#### MERCHANTS' HUNTS MAGAZINB. Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES. Entered, according to act of Congress, in the year 1880, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 31.

SATURDAY, JULY 24, 1880.

NO. 787.

#### CONTENTS.

#### THE CHRONICLE. Mexican International Rail-Railroad Earnings and Wheat roads... Latest\_Monetary and Commer-Railroad Traffic from Missouri cial English News ...... Commercial and Miscellaneous River Cleopatra's Needle and National Traits News..... THE BANKERS' GAZETTE. Money Market, U. S. Securities, Railway Stocks, Foreign Exchange, New York City Quotations of Stocks and Bonds New York Local Securities .... 93 Investments, and State, City and Corporation Finances ... 94 Banks, etc.... THE COMMERCIAL TIMES. Commercial Epitome. 97 | Dry. Goods. 104 Cotton. 97 | Imports, Exports and Receipts 105 Breadstufts. 103

# The Chronicle.

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

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

# TERMS OF SUBSCRIPTION-PAYABLE IN ADVANCE:

For One Year (including postage)	\$10	20.
For Six Months do	6	10.
Annual subscription in London (including postage)	£2	7s.
Six mos. do do do	1	88.
Subscriptions will be continued until ordered stopped to	ny a	written
rder, or at the publication office. The Publishers cannot be	resp	onsible
or Remittances unless made by Drafts or Post-Office Money	Orde	rg

# Advertisements.

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

WILLIAM B. DANA, JOHN G. FLOYD, JR. WILLIAM B. DANA & CO., Publishers, 79 & 81 William Street, NEW YORK. POST OFFICE BOX 4592.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 20.

For a complete set of the COMMERCIAL AND FINANCIAL CHRONICLE—July, 1865, to date—or Hunt's Merchants' Magazine, 1839 to 1871, inquire at the office.

#### RAILROAD EARNINGS AND WHEATPRODUCTION.

Among other remarks upon the circular of commercial failures, which we quoted from last week, we criticised those portions of it which stated that "an unsalable sur-"plus of 100 millions of bushels of wheat is a possibility "not to be ignored. \* \* \* A lessened foreign de-"mand would, of course, seriously interfere with the "earning power of all means of transportation, and gener-"ally put out of gear the machinery of business in its "present expansive shape." These assertions seemed to us in any contingency decidedly overdrawn, and their uncontradicted circulation liable, under the circumstances, to do harm. The reader easily takes in the picture suggested- (1) 100 millions of bushels of wheat (or onefifth the crop) unsalable at any price which would pay transportation, a fact that includes a starving price to the farmer for the whole crop, as values must be largely regu"seriously interfered with" (that evidently means smaller or no dividends, and in many cases default on bonds); (3) the machinery of the transportation business in its present expansive shape thereby "put out of gear," (out of gear can only be interpreted as meaning freight cars and canal boats out of use and tied up.). What a delightfully soothing commercial prospect for the new year!

Yet to us all this appeared last week so plainly unlike the real condition, that we were led to think the very few words we devoted to it were sufficient to make the error evident. But it seems otherwise, and we are compelled to return to the subject again because the New York Commercial Bulletin thinks our criticism unjust, and has presented some figures on one branch of the inquiry which apparently more than sustain the assertion of the circular on that point. That is to say, the figures make out a very plausible case in support of the position that there will be this year a large surplus of wheat raised. But, even admitting the accuracy of this conclusion, it is still only an apparent support of the circular, for the Bulletin is very careful not to assert that this surplus will be an "unsalable" one. We never said there would not be more wheat grown than would be consumed this year, for that question did not arise, and is one of very minor importance. It was a surplus of wheat which no one wanted, that we were writing about; one that was not to be marketed, perhaps to rot on the farms, for the cars and boats were as a sequence to get so very little to do that our transportation business would correspond to machinery put out of gear.

To such a foolish notion as that we entered our protest, knowing it to be opposed both to experience and reason. A surplus growth of any such staple simply means larger stocks held at the commercial centres. As, for illustration, during the past year the world has produced a surplus of cotton; very likely this year it will produce a further surplus. But no one in the trade ever thought of saying that this surplus would be "unsalable," and that the railroads and steamboats which usually carry it would be forced to reduce dividends or go into liquidation on that account. There is a price at which capital will hold cotton, whatever the quantity raised; there is a price for the raw material, at which the consumption of cotton goods will increase as rapidly as the spindles can be built to make them. So of wheat, when values reach a point at which there is no profit to the farmer, capital will seek it and carry it, however much is grown, for it is well known that the low price will check production and rectify the oversupply, while it largely increases consumption. We repeat, therefore, that however large the growing crop of wheat may turn out to lated by the surplus; (2) the "earning power" of railroads be, it will all be marketed, and the railroads and canals

will have to transport it, so that the fearful condition the circular anticipates seems to be merely a bugaboo set up to scare neophytes.

But aside from this point, which was the only one we discussed before, we must add that the Bulletin's statement of the consumption of wheat this year does not fully satisfy We can scarcely understand why it should go back to the crops of 1873-76 to determine the amount to be taken now for home use. The conditions are in no respect similar—then labor was unemployed and there was no profit in making or selling anything; now wages are decidedly higher, everyone is busy, and money-making is almost universal; then again since 1875 many millions have been added to our population. Furthermore in 1879-80, if the crop was 449 million bushels and we exported 178 millions, we must have consumed at least 271 millions, the visible supply being now about the same as it was a year ago; still again, in 1878-79, if the crop was 420 million bushels and the exports 147 millions, the consumption must have been about 273 million bushels; so also in 1877-78, if the crop was 364 million bushels and the exports 93 millions, the consumption must have been 271 million bushels. This leaves for home takings about 271 millions for each of the last three years. To show the condition of consumption for the last seven seasons, we give the following statement, the crop figures being the estimate of the Agricultural Department, and the exports and average price being taken from the last annual New York Produce Exchange report, which is, by the way, an extremely useful volume. Of course the exports include flour reduced to bushels.

Year.	Wheat Crop, bushels.	Exports, bushels.	Leaving for Consumption, bushels.	Av. price of exp'ris.
1879-80 1878-79 1877-78 1876-77 1875-76 1874-75 1873-74	448,755,118 420,122,400 364,194,146 289,356,500 292,136,000 309,102,700 281,254,700	178,000,000 147,687,649 93,139,296 57,043,936 74,750,682 72,912,817 91,510,398	270,755,118 272,434,751 271,054,850 232,312,564 217,385,318 236,189,883 189,744,302	\$1 24 1 08 1 32 1 20 1 24 1 14

The Bulletin estimates the coming season's consumption at only 250 million bushels. On the contrary, is it not a fair conclusion from the above, (when taken in connection with the improved business, the large immigration and the increased land under cultivation and therefore increased seed needed) that if prices should go to one dollar per bushel this year, the home consumption would not be a bushel less than 320 millions. One additional fact should also be mentioned and that is, that we start the year with probably less wheat in farmers' hands than for many a year before. This is not only shown by the present smaller receipts than last year at the West, but also by the circumstance that on our New York Produce Exchange to-day sales of winter wheat are running almost wholly on new winter wheat, proving an exhaustion of the supply of the old crop. We thus have conclusive evidence that the consumption the past year was considerably more than 271 million bushels, for not only has the crop been more nearly marketed than it was at this time a year ago, but the surplus of the old crop in farmers' hands at the beginning of the year has also been used. The actual home consumption for 1879-80 ought, therefore, to be estimated at very close upon 300 million bushels, at an average of about \$1 25 per bushel; and hence the greater reason there is to expect that with lower prices 320 million bushels will be reached this year.

We are also sorry to disagree with the Bulletin on its estimate of Europe's wants. This is of course a question of more difficulty, because there are fewer facts to guide our judgment. But one thing would seem to us evident, and that is, that the years from 1873 to 1876, which the

Bulletin takes for an average, are by no means a safe basis to start an inquiry upon. As we said with regard to home consumption, the conditions have all changed. Most of all have they changed in the particular of acreage planted in wheat in Great Britain and France. crops for a series of years and the very low price at which we were able to make good their deficiency, especially (\$1 08) in 1878-79, have discouraged the cultivation of wheat, so that less land has been given to it and more attention has been paid to other crops, while of course the consumption has increased. Never in all probability will this country again go back to the average of 1873-76 in its wheat supply to Europe. But besides all that, this year there is a very large deficiency in stocks to be made good, and further there is a very decided improvement in business all over Europe and in the consuming power of the wage classes. So that even with good crops there (which just at present does not seem probable) we think at a low price it is reasonable to anticipate that they will want all we have to spare. If, on the other hand, the unfavorable reports now coming in from Russia, France and England are confirmed, we shall sell all our surplus at a higher price. In either case there is not only no cause for anxiety, but rather for great thankfulness and confidence.

## THE BANKERS IN COUNCIL.

The annual convention of the American Bankers' Association is to be held at Saratoga on the 11th of August and two following days, and we observe that Secretary Sherman, Governor Fenton, General Swayne, and a number of distinguished bankers from all parts of the country, are upon the list of speakers. The sessions are to be held in the Town Hall, Saratoga, and it is announced that as the attendance promises to be unusually large, efforts have been made to improve the acoustic properties of the hall, which have been complained of in previous years. From the official circular of the meeting it appears that in the broad and extensive list of subjects suggested for deliberation three important topics will claim the chief attention. The first is Government finance, including resumption and refunding, upon which the discussions are to be opened by the address of the Secretary of the Treasury, whose name is destined to a high and conspicuous place in the annals of financial statesmanship and monetary reform in this country. Mr. George S. Coe, the Hon. A. L. Snowden, Mr. H. H. Camp and other speakers are mentioned in connection with this part of the programme, which will probably command the chief public attention and occupy a large part of the time of the convention.

Another important topic is that of industrial and commercial progress. General Walker, Superintendent of the Census, is mentioned as a contributor to the statistics of this department, and General Echols, of Virginia, Mr. W. H. Patterson, of Georgia, Dr. Simonds, of South Carolina, with other gentlemen from the West and from California, are mentioned on the programme, which is not yet quite complete. As to the third point, the progress of banking, the Hon. Alexander Mitchell, of Milwaukee, President of the association, and the Hon. Theodore M. Pomeroy, of New York, with other speakers, will discuss it; and reminiscences of banks and bankers are to be given in brief, informal addresses. The national evils of bank taxation and the efforts to obtain relief from Congress are also to be considered, and it is gratifying to learn that the prospects are that measures will be matured which are expected to result

next session. As to the general objects of the Convention, we take the subjoined extracts from the circular above referred to.

"We shall prepare and lay before the convention a report on bank taxation, showing what has been done at Washington and elsewhere to relieve the banking business from part of the burdens of taxation. The duty and the interest of bankers and bank officers in these matters are plain, and the ruinous taxation of the banks bears closely upon the productive growth of the nation. Recent contingencies have compelled the banks and bankers throughout the country to act together, and to seek a closer union conducive alike to the stability of our banking system, the harmonious working of our financial machinery. ing system, the harmonious working of our financial machinery, the prevention of panics, the revival of business, the improvement of public and private credit, and the industrial prosperity of the country. In introducing the discussions during our three days, sessions, addresses will probably be given upon the improvement of business during the year, the causes of industrial spasms and panics, the progress of railroad and telegraphic facilities for banking and commerce, the obligations of the country to the banks for the continued success of resumption, and for the saying effected by the refunding of the public and for the saving effected by the refunding of the public debt; also upon the growth of our Clearing House system, the importance of ample capital and reserves in our banks, the history and development of banking in the United States, and upon other subjects illustrating the causes of economic growth and decadence, the influence of sound banking upon credits, and the financial conditions, which promote banking stability and decadence, the influence of sound banking upon credits, and the financial conditions which promote banking stability, and thus develop the industry, commerce and wealth of the country. Much of the usefulness of our association depends on its arrangements for promoting social feeling, and making its members better acquainted with each other. This important object will solicit special attention this year; with a view to augment the personal interest of our meetings, reminiscences of banking and bankers will have a place allotted to them, and familiar addresses will be in order, as well as more elaborate sketches of institutions and their officers. Some practical questions as to the bankruptcy law will probably receive attention, with the judicial and legislative proceedings on the subject of taxation and usury in various States during the year."

As in previous conventions, the papers and addresses are to be kept as a permanent record, and the proceedings of the various sessions are to be officially published and widely circulated in Europe and the United States. It is impossible that so large a body of bankers and business men from all sections of the country, can meet for a common purpose and for deliberation on financial and monetary topics of grave national concern without some good results.. In former years considerable benefit has been conferred by the association in the elucidation of important topics at its various conventions and by its numerous documents and publications. Whether the present meeting will be equal to those which have preceded it remains to be seen. The fiscal year which has just closed has been one of the most important periods in the financial and productive history of the country. In summing up its results; in pointing out the causes and symptoms of growth or decadence in national wealth; in revealing the defects of our banking system, the evils which threaten it and the remedies which can preserve it; in comparing the present with the past; and in gener- | St. Joseph would be extended to Chicago, several times al consultation for the interests of our banking system and of the vast movements of our national industry which depends upon it, the American Bankers' Association will fulfil some of the duties imposed by its organization, and may aid in the enlightenment of public opinion, so as to secure the repeal of fiscal legislation by which indiscriminating and ignorant prejudice has done and is doing so much harm.

Seven thousand invitations have been issued to the directors and officers of the 6,184 banks in the United States. Some foreign bankers visiting this country have also been invited, but whether addresses are expected from any of them is not announced. As there never has been a time when European bankers were so active as at present in investigating the financial and industrial facts which control the flow of capital from Europe to this country for investment, there is no doubt that the proceedings of this convention will be watched with special attention at home and abroad.

RAILROAD TRAFFIC FROM MISSOURI RIVER. The aspect of affairs with the roads competing for traffic between Kansas City and other Missouri River points and Chicago, presents at the present time several interesting features. At the meeting of the Southwestern Railway Association, last week, the demand of the Chicago Rock Island & Pacific for an increased percentage of the business between those points was again taken up, but again it was found impossible to arrive at a conclusion. It was finally decided to postpone further consideration of the subject to some future date, which it is believed will not be earlier than September, to be determined by Commissioner Midgley. In the mean-

time, the matter will remain in abeyance.

This difficulty arose, it will be remembered, out of the acquisition by the Rock Island, towards the close of last year, of an interest in the Kansas City branch of the Hannibal & St. Joseph, affording it a somewhat shorter and more direct line to Kansas City than via Beverly over the Kansas City St. Joseph & Council Bluffs. At about the same time, arrangement was also made for using the Hannibal & St. Joseph between Cameron and St. Joseph, giving a decidedly shorter line to the latter point than the Rock Island had by the route via Winthrop. These changes, the Rock Island managers say. have placed their road in better position for doing through business from Missouri River points, and they claim they are consequently entitled to a larger share of the business. As, however, they appear to have made no objection to laying the subject over, it would seem that they consider it better to put up with the present supposed inadequate award than to run the risk of a railroad war, with its resulting losses. Business just now is too good to indulge in righting.

Still it is evident that not much time can elapse before the entire percentages will have to be re-adjusted. The Wabash St. Louis & Pacific will soon come in for a share of the business. It was supposed, indeed, that this would happen before this. But unexpected obstacles have been placed in the way of an entrance to Chicago, and the opening of its Chicago line has been delayed. Arrangements have now been, or it is believed will soon be, perfected which will enable it to use the track of other roads into Chicago until such a time as it can bring its own line into use. So it is anticipated that at the next meeting of the Association the Wabash will be in position to enforce attention to any demand it

may make.

But this is not all. The report that the Hannibal & current during late weeks, receives its verification this week in the announcement that a company has been incorporated for building a line from Quincy to Chicago. The Hannibal & St. Joseph now makes connection with Chicago over the Chicago Burlington & Quincy, delivering its business to that road at Quincy. When the extension projected is completed, it will possess a line of its own from Kansas City and St. Joseph to Chicago, and will be independent of the Burlington & Quincy. In this connection it may be remembered that since the 1st of January it has once or twice been rumored that the Burlington & Quincy contemplated building a line from Viele to Kansas City. This would make that company independent of the Hannibal & St. Joseph. We do not know what truth there is in the story, but it seems not at all improbable considering that when the Hannibal & St. Joseph reaches Chicago the Burlington & Quincy will be deprived of that road's contribution of Southwestern business. It is claimed

will be the shortest route between Kansas City and Chicago. This may be. But if the Burlington & Quincy should build from Viele direct to Kansas City, as the story above quoted hinted, the latter company would have almost an air-line between Kansas City and Chicago. Still another scheme has come to our notice. A company has been incorporated, it is stated, whose object it is to buy in the Burlington & Southwestern, running from Viele to La Clede, at the forthcoming foreclosure sale, and extend it to Kansas City. Whether this may not be the Burlington & Quincy's project of a line between Viele and Kansas City, we have no means of knowing. Suffice it to say, it would be far from a direct line between those points.

It will thus be seen that the number of roads among which the traffic from Missouri River points has to be divided, is on the increase. This need not, however, be taken as indicating that the roads already existing are likely to receive a smaller volume of this business in the future. To be sure, as new roads are opened to business, the percentages of the old ones will be diminished. Yet the traffic movement of the country is all the time expanding, and nowhere is this more true than in the rich sections adjoining the Missouri River in the vicinity of Kansas City, St. Joseph, &c. So, although a read's percentage of the entire business may be smaller, its amount of that business is likely to be greater. Take, for illustration, the Chicago Burlington & Quincy. Having two routes between the Missouri River and Chicago, (the Hannibal & St. Joseph forms part of one, as mentioned above), it has always had the larger share of the traffic between those points. Latterly its percentage has been cut down. It now has but a trifle more than 45 per cent-formerly it had almost 50. Is it an exaggeration to assert that now the total at 45 per cent amounts to as much as, if not more than, the total at 50 per cent did, say a year ago? And what holds good in this case, holds good in every other case. While, therefore, a road's proportion of the whole may keep on diminishing, the total covered by such proportion is sure to go on increasing.

# CLEOPATRA'S NEEDLE AND NATIONAL TRAITS.

The much-talked of obelisk has arrived from Alexandria, and this country will soon possess a relic, duly set up, whose age and associations may really cause curiosity to yield to awe and humility. How quarried, moved, and erected, this huge block of stone, 70 feet long and 150 tons in weight, more than 3,000 years ago, is a marvel; but it is only a marvel like to that of the pyramids and of many ruins. If one were to study this really monumental stone for an afternoon, and were then to hear anew the famous lecture on "The Lost Arts," he might feel for the time that progress is not always an uninterrupted forward movement, and that the inventions and discoveries of which we moderns boast ourselves, are, perhaps, in part, only recoveries of what this hoary old world of ours had once, but let slip.

However, we have possession of the stone, and probably not many but scholars will look at it long enough to feel much beyond a vague, wondering curiosity. There will be a column in the newspapers; cyclopædias will be thumbed a little to "read up" about it; the illustrated journals will exhibit it; and then—although as solitary here as a palm tree in the middle of the ocean—it will become one in the list of permanent metropolitan "sights."

England also has her obelisk. The contrast between the methods adopted by representatives of the two nations in getting home their treasure is a notable one, and curiously illustrates a difference in the national habits. The English, thinking the stone could most readily be transported if it were a squared timber, proceeded to make it as nearly that as possible by boxing it up; then it was started, to float through the Mediterranean in tow of a steamer. It was a queer undertaking, not without boldness, of course; and when the cable informed us that the steamer had abandoned its burden in the Bay of Biscay hardly anybody was surprised at so natural a failure; but the surprise came when the abandoned stone, having refused to be wrecked, was taken in tow by another steamer and triumphantly brought to London, giving rise to an unprecedented case of claim for salvage. The affair challenged admiration for boldness, but the boldness was entirely in the line of old methods. Now appear the Americans on the scene, and they become original as well as bold, and apply to the novel problem a method equally novel. Working their stone along a temporary way down to the water until they had it on a sort of pontoon on which it was comparatively manageable, the next step in its transportation is, to get it on the ship. This they do by getting it in the ship. Raising the ship, by means of a dry-dock, until the deck where the column is to rest is at the same level with the column as it lies on the pontoon, they proceed to cut a hole into the steamer's bow, then shove the block on board by means of a temporary railway, reducing friction by the familiar device of using cannon balls. The same balls are in the ship. now with the stone, and the latter will be again landed by simply reversing the process; once on shore, the transporting and elevating are easy matters of detail, and the work is all done.

The suggestion of interest is that this difference of procedure illustrates the boldness of method in this country. In our agriculture, factories of all sorts, Government, finances, and every department of activity, Americans adopt—more accurately devise—methods which violate custom, but have the advantage of being direct adaptations of means to end. If the typical American makes pins, he sees no reason why machinery should not stick the pins on the paper as well as do all the rest, and he forthwith produces machinery to do it; he is not satisfied with driving nails with a hammer, but invents a "nail-gun" to set them into the wood at a single stroke. His disregard for existing methods is utter, and yet it is not disrespect (in the positive sense) so much as it is the absence of respect. He entirely fails to perceive, and positively refuses to admit, that anything is entitled to consideration merely because it exists; it must exist for something. He is half inclined, however, to believe that whatever is, is wrong, prima facie; but, at least, nothing that is, counts, in his estimation, as worth retaining, if anything quicker, more direct and more effectual as a link between means and end can be found to supplant it. The Englishman is disposed to give the old way at least the benefit of doubt, and to cleave to it until the better has been demonstrated; the American is rather inclined to try the new anyway, and he strikes out for himself in new directions on all sides. Hence he is the most migratory of all mankind who pretend to have fixed habitations. Cities spring up like Jonah's gourd, and geography becomes a study which has to be closely followed in order to keep up with the times.

That this is all commendable or successful is not pretended. Motion has its dangers, as well as inertia. Our national progress has been what was inevitable during a term of expansion under unprecedented stimulus, and natural to a people in whom one more drop of venous fluid was put when they were created. The infant which came ashore on our eastern coast has become a strapping boy, an overgrown youth, a powerful man, and is not at his full growth yet. The garments of his domain have undergone repeated letting-out of the tucks, to hold him; and although they give him room at present, he can grow longer than they can. With the full national stature, the foundations all laid and the structure finished—if such a word can be applied to any national life—will come more conservatism and slower leaps of progress.

