy with those who regarded the administration of Lord Beaconsfield as an unmitigated evil, and who now regard his fall as an unqualified blessing, either as regards the British people or the world in general. We should not like, certainly, to set up this very gifted, very brilliant man, as a model statesman. His methods have often been questionable. In glancing over his political career, from first to last, it would not be difficult to find points for criticism. It is as little to be denied, however, that he has proved himself a great Minister, and that he has done much to convince the world that England has the power and the will to hold her place in the front rank of the nations. It has been his good or his bad fortune, during his entire administration, to have to deal mainly with They were the questions of the foreign questions. time. If it cannot be said that he handled those questions in a manner satisfactory to his political enemies, it can as little be denied that he gave abundant satisfaction to his friends, and that among his friends who have remained steadfast to him for these last six years, must be included his Queen, and until recently the majority of British voters. His task has been a difficult one; and although by different men it might have been executed differently, it cannot be said that he has been other than successful or that the honor and dignity of England have suffered at his hands. He has strengthened England's hold on the land of the Pharaohs; he has opened up a new home for the English-speaking people and for the enterprise of Europe in South Africa; he has reasserted with much boldness and at some risk, the authority of Great Britain in the councils of the Continent; and, later, he has extended and made more secure the boundaries of Northern India. If he retires now, he can point to his work with some pride and claim that it is finished.

But successful as Lord Beaconsfield's work has been, these elections show that the people have become tired of a government which has occupied itself exclusively with foreign questions. Much as the British people care for their honor, they do not forget their purse. It is well, they think, to have a spirited foreign policy; but it is well also, and all the more so that the spirited foreign policy has completed its work, to attend to themselves. A spirited foreign policy is certain to be expensive; and this is the more hurtful that it implies the neglect of domestic industry and domestic affairs generally. A wave of domestic sentiment has, so to speak, passed over the land; the Parliamentary pendulum has moved to the other side; and the Liberals are again in the ascendant, mainly because they happened to be the Opposition, and partly also because they are, rather than the Tories, historically associated with domestic reform. Their access to power will not alter or undo anything which has been done. It will simply mark the commencement of a new policy which, unless some unforeseen difficulty should present itself, will be domestic rather than foreign.

strength or success of the next government. Of course we are proceeding on the assumption that the present government will resign. It is quite certain that the Liberals will have a large majority over the Conservatives -probably at least seventy-five. With such a majority there could be no difficulty in carrying on the affairs of the country. But there is the Irish Home Rule party which already counts upon sixty-five votes. It is quite plain, therefore, that if they were united they might constitute a sort of balance of power. It is fortunate, perhaps, for both parties, that they are not united, that while one section leans towards the Liberals, Parnell and his section are openly in favor of the Tories. Such is their present condition. Circumstances, however, might induce them to smooth their differences and act as a unit. In such a case, we shall not pretend to predict the consequences. The Irish Brigade has often turned the scale before. It may turn it again. But the strength, and therefore the probable success, of the new government will be largely determined by the presence or absence of unity in its In this particular the Liberals are own ranks. It remains to be seen always behind the Tories. how far they have composed their differences, and how far they are amenable to party discipline. Much also depends on their choice of a chief. There is but one man to whom the place of right belongs. He is the head and front of his party—its brains, its very soul. It is he who more than any other man has given the party its present victory. If he is not permitted, or if he does not choose to take the first position of honor and responsibility, it will be a sign of disunion and therefore a cause of weakness, and it may prove fatal to the hopes of the new administration. Much also will depend on the measures which may be introduced; but we may not discuss a programme of which not a line has yet been given to the public. This much only it is safe to say-it will not be a policy of external aggression.

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

The report of railroad earnings for last month and for the quarter ending April 1, as given in the tables below, is, perhaps, the most remarkable report ever published in the Chronicle. In the large number of roads represented, the almost uniform increase in earnings, and the large percentage of that increase as compared with the previous year, the present exhibit has never been equaled. On the total earnings of \$13,175,604, reported for March, 1879, the increase in March, 1880, is \$3,724,702. On the total earnings of \$36,009,674 for the first quarter of 1879 the increase for the first quarter of this year is \$9,779,586.

The general influence of the syndicate has thawed out the frozen reserve of New York Central, so that the public is now favored with their monthly reports of earnings, and if the same influence could be brought to bear on the Lake Shore and Michigan Central managers, the regular receipt of their earnings would contribute greatly to the completeness of the earning statistics. It is a long time since there have been reports from connecting roads forming a complete route between Chicago and the seaboard over any one of the great trunk routes.

With this great and notable improvement in gross earnings, it is hardly necessary to remark that the increase in net earnings must be proportionately much smaller, as the increase in operating expenses has undoubtedly been large. In the matter of rails, however, it is well to remember that the railroads can well go on It is, perhaps, too soon as yet to forecast the probable without purchasing this year anything like the same quantity for repairs which they took in 1879 or 1878, as the large expenditure for steel rails in those years placed the roads in a condition where they can afford to economize for a while, if necessary.

			2.	. 1
GR	OSS EARNINGS	IN MARCH.	*	
	1880.	1879.	Increase.	Decrease.
		\$	\$	\$
Atch.Topeka& Santa Fe.	668,000	508,608	159,392	
Burl. Cedar Rap. & No	188,325	111,924	76,401	
Cairo & St. Louis'	22,213	13,918	8,295	
		226,378	182,811	
Canada Southern	409,189	1 220,370	102,011	30,272
Central Pacific	1,250,000	1,280,272	90,577	
Chesapeake & Ohio	222,749	132,172	075 051	
Chicago & Alton	602,624	327,370	275,254	
Chic. Clint. Dub. & Minn*	37,482	31,294	6,188	•••••
Chicago & East. Illinois.	88,278	67,025	21,253	
Chic. Milw. & St. Paul	901,000	632,898	268,102	
Chicago & Northwest	1,395,000	1,107,042	287,958	
Chic. St. P. & Minneap	114,808	89,410	25,398	
Chicago & West Mich.*	46,604	36,962	9,642	
Cincinnati & Springfield.	65,627	42,554	23,073	
Cin. Sandusky & Clev.* .	37,349	33,985	3,364	
Clev. Col. Cin. & Ind	302,787	230,408	72,379	
Clev. Mt. Vernon & Del.*	24,225	19.839	4,386	
Detroit Lans. & North.*	67,940	52,570	15,370	
Flint & Pere Marquette.	147,013	98,427	48,586	
Grand Trunk of Canadat	795,953	648,187	147,766	
Great West'n of Canadat	402,953	330,998	71,955	
	216,327	211,899	4,428	
Hannibal & St. Joseph.	475 204	400 150	75.165	
Illinois Central (Ill. line).	475,324	400,159		
Do (Iowa leased lines)	144,671	132,001	12,670	· A
Indiana Bloom. & West.	116,185	80,587	35,598	
Internat'l & Gt. North*	83,092	85,194	00.010	2,102
Kan. City F. S. & Gulf*.	67,910	41,697	26,213	
Kan. City St. Jo. & C.B.*	101,290	87,395	13,895	
Little Rock & Ft. Smith.	33,000	23,414	9,586	
Louisville & Nashville.*	395,975	293,601	102,374	
Minneapolis & St. Louis*	30,063	22,049	8,014	
Missouri Kansas & Tex	355,508	224,559	130,949	
Mobile & Ohio	168,669	162,740	5,929	
N. Y. Cent. & Hud. Riv.	2,854,835	2,474,392	- 380,443	
N. Y. & New England*	116,343	100,986	15,357	
North Wisconsin		7,993	9,769	
Ogden. & L. Champlain.	30,339	20,556	9,783	
Paducah & Elizabetht'n*	18,919	15,046		
Paducah & Memphis*	11,801	9,151	2,650	
	20,605	14,443	15,252	
Peoria Dec. & Evansville		71,121	39,303	
St. L. A.&T.H. main line.	110,424	11,121	9,733	*******
Do do (branches)		44,887	07 479	*******
St. L. Iron Mt. & South'n.	450,620	353,147	97,473	
St. Louis & S. Francisco.	197,470	95,296	102,174	
.St.Paul & Sioux City	118,138	94,378	23,760	
Scioto Valley	28,005	24,579	3,426	
Toledo Peoria & Warsaw		91,257	37,196	
Union Pacific	1,739,000	1,301,000		
Wabash St. Louis & Pac	982,480	655,240	327,240	
Wisconsin Valley	33,269	14,596	18,673	
9				
Total	16,900,306	13,175,604	3,757.076	32,374
Net increase		,	3,724,702	,

^{*} Three weeks only of March in each year.

GROSS EARNINGS FROM JAN. 1 TO APRIL 1. 1880. 1879. Increase. Decrease. 1,585,500 537,812 70,337 1,003,702 3,488,614 623,765 1,623,692 1,192,447 326,563 48,399 611,483 3,426,129 322,916 978,788 109,004 Atch.Topeka& Santa Fe. 393,053 Burl. Cedar Rap. & No.. 21,938 392,219 Cairo & St. Louis*..... Canada Southern...... Centrai Pacific 62,485 Chesapeake & Ohio.... Chicago & Alton..... 300,849 144,644 244,009 2,403,000 3,681,315 275,915 Chic. Clin. Dub. & Minn.* 35,640 195,555 1,700,739 3,004,986 227,852 Chicago & East. Illinois. Chicago Milw. & St Paul 48,454 702,261 Chicago & Northwest... Chic. St. P. & Minneap... Chicago & West Mich*... Cincinnati & Springfield. 676,329 165,556 209,227 927,438 92,153 228,629 375,029 126,596 38,960 68.067 211,308 141,160 716,130 72,461 173,933 Clev. Col. Cin. & Ind.... Clev. Mt. Vernon & Del* Detroit Lans. & No.*... Flint & Pere Marquette. 19.692 54,696 Grand Trunk of Canadat ,286,934 2,038,362 248,572 1,088,185 549,972 1,355,233 Great West'n of Canada; 989,642 98,543 Hannibal & St. Joseph... Ill. Central (Ill. line) 485,984 63.9881,244,618 110,615 384,230 286,643 Do (Ia. leased lines) Indiana Bloom. & West. 334,655 Internat'l & Gt. North.* Kan. City F. S. & Gulf*. 381,082 13,256 394,338 256,750 99,778 122,286 1,646,674 121,213 1,050,808 72,011 1,174,715 77,677 613,867 Little Rock & Ft. Smith. -50.275471,959 Louisville & Nashville* Minneapolis & St. Louis* Missouri Kansas & Tex. 43,536 527,884 6,709,508 1, 349,957 22,397 59,857 Mobile & Ohio ... 622,084 94,200 N. Y. Cent. & Hud. Riv. N. Y. & New England*. North Wisconsin 7,765,679 ,056,171 76,693 426,650 55,061 88,913 81,604 47,894 309,007 32,664 Ogdenb. & L. Champl'n. Paducah & Elizabetht'n* 28,956 59,857 62,138 37,730 197,606 137,536 1,026,337 260,744 234,899 19,466 Paducah & Memphis*... St. L. A.& T. H. main line.
Do do (branches).
St. L. Iron Mt. & South'n.
St. Louis & S. Francisco. 111,401 159,720 1,496,798 592,809 22.184 470,461 332,065 314,031 69,768 St. Paul & Sioux City.... Scioto Valley. 65,736 4,032 263,789 2,739,302 1,822,276 326,860 Toledo Peoría & Warsaw 63,072 880,695 703,210 Union Pacifics ... 3,619,997 Wabash St. Louis & Pac. 2.525.48676,652 34,165 Wisconsin Valley..... 42,487 · 13,256 Total.... 45,789,260 36,009,674 9,792,842 Net increase

The gross earnings of the railroads owned and leased by the Delaware & Hudson Canal Company, for the

first two months of 1880, were \$726,073, against \$563,-223 in 1879, and the net earnings for the same time were \$294,359 this year, against \$181,587 in 1879. There have been several unofficial reports in the newspapers of earnings on various roads, which we give for what they may be worth, as follows, namely: Lake Shore & Mich. Southern \$544,000 increase in March; Erie, \$1,700,000 in March, an increase of \$343,220.

The statement below gives the gross earnings, operating expenses and net earnings for the month of February, and from January 1 to March 1, of all such railroad companies as will furnish monthly exhibits for publica-

companies as will furnish	mon	thly exhi	ibits for	publica-
tion.	, manana	AND NEW Y	A L DAVING C	.,
GROSS EARNINGS, EX	-Febura	ary.—	-Jan. 1 to	
Atlantic Miss. & Ohio-	1880. \$	1879. \$	1880.	1879.
Gross earnings	81,954 88,053	121,451 70.260	$318,824 \\ 140,628$	231,345 151,449
Net earnings	3,901	51,191	178,196	79,896
Burl. Cedar Rap. & North'n— Gross earnings 16	35,171	97,277	349,487	214,639
Expenses 10	05,525	65,999	208,711	140,413
***	59,646	31,278	140,776	74,226
Carolina Central— Gross earnings	18,213 26,649	45,383 22,631	92,946 52,267	83,291 44,915
	21,564	22,752	40,679	38,376
Chesapeake & Ohio-			*	
Gross earnings	98,681 54,741	$102,077 \\ 103,481$	401,016 298,736	190,744 207,707
Net earnings	13,910	def.1,404	102,280	def.16,963
Chicago Burlington & Quincy— Gross earnings1,15	80,853		2,381,091	2,087,475
Operating expenses 63	55,067		1,224,489	1,147,485
Net earnings 53 Delaware & Hudson Canal Comp	25,786 pany's r	424,005 oads :	1,156,602	939,990
Albany & Susquehanna—	04,434	82,887	204,396	160,249
Operat's expenses	62,598	54,829	126,701	104,258
Net earnings Delaware & Hudson—Penn. D	41,836 iv.—	28,058	77,693	55,991
Gross earnings	84,484 49,698	95,849 ⁻ 56,157	196,647 103,359	183,912 103,317
	34,786	39,692	93,288	80,595
New York & Canada— Gross earnings	48,855	27,519	98,665	53,106
Operating expenses	28,158	19,263	54,967	37,174
Rensselaer & Saratoga—	20,697	8,256	43,698	15,932
Gross earnings 1	11,912 $80,037$	$86,406 \\ 76,240$	$226,363 \\ 146,686$	165,955 136,886
	31,875	10,166	79,677	29,069
	19,686	292,662	726,073	563,223
	20,491	206,489	431,714	381,635
Houston & Texas Central—	29,195	86,173	294,359	181,588
Gross earnings	72,791 54,546	$241,315 \\ 150,001$	591,832 319,610	502,061 310,175
	18,245	91,314	272,222	191,886
	58,200	45,139	136,219 82,668	103,200 72,008
Operating expenses	19,503	33,753 11,386	53,551	31,192
Net earningsLittle Rock & Fort Smith—			89,286	48,597
Gross earnings Operating expenses	41,689 18,707	23,579 16,231	38,046	32,636
Net earnings	22,982	7,348	51,240	15,961
Memphis Paducah & Northern- Gross earnings	16,765 $14,652$	13,225 $12,758$	36,093 30,208	28,579 23,892
Net earnings	2,113	467	5,885	4,687
Nashv. Chatt. & St. Louis-	91,154	158,034	396,788	315,313
	03,634	91,563	211,987	180,728
Net earnings	87,520	66,471	184,801	134,585
N. Y. Lake Erie & West.— Gross earnings	252,218 909,634	1,207,391 934,076	2,548,599 1,855,199	2,354,564 1,896,107
operation of the second	342,584	273,315	692,400	458,457
Northern Central—				
		273.607	665,354	538,610
Gross earnings 3	330,860 213,094	273,607 180,983	665,354 427,155	368,314
Gross earnings Operating expenses Net earnings	330,860 213,094 117,766	$\frac{180,983}{92,624}$	427,155 238,199	368,314
Gross earnings Operating expenses Net earnings Pennsylvania (all lines east of I	330,860 213,094 117,766 Pittsbur 944,576	180,983 92,624 g & Erie)— 2,538,039	$\frac{427,155}{238,199}$ $6,028,127$	368,314
Operating expenses Net earnings Pennsylvania (all lines east of I Gross earnings Operating expenses 1,	330,860 213,094 117,766 Pittsbur 944,576 712,394	180,983 92,624 g & Erie) 2,538,039 1,365,053	238,199	368,314 170,296 5,081,463 2,888,946
Gross earnings Operating expenses Net earnings Pennsylvania (all lines east of I Gross earnings Operating expenses Net earnings Net earnings 1,5 Philadelphia & Erie—	330,860 213,094 117,766 Pittsbur 944,576 712,394 232,182	180,983 92,624 g & Erie)— 2,538.039 1,365,053 1,172,986	427,155 238,199 6,028,127 3,429,647 2,598,480	368,314 170,296 5,081,463 2,888,946 2,192,517 449,748
Gross earnings Operating expenses Net earnings Pennsylvania (all lines east of I Gross earnings Operating expenses Net earnings Net earnings Philadelphia & Erie— Gross earnings	330,860 213,094 117,766 Pittsbur 944,576 712,394	180,983 92,624 g & Erie) 2,538,039 1,365,053	427,155 238,199 6,028,127 3,429,647	368,314 170,296 5,081,463 2,888,946 2,192,517 449,748 281,054

[†] For the four weeks ended March 27. t For the four weeks ended March 26.

Three weeks only of March in each year. From January 3 to March 27. From January 2 to March 26.

March figures include Kansas Pacific earnings in both years; January and February probably do not.

	Febru 1880.	ary.————————————————————————————————————	—Jan. 1 to 1880.	Feb. 29.— 1879.
·		\$	1000.	\$
St. Louis Iron Mt. & South'n-	- \$		1,046,178	673,190
Gross earnings	490,190	339,161	581,116	459,433
Operat. and extr'y exp	292,974	226,577	361,110	400,400
	107.001	112,584	465,062	213,757
Net earnings	197,221	112,004	400,002	210,101
St. Paul & Duluth—		0.0 010	F1 40=	46,078
Gross earnings	33,214	22,646	71,405	
Operating expenses	29,137	17,964	56,578	36,333
		1.000	11.007	9,745
Net earnings	4,077	4,682	14,827	9,740
Indianapolis Decatur & Sprin	ngfield—			
Indianaporto - contra	Gross earn	ings. Op.	expenses.	Net earn'gs.
February, 1880	\$24,18	4 \$	13,648	\$10,536
March, 1880 (est.)		õ	12,000	16,500
March, 1880 (881.)			t	
Total	\$52.68	1 \$	25,648	\$27,036
10041	Π	. 1		\$162,216
Year's net earnings based on	reb. and	march reu	11118	119,000
Interest on first mortgage bo	nas			110,000

The following January figures have but recently come

to hand.		uary	Jan. 1 to Jan. 31.			
Chicago & Alton— Gross earnings Operating expenses	1880. \$ 524,055. 319,481	1879. \$ 343,737 218,229	1880. \$ 524,055 319,481	1879. \$ 343,737 218,229		
Net earningsGrand Trunk of Canada— Gross earningsOperating expenses	204,574 £ 162,243 119,835	125,508 £ 153,661 121,146	204,574 £ 162,243 119,835	125,508 £ 153,661 121,146		
Net earnings New York & New England— Gross earnings Operating expenses	42,408 \$ 164,231 124,079	32,515 \$ 127,070 112,647	42,408 \$ 164,231 124,079	32,515 \$ 127,070 112,647		
Net earnings	40,152	14,423	40,152	14,423		
Ogdensburg & Lake Chample Gross earnings Operating expenses	35,725 34,526	22,459 28,235	35,725 34,526	22,459 28,235		
Net earnings	1,199	def. 5,776	1,199	def. 5,776		
St. Paul & Sioux City— Gross earnings Operating expenses	101,869 65,9 1 7	73,545 49,088	101,869 65,947	73,545 49,088		
Net earnings	35,922	24,457	35,922	24,457		

PAONETARY Commercial English News RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

Paris	XCHANGE (ON LONDON.
Paris	test Time.	Rate.
Bombay 60 days 1s. 8d. Mar Calcutta 1s. 8d. Mar Hong Kong.	25 Short. 25 Short. 25 Short. 27 25 Short. 28 3 mos.	25·29 12·10 ¹ 2 25·32 20·47 25 ¹ 4 4·85 1s. 8 ¹ 4d. 1s. 8 ¹ 4d. 3s. 9 ¹ 4d. 5s. 2 ¹ sd.

[From our own correspondent.]

London, Saturday, March 27, 1880.

The Ninth Parliament of Queen Victoria was dissolved on Wednesday, and the writs having been issued for the new elections, the electoral contest has now been commenced in earnest. The struggle will be one of the most severe of the present reign, and, like most elections, the issue is at present doubtful-Each side is confident of success, and considers itself the most competent to guide the destinies of the country. When the late Parliament met in 1874, the world was tranquil, but, though there has been a great political crisis on the Continent since then, and the British Army has been at war with the Afghans and with the Zulus, we appear now to have been safely guided through the more threatening dangers, and are on a fair way to renewed prosperty. The Afghan question is the most serious we have to deal with; but the latest news is very encouraging, and there is reason to believe that a just and satisfactory arrangement will be arrived at before long. Southern Afghanistan, which has been at peace, though occupied by British troops, has been prospering, and now that the Afghans perceive that we only wish to have friendly and trustworthy neighbors, they appear to be more desirous of bringing the war to a termination. Whatever may be the result of the elections, it is certain that the great crisis has been passed, the country having been guided through one of the most critical periods in our history without involving us in war.

Furthermore, the firm attitude adopted by the Government restricted the ambition of Russia and localized the Russo-Turkish war. And now trade also is reviving, while the brilliancy of the weather leads to the hope that the years of agricultural loss and depression have terminated. The future is looked forward to with hope, and such a feeling is justified.

The money market during the week has assumed a decidedly easier appearance, and the best bills are at present taken at 23/4 per cent, with exceptional transactions at 25/8 per cent. The supply of floating capital is fully adequate to the requirements of borrowers, and so far the election expenses have had no effect upon it. The foreign exchanges, though not quite so favorable to us, have not reached a point which will draw gold from us; but there is less probability of it coming here. We are, however, by no means in want of supplies, as the stock held by the Bank of England is large enough for all purposes. The probability is that the money market will continue to rule easy during the spring and summer, but an active inquiry is looked forward to in the early autumn, when business and general enterprise are expected to assume considerable proportions. The following are the present quotations:

Bank rate	Open-market rates—Per cen 4 months' bank bills 278@3 6 months' bank bills 3 @3 4 & 6 months' trade bills. 3 @3	18
30 and 60 days' bills 234 278 3 months' bills 234 278		-2

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

		٠.	Per cent.
	4	` .	2
Joint-stock banks			
Discount houses at call			
Miscount houses at Cart.	al motion		214
Do with 7 or 14 day	в попсе		

The following return from the Treasury has been published on the order of the House of Commons, dated the 17th of March, 1880, "explanatory of the financial statement made by the Chancellor of the Exchequer on the 11th day of March last—that between the 31st day of March, 1874, and the 31st day of March (as per estimate) there has been a reduction in the real indebtedness of the country to the amount of £20,000,000:"

Debt on the 31st of March, 1874. 2779,283,000
Debt on the 31st of March, 1880. 758,941,000

Decrease. £20,342,000

* Loan to India (£2,000,000) represented by £2,049,000 stock.
† Debt created for Public Works loans:

Treasury bills.

Exchequer bonds.

Exchequer bills.

Debt outstanding for purchase of Suzz Canal shares.

* 25,431,000
969,000
* 26,000
* 214,760,000
3,801,100

Since the opening of the Budget, it is stated, notice has been received of very large demands for loans to Ireland under the Seed Supply act. These loans will cause on the 31st of March next an excess of the gross debt and of the debt repayable over the figures given in this return; but the net debt will remain unaltered.

Party spirit running high at the present time, each side is advancing statements and publishing statistics justifying the conduct of Ministers when in office. The following figures have been published showing the amount of income tax raised since the year 1854 under the different Chancellors of the Exchequer:

ı	Rate.	Amount.	rate.	Amound
١			Mr. Disraeli—	
ł	Mr. Gladstone-	£10,642,621	1867-68 5d.	£6,177,000
	1854-5514d.	210,042,021	Mr. Ward Hunt	
1	Sir C. Lewis—	0-0 0-0	1868-69 6d.	8,618,000
١	1855-5616d.	15,070,958		0,020,000
	1856-5716d.	16,089,933	Mr. Lowe-	10,044,000
	1857-58 7d.	11,586,115	1869-70 5d.	0.050,000
	Mr. Disraeli—		1870-71 4d.	6,350,000
	Mr. Distacti	6,683,587	1871-72 6d.	9,084,000
Ì	1858-59 5d.	0,000,001	1872-73 4d.	7,500,000
Ì	Mr. Gladstone-	0 500 100	1873-74 3d.	5,691,000
	1859-60 9d.	9,596,106	1010 12	
	1860-6110d.	10,923,817		4,306,000
	1861-62 9d.	10,365,000	101110	4,109,000
	1862-63 9d.	10,567,000	1875-76 2d.	5,280,000
	1863-64 7d.	9.084,000	1876-77 3d.	5,280,000
	1864-65	7,958,000	1877-78 3d.	5,920,000
	TOOT OO	6,390,000	1878-79 5d.	Est.8,920,000
	1865-66 4d.	5,700,000	120.0	
	1866-67 4d.	0,700,000		the of the

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton, and the Bankers' Clearing-House return, compared with the three previous years:

,	1880.	1879.	1878.	1877.
Circulation, including	£	£	£	£
Bank post bills	27,000,202	29,127,074	27,407,074	28,286,902
Public deposits	11,242,694	10,971,892	12,287,814	11,530,029
Other deposits	25,998,879	28,349,147	23,338,414	22,615,486
Governm't securities.	16,685,149	15,449,147	16,386.470	15,505,400
Other securities	21,840,879	22,377,588	25,918,204	23,776,279 13,484,652
Res've of notes & coin	17,261,295	20,216,055	11,916,320	13,401,002
Coin and bullion in	00 001 040	21 006 015	24,032,245	26,461,292
both departments	29,001,840	31,030,013	24,002,240	20,202,204
Proportion of reserve to liabilities	46.03	51.10	33.18	39.13
Bank rate	3 p. c.	212 p. c.	3 p. c.	2 p. c.
Consols	9818	97	9478	961_2
Eng. wheat, av. price	4.0	40s. 8d.	48s. 11d.	
Mid. Upland cotton		511 ₁₆ d.	515 ₁₆ d.	614d.
Clearing-House ret'n.	100,935,000	75,425,000	80,917,000	101,307,000

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

1	rate. mai r. ct. Pr 3 23 3 23 3 12 3 3 2 3 21 4	en ket. ct. ct. co. co. co. co. co. co. co. co. co. co	csburg 6 Cadiz & ona 4 & Oporto. 6 agen 40412	market. Pr. et. 33404 51206 4 05 51206 4 0412
OCHOVA				

The gold market has presented no important feature during the week. The arrivals have been very moderate, but the exchanges are in our favor, and there is still a tendency for gold to arrive from the Continent. The silver market has been quiet, and the quotation is somewhat easier; but Mexican dollars are rather firmer. India Council bills were sold on Wednesday at 1s. 8d. the rupee. The following prices of bullion are from Messrs Pixley & Abell's circular:

Bar gold, fine	77	d. 9 7 10 ¹ 27 6 7	0.	d. 75 6
South American doubloonsper oz.United States gold coinper oz.German gold coinper oz.	$73 \\ 76 \\ 76$	3127	ð.	
SILVER.	:	d.		d.
Bar silver, fineper oz. standard, last prie	ce.	$52^{1}_{16} \\ 52^{7}_{16}$	0	
Bar silver, contain'g 5 grs. gold.per oz. standard, do Cake silverper		5618	@	
Mexican dollarsper oz., last pric	ce.	$51\frac{1}{4}$	@	
Chilian dollars		nt.	@	

Owing to the holidays and the electoral canvass, the stock markets have been very inactive during the week, but, money being easy and the weather remarkably brilliant, the tone has been firm, and no change of importance has taken place in prices. There is very little disposition shown to operate, but after the holidays and the elections considerable activity is expected.

The weather during the week has been remarkably favorable, and spring sowings are being completed under exceptionally favorable conditions. The farmers' prospects are certainly much brighter, and full average crops are anticipated. The price of wheat having fallen in New York, and it being reported that the holders of produce in the United States are more anxious to realize, the trade here is quiet, but there has been no material change in prices. Millers continue to buy from hand to mouth, but good wheat in the country markets is quite as dear owing to its scarcity. The somewhat protracted period of dry weather that the country has enjoyed has improved the condition of English wheat, and according to the latest return the average quotation has risen from 44s. 8d. to 46s. 1d. per quarter. There is a larger supply of foreign produce on passage to this country, and the accounts from the earlier wheat growing districts, as they may be termed, are very encouraging. In Chili an abundant crop has been secured, and it is stated that some large shipments have been made to England. The promise of a good crop in Europe seems to be more distinct, but it is yet several months to harvest, and the deliveries of British as well as Continental farmers are on a declining scale. Large quantities of foreign produce will therefore be necessary during the remaining months of the season.

During the week ended March 20, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to only 24,336 quarters, against 50,340 quarters last year; while it is computed that they were in the whole kingdom 97,500 quarters, against 201,500 quarters in 1878. Since harvest the sales in the 150 principal markets have been 921,108 quarters, against 1,618,714 quarters; while it is computed that they have been in the whole kingdom 3,684,500 quarters, against 6,475,000 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of each season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest:

1879-80. Imports of wheat.cwt.35,487,424 Imports of flour 6,337,905	1878-9. 27,471,938 4,725,421	1877-8. 33,635,196 5,084,833	1876-7. 21,216,155 3,466,472
Sales of home-grown produce15,966,000	28,057,700	22,591,500	25,010,000
Total57,791,329	60,255,059	61,311,529	49,682,627
Deduct exports of wheat and flour 877,624	1,167,548	1,102,162	638,371
Result56,913,705	59,087,511	60,209,367	49,044,256
Av'ge price of English wheat for the season. 46s. 8d.	40s. 4d.	53s. Od.	49s. 3d.
The following figures show t	he imports	and exports	s of cereal

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

76-7.
6,155
37,731
52,862
2,362
25,516
30,966
66,472
876-7.
6,588
9,795
73,570
18,796
17,950
37,928
21,783

English Market Reports-Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has decreased £388,000 during the week.

Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
April	April	April	April	April	April
3.	5	6.	.7.	8.	9.
Silver, per ozd. 5218	5218	5218	52116	52	52
Consols for money 983 ₁₆	98516	984	98516	98516	98716
Consols for account 98316	9812	98716	9838	9838	9813
$U. S. 5s of 18811051_2$	10512	$105\frac{1}{2}$	106	1055_{8}	1053
$U. S. 4^{1}_{2}S \text{ of } 1891111^{1}_{2}$	11112	111_{2}	11112	11114	11112
U. S. 48 of 1907109 ¹ 4	10938	10912	1094	$109^{1}4$	$\boldsymbol{109}_{\boldsymbol{22}}$
Erie, common stock 4634	4634	4658	4578	4518	4618
Illinois Central110	111	110^{1}_{2}	110	108^{1}_{2}	111
Pennsylvania	$54\frac{1}{2}$	5412		541_2	541_2
Philadelphia& Reading	36	35^{1}_{2}	35^{1}_{2}	35	35^{1}_{4}

Liverpool Cotton Market .- See special report on cotton.

ı	Diverpoor Course Dearlock.	DCC SP	COME AC	Port or	. 00000	
I	Liverpool Breadstuffs Ma	rket.—				
۱	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
۱	s. d.	s. d.	s. d.	s. d.	s. d.	
l	Flour (ex. State) Pceut'l.14 9	14 9	14 9	14 9	14 9	14 9
١	Wheat, spr'g, No.2, 100lb.10 7	10 7	10 6	10 6	10 6	10 6
١	Spring, No. 3 " 10 2	10 2	10 1	10 1	10 1	10 1
	Winter, West., n. " 11 4	11 4	11 3	11 3	11 3	11 3
	Southern, new. " 11 6	11 6	11 5	11 5	11 5	11 5
ĺ	Av. Cal. white " 10 7	10 7	10 7	10 7	10 7	10 6
۱	California club. " 11 2	11 2	11 1	11 1	11 1	11 0
l	Corn, mix., W.old & cent'l 5 10	5 10	5 10	5 10	5 10	5 9 12
l	do do new. " 5 9	5 9	5 9	5 9	5 9	5 8 12
١	Liverpool Provisions Mar	ket.—		,		
١	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
١	s. $d.$	s. d.	s. d.	s. d.	s. d.	s. d.
١	Pork, West. mess \$\pi\bl.60 0	60 0	60 0	60 O	61 0.	61 0
١	Bacon, long clear, cwt35 6	35 O	$35 \cdot 0$	35 0	35 0	35 0
١	Short clear " 37 0	36 6	36 6	36 6	36 6	36 6
١	Beef, pr. mess, # tierce. 76 0	76 0	76 0	76 0	76 0	76 0
١	Lard, prime West. Bewt.39 0	38 9	39 0	39 0	39 6	39 0
				m 4		

	Lard, prime West. Pow Cheese, Am. choice "	t.39	0	38 71	0	39 71			0	71	ö	7	1 0	,
١	London Petroleur	n A	Mark	et.—					,					
۱		Sat	. 1	Ion.	•	Tue	8.	We	d.	Thy	urs.		Fri.	g
l	Pet'leum, ref. \$ gal.	a. 6	6	$a.$ @ $6^{1}8$		0		0		6	•		@	
ı	Pet'leum spirits "	70		@		7		0		a			@ .	,

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 \$11 503,695, against \$8,532,763 the preceding week and \$11,724,181 two weeks previous. The exports for the week ended April 6 amounted to \$7,194,662, against \$7,291,412 last week and \$8,146,413 the previous week. The following are the imports at New York for the week ending (for dry goods) April 1 and for the week ending (for general merchandise) April 2:

Dry Goods General mdse	1877. \$1,906,280 4,346,278	1878. \$1,472,814 2,943,490	\$1,819,898 4,176,895	\$3,082,653 8,421,042
Total week Prev. reported	\$6,252,558 84,511,978	\$4,416,304 74,763,134	\$5,996,793 77,114,458	\$11,503,695 121,529,702
	General mdse Total week	Dry Goods \$1,906,280 General mdse 4,346,278 Total week \$6,252,558	Dry Goods \$1,906,280 \$1,472,814 General mdse 4,346,278 2,943,490 Total week \$6,252,558 \$4,416,304	Dry Goods \$1,906,280 \$1,472,814 \$1,819,898 General mdse 4,346,278 2,943,490 4,176,895 Total week \$6,252,558 \$4,416,304 \$5,996,793

Total s'ce Jan. 1. \$90,764,536 \$79,179,438 \$83,111,251 \$133,033,397 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 April 6:

EXPORTS FROM NEW YORK FOR THE WEEK.

1877. 1878. 1879. 1880.

For the week.... \$5,995,142 \$6,496,993 \$5,960,298 \$7,194,662

Prev. reported.. 64,553,428 \$8,453,525 78,847,378 83,798,541

Total s'ce Jan. 1. \$70,548,570 \$91,950,516 \$84,807,676 \$90,993,203

The following will show the exports of specie from the port of New York for the week ending April 3, and also a comparison of the total since Jan. 1, 1880, with the corresponding totals for several previous years:

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

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:

			F	Balan	ces.
		Receipts.	Payments.	Gold.	Currency.
April	3 5 6 7 8 9	\$ 1,036,728 29 989,497 63 1,475,525 52 1,072,933 92 1,535,242 01 1,164,143 80	875,568 08 486,485 10 732,666 77 925,584 66	\$ 100,040,007 30 100,251,082 52 101,205,682 67 101,526,246 25 101,913,375 53 101,705,709 12	\$ 5,385,687 95 5,288,542 28 5,320,982 55 5,340,686 12 5,563,214 19 5,638,682 38
Total.		7,274.071 17	4,993,878 34		

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 National Banks.—

Solution of Banks.—

Solution of Banks.—

Bonds for circulation deposited... \$3,958,400 \$5,268,800 \$5,126,500 \$6,125,000 \$6,1 Bonds held as security for deposits 14,817,000 14,617,000 14,672,000 Legal-Tender Notes.—
Deposited in Treasury under act
of June 20, 1874.

Total now on deposit, including 3,375,000 2,138,556 570,100 16,706,370 18,365,257 18,600,747 35,318,984 35,318,984 35,318,984 1875... Total amount of greenbacks out-......346,681,016 346,681,016 346,681,016 standing..... National Bank Circulation— New circulation issued..... 1,603,875 1,143,450 Circulation retired..... 260,302 797,412 395,360 Total notes outstanding-Currency.342,304,789 342,210,867 342,958,957 Notes rec'vd for redem'n from— 1,426,120 1,426,120 1,426,120 New York..... 3,169,000 1,709,000 1,023,000 552,000 245,000 $549,000 \\ 210,000$ Boston.... Philadelphia.... 171,000

STATEMENT of the Comptroller of the Currency on April 1, 1830, showing the amounts of National Bank notes and of Legal Tender notes outstanding at the dates of the passage of the Acts of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amounts outstanding at date, and the

Amount outstanding June 20, 1874. \$382,000,000
Amount outstanding January 14, 1875. 382,000,000
Amount retired under act of Jan. 14, 1875, to May 31, '78
Amount outstanding on and since May 31, 1878. 35,318,984
Amount on deposit with the U. S. Treasurer to redeem notes of insolvent and liquidating banks, and banks retiring circulation under Act of June 20, 1874. 18,600,747
Increase in deposit during the last month. 235,490
Increase in deposit since April 1, 1879. 5,800,049

* Circulation of national gold banks, not included in the above, \$1,426,120.

Madison & Portage.—At Madison, Wis., April 6, the Madison & Portage Railroad was sold under foreclosure of mortgage to the Chicago Milwaukee & St. Paul Railroad Company, the judgment being about \$900,000.

Northern Pacific Land Grant.—At a meeting of the sub-

committee of the House Committee on Pacific Railroads, at Washington, April 8, consisting of Messrs. McLane, Bliss, Clark, Harmer and Newberry, charged with the consideration of the case of the Northern Pacific Railroad, Mr. Clark offered a resolution declaring that it was neither wise nor expedient to extend the time for the completion of the road, and the resolution was unanimously adopted. He then proposed a resolution declaring that the road had forfeited the land grant made to it by Congress, which was discussed but not voted on.

Peoria Decatur & Evansville.—The election at Evansville, Ind., on the propositions to subscribe for \$125,000 of the stock of this company and \$100,000 in the Local Trade Railroad Company, resulted in the success of both. The proposal to give \$200,000 to this road had previously been defeated by the people.

St. Paul & Sioux City.—A despatch from Sioux City, April 8, says: "The St. Paul & Sioux City Railroad Company have given a mortgage to the Central Trust Company of New York on three lines built or now building. The mortgage provides funds for building 170 miles of new road this season."

Selma Rome & Dalton.—By a decree of the Supreme Court of Alabama, the Selma Rome & Dalton Railroad, from Selma to the Georgia State line, has been ordered to be sold on Monday, June 14. The sale is to take place at Selma, and the mininum price is \$1,500,000. At a meeting of the directors and large holders of the first and second mortgage bonds of the Selma Rome & Dalton Railroad in New York, it was decided to organize for the protection of all classes of the securities of the road. The Farmers' Loan and Trust Company of New York City was appointed transfer agent for the stock. The meeting agreed that an appeal be taken from the recent unjust, it was claimed, decision of the State Court of Alabama to the United States Supreme Court. This decision affirmed the claims of the first and second mortgage bondholders of the Alabama & Tennessee River Railroad Company to be a prior lien upon the Selma Rome & Dalton road.

Sheboygan & Fon du Lac.—On April 3 this road was sold under foreclosure. It was bid in by Albert and Martin L. Sykes for \$1,500,000. The road has been lately operated under the auspices of the Chicago & Northwestern Railway Company, and it is supposed that the company will now extend the road to a westerly connection with the Minnesota line of the Northwestern Railway.

Southern Pacific Railroad.—Track is laid to 20 miles east of Tucson, and is near the Tombstone mining district.

CLEARING HOUSE EXCHANGES.—Our contemporary the Public has worked up with great energy and persistence the statistics of bank clearings in all the leading cities of the country. It has thus contributed to the stock of current financial information these entirely new and exceedingly interesting data in regard to bank clearings, which show, so far as may be, the relative volume of business transactions from year to year. The Public says: "During the first quarter of 1880 the volume of legitimate business has been about as large, either in New York or throughout the country, as it was during the marvelous fourth quarter of 1879, when all prices bounded upward as if by magic, and the whole face of the commercial world seemed changed. * * * * * In comparison with the first quarter of last year, however, a remarkable increase in exchanges is seen. The gain in the aggregate outside New York is 40 per cent in spite of the decrease at San Francisco, the only city which does not share in the improvement. The gain in the aggregate at all cities is 55 per cent, and no part of this is due to the activity of speculation here. Deducting double the market value of stocks sold, the remaining exchanges at New York show an increase of 63.9 per cent."

—The Ontario Silver Mining Company announces its fifty-fourth dividend of fifty cents per share (for March), payable at Wells, Fargo & Co.'s on the 15th. Transfers close on the 10th.

—The Deadwood Mining Company announces its usual dividend of twenty-five cents per share (for March), payable at Wells, Fargo & Co.'s on the 20th. Transfers close on the 15th.

BANKING AND FINANCIAL.

FISK & HATCH,

BANKERS,

AND DEALERS IN GOVERNMENT BONDS, and other desirable Investment Securities, NO. 5 NASSAU STREET, N. Y.

Buy and sell all issues of Government Bonds, in large or small amounts, at current market prices, and will be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We are prepared to give information in regard to first-class Railway Securities and to execute orders for the same.

Buy and sell all marketable Stocks and Bonds on commission, at the Stock Exchange or in the open market.

Receive accounts of Banks, Bankers, Merchants, and others, and allow interest on daily balances; and for those keeping accounts with us we collect U. S. coupons and registered interest, and other coupons, dividends, &c., and credit without charge.

We give special attention to orders from Banks, Bankers, Institutions and investors out of the city, by MAIL or TELEGRAPH, to buy or sell GOVERNMENT BONDS, STATE and RAILROAD BONDS, BANK STOCKS, RAILROAD STOCKS, and other securities.

We have issued the Seventh 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:

2,469—The City National Bank of Clinton, Iowa. Authorized capital, \$100,000; paid-in capital, \$50,000. Augustus Lisbon Stone, President; Alfred Gairet Smith, Cashier. Authorized to commonac huminosa March 21st 1820. mence business March 31st, 1880.

DIVIDENDS.

The following dividend has recently been announced:

Name of Company.	Per	Whe	When		Books Closed.			
	Cent.	Payal	Payable.		(Days inclusive.)			
Railroad.	4	May	1	April	21	to	May	2

FRIDAY, APRIL 9, 1880-5 P. M.

The Money Market and Financial Situation.—The conspicuous feature of the present week has been the continued stringency in the money market, when a relaxation in rates had been generally expected. The charge has been freely made that money was locked up for the purpose of depressing stocks, but it has not been clearly proved that such was the case, and it is more than possible that the low point to which the bank reserves are reduced, together with the use of a large amount of money by the N. Y. Central Stock Syndicate, were sufficient to cause all the money pressure which has taken place. It may be found this month, as in January, that money does not return to our banks from the country with anything like its accustomed celerity, and there is not a doubt that the use for money in districts remote from the Atlantic cities has vastly increased during the past twelve months. It would be an exceedingly interesting fact in this connection were it possible to show what amount of New York funds are employed in the State of Colorado alone, as compared with the amount at this time last year.

The rates for call loans to stock borrowers have been high, and while 5@6 per cent has been the minimum rate, a commission varying from 1-64 to 1/8 per cent a day has frequently been paid in addition. Government bond dealers pay 4@5 per cent; prime commercial paper sells at 5@6 per cent.

The Bank of England, on Thursday, showed a loss of £388, 000 in specie for the week, but the reserve stood at 45% per cent, against 43% per cent the previous week; the discount rate remains at 3 per cent. The Bank of France showed a decline of 603,000 francs during the week.

The last statement of the New York City Clearing-House banks, issued April 3, showed a decrease of \$1,271,075 in the reserve held against the deposits, there being now a deficit of \$309,900 below the legal requirement, against a surplus of \$961,175 the previous week.

The following table shows the changes from the previous week

and a comparison with the two preceding years.

	The state of the s			
1	1880. April 3.	Differ'nces fr'm previous week.		1878. April 6.
Loans and dis. Specie Circulation Net deposits Legal tenders.	53,669,300 20,981,600 259,306,800	Dec. 1,104,500 Dec. 13,600 Dec. 1,033,700	18,365,000 19,635,500 193,121,700	19,944,600 204,663,200
Legal reserve. Reserve held.	\$64,826,700		\$48,280,425 50,180,800	\$51,165,800 63,257,700
Surplus	Def.\$309,900	Dec.\$1,271,075	\$1,900,375	\$12,091,900

United States Bonds.—Government securities have been very strong this week in the face of the close money market and the smaller purchases by the Treasury. Mr. Vanderbilt is reported as a heavy purchaser with the proceeds of his New York Central stock sale, and it is believed that he now holds about \$45,000,000 of Comment hands with the process. about \$45,000,000 of Government bonds, with the purpose of increasing his holdings to \$50,000,000. At the Treasury purchase on Wednesday, \$1,500,000 bonds were taken. The offers of bonds amounted to \$5,259,200. All sixes of 1880 were taken at 104.05 to 104.12; sixes of 1881 up to 105.99, and fives up to

Closing prices of securities in London for three weeks past and ince January 1 1880 were as follows:

	3500	1 4	Jan. 1, 1880.			
	Mar. 25.	2.	9.	Lowest.	Highest.	
U. S. 58 of 1981 U. S. 4 ¹ 28 of 1891 U. S. 48 of 1907	105 ¹ 8 110 108	105^{1}_{2} 111 109	$1111_{2} \\ 1091_{2}$	105 Mar. 19 10978 Jan. 2 10614 Jan. 2 7e been as fol	106^{7_8} Jan. 12 111^{1_2} Feb. 10 109^{7_8} Feb. 19	

(1)						•	
2	Interest Periods.	April 3.	April 5.	April 6.	April 7.	April 8.	April 9.
6s, 1880reg. 6s, 1880coup.	J. & J.	*10334	*103%	*10378	*104 *104	*104	*104 *104
6s, 1881reg. 6s, 1881coup.	J. & J.	*1056	10534	10548	105 8	*10534 *10578	*10534
5s, 1881reg. 5s, 1881coup.	QFeb.	*10212	1024	*1024	10238	10258	1035
4 ¹ 28, 1891reg. 4 ¹ 28, 1891coup.	QMar. QMar.	*109 *109	*109 1094	*109	*109	*10878	*10878
4s, 1907reg. 4s, 1907coup.	QJan. QJan.	$^{*1067}_{8}$	10748	*107 ¹ 4 107 ¹ 4	10748	10718	
6s, cur'cy, 1895reg. 6s, cur'cy, 1896reg.	J. & J. J. & J.	*123 *123	*122 *122	*122 *122		*122	*125 *125 *125
6s, cur'cy, 1897reg. 6s, cur'cy, 1898reg.	J. & J.	12512	*122 *122	*122 *122 *122	*122 *125 ¹ ₂ *126		*125 ¹ ₂

* 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 April 1, 1880, were as follows:

	Range since	Jan. 1, 1880.	Amount April 1, 1880		
	Lowest.	Highest.	Registered.	Coupon.	
6s, 1880ep. 6s, 1881ep. 5s, 1881ep. 4 ¹ ₂ s, 1891ep. 4s, 1907ep. 6s, eur'ncy.reg.	104 s Jan. 7 103 Feb. 2 106 s Jan. 2	105 % Mar. 2 104 Jan. 29 109 4 Feb. 17 107 % Mar. 31	176,938,550 290,660,050 170,058,800 514,793,950	61,897,900 208,302,850 79,941,200 224,223,400	

State and Railroad Bonds.—The transactions in State bonds have been small. The new State bonds are now issued in South Carolina for the valid portion of the consols.

Railroad bonds have yielded slightly in sympathy with stocks, but this applies mainly to the issues sometimes dealt in on speculative account, and there is but little variation in the prices of investment bonds, which are very firmly held. A bill has been reported to the House of Representatives amending in some particulars the Thurman law affecting the Pacific railroads, and extending the act to the Kansas Pacific, the Central Branch of the Union Pacific, and the Sioux City & Pacific railroads, since these three roads were created by the same act as the Central Pacific and Union Pacific roads, and constitute the money-subsidized roads as created by the act of 1862 and acts amendatory thereto.

The following securities were sold at auction:

Shares. 71 Pacific Fire Ins	## Bonds. \$1,300 Citizens' Fire Ins scr. 78 20,000 Sixth Av. RR. 1st mort. 7s, due 1890

Railroad and Miscellaneous Stocks.—The stock market has been irregular and unsettled. The tightness of the money market has checked operations at times, and then on a temporary relaxation reports have been circulated that the heavy operators were about to turn bulls and become heavy purchasers, and thus the tone has been kept feverish and unsettled. The new developments in respect to the elevated roads have been that the Manhattan or Metropolitan must repay the N. Y. Elevated \$750,000 for its funds misapplied; and secondly, the lawsuit of Mr. Caro, in which the Superior Court expresses an opinion that as a property-owner he may sue the Metropolitan Company for damages to his property from smoke, cinders, bad smells, &c. This decision, we believe, is of far less importance than is generally supposed. The Manhattan stock has met with some strong buyers, and it would not be strange if the control of the company should yet go into the hands of parties who would protect the stock and pay all the rentals.

Railroad earnings, on another page, are worthy of careful study, and the report we give to-day is the most complete that

has ever been published.

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:

Canada Southern Central of N. J Chicago & Alton Chic. Burl. & Quiney Chic. Mil. & St. P Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Ind.Cent. Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Illinois Central Lake Erie & Western Lake Erie & Western Lake Shore Louisville & Nashv. Manhattan Missouri Kan. & Tex. Morris & Essex Nashv. Chatt. & St. L. N.Y. Cent. & Hud.Riv N.Y. Lake E. & West Do pref. Ohio & Mississippi Pacific Mail Pacific Mail Pacific Mail Pacific Mail Phila. & Reading St. L. Irron Mt. & South St. L. & San Francisco Do pref. St. L. Tron Mt. & South St. L. & San Francisco Do pref. St. L. & San Francisco Do gref. St. L. & San Francisco Do gr	*3,			3					-
Canada Southern Cantral of N. J 111,630 5734 Apr. 7 74½ Jan. 14 33½ 33	8	Sales of).	Rang Year	e for 1879.	
Canada Southern	4.	Shares.	Lowest.		Hig	hest.		Low.	High
Central of N. J 109,600 7678 Apr. 7 9014 Mar. 8 33 2 100 111 16 Mar. 29 75 100	Canada Southern	111.630	5734 Apr.	5	7412	Jan.	14		7812
Chicago & Alton Chic. Burl. & Quincy Chic. Mil. & St. P Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Ind.Cent. Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Clilinois Central Lake Erie & Western Lake Shore Lake Erie & Western Lake Shore Michigan Central Michigan Central Michigan Central Michigan Central Missouri Kan. & Tex. Morris & Essex Nashv. Chatt. & St. L. N.Y. Cent. & Hud.Riv N.Y. Lake E. & West. Do do pref. Northern Pacific Northern Pacific Do do pref. Northern Pacific Panama Panama Panama Panama Paific Mail Panama Phila. & Reading Pacific Mail Phila. & Reading Phila. &	Central of N. J.		7678 Apr.			Mar.			8978
Chie. Burl. & Quincy Chie. Mil. & St. P. Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Chic. & Ind. Cent. Do do pref. Chic. & Ind. Cent. Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo. Do do pref. Illinois Central Lake Erie & Western Lake Shore Michigan Central Missouri Kan. & Tex. Morris & Essex Nashv. Chatt. & St. L. N.Y. Cent. & Hud.Riv N.Y. Lake E. & West Do do pref. Northern Pacific Do pref. Do pref. Northern Pacific Do pref. Do last pref. Union Pacific Do pref. Do pref. Do pref. Do do pref. Northern Pacific Panama 237,439 1441 2452 Feb. 244 77 766 Feb. 247 774 81 104 Feb. 101 111-8 Mar. 221 131-14 132 132 132 132 132 132 132 132 132 132		440					29		1004
Chic. Mil. & St. P Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Ind. Cent. Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Illinois Central Lake Erie & Western Lake Shore Louisville & Nashv. Manhattan Michigan Central Missouri Kan. & Tex. Morris & Essex Nashv. Chatt. & St. L. N.Y. Cent. & Hud.Riv N.Y. Lake E. & West. Do do pref. Northern Pacific Do do pref. Northern Pacific Do do pref. Northern Pacific Panama Pa	Chic Burl & Quincy	2,223	136 Jan.						134-2
Do	Chie Mil & St. P	37,810	75 ¹ 4 Jan.		8538	Mar.	27		
Chic. & Northw	Do do pref.				1071_{2}	Mar.	29	7434	1024
Chic. Rock Isl. & Pac. Col. Chic. & Ind. Cent. Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Illinois Central Lake Erie & Western Lake Shore Louisville & Nashv. Manhattan Misouri Kan. & Tex. Morris & Essex Morthern Pacific Mal. N.Y. Cent. & Hud. Riv N.Y. Lake E. & West. Do do pref. Ohio & Mississippi Pacific Mal Pacific Mal Phila. & Reading St. L. Iron Mt. & South. St. L. & San Francisco Do pref. Union Pacific Do go do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Wab. St. L.	Chic & Northw	24,260						4908	9412
Chic. Rock Isl. & Pac. Col. Chic. & Ind. Cent. Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Illinois Central Lake Erie & Western Lake Shore Louisville & Nashv. Manhattan Michigan Central Michigan Central Missouri Kan. & Tex. Morris & Essex Nashv. Chatt. & St. L. N.Y. Cent. & Hud.Riv N.Y. Lake E. & West. Do do pref. Northern Pacific Do pref. Ohio & Mississippi Panama Phila. & Reading Panama Phila. & Reading St. L. Iron Mt. & South St. L. & San Francisco Do pref. Do Ist pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Sp. 20,900 do pref. Sp. 20,900 do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Sp. 20,900 do pref.	Do do pref.	4,945			11012	Mar.	23	76'8	1501
Col. Chic. & Ind. Cent. Del. & Hudson Canal Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo. Do do pref. Illinois Central Do do pref. Illinois Central Lake Erie & Western Lake Shore Missouri Kan. & Tex. Missouri Kan. & Tex. Missouri Kan. & Tex. Morris & Essex Nashv. Chatt. & St. L. N.Y. Cent. & Hud.Riv N.Y. Lake E. & West. Do do pref. Northern Pacific Do pref. Ohio & Mississippi Pacific Mail Panama Phila. & Reading St. L. Iron Mt. & South St. L. & San Francisco Do pref. Union Pacific Vab. St. L. & Pacific Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Union Pacific Wab. St. L. & Pacifi	Chic. Rock Isl. & Pac.	975						115	15012
Del. Lack. & Western Hannibal & St. Jo Do do pref. 113,211 33 \(\frac{1}{3} \) Jan. 2 94\(\frac{7}{6} \) Mar. 22 43 \(\frac{1}{4} \) Jan. Do do pref. 110 Mar. 31 32 33 Jan. 2 49\(\frac{1}{4} \) Jan. 46\(\frac{7}{6} \) Jan. 49\(\frac{1}{4} \) Jan. 57\(\frac{1}{2} \) Jan. 49\(\frac{1}{4} \) Jan. 57\(\frac{1}{4} \) Jan.	Col. Chic. & Ind. Cent.	3.199							8918
Del. Lack. & Western 113,211 9,375 33 \frac{1}{4} Jan. 2 42 \frac{1}{2} Feb. 24 34 7 76 Feb. 24 76 76	Del. & Hudson Cana!	23,210							
Hannibal & St. Jo Do do pref. Government Do do pref. Hannibal & St. Jo Do do pref. Hannibal & St. Jo Do do pref. Hannibal & St. Jo Do do pref. Do	Del. Lack. & Western	113,211		2			1		
Do do pref. 9,220 9,439 99½ Jan. 2 110 Mar. 31 79¼ 10 124 10 110 Mar. 31 79¼ 10 124 10 110 Mar. 31 79¼ 10 110 Mar. 31 79¼ 10 111 Mar. 34 46 10 111 Mar. 4 67 10 Mar. 5 111 Mar.	Hannibal & St. Jo	9,375		2	4212				7018
Illinois Central Lake Erie & Western Lake Shore	Do do pref.								
Lake Erie & Western Lake Shore	Illinois Central	9,439		2	1111				2812
Lake Shore 46,780	Lake Erie & Western	5,900					-		
Louisville & Nashv. Manhattan 146,106 25 ³ 4 Apr. 1 57 ¹ 2 Mar. 16 35 35 35 35 44 45 45 45		46,780		-					8912
Manhattan	Louisville & Nashv				164-2	Apr.			724
Michigan Central	Manhattan						Tõ		
Missouri Kan. & Tex. Morris & Essex	Michigan Central	63,750							
Morris & Essex	Missouri Kan. & Tex.			-	494	Jan.	27		
Nashv. Chatt. & St. L N.Y. Cent. & Hud. Riv N.Y. Lake E. & West. Do do pref. Northern Pacific Do pref. Ohio & Mississippi Pacific Mail Panama Phila. & Reading Phila. & Reading Phila. & Reading Phila. & Reading Phila. & San Francisco Do pref. Do 1st pref. Union Pacific Wab. St. L. & Pacific Mol. St. L. & Pacific Mol. St. L. & Pacific Lunion Pacific Wab. St. L. & Pacific Do do pref. St. L. & Pacific Lunion Pacific Wab. St. L. & Pacific Do do pref. St. St. L. & Pacific Lunion Pacific Wab. St. L. & Pacific Do do pref. St. St. L. & Pacific Lunion Pacific Wab. St. L. & Pacific Do do pref. St. St. L. & Pacific Lunion Pacific Wab. St. L. & Pacific Do do pref. St. St. L. & Pacific Lunion Pacific Wab. St. L. & Pacific Do do pref. St. St. L. & Pacific Lunion Pacific Wab. St. L. & Pacific Lunion Pacific Wab. St. L. & Pacific Lunion Racific Wab. St. L. & Pacific Wab. St. L. & Pac	Morris & Essex	2,022					28	251	83
N.Y. Cent. & Hud.Riv 82,878 129 Jan. 31 137 Mar. 31 121-8 1478 Jan. 5 4878 Feb. 2 371-2 778 78	Nashy, Chatt. & St. L.	10.600							
N.Y. Lake E. & West. Do do pref. Do do pref. Do pref. Do pref. Do pref. Do pref. Do pref. Pacific Mail Mail Mail Mail Mail Mail Mail Mail Mail	N.Y. Cent. & Hud. Riv	82,878	129 Jan.						
Do do pref. 5,400 19,495 29 Apr. 2 36 Jan. 14 † 16 4	N.Y. Lake E. & West.	283,420	4178 Jan.		45 8	Feb.			
Northern Pacific		5,400				Feb.			4012
Do		19.495			36			1 10	
Ohio & Mississippi Pacific Mail	Do pref	20,291	5112 Apr		60				
Pacific Mail 175,730 36 ¹ 2 Jan. 5 62 Mar. 175 185	Ohio & Mississippi	78,475	2878 Jan		4412				
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		175,730							182
St.L.Iron Mt. &South. 46,295 49 g Jan. 22,305 3 g Apr. 4 g Apr.	Panama				185				102
St. L. Ke San Francisco Do pref. Union Pacific Wab. St. L. & Pacific Do do pref. Do do pref. St. L. & Pacific Do do pref. Do do pref. St. L. & Pacific St. L. & Pa	Phila. & Reading	22,300							56
St. L. & San Francisco 3,660 39 Apr. 3 48 Feb. 2 418 49 4 Jan. 2 6014 Mar. 8 934 Feb. 2 418 49 4 Jan. 2 83 2 Mar. 9 934 7 512 Union Pacific Wab. St. L. & Pacific Do do pref. 20,900 40 Apr. 7 48 Jan. 27 72 58 Jan. 28 72 58 Jan.	St.L.Iron Mt. & South	.1 46,295		. }	2 66				
Do pref. 3,020 494 Jan. 2 604 Mar. 3 934 7 6812 Jan. 2 8312 Mar. 9 934 7 6812 Jan. 2 8312 Mar. 9 934 7 6812 Jan. 2 8312 Mar. 9 934 7 6812 Jan. 2 8312 Mar. 19 5712 8 1 6 6 6 6 6 7 7 7 7 7 8 Jan. 2 7 7 7 7 8 Jan. 2 7 7 7 7 7 8 Jan. 2 7 7 7 7 7 8 Jan. 2 7 7 7 7 8 Jan. 2 7 7 7 7 7 8 Jan. 2 7 7 7 7 7 8 Jan. 2 7 7 7 7 8 Jan. 2 7 7 7 8 Jan. 2 7 7 7 7 8 Jan. 2 8 5 8 Jan. 2 8	St. L.& San Francisco	3,660			48			41	
Union Pacific Wab. St. L. & Pacific Do do pref. 35,920 65 Jan. 2 8342 Mar. 9 5742 6 9738 Jan. 19 5742 6 15.000 40 Apr. 7 48 Jan. 27	Do pref	. 3,020		. ;					
Union Pacific 16,362 842 Jan. 0 378 Jan. 27	Do 1st pref	. 800		. :	8342				
Wab. St. L. & Pacific 20,900 40 Apr. 7 48 Jan. 27	Union Pacific		* * * * *** *						1 00
Do do pref. 35,920 65 Jan. 2 728 Jan. 24 995 11	Wab. St. L. & Pacific	20,900	1						
Western Union Tel. 37,570 99 4 Jan. 6,116 2 Feb. 24, 88 8 11	Do do pref	. 35,920		e -	7238	Foh			116
	Western Union Tel.	. 37,570	9934 Jan	• •,	PITTOR	ren	. 24	1 004	31110
								(4)	

* Range from Sept. 25. † Range from July 30.