# MEXICAN INTERNATIONAL RAILROADS.

The Mexicans are no longer opposed to railroads, but, anxious to keep abreast of the civilization of the world, are now ready to welcome the engineer and contractor of public works. For years different parties have been seeking charters from Mexico—chiefly Europeans—and two or three such charters granting lands have been passed, but owing in part to the unsettled state of the country, in part to the arrest of connecting roads in the United States, but chiefly to the impecunious condition of the holders of the concessions, little or no progress has been made, and the charters have lapsed.

The Mexican Congress reserves the exclusive authority of granting charters to lines passing through two or more States and having an international character, where public lands or national bonds are to be issued in aid of them. At their last session, however, authority was given the President to make examination into the subject, and to take security for faithful performance from any company which would undertake the construction of roads, or portions of them, leading to the northern frontier. Naturally enough, not many capitalists are ready to put large sums of money into an enterprise on such a footing, but a few have been found (in Boston chiefly) willing to take the risk on the strength of an Executive approval of a concession the validity of which, of course, requires Congressional approval.

The Mexican Central Railway is the name of this company, which has been required to deposit \$150,000 in bank there and to complete about 50 miles of road within 18 months, and to complete the line from the City of Mexico to Leon, 250 miles, in three years. This it is proceeding to do as rapidly as may be, in the hope and expectation of having its charter ratified and confirmed by Congress and further extended so as to enable the incorporators to continue their road to the Rio Grande, 500 or 600 miles further. Of course, Mexico has all to gain and nothing to lose by a liberal policy, whatever becomes of the railroad builders.

It is apparent, however, from the latest advices from Mexico that this corporation will not have things all its own way, as there is an English party, Messrs. Sullivan, Palmer & Co., attacking its franchises in the courts, and, what is more formidable, a California company, the Southern Pacific, being for the most part the same people who control the bulk of the railroads on the Pacific coast, and whose wealth and experience with railroads are beyond question, are negotiating with the Mexican Government for the construction of an independent Mexican system of railroads north from the Capital city by a trunk line to El Paso del Norte, with branches from the most suitable points to Laredo or Eagle Pass, on the east, and to San Blas, or some other good harbor, on the Pacific coast. El Paso is nearly 1,000 miles north of the Capital and is the

point where the lines now in progress from California, from Colorado, from Arkansas and Louisiana, will converge. This, if carried out, would give a direct line to and from New York and San Francisco, as well as New Orleans, and develop immensely the resources of the northern Mexican States.

# Monetary Commercial English News

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

EXCHA	NGE AZ July	T LONDON— 9.	EXCH	IANGE	ON LONDON.
0n-	Time.	Rate.	Latest Date.	Time.	Rate.
Paris				Short.	25:32
Paris Antwerp	3 mos.	25.4712@25.5212 $25.50$ @25.55	July 10		25:34
Amsterdam . Amsterdam .	Short. 3 mos.	$12 \cdot 2@12 \cdot 3$ $12 \cdot 4 @12 \cdot 4 \cdot 4$	July 10	"	12.12
Berlin Hamburg	"	20.66 @20.68 20.66 @20.68	July 10	Short.	20.80
Frankfort	"	20.66 @20.68	July 10 July 10	"	20·80 20·80
Vienna St.Petersb'rg	"	$egin{bmatrix} 11.97^{1}\!_{2}@12.22^{1}\!_{2}\ 25 & @24^{7}\!_{8} \end{bmatrix}$	July 10	3 mos. Short.	117.70
Madrid Cadiz	66 F* 66	$\begin{array}{c c} 47^{1} & 2047^{3} \\ 47^{15} & 47^{13} \\ 17^{15} & 47^{13} \\ \end{array}$		••••	
Lisbon	"	$5258@521_2$	T 3		*****
Genoa Copenhagen.	• • • • • • • • • • • • • • • • • • • •	28.05 @ $28.15$   $18.42$ @ $18.45$	July 10		27.60
Alexandria New York			July 7 July 10	3 mos. Short.	$97\frac{1}{4}$ $4.84\frac{1}{4}$
Bombay			July 10 July 10	1 mos.	18. 9518d.
Hong Kong			July 10	"	1s. 85 <sub>16</sub> d. 3s. 93 <sub>4</sub> d.
Shanghai	/		July 10	•• }	5s. 2 <sup>7</sup> 8d.

[From our own correspondent.]

London, Saturday, July 10, 1880.

The more prominent feature in the money market during the past week has been the repayment of advances which had been made by the Bank of England in anticipation of the dividends. The Bank return shows that there has been a falling off in "other securities" of nearly four millions and a half, and dividend payments almost precisely to that amount have also been made, as shown by the decrease under the head of "public deposits." The other changes in the Bank return are chiefly the result of the dividend payments, but the relative position of the Bank has improved, the proportion of reserve to liabilities being 50·18 per cent against 44·39 per cent last week.

Although the Board of Trade returns exhibit a decided improvement in our trade, the demand for money for mercantile purposes is still very moderate. There are complaints that commercial paper is scarce, and the probability is that there will be no increase in it until the autumn. It is evident, nevertheless, that a fair, legitimate trade is in progress, free from all injudicious speculation, and the few failures which are taking place afford evidence of the fact that business is upon a sound basis. The weather has, of late, been a cause for some anxiety, as we shall soon be in the middle of July, when the cereal crops should show some indications of approaching, in early districts, maturity. The season is certainly very different to last year. In 1879 there was a persistent and general fall of rain throughout the country; but now the rain is local, and is followed by days of sunshine. After so dry a spring, the rain which has fallen during the last six weeks has been of incalculable benefit, and farmers are now sending to market large quantities of green food and fruit. If we should have a hot summer, there will be a very satisfactory yield of agricultural produce in the country, but dry weather is now needed, as the hay crop is being secured, and the ingathering of it is being impeded by passing storms The agricultural population are well employed, and they are likely to be kept actively at work until hop-picking is completed—about the end of September, or early in October. The agricultural prospect is certainly not discouraging, and for that reason an improvement in our trade in the autumn is looked forward to. The following are the present quotations for money:

Open-market rates — Per cent. 4 months' bank bills.... 134 @ 178 6 months' bank bills.... 2 @ 218 4 & 6 months' trade bills.  $2^{1}2@ 3$ 

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

points to Laredo or Eagle Pass, on the east, and to San Blas, or some other good harbor, on the Pacific coast. El Paso is nearly 1,000 miles north of the Capital, and is the Clearing House return, compared with the three preceding years:

	1880.	1879.	1878.	1877.
Circulation, excluding	£	2	~ £	£
Bank post bills	27,604,205	29,479,770	28,365,765	28,767,460
Public deposits	6,094,531	4,814,810	4,757,974	3,761,325
Other deposits	26,538,494	32,831,860	22,900,386	26,371,322
Governm't securities.	15,537,901	16,780,050	17,673,519	16,089,088
Other securities	18,700,241	18,268,248	18,842,837	18,289,670
Res've of notes & coin	16,508,117	20,768,887	9,328,126	13,911,797
Coin and bullion in				
both departments	29,112,322	35,248,657	22,693,891	27,679,257
Proportion of assets				4
to liabilities	50.18			• • • • • • • • • • • • • • • • • • • •
Bank rate	2 <sup>1</sup> 2 p. c.	2 p. c.	31 <sub>2</sub> p. c.	2 p. c.
Consols	$98^{1}_{2}$	971 <sub>8</sub> x		
Eng. wheat, av. price		42s. 4d.	46s. 0d.	61s. 5d.
Clearing-House ret'n.	93,603,000	93,603,000	101,805,000	81,800,000
Fine wold has bee	n in domer	d dumina +1	ha wook and	had boon

Fine gold has been in demand during the week and has been purchased for export to India; but bullion and gold of inferior assay has been sent into the Bank. Silver has declined in value, and Mexican dollars are also cheaper. India Council bills have been sold at a slight reduction in value. The following prices of bullion are from Messrs. Pixley & Abell's circular:

	GOLD.	8. a. 8	c.
Bar gold, fine	per oz. standard.	77 9 @	
Bar gold, containing 20 dwts.	silver, per oz. standard.	$7710^{1}\!2^{2}$	
Spanish doubloons	per oz.	73 9 @	74 3
South American doubloons	per oz.	73 9 @	
United States gold coin	per oz.	76 3120	
German gold coin	per oz.	76 340	
	SILVER.	d.	d.
Bar silver, fine		d. 52918 @	
Bar silver, fine	per oz. standar	d. 529 <sub>16</sub> @ d. 5215 <sub>16</sub> @	
Bar silver, containing 5 grs. go Cake silver	per oz. standar oldper oz. standar per oz. per o	d. $529_{16}$ @ d. $5215_{16}$ @ dz. $563_4$ @	••••
Bar silver, containing 5 grs. go Cake silver Mexican dollars	per oz. standar old per oz. standar per oz. neare	d. $529_{16}$ @ cd. $5215_{16}$ @ cz. $5634$ @ cst. $5134$ @	
Bar silver, containing 5 grs. go Cake silver Mexican dollars	per oz. standar old per oz. standar per oz. neare	d. $529_{16}$ @ cd. $5215_{16}$ @ cz. $5634$ @ cst. $5134$ @	
Bar silver, containing 5 grs. go Cake silver. Mexican dollars. Chilian dollars.	per oz. standar old per oz. standar per oz. neare	d. $52_{16}$ @ d. $52_{16}$ @ d. $52_{16}$ @ dz. $56_{34}$ @ dz. $51_{34}$ @ dz @	

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

	Bank rate.	Open market.		Bank $rate$ .	Open market.
	r. ct.	Pr. ct.		Pr. ct.	Pr. ct.
Paris	$2^{1}\!2$	$2^{1}\!4$	Genoa	4	4
Amsterdam	3	$23_{4}$	Geneva	4	$33_{4}$
Brussels	3	$2^{1}2@2^{3}$			
Berlin	4	$3^{1}\!8\widehat{a}3^{3}\!8$	Barcelona	4	4 @5
Hamburg	4	234	Lisbon & Oporto.		534@6
Frankfort	4	$3^{1}8$	Copenhagen		4 @412
Vienna	4	$3^{1}_{2}$	New York		$4^{1}\!_{2}@5$
St. Petersburg	. 6	5	Calcutta	. 5	

The Board of Trade returns for June, and for the six months ended June 30, have been issued this week, and, compared with last year, they show very satisfactory results. The increase, both in our imports and exports, is considerable, and a very favorable feature is that the commerce of the country is of a much more widespread character. The improvement is largely due to augmented shipments to India, Australia, Turkey, Egypt and some parts of South America, as well as to the United States. The following are the leading figures:

	1878.	1879.	1880.
Imports in June		£27,768,780	£37,437,693
Imports in 6 months		172,641,723	210,760,753
Exports in June	15,091,638	14,583,540	18,462,584
Exports in 6 months	94,660,400	88,246,493	107,633,736

The following figures relate to the six months ended June 30:

	IMPORTS.		
Cottonewt.	1878. 7,905,679	1879. 7,532,165	1880. 8,282,456
	EXPORTS.		
~	1878.	1879.	1880.
Cottoncwt.	627,962	835.727	1,009.270
Cotton yarnlbs.	125,079,400	113,556,600	93.914.300
Cotton piece goodsyards.1	.767,710,700	1.714.564.300	2.061,667,500
Iron and steeltons.	1,127,698	1,213,628	2,105,195
Linen yarnlbs.	9,822,600	9,375,100	7.833.900
Linen piece goodsyards.	89,444,650		92,539,700
Jute manufacturesyards.	55,471,100	77,254,200	
Silk manufactures£	903.516	849,558	85,911,100
British woollbs.	2.588.078	2 449 000	945,139
Colonial and foreign weel the		3,442,000	12,711,800
Colonial and foreign wool.lbs.	94,872,797	136,772,600	143,113,813
Woolen yarnlbs.	14,295,200	14,716,200	14,599,800
Woolen clothsyards.	20,191,800	20,057,400	21,956,500
Worsted stuffsyards.	103,305,500	91,160,800	105,881,600
Blankets & blanketingyds.	3,020,000	2,462,800	3,096,100
Flannelsyards.	3,548,600	2,277,200	2,419,900
Carpetsyards.	2,951,700	2,829,800	4,143,000
The following were the	anantition	of antton m	annfactured

The following were the quantities of cotton manufactured piece goods exported in June, compared with the corresponding month in the two preceding years:

Exported to—         Yards.         Yards.         Yards.           Germany         7,051,900         4,193,200         5,135,400           Holland         2,987,000         2,970,000         2,693,400           France         3,589,900         5,201,000         4,227,700           Portugal, Azores & Madeira         5,882,200         4,551,500         4,043,200           Italy         2,819,600         4,218,600         3,082,900           Austrian Territories         806,100         1,099,600         146,600           Greece         2,920,700         2,073,000         1,510,300           Turkey         32,259,200         27,270,200         33,588,700           Egypt         6,152,900         7,001,400         7,860,200           West Coast of Africa         3,136,100         3,142,100         4,291,200           United States         2,272,700         2,639,100         6,678,800           Foreign West Indies         3,054,900         5,046,200         5,118,700           Mexico         1,066,000         1,454,800         1,747,100           United States of Colombia         1,2515,800         14,660,200         14,365,000           Brazil         12,2515,800         14,660,200		1878.	1878.	1880.
Germany         7,051,900         4,193,200         5,135,400           Holland         2,987,000         2,970,000         2,693,400           France         3,589,900         5,201,000         4,227,700           Portugal, Azores & Madeira         5,882,200         4,551,500         4,043,200           Italy         2,819,600         4,218,600         3,082,900           Austrian Territories         806,100         1,099,600         1,46,600           Greece         2,920,700         2,073,000         1,510,300           Turkey         32,259,200         27,270,200         33,588,700           Egypt         6,152,900         7,001,400         7,860,200           West Coast of Africa         3,136,100         3,142,100         4,291,200           Horigh West Indies         3,054,900         5,046,200         5,118,700           Mexico         1,066,000         1,454,800         1,747,100           United States of Colombia         3,083,400         2,933,100         2,616,200           Brazil         12,515,800         14,660,200         14,365,000           Uruguay         2,027,100         1,566,500         3,824,800           Argentine Republic         4,957,000         3,189,600	Exported to—			
Holland	Germany			
France         3,589,900         5,201,000         4,227,700           Portugal, Azores & Madeira.         5,882,200         4,551,500         4,043,200           Italy         2,819,600         4,218,600         3,082,900           Austrian Territories         806,100         1,099,600         146,600           Greece         2,920,700         2,073,000         1,510,300           Turkey         32,259,200         27,270,200         33,588,700           Egypt         6,152,900         7,001,400         7,860,200           West Coast of Africa         3,136,100         3,142,100         4,291,200           United States         2,272,700         2,639,100         6,678,800           Foreign West Indies         3,054,900         5,046,200         5,118,700           Mexico         1,066,000         1,451,800         1,747,100           United States of Colombia         3,083,400         2,933,100         2,616,200           Mrazil         12,515,800         14,660,200         14,365,000           Uruguay         2,027,100         1,566,500         3,824,800           Chili         4,957,000         3,251,600         5,614,500           China and Hong Kong         22,570,900         26,084,900	Holland			
Portugal, Azores & Madeira   5,882,200   4,551,500   4,043,200   1	France			
Ttaly	Portugal, Azores & Madeira			
Austrian Territories       806,100       1,099,600       146,600         Greece       2,920,700       2,073,000       1,510,300         Turkey       32,259,200       27,270,200       33,588,700         Egypt       6,152,900       7,001,400       7,860,200         West Coast of Africa       3,136,100       3,142,100       4,291,200         United States       2,272,700       2,639,100       6,678,800         Foreign West Indies       3,054,900       5,046,200       5,118,700         Mexico       1,066,000       1,454,800       1,747,100         United States of Colombia (New Granada)       3,083,400       2,933,100       2,616,200         Brazil       12,515,800       14,660,200       14,365,000         Uruguay       2,027,100       1,566,500       3,824,800         Argentine Republic       4,957,000       3,251,600       5,614,500         Chili       4,081,100       3,189,600       8,072,100         Peru       3,160,800       718,300       241,800         China and Hong Kong       22,570,900       26,084,900       30,857,500         Japan       2,608,800       5,198,200       3,345,500         Java       4,235,500       6,475,200 </td <td>Italy</td> <td></td> <td></td> <td></td>	Italy			
Greece         2,920,700         2,073,000         1,510,300           Turkey         32,259,200         27,270,200         33,588,700           Egypt         6,152,900         7,001,400         7,860,200           West Coast of Africa         3,136,100         3,142,100         4,291,200           United States         2,272,700         2,639,100         6,678,800           Foreign West Indies         3,054,900         5,046,200         5,118,700           Mexico         1,066,000         1,454,800         1,747,100           United States of Colombia (New Granada)         3,083,400         2,933,100         2,616,200           Brazil         12,515,800         14,660,200         14,365,000           Uruguay         2,027,100         1,566,500         3,824,800           Argentine Republic         4,957,000         3,251,600         5,614,500           Chili         4,081,100         3,189,600         8,072,100           Peru         3,160,800         718,300         241,800           China and Hong Kong         22,570,900         26,084,900         30,857,500           Jaya         4,235,500         6,475,200         7,152,700           Phtlippine Islands         4,023,200         1,605,80	Austrian Territories			
Turkey         32,259,200         27,270,200         33,588,700           Egypt         6,152,900         7,001,400         7,860,200           West Coast of Africa         3,136,100         3,142,100         4,291,200           United States         2,272,700         2,639,100         6,678,800           Foreign West Indies         3,054,900         5,046,200         5,118,700           Mexico         1,066,000         1,454,800         1,747,100           United States of Colombia         3,083,400         2,933,100         2,616,200           Brazil         12,515,800         14,660,200         14,365,000           Uruguay         2,027,100         1,566,500         3,824,800           Argentine Republic         4,957,000         3,251,600         5,614,500           Chili         4,081,100         3,189,600         8,072,100           Peru         3,160,800         718,300         241,800           China and Hong Kong         22,570,900         26,084,900         30,857,500           Japan         2,608,800         5,198,200         3,345,500           Phtlippine Islands         4,023,200         1,605,800         3,726,600	Greece			
Egypt       6,152,900       7,001,400       7,860,200         West Coast of Africa       3,136,100       3,142,100       4,291,200         United States       2,272,700       2,639,100       6,678,800         Foreign West Indies       3,054,900       5,046,200       5,118,700         Mexico       1,066,000       1,454,800       1,747,100         United States of Colombia (New Granada)       3,083,400       2,933,100       2,616,200         Brazil       12,515,800       14,660,200       14,365,000         Uruguay       2,027,100       1,566,500       3,824,800         Argentine Republic       4,957,000       3,251,600       5,614,500         Chili       4,081,100       3,189,600       8,072,100         Peru       3,160,800       718,300       241,800         China and Hong Kong       22,570,900       26,084,900       30,857,500         Japan       2,608,800       5,198,200       3,345,500         Java       4,235,500       6,475,200       7,152,700         Philippine Islands       4,023,200       1,605,800       3,726,600	Turkey			
West Coast of Africa         3,136,100         3,142,100         4,291,200           United States         2,272,700         2,639,100         6,678,800           Foreign West Indies         3,054,900         5,046,200         5,118,700           Mexico         1,066,000         1,454,800         1,747,100           United States of Colombia (New Granada)         3,083,400         2,933,100         2,616,200           Brazil         12,515,800         14,660,200         14,365,000           Uruguay         2,027,100         1,566,500         3,824,800           Argentine Republic         4,957,000         3,251,600         5,614,500           Chili         4,081,100         3,189,600         8,072,100           Peru         3,160,800         718,300         241,800           China and Hong Kong         22,570,900         26,084,900         30,857,500           Japan         2,608,800         5,198,200         3,345,500           Java         4,235,500         6,475,200         7,152,700           Phtlippine Islands         4,023,200         1,605,800         3,726,600	Egypt			
United States	West Coast of Africa			
Foreign West Indies 3,054,900 5,046,200 5,118,700 Mexico 1,066,000 1,454,800 1,747,100 United States of Colombia (New Granada) 3,083,400 2,933,100 2,616,200 Uruguay 2,027,100 1,566,500 3,824,800 Argentine Republic 4,957,000 3,251,600 5,614,500 Chili 4,081,100 3,189,600 8,072,100 Peru 3,160,800 718,300 241,800 China and Hong Kong 22,570,900 26,084,900 30,857,500 Japan 2,608,800 5,198,200 3,345,500 Java 4,235,500 6,475,200 7,152,700 Philippine Islands 4,023,200 1,605,800 3,726,600	United States			
Mexico         1,066,000         1,454,800         1,747,100           United States of Colombia (New Granada)         3,083,400         2,933,100         2,616,200           Brazil         12,515,800         14,660,200         14,365,000           Uruguay         2,027,100         1,566,500         3,824,800           Argentine Republic         4,957,000         3,251,600         5,614,500           Chili         4,081,100         3,189,600         8,072,100           Peru         3,160,800         718,300         241,800           China and Hong Kong         22,570,900         26,084,900         30,857,500           Japan         2,608,800         5,198,200         3,345,500           Java         4,235,500         6,475,200         7,152,700           Phtlippine Islands         4,023,200         1,605,800         3,726,600	Foreign West Indies			
United States of Colombia (New Granada)  Brazil  12,515,800  14,660,200  14,365,000  14,365,000  14,957,000  15,566,500  14,365,000  14,365,000  14,365,000  14,365,000  14,365,000  15,566,500  15,614,500  16,0800  16,0800  17,100  18,300  18,000	Mexico			
(New Granada)       3,083,400       2,933,100       2,616,200         Brazil       12,515,800       14,660,200       14,365,000         Uruguay       2,027,100       1,566,500       3,824,800         Argentine Republic       4,957,000       3,251,600       5,614,500         Chili       4,081,100       3,189,600       8,072,100         Peru       3,160,800       718,300       241,800         China and Hong Kong       22,570,900       26,084,900       30,857,500         Japan       2,608,800       5,198,200       3,345,500         Java       4,235,500       6,475,200       7,152,700         Phtlippine Islands       4,023,200       1,605,800       3,726,600	United States of Colombia	2,000,000	1,404,000	1,747,100
Brazil	(New Granada)	3 083 400	9 022 100	0.616.000
Uruguay       2,027,100       1,566,500       3,824,800         Argentine Republic       4,957,000       3,251,600       5,614,500         Chili       4,081,100       3,189,600       8,072,100         Peru       3,160,800       718,300       241,800         China and Hong Kong       22,570,900       26,084,900       30,857,500         Japan       2,608,800       5,198,200       3,345,500         Java       4,235,500       6,475,200       7,152,700         Phtlippine Islands       4,023,200       1,605,800       3,726,600	Brazil			
Argentine Republic.       4,957,000       3,251,600       5,614,500         Chili.       4,081,100       3,189,600       8,072,100         Peru.       3,160,800       718,300       241,800         China and Hong Kong.       22,570,900       26,084,900       30,857,500         Japan.       2,608,800       5,198,200       3,345,500         Java.       4,235,500       6,475,200       7,152,700         Phtlippine Islands       4,023,200       1,605,800       3,726,600	Uruguay			
Chili	Argentine Republic			
Japan       3,160,800       718,300       241,800         Java       22,570,900       26,084,900       30,857,500         Java       2,608,800       5,198,200       3,345,500         Philippine Islands       4,023,200       1,605,800       3,726,600	Chili			
China and Hong Kong	Peru			
Japan       2,608,800       5,198,200       3,345,500         Java       4,235,500       6,475,200       7,152,700         Philippine Islands       4,023,200       1,605,800       3,726,600	China and Hong Kong			
<b>Philippine Islands</b> 4,235,500 6,475,200 7,152,700 4,023,200 1,605,800 3,726,600	Janan			
Philippine Islands	Java			
	Philippine Islands			
1,577,100 1,219,200 2,790,900 1	Gibraltar			
	ATDIGITAL	1,577,100	1,219,200	2,790,900

	1878.	1879.	1880.
Fxported to—	Yards.	Yards.	Yards.
Malta	2,873,700	1,496,500	2,635,600
British North America	1,924,400	1,356,000	3,406,500
British West India Islands &			
Guiana	2,702,900	2,962,300	4,043,600
British Possessions in South		_,,	//
Africa	1,692,100	2,390,300	1,958,100
British India—	-,,	_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_,000,000
Bombay	11,856,500	19,891,400	31,956,900
Madras	2,219,900	3.332.300	6,129,500
Bengal	55,862,900	57,993,500	79,833,100
Straits Settlements	6,924,700	7,713,000	5,137,800
Ceylon.	878,400	2,191,600	2,147,100
Australia	10,212,400	5,318,200	8,490,700
Other countries	19,623,400	21,323,400	
Other countries	13,023,400	21,323,400	23,397,800
Total unbleached or bleached	174,492,500	185,910,800	219,823,300
Total printed, dyed, or colored	80,773,600	76,660,000	109,785,800
Total mixed materials, cotton	00,110,000	70,000,000	100,100,000
predominating	645 100	1 071 000	0.050 400
predominating	645,100	1,071,000	2,259,400
Grand total	255,911,200	263,641,800	331,868,500
Other manufactures of o			
Other mandractures of C			
1	1878.	1879.	1880.
Lace and patent net	71,588	98,040	153,274
Hosiery of all sorts£	64,482	58,375	71,956
Thread for sewinglbs.	987,390	1,049,850	1,224,509
Other manufactures, unenu-			,
merated£	70,485	64,573	76,074
Total value of cotton manu-		,	
factures£	3,790,983	3,753,545	4,845,444
The movements in bullic	on in the mo	nth and six r	nonths have
been as follows:	**		
poola do zoalo mor,	GOLD.		
*.	dollo.		

peen as follows:			
	GOLD.		
o	1878.	1879.	1880.
	£	£	£.
Imports in June	1,231,999	1,610,733	799,912
Imports in 6 months	7.331.429	8.940,556	2.976.830
Exports in June	1,965,980	641,396	341,076
Exports in 6 months	9,233,102	4,597,638	3,286,027
	SILVER		
Imports in June	756,249	1.038.529	567.161
Imports in 6 months	7,425,146	6.340.978	3,249,631
Exports in June	449.144	770,852	555,680
Exports in 6 months	6,869,316	6,000,080	4,173,934
	GOLD AND SI	LVER.	
Imports in June	1,988,248	2,649,262	1,367,073
Imports in 6 months	14,806,575	15,281,534	6,226,461
Exports in June	2,415,124	1,412,248	896,756
Exports in 6 months	16,102,413	10,597,718	7,459,961
E IN	10000		

There has been renewed buoyancy on the Stock Exchange. In the early part of the week the political news from the East and the unsettled weather caused some dulness to prevail, but since the publication of the Board of Trade returns the railway share market has become firm and there has been some recovery in foreign bonds. The general public—who have been sellers of railway shares at the recent high prices—have now ceased selling, and there is consequently less stock to absorb. The dividends declared are regarded as satisfactory. They show an increase over last year, and hence the upward movement in prices.

The harvest being delayed by the unsettled weather and the stocks here being light, the trade for wheat during the week has exhibited more steadiness, and white wheats, which had been difficult to sell, have, during the last few days, commanded more attention and have realized slightly enhanced prices. Wheat has already bloomed in early districts, and should there be fine weather, the cutting of it will be commenced in very early localities at the close of the month. The cropof barley promises to be a large one.

During the week ended July 3, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 21,470 quarters, against 34,904 quarters last year; and it is estimated that in the whole kingdom they were 85,880 quarters, against 159,620 quarters in 1879. Since harvest the sales in the 150 principal markets have been 1,307,202 quarters, against 2,350,368 quarters; while it is computed that they have been in the whole kingdom 5,228,800 quarters, against 9,401,480 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply in the United States is also given:

Democratic Prices			
1879-80.	1878-9.	1877-8.	1876-7.
Imports of wheat.cwt.49,533,370	41,440,287	48,348,322	36,515,85 <b>2</b>
Imports of flour 8,829,862	7,712,549	7,290,412	5,954,859
Sales of home-grown	.,,		
produce22,658,168	40,739,750	30,903,300	32,627,400
		00 710 001	
Total81,021,400	89,892,586	86,542,034	75,098,211
Deduct exports of	1,622,312	1,522,458	778,603
wheat and flour 1,366,746	1,022,312	1,022,400	770,000
Result79,654,654	88,270,274	85,019,576	74,319,606
Arine price of English	00,210,214	00,010,010	14,010,000
Av'ge price of English	40s. 7d.	50s. 9d.	53s. 1d.
wheat for the season. 46s. 6d.	40s. /u.	508. 3u.	008. Iu.
Visible supply of wheat	10101150	4 010 400	0 001 000
in the U.Sbush.14,000,000	12,184,153	4,612,433	2,331,860
		_	

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

	CALLE		
1879-80.	1878-9.	1877-8.	1876-7.
Wheat	41,440,287	48,348,322	36,515,852
Barley11,757,379	9,352,713	12,385,539	11.805.745
Oats12,322,675	9,719,559	10,476,468	9,889,958
Peas 1,818,530	1,462,186	1,522,930	1.187.184
Beans 2,384,074	1,470,263	2,598,955	3.965.383
Indian corn24,782,586	31,589,699	30,896,620	29,651,372
Flour 8,829,862	7,712,349	7,290,412	5,954,859
	PORTS.		
1879-80.	1878-9.	1877-8.	1876-7
Wheat ewt 1.200.303	1.500.381	1.445.455	738 225

. ' 0	1879-80	1878-9.	1877-8.	1876-7•
Wheatcwt.	1,200,303	1,500,381	1,445,455	738,225
Barley	28,438	105,313	54,969	48,738
Oats	89,591	92,304	104,381	84,620
Peas	89,575	21,156	18,887	22,287
Beans	61,678	15,223	19,230	27,149
Indian corn	557,880	430,611	219,672	446,650
Flour	166,443	121,931	76,503	40,380

Annexed is a statement showing the extent of the imports of cereal products into the United Kingdom during the first ten months of the season, viz., from September to June, inclusive, together with the countries whence those supplies were derived. A comparison with previous years is also given:

		WHEAT.		
*	1879-80.	1878-79.	1877-78.	1876-77.
From—	Cwt.	Crot.	Cut.	Orot.
Russia	4,149,885	7,623,325	7.427.850	7,819,046
United States	30,602,932	23,300,636	25,152,524	13,775,345
Brit. N. America	3,280,140	2,121,825	3,024,277	1,023,541
Germany	2,266,695	3,667,647	5,325,571	2,818,345
France	6,143	11,084	61,103	1,380,649
Chili	1,445,276	272,202	<b>182,596</b>	312,506
Turkey, &c	2,260	156,817	215,085	880,785
Egypt	1,963,150	479,760	505,065	1.730,766
British India	1,862,440	624,765	3,746,074	3,730,148
Other countries	2,031,695	1,527,522	1,158,304	1,188,474
Total4	17,610,616	39,785,583	46,798,449	34,659,605
*		FLOUR.		
	1879-80.	1878-79.	1877-78.	1876-77.
From—	Crot.	Cwt.	Crot.	Cwt.
Germany	780,985	729,407	1,250,368	920,932
France	235,865	289,010	889.341	1.768,499
United States	5,944,519	4,450,076	2.816,634	1,502,788
Brit. N. America	307,211	271,851	298,225	150,212
Other countries	1,453,129	1,780,920	1,992,057	1,538,494
Total	8,721,719	7,521,264	7,246,625	5,880,925

The following statement shows the estimated value of our imports of cereal produce into the United Kingdom from September to June, inclusive, compared with the three previous years:

	1879-80.	1878-79.	1877-78.	1876-77.
Wheat	£27,819,817	£19,546,105	£28,456,836	£20,441,202
Barley	5,302,398	3,689,207	5,128,236	4,512,721
Oats		3,107,113	3,630,347	3,848,703
Peas	723,864	522,215	627,576	485,531
Beans	947,673	517,690	989,865	1.452,720
Indian corn	7,434,045	7,951,114	9.631.938	8,958,323
Flour	7,296,965	5,922,912	6,602,311	5,170,779
Total	£53,812,342	£41,256,356	£55,067,109	<b>£44,</b> 859,979

Our imports of cereal produce are estimated, therefore, to have cost us £12,500,000 more than last season, the increase in wheat alone being about £8,000,000.

# 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 £39,000 during the week.

Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
July	July	July	July	July	July
17.	19.	20.	21.	22.	23.
Silver, per ozd. $52^{1}$ 2	$525_{8}$	5234	5278	5278	$527_{8}$
Consols for money 98718	98716	98516	98316	98116	98116
Consols for account 989 <sub>18</sub>	98916	9838	98516	98316	98316
U. S. 58 of 1881105	1054	1054	1054	10538	10538
$U. S. 4^{1}_{2}$ s of $1891113^{1}_{2}$	11334	114	11448	11448	11438
U. S. 4s of 190711112	11178	1124	11238	11238	11212
Erie, common stock 4334	4438	4414	4412	4378	4434
Illinois Central111	11012	11034	11012	110	1104
Pennsylvania 5678	574	5712	5712	574	5712
Philadelphia& Reading	834	9 2	912	914	938
New York Central134	1353	1354	$136\frac{1}{8}$	$135\frac{1}{2}$	135%
[ ]	~			100 2	100-3

Liverpool Cotton Market.—See special report on cotton.

Liverpool Breadstuffs Market .-

more poor and outlook	The Them	11000				
e 1	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State) Scent'l Wheat, No. 1, wh. 100 lb Spring, No. 2 "Winter, West., n. "Southern, new "Av. Cal. white "	s. d. .13 9 . 9 11 . 9 2 10 5 10 5 9 6	s. d. 13 9 10 1 9 3 10 6	s. d. 13 9 10 1 9 2 10 5	s. d. 13 9 10 1 9 1 10 4	1. 13 6 10 0 9 0 10 3	s. d. 13 6 10 0 9 0 10 3
California club. "Corn,mixed,West.Bent'l		9 11 5 1 ket.—	9 11 5 0	9 11 5 0	9 11 5 0	9 11 5 1

	at	Mo	n.	Tue	28.	We	d.	Thv	urs.	Fr	i.
B.	d.	8.	d.	8.	d.	8.	d.	8.	d.	8.	d.
Pork, West. mess \$\text{\$\text{\$bbl.61}}	0	61	0	61	0	61	0	61	0	61	0
Bacon, long clear, cwt36		36	9	36	9	36	9	36	9	36	6
Short clear " 38		33	6	38	6	38	6	38	6	38	3
Beef, pr. mess, \$\pi\ tierce.60	0	60	0	<b>59</b>	0	59	0	59	0	59	0
Lard. prime West. Wcwt.36	6	36	6	37	0	37	0	37	0	37	3
Cheese, Am. choice " 51	0	51	0	56	0	56	0	56	0	53	Õ
							-		-		-

London Petroleum Market .-

<b>`</b> .	Sat.	Mon.	Tues.	Wed.	Thurs.	Fr
Pet'leum, ref. \$ gal.	d.	d.	d.	d.	d.	d.
		$7^{7}8^{2}8$ $^{2}0$ .	@	734@778 @		@

# Commercial and Miscellaneous Aews.

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 \$9.988,389, against \$8,155,564 the preceding week and \$9,188,199 two weeks previous. The exports for the week ended July 20 amounted to \$8,915,703, against \$8,098,810 last week and \$9,447,246 two weeks previous. The following are the imports at New York for the week ending (for dry goods) July 15 and for the week ending (for general merchandise) July 16:

#### FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry Goods General mdse	1877. \$1,767,982 5,201,206	1878. \$1,368,042 4,572,298	1879. \$2,238,040 5,205,803	1880. \$2,797,189 7,191,200
Total week	\$6,969,188	\$5,940,340	\$7,533,943	\$9,988,389
Prev. reported	183,358,435	152,837,873	163,250,636	273,237,343

Total s'ce Jan. 1.\$190,327,623 \$158,778,243 \$170,784,479 \$283,225,732. 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 July 20:

#### EXPORTS FROM NEW YORK FOR THE WEEK.

For the week		1878. \$7,018,127	1879. \$6,748,315	1880. \$8,915,703:
Prev. reported	144,122,877	182,575,688	169,778,614	213,143,486

Total s'oe Jan. 1.\$150,244,782 \$189,593,815 \$176,526,929 \$222,059,189

The following will show the exports of specie from the port of New York for the week ending July 17, and also a comparison of the total since Jan. 1, 1880, with the corresponding totals for several previous years:

July.

	13—Str. SantiagoSantiago de CubaMex. silv. dols. 17—Str. RheinLondonMex. silv. dols. Mex. silv. bars.	15,900
3	Total for the week (\$48,243 silver and \$ gold)	\$48,243 4,895,505
5	Tot. since Jan. 1, '80 (\$2,854,861 silv. and \$2,088,887 gold)	\$4,943,748:

 Same time in—
 Same time in—
 Same time in—

 1879...
 \$11,473,977
 1875...
 \$57,883,134
 1871...
 \$50,937,341

 1878...
 8,924,934
 1874...
 32,839,004
 1870...
 33,963,032

 1877...
 21,488,328
 1873...
 37,398,608
 1869...
 21,294,741

 1876...
 36,805,777
 1872...
 53,162,750
 1868...
 58,972,565

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

July.	
14—Str. C. of Alexandria. Mexico	\$651
Am. gold coin	2.033
For. silv. coin	70,982
For, gold coin.	4,212
14—Str. AlpsWest IndiesAm. silv. coin.	33,409
For. gold coin	3,407
15—Str. MurielBritish West Indies. For. gold coin	4,111
16—Sch. C.M.Richardson.Mexico	180
16-Schr. C. of Nassau British West Indies. Am. silv. coin	1.003
16-Str. Felecia Mexico Am. silv.coin.	1.400
Am. gold coin.	270
VenezuelaAm. gold coin.	1.470
Am. silv. coin	1,862
Danish West Indies. Am. gold coin	1,350
16-Str. Caldera Mexico Am. silv. coin	38,301
For silv coin	1,500
17—Str. Alvo	255
Am. silv. coin	202
For, gold coin	36
Am. gold coin	15
Am. gold com	13

Total for the week (\$149,745 silver and \$16,904 gold) ....... \$166,649 Previously reported (\$2,941,277 silv. and \$1,891,482 gold) ... 4,832,759

Tot. since J	fan. 1, '80 (\$3	,091,022 sil	v. and \$1,908	3,386 gold) .	.\$4,999,408
Same tim	e in-	Same tim	ie in—	Same tim	e in-
1879	\$5,939,703	1875	\$7,887,353	1871	\$3.348.306
1878	13,632,218	1874	2,752,674	1870	7.330.217
1877	7,532,180	1873	2,869,261		9,767,172
1976	0 550 060	1070	0 720 060		1 005 000

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:

			Balan	ices.
	Receipts.	Payments.	Gold.	Currency.
July 17 " 19 " 20 " 21 " 22 " 23	1,994,506 84 1,175,751 37 836,967 95 1,503,888 24	1,366,637 85	\$ 85,007,548 85 85,887,985 27 86,248,632 33 86,437,387 08 87,331,153 87 87,554,185 82	\$ 7,592,923 89 7,340,356 46 7,314,393 07 7,344,229 09 7,399,142 45 7,474,661 90
Total	7,129,203 93	4,847,682 55		

Anthracite Coal Tonnage.—The following statement is made of the anthracite coal tonnage for the month of June, 1880, and from January 1 to June 30, compared with the same periods of last year:

	MONTH OF JUN	E.	,
	1879.	1880.	Decrease-
Reading	669,960	481,599	188,360
Lehigh Valley	417,619	359,260	58,358
Central of New Jersey	326,208	270,832	55,375
Del. Lack. & West	348,581	269,295	79,386
Delaware & Hud. Canal	311,413	188,738	22,675
Pennsylvania	166,981	156,907	10,074
Pennsylvania Coal	135,948	77,857	58,090
N. Y. L. E. & W	85,504	32,249	<b>53,254</b>
Total	2,462,217	1,836,640	525,576

JANU	ARY 1 TO JE	UNE 30.	
	1879.	1880.	Decrease.
Reading	3,401,024	2,632,230	768,793
Lehigh Valley	2,014,840	1,920,901	93,938
Central of New Jersey Delaware Lack. & West	1,708,005	1,514,225 1,603,296	$254,440 \\ 99,603$
Delaware & Hud. Canal	1.337.281	1,260,936	76.345
Pennsylvania	770.723	721,097	48,825
Pennsylvania Coal. N. Y. L. E. & W.	$678,237 \\ 214,314$	473,691 184,941	204,516
- 1. D. D. G. W	214,014	101,041	29,373

Total......11,887,987 10,312,120 1,575,866 The stock of coal on hand at tide-water shipping points on June 30, 1880, was 771,758 tons; on May 31, 646,578 tons; increase, 125,180 tons.

Arkansas Bonds.—The Little Rock Gazette of July 11 has the following:-"There is no difference of opinion among our people as to the railroad aid and the levee bonds. They have been passed upon by the Supreme Court, and adjudged to be fraudulent, unjust and illegal. They are settled and disposed of forever. They have ceased to be a debt of the State. But as to the repudiation of the Holford bonds, there is a wide difference in public sentiment. They have never been adjudged to be illegal or unjust. The Democratic Convention of 1878 recommended that only so much of them as was illegal and fraudulent should be made a question of. Until a court of competent jurisdiction and final resort—such as the Supreme Court of the State—passes upon them, and adjudges them to be fraudulent or illegal, these bonds will stand against us so long as Arkansas is a State or time lasts. We cannot get around them, or dodge them, by any such scheme as a constitutional amendment which is itself unconstitutional, until the Supreme Court of the land determines and declares the bonds, and all portions of them, to be illegal and unjust. Those opposed to the adoption of the amendment simply ask that the State do not refuse, or decline even, to pay any bonds issued by the State until they have been properly adjudged by the proper authority to be unjust or illegal. The Holford bonds have not been so adjudged, and until they are any action to get rid of them, except through the legitimate channels of the courts, is not only futile, but it will be regarded by the world as an act of repu-

District of Columbia.—A press despatch from Washington, July 16, said: "Under a late act of Congress authorizing the Treasurer of the United States to fund certificates of indebtedness against the District of Columbia into 3.65 bonds, an issue of \$700,000, in addition to the amount now outstanding, will be

Gas Stocks.—There has been within the past few months a gradual improvement in the price of gas stocks. The advance ranges from 20 to about 30 per cent from the lowest points, which were reached about six months ago. At that time the companies were engaged in bitter rivalry, and in consequence of this competition prices for gas had been reduced to \$1 and 75 cents a thousand feet. The companies have recently settled their differences, agreeing upon a uniform price of \$2 25. The agreement has been maintained, and it is said that the companies now receive less complaint from consumers than when gas was sold at the former low rates. Compared with these, the present prices appear to be very high, but they are still lower than the prices in many of the principal cities of this country, and are within 15 cents of the price at Philadelphia, where gas is manufactured and sold by the city. At the present price the gas companies are making a profit on the business, while before they were losing money. The knowledge of this fact has led to a renewed inquiry for the stocks, and an advance in the price of them. Investors are said to have recovered fully from the electric light scare, which a few months ago threatened the very existence of the gas companies. The following table shows the present market quotations for the stocks of the various companies, compared with the lowest prices of about six months ago:

	_		
	Presen	t price.	Lowest price.
Manhattan	191	to 100	140 to 141
Municipal	175	to 180	150 to 155
New York	145	to 150	115 to 120
Mutual	100	to 101	75 to 80
Harlem	7910	to 80	
Manhattan Municipal Metropolitan New York Mutual Harlem	175 145 100 75	to 180 to 150 to 101	150 to 15 115 to 12

During the struggle between the companies dividends have been irregular. Some of the companies have declared small dividends regularly, but others have omitted them, and the Harlem Company has not paid a dividend for about two years. -[N. Y. Tribune July 16.

Louisiana State Bonds.—The Bank of New York gives notice that holders of consol, bonds of the State of Louisiana may present their bonds at the bank and have same stamped. Interest reduced to 2 per cent per annum for five years from January 1, 1880; 3 per cent per annum for fifteen years, and 4 per cent per annum thereafter. The coupon due January 1, 1880, must be surrendered before the bond is stamped. Holders who prefer to exchange for a new bond at 75 per cent, bearing interest at 4 per cent per annum, must forward old bonds to the Treasurer of the State or to the State National Bank, New Orleans, La.