The daily highest and lowest prices have been as follows:

- The usiny	The daily highest and lowest prices have been								
	Saturday	Monday,	Tuesday,	Wednesd.	Thursday, April 8.	Friday, April 9.			
	April 3.	April 5.	April 6.	April 7.	April 6.	April o.			
Am. Dist. Tel.			72 72		1211. 1211	222 222			
Atl.&Pac.Tel.	42 44	43 43	43 43	4214 4314 5784 60	4214 4314 5814 61	421/8 431/4 60 615/8			
Canada South.	61 6336	57% 62	5814 61	57% 60 76% 81%	77 80%	7734 81			
Cent. of N. J	8214 85	8337 8436 7712 7716	814 83%	77 77	77% 77%	7714 7714			
Cent. Pacinc	78 78		79 79	2214 2316	2214 23	231/2 231/2			
Ches. & Ohio	23¾ 24 *31 33	2356 24 *31 33	231/4 231/4 *31 331/4	31 31	31 31	291 291			
Do 1st prf. Do 2d prf	*25 26	*24 26	1*25 26	*24 26		25% 25%			
Chic. & Alton.	*110 114	* 114	*112 11416	111 112	112 112	*111 11213			
Chic.Bur.& Q.	* 148	14734 14734	146 147%	* 146 8056 8134	146 148 80¾ 82	91% 82%			
Chic.M.&St.P.	81% 8214	8218 8212	82 821/2	103 1034	103 1041	104 104			
Do pref. Chic. & N. W	104 10416 9536 9618	104 104% 95% 96%	103% 104 95% 96	9416 9536	95 96	9536 98			
Do pref.	108% 108%	10878 110%	108% 108%	10.1% 109%	1091/8 110	109 110			
Chic.R. I. & P.	186 186	*186 190	18813 190	186 187%	* 189	187% 187%			
Ch.St.L.&N.O.	*40 4116	*40 42	3916 3916	38 39	3834 39	*39½ 41 57 58			
Chic.St.P.&M.	5714 5714	5756 5818	5614 5798	55 56 74 7814	55 56¾ *76¾ 78½	75 7734			
Clev. C. C. & I.	79 79	7812 79	78½ 79 16¼ 16¾	16 1618	15% 16	15% 16%			
Col.Chic.&I.C.	167/8 167/8 84 85 %	16½ 16½ 83¾ 84¾	161/4 163/8 821/4 84	80 83	81144 83341	81 84			
Del.& H.Canal Del.Lack.&W.	9234 9358	92% 93%	92 93	891/6 923/6	89% 92%	9136 93			
Han.& St. Jo	35% 36	35% 36%	35% 35%	34 351/2	3114 3516	35% 30			
Do pref.	71 71%	71 71	6934 71	68 69¾ 77 79	69 7018 7816 80	6934 71 80 8134			
Hous.&Tex.C.	78 80	79 80	7714 79	77 79 105 107	78% 80 105% 108%	10614 108			
Illinois Cent	10616 108	107 108 351 351	107 107 35 3514	33 3414	32% 34	33% 34%			
Lake Erie&W. Lake Shore	35 35½ 107¾ 109	108% 109	1081 108%	10756 10816	10736 1094	10834 10914			
Louisv.&Nash	1623 164	159 16214	156 158	155 1551/2	156 15974	* 160			
Manhattan	2514 31	2634 3118	275% 29%	2734 2834	281/4 321/8 10 10	28 3134 10 10			
Mar.&C.1st pf.			••••	••••	10 10				
Do 2d prf.	0112 0034	9116 9236	9156 9256	91 921/4	91 925%	9134 9274			
Mich.Central,. Mobile& Ohio.	911/6 923/8 223/4 23	2336 2336	22 22	21% 22	2134 22	2214 2214			
Mo.Kans. & T.	43% 44%	43% 44%	43 43%	3974 4234	4012 4334	4156 4316			
Mor.& Essex	107% 108	107% 107%	108 108	10718 10718	1071 108 81 8214	10718 10716 82 8218			
Nash.Ch.&StL	81 82	8134 82	80 82 33¼ 33¾	79 79 33 33		020 0278			
NewCent.Coal	34 34¼ 131 132¾	192 193	93¼ 39¾ 131¾ 132¾	131 132	131¼ 133¼ 43¼ 44¾	13234 134			
N.Y.C. & H. R. N.Y.L.E. & W.	131 132% 44% 45%	45% 45%	4473 40%	4278 45	43% 44%	4974 454			
Do pref.	6834 70	09% 09%	6994 6996	67% 69%	0794 0896	6814 69			
N.Y.Ont. & W.	2616 2634	261/2 263/4	261/6 261/6	25¾ 26 29¼ 30¼	25% 26% 29% 30%	2654 2714 2938 3014			
Northern Pac.	2934 3038	31 31 31	3056 3116	521 534	5234 54	5256 5378			
Do pref. Ohio Central	53 54 *22½ 24	54¼ 54¾ 23¼ 23¾	53% 54%	23% 23%	* 24				
Ohio & Miss	37% 38%	1 381/4 387/4	37 3814	3514 3714	3534 3734	3614 38			
Do pref.	7416 7516	7514 76%	74 74	7214 7518	75 75%	7416 7416			
Pacific Mail	4276 441/4	44 45½	4216 4416	39¾ 43¼ *180¼ 190	4036 43 *180 190	411/2 431/8 *185 190			
Panama	1*180 182	185 185	185 185	67% 69%	6736 6834	68 6834			
Phil. & Read'g	69 6938	6914 6934	691/8 693/4	23% 23%	0.7% 0074	24 25			
St.L.A.& T.H. Do pref.	69 69			67 67		2221 2221			
St.L.I.M. & So.	5656 58	57% 58¼ 39¾ 39¾	5656 5734 3974 3978	55 5714	551/6 573/4 39 391/4	5556 5734			
St.L.& S.Fran.	39 40	57¾ 58¼ 39¾ 39¾	39% 39%	39 3916	39 39¼ 54¼ 54¼	*38 ····			
Do pref.	55½ 55½ 79 79	*5514 5634	54¼ 55¼ 78 78	53 5416 * 7816	76 77	75 76			
Do 1st prf.	79 79 43¼ 44	4314 4316	43 4316	4216 43	4314 4334	44 44			
St.P.&SiouxC. Do pref.			7814 79	4216 43 7814 7814		7814 7814			
Sutro Tunnel.	234 234	214 234	2 256	2 2%	2 21/8	178 214			
Union Pacific.	וש פלשט ו	1 DUYS DIYR	8934 9034	88 8916	8898 90	89 9014			
Wab.St.L.& P.	43% 44%	4356 4376	4314 4384	40 43¼ 665% 683%	GORE GUEZ	8752 8884			
Do pref. West. Un.Tel.	10584 1069	6836 6914	6817 6918 10618 10658	1051 1061	105 106 106 1	105 107 1			
West. Un.161.	110074 10074	12078 201	200/8 200/8	/2					

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

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.

mentioned in the second ec	numn.			
-Latest ear	nings rep	orted.	-Jan. 1 to lat	test date.
Week or Mo.	1880.	1879.	1880.	1879.
Ala.Gt. Southern. February .	\$51,227	\$33,094	\$106,628	\$67,035
Albany & Susq February .	104,434	82,387	204,396	160,249
Atchison & Neb1st wk Mar	15,834	8,594		
Atch Ton & G To 4th wir Man	167,500	150,842	1,583,500	1,192,447
Atch. Top. & S. Fe. 4th wk Mar	82,388	57,709	82,388	57,709
Atl. & Char. Air-L. January	204,000	004.712	773,486	593,358
Atl. & Gt. West February.	384,000	294,712	318,824	231,345
Atl. Miss. & Ohio. February .	161,954	121,451	537,812	326,563
Bur.C.Rap.& No4th wk Mar	62,205	35,746	70 227	48,399
Cairo & St. Louis.3d wk Mar.	7.948	4,286	70,337	
Canada Southern. March	409,189	226,378	1,003,702	611,483
Carolina Central. February	48,213	45,383	92,946	83,291
Central Pacific March 1	,250,000	1,280,272	3,488,614	3,426,129
Ches. & Ohio March	222,749	132.172	623,765	322,916
Chicago & Alton 4th wk Mar	139.107	86,766	1,623,692	978,788
Chic. Burl. & Q February .1	.180.853	982,377	2,391,091	2,087,475
Chic.Cl. Dub. & M.3d wk Mar.	12,184	10,159	144,644	109,004
Chic. & East. Ill. 4th wk Mar	22,898	18,627	244,009	195,555
Chie. Mil. & St. P.4th wk Mar	313,000	215,563	2,403,000	1,700,739
Chie. & Northw. March1	395,000	1:107.042	3,681,315	3.004.986
Chie Ct D & Min 1th wh Mon	41,476	31,464	275,915	227,852
Chic. St. P. & Min. 4th wk Mar		12,423	165,556	126,596
Chie. & W. Mich3d wk Mar.	15,819	13,431	209,227	141,160
Cin. & Springf4th wk Mar	22,557	70.426	927,438	716,130
Clev. Col. Cin. & I.4th wk Mar	111,350		92,153	72,461
Clev. Mt. V. & Del. 3d wk Mar	8,268	6,494	196,647	183,912
Del.& H.Can., Pa. Div. Feb	84,484	95,849	279,730	100,012
Denv.S.P'k& Pac. February .	135,430	10.002	228,629	173,933
Det. Lans. & No3d wk Mar.	25,353	18,093	224,185	195,566
Dubuque&S.City.4th wk Mar	21,375	17,895	224,100	316,610
Eastern February .	175,345	153,371	377,659	253,359
Flint & Pere Mar.4th wk Mar	51,582	32,006	375,029	114 020
Gal. Har.& San A.January	103,139	114,930	103,139	114,930
Grand Trunk. Wk. end. Apr. 3	203,498	154,223	2,490,432	2,192,585
Gr't Western.Wk.end.Apr. 2	102,110	83,572	1,190,295	1,073,214
Hannibal & St. Jo. 4th wk Mar	69,050	69,443	549,972	485,984
Houst. & Texas C. February.	272,791	241,315	591,832	502,061
Illinois Cen. (Ill.). March	475,324	400,159	1,355,233	1,244,618
Do (Iowa) March	144,671	132,001	384,230	334,655
Indiana Bl. & W4th wk Mar	31,960	21,717	286,643	246.473
Int. & Gt. North3d wk Mar.	25,433	28,744	381,082	391,338
Iowa CentralFebruary.	· 58,200	45,139	136,219	103,200
K. C. Ft. S.& Gulf. 3d wk Mar.	19,566	13,943	256,750	156,972
Kans.C.Law.&So.3d wk Mar.	12,749	6,186		
K. C. St. J. & C. B. 3d wk Mar.	35,858	25,837		70000
Little Rk. & Ft. S. March	33,000	23,414	122,286	72,011
Louisv. & Nashv.3d wk Mar.	122,900	90,226	1,646,674	1,174,715
Minn. & St. Louis. 3d wk Mar.	10,295	8.186	121,213	77,677
Mo. Kan. & Texas. 4th wk Mar	128,522	66,909	1,050,808	613,867
Mobile & Montg. January	78,154	80,869	78,154	80,869
Mobile & Ohio4th wk Mar	48,550	45,650	622,084	527,884
Nashy, Ch. & St. L. February	191,154	158,034	396,788	315,313
N. Y. & Canada . February .	48,855	27,519	98,665	53,106
N. Y. Cent. & Hud. March2	2.854.835	2,474,392	7,765,679	6,709,508
N. Y. L. Erie & W. February .1	.252.218	1.207.391	2,548,599	2,354,564
N. Y. & N. Engl'd 3d wk Mar.	38,980	33,662	426,650	349,957
North Wisconsin. March	17,762	7,993	55,061	22,397
	330,860		665,354	538,610
Northern Central. February. Northern Pacific. February.	56,419	44,658	138,262	81,672
	30,339	20,556	88,813	59,8 7
Ogd. & L. Champ. March	7,742	5,235	81,604	62,138
Pad. Elizabetht. 3d wk Mar.		2,902	47,894	37,730
Pad. & Memphis3d wk Mar. PennsylvaniaFebruary .2	944 578	2.538.039	6,028,127	5,081,463
Toursylvania February .2	,011,010	4 704	3,0-3,	

9,580

Latest earnings rej	ported.	-Jan. 1 to la	test date,
Week or Mo. 1880.	1879.	1880.	1879.
Philadel. & Erie. February . \$245,372	\$237,000	\$4 69,679	\$449,748
Phila. & Reading. February .1,063,309		2,379,398	1,835,080
Rensselaer & Sar. February . 111,912		226,363	165,955
		309,007	197,606
		159,720	137,536
DU (I'I UIII) . LUL II LLLLL		1,496,798	1,026,337
Du Li II til iiz vico Di zis tuz cari		592,809	260.744
Du. Li. Co Duti L'Itali. Itali		71,405	46,078
St. Paul & Duluth. February . 33,214		317,884	
St.P.Minn. & Man. February . 137,645	99.440	314,031	234,899
St. Paul & S.City. 4th wk Mar 40.349			65,736
Scioto Valley4th wk Mar 9,895	8,858	69,768	
Southern MinnJanuary 50,128		50,128	37,151
Tol Peoria & War 4th wk Mar 30,128	24,168	326,860	263,788
Union Pacific March 1,739.000	1,301,000	3,619,997	2,739,302
Wab. St. L. & Pac. 4th wk Mar 287,342	203,637	2,525,486	1,822,276
Wisconsin Cent February . 85.171	54,806	177,827	111,449
Wisconsin Valley 4th wk Mar 12,372		76,652	34,165
Wisconsin variey. Ten warren	,		

Exchange.—There is some improvement in the foreign exchange market, and except for the money stringency it is probable that this would be still more marked. The actual rates are about 4.85 for bankers' 60 days sterling, and 4.881/4 for demand. Cable transfers are 4.881/2.

The following were the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah—buying 3-16, selling 5-16 premium; Charleston, scarce, buying %@ 3-16, selling ¼ premium; New Orleans, commercial 175 premium, bank 250 premium; St. Louis, par; Chicago, nominal, 25c. premium.

Quotations for foreign exchange are as follows:

APRIL 9.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Good bankers' and prime commercial Good commercial Documentary commercial Paris (francs) Antwerp (francs). Swiss (francs). Amsterdam (guilders) Hamburg (reichmarks) Frankfort (reichmarks) Bremen (reichmarks) Berlin (reichmarks)	4 84 204 84 4 4 83 204 84 5 5 205 805 18 4 5 21 405 18 4 5 20 005 18 18 40 00 40 14 94 58 00 95 94 58 00 95	4 88 @4 89 4 87 2 @4 88 4 87 @4 87 2 4 86 2 @4 87 5 18 2 @5 15 3 5 18 2 @5 15 3 5 18 3 @5 15 3 40 2 @ 40 2 95 2 @ 95 3 95 2 @ 95 3 95 2 @ 95 3 95 2 @ 95 3

The following are quotations in gold for various coins:

Napoleons 3 84 @ 3 87 X X Reichmarks 4 74 @ 4 78 X Guilders 3 92 @ 4 00 Span'h Doubloons 15 85 @ 16 05 Mex. Doubloons 15 45 @ 15 65	Dimes & ½ dimes. — 99¾ par. Silver ¼s and ½s. — 99¾ par. Five francs. — 92 — 95 Mexican dollars. — 91 — 92 English silver. — 4 80
Fine silver bars 1 14 & 1 14% Fine gold bars 1 sprem. 2 4prem.	New silver dollars — 9934 @ par.

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 April 1, 1880, and amount remaining on deposit at latter date.

date.			¥1		-
			Notes D	anagitad to	
		Legal-Tende	er Notes De	Giroula-	
		Retire Na	tional Bank ice June 20	1874	Legal Ten-
	Additional	tion sn	ice June 20	, 1071.	ders on
	Circulat'n		To retire		deposit
STATES AND	issued s'ce	Redempt'n	Circulat'n	m 4 1	with U.S.
TERRITORIES.	June 20,	of Notes of	under Act	Total	Treasurer
*	1874.	Liquidat -	of J'ne 20,	Deposits.	at date.
		ing Banks	1874.		
,					
	\$	*	\$	\$	\$
Maine	1,461,180	317,000	600,000	917,000	217,231
N. Hampshire	631,865	72,997	55,800	128,797	36,630
Vermont	1,699,310	174,097	1,069,340	1,243,437	129,528
Massachusetts	20,241.620	234,800	7,352,500	7,587,300	1,177,948
Rhode Island.	1,668,520	32,350	870,385	902,735	196,872
Connecticut	2,485,460	65,350	1,911,330	1,976,680	606,641
New York	20,605,005	2,163,878	23,072,031	25,235,909	5,506,197
New Jersey	1,712,165	241,660	1,517,280	1,758,940	376,941 1,432,514
Pennsylvania	10,102,090	1,192,826	6,631,321	7,824,147	1,402,014
Delaware	232.275	**********	1 040 000	1,812,980	51,985
Maryland	1,252,310	166,600		875,724	65,986
Dist. Columbia	456,000	417,664	458,060	1,790,879	270,151
Virginia	800,500	910,369	$880,510 \\ 319,185$	1,050,245	161,190
West Virginia.	135,370	731,060	1 010 595	1,140,785	178,256
N'rth Carolina	1,235,660	128,200	1,012,585 953,380	953,380	31,895
S'th Carolina.	90,700 470,950	287,725	437,675	725,400	90,590
Georgia	470,550	201,120	457,070	120,200	
Florida	45,000	90,000	139,500	229,500	122,323
Alabama	207,000	90,000	155,000	220,000	366
Mississippi	1,284,610	645,750	2,099,250	2,745,000	197,948
Louisiana	251,100	10,000	229,340	239,340	1,015
Texas	144,000	10,000	144,000	144,000	2,842
Arkansas	3,622,430	629,867	1,504,933	2,134,800	433,475
Kentucky Tennessee	624,670	370,401	533,859	904,260	193,621
Missouri	767,260	998,510	3,697,410	4,695,920	804,201
Ohio	2,730,020	1,583,754	3,077,887	4,661,641	1,112,432
Indiana	3,238,180	1,225,097	6,118,483	7,343,580	2,170,548
Illinois	2.540.615	1,744,931	6,429,946	8,174,880	1,030,843
Michigan	1,976,410	364,500	2,150,995	2,515,495	426,951
Wisconsin	735,530	653,860	1,013,439	1,667,299	467,822 437,614
Iowa	1,443,400	811,669	1,554,955	2,366,624	267,438
Minnesota	1,017,800	420,095	1,316,445	1,736,540 972,271	254,141
Kansas	147,600	781,721	190,550	278,080	51.375
Nebraska	67,500	45,000	233,080	210,000	2,058
Nevada		107.000	149,400	284,483	25,507
Colorado	482,300	135,083		357,991	19,632
Utah	134,900	161,191 82,300	45,000	127,300	48,040
Montana	84,600		40,000	221,000	
Washington	135,000				
Dakota	117,000 90,000				
New Mexico	315,000				
California				3,813,675	
*Legal tenders		1			
Totals	87.482.805	17.890.308	79,613,034	t	18,600,747
100010	01,202,.00	22 4274	- d mamainis	or at that de	nte

*Deposited prior to June 20, 1874, and remaining at that date. †Total deposits, \$101,317,017.

Peoria Dec. & Ev.4th wk Mar

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 April 3, 1880:

1	1	Average amount of										
Dombra	Canital			-6-	Net dept's							
Banks.	Capital.	Loans and	Specie.	Legal	other	Circula-						
		discounts.		Tenders.	than U.S.	tion.						
	4	\$	4	9	8	8						
New York	2,000,000	9.738.000	2,105,000	225.000	9,080,000	495,000						
Manhattan Co	2,050,0001	9,738,000 6,145,500	936,400	225,000 126,000	9,080,000 4,446,500 6,133,500	400 562,700						
Merchants Mechanics'	2.000.0001	7,336,400	1,378,100	183,500	6,133,500	562,700						
Mechanics'	2,000,000 1,200,000	7,359,500 4.441,000	1,140,500	386,000 100,300	1 65 111116 77 1111	44,500						
Union America	3,000,000	8.999.100	828,900 1,122,800 382,000	100,300 249,700 77,006 142,000	6,085,700	1,100						
Phœnix	1,000,000	3,375,000 6,108,600	382,000	77,006	2,538,000	1 621 000						
City Tradesmen's	1,000,000		2,090,000	142,000	6,401,400	792,600						
Tradesmen's	1 000 000		389,600 324,800	50,400 67,400 308,300	1.216.500	102,000						
Fulton	600,000 300,000 1,000,000 1,000,000	12,570,100	3,193,300	308,300	12.607,800							
Chemical	1.000,000	3,523,700	545,800 449 1 00	1 150 100	1 9 781 700	659,900						
Gallatin Nation'l	1,000,000	4,002,800	449 100	91,200	2,156,900	714,100 263,100						
Butchers'&Drov.	300,000	1,423,800	300,700 103,000	140 000	877.000	180,000						
Mechanics' & Tr.	200,000 200,000	1,678,100 1,678,100 12,570,100 3,523,700 4,002,800 1,423,900 986,200	20,400	231,200	922,900	2,700						
Leather Man'f'rs	600,000	2,854,600	401,200	91,200 41,800 140,000 231,200 147,806	2,156,900 1,225,900 877,000 922,900 2,129,900	2,700 474,800 37,800 625,300						
Seventh Ward	300,000	928,400 3,290,300	116,900	100.000	1 . 600.000	37,500						
Seventh Ward State of N. York. American Exch	600,000 300,000 800,000 5,000,000 5,000,000	12 883 600	598,000 1,903,000	83,900 223,000	2,541.800 9,478,000	449,000						
Commerce	5,000,000	14.475,800	3,889,400	1 871 10G	1 10 897 900	1 432 9 W						
Broadway	1,000,000	0,401,000	694,600	299,600 195,300 194,400 88,500	4.202,900	896,200						
mercantile	1.000,000	3,524,500	7.4,200	195,300	3,683,900	179,200						
Pacific	422,700 1,500,000	2,228,400 5,650,400	352,100 739,900	88.500	3.177,600	1,124,300						
Republic Chatham	450.000		719 300	98,500	0,404,100	389,000						
People's	412,500	1.408.500	96.100	1 20 200	1,175,300	5,400						
North America	450,000 412,500 700,000 1,000,000	2,424,100	175,000 1,386,100	178,000	2.314.200	800,000						
Hanover	1,000,000 500,000	1,408,500 2,424,160 7,585,400 2,909,300	454.900	173,000 274,500 274,500 202,900 78,000 211,200 77,600 101,300	2,314,200 7,236,500 2,679,700 11,650,000 1,673,300 2,004,700	437,000						
Irving Metropolitan	3,000,000	12,220,000	2,914.0(4)	78.000	11,650,006	437,000 45,000 268,830						
Chuzens'	800 000	1 759 000	.995 100	211,200	1,673,300	268,830						
Nassau	1,000,000 500,000 500,000	2.304,000 2.559,400 1,897,500 3,295,100 3,685,500 5,308,700	114.500	101 800								
Market St. Nicholas	500,000	1.897.500	349,000 313,200	51,200	1.474,000	450,000						
Bhoe & Leather.	i SOOLUUU	3,295,100	313,200 600,300 363,400	210.000	11 2 977 000	450,000						
Corn Exchange	1 1.000.000	3,685,500	363,400	28,000 108,000 245,300	2,065,400 5,439,700 1,290,100	4,600						
Continental	1,000,000	5,308,700 1.488,500	1,312,100 25,000	245,300	1 290,100	101,00						
Oriental Marine	300,000	R 1.400.000	506,000	107.000	100,600,5	1 100.00						
Marine Importers' & Tr	400,000 1,500,000 2,000,000	18,381,300 16,183,600	A RED ROO	1 427 900	19,738,600	1.101.60						
Lair	2,000,000	16,183,600	2.829.800 110,900 28,000 175.200	289,200	17,708,100	532,90 356,90						
Mech. Bkg. Ass'n North River	240,000	851.700	28,000	47,000 65,400 56,800 785,500	607,700 779,700 818,200 14,713,200 7,402,000	000,00						
East River	250,000	1,022,900	175.200	56,800	818,200	224,90						
Fourth National.	3,200,000	15.637.600	11 2.875,100	785,500	14,713,200	810,00						
Central Nat	2,000,000	11 8.471.000	1,130,000	521,000	7,402,000	1,490,00 45,00						
Second Nation'l. Ninth National First National	750,000	4.558,200	787,800	286,20	4,420,700	450,00						
First National	750,000 500,000 1,000,000	4,558,200 13,442,300	787,800 2.853.000	286,200 115,700	0 4,420,700 0 13,620,000	450.00						
Third Mational	1 1.000.000	8,904,600	2,031,000	311,400 65,300 273,000	9,466,500 973.800	01 794.40						
N. Y. Nat. Exch Bowery National	300,000 250,000	1.300.300	$\begin{vmatrix} 190,700 \\ 32,000 \end{vmatrix}$	273.00	1 067.40	268.80 224,40						
N. York County	. 1 200.00	1.225,230	13,700	01 327,000	1.277.40	01 180.00						
Germ'n Americ'n	ıl 750.000	1,225,230 0 2,150,400 0 3,249,160	298,900 654,000	0 44,70	0 1,858,20	01						
Chase National Fifth Avenue	300,000	3,249,160	654,000	0 78,060 0 39,60	0 3,273,70	01 267.80						
		1,380,800	322,900	_	_	_						
Total	60,475,200	290.639,50	53,869,30	0 10,847,50	0 259,306,80	0 20,981,60						

The deviations from returns of previous week are as follows:

Loans and discounts...Dec. \$227,200 | Net deposits.....Dec. \$1,033,700 |
Specie...Dec. 1,104,500 | Circulation...Dec. 13,600 |
Legal tenders...Dec. 425,000 |

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

1000	Loans.	Specie.	L. Tenders.	Deposits. C	irculation.	Agg.Clear
1879		10 201 100	41 000 000	DOK ORO DOV	20,827,500	482,688,369
Aug.	23263,570,100	19,631,100	41,838,600	235,953,900		
	30258,160,300	19,684,700	41,279,300	225,517,400	20,942,500	476,563,861
Sept.	6257,386,800	19,753,800	40,088,900	226,635,600	21,372,300	452,345,265
**	13256,960,400	19,876,900		225,572,900	21,603,500	507,109,348
. 14	20259,391,000	19,942,000		228,271,000	21,384,900	530,921,366 591,859,560
22	27260,763,700	20,017.400	40,047,700	229,983,000	21,531,900	747,278,535
Oct.	4266,364,300	20,149,100	38,093,500	231,920,700	21,932,400 22,080,100	741,448,440
**	11268,701,800	22,566,300	36,438,500	232,780,500	22,286,800	798,960,746
64	18267,505,500	26,383,600		232,805,300	22,250,500	761,277,728
1,00	25269,433,300	27,682,600		231,668,000 234,412,000	22,600,500	865,862,857
Nov.	1271,238,600	29,675,300		231,927,700	22,341,500	772,150,134
	8270.076,800	33,823,800		239,201,200	22,475,700	870,092,059
**	15268,538,800	42,992,800		250,297,300	22,550,400	942,922,768
••	22276,194,400 29273,439,900	50,006,700		247,195,500	23,024,800	779,955,847
Dec.		52,310,700 54,771,000		247,030,100	23,255,100	850,846,848
nec.	6273,101,100	54,771,000	13,403,900	247,559,200	23,463,800	722,603,359
	13275,750,100	50,842,900		246,118,600	23,651,900	666,418,518
:.	20278,098,100 27277,594,200	48,638,200		242,062,200	23,732,900	586,014,073
1880).	40,000,200	12,000,100	~ ±2,002,200	20,102,000	
Jan.	3276,706,200	48,282,100	12,723,500	242,087,100	23,748,600	604, 197, 943
***	10276,116,100	51,473,500		246,995,600	23,812,900	657,695,260
• •	17276,990,900	53,558,600		253,731,900	21,635,900	787,728,198
44	24280,068,600	51,832,200		257,483,700	21,662,900	743,125,031
**	31283,194,500	50,312,800		259,675,900	21,529,900	772,270,895
Feb.	7290,381,600	52,994,600		264,404,200	21,683,200	720,978,130
44	14290,445,200	51,746,500		267,128,100	21,599,600	683,453,357
**	21290,091,200	59,887,200		271,601,000	21,282,200	795,314.114
••	28293,545,600	57,413,300	14,168,000	271,012,800	21,174,000	725,419,855
Mar.	6297,135,500	58,055,000		271,483,400	21,002,100	895,014,025
••	13297,256,900	57,927,900		270,381,000	20,967,100	827,801,840
.00	20294,407,400	55,440,100		264,538,200	20,975,800	748,481,804
**	27,290,866,700	54,773,800		260,340,500	20,995,200	644,453,967
-	3290,639,500	53,669,300		259,306,800	20,981,600	771,019,670
No:	TE.—With Decem	ber 27 the	Grocers' Bar	ak disappear	ed from the	e list.

QUOTATIONS IN BOSTON. PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
			Old Colony, 7s		11816
BOSTON.			(11 Colony, 68		109%
Atch. & Topeka 1st m.7s	11616	1			1101/
do land grant 78 do 2d 78	114				1101
do 2d 78		1	Rutland 6s,ist mort		93
do land inc. 88				••••	
Boston & Maine 78		120	Vermont & Mass. RR., 68		
Boston & Albany 7s	122		STOCKS.		1001
do 68	:12		Atchison & Topeka	•••	1361/2
Boston & Lowell 7s			At hi o i & Nebraska	: ::::	
do 68	105		Boston & Albany	1454	
Boston & Providence 78	122		Boston & Lowel!		1 8×78
Burl. & Mo., land grant 78	11416	114%		12836	
do Nebr. 68 Ex	10814	10816		135	138
do Nebr. 6s	102	1	Burlington & Mo. in Neb		144
Conn. & Passumpsic, 7s, 1897.		110	Cheshire preferred		55
Eastern, Mass., 4 s, new	9134	1 85	Chic. Clinton Dub. & Min		724
Fitchburg RR., 68		1	Cin. Sandusky & Clev	1276	131/8
Fitchburg RR., 68do 78		1	Concord		
Fort Scott & Gulf 78	10634	10784	Connecticut River		
Hartford & Erie 78	55%	35%	Conn. & Passumpsic		
&an. City Top. & W., 78, 1st do do 78, inc.		115	Eastern (Mass.)	56%	37
do do 78, inc.		1	Eastern (New Hampshire)		
K. City Lawrence & So. 4s		1 5636	Fitchburg		
Kan. City. St. Jo. & C. B. 78.	11064		Fort Scott & Gulf. preferred		
Kan. (1'r St. Jo. & C. B., In.	1 024	8430	do common.		51
Little R'k & Ft. Smith, 78,18	1001	101	K. C. Law. & Southern		
New York & New Eng. 78	1111	1111	K. C. St. Jo. & Council + luffs		70
(bedenshurg & Lake Ch. 8s	1		Little Rock & Fort Smith		5514
	-				

BOYLON, Edit	1		tet. BicObilinu	· ·	
securities.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Manchester & Lawrence	-		Phil. & Read. deben., cp., '93"		
Nashua & Lowell	13/0	11	do do cps. oz.		90
Northern of New Hampshire		5114	do scrip, 1882 do In. m. 7s, cp,1896		89
Norwich & Worcester	130	31	do cons. m. 78, cp., 1911	1179	••••
Ogdensb. & L. Champlain	1 10	80	do cons. m. 7s, rg.,1911 do cons. m.6s.g.1.1911	107	
Old Colony	. 111178	112	co gen. m. 68, 1903	00201	86
Portland Saco & Portsmouth Pullman Palace Car	1110	117	do imp. m. 6s g., 1897 do conv. 7s, 1898*		
Puchlo & Arkinsas		30	do 7s, coup. off, '95 Phil.&R.Coal&Iron deb. 7s,92	1 00 1	68
Rutland, preferred	1116		do deb. 7s. cps.of	54	541/6
Worcester & Nashua	64	65	do mort., 7s, 1892-3 Phila. Wilm. & Balt. 6s, '84	110%	iii
PHILADELPHIA.	1		Pitts.Cin.&St. L. 78, cou., 1900	113	1151/2
STATE AND CITY BONDS. Penna. 58, g'd, int., reg. or cp			do do 78, reg., 1970 Shamokin V.& Pottsv. 78, 190		
do 5s, cur., reg			Steubenv. & Ind. 1st, 6s, 1884		108
1 = Eo now red 1892-190	21114	11114	Stony Creek 1st m. 7s 1907	102	10336
30 60 111-15. FEB 1711-04	. LULTU		Sunb. Haz. & W. 1st m. 5s. 23 Sunbury & Erie ist m. 7s, '97		
do 6s, 15-25, reg., 1882-'92 do 6s, In. Plane, reg., 187	0	••••	Syra.Gen.& Corn',,1st, is,190 Texas & Pac. 1st m ,6s, g.,190	106	10614
Philadelphia, 58 reg					98
do 6s, old, reg do 6s,n., rg., prior to 9	21	***	do inc.& l. gr., 78 191. Union & Titusv. ist m. 78, '90 United N. J. cons. m. 68, '94. Warren & F. 1st m. 78, '96 West Chester cons. 78, '91 West Jersey 68, deb., coup., '86 do lst m. 68, cp., '96		90
40 88 H. Fg., 1000 W U V	LILAL	122 105	United N. J. cons. m. 6s, '94.	1011/8	10134
do 49, various			West Chester cons. 78. '91	1114	11436
Allegheny City 7s, reg Pittshurg 4s, coup., 1913			West Jersey 6s, deb., coup.,'8	5 112	104
50 Tep. & CU. 1910			do 1st m. 7s, '99 do cons. 6s, 1909		
do 68, gold, reg			Western Penn. KR. 68, cp.189	0 103	
10 70 atr 1111 D., Feg., 00-00			do 6s P. B.,'96	3.	106
N. Jersey 6s, reg. and coup			CANAL BONDS.	6	1
Comdon County 68, COUD			Delaware Division 6s, cp., 78		
Camden City 6s, coupon do 7s, reg. & coup			Lehigh Naviga. m., 6s, reg., 8	106	
The learning Sa CONDON.	. 1		do m. conv. g., reg.,	106	
Harrisburg City 68, Coupon.		107%	Chesap. & Dela. 1st 6s, rg., '8 Delaware Division 6s, cp., '78 Lehigh Naviga. m., 6s, reg., '8 do mort. RR., rg., '9 do m. conv. g., reg., '8 do mort. gold, '97 do cons. m. 7s, rg., 19	1033	104
RAILROAD STOCKS.‡		33	Morris host loan, reg., 1885.		8016
1 90 00 1167		1	Pennsylvania 6s, conp., 1910 Schuylk. Nav.ist m.6s.rg., '9'	60	1037
Catawissa	. 1	151/2	do 2d m. 6s. reg., 19	0.1	80
now nief	.1 00%		do 6s, boat&car,rg.,19 do 7s, boat&car,rg.,19	15	
Delaware & Bound Brook East Pennsylvania		4616	Susquehanna 6s, coup., 1918	*,	81
Elmira & Williamsport	01	55	BALTIMORE.	. 108	110
D Mt Joy & Lancaste	r		Maryland 6s, defense, J.& J. do 6s, exempt, 1887	111	114
Huntingdon & Broad 10p.	201		do se 1900 onerteriv	108	105
Tohlah Valley	51%	51%	do 5s, quarterly Baltimore 6s, 1884, quart	105	11001
1 14410 Cohnylkill	02	60	do 68, 1886, J.& J	108	6 11984
Minehill Nesquehoning Valley.		58	do 68, 1890, quarterly. do 68, park, 1890, Q.—1	4. 112	114
Norribtown		102	do 68, 1893, M. & S	1115	118
North Pennsylvania Pennsylvania Philadelphia & Erie Philadelphia & Reading Philadelphia & Trenton	527	58	do 68, exempt, 33, 11.00 do 68, 1900, Q — J do 68, 1902, J. & J do 58, 19.6, new	115	120
Philadelphia & Erle	34	178%	do 68, 1902, J. & J	1123	6114
Philadelphia & Trenton					
Phila. Wilming. & Baltimor Pittsburg Titusv. & Buff		8 20	RATLROAD STOCKS. PS	Ir.	160
		٤	Balt. & Ohio		
st. Paul & Duluth R.R. Com	1.1	68	II do Wash Branch I		
Tritted N. J. Companies		160%	do Parkersb'g Br	201	1
West Chester consol. pref West Jersey			Northern Central Western Maryland	50 73	8
CANAL STOCKS.		48	(Control Ohio	501	40
Chesapeake & Delaware Delaware Division			Pittsburg & Connellsville	30	
Tableh Nevigation		371/2	Balt. & Ohio 6s, 1880, J.&J. Balt. & Ohio 6s, 1880, J.&J. do 6s, 1885, A.&C. N. W. Va. 3d.m., guar., 85, J.& Pittsb. & Connellsv. 7s, 98, J.& Northern Central 6s, 78, J.& do 6s, 1900, A.& do 6s, gid, 1900, J.&	105	101%
Morrisdo pref			N. W. Va. 3d m., guar., '85, J	zj 105	110
Pennsylvania			Pittsb.& Connellsv.78, '98,J	EJ 1143	1112
do brei		15%	do 68, 1900, A.de	O. 108	1110
Susquehanna		1	Com Obio se let ne '90 M. C.	3.1100	110
Allegheny Val., 73-10s, 1896.		118	W. Md. 6s, 1st m., gr., '90, J. & do 1st m., 1890, J. & J.	J. 118 108	1 2 30
do inc. 78, end.,	94.1	35			120
Dolmidore !)els. 18t m. 68.19	02. 1111	1	11 do 2d m., prez	100	1.10
			do 68. 3d m., guar., J.&	J. 113	120
Camden & Amboy 6s, coup,	83 104		Mar. & Cin. 78, '92, F. & A.	109	% 110 % 53%
do Sd m. 68, 'S' Camden & Amboy 68, coup,' do 68, coup, do mort. 68, 'S' Cam, & Atl. 1st m. 78, g., 15	05 107	114	do 8s, 3d, J. & J	49	50
			do 2d mgr. by W.Co.Jd do 6s, 3d m guar., J.& Mar. & Cin. 7s, '92, F. & A. do 2d, M. & N do 8s, 3d, J. & J Union RR. lst, guar., J. & do Canton endorse	d. 108	
Cam. & Burlington Co. 68,	97.		CINCINNATI.	0	
do 2d m. cur. 48, 16, 16, 16, 16, 16, 16, 16, 16, 16, 16	•••		Cincinnati 68, longdo 78	1 107	
do new 78 1900	113		do 78do 7.808	:: 1117	34
Chartiers Val., ist m. 78, C., 1	901 107	1110	do South. RR. 7:30	1118	11816
Delaware mort., 68, variou	905 110	117	Hamilton Co., O., 68, long.	+ 107	
Del. & Bound Br., 1st, 7s, 1 East Penn. 1st mort. 7s, '88	300 110	117	do 78,1 to 5 yrs	2.1 110	
El.& W'msport, 1st m., 7s,	50. 108	<u>ي</u>	Cin.& Cov. Bridge st'k, pr	ef. 130	
Delaware mort., 68, variou Del. & Bound Br., 1st., 7s., 1 East Penn. 1st mort. 7s., '88 El. W'msport, 1st m., 7s.,' do 5s, perp Harrisburg 1st mort. 6s., '85 Harrisburg 1st m., 7s., 201d.	3	22	do 7:30s	0 + 100 5 + 109	34
Harrisda H. & B. T. 1st m. 7s, gold, do let m. 7s, fd. gold, do 2d m. 7s, gold, do 2d m. 7s, gold,	90. 115 .'£9	1/4	Cin. Ham. & Ind., 78, guar.	.† 100	1051
do 2d m. 7s, gold,	95. 109		Cin. & Indiana 1st m. 78	: + 101	102
20 20 III. 1 . ECTIP 5	15*		Colum. & Xenia, 1st m. 78,	90 +10	102
I TANGOOM ATRONGING M (I. AD.	. 201	1	Dayton & Mich. 18t III. 18.	4.+ 105	3
2d mort. 68, 1900			do Sd m. 78, 7	88† 102	3
Lehigh Valley, 181,08, Cp.	1090	1110			
do do leg., 100	0	125	Ind. Cin. & Laf. 1st m. 7s.	19051110	01
do con. m., 68, rg.,	1923 111	78 112	11 do (1.&C.) 18t m. 18.	DOT LOC	5
Little Schuylkill, 1st m. 7s	'62	1100	Little Miami 68, 63	74	
Little Schuylkill, 1st m. 7s North. Penn. 1st m. 6s, cp., do 2d m. 7s, cp.,	96. 117	118	Columbus & Xenia stock.	123	5
do gen. m. 18, cp., 1	300.	1116	Dayton & Michigan stock do 8. p.c. st'k.g	uar 120	0
do gen. m. 7s, reg., Oil Creek 1st m. 7s, coup.,	04	. 94	Little Miami stock	120	12016
6 Pittsp. Titusy. & D., 18, CP.	, 301 00	86	LOUISVILLE.		
Pa.& N.Y.C. & RR. 78,1896		124	I ontovillo 7e	+ 104	414 105 414 105
		124		+ 10	14 105
Pennsylv., 1st m., 6s, cp., do gen. m. 6s, cp., 1			IT do Wotor grock ha	4/ 7 1 111	9 28 I A U U
do gen. m. os, rg., 1	310.144		do water stock 6s,' do wharf 6s do spec'l tax 6s of '	+ 10	106
do cons. m. 68, cp., 1	905.	. 114	do spec'l tax 6s of 'S Louisville Water 6s, Co. 19	39. + 10	76 108
I AA NOVY V 9FO DR. TR	- 0114-		DALLE TO THE BUT TO THE TOTAL PROPERTY OF THE PARTY OF TH	'XITIIII	UIIUL
Perklomen 1st m. 6s, coup.	, 91	. 90	do 2d m., 78 1906.	+111	5% 115%
Penn. Co. 6s. reg	'8' 10 '98 113		ILONIAV. C. & Lex. 18t III. IB.	DA! LA	0,9 1/5
Phi a. Newt'r. & N.Y., 1st	m	1	Louis & Fr'k., Louisv. In, or	3, 8:	
Phila. & Read. 1st m. 68, 48	.49.			+ 10	134 105
do 2d m., 7s, cp	.,9		lst m. Leb. Br. Ex.,78, 80- Lou. ln. do 68, '93 Jefferson Mad. & Ind. sto	† 10	4 105
• In default. ‡ Per shar	е.	1	Jefferson Mad. & Ind. sto	ck. 10	3 105
Cou. to Jan., '77. fund	ed.	1 . /	# And to are		

BOSCON, PHILADELPHIA. Etc.-Continued.