Virginia Bonds and Coupons.—Messrs R. H. Maury & Co., of Richmond, state in their circular of July 17: Virginia coupons have advanced from 833/4 to 88 for consols and 88 to 92 for 10-40 coupons. There was no reason for the late decline, notwithstanding the maturity of the July coupons, since the taxes to be paid by November 30th are so much in excess of the whole amount of coupons outstanding. We give, officially, a statement of same, as follows: 

 Virginia Consol. Coupons outstanding
 \$ 615,171 00

 Virginia 10-40
 " 148,888 50

Total.....\$ 764,059 50

Amount taxes for the current year about.....\$2,500,000 00

St. Louis Iron Mountain & Southern.—The Iron Mountain Railroad Company is advertising for proposals for the building of thirty-four miles of new road, known as the Camden Branch. The branch will leave the main line of the Iron Mountain at Guerdon, a station about seventy-five miles below Little Rock, and run a little east of south to Camden, in Ouachita County, on the Ouachita River.

St. Paul & Sioux City.—A despatch to the Chicago Tribune dated July 20th says: "The question which has vexed the amicable relations of the Union Pacific and St. Paul & Sioux City as to which company should build the forty-three miles of road in Nebraska between Vincent's Junction and Norfolk has been settled by Gen. J. W. Bishop, of the latter company, who went to New York to confer with President Dillon, of the Union Pacific, about the matter. The road will be built nominally by H. H. Porter, President of the St. Paul & Sioux City; but it is understood it will be used by both companies. This will give the Union Pacific connection with the railroads terminating at the Union Pacific connection with the railroads terminating at Sioux City."

Scioto Valley.—The stockholders of this company have voted to increase the capital \$500,000, and to proceed at once with the extension from Portsmouth, Ohio, up the Ohio River to a point opposite Ashland, Ky., to connect with the Chesapeake & Ohio Road, which is expected to reach Ashland this fall.

Union Pacific.—The World reports the actual ascertained earnings for April of the Union Pacific consolidation, given by the Auditor, as follows:

 Gross earnings....
 \$2,175,015

 Expenses, including taxes and steel rails...
 1,208,425

This corporation have now under construction an extension of the Central Division from Neeley, on the Denver Pacific, down the Platte Valley to Julesburg, on the main line, for 150 miles. When completed this extension will reduce the distance from Denver to Omaha by more than fifty miles, making a low-grade line (nowhere over 25 feet to the mile) from Denver to Omaha 550 miles. They have also under construction extensions of the Utah Northern, which from Ogden to Red Rock, Mon., 304 miles, is owned entirely by the Union Pacific. This road will now be pushed through Montana to Puget Sound. A branch will entirely be built to Butte City, and one is contemplated to will entirely be built to Butte City, and one is contemplated to Helena, the main line passing through Deer Lodge. One hundred miles are now being built north of Red Rock.

—In the American Law Review for July, published by Little, Brown & Co., of Boston, Mr. Leonard A. Jones continues his articles on "The Law of Collateral Securities." It is hardly necessary to remark that this branch of law, on a subject hardly second to any other in its importance to bankers and brokers, has been so greatly increased in its extent by the numerous decisions of late years, that a treatise on the subject is an important addition to the popular law books of the day.

—Attention is called to the card of Messrs. C. F. Hohorst & Co., cotton and produce commission merchants in this city. This house receives consignments of all kinds of produce, and make liberal advances on same. They also give special attention to orders for the purchase and sale of contracts for future delivery of cotton.

The Bank of British North America, one of the strongest of the large Canadian banks having agencies in New York, has just added Chicago to the list of places on which it issues demand drafts, &c.

## BANKING AND FINANCIAL.

## FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT BONDS, And other desirable Investment Securities,

No. 5 NASSAU STREET, NEW YORK.

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.

# Bankers' Gazette.

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

2,485—The South Framingham National Bank, Massachusetts. Authorized capital, \$100,000; paid-in capital, \$60,000. James W. Clark, President; Frank W. Stockwell, Cashier. Authorized to commence business June 28, 1880.
2,487—The First National Bank of Middleburgh, New York. Authorized capital, \$50,000; paid-in capital, \$50,000. Duryea Beekman, President; Walter E. Mitchell, Cashier. Authorized to commence business July 12, 1880.

mence busines. July 12, 1880.

#### DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Cedar Rapids & Mo. Riv. (quar.).	\$1	Aug. 2	
Do do pref	\$3.50	Aug. 2	
Connecticut & Passum. Rivers		Aug. 2	
Illinois Central	3	Sept. 1	
Massawippi Valley	\$2		
Banks.			
Corn Exchange	5	Aug. 2	July 22 to Aug. 1
Pacific (quar.)	$2^{1}\!2$	Aug. 2	
Insurance.	_	_	
Home Fire	5	On dem.	
Lenox Fire	<b>4</b> 8	On dem.	
Peter Cooper Fire		On dem.	•••••
Rutgers Fire.	10	Aug. 2	•••••
Miscellaneous.	<b>#1 F0</b>		*
Iowa RR. Land.	\$1,50	Aug. 2	
Oregon R. & Nav. (quar.)	2 3	Aug. 2	
Pennsylvania Coal	.3	Aug. 2	•••••

#### FRIDAY, JULY 23, 1880-5 P. M.

The Money Market and Financial Situation.—The Stock Exchange markets have shown a decidedly strong tone this week, and prices, in some cases, are materially higher. Taking a single point as a criterion by which to judge of the current drift of opinion, we find that the following cable dispatch from London on Thursday had a perceptible influence, viz.: "Nearly £200,000 in gold has been bought in the open market during the last few days for shipment to New York." This importation of \$1,000,000 would not, in itself, be of great importance, but the first positive intelligence of another gold movement toward this country touched a sensitive chord in Wall Street, and aroused the bull element to activity. Much talk is heard of a repetition of the events of 1879, with the heavy import of gold, immense exports of produce, and high prices for securities and merchandise. This is, of course, the talk of the day only, but it reflects the opinion of many of the most active business men, and shows upon what grounds their operations are likely to be based.

The gold imported will probably go into the banks, and they are also gradually draining the gold out of the Treasury and leaving the silver there as a heavy incubus. A statement from Washington this week reports the standard silver dollars now in the Treasury as about \$44,000,000, out of \$63,000,000 coined, and this amount is increased by nearly the entire monthly coinage, which is about \$2,300,000 per month.

The money market has been very easy, and on Government bonds 2 per cent is the common rate for call loans, while exceptional transactions are made below that; on stock collaterals 2@3 per cent is paid. Prime commercial paper is quoted at 3½@5 per cent, according to the grade and the length of time it has to run.

The Bank of England weekly statement, on Thursday, showed a decrease of £39,000 in specie, and the percentage of reserve to liabilities was 52%, against 51% last week. The discount rate remains unchanged at 2½ per cent.

The last statement of the New York City Clearing House banks, issued July 17, showed an increase of \$703,050 in the legal reserve, the total surplus being \$18,471,275, against \$17,768,225 the previous week.

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

	1880. July 17.	Differ'nces fr'm previous week.	1879. July 19.	1878. July 20.
Loans and dis. Specie Circulation Net deposits. Legal tenders.	19.4×8.700 292,238.500	Dec. 37,100 Inc. 1.523,800	$20.011,700 \ 20,531,600 \ 240,154,300$	$22,001,600 \\ 19,405,100 \\ 221,252,100$
Legal reserve. Reserve held.	\$73,059,625	Inc. \$380.950	\$60,038,575	\$55.313.025
Surplus	\$18,471,275	Inc. \$703,050	\$10,482,025	\$24,232,475

United States Bonds .- The market for governments has been particularly strong and active, even at the high prices prevailing. Many institutions, including savings banks and

insurance companies, have been purchasers, and a lot of nearly \$1,000,000 was sold to one of the leading Canadian banks. No purchase of bonds was made for the sinking fund this week. Despatches from Washington report that of the \$40,000,000 of \$10 refunding certificates issued under the special act of Congress, which were convertible into 4 per cent bonds of \$50 and upwards, about \$1,367,000 remain unconverted.

The closing prices at the New York Board have been as fol-

	Interest Periods.		July 19.	July 20.	July 21.	July 22.	July 23.
6s, 1880reg. 6s, 1880coup.	J. & J.	*10134	*10134	*10131	*10134	*10134	*10134
68, 1881reg. 68, 1881coup.	J. & J. J. & J.	*1037 <sub>8</sub> *1037 <sub>8</sub>	*104 104 <sup>1</sup> 8	*104 *104	*104 1041 <sub>8</sub>	104 <sup>1</sup> 8	10418
5s, 1881coup.	QFeb. 1	10312	*10342	*10310	*1034	10350	*10312
4 <sup>1</sup> 28, 1891reg. 4 <sup>1</sup> 28, 1891coup. 48, 1907reg.	QMar.	*1104	*11012	*11058	*1103a	*11070	111 <sup>1</sup> 8 *111. 109 <sup>1</sup> 4
4s, 1907coup. 6s, cur'cy, 1895reg.	QJan. J. & J.	$^{1081}_{2}$	*10858	$^{1087_{8}}_{125}$	109 <sup>1</sup> 8 *125	109	109 <sup>1</sup> 8 *125 <sup>1</sup> 2
6s, cur'cy, 1896reg. 6s, cur'cy, 1897reg.	J. & J. J. & J.	$^{125}_{126}$	*123 *124	$^{*125}_{*126}$	*125 *1254	*126 *126 <sup>2</sup> 2	$^{*}126_{2}$ $^{*}127_{2}$
6s, cur'cy, 1898reg. 6s, cur'cy, 1899reg.	J. & J.	*127	*125	*127	*126 *127		*128 *129

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

The range in prices since January 1, 1880, and the amount of each class of bonds outstanding July 1, 1880, were as fol-

	Range sin	ce	Amount July 1, 1880.			
4	Lowest.		Highest.	Registered.	Coupon.	
6s, 1880cp. 6s, 1881cp. 5s, 1881cp. 4 <sup>1</sup> <sub>2</sub> s, 1891cp. 4s, 1907cp. 6s, cur'ncy.reg.	103 <sup>7</sup> 8 July 102 <sup>3</sup> 4 May 106 <sup>3</sup> 8 Jan. 103 Jan.	9522	1047 <sub>8</sub> May 20 1077 <sub>8</sub> May 26 1041 <sub>8</sub> Apr. 28 1105 <sub>8</sub> May 29 1097 <sub>8</sub> June 7 1261 <sub>2</sub> Feb. 17	165,023,050 294,596,500 171,107,350 527,707,950	54,436,900 190,278,400 78,892,650 210,272,850	

Closing prices of securities in London for three weeks past and the range since January 1, 1880, were as follows:

	July	July July J		July July -		Range since Jan. 1, 1880			
	9.	16.	23.	Lowest.	Highest.				
U. S. 5s of 1981	10578	x105	10538	104 <sup>1</sup> 2 Apr. 15	10678 Jan. 12				
U. S. 4 <sup>1</sup> 28 of 1891 U. S. 48 of 1907	111272	111339	111439	109% Jan 2	11430 Inly 92				

State and Railroad Bonds.—The transactions in State bonds have been quite limited. Louisiana consols are quoted to-day at 4634 asked, and notice is given that holders can have the bonds stamped at the Bank of New York-2 per cent for five years, 3 per cent for fifteen years and 4 per cent afterward—or they can send the bonds to New Orleans to be "scaled" to 75 per cent of their face and exchanged for new 4 per cent bonds. New North Carolina 4 per cents are quoted 72 bid, Alabama class A 59 bid.

Railroad bonds are very strong and active, and the choice investment bonds are pushing up to prices never before known. The Connecticut law permitting savings banks to invest in certain first mortgage bonds has brought them in the market as purchasers during the past few months, and, as between rail-road bonds paying even 5 per cent and governments paying only 3½ per cent, there is enough difference to make the firstnamed a desirable purchase.

Messrs. A. H. Müller & Son sold at auction

Shares.

35 Brooklyn Fire Ins. Co... 194
50 Hamilton Fire Ins. Co... 134½
80 Mech. & Traders' Ins. Co.. 152½
100 Brooklyn Fire Ins. Co.. 199½  $@192\frac{1}{2}$ 

Shares. \$1,000 Chicago & Canada So. RR. Co. 1st mort. bond. All unpaid coupons on.... 534

Railroad and Miscellaneous Stocks.—The stock market has developed a strong feeling, and prices of many of the leading stocks show a decided advance during the week. The general influences which have affected the market at large are the assurance now of large crops, the belief in a very heavy export of produce, as well as a demand for American securities abroad, and a consequent movement of gold towards this country. In a word, the bulls in stocks are predicting another "boom" like that which occurred in the autumn of 1879. The granger stocks, the trunk lines, the Southwestern list and even the coal road stocks have all advanced, and close very strong. The weak point in the market has been the elevated railroads, and these have further declined on the failure of their directors to agree to anything—and on the general impression of bad faith with the public in the past manipulations of the stocks of these companies by their directors. N. Y. Ontario & Western closes at 27¾—the option to exchange more of the old stock for new having expired July 22. The capital will probably stand at about \$58,000,000, and the cash on hand received from assessments paid at about \$9.750,000, when the pending from assessments paid at about \$9,750,000, when the pending matters are closed up; there are reported to be \$4,537,000 of old shares and convertible bonds wiped out by the non-payment of the 30 per cent cash assessment.

The sharp rise in the Denver & Rio Grande shares was due to the large earnings. The advance in Central Pacific was due to the propert that the grand artistic propert that the report that

to the report that the second option on 50,000 shares would not be renewed by Mr. Huntington, except at a higher price. Wabash advanced on the report of a probable dividend on the preferred stock for the last six months of 1880.

In commenting last week on the Erie earnings, no mention

d for FRASER

was made of the yearly charges for rentals, &c., which amount, in round figures, to \$1,000,000 more than the receipts from miscellaneous sources. The charge for bonded interest this year. 1879-80, is about \$4,000,000, and the above obligations added makes the total annual charges to be paid out of net earnings, ahead of the preferred stock, \$5,000,000. The Pennsylvania Railroad presents another strong statement of earnings for June, and for the first six months of 1880 the company's whole system of roads made the remarkable net gain of \$3,979,093 over the same period of 1879.

The daily highest and lowest prices have been as follows:

	Satu Jul	urday. y 17.	Mon Jul	nday. y 19.	Jul	sday, y 20.		nesd. y 21.		rsday, y <b>2</b> 2.		day, y 23.
Am. Dist. Tel.	7236	72%			72	72	-		73	731	74	74
Atl.&Pac.Tel.	7214 *4214	43	4314	4314 6414 7236	*42	4316	43	4514	43%	4636	4514	48
Canada South. Cent. of N. J	5956 6918	61%	62½ 7056	7934	621	64	1 6234	63	F612	• • • •	6216	6214
Cent. Pacific	70	70% 70% 18%	7078	7078	717	744 70%	73	7476	7216	74	73%	7478 7834
Ches. & Ohio	18	1856	18%		182	19%	18%	195	1816	1814	1831	18%
DO IST Pri.	2374	23%		• • • •	24	24			*24		*24	26
Do 2d prf	20 111	20	21 113	21 .	21	21	1300	2116	*19%	• • • •	•191	2134
Chic. & Alton.	12214	11214	124	113 125	112	113 (124%	11234	113	10412	10412	11334	1131
Chic.Bur.& Q. Chic.M.&St.P.	12214 7956	8056		81	793	8136	814	82	12414	12414 8296	1241/4 83	12414 8416
Do pref.	10454	105	7976	104%	1044		105	106	80% 105%	105%	106	106%
Chic. & N. W.	111	9256	92 1111	9318	92	93	93	9414	9234	94	94	9456
C.R.I.&P.new		106%	107	11114	10712	11214 10814	108	1131	113	113¼ 108	1131	11316
Ch.St.L.&N.O.	2816	2014	31	81	10.7	10074	31	31	107%	100	30	108½ 31
Ch.St.P.M.&O	40	41	41	411/8 75%	4014	4136	4116	4114	4014	4:	41	4114
Do pref. Clev. C. C. & I.	6914	75¼ 69¾	751/6 691/6	75%	7516	7716	76	77	76	76.	7616	761
Col.Chic.&I.C.	1814	1634	1656	70 1758	70	70 1856	6914	6934	6814	6816	6894	6954
Del.& H.Canal	77	78	78	805	791	8114	80	18% 81%	16% 79%	17%	175	1814
Del.Lack.&W.	8016	80%	80%	8236	81%	85	83	85	821	84%	8416	8514
Denver& R.G.	6216	6218	63	65	64	6716	66	68	65	67	6714 3436	69
Han.& St. Jo Do pref.	34% 71	35% 72	35% 71%	35% 72%	34%	3536 7156	335/s 703/s	3514	3314	35	3438	3514
Hous.&Tex.C.	*	66			* 10%	66	6434	71% 64%	70% 60	7116 65%	7156 *6256	72
Illinois Cent	10716	10716	10756	1077/8	1074	10714	1071	107		106		107
Lake Erie&W.	2956	2934	294	30	2934	30	29%	30	2916	30 (	30	31%
Lake Shore Louisv.&Nash	105¼ 122	10678	$\frac{10634}{125}$	1073 <sub>6</sub>	10614 1123	10756	10856	107%	105% *x118	10716	10754	107%
Manhattan	30%	3014	30	30%	30	126 31	122 25	122 3014	*X118	2514		122
Mar.&C.1st pf.	716	812	814	9'8	814	816	20	30%	21	2073	2337	251/
Do 2d prf.	514	514 9136	6	6	. 6	6	6	6	6	8		•••
Mich.Central Mobile&Ohio.	89% 20%	9138	9116	9236	91	93%	9134	93%	9116	9256 2116 3856	9214	93
Mo.Kans. & T.	3612	23 37%	2236 3736	23¾ 38¼	22%	23 38	2134	23 3814	2116	2114	*22	2214
Mor.A Essex		105	10576	105%	105%	1061	106	106	37 106	106	38¼ 106¼	3017
Nash.Ch.&StL	63	67	6514	70	66	67	67	671	66	661	67	68
MewCent.Coal	130	1001	2494	24%	25	25					29	29
N.Y.C. & H. R. N.Y.L.E. & W.	4214	19218 4314	13114	1321	13114	132 4316	13116	13214	13014	13112		132
Do pref.	6938	7134	70%	4354 7158	7056	7118	7016	4354	70	431	4318	4356
N.Y.Ont. & W.	2614	2636	2614	2654	261	28	2756	2816	27	2776	7116 2716	2814
Northern Pac.	27	27	2714	2776	271	2714	2712	28	2756	2734	28	2856
Do pref. Ohio Central	49	4918	4912	4957	49%	49%	4916	50%	1914	49%	5036	51%
Ohio & Miss	3256	33%	$\tilde{3}$	3338	32%	33	2114 3214	2114 3314	*2012 32	3316	2136	22
Do pref.			72%	72%			73	7378	34	2078	33	345%
Pacific Mail	41	4134	4116	42	4114	4178	4136	42	41	42	42	4216
Panama Phil. & Read'g	1714	17%	17%	i8''	iš		***		*178			181
St.L.A.& T.H.	1174	1176	1174	10	18	18	1754	181	1794	18	1814	1816
Do pref.					59	5994	• • • •		• • • •		• • • •	••••
St.L.I.M. & So.	4734	48	4994	4916	4316	5158	51	52% 37	5016	5298	52%	53%
St.L.& S.Fran. Do pref.	•••.	••••	35%	3578	• • • • •	36	36	87	5016 3634	39 1	36%	3637
Do lst prf.	••••		••••	••••	70	49 75	47	48	4716	4736	4714	4736
Butro Tunnel.	1%	176	184	176	174	176	184	74	172	75	*73 1%	75
Union Pacific.	9058	92	9138	8278	91	8116	90%	92	80%	91%	9114	92
Wab.St.L.&P.	37.4 66	38 66%	34 6656	3834 6756	3734	3814	38	3918	3776	4016	39%	4156 7056
West. Un.Tel.	10544	10614	10614	10688	106	6784 107	66% 106%	68	6636	0878	8894	
# ffth 41		20/21			-00	-01	10078	10756	100%	10736	1031/4 1	071/

\*These are the prices bid and asked: no sale was made at the Board. Total sales of leading stocks for the week ending Thursday, and the range in prices for the year 1879 and from Jan. 1, 1880, to date, were as follows:

	Sales of Week,	Rang	Range since Jan. 1, 1880.					Ran   Year	ge for 1879.
	Shares.	Lot	west.		H	ighesi		-	High
Canada Southern Central of N. J	7,020 104,664		Мау			Jan.	14		7819
Chicago & Alton	1,100	9912	May			Mar.	8		
Chic. Burl. & Quincy	4,004	113	June	2	$\begin{array}{c} 116 \\ 152 \end{array}$	Mar.	29	75	1004
Chic. Mil. & St. P	153,960	66121	Mor	25	102	Jan.	26	11178	13412
Do do pref.	1.830	99 1	May	10	853 <sub>8</sub>	mar.	27		8248
Chic. & Northw	55,045	8748 J	Tuly	9	97	Mar.	29	7434	10234
Do do pref.	6,090	104 I	Teb		11312	Mar.	31		941
*Chic. Rock I. & Pac	6,520	1001 <sub>2</sub> J	Tuna.	11	204	June	23		108
Col. Chic.& Ind.Cent.	17,100	912 1	May	11	2510	Jan.	າດອ	119	1504
Del. & Hudson Canal	35,406	60 N		25	8630	Mar.	20	5	28
Del. Lack. & Western	166,391	6812 N	May	25		Mar.	90	38 43	8918
Hannibal & St. Jo	14,555	2278 1	May	25		Feb.	24	134	94
Do do pref.	12,000	6312 N	Vav	25	76	Feb.			4113
Illinois Central	2,241	991 <sub>2</sub> J	an		110	Mar.			7048
Lake Erie & Western	3,800	2014 N	Tav	111	3838	Mor	4		100%
Lake Shore	102,765	95 J	une	2	11148	Mar.	4	67	108
Louisville & Nashv.	413	8618 J	an.	8	16419	Apr.	2		891
Manhattan	33,575		uly	22	571	Mar.	16	35	724
Michigan Central	39,641			17	961	June	28	7334	98
Missouri Kan. & Tex.	71,835	2818 N	lav	25	491	Jan	27	538	
Morris & Essex	4,770	100 M	Iav	24	11012	Feb.	28	7510	1041
Nashv. Chatt. & St. L.	23,700	4712 J	une	-il	128	Mar.	5	3512	83
N.Y. Cent. & Hud. Riv	25,520 277,310		fay		137	Mar.		112	139
N.Y. Lake E. & West.	277,310		une	1	4878	Feb.	2	2148	49
Do do pref.	17,798	47 N		25	$737_8$		2	3712	7818
Northern Pacific	3,725	20 M	lav	111	36	Jan.	14	116	404
Do pref.	6,852	3938 N	fay	24	60	Jan.	13	444	65
Ohio & Mississippi	20,340	23 M	fay	25		Mar.		731	3338
Pacific Mail	35,185	2712 M	fay	17	62	Mar.	8	1038	394
Panama		168 J	an.	2	190	Apr.		123	182
Phila. & Reading	9,230	1312 J	uly	2	$723_{8}$	Jan.	3		
St.L.Iron Mt. & South.	36,162	341 <sub>2</sub> M	Tay !	25		Feb.	17	13	56
St. L.& San Francisco		254 M	fay :	11	48	Feb.	2	348	53
Do pref. Do 1st pref.	600		lay:		604	Mar.	8	418	601
	00000	60 M	lay :	11	8312	Mar.	9	934	781
Union Pacific	39,843	80 M	lay:	11	$973_{8}$	Jan,	19	5719	95
Wab. St. L. & Pacific Do do pref.	28,815	261 <sub>2</sub> M	lay S	25	48	Jan.	27		
Do do pref. Western Union Tel	45,730	514 M	lay 2	25	7258	Jan.	27		
Western Omon 161	49,930	864 J	une	21	1164	Feb.	24	885	116

\* Lowest price here is for new stock, sold for first time June 11. † Range from Sept. 25. ‡ Range from July 30.