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

V. 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.

_					DIA	W W.	BOLLES					
			, ,	1	-i		SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
•	SECURITIES.	Bid.	Ask.	BECCITI	Bid.					Rhode Island-6s, coup. '93-9	114	• ••
	Alabama—Class A, 2 to 5 Class A, 2 to 5, small Class B, 5s Class C, 2 to 5 Arkansas—6s, funded. 7s, L. Rock & Ft. Scott iss. 7s, Memp. & L. Rock RR. 7s, L. R P. B. & N. O. RR. 7s, Arkansas Central RR. Connecticut—6s Georgia—6s 7s, new	60 623/8 70 121/2 4 4 4 4 105 100 109/x 109/s	62 93 74	Missouri—6s, due 1882 of '85 6s, due 1886	102 106 10684 10734 10894 11034	10634	6s, old, A.& O. No. Car. RR., J. & J. do A.& O. do coup. off, J. & J. do coup. off, A.& O. Funding act, 1866. do 1868. New bonds, J. & J. do A.& O. Chatham RR. Special tax, class 1. do class 2.	28 28 110 90 90 10 10 17 17 17 3	30 30 20 20 5	South Carolina—6s, Act Mar. 23, 1869. Non-fundable	23 22 22 22 75 52½ 22 71⁄2	81
· :	7s, gold 7s, gold Illinois—6s,coupon, 1879 War loan		:::	11 Rg. Joan 1883		1	Ohio—6s, 1881 6s, 1886	108	1 ::::	III. III.	1	

, ,]	7s, gold	109½ 110 100 100		6s, gold, coup., 1887	107 107 106 117		do do Ohio—6s, 6s, 1886.	class 2 class 3	102		SmallRegistered	92	
	War loan		RAI	ILROAD AND MIS		LAN	EOUS	STOCKS AN	D B	OND	Peoria Dec & E'ville—lncs.	57781	5814
,	Railroad Stocks.	1	C	hic. M.&St.P.—Continued.	101	:::	Ohio & M Consoli	iss.—Consol. s. f'dated	114	116 1161/2 115 80	St. L.I.M.&S.—1st 7s, prf.int. 2d int., 6s, accum'lative	90 81	811/6
	Albany & Susquehanna	105 § 4784	110	Ist 5s, LaC. & Dav., 1910. Chic. & Northw.— Sink. f'd Int. bonds Consol bonds	1.	11	1st m., S Ohio Cen Peoria De	Springfield div t., 1st m., 6s, 1920 ec. & E'ville, 1st 6		92	Miscellaneous List. (Brokers' Quotations.)		
	Cedar Falls & Minnesota	71½ 75 § 20 126 127		Extension bonds		122½ 110 110½	Central San J	ailroads— Pacific—Gold bds paquin Branch		11234 104 105	RAILROADS. Atch.&P.P'k-6s,gld, ex cp.	100 106	105
9	Chev. & Pittsburg, guar Dubuque & Sioux City Frankfort & Kokomo	1101/1112	-	Coupon gold bonds Registered gold bonds Sinking fund	11678	11734	State	Oregon, 1st Aid bonds grant bonds	1054		Bost. & N. Y. Air-L—1st m. Cent. of Ia.—1st m., 7s, gold 2d		117 60 32
]	ind Bloom. & Western	§ 35		Galena & Chicago, exten.	104	104%	South.	ern Pacific bonds Pac. of Cal.—1st m Pacific—1st mort	1121	11212	Stock. Chic.& Can. So.—1st m.,g.,7s Chic. & E. Ill.—S.F.c'y,1907. Income bonds	85	68 102 95
	do do pref.			Winona & St. P., 1st m	\$10856 \$10856	113%	Sinki	grants, 78 ng fund tered, 8s eral Trust, 6s	115	11516	Landgrant Income, 6s	10016	110
	Metropolitan Elevated	93 95		C. C. & Ind's—1st, 7s, 8. 1. Consol. mortgage	119½ \$108½	110 11	17 a m a a a	Pac 88. '95. with cp.cti	s 117	118	Cin. Lafayette & Ch.—Ist in Cin. & Spr.—1st, C.C.C.&I.,78		100
	N. Y. New Haven & Harris. N. Y. Ontario & West., pref.	159% 150 \$26% 118 118	::: t	Del. Lack. & West.—	10136	10216	Den. D	IV. 08 888. Cp.CCI.	38 94 1. 1063	6 10634	Con mortgage, 78	10616	
	Pitts. Ft. W. & Chic., gua	\$ 11934		7s, convertible Mortgage 7s, 1907		114	2d me Incor	ortgage ne. 78 Carondelet Br.	#	-1	7s, equipment Evansv. & Crawfordsv7s.	103	96 110 90
	Rome Watertown & Ogd St. Paul & Duluth	\$66		do 2d mort do bonds, 1900	••••	116	St.L. &	3-6s, class 3	Ö	77414	Stock	24 89	25 94
	Stonington Terre Haute & Indianapolis Texas & Pacific Toledo Peoria & Warsaw Toledo Peoria & Canal	::::	:::	do 1st con., g'd		1111/2	South	1st 6s, Peirce, C& Pac. cf Mo.—1st r Pac.—1st, 6s, 190	103	103	1st, 7s, ld. gr., not guar	100	105
	Wiscellaneous St'ks.	158		Del.& Hud.Canal— 1st mortgage, '84 1st mortgage, 1891 extended			Incom Pennsyl	6s, 1905e and land gr't, revania RR—	g. 00	66	Hous. & Gt.N.—1st,7s,g.1900 Indianapolis & St.L.—1st,7s Indianap. & Vinc.—1st,7s,g. International (Tex.)—1st, 6	105	80 10736
	Adams Express	571/2 5	81/2	do Coup., 78, 94 do Reg. 78, '94. 1st Pa. div., coup., 78, 1917 do reg., 78, 1917 Albany & Susqueh., 1st m.	11216	113	do	t.W.& Chic., 1st n do 2d n do 3d n & Pitts., consol., s	1	119	Int.H. & Gt. No.—Conv., 8s Kansas & Nebraska—1st m 2d mort.	75	42 80 50
	American Coal	35 i	2	do 2d mort	7107	113½ 116 168½	Col. Cl	nic. & I. C., 1st cor	81	85	Long Island—1st mortgage N.Y.&Greenw. L.—1st,7s, n	63	1091/2 66 25 7
	Boston Water Power Canton Co., Baltimore Caribou Consol. Mining Central Arizona Mining	234	3	do 3d mort do 1st con., guar Rens & Saratoga, 1st, coup	10098	110	do	1st Tr't Co.ctfs.as do sup	81. 81 ol. 81	83	N.Y. & Oswego Mid.—Stock Convertible bonds N. J. Midland—1st, 7s, gold	93	61/6 95 281/4
	Climax Mining	\$ 25%	10 11	Denv. & R. Grande—1st, 1900	10416	10456 123½	St.L.V	a.&T.H., 1st g.7s, 7 o 2d 7s, 18 o 2d gtd.7s, 7	97 112 98 95 98 100	1	New Jersey So.—1st, 6s, new St. Joseph & Pacific—1st m	84 85	90
	Consolidation Coal of Mu Cumberland Coal & Iron	\$20	36	1st mort., extended 2d mortg., ext'n 5s, 1919. 3d mortgage, 7s, 1883	105¼ 105¼ 101¾	10654 1055 102	Cons.	ead.— coup. 6s ered 6s. 1911			St. Jo. & Western stock	24 85	26 100
	Gold & Stock Telegraph	35 8	36	4th mortgage, 7s, 1880 5th mortgage, 7s, 1888 1st cons, gold 7s, 1920 Long Dock bonds	117	118	Coupo Regist	n 7s, 1911 ered 7s, 1911 vem't, coup., 6s,	99		St.L. Vandalia& T.H.—Ist r. 2d mortgage, guar	100 t 99	108
	La Plata Mining Leadville Mining	81,6	4 834 234	N.Y.L.E.&W.,n.2d,con.,60	117		Inc m	al, coup., 6s, 1908 do 7s, 1908 ort., coup., 7s, 18 nort., coup., 6s, 18	98.	∷ 80.	Extension	95	70
,	Mariposa L'd & Mining Co do do pref. Maryland Coal Montauk Gas Coal	8	4	Han. & St. Jos.—8s, conv	1063	1065	Deb. I	nort., conv., 7s, 18 Vat. & Og.—Con. 1 Iron Mount'n—1st	st. 67	11139	Union & Logansport—78 U. Pac.—South Branch	∷ 95	105
	Oregon Railway & Nav. Co.	\$ 1081/2		1st mort., West. Biv., 7s. 1st mort., Waco & N., 7s.	1103	111	2d mo	rtgage Isas Br., 1st mort & Fulton, 1st mo	rt. 104	100	(Brokers' Quotations.)	•	
	Pullman Palace CarQuicksilver	60	17 15 63⅓	2d Waco & N., 8s Inc. and ind'y, 7s Ill.Cent.—Dub.&Sioux C.1s Dub. & Sioux C., 2d div	‡110	100	St. L. A 2d mo	Ark. & T., 1st mo lton & T. H.—1st rtgage, pref income	m. 112	105	N. Carolina.—New 4s	1)(1	98.
	Silver Cliff Mining Standard Cons. Gold Mining	. 30	30	Ind. Bl'm & W.—1st, pref. 7	s 7114 73	74	Belle	ville & So. Ill., 1st Sioux C.—1st 6s.1 [. & Manit'a—1st,	m. 110	101 110	2 Now 10 40g	j: +112	
,	Railroad Bonds.	107	1	Ind's Decatur & Sp'd 1st 7	8 99	62 100 101½	2d mo	ort., 6s, 1969 o. & W.—	c.D	131	Past-due Coupons.— Tennessee State coupon South Carolina consol	2. 10 40	
	Balt. & O.—1st 6s, Prk. b. 1918 Bost. H. & Erie—1st m 1st mort., guar. Bur. Ced. R. & North.—1st, 55 Bur. Ced. R. & North.—1st, 57 Bur. Ced. R. & North.	\$ \$50 9134	56 91%	Mich S. & N. Ind., s. f., 76 Cleve. & Tol., sink. fund	1111		1st m Burli	ortgage, W. D ngton Div of inc. for 2d mo	rt. 6	 5	do consol coupons RAILROADS.	so	84
	Iowa City & West'n, 1st 7	9 10934	96	do new bonds Cleve. P'ville & Ash., 7s Buffalo & Erie, new bds. Buffalo & State Line, 7s	113 115	2	Wabas Wabas	ef. inc, for conso h RR z. 7s of '79	9	5 109	Ala. & Chat.—Rec'rs ctfs.v. Atlantic & Gulf—Consol		110
	6s, gold, series B, int. def	6814	69 4334	Kal'zoo & W. Pigeon, 181	6	:: :::	. lst St	ab., 1st ext.7s, L. div.7s,ex mat ortgage ext., ex coment bonds, 7s,	oup 10	534 108 416 105 43	Stock	78 104	108
,	Income	108		do cons. coup., 1st	i. 119	, i	Cons	ol. conv., 78	cp 10	836 108 416 104	East Tenn. & Georgia—6 E.Tenn. & Va.—6s, end. Te E. Tenn. Va. & Ga.—1st,	nn 99	1108
	Joliet & Chicago, 1st m., Joliet & Chicago, 1st m., gua Louis'a & Mo., 1st m., gua do 2d 7s, 1900 St. L. Jack. & Chic., 1st m	r \$110		do cons. reg., 2d Louisv.& Nash.—Cons.m.,	105	1:53	Q.& Ill.& Han	do 2d m.,7s,'93,ex Fol., 1st, 7s,'90,ex So. Ia., 1st m.7s,ex ibal & Naples, 1s	cp. 10 c cp ‡ t 7s		Georgia RR.—18	100	1 104
c	Miss.Riv.Bridge,1st,s.f,6 Chic. Bur. & Q.—8 p.c., 1st r Consol. mort., 7s.	109	110 1207 ₈	Nashv. & Decatur, 1st, 7	s. 111 19 98	99	Oma Clari	ha Div., 1st mort	78	110	Greenville & Col.—7s, 1st. 7s, guar	rs. 100	5 91 0 110
	Chic. Rk. I.& P.—6s, cp.,191	17 117	117½ 96	Laf. Bl. & Mun.—1st 6s. 19 Marietta & Cin.—1st mort 1st mort., sterling Metropolit'n Elev—1st.19	08 100	16	Nort	nas.B'dge,1st, 7s, h Missouri. 1st m Un. Tel.—1900, co	., 7s 11	654 116	Memphis& Charston—18t	9	7 100
	Keok.& Des M., 1st, g., o Central of N. J.—1st m., 9	0. 1181/2	117	Mich. Cent.—Cons., 7s, 19 1st mort., 8s, 1882, s. f Equipment bonds		107	11Commina	registered VyW.Works—1st, R. & Nav.—1st,	t 68 10	9234 9	Miss. & Tenn.—1st m., 88	A 11'	6 107 7 120
	Convertible	10738		6s, 1909	102	156 65	Centr	NCOME BONDS. al of N. J.—1908. t.L.&N.O.—2d m.	1804	75 7	Certificate, 2d mort., 8	110	0 113
	Adjustment, 1903 Lehigh & W. B., con., g'd do assent Am. Dock & Impr. bond	'd 95% 109	9638	Mobile & Ohio—New m., Nash, Chat. & St. L.—1st	8s. 100 7s. 113	101	Col.Cl	ic.&ind.C.,inc.7s. Iowa coup. debt c	erts. \$	44 5	1st mortgage, 78	8s. 12	130
	Chic.Mil.& St.P.—1st,8s,P.	D 12614 114	128	8s, 1887	100	11/2	Ind's	Gt. Northern—2d	Inc 1888	70%	Rich & Dan.—1st consol.	68 10 86. 10	5 107
	1st m., 7s, 5 gold, R. D.	11216	1135	6s, subscription	ep. 12 eg. 12 '85 11	57/8 126 55/8 126 0 110	Lake Lat. I Mobil	Bl.& Mun.—Inc. 7.	1899 eben	63 6 731/2 7	Stock	78 10	06 110 8 20 70 75
	lst m., H. & D	114%	1153	Huds. R., 78, 2d III., 51.7. Canada South., 1st, int. Harlem, 1st m., 7s, cou do lst m., 7s, reg N. Y. Elevated—1st., 7s, 1 N. Wisconsin—1st., 6s	- 1 6	nizi or	161 2d D	rer. dependance		9914	7s, 1992, non-enjoined Non-mortg. bonds West Ala.—Ist mort., 8s		ARR T
	Con. sinking fund	*102	111	N. Y. Elevated—1st. 7s. 1 N. Wisconsin—1st. 6s	7: thes	e are	latest qu	Contral—Inc., 192 otations made th	s week		No quotation to-day; latest s	ale this	week

^{*} Prices nominal* + And accrued interest.

* No price to-day; these are latest quotations made this week.

* No quotation to-day; latest sale this week.

NEW YORK LOCAL SECURITIES.

			Bank	Stock	Lis	t.	-		
COMPANIES.	C	APITAL.	Surplus at latest	,	Dr	VIDEN	IDS.	PR	ICE.
Mark'd thus (*) are not Nat'l.	Far	Amount	dates.,§	Period	1878.	1879.	Last Paid.	Bid.	Ask
America	100	3,000,000 5,000,000	1,545,900	J. & J.	8	71%	Jan., '80. 31 Nov, '79. 3		148
Am. Exchange Bowery	1100	250,000	188,490	J. & J.	11	10	1 10n 720 5		122
Broadway Butchers & Dr.	25	1,000,000	1.184.900	1 & I	16	16	1.18n., '80. 8	***	
Central.	100	2,000,000	834 90	J. & J.	7	6 7 3	Jan., '80. 3 Jan., '80. 3	108	
Dase	100	300,000	69,200				Sent "14 3		
Chatham	100	450,000 300,000	3.276 700	J. & J.	100	100	Jan., '89. 3 Jan., '80.25	1	
Citizens'	25	600,000	159.900	.1 & .1	. 6	6	Ja '50. 3	1700	
City	100	1,000,000	2 777 400	1 & T	10	10 8	Nov., '79. 5 Jan., '80. 4	210	}
ontinental	100	1,000,000	36.84.000	I A I		316	ian '80. 316	••••	144
Corn Exch'ge*.		250,000	002,100	F. & A. J. & J.	10	10	Feb, 80. 5		
1th Ward	25	100,000	12,400	1. & J.	31/6		Jin., 80. 314 July '76. 3		•••
ifth	100	150,000	35,600 999 100	1. & J.	6		Jan., 80. 3		
irst	100	500,000	222,100 1) 97, 00	Ω-J.	12	120	Jan., '80. 5	275	
ourth	100	3,200,000	863 400		6	6	Ton '80 3L		
dlton	30 50	1,000,000	387,100 753,200	M.&N. A.& O.	10 7	716	Nov, 79. 34 Apl., 80. 4	(a) (a) (b)	120
erman Am.	75	750,000	64 100	F. & A.		212	Woh XU. ZW	1::::	
erman Exch.*	100	200,000 200,000	65.709 68,530	May.	5	5	Mar. 79. 5		
reenwich*	25	200,000	20 000		6				
rocers*	30	225,000 1,000,000	23,600 206,200	1. & J.	7	****	Jan., '77. 8		
mp.& Traders'	100	1,500,000	1 801.600	T & T	14		Jan., '80. 316 Jan., '80. 7	231	
rving	50	000,000	120.1 10	1 8-1	8	8	Jan., '80. 4		::::
sland City* eather Manuf.	100	100,000 600,000	420.600		3 11		Jan., '78. 3 Jan., '80. 4	1.1	
lanhattan* .	50	2.050.000	1.035 1.00	F. & A	8	7	Feb., 80. 31/2	135	••••
lanuf. & Mer.* larine	20	100,000	10,500 106,300	J. & J.		216	July, 79, 256		
larket lechanics'	100	400,000 500,000	271 200	I & I	7	716	Jan. 80. 4.	122	• • • •
lechanics'		2,000,000	948 300	J. & J.	8 2	8	Ian '80. 4	143	
lech. Assoc'n. lech'ics & Tr.	95	500,000 200,000	14,000	M.&N.		25	Nov, '79. 2 July, '79. 24		
ercantile	100	1,000,000	171.300	M.&N.		0 1	May '79, 3	97	100
lerchants'. lerchants' Ex.	50 50	2,000,000 1,000,000	650,800 142,600	J. & J.	61/6	516	Jan., 70 372	128	95
letropolis*.	100	800.0001	55.600	1. & 1	1	7	Ian '80 816	91	80
letropolitan lurray Hill*	100	3,000,000 100,000	1.111 800	.[& .]	10 12	19	J n., 80. 5	150	151
8888111	100	1.000.000	61,100	J. & J. M. & N.	5	12 5 8	Nov. '79. 216	891	••••
ew York	100	2,000,000	786.100	.1 . 8 .1 .	5 7 8	8	Jan., 80. 4		
Y. County Y. N. Exch.	100	200,000 300,000	75 000	J. & J. F. & A.	8	716	Jan., '80. 4 Feb., '80. 314		
inth o. America"	1100	750,000	105,700	F. & A. J. & J.				1110	
orth River*.	70 30		144.000	J. & J. J. & J.	••••	7	July, '77. 3 Jan., '80. 84		
rientai*	25	300,000	172,800	J. & J.	10		Jan., '80. 84 Jan., '80. 4	****	•••
acific'	50	422,700 2,000,000	215,200 332,500	Q-F.	10 6	10 6	lan., '80. 4 Feb., '80. 25 Jan., '80. 3	100	
eonle's*	25	412,500	125,400	J & T	8	7	T. 2 180 914		••••
henixroduce*	20	1,000,000	172,500	J. & J.	- 6	3	Jan., '80. 314 Jan., '79. 3 July, '74. 314	100	
epublic	50 100	125,000 1,500,000	637.500	F.&A.					140
. NICHOISS	mon	500,000	119.900			U	Jan., 50. 0	1111/2	140
eventh Ward.	100	800,000 800,000	92.400	J. & J. J. & J.	3 9		Jan., '80. 5		
econd hoe & Leather	100	500,000	170.100	.1 . 02 .1	10	8	lan. '80. 4	130	
tate of N. Y.	TIME	I OM MAN	40 2:10	J. & J.	6	6	Jan., 80 3		
Aira	100	1,000,000	94,500	M.&.N. J. & J.	3		Nov, '79. 35 Jan., '80. 35	••••	••••
radesmen a	40	1,000,000	256 500	.1 . 07 .1	716	7	Jan., '80. 316	108	125
West Side	100	200,000	טניפ, האס	M.&N.	10 8	8	Nov. 79. 4 Jan. 80. 6		
						1000	for the Nati	5	•••

date March 20, 188J, for the State banks.

Gas and City Railroad Stocks and Bonds.
[Gas Quotations by George H. Prentiss, Broker, 24 broad Street.]

	-6,		,	~ .	TORG DILL	Cu.	
GAS COMPANIES.	Par.	Amount.	Period.	Pate.	Date.	Bid.	Ask.
Brooklyn Gas Light Co Citizens' Gas Co (Bklyn)	25	2,000,000		5	Nov. '79	122	125
do bonds	20	1,200,000		216	Feb;, '80	72	75
Harlem	1,000 50		A. & O.	7	1898	100	105
ersey City & Hoboken	20	1,850.000	r.&A.	3	Feb. '78 Jan., '80 June, '79 Feb., '80 Feb., '80 July, '79	675	75
Manhattan	50	750,000	1.02 1.	3	Jau., '80	140	152
Metropolitan	100	4,000,000	J. & J.	5	June, '79	19216	200
do certificates	V.r.	2,500,000	M. C.S.	5	Feb., '80	135	140
Mutual, N. Y	100	1,000,000	M. CES.	3%	Feb., '80	100	102
do bonds	1,000	5,000,000	Quar.	176	July, '79 1882	75	80
MANAATI BYOODITY	OF	1,000,000	F.C A.				1104
do acrin	Va.	1,000,000		216	Feb., 70	50	521
do scrip	100	700,000		31/2	Feb., '80 Nov, '79 May, '79 Jan., '76	90	95
People's (Brooklyn)	100	4,000,000	M. CN.	4	May, '79	106	110
do do bonds	1 000	1,000,000	J. & J.		3	~ .	30
00 do certificates		300,000	M. C.N.	7	1897	80	95
Central of New York	50	300,000	J. & J.	372	Jan., '80 Aug., '79 Jan., '80 Jan., '80 Jan., '80	75	85
Williamsburg			F.& A.	3	Aug., 79	50	62
uo acrib	Var.	1,000,000	Quar,	012	Jan. '80	7216	77
Metropolitan, Brooklyn	100	1,000,000 1,000,000 1,000,000	J. & J.	378	Jan., '80	95	100
Municipal	100	1,000,000	M. OLN.	575	Jan., '80	55	60
do bonds	100	750,000	NE SAT	0	180. 80	180	200
Fulton Municipal	100	1,500,000 750 000 /1,500,000	M1. 02 N.	0 1	1992	105	110
	100	11,000,000			1	95	100
[Quotations by H.	L. (+H	LANT, Bro	ker, 145	Bro	adway.]		
Discohen St & Ehrlion Years					*	ı	1
Bleecker St. & Fulton Ferry—stk. 1st mortgage	100	000,000	J. & J.	34	Jan., '7)	18	21
Deardenay & Comenth Are		694,000	J. & J.	7	177 1900	4514	100
Broidway & Seventh Ave-stk	100	2,100,000	Q-J.	2	Jan., '90	F3%	88
1st mortgage	1,000	1,500,000	J. & D.	7	July," '84	104	106
Brooklyn City—stock	10	2,000,000	QF.	316	Jan. '80 July.' '84 Feb., 80 Nov., '80	150	155
1st mortgage	1,000	300,000	M.&N.	7	Nov. '80	102	110
Broadway (Brooklyn)—stock.	100	900,000	0-1	Q	Jan 190	140	150

Ist mortgage.

Broadway (Brosklyn)—stock.

Brooklyn & Hunter's Pt—stock.

Ist mortgage bonds.

Bushwick Av. (B'klyn)—stock.

Ce stral Pk., N. & E. River—stk.

Consolidated mortgage bon's

Christopher & Tenth St.—Stock

Bonds...

D y Dock, L. & Battery—stk

Ist mortgage.

Ist mortgage.

Ad St. & Grand St Ferry—stock

Ist mortgage.

Central Cross Town—stock.

It mortgage.

Central Cross Town—stock.

It mortgage.

Boust n, West st. & Pav. F'y—stk

Ist m rtgage.

Second Avenue—stock.

Sa m rtgage.

Cons. Convertible.

Exters on.

Sixth Avenue—stock.

It mortgage. 200,000 Q.-.J. 400,000 A. & O. 300,000 J. & J. 500,000 J. & J. 1,800,000 J. & J. 200,000 J. & D. 1,000 100 1,000 1,000 1,000 650,000 F.& A 250,000 J. & J. 1,200,000 Q-1. 900,000 J.&D 1,000,000 Q-J. 203,000 J.&J. 748,000 M.&N. 203,000 748,000 236,000 600,000 A.& O. 236,000 A.& O. 600,000 M. & N. 250,000 J. & J. 1,199,500 J. & J. 150,000 M. & N. 200,000 M. & N. 200,000 M. & S. 750,000 J. & J. 2,000,000 J. & J. 2,000,000 J. & J. 2,000,000 F. & J. 600,000 M. & N. 7 100 500 100 1,000 1,000 50 1021⁄2 95 96 100 1,000 100 1,000 100 1st mortg go.
Third Avenue—stock..... lat mortgage.
Twenty-third Street-stock.... 1,000 let mortgage

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

Insurance Stock List.

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

Company	CA	PITAL.	Net Surplus,		D	IVIDE	NDS.	PR	IOE.
COMPANIES.	Par.	Amount	Jan. 1, 1880.*	1877.	1878.	1879.	Last Paid.	Bid.	[A8]
merican+	50	400,000	475,871	15	14	101/2	Jan., '80. 6	125	
merican Exch	100	200,000	63,545	10	10	10	1.78 '80. 5	93	1
Bowery	25	300,000	386,940	20	20	20	Dec., '79.10	185	200
Broadway	25	200,000	300,404	20	20	18	Feb., '80. 8 Jan., '80.10	195	
Brooklyn	17 20	153,000		20	20	20 20	Jan., '80.10 Jan., '80.10	190	
ity	70	300,000 210,000	163,423	1746	10.72		Feb., 80. 5	117	123
linton	100	250,000	130,255	18	12	îĭ	Jan. '80. 5	130	140
columbia	30	300,000	2,725	5	N'ne		July, '77. 5	55	6
ommercial	50	200,000	112,401	25	18	10	Jan., '80. 6 Jan., '80.6'8	115	125
Continental †	100 40	1,000,000		12.00	13 40 20	13.65 15	Jan., '80.6.8 Oct., '79. 5	180	19
mpire City	100	300,000 200,000	PO OTU	14	10	iŏ	Jan., '80. 31	6 95	1
xc ange	30	200,010	99,155	15	10	10	1 eb. '80. 5	100	10
arragut	50	200,000	188.833	15	15	15	Jan., 80. 73	é 120	:::
'iremen's	17	204,000	68,936		10	816	Jan., '80. 33	98	102
iremen's Tr	10	150,000	76,147	12	11	11	Jan., '80. 5 Jan., '80. 8	105	130
ranklin&Eurp Ferman-Amer.	100	200,000	136,442 875,666	iö	10	7 10	Jan., '80. 8 Jan., '60. 5	138	1.00
ermania	50	1,000,000 1,000,000	752.7.4	30	22	14	Jan., 'SO. 7	135	14
lobe	50	200,000	110 001	20	10	10	1.1au., '80, 5	110	11:
reenwich	25	200,000	343,749	40	30	30	.aa., '80. 75	$_{6} 250$	1
	100	200,000	22.998	10	7	7	ian '80. 85		7
lamilton	15	150,000	120 806 685,945		1716	121/2	Jan., '80. 71 Jan., '80. 5	125 160	16
lanover	50	500,000	54 586	10 10	10	10	100 100 0	100	9
IoffmanIome	100	200,000	54,536 1,320,785	10	10	10	Jan., 80. 5	130	13
lope	25	3,000,000 150,000	4.089	10	10	316	Jan. '70 S.	55	1
	50	500,000	116,815	12	10	5	Jan., '80. 5	1100	1:::
nporters'& T	50	200,000	78,922		10	10	Jan., '80. 5	60	10
	100	200,000	6,485 290,776	13	10	10	Mar., 80. 3	140	70
efferson	30 20	200,010	193,014	$\begin{array}{c} 10 \\ 20 \end{array}$	10 20	20	Jan., %0.10	170	:::
lings Co.(Bkn) Inickerbocker	40	150,000 280,000	4,938	10	5	~Š	1.1814. 180. 5	50	
afayette(Bkn)	50	150,000	134.907	20	16	14	Jan., '80. 5	117	1
amar		200,000	97,680	10	10	10	Jan., '80. 5	103	
enox	25	150,000	31,104	10	10	10	Jan., '80. 5 Jan., '80. 5	85 125	13
ongIsl.(Bkn)	50	200,000	253,533 34,202	20 10	16 10	13 5	Jan., '80. 5	120	8
orillard	25 100	300,000 200,000	182,909	12	12	13	1.18h., '80. B	135	14
	100	250,000	140.928	20	10	10	Jan. 180 5	106	11:
lech.&Trad'ra'	25	200,000	238,166	30	20	20 20	Jan., '80. 6	150	18
lech'ics'(Bkn)	50	150,000	163,596		20	20	Jan., 80. 7	150	
lercantile	50	200,000	36,832 159,762	10	10 16	10 13	Jan., 80. 5	120	130
lerchants'	50	200,000 200,000	109,954	18	12	10	Jan., '80 5	115	1
assau (Bklyn)	50 50	200,000	147,011	20	20	20	Jan., '80. 7	155	160
ational	3716	200,000	101.513	14		10	Jan., 80. 5	100	10
. Y. Equitable	35	210,000	316,395			15	Jan., '80 5	155	12
	100	200,000	130,185	17	14 N'ne	12	Fes., '80. 5	110	7
ew York City	100	200,000	20,068 1,065	10.	N'ne	5	Jan., 79. 5	. 00	6
iagara	50	300,000 500,000	517,458	12	îi	12	1Jan., 180 K	136	
orth River	25	350,000	108.148	îĩ	10	8	1 Apr., 180, 4	100	110
acific	25	200,000	399,052	20	30	20 12	Jan., '80.10	200	
ark	100	200 000	89.737	20	12 20	50	Jan., '80. 6 Jan., '80.10	108	
eter Cooper	20	150,000	190,043 103,739	20	12	12	Jan., '80. 6	180 116	
eople's	50 50	1,000,000	467.038	20	12 15	12 10	1 80. 5	125	130
henix	50	200,000	487,0×6 43,577	10	10	10	13an., 180. 5		90
epublic †	100	300,000	98 795	10	5	81/2	Jan., '80. 33	68	37
utgers'	25	200,000	175,334 10,841	20	20	20	Jan., '80.10	155	16
t. Nicholas	25	200,000	10,841	10.05	9	10	Feb , '80. 3	55 125	13
tandard	50	200,000	169.090 121,591	1714	1216	12	Jan., '80.6.23 Jan., '80. 5	102	100
	100	500,000 200,000	28.519	10	10		Feb., '80, 31	170	8
terlingtuyvesant	25	200,000	28,519 137,084	īš	14	10	Jan., '80 5	113	120
radesmen's	25	300,000	102.389	20	10	10	Jan. '80. 5	100	110:
nited States	25	250,000	215,455 121,502	18	12 10	11	Ja 80. 5 Jan . 80. 5	127	130
Vestchester Villiamsb'g C	10	300,000							

* Over all liabilities, including re-insurance, capital and scrip. includes scrip.