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

-1		. 1		-	and the same
-1	Latest ea	trnings re	ported.—	-Jan. 1 to	latest date.
1	week or Mo.	1880.	1879.	1880.	1879.
1	Ala.Gt. Southern.June	\$40,821			
۰	Albert & Suga Mor	100 405	Ψ20,200		
- 1	Albany & Susq May	109,405			418,116
	Atch.Top. & S. Fe. June	720,000	410,808	3,704,353	2,753,019
٠ ا	Atl. & Char. Air-L. April	52,916			250,310
1	Atl. & Gt. West May	349,010	317 149	0.055.570	1 560 107
1	Atl Migg & Ohio Mor	101,010	317,143		
1	Atl. Miss. & Ohio. May	131,407	130,979	768,750	613,239
1	Bur.C.Rap.& No2d wk July	31,357	24,648	1,044,927	703,169
1	Cairo & St. Louis. 1st wk July	7,599	5,524	185,978	
1	Carolina Central May			100,070	
1	Cumtral Desides Torres	23,511	23,587	191,731	179,645
ı	Central PacificJune	1,752,000	1,443,088	8,484,255	7,855,408
1	Ches. & Ohio June	211,645	148,457		812,808
1	Chicago & Alton .2d wk July	156,859	125,298	2 600 844	
1	Chia Ruel & O Marri	1 010,000	1 120,200		
1	Chic. Burl. & Q. May	1,019,227	1,171,303	6,714,248	5,349,271
1	Chic.Cl. Dub.& M.4th wk Apr	16,883	8,175	201,225	151,349
١	Chic. & East. Ill2d wk July	24.257	14,305	582,802	
1	Chic. Mil. & St. P.2d wk July	216,000	171 005		
1	Chia & Norther Tune	210,000	171,805	5,903,000	4,378,077
1	Chic. & Northw. June	1,653,000	1,393,087	8,390,313	6,960,332
١	Chic.St.P.Min&O.2d wk July	24,909	17,485	742,247	584,976
ł	Chic. & W. Mich 2d wk June	13,056	10,582	254 100	070,000
ı	Cin & Springt Od wk Tule				
ı	Cin. & Springt 2d wk July	13,092		432,665	334,838
ı	Clev. Col. Cin. & I.2d wk July	75,783	55,016	1,985,046	1,572,960
1	Clev. Mt. V. & Del. 1st wk July	6,008		215,076	190,303
1	Del.& H.Can., Pa. Div. May.				
١	Donwar & Dio Ca Ca - Tay.	91,372		482,947	468,223
ı	Denver & Rio Gr 3d wk July.	88,804			
1	Denv.S.P'k& Pac.May	223,903	44,354	940,789	180,309
ł	Det. Lans. & No1st wk July	20,579	16,569	0 - 0,100	20,000
1	Dubuque&S.City.2d wk July		17 201	401 000	
ł	Footom Manual Transfer	22,622	17,381	481,380	
١	Eastern May	227,415	203,840	1,091,321	901,391
١	Flint & Pere Mar. 2d wk July	24,305	17,586	796,369	555,175
ı	Grand Trunk. Wk. end. J'ly 10	187,256	145,327	5,145,778	
1	Gr't Western. Wk. end. J'ly 9		77.005	0,140,770	4,313,458
1	Hoppibal & Ct. To Oct - Train	93,375	77,925	2,479,782	2,121,356
١	Hannibal & St. Jo. 2a wk July	32,991	22,579	1,202,015	938,217
1	Houst. & Texas C. May	188,120	165,551	1,265,504	1,038,876
ı	Illinois Cen. (Ill.).June	521,277	460,171	2,800,194	2 529 460
ı	Do (Iowa).June		100,171		2,528,460
ł		122,230	120,407	754,100	
ı	Indiana Bl. & W1st wk July	23,672	17,426	593,376	<b>540,576</b>
ı	Ind. Dec. & Spr. June	36,720			,
ı	Int. & Gt. North 2d wk July	26,898	20,349	767,864	724,490
ı	K. C. Ft. S.& Gulf. June	79,976		707,004	724,490
ı	Vone C. Lorr & Co. Tune		63,536		377,093
ı	Kans.C.Law.& So.June	64,328	36,093	339,888	202,533
ı	Lake Erie& West.2d wk July	27,991	9,055	,	
۱	Little Rk. & Ft. S. May	21,471	14,690	170 210	100 441
ı	Louisv. & Nashv. 2d wk July			170,218	106,441
ı	Minn of Ct Tanis 1st Late	153,400	89,440	4,182,195	2,792.050
ı	Minn. & St. Louis. 1st wk July	13,065	7,572	323,165	206,554
ı	Mo. Kan. & Texas. 2d wk July	69,940	60,646	2,114,978	1,352,962
l	Mobile & Ohio4th wk J'ne	35,330	25,541	1,002,150	
ı	Nashv. Ch. & St. L. June			1,003,158	856,579
ı	Masuv. Ch. & St. L. Julie	144,155	105,047	1,024,705	837,887
ı	N. Y. & Canada . May	53,483	37,238	273,746	155 921
ı	N. Y. Cent. & Hud. June 2	2.653.477	2.022.823	15 749 478	13 157 069
ı	N. Y. L. Erie & W. May1	502 511	1 350 574	7 400 050	6 404 650
ŀ	N. Y. & N. Engl'd. J'ne 1 to 23		1,000,074	7,429,252	6,434,673
ı	North Company of the 1 to 23	137,874	128,089		
ı	Northern Central. May	329,788	317,568	1,796,597	1,519,213
ı	Northern Pacific .June	261,269	198,744	910,031	709,242
1	Ogd. & L. Champ. 1st wk July	11,208	9,104		
1	Pad. & Elizabetht. 1st wk July			233,533	163,519
ı	Dod & Monabia Jak wh July	6,331	5,518	184,648	135,011
ı	Pad. & Memphis1st wk July	3,895	3,303	99,605	76,883
ı	Pennsylvania June 3	.221.476	2.390.810	19.434.071	15 414 058
1	Peoria Dec. & Ev. May	40,800	-,000,020	167 410	10,414,000
ı	Philadel. & Erie. May	211,470	004 400	167,412	:::::::
ı	Did De Die May	311,470	264,409	1,443,774	1,142,539
	Phila. & Reading. May1	,457,881	1,332,547	6,790,931	5,351,654
	Ports.Gt.F.&Con.May	14,476	10,416	, , , , , , , , , , , , , , , , , , , ,	-,,
	Rensselaer & Sar. May	141,392	130,308	688 012	502 501
	St. I. Alt & T. H. Od wit Tules		100,000	688,913	503,591
ľ	St.L.Alt.&T.H2d wk July	28,230	19,698	670,962	439,643
	Do (brchs).2d wk July	10,900	10,122	317,690	264,908
1	St. L. Iron Mt. & S. 2d wk July	112,700	85,300	2,835,032	2,086,315
	St. L. & San Fran. 2d wk July	41,396	25,625	1 100 500	
1	St. Paul & Duluth. May	K7 71 E		1,198,506	567,302
۱,	St D Minn f Man 1	57,715	50,002	206,147	151,529
1	St.P.Minn.&Man.1st wk July	54,944	46,814	1,492,945	
1	St. Paul & S. City 2d wk July	22,954	19,222	677,450	530,563
1	Scioto Valley2d wk July	9,032	5,259	150,186	
1	Texas & Pacific 2d wk July			±00,100	133,567
	Fol People & Was Od - La Tail	39,749	34,165		
:	Fol. Peoria & War. 2d wk July	25,375	16,977	709,761	610,493
	Union Pacific June 1	,936,000 1	1,283.000		
1	Wab. St. L. & Pac. 1st wk July	176,424	133,953	5,490,282	3,773,589
	Exchange.—The tenden	OT OF AVO	hancaia	atill down	Ero brow

Exchange.—The tendency of exchange is still downward, and now the cable reports \$1,000,000 gold purchased in London for shipment to the United States. The rates for bankers' sterling bills here to-day, on actual sales, were about 4 82 for 60 days and 4 8414 for demand; cable transfers, 4 841/2.

For domestic bills the following were rates on New York at the undermentioned cities to-day: Savannah, buying ½, selling ½ premium; Charleston, buying ¼ discount, selling ¼ premium; New Orleans commercial, 100@150 premium, bank 250 premium; Chicago, par to 50 offered; Boston, par.

Quotations for foreign exchange are as follows:

		A STATE OF THE PROPERTY OF THE
3	July 23.	Sixty Days. Demand.
	Prime bankers' sterling bills on London Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort (reichmarks) Bremen (reichmarks)	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
	X X Reichmarks. 4 74 @ 4 78 X Guilders 3 96 @ 4 00 Span'h Doubloons. 15 55 @ 15 65 Pr Fine silver bars 1 144@ 1 1478	gold for various coins:  ver \(^{1}48\) and \(^{1}28\). — 99\(^{3}4\) par.  ve francs

Fine gold bars... par@14 prem. Dimes & 12 dimes. — 99340 par. Boston Banks.—The following are the totals of the Boston banks for a series of weeks past:

			- Passa			
1880.	Loans.	Specie.	L. Tenders.	Deposits*	Circulation.	Agg.Clear.
June 1		6,203,200	3,368,300	54,175,300	31,172,400	53.567.387
	1 140,887,600	6.115,900		53,873,800	30,689,200	53,650,062
	8 141,880,400	6,078,800		53,878,800	30,664,600	54,328,137
July	5 143,799,100	6,308,000		53,701,800	30,730,500	65,016,453
	2 144,541,600 9 145,258,100	5,830,900		53.650.100		53,228,399
	or then (lavor	6,256,400		54.727.500	30,497,400	58,347,774

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

3	1880.	Monna.	Zawiui money.	Deposits.	Circulation.	Agg. Clear.
	June 14	67,338,989	18,359,302	57.674.977	12.085.896	38.537.916
	" 21	67,542,597	18,196,787	57,479,261	12,093,094	42.948.135
. 1	<b>28</b>	67,603,460		58,974,381	12,219,634	41,410,608
П	July 5			59,331,205	12,208,661	46,852,023
1	12	68,022,417		59,619,666	12,203,979	34,654,644
	" 19	67,736,302	20,573,774	60,634,608	12,186,961	39,599,262

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 July 17, 1880.

		Average amount of											
Banks.	Capital.	Loans and discounts.		Legal Tenders.	Net dept's other than U. S.	Orrcuta-							
New York	\$ 000	8 00	8 00	8	\$	. 8							
New York Manhattan Co	12.050.00	0 9,758,600 6,758,000	3,056.60	285,000 479,000	0 10,516,00	0 495,000 300							
Merchants	. 2.000.00	0) 8 145 800	1 2 040 70	410,700	6,323,00 7,792,50 5,696,00	555,800							
Mechanics' Union	. 2,000,000	0 0,924,000	1,115,000	426,000 442,600	5,696,00	44,500							
America	.   3.000.000	6,924,000 4,555,900 8,088,500	2,209.900	672.800	<b>9,898,00 6,701,90</b>	1,100							
Phoenix	.11.000.000	0 2,000,000	018,000	79,500	2.999.00	01 <b>267.0</b> 00							
City Tradesmen's	. 1,000,000 . 1,000,000	8,131,500 3,204,400	<b>4,219,10</b> 0 <b>516,50</b> 0	142,000 68,900	10,659,40	783,800							
Fulton Chemical. Merch'nts' Exch	600,000	1,713,100	341,900	158,800	1 889 80	103,000							
Chemical	600,000	12,095,100	341.900 3,145,800 638,500	495,800 222,200	12,982,100								
Gallatin Nation'	.   1,000,000 1   1,000,000	4,144,500	// 3/3/1/4/10	11 204 000	3,494.800 2,393,200								
Butchers'&Drov	. 300,000	1,397,500	303,700	01,400	1.263.000	250 500							
Mechanics' & Tr. Greenwich		0j 890,000			874.000	250,500 180,000 2,700							
Leather Man'f're	8 200,000	994,700 2,918,000	18,300 18,300 314,700 150,400 557,200 5,887,000	295,500 290,400	2 232 900	479,100							
Seventh Ward State of N. York.	300,000	ol 895.500	150,400	71.600	856,500	35,900							
American Exch.	800,000	3,398,500 14,007,600	557,200	94,900	2,752.800	000,686							
Commerce	5 000 000	11,424,600	6,013,300	687.000 1,442,200	1 44.478.000	1 938 500							
Broadway. Mercantile	1,000,000	5,725,000	400 000	KUA KOO	4 509 400	1,328,500 896,700							
Pacific	1,000,000	01 3.747.100	813,800 524,300 577,300 941,100	298,100 231,700 237,500	4.592,400 3,762,900 2,263,600	180,000							
Republic	422,700 1,500,000	2,155,200 5,488,200	577.300	231,700	3,233,500 3,233,500	1,125,000							
Chatham	450,000	3,332,000	941,100	235,000	1 33 854 500	45 000							
People's North America	412,500	1,276,100	1 10,000	1 200,000	1.234,300	5,400							
Hanover	1,000,000		175,000 1,199,500	1 638 900	1,234,300 2,527,200 7,245,700 2,924,800	800,000							
Lrving	500,000	2,836,100	615 900	872 700	2,921,800	430,000							
Metropolitan Citizens'	3,000.000 600,000	11,857,600 1,882,400	3,628,000	872,700 1,249,000 219,700	13,404,000	40,000							
Nassau	1,000,000	2.325,400	3,628,000 825,900 137,300	120,300	1,986,500 2,100,800	268,200 3.900							
Market	500,000	2,425,400	044.400	1 110.300	2.115.700	441.900							
St. Nicholas Shoe & Leather	500,000 500,000		518,400	105,700 119.000	2,127,200 3,391.000	441,900 448,000							
Corn Exchange	1.000,000	4.121.100	821,000 287,500 1,944,400 32,900	83.000	2,639,900	#00,000							
Continental	1,000,000	5,411,200 1,513,300	1,344,400	83,000 30 <b>6,2</b> 00	5,741,506	4,600 780,300							
Oriental	400,000	1,513,300	32.900	265,000	1,458,200								
Marine Importers' & Tr	1,500,000	8,639,000 19,085,800	941.000 5,581,900	166,000 658,000	4,234,000 22,159,600	180,000 1,069,900							
Park Mech. Bkg. Ass'n	2,000,000	18,081,600	2.788 500	<b>2.23</b> 6.600	19,998,0 <sub>0C</sub>	580,100							
North River	500,000 240,000	755.800 902,400	140,400 29,100 112,200	82,800 98,200	22,159,600 19,396,000 559,600 993,100 776,700	223,100							
East River	250,000	995,800	112.200	95,600	778 700	224,800							
Fourth National.	250,000 3,200,000	995,800 15.688.500	3,044,200	1.141,900	19'000'8(X)	810 600 1							
Central Nat. Second Nation'l.	2,000,000 300,000	8,953,000 2,488,000	1,584,000 492,000	879,000	9,031,000	1,486,000 45,000 90,000							
Minth National	750,000	4,766,000	910 000	246,000 445,000	2,848,000 5,180,000 13,999,100	45,000							
First National	500,000	12,955,000	2.837,200	445,000 662,600	13,999,100	450,000							
Third National N. Y. Nat. Exch	1,000,000 300,000	9,078,200 1,349.400	2.837,200 2,446,400 147,800	890,600 101,500	8,804,900	798,600							
Bowery National N. York County.	250,000	1,389,600]	30,000	321,000	998,200 1,230,000	269,000 223,000							
Gorm'n Amonto.	200,000	1,193,700	13,400	377.700	1,499,700 2,240,800	180,000							
Germ'n Americ'n Chase National	750,000 800,000	2,109,200 3,145,360	<b>590,700</b> <b>635,0</b> 00	129,200	2,240,800								
Fifth Avenue	100,000	1,577,300	199,900	129,200 803,000 87,300	8,465,900 1,494,800	154,800							
Total	60,475,200	292,309,500	70,615,500										
The deviatio	,			. ,		1							

Loans and discounts...Dec. \$1,119.000 | Net deposits......Inc. \$1,523,800 | Specie......Dec. 206,600 | Circulation.....Dec. 87,100 | Legal tenders.....Inc. 1,290,600 | The following are the totals for a series of weeks past:

			_			BOTTOB OT M	Land awar	
			Loans.	Specie.	L. Tenders.	. Deposits.	Circulation	. Agg. Olear.
	<b>L87</b>	9.		8		2	2	. Hyy. Clear.
D	ec.	6	273,101,100	54,771,000	14,673,200	247,030,100	28,255,100	850,846,848
	••	13	275,750,100	54.069.400	13,403,900	247,559,200	28,463,800	
	41	20	<b>278</b> .098.100	50.842.900	12,543,400	246,118,600	09 851 000	722,603,380
	•	27	277,594,200	48,638,200		242,062,200		666,418,518
1	188	0.		20,000,200	10,000,100	240,000,200	28,732,900	586,014,073
Ja			276,706,200	48,282,100	12,723,500	949 097 100	00 240 000	
	66	10	276,116,100	51,473,500	14 007 800	242,087,100		604,197,948
	66	17	276,990,900	53,558,600		246,995,600		657,695,260
	66	24	280,068,600	51 000 000	15,914,200	253,731,900	21,635,900	787,728,198
	66	21	283,194,500		17.143.500	257,483.700	21,662,900	743,125,031
Fe	h	DF	000 901 000		18,586,000	259,675,900	21,529,900	772,270,805
E C	'n.	14.	290,381,600		16,437,900	264,404,200	21,683,200	720,978,130
	66	14	290,445,200		16,686,000	267,128,100	21,599,600	683,459,357
		žI	290,091,200		15,505,500	271,601,000	21,282,200	795,314,114
			293,545,600		14,168,000	271,012,800	21,174,000	725,419,855
Ma	ır.		297,135,500	58,055,000	12,130,400	271,483,400	21,002,100	895,014,025
		13	297,236,900	57,927,900	11,652,400	270,381,000	20,967,100	827,801,840
		20	291,407,400	55,440,100	11,555,100	264,538,200	20,975,800	748 481 804
	16.	27	290,866,700	54,773,800	11,272,500	260,340,500	20,995,200	748,481,804
Aţ	ril	3	290,639,500	53,669,300	10,847,500	259,306,800	20,981,600	644,453,967
		10	288,470,900	52,023,600	11,935,900	256,267,800	20,987,900	771,019,670
	6	17	284,250,800	50,050,800	13,866,000	253,519,800		810,774,898
		24	278,886,200	48,983,600	15,432,100	<b>248</b> ,896,700	20,843,000	849,817.409
Ma	V	1	280,436,300	49,406,500	17,014,000		20,612,800	720,947,846
-		8	281,137,700	53,391,500	17 957 100	252,572,200	20,646,200	697,435,051
-	6 .	15	278,571,200	56,278,000	17,257,100	258,323,000	20,572,900	790,386,569
4	6	22	272,250,800	58 801 000	19,229,300	261,075,900	20,498,400	867,632,049
	6	20	273,216,400		21,669,500	258,325,700	20,304,000	759,515,331
Ju	na	× 5	978 058 000	59,271.700	22,547,400	262,762,600	20,238,100	795,990,673
a u			276,056,000		21,934,800	266,839,000	20,059,900	639,336,131
			.279,265,700	63,192,700	22,221,300	271,628,500	19,682,500	737,534,533
·			286,075,100	61,450,000	\$2,064,300	278,146,700	19,694,900	616,148,241
			.285,905,100	65,210,100	21,715,800	277,770,800	19,620,000	607,558,981
Jul			.291,784,300	66,168,600	20,684,600	283,078,300	19,572,000	711,472,517
	•	10	.293,428,500	70,822,100	19,624,800	290,714,700		452,751,881
6	•	17	.292,309,500	70,615,500		292,238,500		580 498 090
N					nogonal Dan	b discourse	10,400,100	560,486,032
	-		With Decem	per st the G	Locers, Ban	k disappeare	ed from the	list.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
BOSTON.			Old Colony, 7s		
Atch. & Topeka 1st m.7s			Omaha & S. Western, 8s		
do land grant 7s	118	•••	Pueblo & Ark. Valley, 78	11239	113
do 2d 7s	1134	,	Butland 6s,1st mort	83	933
do land inc. 8s	110		Vermont & Canada, new 8s	••••	
Boston & Maine 78	101	· · · 1	Vermont & Mass. RR., 6s	••••	
soston & Albany 7s	121		ano erro		
00 68			Atchison & Topole	1101	
Boston & Lowell 78	••••		Atchison & Topeka	11914	***
do 68			Atchison & Nebraska	86	85
oston & Providence 78			Boston & Albany	14074	
Burl. & Mo., land grant 78	115		Boston & Maine.	1991	• • • •
do Nebr. 6s Ex	10934		Beston & Providence	197	••••
do Nebr. 68	:0234		Cheshire preferred.	131	
conn. & Passumpsic, 7s. 1897.	1:046		Chic. Clinton Dub. & Min	78	78
astern. Mass: 4 vs new	QRHA		Cin. Sandusky & Clev	13	13
itchburg RR., 68			Concord	86	107
ritchburg RR., 68do 78			Connecticut River	145	••••
ort Scott & Gulf 78.	109		Conn. & Passumpsic		70
lartford & Erie 78	43	4316	Eastern (Mass.)	3516	38
an. City Top. & W., 78, 1st.	1161		Eastern (New Hampshire)	84	
00 do 78 inc. l			Fitchburg		••••
. City Lawrence & So. 48	91"	92	rort occut & Guil, preserred	8114	84
an. City. St. Jo. & C. B. 78.	111%	111%	do common l		50
ttle R'k & Ft. Smith, 78,1st	9936	100	K.C. Law. & Southern Ex R	78	77
ew York & New Eng. 7s	111	11136	Little Rock & Fort Smith	4514	453
gdensburg & Lake Ch.8s	102	[]	Manchester & Lawrence	145	

QUOTATIONS IN BOSTON. PHILADELPHIA AND OTHER CITIES.