† Surplus

City Securities.

[Quotations by Daniel A. Moban, Broker, 27 Pine Street.]

	INTEREST.		Bonds	PR	OE.
*.	Rate.	Months Payable.	due.	Bid.	Ask.
New York:	_	Esh Man Ann & Non	1880	100	101
Water stock 1841-63.	5	Feb., May Aug. & Nov.		104	105
Croton water stock 1845-51.	5	do do	1890		107
do de1952-60.	6 7	do do	1883-1890		
Croton Aqued'ct stock. 1865.	6	do do	1884-1911	106	113
do pipes and mains		May & November.	1884-1900		124
io reservoir bonds	6 5 6 7	Feb., May, Aug.& Nov.		109	112
Central Park bonds 1853-57.	5	do do	1898	108	109
do ao1853-65.	6	do do	1895	108	109
Dock bonds1870.	7	May & November.	1901	120	122
do1:75.	Å		1898	107	109
Market stock1865-68.	6	May & November.	1894-1897	117	118
Improvement stock 1869	Ġ	do do	1889	107	108
do GO1869.	6	do do	1879-1890	102	116
Consolidated bondsvar.	6 g.	do do	1901	113	115
Street imp. stockvar.	6 5.	do do	1888	10216	105
	7	40 40	1879-1882		105
do dovar. New Consolidated	-	January & July.	1896	113	115
	7 g.			118	119
Westchester County			1923	105	106
Consolidate1	5	Quarterly.		102	108
Asses ment	5	May & November.	1004	TON	100

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

Brooklyn-Local im r'em't- City bonds	
Water loan bonds	1851-1895 102 111 1915-1924 125 12: 1900-1924 125 12: 1904 1912 123 12: 1829-1905 109 11: 1881-1895 108 11: 1880-1885 114 11:

[Quotations by C. Zabriskie, 47 Montgemery St., Jersey City.]

Jersey City— Water loan, long	6 7 7	January & July. January & July. J. & J. and J & D. January and July.	1899-1902 1897- 94	101 107 105 100	102 109 106 101
,	k i		1		1

Investments

STATE, CITY AND CORPORATION FINANCES.

THE INVESTORS' SUPPLEMENT.

The next number of the Investors' Supplement will be issued Saturday, April 24.

INDEX SINCE MARCH SUPPLEMENT.

The following is an index to all reports and items heretofore published in the Investment Department of the Chronicle, since the last issue of the Investor's Supplement; annual reports are indexed in black-faced type:

reports are indexed in black-lack	ou type.
Amia Congol Mining Co 356	MILWOIIKEE W. NOTLINGTH
Atchison & Nebraska272, 356	Missouri Iowa & Neb 298
Atlanta & Charlotte Air-Line. 272	Missouri Kansas & Texas295
Atlanta & Richmond Air Line. 356	Miggouri Pacific
Atlantic & Great Western 297	Montpelier & Well's River272
Atlantic Miss. & Ohio272, 298	Nashville Chatt. & St. L298, 357
Atlantic Miss. & Onto	Nashville Chatt. & St. 1236, 307
Brooklyn & Montauk 322	New Jersey Midland273, 322
070	N. Y. Cent. & Hud. Syndicate. 357
Central of New Jersey 272	N. Y. Housatonic & No 323
Champaign Havana & west 3001	N. Y. Lake Erie & Western 273
Charlotta Callimala & Augusta. & L 1	N. Y. & Oswego Midland 323
Chia Rurl & Quincv.2/2, 333, 334	N. Y. & New England 357
Chie Clin. Dilbildue & Milli 2001	New Orleans & Mobile 273
Chicago Mil. & St. Paul322, 300 l	N. O. Mobile & Texas273, 357
Chicago Rock Island & Pac 330	North River 357
Chicago & Grand Trunk 322	Ogdensb. & L. Champlain 323, 358
Chicago & Pacific	Ohio & Missisippi
Chicago St. Paul & Minneapous 204	Oregon Railway & Nav. Co 289
Chicago & West Michigan 210	
Cincinnati Hamilton & Davion 344	Pennsylvania RR274, 298, 323
Cin. Indianap. St. L. & Chic 298	Pennsylvania & Delaware 358
Cin. Indianap. St. L. & Chic. 298 Cin. Laf. & Chic. 356	Peoria Decatur & Evansville. 264
A THY OF TOLERO DUBLES	Philadelphia & Reading 314
Clore Mt Vernon & Del	Dittshurg Cin. & St. Lollis 290
Cleve Tuscarawas Valley &	Portsmouth & Dover
Wheeling	Pueblo & St. Louis 357
Cleve. Tuscarawas Valley & Wheeling	Fueblo & St. Louisian 214
Cleve. Col. Cin. & Indianap355	Quicksilver
Colorado Coal & Iron Co	Quincy Missouri & Pacific 274
Columbus Chic. & Ind. Cell 2/4	Richmond & Allegheny 274
Connecticut Central	Richmond & Petersburg271
Cumberland Valley296	St Louis Iron Mountain &
	St. Louis Iron Mountain &
Dallas & Wichita	St. Louis & San Fran . 289, 298, 355
Delaware & Hudson Canal Co. 320	St. Louis & Southeastern 299
Denver & Rio Grande322, 337	St. Paul & Duluth
Detroit Lansing & Northern271	St. Paul & Sioux City 264
West Round Freight Tariff 264	St. P. Stillw. & Taylor's Falls 299
Elizabeth City Debt	Selma Rome & Dalton 299, 323
Evansy. Terre Haute & Chic 298	Selma Rome & Datton200, 358
Evansy. Idile Hadde to Carte 979.	silver Cliff Mining Co
Grand Rapids & Indiana 272	South Carolina
Greenville & Columbia 322	Southern Pacific 289
Hannibal & St. Joseph296	State of Missouri
Hartford & Conn. Valley	State of Missouli
Housatonic	Texas & Pacific274, 358
Houston & Texas Central 273	1 Texas State Donas:
Indianap. Cin. & Lafayette 273	T G Transportation on Land-
Indiana Southern 298	Grant Roads 264 Union Pacific 270, 345
Indiana Southern To 6 G D 214	Union Pacific
Kansas City St. Jo. & C. B 314	Til 1 - Otata Dobt 96
Kansas Pacific 345	Virginia State Debt 264
Little Pittsburg Mining Co 273	Wab. St. Louis & Pac.264, 356, 356
Long Island	Warwick Valley (N. Y.) 289 Wash. City Va. Midl. & G.S. 289, 34
Louisville & Nashville273, 357	Wash. City Va. Midl. & G.S. 289, 34
Todicon & Portege 357	
Madison & Portage	I WASTATH LINION LENGELDIDM 20
	Western & Atlantic
Maille Contrat.	Western & Atlantic
Monhattan Elevated 301	Western & Atlantic 28 Wisconsin Valley 27
Manhattan Elevated	Western & Atlantic 28 Wisconsin Valley 27
Monhattan Elevated 301	Western & Atlantic 28 Wisconsin Valley 27

ANNUAL REPORTS.

Panama Railroad.

(For the year ending December 31, 1879.)

The annual report made by the General Superintendent contains the information below. He says: "Financially, the operations and results of the year 1879 are satisfactory, notwithstanding the interportion of our freight traffic during the last month of the interruption of our freight traffic during the last month of the year, in consequence of damages caused by the floods in November. The Chagres River rose 46 feet in three days, and the freshet was without precedent on this isthmus. The war between Peru, Bolivia and Chili, lasting through the entire year, has naturally affected our business to some extent, more particularly in reducing the shipments of merchandise and

manufactures to Peruvian ports.

"The gross earnings for the year amount to \$2,156,367, and the gross expenses, including subsidy to the Colombian Government, interest on bonds, &c., &c., amount to \$1,035,409, leaving as a net balance of profit the sum of \$1,120,957, being 16 per cent on the capital stock, from which quarterly dividends have been paid equal to 13 per cent per annum, and \$210,957 has been added to the surplus fund, increasing the same to \$1,401,733. It should be further stated that, in order to wipe out an old claim which had long been in dispute, and to avoid litigation between your company and the Pacific Mail Steamship Company, the monthly payments due from the latter, under the contract of February 1st, 1878, were temporarily reduced for a period of two years from January 1st, 1879, to \$60,000 per month, causing a diminution in our receipts of \$120,000. This amount has been fully made up by the increase in our European traffic during the year, and had it not been for the above mentioned arrangement the net earnings of your road would have been at the rate of 1734 per cent per annum. At the expiration of the present year, the Steamship Company will resume their stipulated payments of \$70,000 per month.
"Freight transported in 1879 amounted to 161,743 tons,

against 152,477 in 1878, being an increase of 9,266 tons; and in Supplies on hand.

further explanation of these figures with reference to earnings, it should be stated that the traffic for which this company receives a fixed monthly sum from the Pacific Mail Steamship Company, as mentioned above, irrespective of the tonnage, shows a decrease in 1879, as compared with 1878, of 5,295 tons; which added to the 0.266 tons above. which, added to the 9,266 tons above, makes a gain in tonnage, other than that embraced in the contract with Pacific Mail (for which a gross sum is paid), of 14.561 tons." * "I find that a very erroneous impression exists in the minds of many persons, some of whom are interested in your road, who believe that the business between New York and San Francisco forms the largest share of our traffic. So far from this being the case, we carried in 1879,—

From New York to San Francisco. $13,210^9_{40}$ From San Francisco to New York. $17,524^{29}_{40}$

out of a total tonnage of 161,743, or about 19 per cent of our

The report gives no general balance sheet, but the other statistics have been compiled for the CHRONICLE as follows:

ROAD AND EQUIPMENT. 1877. 1878. 1879.	Diagram and a			
Miles operated. 48 48 48 Locomotives. 15 15 13 Passenger, mail and express cars. 28 28 28 Passenger, mail and express cars. 345 415 410 Freight cars. 44 44 35 All other cars. 22,110 24,921 23,729 Passengers carried. 22,110 24,921 161,743 Freight (tons) moved. 146,942 152,477 161,743 Earnings— 167,704 150,143 142,709 Passenger. 1,492,305 1,596,810 1,551,683 Freight. 1,492,305 1,596,810 1,551,683 Freight. 1,492,305 1,596,810 1,551,683 Mail, express, &c. 14,888 12,749 12,369 Total gross earnings. 1,674,897 1,759,702 1,706,761 Operating Expenses— 401,461 *496,933 463,169 Miscellaneous. 43,016 35,477 41,448 Total (including taxes). 444,477 532,410 504,617 Net earnings. 1,230,420 1,227,292 1,202,144 Per cent of oper. exp. to earnings. 26.53 30.25 29.56 *Includes \$58,886 spent on new cars and \$43,905 spent for steel rails.	ROAD AND	EQUIPMENT.		
Miles operated. 48 48 48 Locomotives. 15 15 13 Passenger, mail and express cars. 28 28 28 Freight cars. 345 415 410 OPERATIONS AND FISCAL RESULTS. STATE OF TABLE OF TABL			1878.	1879.
Miles operated. 15 15 13 Locomotives. 28 28 28 Passenger, mail and express cars. 345 415 410 Freight cars. 44 44 35 OPERATIONS AND FISCAL RESULTS. Operations— Passengers carried. 22,110 24,921 23,729 Passenger carried. 146,942 152,477 161,743 Freight (tons) moved. 167,704 150,143 142,709 Passenger. 1,492,305 1,596,810 1,551,683 Freight. 1,488 12,749 12,369 Mail, express, &c. 14,888 12,749 12,369 Total gross earnings. 1,674,897 1,759,702 1,706,761 Operating Expenses— 401,461 *496,933 463,169 Transportation expenses. 401,461 *496,933 463,169 Miscellaneous. 43,016 35,477 41,448 Per cent of oper. exp. to earnings. 26.53 30.25 29.56 * Includes \$58,886 spent on new cars and \$43,905 spent for steel rails. <t< td=""><td>2</td><td></td><td>48</td><td>48</td></t<>	2		48	48
Locomotives	Miles operated			
Passenger, mail and express cars. 345 415 410 Freight cars. 44 44 35 All other cars. 44 44 35 OPERATIONS AND FISCAL RESULTS. Operations— Passengers carried. 22,110 24,921 161,743 Freight (tons) moved. 146,942 152,477 161,743 Farnings— 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Locomotives			
All other cars	Passenger mail and express cars.			
OPERATIONS AND FISCAL RESULTS. Operations—Passengers carried. 22,110 24,921 23,729 Freight (tons) moved. 146,942 152,477 161,743 Freight (tons) moved. \$ \$ \$ Earntngs—Passenger. 167,704 150,143 142,709 Passenger. 1,492,305 1,596,810 1,551,683 Freight. 14,888 12,749 12,369 Mail, express, &c. 1,674,897 1,759,702 1,706,761 Operating Expenses—Transportation expenses. 401,461 *496,933 463,169 Miscellaneous. 43,016 35,477 41,448 Total (including taxes) 444,477 532,410 504,617 Net earnings. 1,230,420 1,227,292 1,202,144 Per cent of oper. exp. to earnings. 26:53 30:25 29:56 * Includes \$58,886 spent on new cars and \$43,905 spent for steel rails.	Engight cars			
OPERATIONS AND FISCAL RESULTS. Operations—Passengers carried. 22,110 24,921 23,729 Freight (tons) moved. 146,942 152,477 161,743 Freight (tons) moved. \$ \$ \$ Earntngs—Passenger. 167,704 150,143 142,709 Passenger. 1,492,305 1,596,810 1,551,683 Freight. 14,888 12,749 12,369 Mail, express, &c. 1,674,897 1,759,702 1,706,761 Operating Expenses—Transportation expenses. 401,461 *496,933 463,169 Miscellaneous. 43,016 35,477 41,448 Total (including taxes) 444,477 532,410 504,617 Net earnings. 1,230,420 1,227,292 1,202,144 Per cent of oper. exp. to earnings. 26:53 30:25 29:56 * Includes \$58,886 spent on new cars and \$43,905 spent for steel rails.	All other cars	44	44	33
Operations— Passengers carried. 146,942 152,477 161,743 Freight (tons) moved. \$ \$ \$ Earnings— 167,704 150,143 142,709 Passenger. 1,492,305 1,596,810 1,551,683 Freight. 14,888 12,749 12,369 Mail, express, &c. 14,888 12,749 12,369 Total gross earnings. 1,674,897 1,759,702 1,706,761 Operating Expenses— \$ \$ \$ Transportation expenses. 401,461 *496,933 463,169 Miscellaneous. 43,016 35,477 41,448 Total (including taxes). 444,477 532,410 504,617 Net earnings. 1,230,420 1,227,292 1,202,144 Per cent of oper. exp. to earnings. 26:53 30:25 29:56 * Includes \$58,886 spent on new cars and \$43,905 spent for steel rails.	All other cars	DISCAL BES	TILTS.	
Passengers carried. Freight (tons) moved. 146,942 152,477 161,743 ** ** ** ** ** ** ** ** **		J FISCAL REA		
Passengers carried. Freight (tons) moved. 146,942 152,477 161,743	Operations—	99 110	24,921	23,729
Freight (tons) moved. Earnings— Passenger. 167,704 150,143 142,709 1,596,810 1,596,810 1,551,683 12,749 12,369 Total gross earnings. 14,888 12,749 12,369 Total gross earnings. 1,674,897 1,759,702 1,706,761 Streight. Operating Expenses— Transportation expenses. 401,461 43,016 35,477 41,448 Total (including taxes). 444,477 532,410 504,617 Net earnings. Per cent of oper. exp. to earnings. 1,230,420 1,227,292 1,202,144 29.56 Tincludes \$58,886 spent on new cars and \$43,905 spent for steel rails.	Passengers carried	146 042	152.477	161,743
Earnings— Passenger	Freight (tons) moved	140,042	0	0
Passenger	Farmings-	\$	150 142	149700
Freight	Passenger	167,704	150,143	1.551.692
Mail, express, &c. 14,600 Total gross earnings. 1,674,897 1,759,702 1,706,761 Operating Expenses— \$ \$ \$ \$ \$ Transportation expenses. 401,461 *496,933 463,169 Miscellaneous. 43,016 35,477 41,448 Total (including taxes). 444,477 532,410 504,617 Net earnings. 1,230,420 1,227,292 1,202,144 Per cent of oper. exp. to earnings. 26:53 30:25 29:56 * Includes \$58,886 spent on new cars and \$43,905 spent for steel rails.	Enoight	1,492,305	1,596,810	
Total gross earnings. 1,674,897 1,759,702 1,706,761 Operating Expenses— \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Mail avpress &c	14,888	12,749	12,309
Total gross earnings. 1,074,075 Operating Expenses— 401,461 *496,933 463,169 Transportation expenses. 43,016 35,477 41,448 Miscellaneous. 444,477 532,410 504,617 Net earnings. 1,230,420 1,227,292 1,202,144 Per cent of oper. exp. to earnings. 26·53 30·25 29·56 *Includes \$58,886 spent on new cars and \$43,905 spent for steel rails.	Man, express, do			1 500 501
Total grosses— \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Total gross earnings	1,674,897	1,759,702	1,700,701
Transportation expenses		\$	- 8	\$
Transportation expenses	Operating Expenses—	401 461	*496.933	463,169
Miscellaneous 444,477 532,410 504,617 Total (including taxes) 1,230,420 1,227,292 1,202,144 Net earnings 26.53 30.25 29.56 * Includes \$58,886 spent on new cars and \$43,905 spent for steel rails	Transportation expenses	43,016	35,477	41,448
Total (including taxes)	Miscellaneous	40,010		
Total (including taxes)		444 477	532.410	504,617
Net earnings	Total (including taxes)			the same and the s
* Includes \$58,886 spent on new cars and \$43,905 spent for steel rails.	Not earnings	1,230,420	1,221,232	
* Includes \$58,886 spent on new cars and \$43,905 spent for steel rails.	Per cent of oper, exp. to earnings.	26.53	30.23	25 50
TNCOME ACCOUNT.	Tel cent of open and			natool moile
TNCOME ACCOUNT.	* Includes \$58.886 spent on new	cars and \$43	3,905 spent to	r steer rans.
INCOME ACCOUNT	INCOME	ACCOUNT.		
Φ Ψ		\$. \$	\$

Receipts— Net earnings. Rentals and interest. Other receipts.	\$ 1,230,420 149,937 163,294	1,227,292 196,269 158,887	1,202,144 254,392 195,213
Total income	1,543,651 \$ 209,468 12,500 840,000 250,000	1,582,448 \$ 239,889 12,932 840,000 250,000	1,651,749 \$ 270,853 9,939 910,000 250,000
Balance, surplus	231,683	239,627	210,957

Pittsburg Cincinnati & St. Louis.

(For the year ending December 31, 1879.)

The comparative statistics, showing the operations and fin-ancial condition of the company for the past four years, have been prepared for the Chronicle in the usual complete form, and are given in the tables below. The report for 1879 states that there was an increase in both local and foreign tonnage during the year, and the number of tons carried was 2,726,847, as against 2,142,155 in 1878; the revenue per mile was 7.2 mills, as against 7.19 mills in 1878; but the cost was reduced to 4.2 mills. The reduction in cost was due to the improved condition of the property, an increased tonnage mileage of 27 per cent, and a diminished empty-car mileage, the latter being but 14.61 per cent of the entire aggregate, and the effect of a largely increased movement in through west-bound tonnage and also increased movement in through west-bound tonnage and also in local coal and coke. There were carried during the year 778,461 passengers, as against 747,455 in 1878, the increase being entirely in local travel. There was a material decrease in the cost of doing the passenger business. The condition of the equipment was fully maintained and 10 ton wheel leaves the equipment was fully maintained, and 10 ten-wheel locomotives were purchased to replace the same number condemned and broken up. One thousand additional freight cars were placed upon the line under the car trust arrangement, and the company thus enabled to further reduce the amount heretofore paid for car service.

The rates per ton per mile show a decrease upon all the lines, but, through the increased economies in transportation, the profit per ton is greater upon each road, excepting the

Chartiers, than in 1878, and the same remark, with a like exception, will apply to the passenger traffic upon all the lines.

Up to the end of the year \$2,711,000 of the coupon bonds of the company were converted into registered bonds; this included the company were converted into registered bonds; this included \$280,000 of the 7 per cent Steubenville & Indiana Railroad bonds, and \$39,000 more of the same bonds were converted into the coupon bonds above referred to. Under a settlement made with the county of Allegheny, Pennsylvania, \$61,318 have been received in full settlement of the loss consequent on the destruction of the property at Pittsburg during the riots of July, 1877.

PITTS. CIN. & ST. L.—GENERAL ACCOUNT, DECEMBER 31, 1879.

Fixed Assets. Deferred Assets.

Additions to Cincinnati Street Connection Railway \$64,639 246,008

or FRASER

					THE TALL
Supplies, &c., transfer March 31, 1875	red to C. C.	& I. C. Railwa	y, \$295,598		GENERAL BAI
Total deferred asse Betterments to leased Chicago & Indiana C	entral Raily	vay	due by Col.	\$606,245 660,293	Railroad, equipm't, &e Stocks owned, cost Bonds owned, cost Betterm'tstol'sedr'ds
Cash in hands of treas Cash in hands of paym Cash remitted by agen Due by station agents Due by other compani	urer naster ts. and in tra	ansit	616 77,843		Bills& acc'ts rec'vable Materials, fuel, &c Cash on hand Deficit in assets. Miscellaneous items
Due by other companion Due on miscellaneous a				1 400 070	Total assets
Stock of Little Miami I Stock of Union import, Bonds of Little Miami Bonds of Dayton & We Ancome convertible bo Stock of Little Miami I	Sec Elevator Co. Columbus, C Railroad Co estern Railro nds of C. C.	urities.	\$20,000 37,298 \$,000 24,855	1,439,973	Stock, common
Total securities Balance, being deficien	acy in assets			$376,254 \\ 37,504$	Miscellaneous
Total		b		\$23,062,567	*Stocks and bonds
Pittsb. Cincinnati & St. Steub. & Indiana RR. o	Louis comn	CR. al Stock. non stock ck unconverte	d	\$2,004,600 503,400	bonds; Little Miami Eld \$34,855; C. C. & I. C. k † Includes supplies M: † This item explained Additions to Cincins
Total common stock First preferred stock. Second preferred stock Funded debt.	• • • • • • • • • • • • • • • • • • •			\$2,508,000 2,929,200 3,000,000 12,497,000	The following repo
	Deferred ection Railw Little Miami Co. for value act company	Liabilities. Yay bonds, as- Railroad e of supplies, y at date of \$1,763,055	\$262,500	14,407,000	Gross earnings Operating expenses The expenses wer against 49.59 per cer
transferred. Due Col. Chic. & Ind. C of supplies received of lease, Feb. 1, 1869	ent. Railway	Co. for value	681,288		Net earnings Less hire of equipment Net amount paid Cl
Due Clev. & Mt. Verno supplies received of Total deferred liab	n Railway C that compan	y May 1, '73.	13,690	1,386,873	The tonnage inc against 110,250 tons was 130,743, against
Accounts payable for c Due other companies. Coupons matured and Miscellaneous liabilitie	urrent expe	d	264,743	,	The increase in ex department in impro
Total current liabil				741,493	Gross earnings Total expenses
		• • • • • • • • • • • • • • • • • • • •			The expenses were against 79.11 per cer
Comparative statis		ur years are EQUIPMENT.	as follows	3:	Net earnings
Miles owned & op'ted	1876. 201	1877. 201	1878. 201	1879.	Less hire of equipment Net amount paid Pittsh
Locomotives Pass., mail & exp.cars Freight cars All other cars	101 69 1,486 42	$ \begin{array}{c} 201 \\ 101 \\ 57 \\ 2,460 \\ 46 \end{array} $	93 65 2,472 56	201	The number of tor 1878, being a large i the number of passe
Operations—	CRATIONS AN	D FISCAL RES			in the previous year CINCINNATI
Passengers carried Passenger mileage Rate per pass. p. mile Freight (tons) moved Freight (tons) mil'ge.2 Av. rate p. ton p. mile	2·14 cts. 1.808.761	680,082 28,622,519 2·46 cts. 1,722,386 236,678,518 2 0·93 cts.	747,455 28,804,112 2·44 ets. 2,142,155 287,757,418 0·79 ets.	778,461 2·41 cts. 2,726,847 0·72 cts.	Earnings. Freights. Passengers. Express. Mails
Farnings— Passenger Freight Mail, express, &c	905,603 $2,193,116$ $165,802$	704,603 $2,191,782$ $201,577$	\$ 701,607 2,270,836 203,927	\$ 760,841 2,643,714 198,568	Rents. Miscellaneous. Gross earnings. Operating expenses.
Total gross earn'gs. Operating Expenses—	3,264,521	3,097,962	3,176,370	3,603,123	The expenses we against 93.45 per cer
Maint. of way, &c Maint. of equipment. Transport'n expenses General (incl'g taxes)	$\begin{array}{c} 605,854 \\ 191,698 \\ 1,540,765 \\ 89,377 \end{array}$	$\substack{427,420\\180,645\\1,329,337\\85,511}$	$\begin{matrix} & & & & & \\ 398,226 \\ 200,884 \\ 1,303,498 \\ & 86,999 \end{matrix}$	$383,028 \ 216,562 \ 1,313,804 \ 90,167$	Net earnings for 1879. Net earnings for 1878. Increase The balance of the
Total (incl'g taxes) Net earnings P.c. of op.ex. to ear'gs	2,427,694 836,827 74·37	2,022,913 1,075,049 65:30 ACCOUNT. *	1,989,607 1,186,763 62·64	2,003,561 $1,599,562$ 55.61	000 interest on bond tofore made to meet The number of t
Receipts— Net earnings Bills payable issued. Rentals and interest Net from leased roads All other accounts	\$ 836,827 869,910 19,161 380,231 331,254	\$ 1,075,049 10,230 500,072 16,642,163	\$ 1,186,763 24,854 449,688 ‡461,839	1,599,562 14,022 711,466	against 255,928 in foreign tonnage; the against 177,010 in th in local travel; but traffic show a further
Total income	2,437,383	8,227,514	2,123,144	2,325,050	year. Li
Rentals paid Interest on debt	\$ 810,477 669,790	\$ 820,123 669,790	\$ 828,127 669,790	\$ 821,299 833,625	EARNINGS. 1879. Freights \$734,995
Other Miscellan's accounts.	$64,\!053 \\ 214,\!462$	$75,848$ $\ 6,496,956$	$132,944 \\ 283,390$	136,980	Passengers 457,472 Express 38,661
Advances C. & M.Val. To C.C.& I.C. acc't, 75 Loss on St.L.V.& T.H.	$112,384 \\ 491,589 \\ 56,468 \\ 18,160$	105,000	105,000 65,200	105,000 16,144	Mails 47,933 Rents 28,159 Miscellan's 25,273
Balance, surplus Total	$\frac{18,160}{2,437,383}$	$\frac{13,422}{8,227,514}$	38,693 2,123,144	2,325,050	Totals\$1,332,495
* Exclusive of Col. Cl	hic. & Ind. C	ent.			The expenses were against 77.51 per cen
† Includes—Sale of page 11 sale Union	Denot hands	\$100 000	anualia & I	erre maute,	Net earnings for 1879.

† Includes—Sale of preferred stock St. Louis Vandalia & Terre Haute, \$200,000; sale Union Depot bonds, \$186,000; amount of certain liabilities canceled and surrendered by Pennsylvania Co., \$5,866,721.

† Includes \$180,400 bills payable of this company, canceled and surrendered by Pennsylvania Co.

|| Includes—Reduction of second mortgage bonds, \$2,500,000; reduction of bills payable, \$3,509,221.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.							
Assets—	\$	\$	\$	\$			
Railroad, equipm't, &c	19,947,755	19,942,295	19,942,295	19,942,295			
Stocks owned, cost	257,298	85,498	57,298	* 58,398			
Bonds owned, cost	485,655	317,855	317,855	* 317,855			
Betterm'tstol'sedr'ds	854,932	644,952	651,671	660,293			
Bills&acc'ts rec'vable	1,494,920	1,158,840	1,361,789	1,202,433			
Materials, fuel, &c	310,479	1454,013	† 517,928	† 541,607			
Cash on hand	373,870	59,316	92,312	237,543			
Deficit in assets	‡6,031,208	329,178	291,868	37,504			
Miscellaneous items.	64,639	64,639	64,639	64,639			
Total assets	29,820,756	23,056,586	23,297,655	23,062,567			
Liabilities-	\$	\$	\$	\$			
Stock, common	2,508,000	2,508,000	2,508,000	2,508,000			
Stock, preferred	5,928,600	5,929,200	5,929,200	5,929,200			
Bds. (see SUPPLEM'T).	15,008,061	12,508,061	12,497,000	12,497,000			
Bills payable	3,509,223		,,	,,,000			
All other dues & acc'ts	1,447,138	721,954	956,898	726,893			
Due Little Miami	$902,\!479$	889,060	888,808	888,783			
Due C. C. & I. C	184,601	184,601	184,601	184,601			
Cin. Street Conn. bds	262,500	262,500	262,500	262,500			
Miscellaneous	70,154	53,210	70,648	65,590			
Total liabilities	29,820,756	22,056,586	23,297,655	23,062,567			
* Stocks and bonds	on followers	Tittle Miss	. 01 100 1				

as follows: Little Miami, \$1,100 stock, \$8,000 devated stock, \$20,000; Dayton & Western bonds, bonds, \$275,000.

March 31, 1875, transferred.

d in note to income account for 1876, above. mati Street Connecting RR.

LEASED LINES.

orts are made of the leased lines:

CHARTIERS RAILWAY.

Gross earningsOperating expenses		54,064	1878. \$84,487 41,899
The expenses were 63.86 per against 49.59 per cent for 1878.	cent of the	e gross ear	nings, as
Net earnings	•	1879. \$30,596	1878. \$42,588

5,847 5,451 Chartiers RR. Co...... \$24,749 \$37,136

creased largely, having been 167,571 tons, s in 1878; the number of passengers carried t 126,718 in the previous year.

xpenditure was in the maintenance of way coving the condition of track and bridges.

WHEELING & KENTUCKY RAILROAD.

C	1879.	1878.
Gross earnings.	\$77.598	\$49,315
Total expenses	44.250	39,010
PM7	,	00,020

ere 57.02 per cent of the gross earnings, as ent for 1878.

		1879.		1878.
	Net earnings	\$33,348		\$10,304
	Less hire of equipment	7,008		4,684
a j	La de la policia de la composición dela composición dela composición de la composición dela composición dela composición de la composición de la composición dela composición dela composición del composición del composición del composición dela composici		ž.	

burg Wheeling & Ky. RR .. \$26,339 ons carried was 121.808, as against 45,653 in increase in both local and foreign traffic; engers carried was 63,123, as against 47,991

r, the increase being entirely in local travel. I & MUSKINGUM VALLEY RAILWAY.