BOSTON,	PHILADELPHIA,	EtcContinued
---------	---------------	--------------

	SECURITIES.	Bid	. As	k.	SECURITIES.	Bid	Asi
	Nashua & Lowell New York & New England		41		Phil. & Read. deben., cp., '93" do do cps. oh.	44 19	
	Northern of New Hampshire Norwich & Worcester	133		. 1	do scrip, 1882 do In. m. 7s, cp, 1896	20 38	22 42
	Old Colony	25) 78 114	26		do cons. m. 7s, cp.,1911 do cons. m. 7s, rg.,1911 do cons. m.6s.g.1.1911	111 112	114
	Portland Saco & Portsmouth Pullman Palace Car	110 114	111		do 1mn m 60 ~ 1903	60	70
	Vermont & Massachusetts	363			do conv. 7s, 1893*	21	
	Worcester & Nashua	3	54	١.	do deb. 7s. cps.off	••••	
	PHILADELPHIA.  STATE AND CITY BONDS.				do mort., 7s, 1892-5 Phila. Wilm. & Balt. 6s, '84 Pitts.Cin.&St. L. 7s, cou., 1900	108	
	Penna. 5s, g'd, int., reg. or cp. do 5s, cur., reg do 5s, reg., 1982-1892		:	- 1	do   do   78, reg., 1900   Shamokin V.& Pottay, 78, 1901	11574 107	116
	do 5s, new, reg., 1894-1902 do 6s, 10-15, reg., 1477-'82.	100		1	Steubenv. & Ind. 1st, 6s, 1884. Stony Creek 1st m. 7s 1907	82%	
	do 6s, 15-25, reg., 1882-792. do 6s, In. Plane, reg., 1879	708	:::	1	Sunbury & Erie 1st m. 7s, '97! Syra.Gen.& Corn's.1st.7s.1905	114	105
I	Philadelphia, 5s regdo 6s, old, regdo 6s,n., rg., prior to 95	118	113	- 1	Texas & Pac. 1st m ,6s, g.,1905 do cons. m.,6s,g.,1905 do inc.& l. gr., 7s 1915	90	1043
I	do 4s, various	168			Union & Titusv. 1st m. 7s, '90. United N. J. cons. m. 6s. '94.	58	80
١	Allegheny County 5s, coup Allegheny City 7s, reg Pittsburg 4s, coup., 1919	•	90	ŀ	West Chester cons. 7s, '91	0314	117
I	do 68. gold, reg	••••			do lst m. 6s, cp., '96. 1 do lst m. 7s, '99	99 10 17	
I	do 7s, w't'r ln,rg. &cp. do 7s, str.imp., reg., '83-86. N. Jersey 6s, reg. and coup	12116	109		Western Penn. RR. 68, cp. 1899 1	0516	
l	do exempt, rg. & coup.				do 68 P. B., '96. 1 CANAL BONDS.	1	••••
l	do 7s, reg. & coup.	••••	125		Chesap. & Dela. 1st 6s, rg., '86 Delaware Division 6s, cp., '78. Lehigh Naviga. m., 6s, reg., '84 1 do mort. RR., rg., '97 1	0874 80	••••
	Hellingary ord ord ord	101		I	do m. conv. g., reg., '94 1	04941	••••
	Camden & Atlantic	25			do cons. m.7s, rg.,1911 1	0478	
	Catawissado pref	5 39	40	- 11	Schuylk. Nav.lst m.6s.rg '97.	81%	96
	do new pref	95			do 2d m. 6s, reg., 1907) do 6s, boat&car,rg.,1913		••••
	East Pennsylvania Elmira & Williamsportdo do pref	33 51			do 7s, boat&car.rg.,1915 Susquehanna 6s, coup 1918.* BALTIMORE.	::: }	
	Har. P. Mt. Joy & Lancaster. Huntingdon & Broad Top	914	7		Maryland 6s, defense, J.& J 10 do 6s, exempt, 1887 1	07	112
	do do pref. Lehigh Valley	5238 4354	521		do 6s, 1890, quarterly	98 1	10 <b>7</b> 19 <b>8</b> 11 <b>0</b>
ı	Little Schuylkill	50%	581/6	П	00 08, 1886, J. & J	00	111
	Nesquehoning Valley	4814 5586	551/6		do 6s, 1890, quarterly	5	••••
	Philadelphia & Erie Philadelphia & Reading Philadelphia & Trenton	936	914		do 6s, 1900, Q —J 11 do 6s, 1902, J. & J 11	916	
1	Philadelphia & Trenton Phila. Wilming. & Baltimore. Pittsburg Titusv. & Buff	1214	162	1	do 6s, 1893, M. & S	074	•••
	at. Paul & Duluth R.R. Com	::		1	do lat pref	7 1	59 20
	West Charter contol prof	61	••••		do 2d pref	616 Î	.07
	West Jersey CANAL STOCKS.	28 33; <sub>6</sub>	••••	11	Western Maryland50	6	34 9
1	Delaware Division.	35 49%	2078	HE	Pittsburg & Connellsville50	814	•••
1	do pref	30			Pale & Oblace 100F A CA	816 1	•••
8	CHMBYAYOMIG	416	5	N	Dall. & Onlo 08, 1835,A.&C	3 1	16% 10 16
2	RAILROAD BONDS.		•••	Ç	do 6s, gld, 1900, J.&J. 11 cen. Ohio 6s, 1st m., 90, M.& S. 10 V. Md. 6s, 1st m., gr., 90, J.&J. 11	016 1	12 12
	do 7s, E. ext., 1910 10	DG I.	90 90	'	do 2d m., guar., J. & J 11	7 .	•••
B	do inc. 7s, end., '94  selvidere Dela. 1st m., 6s, 1902. 13 do 2d m. 6s. '85 10 do 3d m. 6s, '87 10	7 1.			do 2d m., pref	110	0034
C	do 3d m. 6s, '87 10 amden & Amboy 6s, coup, '88 10 do 6s, coup., '89 10	534	.s.	M	do 68, 3d m., guar., J.& J 11.  far. & Cin. 78, '92, F. & A	16 1	09 7014
	do mort. 6s, 8911 am. & Atl. 1st m. 7s. g., 1893 do 2d m. cur. 7s, 187911	3 1.		Ū	do 8s, 3d, J. & J 3, Inion RR. 1st, guar., J. & J 114 do Canton endorsed. 116	2	35
C	do 2d m. cur. 78, 167911 am. & Burlington Co. 68, 9710	8		1	CINCINNATI.	- 1	••
•	am. & Burlington Co. 68, 97. 10 atawissa 1st, 7s, conv., '82 do chat. m., 10s, '88 do new 7s 1900	4		1	incinnati 6s, iong	·	••.
č	hartiers Val., ist m. 7s, C., 190: 10	876	::		do South. RR. 7.30s. † 125 do do 68, gold. † 125	12	8
DE	elaware mort., 6s, various el. & Bound Br., 1st, 7s, 1905 ast Penn. 1st mort. 7s, '88	. 1	16		do 78, 1 to 5 yrs 100 do 7 & 7:308, long 115	:	•••
E	l.& W'msport, 1st m., 7s, '80. 10 do 5s, perp 8 arrisburg 1st mort. 6s, '83 10	5	::		in.& Cov. Bridge st'k, pref. 130 in. Ham. & D. cons.6s, 19 5 + 105		6
H	do let m. 78, fd. g.'89	. 1	14	Ci	do 2d m. 78, '85 † 111	11	8
	do 2d m. I !.ecrip g., is		50	CI	in. & Indiana 1st m. 7s	140	514
[t	haca& Athens 1st g d, 7s.,'90		0514	Ď	ayton & Mich. 1st m. 7s, 811 101	7 10	2
	do 2d mort. 6s, 1900 ehigh Valley, 1st,6s, cp., 1898	i	18	Da	ayton & west. Ist m., oi		••
	do 2d m. 7s, reg., 1910 12 do con. m., 6s, rg., 1923	1	2	ſn	do 1st m., 1905. † do 1st m. 6s, 1905 † 10 dd. Cin. & Laf. 1st m. 7s † 101	2	• •
Ļ	do do 68,cp.,1943 lttle Schuylkill, 1st m. 7s, '82 !0 orth. Penn. 1st m. 6s, cp., '85. !10 do 2d m. 7s, cp., '96. !11	. 11		Li	ttle Miami 68, '83		••
	00 gen. m. 48, co., 1905.(44)	D78   1	4	Č	olumbus & Xenia stock 125	1.::	
0	do gen. m. 7s, reg., 1909 11. Il Creek 1st m. 7s, coup., 82. Ittsb. Titusv. & B., 7s, cp., '96	11 84	0		ttle Miami stock 120		3
	do Scrip	. 112	3		LOUISVILLE.	111	834
	do ennsylv., 1st m., 6s, cp., '8010	1 12	0		do 68, '82 to '87+ 105 do 68, '97 to '98+ 105 do water 68, '87 to '89.+ 105	10: 10:	512
	do gen. m. 68, rg., 1910. 120 do cons. m. 68, rg., 1905	ii.	11		00 Water stock 68, '97, 71105	1102	51
	do cons. m. 6s. cp., 1905	. 111	514	Lo	do wharf 6s	6 10	3
2	enn. Co., 6s. reg	7		- 0	ff. M.&I.1stm. (1&M) 7s, '81 † 100' fo 2d m., 7s † 1073 do 1st m., 7s, 1906 † 114 ulsv. C. & Lex. 1st m.7s, '97 † 115	101	Le V
21	do 2d m. 7s, cp., 88, 109	11	0	ΓO	uis.& Fr'k.,Louisv.in,68, 8!	110	
. [	nila. & Read. 1st m. 6s, '43-'44 102 do do '48-49. 102 do 2d m., 7s, cp.,93. 115	4		I	uisv. & Nashville— eb. Br. 6s, '86	6 100 6 100	X
	In default. † Per share. Cou. to Jan., 777, funded.		- 11	Jei	ferson Mad. & Ind. stock. 103 And interest.	él IOK	<b>M</b> C
	COU. 10 Jan., 77, 1411464.)	-	- //	-	And interest.	M <	11 M. March
			10		• •		

# QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

# STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask:	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—Class A, 2 to 5 Class A, 2 to 5, small	59		Louisiana—7s, consolidated Michigan—6s, 1883			North Carolina—6s, old.J&J 6s, old, A.& O	2716	30 30	Rhode Island-6s,coup.'93-9		
Class B, 5s	74		7 1000		1	No. Car. RR., J. & J do A.& O	110				31/4
Arkansas—6s, funded	10		6s, due 1886			do coup. off, J. & J. do coup. off, A. & O.	90		Tennessee—6s, old	361/4	
78, Memp. & L. Rock RR 78, L. R P. B. & N. O. RR.			6s, due 1888	• • • • •		Funding act, 1866	101/2		6s, new series.	25	::::
78, Miss. O. & R. R. RR 78, Arkansas Central RR.			Asylum or Univ., due '92. Funding, 1894-95			New bonds, J. & Jdo A.& O	1814	• • • • •	Ra nom 100m		• • • • •
Connecticut—6s	::::	::::	Hannibal & St. Jo., 1886 do do 1887			Chatham RRSpecial tax, class 1	2		6s, consol. bonds		
7s, new 7s, endorsed					::::	do class 2do	2		6s, consol., 2d series	••••	36
7s, gold Illinois—6s,coupon, 1879	1101/8		6s, do 1891		,	Consol. 4s, 1910	72 68		D. of Columbia—3.65s, 1924.	9916	
War loan Kentucky—6s	::::}	:::.	6s, do 1892	:	(	Ohio—6s, 1881			Funding 5s, 1899	105	

Rentucky—os.	.1		AILROAD AND M		NEOUS ST			ONE	do registered	( 105	1
Railroad Stocks.			Ch.Mil.& St.P.—Continued Ist m., La C. Div., 1893 st m., I. & M., 1897	. 114 1141		—Continued. tionud., 1st m., cp	  ±129%	131	Peoria Dec & E'ville—Incs St.L.I.M.&S.—1st 7s,prf.int 2d int., 6s, accum'lative	. 857	86 807
(Active previously quoted,)	106		st m., I. & D., 1899 1st m., C. & M., 1903 Con. sinking fund, 1905	11416	Huds. R., 7s	1st m., reg	12836	1:016		1	009
Albany & Susquehanna Boston & N. Y. Air L., pref. Burl. Cedar Rapids & No	82	64	2d mortgage, 1884	8 108	Harlem, 1st	th., 1st, int. g m., 7s, coup. m., 7s, reg	. 129	02% 129	Miscellaneous List.		
Cedar Falls & Minnesota Chicago & Alton, pref Cm. Ind. St. L. & Chic			Swest div., 1st 6s, 1909 1st 5s, LaC. & Dav., 1919	104	N. Y. Elevated N. Wisconsin	-1st. 6s	1091/4	110 103½	(Brokers' Quotations.) RAILROADS.		1
Clev. & Pittsburg, guar Dubuque & Sjoux City	1		1st So. Minn. div. 6s, 1910 1st m., H. & D., 7s, 1910 Chic. & Northw.—Sink. f'd	10732	Chio & Miss.	rai—1st m. 6s	99	:	Atch.&P.P'k—7s.gld Bost. & N Y Air-L—1st m.	100	105
Frankfort & Kokomo Harlem nd Bloom. & Western	1	200	Int. bonds	124	2d consolida	ted	1121/2	113 85	Chic. & Can. So.—1st m.,g.,7s Chic. & E. Ill.—S. F.c'y 1907	40	101
nd Bloom & Western Intern'l & Gt. Northern Keokuk & Des Moines	1		Extension bonds	110	Ohio Cent., 1s Peoria Dec. &	t m., 6s, 1920. E'ville, 1st 6s	89 99	8914 100	Income bonds Chic. St.P.& M'polis—1st, 6s	80	6 106
do do pref.		::::	Coupon gold bonds Registered gold bonds. A Sinking fund	. 117% 1118		ific-Gold bds		11236	Land grant income, 6s Chic.& Southwest.—7s, guar Cin. Lafayette & Ch.—1st m	104 1121 75	105 6 115 85
oulsy. N. Alb. & Chicago	\$ 100	1 ::::	do registered. Iowa Midland, 1st m., 8s.	‡120	Cal. & Ore	in Branch gon, 1st bonds	1031	105	Cin. & Spr.—1st, C.C.C.&17s 1st m., g'd L. S. & M. S., 7s. Denver Pac.—1st,7s,ld. gr., g	107	109 109
letropolitan Elevated . Y. Elevated . Y. New Haven & Hartf.	86	110	Galena & Chicago, exten   Peninsula, 1st m., conv	1100	Land gran Western P	t bonds Pacific bonds	108	106½ 107	Erie & Pittsburg-1st m., 78	7100	102
. 1. Ontario & West., pref. eoria Decatur & Evansy	10000	::::	Chic. & Mil., 1st	. 114 1101/2	Union Pacifi	of Cal.—1st m. ic—1st mort	11123/8	98¼ 112½	Con. mortgage, 7s	85	105
itts. Ft. W. & Chic., guar.	\$124		C. C. C. & Ind's—1st, 7s, s. f	118	Sinking fu	ts, 7s nd l. 8s	1191		Flint & Pere M.—8s, l'd gr't Consolidated 8s	100	110
ensselaer & Saratoga ome Watertown & Ogd L. Paul & Duluth		118	1st con. 7s	10734 10816	Collateral !	l. 8s Trust, 6s	1	105	Stock	211/2	. 85
do do pref.	,	::::	C. St. P. Minn. & O'aCons. 6s Del. Lack. & W.—2d mort 7s, convertible	1 10346!	1st m., 6s, '98 1st m., 6s, '96	5, with cp.ctfs do	120 11714 10816	118	Gr'nd R.&Ind.—1st,7s,l.g.gu 1st, 7s, ld. gr., not guar	1081 100 80	110 105 90
exas & Pacific	1		Mortgage 7s, 1907 Syr. Bii yh. & N. Y., 1st, 7s	120	[] . do	ass. cp.ctf 1st consol. 6s of Mo.—ist m.	96	961/4	1st, ex. l. gr.,7s Indianapolis & St.L.—1st,7s 2d mortgage.		90 55
do do trust certif. oledo Peoria & Warsaw		::::	Morris & Essex, 1st m	130 132	2d mortgag Income, 7s	ge	108	109	Indianap.& Vinc.—1st,7s, gr Kansas & Nebraska—1st m	106 65	112 70
nited N. J. RR. & Canal arren. Liscellaneous St'ks.	160	163	do bonds, 1900 do construct'r do 7s of 1871	11101	St.L. & S.F.,	ondelet Br 2d 6s.class A.	78	95	1 2d mort	30	115 125
dams Expressmerican Express			do 1st con., g'd. Del.& Hud.Canal—1st m., '8	109% 1:0%	do do do 1st.6	3-6s, class C. 3-6s, class B. s,Peirce,C&()	1	80 80	Long Island—1st mortgage. Midland of N. J.—1st, 7s, g. Income, "A" do "B"	15	72 17 9
rells, Fargo & Co		49	1st mortgage, 1891	109	South Pac. c	uipm't 7s, '95 f Mo.—1st m.	100	100⅓ 103⅙	N.Y.&Greenw. L.—1st,7s, n.	16	50 20
merican Coaloston Land Company		106¼	do Coup., 7s, '94 do Reg. 7s, '94	113 11814	Consol. 6s. 1	-1st, 6s, 1905 905	85	92	N.Y. & Oswego Mid.—Stock Convertible bonds	64	87
ston Water Power nton Co., Baltimore	\$9		1st Pa. div., coup., 7s, 1917 do reg., 7s, 1917 Albany & Susqueh., 1st m	118	1st Construc Pennsylvania	land gr't, reg. tion, 9s, 1930. RR—	647/8 80	65 82½	New Jersey So.—1st, 6s, new St. Joseph & Pacific—1st m. 2d mortgage	84 75 85	77
entral Arizona Mining entral Arizona Mining entral N. J. Land Imp	\$ 2.6 \$ 584	::::	do 2d mort do 1st con., guar	1081/4 1133/4	Pitte Ft W &	Chic., 1st m.	1351⁄4 ‡125	:	St. Jo. & Western stock	1716	18 20
lmax Mining plorado Coal & Iron	\$ 291/4	::::	Rens. & Saratoga, 1st, coup do 1st, reg. Denv. & R. Grande—1st, 1900			s., consol., s.f.	\$117		St.L.& S.E.—Cons., 7s, g., 94 St.L. Vandalia& T.H.—1st m 2d mortgage, guar	100	115 110 100
imberland Coal & Iron	, , ,	40	do 1st cons. 7s, 1910 Erie—1st mort., extended	931/1 95	Col. Chic. & 1	4th mort I. C., 1st con 2d con	109	• • • •	South Side (L. I.)—1st mort Union & Logansport—7s U. Pac.—South Branch	98 102 90	105
eadwood Mining	::::		2d mortgage, 7s, 1883	108	do 1st Tr	't Co.ctfs.ass.		90	Southern Securities.		
omestake Mining			4th mortgage, 7s, 1880 5th mortgage, 7s, 1888 1st cons, gold 7s, 1920	105 106 106 110 112 122 14 122 14	St.L.Va.&T.I	do suppl. H., 1st g.7s, '97	;:::i		(Brokers' Quotations.)		
adville Mining ttle Pittsburg Mining ariposa L'd & Mining Co	\$4		Long Dock bonds Buff. N.Y.& E, 1st m., 1916	116 118 120 12316	do do Rome Wat. & C	2d 7s, 1898 2d gtd.7s, '98	<b>‡106</b>	64	STATES.		
arvland Coal do pref.		;	N.Y.L.E.&W.,n.2d,con.,6s do 1st,con., f, cp.,7s	\$8934	2d mortgage.	ount'n—1st m	118 102½	1021	So.Carolina—Con., 6s (good) New imp't cons	96	98
Ontauk Gas Coal			do 2d,con.,f.cp.,5s,6s Han. & St. Jos.—8s, conv Hous.& Tex. C.—1st, m.1.,7s	111 86	Arkansas Br. Cairo & Fulto Cairo Ark. &	on, 1st mort.	106 108 1051/8	TIL	Texas—6s, 1892M.& S. 7s, gold, 1892-1910J.& J.	+111136	1123
ntario Silver Mining egon Railway & Nav. Co. ennsylvania Coal	100	::::	1st mort., West. Div., 7s.	104	St. L. Alton & 2d mortgage.	T. H1st m.	111 ±106½		7s, gold, 1904J.& J. Virginia—New 10-40s	40	113
illman Palace Caricksilver	::::	121/6	2d C., Main line, 8s 2d Waco & N., 8s	113½ 114½	Belleville & S	income	90	95	Past-due Coupons.— Tennesssee State coupons. South Carolina consol	10	20
lver Cliff Mining	56	59%	Inc. and ind'y, 7s Ill.Cent.—Dub.&Sioux C.1st Dub. & Sioux C., 2d div	100 108	St. P. & Sioux C St. P. M. & Mar 2d mort., 6s,	nit'a—1st. 7s.	103½ \$107 96¾	::::	Virginia couponsdo consol. coupons	10 86	20
andara Cons. Gold Mining	\$ 26%	••••		10814	Tol. Peo. & W Pur. Com. rec		,		RAILROADS.		
Railroad Bonds.		}	2d mort., 1909	1 0016162	Burlington D	e, W. D	1180%	::::	Ala.&Chat.—Rec'rs ctfs,var	50	100
Stock Exchange Prices. alt. & O.—1st 6s, Prk. b. 1919	1091/2		Ind's Decatur & Sp'd 1st 7s Int. & Gt. North. 1st 6s,gld. Lake Shore—	100% 100%	1st pref. inc. 1stpref. inc. Wab. RRMo	for consol	68 63 97	70 70	Atlantic & Gulf—Consol Cent. Georgia—Cons. m., 7s	103 108	108
est. H. & Erie—1st m est mort., guar. er. Ced.R. & North.—1st,5s	0132	44	Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund	109% 108% 109	T.&Wab., 1st 1st St. L. div.	ext.78	434		Stock Charl'te Col.& A.—Cons., 7s _2d mortgage, 7s	83 100 95	85 105 100
lowa City & West'n 1st 7s	105	911/2	do new bonds. Cleve. P'ville & Ash., 7s	116 1171/6	2d mortgage	ext., ex coup	103%	40	E.Tenn. & Georgia—6s E.Tenn. & Va.—6s.end.Tenn	90	95 95
esap.& O.—Pur. m'y fund		102%	Buffalo & Erie, new bds Buffalo & State Line, 7s Kal'zoo & W. Pigeon, 1st.	121	Consol. conv Gt. Western,	1st m., ex cp	1013% 1111 103	!	E. Tenn. Va. & Ga.—1st, 7s. Stock.	105 65	106 75
s, gold, series B, int. def. s, currency, int. deferred	3814	6734 39	Det.Mon.&T., 1st, 7s. 1906 Lake Shore Div. bonds		do 2d m Q. & Tol., 1st, Ill.& So. Ia., 1	st m.7s.ex co	107	108	Georgia RR.—7s	116 106 98	102
icago & Alton—1st mort. ncome	±100 I	1051/2	do cons. coup., 1st do cons. reg., 1st	1221/2	St.L. K.C.& N	R. E. & R. 78	109	109%	7s, guar	100 100	105
Joliet & Chicago, 1st m Louis'a & Mo., 1st m., guar do 2d 7s, 1900.	1	::::	do cons. coup., 2d. do cons. reg., 2d. Louisv.& Nash.—Cons.m.,7s	1117	Omaha Div., Clarinda b., 6	s. 1919	1071/2		Macon & Aug.—2d, endors. Memphis& Cha'ston—1st.7s	102 100	110
t. L. Jack, & Chic., 1st m	102	105	2d mort., 7s, gold Cecilian Branch, 7s	‡104 108	St.Chas.B'dge North Misson West. Un. Tel.	ıri. 1st m., 7sl	117	17%	2d. 7s	197 28 102	100 30
Miss.Riv.Bridge,1st,s.f,6s ic. Bur. & Q.—8 p.c., 1st m Consol. mort., 7s.	1071/2	::::	Nashv. & Decatur, 1st, 7s. L. Erie & West.—1st 6s, 1919	109	1900, register Spring, V'v W. V	edVorks—1st.6s	1161/2	17%	2d mort., 8s Miss. & Tenn.—1st m., 8s. A	107	129
s, sinking fund	<b>‡102</b>		Laf. Bl.& Mun.—1st 6s. 1919 Manhattan Beach Co. 7s, '99 N.Y. & Man. Beach 1st 7s, '97	90 100	Oregon R. & N	av.—1st, 6s	97	8.38	N. O. & Jacks.—1st m., 8s	†98 108	102 112
8, 1917, registered	97	12016	Marietta & Cin.—1st mort 1st mort sterling		Central of N. J Chic.St.L.&N.O Col.Chic.&Ind.	0.—1908	801/8	81 11	Certificate, 2d mort., 8s Norfolk & Petersb.—1st. 8s.	108	112
ntral of N. J.—1st m., '90. st consolidateddo assented.		120	Metropolit'n Elev-1st,1908 Mich. CentCons., 7s, 1902	1211/2	Ind's Bl. & W'n	p. debt certs. —Inc., 1919	60	65	1st mortgage, 7s	100 106 127	•••
do assented	10376	104	1st mort., 8s, 1882, s. f Equipment bonds 6s, 1909	‡ 108¼	Ind's Dec. & St Int. & Gt. Nort	o'd, 2d Inc  hern—2d Inc.	70	68	2d mortgage, 8s Rich.& Dan.—1st consol., 6s	117	•••
Adjustment, 1903 Lehigh & W. B., con., g'd.	106%	107¼	Mo.K.& T.—Cons.ass1904-6 2d mortgage, inc., 1911	Down I hhave	Leh. & Wilkes Lake Erie & W' Laf. Bl. & Mun.	n-Inc.7s,'99	64 63 66	6336	Stock	105 95	110 100
Am. Dock & Impr. bonds.	95½ 110	95¾	H. & Cent. Mo., 1st., 1890. Mobile & Ohio—New m., 6s.	10134 10214	Mobile& O.—1st	t pref. debeni	7916	47	Stock	103 5 70	10
do assented ic.Mil.& St. P.—1st. 8s. P. D. 2d mort., 73-10, P. D., 1898	110 1321 1191	!	Nash. Chat. & St. L.—1st 7s. N. Y. Central—6s. 1883	109 11112	3d do 4th do		3216	34    34	Non-mortg. bonds	30 110	75 33 112
	11916	1101	68, 1887		N.Y.LakeE.&W	inc. 68.1977		75 11			112