Earnings.	1879.	1878.
Fernings. Freights.	\$250,966	\$228,706
Fassengers	105.203	95,693
Express	8.265	5,000
Mans	8.047	8,259
Rents	722	758
Mîscellaneous	1,460	1,979
Gross earnings	\$374,666	'\$340.396
Operating expenses	264,523	* 340,396 318,086

ere 70.60 per cent of the gross earnings, as nt for 1878.

ne net earnings, after the payment of \$105,ds, was applied on account of advances heret deficiency in net earnings.

tons carried during the year was 285,784, 1878, being an increase in both local and ne number of passengers carried was 189,636, he preceding year, the increase being mainly it the rates on both freight and passenger er reduction as compared with the previous

ITTLE MIAMI RAILROAD.

EARNING		EXPENSES.
1879		1879. 1878.
Freights \$734,		Cond'ing trans.\$306.176 \$300.193
Passengers . 457,	472 436,260	Motive power. 209.907 210.270
Express 38,	661 45,912	Maint'ce of way 210,921 266,359
	933 49,013	do of cars 65.633 69.165
	159 27,634	Gen. expenses 99,067 102,524
Miscellan's . 25,	273 25,270	
		Totals\$891,706 \$948,513
Totals \$1 339	105 \$1 002 601	

e 66.92 per cent of the gross earnings, as nt for 1878.

Net earnings for 1879.. ... \$440,789 Add amount due this road on division of earnings with Columbus Chicago & Indiana Central Railway.

Add for dividends and interest on securities transferred with lease. 30,000

lease. 79,444 Total net revenue for 1879..... \$550,233

1879.

1878.

\$710,518

\$737,078

2,935

4,367-\$732,711

Against which were charged:

Less profit in operating Newport & Cin. bridge......

The tonnage for the year was 787,769 tons, against 624,564

The number of passengers carried was 835,541, against

850,950 in the preceding year, the decrease being principally

tons in 1878, being a large increase in both local and foreign.

	in local travel; but the pas	ssenge	the decrease being principally er mileage shows an increase.
	COLUMBUS CHICAGO	& INI	DIANA CENTRAL RAILWAY. EXPENSES.
	EARNINGS. 1879. 18	78.	1879. 1878. Transpor'n \$1,059,515 \$956,726
	Freights\$2,815,910 \$2,37 Passengers. 852,500 79 Express 64,218 6 Mails 103,953 10	9,645	Motive pow. 890,459 789,891 Mainten. of
	Express 64,218 6 Mails 103,953 10	6,672	way 777,140 772,038 Mainten. of
	Rent of railway 67,101 6	$9,102 \\ 5,526$	cars 224,529 261,415
		0,611	penses 203,314 242,079
	Totals\$3,911,261 \$3,43	3,665	Totals \$3,154,960 \$3,022,151
	The expenses were 80% against 88.2 per cent for 18	6 per 878.	cent of the gross earnings, as
	Not comings for 1879 to credi	t of C	olumbus Chicago & Indiana \$756,300
	Central Railway Company. Net earnings for 1878 to credi Central Railway Company.	tof Co	olumbus Chicago & Indiana 411,514
	Increase		\$344,786
	The tonnage moved was	2,310	0,053 tons, against 1,791,981 tons
,	carried at a lower rate th	an in	oth local and foreign. Though 1878, the cost of movement was
	more than proportionate	v red	luced; and the line, it will be
	noticed, shows a very larg There were 695,552 pa	sseng	ers carried, against 663,917 in
	1878 the increase being in	i local	travel. equipment of the road are in
	improved condition, 7 te	n-whe	eeled locomotives naving been [
	purchased, and heavy rep During the year 123 mil	ag of	track were ballasted with gravel i
	and gand and numerous r	engirs	s and renewals made to bridges. and 8,319 tons of steel rails were
	nged in renewal There a	re nov	w 139% miles of track laid with [
	steel. The property is is since the lease.	n bet	ter condition than at any time
	ST. LOUIS VANDALI	A & T	ERRE HAUTE RAILROAD.
	The annual report of	this c	company has already been pub- e earnings were \$1,317,286 and
	expenses \$954.389.		
	The expenses were 72 45 as against 81 97-100 per ce	-100] ent for	per cent of the gross earnings, r 1878.
	The net earnings for 1879 we	ere	\$362,897
	Against which were cha	rged :	:— 38 395,185
	Net loss for 1878		\$32,288 130,400
	Decrease	logg S	\$98,111 \$16,144, is a charge against the
	income of the Pittsburg	Cincin	nati & St. Louis Railway Com-
	pany. There were carried, du	ring	the year, 900,294 tons, against
	701 502 tons in 1878, the	ıncr	rease being mainly in through carried in 1879, against 201,176
	in 1878		,
	During the year 2,521	tons	of steel rails were put in the property was generally improved.
			eph & Council Bluffs.
	(For the year	ending	g December 31, 1879.)
	The comparative statist	ics, sh	nowing the operations and finan- n the past four years, have been
	compiled in the usual f	orm 1	for the Chronicle and are pre-
	sented in the tables below	. The	e report for 1879 gives the gross pating expenses, including taxes.
	**************************************	DK5 KK	3: and the net earnings $\Phi t V = 45 V_0$
	decrease in operating ex	arning epense	gs in 1879 was \$234,503; the es, \$19,927; and the increase in
	addition to the net earning	gs the	year 1879 were \$702,490, and in ere was received during the year onds, issued to retire Council e January 1, 1880, \$500,000; on hove par received was \$72.550.
	from sales of "first lie Bluffs & St. Joseph bond	n "bo ls du	e January 1, 1880, \$500,000; on
			bove par received was \$72,550. ade the total receipts of the year
	\$1,283,056, and made the	incom	e account as follows:
	Total receipts as above	· · · · · ·	\$1,283,056
			\$75,864 37,401— \$113,265
	Equipment. Interest on mortgage bonds. Interest, miscellaneous		
	Old bond retired	lr	3,409
	Floating debt, January 1, 18	79, pai	216,531— 694,566 ———————————————————————————————————
	From which deduct for—	D M	
	Council Bluffs & St. Joseph R 7 per cent bonds, due Janua	ry 1,	181 mortgage 1880 \$500,000
			(2)

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Union Stock Yard Co. stock and Union Depot \$5,500-\$505,500 stock, excluded in statement of Jan. 1, 1880... Leaving a surplus of It is believed that when the Nodaway Valley and Tarkio Valley branches are completed, quite an increase of business may reasonably be expected from that quarter. The company entered upon the year 1880 with its floating debt entirely discharged, its equipment increased, and its property in a much improved condition generally.

The amount of steel rail in the track December 31, 1879, was 141 miles, and 3,500 tons (42½ miles) of steel have been contracted for for renewals in 1880, at much less than present prices. Of the new branches the report says: "In order to retain the

business coming to this road from Nodaway and Atchison counties, and further develop that section of country, arrangements have been completed to construct during 1880 branch roads as follows: First. The Nodaway Valley Railroad, branching from Bigelow Station, thence northwest via Mound City to the Nodaway Valley, thence up the Valley to Burlington Junction to a connection with the Clarinda branch of the C. B. & Q., where it crosses the Wabash St. Louis & Pacific Railway. The length of this branch will be 32.4 miles. Second. A branch leaving the main line at Corning Station and running up the Valley of the Tarkio to the north line of the State, a distance of 25 3-10 miles. It is expected that the Nodaway Valley road will be completed in May, 1880, and the Tarkio Valley in June." ROAD AND EQUIPMENT.

1876.

- 1	4					
	Total miles operated	250	250	254	254	
	Locomotives	27	31	32	36	
	Pass'ger, mail & exp. cars.	29	29	27	32	
١	Freight cars	661	761	863	863	
	All other cars	15	140	148	153	
-	N 77 1 0	ONE AND E	ISCAL RESUI	TS		
	Operations—	UNS AND E	ISOAH HESOI	.	*	
	Doggon gove comied	205,250	217,782	229,622	28 7,726	
ı	Passenger mileage	1.460.005	11.800.940	12,903,214	15,344,857	
١	Rate per pass'ger per mile.	3.7074 cts.	3.6353 cts.	3.094 cts.	2.8786 cts.	
	Euciabt (tona) moved	402.802	11.124.7514	734,319	870,856	
١	Freight (tons) mileage*3	6,057,168	41,812,696	56,703,846	73,986,732	
-	Ay, rate per ton per milet.	2.15 cts.	2.32 cts.	1.93 cts.	1.70 cts.	
-	Earnings	\$	\$	\$	\$	
١	Passenger	424,869	428,997	399,154	441,722	
	Freight	717,457	893,036	1,016,360	1,204,047	
	Mail, express, &c	99,003	101,764	118,136	122,385	
	Total gross earnings	1.241.329	1,423,797	1,533,650	1,768,154	
Ì			2,220,101	\$	8	
1	Operating Expenses—	\$ 260,152	318,104	365,107	309 ,336	
1	Maintenance of way, &c.	124,099	109,269	147,193	118,032	
1	Maintenance of equipm'nt	412,130	451,313	477,221	542,972	
	Transportation expenses Miscellaneous	31,323	34,714	26,307	18,428	
	Miscenaneous					
	Total	‡827,704	913,400	1,015,828	988,766	
	Net earnings	413,625	510,397	517,822	779,388	
	Per ct. of op. exp. to earn'gs	66.67	64 - 10	66.23	55.90	
	+ T11in - componyin fro	ight				
Ì	* Including company's fre † Exclusive of company's	freight.				
	includes \$23,565 extrao	ordinary ex	penses.			
	,	INCOME AC	COUNT.			
	Receipts—	\$	\$	\$		
	Total income	413,625	*621,034	517,902	779,388	
	Disbursements-	. 8	\$	\$	\$	
	Rentals paid	25,413	28,790	29,763	36,895	
	Interest on debt	401,614	367,266	349,685	354,368	
	Taxes	55,000	37,000	40,000	40,000	
	Miscellaneous, interest,&c.	12,066	10,343	10,121	5,991	
	To be a summing on deficit	+ 90 169	±177,635	±88,333	1342,134	
	Balance, surplus or deficit.	†80,468	+ 111,000	+ 00,000	+ 0, - 0 -	

* Includes \$110,637 accruing from reorganization of bonded debt.

Της ταιάς φτιο, σον του σον				The Control of the Co	
† Deficit.					
t Surplus.		ν.			
GENERAL BALANC	TE AT CLOSI	E OF EACH	FISCAL YEAR	a.	
	S S	\$	8	\$	4
Assets-	9,364,135	9,153,038	9,250,128	9,260,385	
Railroad, buildings, &c	1 000 410				
Equipment					
Real estate	49,180	49,180	45,100	8,909	
Stocks owned, cost		201 101	050 550		
Bills and acc'ts receivable.	319,861			719,898	
Materials, fuel, &c	41,974			147,479	
Cash on hand	3,894	10,566	* .	, × .	
Discount suspense					
Int.on bonds & 3-year notes					
Income account	100 710				
Guanandad aggaints		E0 E01		75,931	
Suspended accounts					
M - 1 - 1	11 337 409	10 809 616	11.056.517	11,531,062	
20000	11,337,403	10,000,010	0	0	
Liabilities-	\$	\$	\$ TO \$	0 m00 0 mm	
Stock, common	2,789,414	2,789,414	2,789,414		
Bonds (see SUPPLEMENT)	6,909,000	7,485,969	7,485,197	†7,989,475	
Bills nayable	1 000 000	128,055	221,715		
Unpaid coupons	297,240		176,184	193,078	
	20.,220		83.457	425,588	
Income account	270,768	230,002	300,550		
Miscellaneous	210,100	200,002			
	11 227 400	10 800 616	11.056.517	11,531,062	
Total lighilities	11.00/.400	10,000,010	11,000,01		

* Included in bills and accounts receivable. † Of this amount, \$500,000 fell due on Jan. 1, 1880, and were paid.

GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe.—A circular has been issued by the president of this railroad, making the following proposal to the stockholders of the New Mexico & Southern Pacific Railroad Company: This company will issue eleven shares of its capital stock in exchange for fourteen shares of the capital stock of the New Mexico & Southern Pacific Railroad Company, and this proposal shall be open for acceptance until the 10th inst. All parties who shall signify their acceptance of this proposal on or before that date shall be entitled to participate on the same terms as stockholders in the Atchison Topeka & Santa Fe Railroad Company in the subscription soon to be issued for the building of the Atlantic & Pacific Railroad. Parties to whom stock is now due under circular 42 will, on the acceptance of the proposal, be entitled to stock of the Atchison Topeka & Santa Fe Railroad Company in the proportion above stated, to be issued at once; and those holding subscriptions under circular 48 will, on accepting the proposal, be entitled to stock of the Atchison Topeka & Santa Fe Railroad Company to be issued in exchange when the New Mexico & Scuthern Pacific Railroad Company's stock is issued under said circular, but without any participation in dividends up to that time.

Carolina Central.—This railroad, about 242 miles in length, from Wilmington, N. C., to Shelby, will be sold in foreclosure at Wilmington, N. C., May 31, 1880.

Chicago & Grand Trunk.—Press dispatches from Spring-field, Ill., April 6, state that articles of consolidation were filed in the Secretary of State's office that day, whereby the "Indiana Railway Company," the "Michigan Railway Company," the "Chicago & Northeastern Railroad Company," and the "Northwestern Grand Trunk Railway Company," in Michigan, all railroads operated in the States of Michigan, Indiana and Illinois, with the termini in Chicago, become one. The name of the road under this consolidation is "The Chicago & Grand Trunk Railway Company," and its capital stock is \$6,600,000, divided into 66,000 shares. The main company, or parent of this consolidation, is the Grand Trunk of Canada, which by this means gets an eastern outlet from Chicago. The following gentlemen compose the first board of directors: Joseph Hickson and L. J. Seargent of Montreal, Canada; E. W. Meddaugh and James McMillan of Detroit, Michigan; John McCaffrey, F. A. Howe, J. Whitman, A. H. Dalton and Wm. Munroe of Chicago; D. J. Norton, Albany, N. Y.; W. L. Beardsley, Auburn, N. Y.; W. S. Shepard, Bath, N. Y.; Thos. Stanfield, South Bend, Ind.; Deforest Skinner, Valparaiso, Ind.; and Chas. F. Harrington, Port Huron, Mich.

Chicago Milwaukee & St. Paul—Chicago & Pacific—Sioux City & Dakota.—In regard to the lease of the Chicago & Pacific Railroad to the Chicago Milwaukee & St. Paul, the press

despatches give rather a mixed account.

Resolutions were passed by the St. Paul Company's directors authorizing the execution of the lease of the Chicago & Pacific Railroad for 999 years. If the lease is accepted the officers are empowered to execute joint and several bonds of the company for three millions of dollars, payable in thirty years from date, bearing interest at 6 per cent. For the purpose of securing the payment of these bonds, the Chicago & Pacific is to join the Chicago Milwaukee & St. Paul Company in a mortgage of the leased property. An injunction was obtained by Robert Law, a stockholder, enjoining the syndicate of capitalists, holding a meeting as stockholders of the Chicago & Pacific, from voting on certain stocks alleged to have been improperly issued, and from mortgaging the road for over a million dollars, and from leasing or encumbering the road to a greater amount, without an order of the Superior Court of Cook County. Notwithstanding this injunction the lease was made and the stockholders of the Chicago & Pacific Company are reported as under contempt of court in voting to lease the road during the pendency of the injunction sued out by Robert Law. A later despatch from Chicago says: "The largest cash payment ever made in Chicago was made to-day by the First National Bank in redemption of the Chicago & Pacific Railroad, by order of the United States Circuit Court, and paid into the Sub-Treasury. The amount was \$1.200.000."

was \$1,200,000."

—The Sioux City & Dakota Railroad lease is also contested, and Messrs. John I. Blair, D. C. Blair, and W. C. Larned, who hold a majority of the stock, have protested against the lease on the ground that it is fraudulent and void. These parties met at Yankton March 27, after the board meeting which agreed to lease the road, and passed a series of formal resolutions in which they say that they own 7,760 out of 15,000 shares of the Sioux City & Dakota Railroad; that President C. G. Wicker when he called the board meeting at which the lease was made concealed the real nature of the meeting, and actually informed these directors, who owned a majority of the stock, that no important action was to be taken. Instead of this the directors issued on the spot \$176,000 bonds on the extension from Beloit to Sioux Falls, and an equal amount of stock, sold them immediately to the Chicago Milwaukee & St. Paul or its representative, at 90 for the bonds and 25 for the stock, and executed a lease of the road to that company for five years at a

rental equal to 40 per cent of its gross earnings.

—A despatch from Sioux City, Ia., April 6, says the Chicago Milwaukee & St. Paul Railroad Company have given to Largdon & Co. a contract for building 140 miles of road from the present terminus of their Hastings & Dakota Branch on the west line of Minnesota north down the valley of the Red River to an intersection with the line of the Northern Pacific, near Fargo.

Chicago & Paducah.—At Springfield, Ill., April 1, in the United States Circuit Court, a new order was issued in the case of the Farmers' Loan & Trust Company of New York vs. the Chicago & Paducah Railroad Company and others. The new order provides that possession be given the Wabash combination on the 1st of April; that after the 1st of May, 1880, "the rental above referred to shall be increased to an amount equivalent to five per cent on new Wabash bonds, to be issued in accordance with the reorganization agreement" of November 15, 1878, and that the receiver, Eugene Ellery, of the C. & P.

Railroad, shall have the right to terminate this rental contract. upon giving ten days' notice. The Wabash shall at once redeliver the road to the said receiver.

Greenville & Columbia.—At Charleston, S. C., April 4, Attorney-General Youmans served upon the parties interested in the approaching sale of this railroad notice of a motion which he has made in the State Court to increase the maximum bid from \$1,000,000 to \$2,300,000, with a view of protecting the State in its guarantee of the bonds to that amount.

Indiana Bloomington & Western.—Judge Drummond has decided, in regard to the relative proportion of the unpaid taxes assessed against the capital stock and rolling stock of the old I.B. & W. RR, that the bondholders' purchasing committee of the main line shall pay five-sixths of the assessment and the bondholders' purchasing committee of the Indianapolis Bloomington & Western extension pay one-sixth.

Kansas City Lawrence & Southern.—The track on the Southern Kansas Branch is now laid to Wellington in Sumner County, Kan., 25 miles westward from the late terminus near Winfield, 107 miles from the old terminus at Independence, and 241 miles from Lawrence.

Little Rock & Fort Smith.—The Supreme Court of the United States has affirmed the judgment of the Circuit Court for the eastern district of Arkansas in the case of a few bondholders of the Little Rock & Fort Smith Railroad to set aside the foreclosure in the sale of 1874. The court holds that the appellant is not entitled to the relief prayed for; that the small minority of bondholders cannot be allowed in the absence of fraud to defeat the wishes of an overwhelming majority.

Louisville & Nashville.—A press despatch from Atlanta, Ga., April 7, says: "The railroad conference that has been in session in this city for the past week has closed at last, and with decisive results. The Western & Atlantic Road, which has been so long a bar to the proposed line to the sea, has been merged in a combination headed by President Newcomb of the Louisville & Nashville Road, of which Presidents Wadley, Alexander and Brown are members. This alliance gives the Louisville & Nashville Road a clear way to the coast, and will result in the immediate operation of the long-talked-of through line that will compete with the trunk lines for the carrying trade between the West and South and New York."

Manhattan Elevated—Metropolitan Elevated—New York Elevated.—When the lease of the New York & Metropolitan roads to the Manhattan Elevated Railway Company was made, the New York Company deposited \$3,000,000 and the Metropolitan Company deposited \$6,000,000 in bonds with the lessor company for construction purposes. The Third Avenue line (N. Y. Elevated) was finished and the construction of the Second Avenue line (Metropolitan) was proceeded with, the bonds being disposed of to raise the necessary funds. On receipt of the recent quarterly statement, the directors of the New York Company learned that \$750,000 of the proceeds of their deposit had been applied by the Manhattan Company to construction on the Metropolitan Company's Second Avenue line. They threatened to resort to a lawsuit, but it was mutually agreed to leave the matter to the decision of ex-Judge Dillon, the Hon. Courtlandt Parker and ex-Governor Ingersoll, of Connecticut, as arbitrators, and to accept any decree a majority of them should make as final. These arbitrators unanimously decided that the deposit was in the nature of a trust. They therefore joined in a decision setting forth that conclusion, and ordering the Metropolitan Company to make good the deficiency to the New York Company.

A New York Herald reporter gives the following account of a conversation with Mr. Jose F. Navarro of the Metropolitan Com-

"How far short does the Manhattan come of earning the guaranteed payments?" was the next question. To which Mr. N. replied:

"The earnings of the roads, you remember, accrued to the Manhattan Company from February, 1879, and it began to pay dividends in October. The earnings of that eight months have enabled the company to pay all dividends guaranteed up to the present time, and will be enough for the July dividends. It is very likely indeed that the accrued sum will carry us over October, but we may be short in January, 1881."

"Then, if the Manhattan stockholders do not put their hands

in their pockets the lease will lapse?"

"Yes; but the question is whether such men as started this enterprise would allow such an enterprise to fall through. Their pride would force them to give \$50,000 apiece or more to keep it going. I know I would give as much as that, and I reason that there are as good men as I or better in New York." In the suit of Dr. Caro against the Metropolitan Company, he obtained an expression of the Superior Court that as a property owner he may recover damages for certain injuries arising from the operation of the road in front of his property. The lawyers of the elevated roads say of this decision that it is only a preliminary skirmish, which decides nothing except that Dr. Caro is given the right to come into court and prove his case, if he can. "He must prove that the damage to his property is of the kind described—that snoke, cinders, stench, &c., enter his dwelling, and render it uninhabitable—and that such annoyances are unnecessary to the operating of the road as authorized by the Legislature." The company will now put in their answer and give the plaintiff the opportunity to prove the damage, and that it was not necessary or incident to the operating and maintenance of the road.

Midland—New Jersey Midland.—Mr. Charles Parsons,

Treasurer of the New Midland Company, gives notice to holders of third-mortgage bonds, common debts, and stockholders of the New Jersey Midland Railway Co. that they can fund same into income bonds of the Midland Railroad Company of New Jersey, on the following terms, viz.: "Common debt holders and third-mortgage bondholders, for principal of bonds will receive 50 per cent in income bonds, Class A, and 50 per cent in income bonds, Class B, on payment of 10 per cent assessment, and stockholders on payment of 15 per cent. This offer will remain open only until holders of \$1,000,000 of such claims have paid assessments. Those holders who do not avail themselves of the above offer can exchange their common debts and principal only of third-mortgage bonds for income bonds, Class B, on payment of 5 per cent, and stockholders on payment of 10 per cent assessment on or before May 1 proximo. All claims against the New Jersey Midland Railway Company must be presented to the treasurer on or before April 30 for verification. Holders who do not pay assessments as above will receive scrip, as provided in Balestier plan."

Missouri Iowa & Nebraska.—In pursuance of the agreement under which a controlling interest in this road was recently sold to the Wabash St. Louis & Pacific, arrangements have been made to foreclose the mc **tgages on this road, and proceedings will soon be begun. There are \$2,450,000 recognized bonds, besides a further issue of \$600,000 which, the company claims, was illegally made.—Railroad Gazette.

New Jersey & New York.—The reorganization of the New Jersey & New York Railway Company is named the New Jersey & New York Railroad Company instead of Railway Company as heretofore. The officers elected by the new company are: Valentine L. Lary (formerly receiver), President; Isaac D. Demarest, Vice-President; Henry C. Deming, Secretary and Treasurer. The directors are: Garrett Ackerson, Jr., Charles L. Atterbury, Robert W. De Forrest, Isaac D. Deming, Louis Fitzgerald, Joseph E. Gay, V. L. Lary, John McCook, Jacob Van Buskirk, Peter Ward, J. C. Westervelt, Edward P. Carpenter and Henry C. Deming.

New London Northern.—This company is now offering \$750,000 new 30-year 5 per cent bonds, issued under the new consolidated mortgage. Of those now offered, \$650,000 are to pay for the Brattleboro Branch bought from the Vermont & Massachusetts, and the rest for the new wharf at New London.

New Orleans & Selma.—The Alabama Court of Chancery has decided to dismiss the Robertson suit, and to grant a decree of foreclosure and sale. The decree orders the division of the proceeds of sale among all holders of endorsed bonds. The road is in operation from Selma, Ala., to Martin, 21 miles.

N. Y. Central & Hudson Syndicate.—This famous syndicate has closed its operations. At the first, in November, 1879 Mr. Vanderbilt agreed to dispose of only 250,000 shares, 150,000 of which were to be taken outright and 100,000 on option, which option of 100,000 shares was accepted last January. After public subscriptions were opened, and the syndicate had sold nearly 200,000 shares, there remained about 50,000 shares in the hands of the syndicate, and so rapidly did the private subscriptions come in that the syndicate offered to buy an additional 100,000 shares—an offer which Mr. Vanderbilt accepted about Harch 1. Mr. Vanderbilt stipulated that on these 100,000 shares he should have half the profit between the original purchase price of 120 and the price at which the syndicate disposed of the stock. This week the syndicate issued a circular offering the 111,000 shares remaining out of the 350,000 originally bought from Mr. Vanderbilt at private subscription on April 8, the sealed proposals to be opened that day and the award to be made forthwith. The subscription price was 131, of which 1 per cent was to be reserved for the expanses of the syndicate. 1 per cent was to be reserved for the expenses of the syndicate. The net price was 130, and the difference between that and 120 to be divided between Mr. Vanderbilt and the syndicate (say 5 per cent each). The World reports that the subscriptions to these 111,000 shares amounted to about 140,000 shares. An allotment was made to each subscriber of 80 per cent, bringing the award down to the amout held by the syndicate. Twenty-one subscribers received an allotment, but the syndicate declines to make the names public. It is understood that Jay Gould, who subscribed for 70,000 shares, received 56,000 shares; that Russell Sage, Cyrus W. Field, Sidney Dillon, W. L. Scott, E. D. Morgan, Oliver Ames, L. Von Hoffman, Morton, Bliss & Co., Winslow, Lanier & Co., Prince & Whitely, Kuhn, Loeb & Co., Hatch & Foote, E. Sweet & Co., Foote & French, and J. S. Morgan & Co. of London, Were some of the subscribers. Morgan & Co. of London, were some of the subscribers.

New York Housatonic & Northern.—This road was finally sold to Mr. Dwight Studwell of New York City for \$111,000, and it was ascertained that Mr. Studwell was not the real purchaser of the road, but that he represented Mr. Horace Bridgeman, a capitalist of N. Y. City.

New York & Oswego Midland.—The Times reports that a meeting of the commissioners appointed by the towns and villages lying along the line of the old Oswego Midland Railroad was held in Norwich, N. Y., on Thursday, and \$6,000,000 of the stock was said to have been represented. It was agreed to transfer this stock to the two New York parties with whom the committee recently negotiated. Within the next few days the new owners intend to make a formal tender to the officers of the Ontario & Western Company of the sum paid by them for the road in cash at the foreclosure sale, and to demand possession under the law of 1852, heretofore quoted. If, as is expected, the demand is refused on the ground that the law was abrogated by the law of 1876, suit will be immediately begun to test that point.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, April 9, 1880.

The week has been quite cold in northern and middle latitudes, and at times stormy and blustering, but it has witnessed the complete resumption of navigation on the Lakes and rivers of the West and North. Complaints began to be heard that the spring trade is disappointing in volume and in spirit; and the Western Iron Association, at the meeting in Pittsburg yesterday, reduced card prices for bar iron from \$4 to \$3 20. The truth is, speculation in all departments had been carried too far, and the tendency everywhere now is towards lower prices. This is in part due to the money market which has continued in a disturbed and unsettled condition. Exports have increased in the past month, but not in equal proportion to the increase in imports.

Provisions have been very weak and variable during the past week, and to-day the extreme figures of the decline were reached; old mess pork sold on the spot at \$10 75@\$11, and new at \$11; April options realized \$11 05; May quoted \$11@\$11 05; June, \$11@\$11 20; July, \$11@\$11 25, bid and asked Bacon was dull at 6%@7c. for long and short clear. Lard closed about steady at the decline; prime old Western sold at 7.32½c.; do. new at 7.42½@7.40c., on the spot; for future delivery, April new sold at 7.42½@7.40c.; May, 7.42½@7.37½c.; June, 7.50@7.42½c.; August, 7.60c.; seller year, 7.37½c.; refined to the continent quoted at 7¾c. Beef has had a moderate sale on the basis of \$18@\$20 for extra city India mess. Beef hams quoted \$17@\$17 50. Butter has been steadily declining, but cheese and eggs have remained steady. Tallow is firmer at 6½c. for prime.

Naval stores have been very irregular, and spirits turpentine shows a very decided decline, closing here at 33½@34c., and strained to good strained rosins \$1 42½@\$1 45. Petroleum is dull, but about steady at 7¾c. for refined, in bbls. United certificates have been weak and close lower at 79¾c. for united.

American and Scotch pig irons show further declines and a very dull state of trade; No. 1 American, \$33@\$35; No. 2, \$30@\$31; forge. \$28@\$30; Eglinton Scotch, \$25@\$29; Coltness, \$30@\$31. Rails lower and dull, at \$70@\$75 for steel, \$60@\$65 for iron, and \$37@\$38 for old iron. Ingot copper dull and quite nominal, at 22c. for Lake. Wool closes weak and dull. Clover-seed is firmer and more active, at 6½@7c. for Western, often large sales at 5¾@6c.

Ocean freights have recently declined, with the general demands of very limited proportions. At the close the grain trade made better inquiries and more steadiness prevailed. The engagements included: Grain to Liverpool, 6½@6½@6¾d., 60 lbs.; cotton, 7-32@9-32d.; provisions, 30@35s; grain, by sail 5d., 60 lbs.; do. to Glasgow, by steam, 7d., 60 lbs.; do. to Avonmouth, by steam, 8d.; do. to Hull, by steam, 8d.; do. to Tyne Dock, by steam, 8d.; do. to Cork, for orders, 5 5s. 1½d. per qr.; do. to Havre or Antwerp, 4s. 9d.; do. to Bordeaux or Antwerp, excluding Rouen, 4s. 9d.; do. to St. Nazaire or Rochfort, 5s.; do. to Lisbon, 14c. per bush.; refined petroleum to Hamburg, 3s. 4½d.; do. to Genoa, Leghorn or Naples, 3s. 10½d.

Rio coffee has fallen to 14½@14¾c. for fair cargoes, but with more favorable advices from Rio de Januiro there was a renewal of activity to-day, the sales approximating 12,000 bags, and the market closed more steady. Mild grades have sold to only a moderate extent at unchanged prices. Rice has sold freely at firm and unchanged prices. Molasses has been in fair demand at essentially unchanged prices, though New Orleans has not been quoted so high for the reason that there is now little or no fancy stock here; refining grades have ruled at 38@39c. for 50 degrees test, and grocery grades of foreign have remained at the prices of last week. Tea has sold several cents lower at auction. Spices have been very quiet. Cocoa would sell readily if there was any here. Raw sugar has been in very large receipt, 32 vessels arriving within 48 hours; trade has fallen off in consequence, as many of the cargoes came to refiners; prices have been more or less weak latterly. Refined was quiet until to-day, when a better demand sprang up, and prices which had before been to a great extent hominal became steady. The following shows the movement in raw:

TOHOWING SHOWS the movernor				
Receipts since April 1, 1880 Sales since April 1, 1880 Stock April 7, 1880 Stock April 9, 1879	52,634	Boxes. 4,413 4,648 19,687	Bags. 48,078 19,310 678,439 593,766	Melado. 521 • 1,089 2,924 2,245
0000=F		and the second s		4

The demand for Kentucky tobacco has fallen off, and the sales for the week are only 300 hhds., of which 200 were for export and 100 for home consumption. Prices, however, ruled quite firm, with lugs quoted at 4@5½c., and leaf 6@13c. The movement in seed leaf continues brisk, and prices are generally pretty well supported. Sales for the week are 2,363 cases, as follows: 1,000 cases 1879 crop Pennsylvania, private terms: 1,100 cases 1878 crop Pennsylvania, 10@25c.; 83 cases 1877 crop Pennsylvania, private terms; and 100 cases 1878 crop New England, 11@20c. The market for Spanish tobacco has been less active, and sales are only 550 bales Havana at 80c.@\$1 10.

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COTTON.

FRIDAY, P. M., April 9, 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 (April 9), the total receipts have reached 37,323 bales, against 47,393 bales last week, 53,419 bales the previous week, and 49,611 bales three weeks since, making the total receipts since the 1st of September, 1879, 4,532,385 bales, against 4,218,354 bales for the same period of 1878-9, showing an increase since September 1, 1879, of 314,031 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of four previous years are as follows:

			1		
Receipts this w'k at	1880.	1879.	1878.	1877.	1876.
New Orleans	14,009	11,630	14,222	7,918	16,592
Mobile	1,376	3,484	3,670	1,372	2,461
Charleston	2,196	2,286	2,960	1,359	2,359
Port Royal, &c	651	109	. 863		
Savannah	1,265	4,468	3,420	3,573	2,341
Galveston	2,172	4,487	5,143	1,706	3,870
Indianola, &c	. 89		18	15	324
Tennessee, &c	5,968	6,973	9,446	2,603	5,248
Florida	209	526	56	22	73
North Carolina	424	1,304	1,104	390	1,955
Norfolk	8,194	8,402	9,224	2,099	6,197
City Point, &c	770		1,265	126	231
Total this week	37,323	44,851	51,391	21,183	41,620
Total since Sept. 1.	4,532,385	4,218,354	4,004,735	3,778,419	3,855,106

The exports for the week ending this evening reach a total of 68,016 bales, of which 48,315 were to Great Britain, 9,178 to France, and 10,523 to rest of the Continent, while the stocks as made up this evening are now 709,319 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

Week	EXP	ORTED T	0-	Total	Same	STO	CK.
ending April 9.	Great Britain.	France.	Continent.	this Week.	Week 1879.	1880.	1879.
N. Orl'ns	15,725	7,067	5,881	28,673	38,986	248,479	172,101
Mobile	3,676			3,676	4,850	37,439	20,900
Charl't'n			2,825	2,825	4,141	30,692	12,924
Savan'h.	3,228		1,456	4,684	5,920	19,899	19,765
Galv't'n-	6,869	821		7,690	3,886	35,479	22,375
N. York.	7,153	113	198	7,464	5,362	281,417	192,574
Norfolk-	3,805			3,805	7,560	15,914	10,910
Other*	7,859	1,177	163	9,199	2,908	40,000	28,000
Tot. this							
week	48,315	9,178	10,523	68,016	73,613	709,319	479,549
Tot.since	1						
Sept. 1	1958,724	312,193	707,629	2978,546	3002,712		

*The exports this week under the head of "other ports" include, from Balmore, 1,454 bales to Liverpool, and 163 bales to the Continent; from Boston, 1,387 bales to Liverpool; from Philadelphia, 1,412 bales to Liverpool; from Wilmington, 1,177 bales to France: from Port Royal, 3,606 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 5,597 bales, while the stocks to-night are 229,770 bales more than they were at this time a year ago.