# NEW YORK LOCAL SECURITIES.

	-		70 - 1	~ .					
7	1	:	Bank	Stock	Li	st.		-	
COMPANIES.		APITAL.	Surplus at latest		D	VIDE	NDS.	PE	RICE.
Mark'd thus (* are not Nat'l.	Far	Amount	dates. §	Period	1878.	1879	Last Paid.	Bid.	Ask
America*	100	3,000,000	1,619,300	J. & J.	8	716	July, '80. 31	140	
Am Exchange Bowery	100	250,000	202,000	M.&N.	6	10	May, '80. 31	114	
		1,000,000	1,812,500	J. & J.	16	16	July, '80, 8		
Butchers & Dr. Central	100	2,000,000	1 86.7.30	J. & J. J. & J.	7	8	1.111 V. 30. 34		
Chase	100	800,000	74.100			3	July, 80. 4 Mar., 80. 3	115	116
ChathamChemical	25 100	450,000 300,000	3,381 100	J. & J.	100	100	Ju y. '80. 3		
Citizens'	25	000,000	1 76.400	.1 & .1	100	6	July, '80.15 July, '80. 316		
City Commerce	100	1,000,000 5,000,000	1.483.000	M.&N.	10	10	M y, 80.10	1::::	····
Continental	1001	1,000,000	202,400	J. & J.	8	8 316	July, '80. 4 July, '80. 316	138	1391
Corn Exch'ge*.	25	1,000,000	922.500	F. & A.	10	10	Aug. '80. 5		• ••
11th Wards	25	250,000 100,000	40.500	J. & J. J. & J.	31/2		July, 80. 314		
Fifth	100	150,000	43.800	J. & J.	6	6	July '76. 3 July, '80. 3		•••
Fifth Avenue*. First	1001	100,000 500,000	226.100 2.184,700		12	120		310	
Fourth	100	3,200,000	1.081.306	Q—J. J. & J.	6	6	July, '80. 5 July, '80. 31/2	115	
Fulton	1 001	600,000 1,000,000	379,800	M.&N.	10	7	MAV. 50. 846		
German Am.	75	750,000	81.300	A.& O. F.& A.	7	716 216	Apl., '80. 4' Aug., '80. 216	137	
German Exch.* Germania*	100	200,000 200,000	. 60.803	May.	5	5	May. '80. 5	****	
Greenwich*	25	200,000	67,230 17,100	MAN	····6	8	May, '80. 3 May, '80. 3		
Hanover	100	1 (100) (100)			7	7	Ju v. '80, 316	• • • • •	• • • •
mp.& Traders'	50	500,000	155.8 101	T & T	14	14	July, '80. 7		250
Irving	50	100,000	7,500 441,800	J. & J.	8		Ju y '80. 3		••••
Manhattan*	50 2	2.050,000	1,105,800	J. & J.	11	8	July, '80, 5		• • • •
Marine	1001	400,000	124.8000	1 10 1	8	3	Feb., '80. 316 July, '80. 316	••••	• • •
Market Mechanics'	100 25 2	500,000	295,000 1,032,100	1 & 1	7	7:6	July, 80. 4	120	• • • •
Mech. Associn I	50	500,000	70,400	M.&N.	8 2	8	July. '80. 4 May, '80. 216	139 75	• • • •
Mech'ics & Tr. Mercantile	100	,000,000	41.800	Carron or the Market		270	July, '79. 216		•••
derchants'	50 2	,000,000	188,100   740,500	I.&J.	616	3	May. 79. 8. i	••••	99
derchants' Ex.	$\begin{array}{c c} 50 & 1 \\ 100 & \end{array}$	,000,000	740,500 . 178,100 .	J. & J.		516	July, 80, 8 1		• • • •
detropolitan	100 3	300,000	251.800	1.02 1.	10	7	July, '50. 316		
Metropolitan Murray Hill* Massau*	100	100,000	77,800 60,700	J. & J.	12	12	July, '80, 3 (		146
lew York	$\frac{100}{100}$	,000,000	802,100	M.&N.	5	<b>D</b>	Mav. '80. 3 1		
. Y. County.	100	200,000	47,3001.	1 & 1	8	8 1	Ju v. '80. 4	1	150
шш	100	300,000 750,000	58.500H	7 8 3	8	178	Feb. '80. 316		•••
O. America.	70)	700,000	149,700 166,900	& J			July, '80. 3\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		109
orth River*.	30 25	240,000 300,000	0.3.00.01.	A72	10	7 1	July, '80, 344	/*	93
acific	50	422,700	183,100 J 223,500	O-F	10	10	Ju y, '80. 4 aug., '80. 216		
	100 2	,000,000			6	0 1	July, '80, 4	:::  :	•••
henty	25 20 1	412,500	130.400 J 218,600 J	. 0	8	4 14			.,.
roduce*	50	119,600					1110 '74 2121		•••
• Nicholas It	100 1 100	500,000 500,000	714,900 E 133,600	.& A.	6	050	eb., 80. 4 ].		
eventh ward in	100	300,000	58.800 .1	. & J.	3 .	5	uly, '80. 31/4   uly, '89. 3	•••	•••
10e & Leather 1	OOL '	300,000 500,000	123.500 J 173,200 J	. & J.	10	8 1	ulv. '89. 5		
ate of N. Y.	00	200,000	40.300	. CZ J . I	6 7	65 11	uly, '80. 4 uly, '80 3		
ana	00 1	200,000	273,500 M 192,000 J	1.02.N.I	0	7 1	49 V '80 31.		::.
ачевшен в	4011.	000,0001	279.100 LI	. dz .1	716	7 J			25
est Side 1	50 1, 00	200,000 200,000	(11.10) M	CZN.	10	8 1	1 v. '80. 5	1	25
	-	200,000	126,900 ј	. 00 J.	8	13 N			
The flgures in	this	, and lumin	070 06 4	to To		,	,		

§ The figures in this column are of date June 11, 1880, for the National banks and of date June 12, 1880, for the State banks.

Gas and City Railroad Stocks and Bonds.
[Gas Quotations by George H. Prentiss, Broker, 19 Broad Street.]

	1	1					
GAS COMPANIES.	Par.	Amount.	Period.	Pate.	Date.	Bid.	Ask.
Brooklyn Gas Light Co Citizens' Gas Co (Bklyn) do bouds. Harlem Jersey City & Hoboken. Manhattan. Metropolitan do certificates. Mutual, N. Y do bonds. Nassau, Brooklyn New York People's (Brooklyn)	1,000 50 20 50 100 V*r. 100 1,000	2,000,000 1,200,000 315,000 1,850,000 750,000 4,000,000 1,000,000 1,000,000 1,000,000	Var. Var. A. & O. F. & A. J. & J. J. & J. M. & S. Quar. F. & A. Var M. & N. M. & N.	5 2½ 7 3 ½ 5 5 ½ 1½ 2½ 4	May, '80 Feb;, '80 1898 Feb. '78 July, '80 June, '80 June, '80 June, '80 June, '80	110 60 100 70 150 190 142 101 75 100 95 x101	115 67 105 75 160 192 145 80 104 55 100 102
Fonds.  Contral of New York  Williamsburg  do bonds.  Metropolitan, Brooklyn  Municipal  do bonds  Fulton Municipal.	1,000 Var. 50 50 1,000 100 100	375,000 125,000 466,000 1,000,000 1,000,000 1,000,000 1,500,000 750 000 1,500,000	M.&N. M.&N. F.& A. Quar, A.& O. M. &N.	7 6 3 114 214 5 8	1897 1900 Ju y, '80 July, '80 1900 July, '80 July, '80	85 50 69 100 50	39 100 95 60 72 102 65 180 110 80
[Quotations by H.	L. GR	ANT. Brok	er. 145	Rroa	dway 1		

[Quotations by H. L. Grant, Broker, 145 Broadway.]  Bleecker St. & Fult. Ferry—St'k 100 900,000 J. & J. 34 July, '80 18 2	
	21
Broadway & Seventh Av.—St'k 100   2,100,000   Q.—J.   7   J'ly,1900   98   100   100   2,100,000   Q.—J.   2   J'ly,1900   98   100	)2
1st mortgage 100   2,100,000   Q-J.   2   July   60   221   3   2   3   3   3   3   3   3   3   3	38
10 2,000,000 Q—F. 316 May, 80 160 17 18t mortgage. 1,000 300,000 M & N 7 Nov. 381109 17	
Brogdway (Prochlyn) Ctock 100	
Brooklyn & Hunter's Pt.—St'k 100   200,000   Q.—J.   3   July, '80 140   15   15   16   17   17   17   17   17   17   17	
1st mortgage bonds	
Bushwick Av. (B'klyn)—Stock. 100   500,000 J. & J.   21/2 July, '80   90   10   1,800,000   Q-J.   2   July, '80   96   10	
Consolidated mort. bonds 1,000   1,200,000   J. & D.   7   Dec. 1902   1084   11	0
Consolidated mort. bonds 1,000   1,200,000   J. & D.   7   Dec. 1902   1084   11   100   650,000   F. & A.   216   Feb. '80   70   70   70   70   70   70   70	2
Christopher & Tenth St.—Stock 100   650,000 F. & A. 21/2 Feb., '80 70 77	
Bonds	
15thortgage, consolidated .   500&c   900,000   J. & D.   7   June. '93   110   113	
To	
Eighth Avenue—Stock       100       1,000,000       Q—J.       3       July '80 160       177         1st mortgage       1,000       203,000       J. & J.       7       Jan., '84 100       118         1st mortgage       100       748,000       M.&N.       6       May, '80 160       173         1st mortgage       1,000       236,000       A.&O.       7       Apr., '93 110       115	
1st mortgage	
18t mortregge St. & Grand St. Ferry—St'k 100 748,000 M.&N. 6 May, '80 160 173	
1st mortgage 1,000 236,000 A.&O. 7 Apr., '93 110 1116 Central Cross Town—Stock 100 600,000 256 110 1116 1116 1116 1116 1116 1116 111	
1st mortgago Town—Stock 100   600,000   25   30	
1st mortgage. 1,000 200,006 M. & N. 7 Nov.1904 100 100 100 100 100 100 100 100 100 1	5
let mortgage Pav.F'y-St'k 100 250,000 20	
18t mortgage	
3d mortgage 1,000 150,000 A.& O. 7 Apr., 35 109 102 (Consol convertible 1,000 1,000 A.& O. 7 Apr., 35 109 102	216
7 May, '88' 97'-1100	)
Extension	)
1,000   500,000   J. & J.   7   July   90   110   115   11	j
100   2,000,000   Q-F.   5   May, 80   100   175	)
1st mortgage	5
Third Avenue—Stock	)
This commissions last dividend on stocks, but the date of maturity of honde	<u>.                                    </u>

\*Tus column shows last dividend on stocks, but the date of maturity of bonds.

# Insurance Stock List.

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

-					,		, 11	ic sureer.		
-	COMPANIES.	CA	PITAL.	Net Surplus,		D	IVIDE	ND9.	PR	ICE.
		Par.	Amount	1880.*	1877.	1878.	1879.	Last Paid.	Bid.	Ask,
	American Exch Bowery. Broadway. Broadway. Broaklyn. Citizens'. City. Cinton. Columbia. Commercial Continental. Eagle. Empire City. Exchange. Farragut. Firemen's Firemen's Tr. Franklin&Emp German-Amer. Germania. Globe. Greenwich. Guardian. Hanover. Hoffman. Home. Hope. Howard. Importers'& T. Irving. Jefferson. Kings Co.(Bkn) Knickerhocker Lalayette(Bkn) Lamar. Lenox. Longls!.(Bkn)† Lorillard Manuf.& Bulld Manhattan. Mech.& Trad'rs' Mech'ics'(Bkn) Mercantile. Merchants' Montauk (Bkn) Nassau (Bklyn) Nassau (Bklyn) National I. Y. Equitable New York Firen I. Y. & Boston III V. & Boston	50 100 25 25 17 20 100 30 50 100 100 100 50 100 100 50 100 100 50 100 10	Amount 400,000 200,000 300,000 200,000 153,000 300,000 250,000 200,000	Surplus, Jan. 1, 1880.*  475,871 62,545 886,940 300,404 486,579 163,429 190,255 2,725 112,401 1 108,151 544,412 73,858 99,155 54,858 188,936 76,147 136,422 875,666 752,754 118,251 343,749 22,908 120,808 685,945 54,536 1,320,785 4,938 120,808 120,808 131,044 14,938 134,907 16,407 17,680 181,014 193,014 194,018 194,018 195,018	1877.  15 10 20 20 20 17½ 15 12 15 12 10 20 14 15 12 11 10 10 10 10 10 10 10 10 10 10 10 10	1878.  14 10 20 20 20 10·72 12 N'ne 18 18·40 10 10 10 10 10 10 10 10 10 10 10 10 10	1879. 1020 1020 1020 1020 1011 1015 1515 1014 1010 1015 1010 1010	Last Paid.  July, '80. 4 July, '80. 5 June, '80.10 July, '80. 10 July, '80. 5 July, '80. 5 July, '80. 7 July, '80. 7 July, '80. 7 July, '80. 3 July, '80. 5	Bid	200 195 123 140 115 100 110 115 100 115 100 115 100 115 100 115 100 100
NAME OF THE PERSON OF THE PERS	N.Y. Equitable New York Fire I N.Y. & Boston I New York City I lagara. North River. Pacific. Ark	35 00 00 00 50 25 25 20 50 50	210,000	$     \begin{array}{c cccccccccccccccccccccccccccccccc$	21 7 N 1 1 0 0 0 1 1 1 0 0 0 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 .5280202011 1 J J J J J J J J J J J J J J J J J J	[uly, '80. 5] [uly, '80. 3] [uly, '80. 7] [uly, '80. 4] [uly, '80. 6] [uly, '80. 8] [uly, '80. 5]	50   1 10   1 80   1 05   1 05   1 05   1	60
SSSSTUN	t. Nicholas tandard	25 25 50 00 00 25 25 25 10 60	200,000 200,000 200,000 500,000 200,000 200,000 300,000 250,000 300,000 250,000	175,334   24 10,841   14 169 090   12 121,591   14 28,519   16 137,054   16 102,389   26 215,455   16 121,502   16 443,695   96	0 20 0 35 6 15 7 16 1 16 1 16 1 16 1 16 1 16 1 16 1 16	23 10 10 10 10 10 10 10 10 10 10 10 10 10	J. J	uly, '80. 314 13 14 15 16 15 15 15 15 15 15 15 15 15 15 15 15 15	70 55 55 25 13 70 15 16 16 17 17 18	75 70 80 80 80 95 95
in	* Over all liabil cludes scrip.	mes,	incidaing	re-insur	ance,	capit	al an	d scrip.	Surp	lua

## City Securities.

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

	INTEREST.			[ n	PR	
-	Rate.	e.   Months Payable.		Bonds due.	Bid.	Ask.
New York:					-	
Water stock 1841-63.	5	Feb., May	Aug.& Nov.	1880	100	107
Croton water stock 1845-51.	5	do	do	1890	106	167
do do1852-60.	6	do	do	1883-1890		100
Croton Aqued'ct stock. 1865.	6	do	do	1884-1911		120
do pipes and mains	6	May & N	lovember.	1884-1900		125
to reservoir bonds	6		Aug.& Nov.	1907-1911	118	120
Central Park bonds1853-57.	5 6 7	do	do	1898	108	109
do ao1853-65.	6	do	do	1895	115	116
Dock bonds1870.	. 7	May & N	lovember.	1901	125	126
do1575.	6			1898	115	116.
Market stock1865-68.	67	May & N	lovember.	1894-1897	127	128.
Improvement stock 1869	6	do	do	1889	107	108
do do1869.	7	do	do	1890	115	116
Consolidated bondsvar.	6 g.	do	do	1901	122	123
Street imp. stockvar.	6	do	do	1888	107	108
do dovar.	7	do	do	1882	102	105
New Consolidated	6 g.	Januar	y & July.		115	116
Westchester County	7	do	do		122	123
Consolidate1	5	Qua	terly.		107	109
Asses ment	5 )		ovember.		102	103

[Quetations by N. T. Beers, Jr., Broker, 1 New St.]