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

	on	Shipboa	rd, not c	leared—f	or	T
APRIL 9, AT-	Liver- pool.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
New Orleans Mobile Charleston Savannah Salveston New York Other ports	26,891 6,300 2,700 500 4,725 4,100 6,000	11,585 3,000 1,450 1,200 None. None.	9,439 2,000 4,500 3,300 989 200 None.	269 None. 50 100 800 None. 500	48,184 11,300 8,700 5,100 6,514 5,270 6,500	200,295 26,139 21,992 14,799 28,965 276,147 49,414
Total	51,216	17,235	20,528	1,719	91,568	617,751

*Included in this amount there are 870 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 Apr. 3, the latest mail dates:

	RECEIPT		EXPOR	TED SINC	E SEPT.		
PORTS.	1879.	1878.	Great Britain.	France.	Other Foreign	Total.	Stock.
N.Orlns	1369,216	1115,758	679,122	219,578	202,885	1101,585	264,749
Mobile.	335,645	346,372	63,573	6,791	13,455	83,819	40.878
Char'n*	457,164	503.654	138,950	16,914	146,005	301,869	32,206
Bay'h	705,796	675,119	180,381	17,767	209,522	407,670	22.670
Galv.*.	441,934	533,825	182,262	20,964	47,304	250,530	42,254
N. York	171,941	134,914	262,072	19,522	41,493	323,087	284,065
Florida	19,658	• 54,511					
M. Car.	100.643	130,122	22,668		10,447	33,115	5,306
Norf'k*	657,939	511,814	205,893	1,479	5.840	213,212	18,049
Other	235,126	167,414	175,488	,	20,155	195,643	38,000
This yr.	4495,062		1910,409	303,015	697,106	2910,530	748,177
Last ye	ar	4173,503	1697,048	382,235	849,816	2929,099	531,013

*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 cotton has been very active the past week, opening firmer then declining sharply after some fluctuations. On Saturday the small interior movement, together with stronger accounts from Liverpool, caused a further advance. But on Monday the operators for a decline made a strong attack upon the market, and in face of strong accounts from Liverpool and Havre prices steadily gave way to the close of Wednesday's business, relieved only by a slight effort on Wednesday morning to maintain values. At the close of Wednesday the decline from the close of Saturday was 54@57 for points for May to September inclusive, and 40@47 points for April and the later months of the next crop, causing a failure of some importance. On Thursday Liverpool reported a slight improvement, and this, together with a desire to cover contracts and realize profits, caused a recovery of 10@14 points, but more than half of it was lost at the close; and to-day there was a further decided decline of 35@45 points, under a severe pressure upon the market, it being rumored that leading holders had been forced to realize. There was, however, a slight recovery at the close. Cotton on the spot was quoted to lower on Monday, and again on Tuesday and Wednesday; and this decline led to a brisk business for export. There were considerable transactions the first half of the week in "short notices" for April, and it was said that shippers were the principal buyers, the prices accepted being relatively low. To-day spots declined 1c. to 12%c. for Middling Uplands.

The total sales for forward delivery for the week are 1,258.100 bales, including —— free on board. For immediate delivery the total sales foot up this week 15,199 bales, including 10,777 for export, 2,839 for consumption, 433 for speculation, and 1,150 in transit. Of the above, 180 bales were to arrive. The following tables show the official quotations and sales for each day of the

past week:

-									
April 3 to	U	PLANI	os.	NEW ORLEANS.			TEXAS.		
April 9.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. W To	114				1114	1118	1138		1148
Strict Ord	1158	1112	1138	1134	1158		1134	1158	1112
Good Ord	12116	111516	111316	12316	12116	111516	123_{16}	12116	111516
Str. G'd Ord	12516	12316	12116	12716	12516	12316	12716	12516	12316
Low Midd'g	12^{58}	1242	1238	123_{4}	$12^{5}8$		123_{1}	1258	1212
Str. L'w Mid	$12^{13}16$	121116	12916	121516	121316	121116	121516	121316	121116
Middling		1278	1234	1348	13		1348	13	1278
Good Mid	134	1348	13	$13^{3}8$	134		$13^{3}8$	134	1318
Str. G'd Mid		1338	134	1358	13^{1}_{2}		1358	13^{1_2}	1338
Midd'g Fair	14	1378	1334	1418	14		1418	14	1378
Fair	1434	1458	1412	1478	1434	1458	1478	1434	1458
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. W D	1070	1078	1058	11	11	1034	11	11	1034
Strict Ord.	1114	1114	11		1138	1118	1138	1138	1118
Good Ord	111110	111111		111316	111310	11914	111310	111316	
Str. G'd Ord	111510	111510	111111	12118	12116	111316	12118	12116	111316
Low Midd'g	124	124	12	$12^{3}8$	12^{3} 8	1248	1238	1238	1248
Str.L'w Mid	12718	12716	12316	12916	12916	12516		12916	12516
Middling	1258	1258	1238	1234	1234	1212	1234	1234	1212
Good Mid	$12^{7}8$	1278	1258	13	13	1234	13	13	1234
Str. G'd Mid	1348	13 ¹ 8		134	134	13		134	13
Midd'g Fair	1358	1358	1338	1334	1334	1312		1334	1312
Fair	1438	1438	1418	1412	1412	144	1412	1412	144
s	TÁINE	ED.		Sat.	Mon	Tues	Wed	Th.	Fri.
G			#O #h	111	1015	1013	1011	1011	107
Good Ordin	ary		48 по-	111116	111116	119-16	11716	11716	11316
Strict Good	Oruma	гу		121016	12	1178	1134	11316	1112
Low Middling	ng			129-		12516	12316	12316	111516
andanny		••••••	•••••	12016	12.16	12018	112016	112018	111-16

MARKET AND SALES.

		SALI	SALES OF SPOT AND TRANSIT.				FUTURES.		
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- eries.	
Tues. Wed. Thurs		900 980 2,630 554 2,572 3,141	424 454 363	200 33 200		1,404 3,284 917 3,077	99,300 202,800 257,000 217,400 186,500 295,100	1,400 700 400 1,200	
Total		*	2,839	433	1,150	15,199	†	6,400	

* 10,777 † 1,258,100 The daily deliveries given above are actually delivered the day previous to that on which they are reported.

For forward delivery the sales have reached during the week 1,258,100 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

tonowing is a se	diomical of the b	ares and prices .	2
For April.	Bales. Cts.	Bales. Cts. 800 12.89	Bales. Cts. 2,80012:35
Bales. Ct.	80012.57	80012.89	
10012.13	100 s.n. 9th .12.59		2,60012.36
400 12.15	2,7,012.60	21,400	1.20012.37
300 s. n12·16	100 s. p 12.63		1,90012:38
40012.16		For May.	60012.39
70012.17			10012 4G
200 s.n.1 th12.18		1,30012.15	10012-41
100 s.n. 10th12 23			90012.42
10012:30			20012.43
600 s.n.9th.12.46	100 e.n. 8th.12.65	1,20012.18	1,40012-49
10012.46	1.00012.65	30012.19	6,10012.50
100 s.n. 10 : 12.47		3,10012:20	6,60012.51
30012.47	100 e.n.6th.12.68		2,00012-52
40012.48			1,700 12.53
90012.50			30012.54
90012.91	1,70012.69		1,70012.55
100 12.52			12,500 12.56
		0 100 10:08	8,50013.57
100 s.n. 9th .12.53		3,100 12.26	7,00012.58
30012.53			10.50
100 s.n.1Jth12.54			9,20012.59
10012.54			7,80912-60
100 s.n.8th.12.55		1,30012.30	4,90012.61
20012.55	10012.85		9,00012.62
- 800 s.n.7th.12.56			10,50012.63
500 s.n.9th.12.56		4.69012.33	6,60012.64
200 12:58	200 12:88	400. 12.84	6.700 12.65

R. Ctd. I	Bales. Cts.	Bales. Cts.	Bales. Cts
B _{.1es.} Cts. 4,10012.66	60013.12	20012.63	80011.55
5 60012.67 [1 100 13.14	1.20012'64 i	10011.56
1 700	5.60013'15	1.90012.65 4,90012.66	1,10011·57 1,20°11·58
50012:69	7,400 13·16 8,0 0 13·17	2,90012.67	70011'09 1
300	4.800	2,20012.68	1.00011.60
7.70012.73	6 200 13.19 1	5,20012.69	1.60011.62
9 00012 74 1	1,00013.20	1,00012.70	20011.65
1 900 12 75 1	140.000	20012·78 2,60012·79	60011.66 20011.67
1,50012.76	440,300	10,30012.80	80011.70
5,90012.77 2,00012.78	For July.	6.10012.81	. 800
1 400 12:79 1	40912.35	6,10012.82	860
5,40012.80	a 440	1,50012-3	30011.75
1.40012.81	40012.37	6,60012.84 8,90012.85	30011.76 30011.77
5,20012.82 3,10012.83	30012·38 10012·59	8,10012.86	1.100
90012.84	2.20012.40 [8,30012.87	1.40011.80
1,60012.85	60012.41	11.00012.88	10011.83
30012.86 1	30012.42	9,20012.89	70011.84
40012 87	3,60012:43	5,70012.90	1,70011.85 30011.86
2,00012.88	890 12·44 2,900 12·45	6,00012:91 7,8:1012:22	30911.87
1,400 12.89 2,000 12.90	4.00012.46	3.700	70011.88
2.000	4.00012.47	6.200	800 11.89
1 800 12:92 1	3.20012.48 [11.80012.95	10011.95
40012'93 1	5,20012:49	3,90012·96 2,90012·97	600,11.96 700, 11.97
1,40012.98 1,80012.97	5,20012·50 1,60012·51	4,40012.98	300
3 10 1 12.99	1.60012.52 [2.90012.99 [19911.99
3,10)12·99 1,90013·00	1 10012:53	50013.00	50012.00
2.40018'01	60012.54	1,40013.01	1,00012 01
4.60013.02	$ \begin{array}{r} 2,100 \dots 12.55 \\ 1,600 \dots 12.56 \end{array} $	2,900 13·02 2,100 13·03	70012.03
4,00013·03 5,60013·04	1,80012.57	3,10013.04	30012.10
1,50013.05	2 200 12.58 1	2.80013.05	20012.19
	2.6:10	1,400 13.07	80012.20
230,300	2,20012.60	4,80013.08	60012.21
Wan Tuna	5,50012.61 3,7.012.62	5,60013·09 4,60013·10	22,300
For June. 2,30012.26	2 70012.63	4.200	20,000
50012:27	206 12.71	2 400	For November.
1.0001:28	70012.72	1.70013.13 [20011.25
50 '12-29	5,400 12.73	1,90013.14	50011.27 50011.28
1,000	6,80012·74 8,90012·75	$2,50013 \cdot 15$ $1,10013 \cdot 16$	10011.29
3,20012·31 3,40012·33	8.200	1.200	50011.31
8.50012.33	2.700	10013.19	3.011.33
6.900 12.31	2 10012.78	40013.20 [60011.34
6.90012:35	1 1 200 12:74	20013.21	50011.35
9.30012'36	3,40012·80 4,70012·81	90013·22 2,30013·23	60011:36
3,60012·37 6,70012·38	12 300	100 18'25 1	100
4 600 12'39	5.900	50013.26	10011.45
4.50012.40	1 5 000 T2'84	1 500	70011.46
3.90012.41	4,700 12.85 9,900 12.86	10013:32	60011·47 40011·48
2,50012.42	2,30012.87	800	1,30011 49
3,60012·48 2,60012·44	5,40012.88	3,00013.35	90011.50
3,60012.45	: 9 400	9.50013.36	90011.51
1.60012.46	8 400	2,50013.37	50011.52
90012.47	9.400	I • 1.400 13'88 d	1,70011.53
2.00012.45	4,300	20013.39	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
5,10012.49 7,40012.50	2,0 012·93 90012·94	234,700	10011:56 1
8,10012.51	200		1.10011.57 1
50012.52	9 900012'98	For September.	50011.61
80012.60	40012.97	10012.17	16011.62
7,50012.61	1,8002.98 3,60012.99	10012.18	10011.67 20011.74
9,50012·63 8,70012·63	1,10013.00	30012.21	20011 75
7,00012.64	1 1.700 13.01	1.20012.22	30011.85 I
4.00012.65	4.400 13.02	20012.23	50011.88
4.800	1 9 900	1 20012.25	40011.87
11,600 12.67	1.60·)13·04 9.50013·05	1,50012.27	15,400
4,20012.68 2,20012.69	2 600	10010.29	15,400
15.40012.7	1.80013.97	1,50012.33	For December.
15.40012.71	1.300	30012:34	10011.25
11.70012.72	3,30013.09	10012.35	200 11.26 100 11.27
12,-0012·73 14,10012·74	60018·10 60018·11	30012·43 20012·45	1,0 011.29
16.90012.75	6.0	1 10012.46	3001:31
P 100			000
0.100	1 40013*13	900 12.47	100
5.16012.76 10,70012.77	90013.13	90012.47	10011·32 50011·35
6.60012.78	90013°13 40013°15 80013°16	90012·47 60012·48 2.10012·50	10011.32 50011.35 30011.42
6,60012.78 10,80012.79	90013°13 40013°15 80013°16 1,30013°17	90012·47 60012·48 2,10012·50 60012·53	10011:32 50011:35 30011:42 80011:43
10,70012*.7 6,60012*.79 10,80012*.79 12,00012*.0 8,80012*81	900	90012·47 60012·48 2,10012·50 60012·53 1,70012·54 1,0012·54	100 11·32 500 11·35 300 11·42 800 11·43 800 11·44 1,400 11·45
10,700 12-7 6,600 12-78 10,800 12-79 12,000 12-50 8,800 12-81 4,900 12-82	900	900	100 11-32 500 11-35 300 11-42 800 11-44 1,400 11-45 3,400 11-46
10,700. 12 7 6,600. 12 78 10,800. 12 79 12,000. 12 50 8,800. 12 81 4,800. 12 82 9,300. 12 83	900. 13°13 400. 13°15 800 13°16 1,300. 13°17 200 13°18 900. 13°20 100. 13°21 1,200. 13°25	900	100 11-32 500 11-35 300 11-42 800 11-43 800 11-44 1,400 11-45 3,400 11-46 600 11-47
10,700. 12-78 6,600. 12-78 10,800. 12-79 12,000. 12-50 8,800. 12-81 4,300. 12-82 2,800. 12-83	900. 13°13 400. 13°15 80013°16 1,300. 13°17 200 13°18 900. 13°20 100. 13°21 1,200. 13°25 1,100. 13°25	900	100 11-32 500 11-35 300 11-42 800 11-43 800 11-44 1,400 11-45 3,400 11-46 600 11-47 200 11-47
10,700 12°76 6,600 12°78 10,800 12°79 12,000 12°50 8,800 12°81 4,900 12°82 2,300 12°83 200 12°84 700 12°85 3,600 12°85	900. 13°13 400. 13°15 800 13°16 1,300. 13°17 200 13°18 900. 13°20 100. 13°21 1,200. 13°25 1,100. 13°25 1,100. 13°26 3,900. 13°27 9,200. 13°28	900	100 11:32 500 11:35 300 11:42 800 11:43 800 11:44 1,400 11:45 3,400 11:46 600 11:47 200 11:48 800 11:49
10,700 12.76 6,600 12.78 10,800 12.79 12,000 12.50 8,800 12.81 4,800 12.82 2,300 12.83 200 12.84 700 12.85 3,600 12.83	900. 13°13 400. 13°15 800 13°16 1,300. 13°17 200 13°18 900. 13°20 100. 13°21 1,200. 13°25 1,100. 13°27 9,200. 13°28 1,100. 13°28	900	100 11-32 500 11-35 300 11-42 800 11-43 800 11-44 1,400 11-45 3,400 11-47 200 11-48 800 11-49 500 11-50 1,000 11-51
10,700. 12.78 6,600. 12.78 10,800. 12.79 12,000. 12.50 8,800. 12.81 4,800. 12.82 2,800. 12.83 200. 12.84 700. 12.85 3,600. 12.86 3,600. 12.86	900. 13°13 400. 13°15 800 13°16 1,300. 13°17 200 13°18 900. 13°25 1,100. 13°25 1,100. 13°25 1,100. 13°25 1,100. 13°28 1,100. 13°28 1,100. 13°28 1,100. 13°28 1,100. 13°28	900	100 11:32 500 11:35 300 11:42 800 11:43 800 11:44 1,400 11:45 3,400 11:46 600 11:47 200 11:48 800 11:50 1,000 11:51
10,700 12.76 6,600 12.78 10,800 12.79 12,000 12.50 8,800 12.81 4,300 12.82 2,800 12.83 200 12.84 700 12.85 3,600 12.87 6,200 12.88	900. 13°13' 400. 13°15' 800 . 13°16' 1,300. 13°17' 200 . 13°18' 900. 13°20' 100. 13°25' 1,200. 13°25' 1,100. 13°25' 1,100. 13°26' 3,900. 13°27' 9,200. 13°28' 1,100. 13°29' 2,200. 13°30' 600. 13°31'	900	100 11:32 500 11:35 300 11:42 800 11:43 800 11:44 1,400 11:45 3,400 11:46 600 11:47 200 11:48 800 11:49 500 11:50 1,000 11:51 1,000 11:53 330 11:55
10,700 12.76 6,600 12.78 10,800 12.79 12,000 12.50 8,800 12.81 4,900 12.83 200 12.83 200 12.83 200 12.84 700 12.85 3,600 12.85 3,600 12.87 6,200 12.89	900. 13°13 400. 13°15 800 13°16 1,300. 13°17 200 13°18 900. 13°20 100. 13°21 1,200. 13°25 1,100. 13°26 3,900. 13°28 1,100. 13°28 1,100. 13°29 2,200. 13°30 600. 13°31	900	100
10,700 12.76 6,600 12.78 10,800 12.79 12,000 12.50 8,800 12.81 4,300 12.82 2,300 12.83 200 12.84 700 12.85 3,600 12.87 6,200 12.87 6,200 12.89 1,700 12.86 5,600 12.80 5,600 12.80 5,600 12.80	900. 13°13 400. 13°15 800 13°16 1,300. 13°17 200 13°18 900. 13°20 100. 13°25 1,200. 13°25 1,100. 13°25 2,200. 13°28 1,100. 13°29 2,200. 13°31 600. 13°31	900	100 11:32 500 11:35 300 11:42 800 11:43 800 11:44 1,400 11:45 3,400 11:46 600 11:47 200 11:48 800 11:49 500 11:50 1,000 11:51 100 11:55 100 11:56 100 11:59 500 1:50
10,700 12.76 6,600 12.78 10,800 12.79 12,000 12.50 8,800 12.81 4,300 12.82 2,800 12.83 200 12.84 700 12.84 700 12.86 3,600 12.87 6,200 12.88 5,600 12.89 5,600 12.90 5,600 12.90 5,000 12.90	900. 13°13 400. 13°15 800 13°16 1,300. 13°17 200 13°18 900. 13°25 1,000. 13°25 1,100. 13°25 1,100. 13°26 3,900. 13°28 1,100. 13°28 1,100. 13°30 600. 13°31 228,000 For August.	900	100 11-32 500 11-35 300 11-42 800 11-43 800 11-44 1,400 11-45 3,400 11-47 200 11-47 200 11-48 800 11-50 1,000 11-51 100 11-53 300 11-55 100 11-56 100 11-59 500 1-80 100 11-60
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The following exchanges have been made during the week:

14 pd. to exch. 100 May for June.
34 pd. to exch. 200 April s. n. 5th for June.
10 pd. to exch. 500 June for July.
11 pd. to exch. 100 April for June.
12 pd. to exch. 100 April s. n. for May.
13 pd. to exch. 200 June for July.

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	Sature	Saturday. Monday.		Tuesday.			
Market.	Firm	er.	Lowe	or.	Lowe	Lower.	
	For Day.	Closing.	For Day.	Closing.	For Day.	Closing.	
May June July August. Sept'br. October Nov'ber	12:89-12:85 13:05-12:99 13:20-13:14 13:31-13:25 13:39-13:32 13:02-13:00 12:21-12:19 11:87-11:85 11:84-11:79	12·89	High. Low. 12:88-12:67 13:00-12:75 13:12-12:89 13:21-13:00 13:27-13:07 12:94-12:72 12:10-12:00 11:75-11:64 12:7 Barely 5	12.67 68 12.76 77 12.91 92 13.02 03 13.07 09 12.73 75 12.00 02 11.65 69 11.63 65	12.65-12.57 12.75-12.58 12.90-12.71 13.00-12.81 13.05-12.88 12.70-12.56 11.99-11.87	12.55 56 12.60 — 12.73 74 12.84 85 12.89 91 12.55 57 11.84 80 11.49 51 11.48 49	

Futures	Wedne	sday.	Thurs	day.	Friday.		
Market.	Lowe	er.	Firm	er.	Lower.		
	For Day.	Closing.	For Day.	Closing.	For Day.	Closing.	
June July August. Sept October	12.66-12.48 12.82-12.60 12.92-12.71 12.97-12.79 12.62-12.43 11.89-11.70 11.51-11.43	12·45 46 12·50 51 12·63 — 12·73 — 12·80 81 12·44 46 11·74 75 11·44 46 11·13 45	12.63.12.51 12.76-12.61 12.86-12.73 12.94-12.80 12.57-12.47 11.88-11.77 11.57-11.46 11.56-11.49 11.64-11.63	12·51 — 12·56 57 12·68 69 12·78 79 12·84 85 12·50 52 11·81 83 11·52 54 11·50 52 - •55	High. Love. 12:30-12:13 12:42-12:15 12:52-12:26 12:63-12:35 12:70-12:45 12:35-12:17 11:70-11:54 11:37-11:25	12·15 17 12·21 23 12·35 36 12·45 46 12·52 54 12·22 24 11·58 60 11·26 28 11·24 26	

Short notices for April: Saturday, 12.83@12.85; Monday, 12.69@ 12.65; Tuesday, 12.64@12.55; Thursday, 12.47@12.54; Friday, 12.23@12.16.

ERRATUM.—There was a typographical error in our quotations of futures for Wednesday, Thursday and Friday of last week. The error consisted in failing to place the proper months opposite the prices, and the statement can be correctly read by omitting March and moving up the other months one line each. Thus, for March read April; for April read May, &c.

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 afloa 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 (April 9), we add the item of exports from the United States, including in it the exports of Friday only.

Friday only.		14		
	1880.	1879.	1878.	1877.
Stock at Liverpoolbales	655,000	587,000	744,000	1,124,00 0
Stock at London	43,643	57.250	10,000	36,750
Stock at Dolldon	27,010			
Matal Great Pritain stock	701,643	644,250	754 000	1,160,750
Total Great Britain stock.			227,250	197,500
Stock at Havre	58,250	183,000		
Stock at Marseilles	1,632	2,000	6,250	3,500
Stock at Barcelona	28,240	23,500		68,000
Stock at Hamburg	2.800	3,500	7,000	14,500
Stock at Bremen	23,382	22,250	39.500	66,250
Stock at Amsterdam	16,800	43,500	43,500	70,750
	3,412			11,000
Stock at Rotterdam		3,750	7.250	8,500
Stock at Antwerp	367	3,700		
Stock at other conti'ntal ports.	4,800	7,000	9,000	15,250
Total continental ports	139,683	295,750	385,750	455,250
Total European stocks	841,326	940,000	1,139,750	1.616.000
	210,339	143,000	192,000	249,000
India cotton affoat for Europe.	450 510	515,000	628,000	345,000
Amer'n cotton affoat for Eur'pe	452,519			
Egypt, Brazil, &c., afit for E'r'pe	30,259	25,000	43,000	45,000
Stock in United States ports	709,319	479,549	533,234	633,892
Stock in U. S. interior ports	143,291	63,294	63,558	80.966
United States exports to-day	5,000	9,000	6,000	4,000
		· · _ ·		-
Total visible supply	2 392 053	2.174.843	2.605.542	2.973.858
Of the above, the totals of Amer	ican and o	ther descri	ntions are:	s follows:
Of the above, the totals of Amer	ican and o	MICE WOODLE	puodo aro c	20110 11 00
American-	471.000	475.000	554,000	757,000
Liverpool stock	474,000	475,000		
Continental stocks	103,000	269,000	333,000	388,000
American afloat for Europe	452,519	515,000	628,000	345,000
United States stock	709,319	479,549	533,234	633,8 92
United States interior stocks	143,291	63,294	63,558	80,966
United States exports to-day				4,000
United States exports to-day				
Total American	1 927 190	1 910 943	2 117 702	2 208 858
Total American	1,007,129	1,010,040	2,121,102	2,200,000
East Indian, Brazil, &c	101 000	110.000	100 000	207 000
Liverpool stock	181,000	112,000	190,000	36 7,000
London stock			10,000	36,750
Continental stocks	36,683	26,750	52,750	6 7,250
India affoat for Europe				249,000
Egypt, Brazil, &c., afloat		25,000		
Egypo, Diami, co., andato	. 00,200		,,	
Matal Track Tradia Sea	504,924	364.000	487,750	765,000
Total East India, &c				
Total American	1,887,129	1,810,843	2,117,792	2,203,858
1		0.454.040	0.005 513	0.050.050
Total visible supply	2,392,053	2,174.843	2,605,542	2,973,858
Price Mid. Upl., Liverpool		618d.	6d.	61 ₁₆ d.
	_			

The above figures indicate an *increase* in the cotton in sight tonight of 217,210 bales as compared with the same date of 1879, a decrease of 213,480 bales as compared with the corresponding date of 1878, and a decrease of 581,805 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.

1	MAN III THE Proceding more	·•			
1	American—	1880.	1879.	. 1878.	1877-
1	Liverpool stockbales	474,000	475,000	554,000	737,000
1	Continental stocks	103,000	269,000	333,000	388,000
1	American afloat to Europe	452,519	515,000	623,000	345,000
1	United States stock	709,319	479,549	533,234	633.892
	United States interior stocks.	252,495	107,005	108,633	133.363
1	United States interior stocks	5.000	9,000	6,000	4,000
1	United States exports to-day	0,000	3,000	0,000	2,000
1		000 222	1 034 554	0 160 967	0 061 055
		1,996,333	1,854,554	2,102,807	2,201,200
1	East Indian, Brazil, &c.—			100 000	007 000
	Liverpool stock	181,000	112,000	190,000	
	London stock	46,643	57,250		
	Continental stocks	36,683	26,750	52,750	
	India afloat for Europe	210,339	143,000	192,000	249,000
	Egypt, Brazil, &c., afloat	30,259	25,000	43,000	4.5,000
	Lay po, Diazir, doi, andato				
	Total East India, &c	504,924	364,000	487,730	765,000
	Total East Inuia, co	1 006 333	1,834,554	2 162 867	
	Total American	1,000,000	1,001,001	2,102,001	2,202,200
	m 1 3 -1-1112 commitee	0 501 057	0 019 554	9 650 617	3,026,255
		•	- 11 44	in aial	Admin at t

These figures indicate an *increase* in the cotton in sight to night of 282,703 bales as compared with the same date of 1879, a

decrease of 149,360 bales as compared with the corresponding date of 1878, and a decrease of 524,998 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:

The control of the co							
	Week en	ding Apri	19, '80.	Week ending April 11,'79.			
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.	
Augusta, Ga	785	236	13,708	1,311	1,535	9,976	
Columbus, Ga	365	430	11,041	535	1,005	5,453	
Macon, Ga	39	362	1,995	69	237	E1,407	
Montgomery, Ala		558	6,746	1.643	2,933	2,704	
Selma, Ala	220	291	2,915	750	688	2,176	
Memphis, Tenn	3,439	5,941	91,688	5,762	11,547	38,411	
Nashville, Tenn	494	126	15,198	479	797	3,167	
Masil villo, 2011111							
Total, old ports.	5,929	7,944	143,291	10,549	18,742	63,294	
Delles Cores	135	213	2,099	175	300	391	
Dallas, Texas	100	175	300	201	257	800	
Jefferson, Tex.*		618	9,401	1,600	2,049	3,160	
Shreveport, La	358	1,486	2,527	940	1.057	1,950	
Vicksburg, Miss		378	1,136	125	146	245	
Columbus, Miss		40	2,305	230	356	1,450	
Eufaula, Ala	1	67	1,110	100	137	430	
Griffin, Ga			10,360	1,050	1,274	4,563	
Atlanta, Ga		746	4,109	420	463	1,295	
Rome, Ga		410	1,564	290	331	680	
Charlotte, N. C.,			64,158	5,986	7,962	18,007	
St. Louis, Mo		3,472	10,135	9,672	8.138	10,740	
Cincinnati, O	2,420	0,272	10,100				
Total, new p'rts	7,555	12,268	109,204	20,789	22,470	43,711	
Total, all	13,484	20,212	252,495	31,338	41,212	107,005	

* This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 2,015 bales, and are to-night 79,997 bales more than at the same period last year. The receipts at the same towns have been 4,620 bales less than the same week last year.

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

	RECEII IS FROM I MANIMITON										
- 4	Week Receipts at the Ports.			Ports.	Stock at Inter'r Ports			Rec'pts from Plant'ns			
en	ding-	1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.	
Jan.	23	161,059	148,648	168,280	242,013	218,585	358,074	168,692	133,997	173,971	
44	30	159,186	167,097	137,191	244,494	220,935	361,880	161,667	169,447	140,997	
Feb.	6	137,138	171,608	112,363	240,708	214,117	357,916	110 495	107,790	108.390	
••	13	120,090	150,841	115,851	233,103	190,700	345,875	109 918	127,489 125.809	96.416	
44	20 27	04 949	110.047	102.995	210,935	170.438	316,972	78,599			
Mar.		90,947			192,465				78,447		
**	12	82,264	78,490		169,636				Control Communication	1	
**	19	75,723	100 10 Maria 10		146,653				1 .		
**	26	65,470	1		131,795					100000000000000000000000000000000000000	
Apr.	-		No. Assessment		119,991				1		
**	9	51,391	44.851	1 37,323	108,633	1107,000	200,400	(40,000	01,011	00,000	

The above statement shows-

1. That the total receipts from the plantations since Sept. 1 in 1879-80 were 4,777,579 bales; in 1878-79 were 4,319,707 bales; in 1877-78 were 4,090,886 bales.

2. That although the receipts at the out ports the past week were 37,323 bales, the actual movement from plantations was only 30,595 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the same week were 34,977 bales, and for 1878 they were 40,033 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been a very considerable rainfall in most sections of the South the past week, with low temperature at some points. Frost is reported in por-

tions of Texas, but doing no harm.

Galveston, Texas. - We have had a shower on one day, the rainfall reaching twenty-one hundredths of an inch. Planting is progressing finely. The weather has been cool, but no serious damage has resulted. The thermometer has averaged 69, the highest being 3 and the low st 46. Last week we had rain (showers) on two days the rainfall reaching th rty hundredths of an inch. Planting was making good progress. The corn killed down by recent frost was springing up again from root and is apparently thriving. Average thermometer 69, highest 76 and lowest 59. Lainfall during the month of March reached seven inches and two Lundredths

Indianola, Texas - here nava been drizzles on three days of the past week, with a rainfall of eleven hundredths of an inch. Planting is making fine rogress, the ground being in better condition than ever before known at this season of the year. The thermometer has averaged 67, the highest being 87 and the lowest 47. Last week it rained in drizzles two days, the rainfall reaching six hundr dths of an inch. Planting making good headway, and the cotton recently killed had been nearly all replanted. Corn turned out but little hurt. Thermometer ranged from 56 to 79, averaging 67. Month's rainfall reached two inches and fifty six hundreaths.

Corsicana, Texas.-It has rained hard at this point on three days, the rainfall aggregat ng three inches and sixty-n ne hundredths. It has done no damage, but has rather been beneficial. Av rage thermometer 66, highest 94 and lowest 38. Planting is making good progress. We have had a frost this week, but not a killing frost. There were light showers of rain mark of April 15 and 16, 1874, which is 6-10ths of a foot above on two days last week, with a rainfall of six hundredths of an 1871, or 16 feet above low-water mark at that point.

inch. Planting making good progress. The recent frost did less damage than was expected. Average thermometer 63, highest 82 and lowest 43. The rainfall during the month reached four

inches and fifty-eight hundredths.

Dallas, Texas.—There have been showers on two days the past week, the rainfall reaching forty-five hundredths of au inch.

Average thermometer 66, highest 94 and lowest 38. We have had a frost during the week, but it was not a killing trost. Plant. ing is making good progress. Crop accounts are more favorable. Last week we had showers on two days, the rainfall reaching ten hundredths of an inch. Planting was making good progress. Fruit only partially injured by recent frost, and no other damage of any consequence. Heavy rains fell during the week north of us, but did not reach this locality The thermometer ranged from 43 to 82, averaging 62. Rainfall during month of March, five inches and eighteen hundredths.

Brenham, Texas.—We have had showers on two days during

the week, with a rainf ll of fifty hundredths of an inch. The thermometer has averaged 67, with an extreme range of 44 to 89. The weather has been too cold, but no serious damage has been done. Planting is progressing finely and prospects are excellent. There was rain (showers) on two days last week, the rainfall reaching ten hundredths of an i ch. Planting progressing finely. Corn and fruit damaged to some extent by the recent frost, but not so much as supposed. All the cotton above ground was killed, but there was not much up. Average thermometer 65, highest 80 and lowest 55. The rainfall during the month

reached five inches and sixty hundredths.

New Orleans, Louisiana.—It has rained during the past week on three days, the rainfall reaching two inches and sixty-two hundredths. The thermometer has averaged 71.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi .-- It has rained on three days during the week, and we have had one frost, but not a killing frost. Columbus, Mississippi. We have had rain on two days of the

past week, the rainfall reaching two inches and thirty-one hunredths. Average thermometer 68, highest 86 and lowest 50.

Lettle Rock, Arkansas.— our days of the past week have

been clear, with unusually hot weath r on Sunday and Monday. Since then it has become very cool, and rain has fallen on two days, the rainfall reaching fifty-six hundredths of an inch. Average thermometer 63, highest 92 and lowest 40. Planting interest progressing very satisfictorily.

Nishville, Tennessee.—We have had rain on three days of the

past week, he rainfall reaching ninety six hundredths of an inch. The thermometer has ranged from 86 to 40, averaging 62.

Memphis, Tennessee .- It has rained on four days uring the week, the rainfall reaching fifty-three hundredths of an inch. We had a killing frost last (a hursday) night. Plowing is proceeding actively. The thermometer has averaged 64 during the week, the highest being 87 and the lowest 40.

Mobile, Alabama.-It has been showery one day and has rained severely one day during the week, the rainfall reaching ninety-one hundredths of an inch. Average thermometer 68, highest 85 and lowest 46. During the month f March the rainfall reached

nine inches and forty-one hundredths.

Montgomery, Alabama. - During the earlier part of the past week the weather was clear and pleasant, but the latter portion has been cold, with rain on four days, the rainfall reaching one inch and eighty seven hundredths. Average thermometer 65, highest 90 and lowest 44.

Selma, Alabama. — We have had very heavy rains on two days of the past week. The weather has been too cold

Madison, Florida.-We have had rain on one day of the past week. the thermometer has ranged from 40 to 72, averaging Planting is making good progress.

Macon, Georgia. - It has rained constantly on one day, and has been showery two days during the week, the rainfall reaching one inch and sixty-three hundredths. The thermometer has averaged 67, highest being 88 and the lowest 47.

Columbus, Georgia. - It has rained on three days the past week. the rainfall reaching two inches and thirty-six hundredths.

The thermometer has ranged from 46 to 85, averaging 65. Favanual, Georgia.—Rain has fallen on five days, the rainfall reaching two inches and eight hundreths, and the b lance of the week has been cloudy. The thermometer has ranged from 41 to 87, averaging 67.

Augusta, Georgia.-We have had heavy and general rains on six days the past week, the rainfall reaching two inch s and three hundredths, but as the week closes there has been a favorable change in the weather. Planters are giving increased land to cotton this year in this vicinity, and planting, though interrupted considerably by the rains of the past week, is making good progress. The thermometer has averaged 65, the highest being 90 and the lowest 41.

Charleston, South Carolina .-- It has rained on three days of the past week, the rainfall reaching one inch and ninety-seven hundredths. Average thermometer 65, highest 83 and lowest 41.

The fellowing statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock april 8, 1880, and April 10, 1879.

<u> </u>			April	3, '80.	April 1	0, 79
	* .		Feet.	Inch.	Feet.	Inch
Memphis Nashville	Above	high-water mark low-water mark low-water mark	$\begin{array}{c} 1 \\ 28 \\ 16 \\ 22 \end{array}$	10 0 0	$\begin{array}{c} 4\\24\\12\\3\end{array}$	5 11 4 7
Vicksburg	Above	low-water mark	43	2	35	Z

New Orleans reported below high-water mark of 1871 until

Gunny Bags. Bagging, &c.—Bagging has not changed in price during the week, and but little demand is reported. There is no inquiry for large lots, and only small orders are in market. Holders are not disposed to accept less than quotations and are not pressing sales, and at the close quotations are 10½c. for 1¾ lbs., 11¼c. for 2 lbs., while standard grades are held at 11¾c. Butts are very firm in price, and some holders are asking higher figures. The inquiry is not large, but small parcels are moving fairly. Paper quality is held at 3½@35%c., and 35%@37%c. for spinning grades, but there are some dealers who will still shade these figures.

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, APR. 3, '80, TO FRIDAY, APR. 9, '80.

D'ys of we'k	New Or- leans.	Mo- bile.	Char- leston.	Savan- nah.	Gal- vest'n.	Nor- folk.	Wil- ming- ton.	All others.	Tetal.
Sat .	2,952		267	110	493	2,060	36	606	6,524
Mon	3.926	233		240	120122	1,194		1,293	8,237
Tues	2,206			141	2	1,198	2.00		6,338
Wed	2,518			514	116	1,239		1,248	6,243
Thur	884	278	257	197	384	1,943	87	1,234	5,264
Fri	1,523	248	268	63	279	540	1	1,795	4,717
Tot.	14,009	1,376	2,196	1,265	2,172	8,194	233	7,878	37,323

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

Monthly	*	Year Beginning September 1.								
Receipts.	1879.	1878.	1877.	1876.	1875.	1874.				
Sept'mb'r	333,643	288,848	98,491	236,868	169,077	134,376				
October	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	956,464	893,664	900,119	787,769	821,177	759,030				
January .	647,140	10-Marin 11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	689,610	500,680	637,067	444,055				
February.	447,918		472,054	449,686	479,801	383,32				
March	264,913			182,937	300,128	251,43				
Tot Mh.31	4,480,842	4,140,519	3,901,825	3,734,592	3,757,682	3,185,48				
Perc'tage	of tot. port Mar. 31	93 10	97.78	92.48	89.66	91.09				

This statement shows that up to March 31 the receipts at the ports this year were 340,323 bales more than in 1878-79 and 579,017 bales more than at the same time in 1877-78. By adding to the totals to March 31 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 Mr.31	4.480.842	4,140,519	3,901,825	3,734,592	3,757,682	3,185,484
Apr. 1	5,922		15,764	s.	8,735	4,505
" 2	8,298	5,570	e A company and	5,311	s.	5,976
" 3	6,524		6,649	6,277	15,839	5,160
« A	8.	11,236			7,094	s.
" 5	8,237		14,158		9,576	5,578
" 6	6,338	1 1	5,817		4,493	8,487
4 7	6,243		500	3,164	for the first property	6,045
« 8	5,264			1	6,441	4,485
" 9	4,717	1	200 to 20	5,973	S.	7,523
Total	4,532,385	4,203,843	3,980,100	3,768,151	3,819,964	3,236,243
	ge of total ots Apr. 9		91.59	93.31	91.14	92.54

This statement shows that the receipts since Sept. 1 up to to-night are now 328,542 bales more than they were to the same day of the month in 1879, and 551,985 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 April 9 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to April 8.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

-	Shipme	nts this	week	Shipme	ents since	Receipts.		
				Great Britain.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1880 1879 1878 1877	10,000	15,000	15,000	60,000 154,000	163,000 110,000 215,000 169,000	369,000	36,000	455,000 316,000 475,000 517,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 7,000 bales, and a decrease in shipments of 2,000 bales, and the shipments ince January 1 show an increase of 106,000 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 KURRACHBE

	Shipm	ents this	week.	Shipments since January 1.			
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.	
1880 1879 1878 1877	6,000 9,000 4.000	5,000 8,000	11,000 17,000 4,000	87,000 50,000 15,000 44,000	26,000 39,000 31,000 6,000	113,000 89,000 46,000 50,000	

The above totals for this week show that the movement from the ports other than Bombay is 6,000 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.

	18	80.	18	79.	1878.	
Shipments to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	13,000 11,000	276,000 113,000	15,000 17,000	170,000 89,000	39,000	369,000 46,000
Total	24,000	389,000	32,000	259,000	39,000	415,000

This last statement affords a very interesting comparison of the total movement for the week ending April S, 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, April 8.	18	1880.		79.	1878.		
Receipts (cantars*)— This week Since Sept. 1	3,198,000		1,5	7,000 52,000	7,000 2,542,000		
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	7,000 986	279,750 155,291	6,000 2,000	150,000 67,000	1,000 3,000	222,000 149,000	
Total Europe	7,986	435,031	8,000	217,000	4,000	371,000	

* A cantar is 98 lbs.

This statement shows that there were no receipts for the week ending April S, and the shipments to all Europe were 7,986 bales.

MANCHESTER MARKET.—Our report received from Manchester April 2 stated that prices of twists and shirtings were unchanged, but that the market was dull and inactive, the election excitement interfering with business. We give the prices below, and leave previous weeks' prices for comparison.

Our Manchester cable has failed to reach us to-day

(April 9.)

ı				18	379-8	80.					1	1876	5-19.		
		32s Cop. Twist.		84 lbs. Shirtings.		Cott'n Mid. Uplds	328 Cop.		8 ¹ 4 lbs. Shirtings.			. 1	Cott'n Mid. Uplds		
	" 20 " 27 Mar. 5 " 12 " 19 " 26	11 ¹ 8 ¹ 1 ¹ 8 ¹ 1 ¹ 8 ¹ 1 ¹ 4 ¹ 1 ¹ 1 ¹ 1	@1134 @1134 @12 ¹ 8 @12	77777777777	3 6 6 6 9 6 9 6 9 6 9 6 9	a8	d. 66699933333333333333333333333333333333	d. 7116 714 712 738 7516 738 738 714 738 714	734 758 7738 7738 7738 7738 7738 7738 7738	d. 981 ₂ 981 ₂ 981 ₂ 981 ₄ 981 ₄ 981 ₈ 981 ₄ 981 ₄ 981 ₄ 981 ₄	555555555	3 14 0 3	8. @7 @7 @7 @7 @7 @7 @7 @7	d. 6 712 712 712 6 412 6 6	538 5516 538 5516 538

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 7,464 bales, against 8,190 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.

	1	Week er	nding—		Total to	Same
Exported to—	Mch. 17.	Mch. 24.	Mch. 31.	Apr. 7.		previ'us year.
Liverpool Other British ports	9,353	8,094 300	7,683	,7,153	262,219 7,006	193,924 4,812
TOTAL TO GREAT BRITAIN	9,353	8,394	7,683	7,153	269,225	198,736
Havre Other French ports	663			113	19,635	10,752 100
TOTAL FRENCH	663			113	19,635	10,852
Bremen and Hanover Hamburg Other ports.	535 39		393 114		23,010 13,151 2,324	2,202
TOTAL TO NORTH. EUROPE	574	677	507	198	38,485	16,366
Spain, Op'rto, Gibralt'r, &c	1				3,206	5,610
TOTAL SPAIN, &c					3,206	5,610
GRAND TOTAL	10.500	9,071	•8,190	7,464	330,551	231,564

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

Receipts	New	York.	Bo	ston.	Philad	lelphia.	Balt	imore.
from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.
N. Orl'ans	3,194 2,186	146,581 94,038		23,545 2,869		5,279 2,575	·	
Texas Savannah Mobile		175,302		36,395	27	14,930	1,355	54,704
Florida 8. Car'lina	150 209	5,650 104,020		1,290 31		65	100	9.751
N.Car'lina Virginia.		39,532		45,019			68 539	9,714 70,922
North. pts Tenn., &c.		174,351		128,735 134,529	763	57,615	••••	462 15,000
Foreign	50							
This year.				372,403		80,464		160,553
Last year.	15,111	770,862	8,810	273,042	1,657	72,168	1,908	141,084

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 61,379 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.

night of this week.	
Tota	l bales.
NEW YORK-To Liverpool, per steamers Spain, 1,811 City of	
of Montreal, 1,291Scythia, 835City of Pekin, 925per ships Bhotan, 1,911King Cenric, 380	1
per ships Bhotan. 1.911King Cenric, 380	7,153
To Havre, per steamer France, 113	113
To Bremen, per steamer Main, 198	198
NEW ORLEANS-To Liverpool, per steamers Statesman, 1,684	-
Amazoneuse, 1,990Agia Sofia, 6,066Texas, 2,525	
Serra, 3,500per ship Mount Pleasant, 5,536	21,301
To Helsingfors, per bark Australia, 2,100	2,100
To Barcelona, per ship Voludora, 769per bark Filadelfia,	2,200
on	1,661
To Vera Cruz, per steamer City of Mexico, 721	721
To Tampico, per steamer City of Mexico, 100	100
MOBILE—To Liverpool, per ship Rhoda, 3,726per brig Stella,	200
	5,227
1,501	4,837
TAVANNAH—10 Invertibility has a state of the property of the Parish man which Alexandra 2 205 Helend	3,325
To Reval, per ship Alexandra, 3,325 Upland.	3,32.5
To Barcelona, per bark Naja, 1,565 Uplandper brig	0.005
Gratitud, 640 Upland	2,205
TEXAS-To Bremen, per bark Harmonie, 1,885.	1,885
NORFOLK-To Liverpool, per ship Vice Reine, 5,610	5,610
BALTIMORE-To Liverpool, per steamers European, 456Sar-	67.5
matian, 261	717
To Bremen, per steamers America, (additional) 500	7 004
Hermann, 834. Boston—To Liverpool, per steamers Bavaria, 1,496Atlas,	1,334
Boston—To Liverpool, per steamers Bavaria, 1,496Atlas,	
941 Robemian, 1.075	2,812
PHILADELPHIA—To Liverpeo!, per steamer Pennsylvania, 80	80
· -	04.076
Total	61.379
m	

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

Live	er-	Bre-			g-Barce		b
pod		. men.	Reval.	fors.	lona.	Cruz.	Total.
New York 7,1	53 - 113	198					7,464
N. Orleans21,3				2,100	1,661	721	25,883
Mobile 5,2			- :-::			• • • •	5,227
Savannah 4,8	37		3,325		2,205		10,367
Texas		1,885					1.885
Norfolk 5,6	10						5,610
	17	1,334					2,051
Boston 2,8							2,812
Philadelphia	80	• • • •				• • • • •	80
		-		-			

Total.... 47,737 113 3,417 3,325 2,105 3,866 721 61.379
Included in the above totals are from New Orleans 100 bales to Tam-

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	316@14	316@4	316 @ 14	316@14	316@14	316@14
Do saild.	532@316	532 @316	532 @316	532@316	$5_{32}@3_{16}$	522 @31
Havre, steamc.	12@916*	1 ₂ @9 _{16*}	1 ₂ @9 ₁₆ *	12 @ 916*	12@916*	1220916
Do sailc.	716@12	716@12	$7_{16}@1_{2}$	716@12	716@12	716@12
Bremen, steamc.	12 @ 916*	12@916*	12@916+	12 @916*	12@916*	12@916*
Do sailc.	716@12	716@12	$7_{16} @ 1_{2}$	716 @ 12 *	716 @ 12	716@12
Hamburg, steam c.			1 ₂ @9 ₁₆ *	12@316*	12@916*	12@916*
Do sailc.		12	12	12	$^{1}2$	12
Amst'd'm, steam.c.	12@916	12@916	$^{1}2^{2}$ 2 9 16	12 @ 916	12 @ 916	12@9 ₁₆
Do sail c .	@	@	@	@	@	@
Baltic, steamd.	36@716	3820716	382716	38 @ 716	38@718	382716
Do saild.	@	@	@	@	@	@
* Compressed.						

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

	Mar. 19.	Mar. 25.	April 2.	April 9.
Sales of the weekbales.	31,000	42,000	31,000	54,000
Forwarded	22,000	35,000	12,000	15,000
Sales Americau	25,000	14,000	25,000	42,000
Of which exporters took	3,000	2,000	3,100	4,300
Of which speculators took	1,000	3,000	1,570	2,200
Total stock—Estimated	578,000	573,000	626,000	655,000
Of which American—Estim'd	421,000	419,000	455,000	474,000
Total import of the week	55,000	50,000	95,000	97,000
Of which American	31,000	44,000	70,000	72,000
Actual export	4,000	4,000		6,500
Amount afloat	345,000	350,000	349,000	335,000
Of which American	264,000	256,000	256.000	232,000

The tone of the Liverpool market for spots and fatures each day or the week ending April 9, and the daily closing prices of spot cotton, have the as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, }	Active and firmer.	Active and firmer.	A shade easier.	Dull and easier.	Very dull.	Dull and easier.
Mid. Upl'ds Mid. Orl'ns.	$\frac{75}{738}$	$7^{38}_{77_{16}}$	7 ³ 8 7 ⁷ 16	$\frac{75}{738}$ 16	7 ⁵ 16 7 ³ 8	7 ¹ 4 7 ⁵ 16
Market. }				, حند ،		-
Sales Spec.& exp.	10,000 2,000	12,000 2,000	8,000 1,000	6,000 1.000	5,000 500	7,000 1,000
Futures. Market,	Firm.	Weak.	Steadier.	Barely steady.	Steady.	Heavy.

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.

unless otherwise stated.		~,,
*	SATURDAY.	,
$\begin{array}{cccc} & & & & & & & & & & \\ & & & & & & & & $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Delivery. d. 61346 April 7516 June-July 71132
	MONDAY.	
$\begin{array}{c} \textit{Delivery.} \\ \textbf{April} 7^{11}_{32} \varnothing^{5}_{16} \\ \textbf{AprMay} 7^{11}_{32} \varnothing^{3}_{16} \\ \textbf{May-June} 7^{11}_{32} \varnothing^{5}_{16} \\ \textbf{June-July} 7^{38} \varnothing^{11}_{32} \\ \textbf{July-Auj} 7^{13}_{32} \varnothing^{38} \\ \textbf{AugSept} 7^{7}_{16} \end{array}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Delivery. April
	TUESDAY.	
$\begin{array}{c} \textit{Delivery.} \\ \text{April} 77_{32} @^{3}_{16} \\ \text{May-June} 73_{16} \\ @^{7}_{32} @^{3}_{16} \\ \text{June-July} 77_{32} @^{1}_{4} \\ \text{July-Aug} 7^{1}_{4} @^{9}_{32} @^{1}_{4} \end{array}$	APILL 32	$\begin{array}{cccc} & & & & & & & & & & & & & & & & & $
	WEDNESDAY.	
$\begin{array}{ccc} & Delivery. \\ \text{April.} & .75_{32} \\ \text{April-May.} & .75_{32} \\ \text{May-June.} & .75_{32} \\ \text{June-July.} & .73_{16} \\ \text{July-Aug.} & .77_{32} \\ \end{array}$	$\begin{array}{c cccc} & \textbf{Delivery.} \\ \textbf{AugSept.} & 7^{1}\!\!4 \\ \textbf{NovDec.} & 65_{8} \\ \textbf{AprMay} & 7^{3}_{16} \\ \textbf{AugSept.} & 7^{7}_{32} \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
	THURSDAY.	
$\begin{array}{c cccc} \textbf{\textit{Delivery}}. & & & & & & & & & & & & & & & & & & $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
	FRIDAY.	,
$\begin{array}{c} \textit{Dclive: } \\ \textit{April.} \qquad .73_{16} @ ^{5}_{32} \\ \textit{AprMay} \qquad .73_{16} @ ^{5}_{32} \\ \textit{AprMay} \qquad .73_{16} @ ^{5}_{32} \\ \textit{May-June} \qquad .73_{16} @ ^{5}_{32} \\ \textit{June-July} \qquad .73_{16} @ ^{5}_{32} \\ \textit{July-Aug} \qquad .73_{16} \\ \textit{AugSept.} \qquad .73_{16} \end{array}$	Delivery. June-July 7 ¹ 8 July-Aug 7 ⁵ 82 NovDec 6 ⁹ 16 May-June 7 ¹ 8 April 7 ¹ 8 AprMay 7 ¹ 8	$\begin{array}{cccc} & & & & & & & & & & & & & & & & & $

BREADSTUFFS.

July-Aug......718

FRIDAY, P. M., April 9, 1880.

Trade in flour has been dull for all descriptions. Shippers operated sparingly, and the local trade purchased only to supply immediate wants. There was an effort of a speculative character to check the downward course of values, but it had only a momentary effect. Yesterday good lines of common shipping extras could be had at \$5 and under. To-day the market was dull and depressed. Production is quite full. Rye flour and corn meal are quiet and nominally unchanged.

The wheat market opened strong, but the export demand fell off under dull foreign advices. Chicago reported large shipments for the seaboard, and prices again gave way, until yesterday sales were made of No. 2 spring at \$1 25 a \$1 26; No. 3 do., \$1 18; No. 2 red winter afloat, \$1 36; No. 3 do., \$1 28½, and No. 1 white, \$1 31 a \$1 3½, with sales of futures including No. 1 white at \$1 28½ for May and No. 2 red winter at \$1 33½ for May and \$1 3½ for June. There was, however, in the latest dealings some recovery from these prices. To-day the market opened stronger, but receded at the close. Receipts at the West compare more favorably with last year.

Indian corn has further declined under the large supplies coming forward to the seaboard. No. 2 mixed sold yesterday at 51½@52c., spot and April, and 47¾@49c. for May. Other grades continue scarce and are less depressed. To-day spots were rather firmer, but futures were without improvement. The receipts at the West are double those of last year.

Rye has declined, the sales of yesterday including 40,000 bush. prime State at 90c. in store. Barley has met with a fair demand at full prices.

Oats have been extremely variable and unsettled, the better grades of white having realized much higher prices. The speculation in futures was less active. The close to-day was quite irregular; No. 2 mixed for May, 39c.

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Mha fallowing are aloging anotations.

The following are	Crosm	gquo	rations:			
FLOUR.		Î	GRAIN.			
No. 2 \$ bbl. 8	\$3 10æ	3.75	Wheat-			
Superfine State and			No. 3 spring, # bu.\$1 1	8 0	12	0
Western	4 202		No. 2 spring 1 2		12	
Spring wheat extras	4 70@		Amber winter 12		13	
do XX and XXX	5 250				13	
Winter shipp'g extras.	4850				13	
do XX and XXX		6 50	No. 1 white 1 3		13	
Patents		7 50		19 a		3
Western rye, mixed	5250				5	
City shipping extras.	480 a	5 50		54 a		5
Southern, bakers' and				55 a		
family brands	5 75%			37 a		0
south'n ship'g extras.	5 100			39 a		2
Rye flour, superfine	4600	5 00		a		8
Corn meal—				80 @		
Western, &c	2602	2 90		70 a		0
Brandywine, &c	3200		,,	32 a		o
		,	Peas—Can'da,b.&f. 8	33 7	9	5

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

Receipts of flour and grain at Western lake and river ports for the week ending April 3, 1880:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats,	Barley, bush.	Rye, bush.
At— (196 lbs.)	(60 lbs.)	(56 lbs.)			(56 lbs.)
Chicago	47,728	163,916	1,202,488	215,210	25,334	10,257
Milwaukee	39,605	75,095	30,306	14,587	19,945	8,625
Toledo	275	205,470	719,792	17,767		
Detroit	6,065	225,329	8,591	14,113	6,560	58
Cleveland	2,007	9,400	91,350	20,000		
St. Louis	25,151	179,094	706,030	72,693	16,467	2,372
Peoria	6,361	7,100	263,175	75,900	4,000	9,900
Duluth		•••••		•••••		
Total	127,192	865,604	3,021,732	430,270	77,506	31,212

Same time '79. 123,371 786,868 1,440,985 440,225 54,436 32,272 Total receipts at same ports from Jan. 1 to April 3, inclusive,

for four years:	1880.	1879.	1878.	1877.
Flourbbls.	1,457,991	1,740,023	1,551,140	1,079,982
Wheat bush.	10,884,443	15,263,665	14,323,594	4,205,001
Corn	34,806,665	18,975,717	17,579,935	15,636,644
Oats	5,482,227	5,793,417	5,110,221	3,408,468
Barley	1,733,236	1,719,116	2,070,650	1,520,983
Rye	619,544	751,063	924,455	549,611
	70 700 117	40 500 073	10 000 055	07 200 712

Total grain... 53,526,115 42,502,978 40,008,855 25,320,713 Receipts of flour and grain at seaboard ports for the week ended April 3:

_	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
At-	bbls.	bush.	bush.	bush.	bush.	bush.
New York	82,201	701,000	1,542,020	288,803	11,594	8,656
Boston	29,111	14,416	317,775	71,575	6,050	
Portland	2,500	59,994	40,881	200	7,399	
Montreal	3,025	5,599			400	
Philadelphia	15,330	187,300	1,252,400	148,800	4,500	3,000
Baltimore	14,296	616,600	850,400	26,200		3,000
New Orleans	15,613	113,886	343,509	87,968		

Total week..... 162,076 1,689,795 4,376.985 626,556 29.943 14.656 Cor. week '79.... 202,985 1,774,066 2,453,571 560,361 59,900 63,588 And from Jan. 1 to April 3, inclusive, for four years:

Flourbbls.	1880. 2,298,616	1879. 2,677,864	1878. 2,234,838	$1877. \\ 1,721,323$
Wheat bush. Corn Oats Barley Rye	11,209,806	20,773,629	17,574,261	1,494,339
	32,405,948	24,950,375	26,307,812	18,756,771
	4,971,883	4,726,634	3,215,925	3,339,435
	1,257,171	1,183,019	1,800,416	842,850
	266,175	640,794	909,724	285,174

Total grain 50,109,983 52,274 451 50,318,138 24,727,569 Exports from United States seaboard ports and from Montreal for week ending April 3:

From-	Flour, bbls.	Wheat, bush.	corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York*	42,142	831,025	1,459,022	5,427	13,027	8,101
Boston		1.998	341,518	195		15.993
Portland† Montreal	2,500	60,194	40,000	193		10,000
Philadelphia	3,625	281.331	736.483			
Baltimore	7,517	459,077	593,066	605		
Total fer a'k		1. 33,625	3.170,089	6,227	13.027	24,094
Same time '79.	109,207	1,450,728	2,020,027	3.257	71,649	25,626

*20 bush. barley. †7,399 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, April 3, was as follows:

	Wheat,	Corn,	Oats,	Barley,	Rye,
	bush.	bush.	bush.	bush.	bush.
Total April 3,'80.	24,382,845	15,163,948	2,769,185	2,033,927	690,543
Mar. 27. '80	24,226,709	16,698,308	2,993,794	2,227,583	680,498
Mar. 20, '80	25,854,237	15,599,088	2,914,671	2,638,464	775,281
Mar. 13, '80	27,046,506	14,979,402	2,847,509	3,470,690	820,612
Mar. 6, '80	27,259,552	14,970,644	2,804,575	3,509,077	831,162
Apr. 5, '79	18,835,997	12,522,451	2,214,697	2,337,209	1,103,799

THE DRY GOODS TRADE.

FRIDAY, P. M., April 9, 1880.

During the past week there was a continued lull in the demand for most descriptions of dry goods at first hands, and, though fair deliveries of seasonable goods were made by agents on account of former orders, the volume of business was strictly moderate. It has of late become apparent that jobbers are well supplied for the present with nearly all staple fabrics (which is not to be wondered at in view of the very heavy movement that has taken place since last October), and until the retail trade assumes a greater degree of activity, it is not likely that there

will be much improvement in the demand by package buyers. The jobbing trade has been irregular, and while staple domestics and prints were relatively quiet there was a well-sustained demand for many kinds of department goods, near-by retailers having been the principal buyers. Values were steadily maintained by manufacturers' agents, but there was some tendency toward "cutting prices" on the part of jobbers, and concessions were made on certain makes of cotton goods, &c. (bought before the late advance), in order to stimulate business and reduce accumulations.

Domestic Cotton Goods.—The exports of domestics hence to foreign markets during the week ending April 6 were 1,646 packages, including 1,012 to Great Britain, 211 to Hayti, 159 to U. S. of Colombia, 96 to Venezuela, 93 to Mexico, &c. There was very little change in the condition of the cotton goods market. and there was a comparatively light demand; and a considerable shrinkage in the price of the staple values was steadily maintained by agents representing the most popular fabrics, because of the unprecedentedly light stocks on hand. Brown and bleached cottons were quiet and steady, and there was a moderate hand-to-mouth demand for the various makes of colored and dved cottons. Print cloths ruled quiet and nominal at 5%c. asked for 64x64s and 4%c.@5c. for 56x60s. Prints remained dull in first hands, and the jobbing trade was less active than expected; but printed lawns, jaconets and wide prints were in steady request, and ginghams and cotton dress goods met with considerable sales.

Domestic Woolen Goods.—The tone of the woolen goods market was buoyant and firm, owing to the steady appreciation of the staple; and further large deliveries of clothing woolens. flannels, &c., were made to the clothing trade in execution of back orders, but new business was of limited proportions. For fancy cassimeres, suitings and cheviots, the demand was almost wholly confined to small parcels of the finer qualities adapted to the requirements of cloth jobbers, and worsted coatings (which are largely sold ahead of production) were relatively quiet. Cloths and doeskins were lightly dealt in, and the demand for overcoatings was strictly moderate. Transactions in Kentucky jeans and satinets were chiefly restricted to making deliveries on old orders, but prices ruled steady. Flannels, blankets and carpets were severally quiet as regards new business, but nearly all makes are sold ahead, and prices are very firm. Worsted dress goods were in light request aside from plain and lace buntings, which continued in good demand.

Foreign Dry Goods.—There was a less active demand for imported goods at first hands, but a fair distribution of nearly all foreign fabrics was reported by jobbers. Dress goods were in moderate request, and the most staple fabrics are firmly held here and at the sources of supply in Europe. Silks were in irregular demand, with most relative activity in fine black and colored silks. Linen and white goods, laces and embroideries were in steady though moderate request, as were hosiery and gloves; but men's-wear woolens ruled quiet.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending April 8, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING APRIL 8, 1880.

	1878.		1	879.	1880.		
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	
Manufactures of-	, ,	\$		\$		\$	
Wool	348	125,184	336		929	365,185	
Cotton	996	292,172	846		1,408	474,471	
Silk	485	332,392	444		977	723,919	
Flax	812	186,333	823		1,298	290,778	
Miscellaneous	933	125,973	2,128	159,776	6,205	216,186	
Total	3,574	1,062,054	4,577	1.007,698	10,817	2,070,539	
WITHDRAWN FROM	WAREH	OUSE AND	THROW	N INTO TH	IE MAR	KET DUR-	
	IN	G THE SAM	E PERI	op.			
Manufactures of-					240	00.000	
Wool	306	117,867	267				
Cotton	198	50,237	172				
Silk	128	111,399	86				
Flax	385	84,738			338		
Miscellaneous	3,820	38,073	2,594	40,910	2,248	30,525	
Total	4,837	402,314	3,487	332,630	3,146	381,880	
Ent'd for consumpt.		1,062,054		1,007,698	10,817	2,070,539	
Total on market		1,464,368		1,340.328		2,452,419	
ENTEREL	FOR W	AREHOUSI	E DURIN	IG SAME P	ERIOD.		
Manufactures of-				1 04 000			
Wool	348				327		
Cotton	250	67,181	139				
Silk	103	69,321					
Flax	374						
Miscellaneous	1,575	62,910	1,690	78,747	2,609	69,919	
Total	2,650	412,181	2,257	301,378	4,135	7500,807	
nt'd for consumpt.		1,062,054		1,007,698	10,817	2,070,539	
Total at the nort	6 924	1 474 99	6 931	1 300 070	14 070	0 57. 346	

Financial.

. H. Latham & Co.,

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CONTENTS.

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Mercantile Failures.

Banking and Financial-

United States-National Bank Figur es and Currency Movements.

New York City-Bank Returns, &c.

London-Money Market and Bank Returns.

Commercial-

United States-Foreign Commerce, Trade Balance, U. S. Exports and Imports of Leading Articles. London-Review of Year. Bank Returns, &c.

The Money Market—

Influences, and Prices of Call Loans and Commercial Paper since 1872.

Gold and Silver-

Production, Exports and Imports of Gold and Silver in the United States.

Foreign Exchange-

Market and Prices in New York, 1870-1880.

Investments and Speculation—

Compound Interest Table, Showing Accumulations of Money in a Series of Years. Table Showing the Rate Per Cent Realized on Securities Purchased at different prices. Stock Speculation in New York.

United States Debt and Securities—

Debt of the United States.

Prices of U.S. Bonds, 1860-1880.

State Debts and Securities-

State Debts and Immunity from Prosecution. Prices of State Securities, 1860-1880.

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CASH CAPITAL.....\$3,000,000 00 Reserve for Re-insurance 1,841,438 00 Reserve for Unpaid Losses 248,764 81

.\$6,410,988 11

tion of Policy-Holders of FILE 11(3) \$233,299 29

Bonds and mortgages, being first lien on real estate (worth \$4.171,400) \$1,866,653 08

United States stocks (market value) \$200,702 50

Bank stocks (market value) \$237,859 50

Itate and municipal b'ds (market value) \$237,859 50

Interest due on 1st Jauuary, 1880 \$418,670 00

54,870 66

154,114 87

54,125 91 54,125 91 Real estate..... Premiums due and uncollected on policies issued at this office.....

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