Brooklyn-Local Im r'em't-		1	1	1
City bonds	7	January & July,	1880-1883 1024	168
do	7	do 10	1803-1891 107	118
Park bonds	7	ot ob	1915-1924 130	183
Water loan bonds	-7	do do	1900-1924 128	130
Bridge bonds	7	do do	1904-1912 129	131
water loan	6	ge do:	1886-1902 109	118
City bonds	6	do do	1881-1890 102	116
Kings Co. bonds	7	May & November.	1880-1883 106	111
do do	6 6 6	do do	1880-1885 114	116
Park bonds	5	January & July.	1924 119	121
Bridge *All Brooklyn bonds flat.	0	do do	1907-1910 116	119

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

Jersey City— Water loan .long	7	January & July. January & July. J. & J. and J & D. January and July.		101 109 105 100	102 110 106 101
-------------------------------	---	--	--	--------------------------	--------------------------

# Investments

STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

#### INDEX SINCE JUNE SUPPLEMENT.

The following is an index to all reports and items	heretofore pub-
lished in the Investment Department of the CHRONICL	E since the last
issue of the Investors' Supplement; annual reports	are indexed in
black-faced type:	,

plack-raced type:	
Anthracite Coal Fields. [V. 30] 674 [	Lake Shore & Michigan So 20
Anthracite Coal Trade 20	Louisville & Nashv 45
Atch. Top. & San. Fe43, 67	Louisv. N.Alb. & Chic [V. 30] 675
Atlantic Miss. & Ohio20, 43	
Atlantic & North Carolina 44	Manhattan Elevated 68
7	Marietta & Cincinnati 68
Boston & Albany 44	Metropolitan Elevated45, 68
Boston Hartford & Erie44, 67	Michigan Central 20
Boston Hoosac Tunnel & Alb 20	Mineral Point 44
Brooklyn Elevated 44	Nashua & Lowell 67
Brooklyn & Montauk[V. 30] 674	Nashua & Lowell
Buffalo & Southwestern 67	Nashv. Chat. & St. L [V. 30] 675
A TI	N. Y. Boston & Albany 20
Cairo & Vincennes 68	New York City 45
Canton Company of Baltimore 43	New York Elevated 68
Carolina Central 68	N. Y. Lake E. & W20, 68
Central Iowa 20	N. Y. Loan & Improvem't Co 68
Chesap. & Deta. Canal[V.30] 674	N. Y. Penn. & Ohio 68
Chicago & Alton 68	N. Y. West Shore & Chic. [V.30] 675
Chicago & Iowa 44	North Carolina State Bonds 45
Chic. Mil. & St. P 44	Northern Pacific 68
Chicago & Northwest[V. 30] 674	Obje & Mica (M. 201 675
Chic. St. P.M. & O. [V. 30] 675, 20	Ohio & Miss [V. 30] 675,
Chio. R.I. & Pac [V. 30].673	20, 46, 68
Cin. Ham. & Dayton[V. 30] 667	Owensboro & Nash[V. 30] 675
Colora. Coal & Iron Co. [V. 30] 675	Pacific Railroads46, 68
- 1 6 TT-1 C1	Pennsylvania RR. [V. 10] 675. 20
Delaware & Hudson Canal 44	Philadelphia & Read 21, 46, 69
Denver & Rio Grande 44	Pitts. Ft. W. & Chic [V. 30].674
Denver South Park & Pac. 45, 68	Pittsb. Titusv. & Buffalo 46
Detroit & Butler[V. 30] 675	Portland & Ogdensburg 21
Eastern (Mass)	
Evansy. & Terre Haute. 45	Quincy Missouri & Pacific 21
Evansv. & Terre Haute 45	St. P. Minneap. & Man 21
Flint & Pere Marquette. [V. 30] 675	Springfield & Northeastern 44
Galv. Houst. & Henderson 45	Springf. & Northwest'n (Ill.) 61
Gravville & Mattoon	Texas & Pacific [V. 30]675. 61
Greenville & Columbia 68	Totedo Peoria & Warsaw 70
Hannibal & St. Joseph 20	Wab. St.L.& Pac
Houston & Texas Cent. [V. 30] 675	Western Union Telegraph 21

# GENERAL INVESTMENT NEWS.

Alabama Great Southern.—The report of the directors embraces the following statement: In 1879 the gross earnings of the road were \$441,181, as compared with \$332,096 in 1878. In 1877 the earnings averaged \$900 per mile per annum; in 1878 \$1,135 per mile; in 1879 \$1,500 per mile; and the monthly statements up to 31st of March of the current year indicate that statements up to 31st of March of the current year indicate that at least \$2,000 per mile may be expected. The directors have constantly kept in view the absolute necessity of improving the permanent way, keeping the rolling stock up to the requirements of the increasing traffic, securing the efficiency of the local staff, and generally raising the service to a high standard.

The accounts of the American Company show a balance to the credit of net revenue of \$32,221, or £6,637, which includes the balance of \$31,867, or £6,557, brought forward on December 31st, 1878. The balance sheet of the English Company shows that the current expenses in England from the formation of the company to December 31st, 1879, chargeable against profits amount to £3,883. Deducting this sum from the balance to the credit of the net revenue account of the American Company, there remains a balance of £2,746.

On December 31st, 1878, the outstanding claims, of which a considerable portion was disputed and in suspense, amounted to \$814,546, or £167,602. During the year 1879 the amount was reduced to \$522,076, or £107,423, and during the current year it has been further reduced by the acquisition of receivers' certificates to \$379,734, or £78,134. The directors hope that during the ensuing session of the Circuit Court in June further progress in this direction will be made. The amount of the company's bonds held in trust for the purpose of meeting these claims is \$388,000.

Up to the present time the company's trains have used the track of the Nashville & Chattanooga for the 5 miles between Wauhatchie and the terminus at Chattanooga. The business of the Alabama Great Southern has, however, now reached a point that makes existing arrangements altogether insufficient, and the directors are of opinion that the road should have independent access to Chattanooga. With this view, they have ordered the necessary surveys and estimates, preparatory to an early commencement of the work. The amount required to complete the five miles of new line will be comparatively large, as the nature of the country involves a tunnel of some 1,200 yards in length, besides other heavy engineering works.

Chicago & Hannibal & St. Joseph.-A despatch from Quincy, Ill., says: "The act of the incorporation of the Chicago & Hannibal & St. Joseph Railroad Company, formed for the purpose of building a road from Quincy to Chicago, has been filed for record in the Circuit Clerk's office, the incorporators being Messrs. William Dowd, Jay Gould, Russell Sage, Myron P. Bush, Sidney Dillon, Elihu Root, all of New York; John B. I ers of the Kansas City St. Joseph & Council Bluffs Railroad

Lyon, Charles B. Farwell, George C. Walker, Samuel J. Medill, of Chicago; John B. Carson and James W. Singleton of Quincy. The capital stock is \$6,000,000, divided into 60,000 shares of \$100 each. An officer of the Hannibal & St. Joseph Railroad said the road would at once be built on the shortest line to be found, considering the grades, which would be considerably shorter than any other line between Kansas City and Chicago.'

Chicago & Northwestern.—The N. Y. Commercial Advertiser says: "A ridiculous paragraph has been circulated around the country in effect that trouble has broken out between the Northwestern Railway and its Omaha extension, which runs from Cedar Rapids, Ia., to Council Bluffs; that the lease, when it expired within a short time would be taken up by the Chicago Milwaukee & St. Paul Company, and that the latter company would therefore have a direct road from Chicago to Council Bluffs, shutting out the Northwestern road entirely. The story is pronounced false in every particular. In the first place, there is no coolness between the Northwestern Co. and its Omaha extension. In the second place, the lease does not soon expire; it is

a perpetual lease, and, in the words of one of the Northwest-ern's officers, 'cannot be evaded, escaped or annulled.'"
—The Dakota Central line of this road was opened for business July 12 to Huron, Dakota, on the James River. The Railroad Gazette reports that "work has been begun on the extension of the recently-purchased Chicago & Tomah line, from Montpont, Wis., to Madison, and a large force is now employed. It is said that work will soon be begun on the proposed new line from Milwaukee to Madison, to be built and owned by this company. The Chicago & Dakota line, above referred to, is now nearly all graded from the new terminus at Huron westward 110 miles to Fort Pierre on the Missouri River. From Fort Pierre to Deadwood in the Black Hills is 150 miles in an air line, or about 180 miles by the stage road. The company has now nearly finished grading a branch from Huron north up the James (or Dakota) River to Columbia in Brown County, a distance of 90 miles, on which the rails will be laid at once. Work is progressing on the extension westward of the Toledo & Northwestern line, which is reported nearly finished to the crossing of the Des Moines division, near Callanan."

Cleveland & Marietta.—The stockholders of this company (successor to the Marietta Pittsburg & Cleveland) have voted to authorize an issue of \$1,000,000 bonds for the purpose of making necessary improvements on the road, and of building an extension of 24 miles from Canal Dover, O., to Canton, to connect with the Valley Railroad. This extension will complete a line from Marietta, O., to Cleveland, 181 miles long.

Denver & Rio Grande.—This company's line into New Mexico has been completed and opened for business to Tres Piedras, N. M., 64 miles southward from the late terminus at Alamosa, Col., 194 miles from South Pueblo and 314 miles from Denver. The new terminus is about 60 miles from Santa Fe. The San Juan extension is so far advanced that the company hopes to have trains running by August to Chama, 50 miles west from the junction with the New Mexico line at San Antonio. The short branch line from Colorado Springs to Manitou is nearly finished, and will probably be ready for business this month. There is an unusual number of visitors to Manitou this year. For the week ending July 10 this road brought 354 carloads of freight to Denver, more than any other line, and about one-third of the whole number received.—R. R. Gazette.

Framingham & Lowell.—The Boston Advertiser of June 16 says: "This company, which defalted its interest upon the first mortgage bonds on October 1, 1879, and April 1, 1880, is now paying the past-due coupons at the National Hide & Leather Bank, Boston, the October coupon at 7 per cent and the April coupon at 5 per cent. The railroad and property have been leased to the Old Colony Railroad for 999 years, and the interest upon the first mortgage bonds is guaranteed at the rate of 5 per cent and will be paid at the Treasurer's office of the Old Colony Railroad from and after October 1, 1880. The coupon notes of the company which are deposited at the International Trust Company, 45 Milk Street, Boston, on or before August 10 1880, will be entitled to the benefits of the new financial arrangement, and will receive the surplus earnings, after paying interest on the first mortgage bonds. New preferred stock is to be issued to represent the said coupon notes."

Greenville & Columbia—A New York Times dispatch from Columbia, S. C., July 22, reports that an important question regarding the validity of the recent sale of the Greenville & Columbia Railroad came before Judge Hudson that day, in the Court of Common Pleas, on an order to show cause why the sale to W. A. Courtenay, at \$2,963,400, should not be annulled, and W. P. Clyde, T. M. Logan and Joseph B. Ryan should not be declared purchasers at \$2,393,600. The latter, through their counsel, Colonel Simonton, filed a petition, which sets forth that the committee representing the second mortgage bondholders selected Courtenay to represent their interest at the sale; that he did so, and purchased the road at \$2,393,600, and paid \$20,000, as required by the terms of the sale; that they consider themselves the legal purchasers, and that all subsequent bidding was unlawful and without their authority. Judge Hudson went over all the statements in the case and signed an order, without further argument, for Courtenay; Clyde, Logan and Ryan to file their exceptions to the Master's report of sale by 10 o'clock July 23, as the first step necessary to bring the matter properly before

Kansas City St. Joseph & Council Bluffs.—The stockhold-

Company held a special meeting at the general office of the company, in St. Joseph, Mo., on July 12, and the leases of the Nodaway Valley Railroad and the Tarkio Valley Railroad to the Kansas City St. Joseph & Council Bluffs road were confirmed. The roads were completed and the leases negotiated about

Louisville & Nashville.—The Courier-Journal announces that the Louisville & Nashville Railroad Company has negotiated, through Drexel, Morgan & Co., with the Barings, of London, for the sale of \$20,000,000 of its bonds, having 50 years to run, at 6 per cent; \$10,000,000 of this amount is intended to take up and retire all bonds now outstanding under its several existing mortgages. A general mortgage for the \$20,000,000 is now being recorded in the several counties through which the road

Louisville New Albany & Chicago.—The Chicago Tribune says: "It has for some time past been generally understood that the Louisville New Albany & Chicago Railroad was controlled by the Louisville & Nashville Railroad Company. In fact it was officially announced more than six months ago that the Louisville & Nashville had secured, through Mr. Newcomb, a majority of the stock of this road, and as far as known the Louisville & Nashville managers have directed and shaped the policy of this corporation ever since. Yet, judging by a communication sent to the *Tribune* by President R. S. Veech, of the Louisville New Albany & Chicago Railroad, it would seem that everybody was wrong, and that the Louisville New Albany & Chicago is not controlled nor owned by the Louisville & Nashville, Mr. Veech says:

"'As it is quite common to confound this company with the Louisville & Nashville, I take this opportunity to ask you to kindly state to the general public that our relations with that organization are no more than those ordinarily existing among all railways. We are separate in organization, have no offices in common, own no part of the stock of the Louisville & Nashville, or it of our stock. We have neither any bonded or floating indebtedness at the present time, but propose to issue at an early day \$3,000,000 of bonds, to be sold to the stockholders at 20 per cent of their par value, each stockholder to be entitled to a like amount of bonds to the amount of stock held by him. The proceeds of the sale of these bonds to be used to put the road

in first-rate condition and to equip it.' "

Manhattan — Metropolitan — New York Elevated.— The World gives the following account of the negotiations between these companies: "On Tuesday the meeting of Manhattan directors broke up without accomplishing anything more than an agreement that the directors of the Metropolitan and New York roads, respectively, should meet yesterday (Wednesday) morning and prepare such propositions as they wished to submit to the directors of the Manhattan Company as a basis of consolidation. The New York people were willing to go into the arrangement with certain guarantees on the following basis of percentages: Manhattan, 20; Metropolitan, 90, and New York, 115, or possibly 110. Some of the directors wished the offer to include the condition that the Manhattan share of the new stock should be rated as common, while the Matropole. the new stock should be rated as common, while the Metropolitan and New York stockholders should receive preferred stock in the new concern. The offer from Metropolitan was that New York should be put at 112, Metropolitan at 100 and Manhattan at 40, with the same distinctions of common and preferred stock. The problems laid before the two boards of directors were how far each would advance toward the figures of the other. The meetings were called at 11 o'clock, and each board promptly rejected the figures of the other company and insisted on its own. The New York people were very emphatic in declining to look at the other side's offer. One offer of compromise was to put both New York and Metropolitan at par, making them preferred; while Manhattan was to be put at 50 and made common. This was rejected all round.

"At 2 o'clock the Manhattan directors met at No. 71 Broadway, and after a session of less than half an hour, with all the directors present, except Mr. Garrison, came out of the directors' room and declared that absolutely nothing had been accomplished because there was no disposition to give way on either side. Mr. Cyrus W. Field said that the New York Elevated Road was earning 14 per cent and could gain nothing by going into any such arrangement." \* \* \* "The discussion in the board did not turn especially on the law side of the question of consolidation, for this has been left in the hands of eminent legal authority. It was thought that difficulties would arise from the fact that the companies in consolidating seem to come under the clause of the railroad act which prohibits the fusion or consolidation of competing and parallel lines. This difficulty, however, is got around by chapter 503 of the laws of 1879 (passed June 12), under which the consolidation of the railroad interests of this city, if accomplished, will be done."

Marietta & Cincinnati.—By an error in proof-reading, the statement of earnings in the Chronicle of July 17 made it appear that there had been a decrease in earnings. The dates were transposed and the figures for 1880 should have been under 1879, and vice versa.

New Orleans Pacific.—The New Orleans Picayune of July 17 says: "Telegrams from President Wheelock state that the contract with the Construction Company was signed in New York yesterday morning. A railway from New Orleans to Marshall via Alexandria is now secured beyond a doubt. The terms of the contract were arranged a few weeks since at a conference held in this city between the directors of the New Orleans Pacific RR. Company and ex-Governor Brown, James P. Scott and others building four new baggage-cars of standard truck with seven-

representing Messrs. Jay Gould and Tom Scott. The latter parties were to organize a construction company which should build and equip the road from this city to Marshall at a certain sum per mile, to be paid in first mortgage bonds and stock of the New Orleans Pacific Company; the bonds and stock to be delivered on the completion of sections of ten miles. This Construction Company was subjected to some unexpected delays in raising the necessary capital in New York, one of which was the necessity of advertising its charter in that city for thirty days to give it a legal existence. But all necessary preliminaries have been arranged, the capital to perform the work has been subscribed, and the final documents signed and delivered. The company agrees to complete the road ready for business in eighteen months. It will probably be done earlier. The route is such as to afford extraordinary facilities for speedy construction. Work can be commenced on the trans-Mississippi division, and conducted both ways at Alexandria, and from the Atchafalaya crossing. It is not yet known what route will be followed after reaching Brule Landing. If the Mississippi is crossed there, work can be conducted with equal advantage from both Baton Rouge and New Orleans. Some 90 miles of the track are already graded, and the country on this side of the Mississippi, between here and Baton Rouge, along the river bank, is favorable for railway construction. In fact, it presents the cheapest and best route out of the city." \* \* \* "By the terms of the agreement with the Construction Co., the present directory of the New Orleans Pacific Railroad Company will lose control when a majority of the stock shall have been transferred to the former. This will occur after some forty miles of the track shall have been completed. But provisions have been made to insure local representation to the extent of the financial interest of our citizens, and this was all that could be expected."

New York Central & Hudson River.—In New York we get no report of the net earnings of this road, but in London Messrs. J. S. Morgan & Co. issued the following statement:

	Gross Earnings.	$Net \ Earnings.$
For month ending June 30, 1880 For same period last year	\$2,653.000 2,023,000	\$1,167,000 890,000
Increase	\$630,000	\$277,000
For nine months ending June 30, 1880 For same period last year	\$24,289,000 20,734,000	\$10,687,000 9,123,000
Increase	\$3,555,000	\$1,564,000

N. Y. City & Northern.—The mortgage dated May 1, 1880, was recorded this week from the New York City & Northern Railroad Company to the Central Trust Company, upon a line of railroad in New York, Westchester and Putnam counties, upon stations, buildings, rolling stock, &c., to secure 500 bonds of \$500 each and 3,750 bonds of \$1,000 each. The bonds are payable in 1910, with interest at six per cent, and aggregate \$4,000,000.

N. Y. Ontario & Western.—July 22 was the last day upon which the old stock of the New York & Oswego Midland Railroad Company, and its convertible bonds, could be exchanged for the stock of this company by the payment of an assessment of 30 per cent in cash. Payments amounting to \$1,816,-350 were received on account of the 30 per cent assessment, and then an injunction was served on the company, obtained on a petition by Mr. H. R. Low, of Middletown, restraining the officers from issuing any stock at less than \$30 a share, or the issuing of an amount greater than \$50,000,000, which is the present capital of the company. The object of the injunction is supposed to be to prevent the New York Ontario & Western from taking advantage of a law passed by the last Legislature permitting an increase of their capital stock from \$50,000,000 to \$65,000,000. After the injunction had been served, \$388,500 was tendered on the 30 per cent assessment account and was refused. From the \$20 assessments previously paid by the securities taking precedence of the old stock and convertible bonds there had been received \$7,553,463, making total of \$9,672,558 paid in to date.

Northern Pacific.—A special from Brainerd to the St. Paul Pioneer-Press gives the following rose-colored account regard-

ing the Northern Pacific Railroad:

"There never has been such a period of activity along the line of the Northern Pacific Railway as at present. All departments of the road are hard at work in preparation for moving the immense crop which will soon be ready for handling. Within the past year 300 new box-cars and 100 flat-cars have been added to the equipment of the road, while 100 extra flats have recently been ordered. Sixteen new and powerful Baldwin locomotives have been purchased, nine of which have arrived, and the balance is daily expected. These are thirty-seven ton engines, with seventeen inch cylinder, twenty-four inch stroke and fifty-six inch wheel centre, and rank among the heaviest used on any Western road. Thirty stock cars, in addition to the large number in use, have just been purchased for the Montana cattle trade. The passenger equipment has been reinforced by four new day coaches, besides two parlor cars with reclining chairs, expected daily. The greatest activity prevails at the Brainerd shops, under the energetic direction of Superintendent Farrar. Over 200 men are now on the pay-roll. Thirteen new caboose-cars for all divisions of the road, of the most approved design, are being finished there. These are cupolacars, painted light red outside and grained inside. The seats are arranged so as to be converted into bunks for trainmen, while wash-bowls, closets, &c., are also provided. They are also

foot wheel base and three-quarter by seven-inch journals, besides numerous boarding and other cars for use on the extension. The Northern Pacific Road now operates 716 miles of main track, divided as follows: Duluth to Brainerd, 115 miles; Brainerd to Fargo, 138 miles; Fargo to Bismarck, 194 miles; Bismarck to Green River, 103 miles; Brainerd to St. Paul, 136 miles; Casselton to end of track, 30 miles. It is expected that 100 miles more of main track will be added to the western end before cold weather sets in."

Pennsylvania Railroad.—This company's earnings have just been reported for June, and the clear statement below is compiled for the six months January 1 to July 1. The earnings on the lines east of Pittsburg and Erie have been very large, showing an increase in gross earnings for June of \$830,666 and an increase in net earnings of \$411,253. For the six months Jan. 1 to July 1 the increase in gross earnings was \$4,020,013, and in net earnings, \$2,248,620:

ALL LINES EAST OF PITTSBURG AND ERIE.

	Gross	earnings.—	Net ca	rnings
	1880.	1879.	1880.	1879.
January	\$3,083,551	\$2,543,424	\$1,366,298	\$1,019,531
February			1,232,182	1,172,986
March		2,6(3,068	1,511,248	987,223
April		2,630,022	1,495,582	1,031,028
May		2,708,695	1,476,852	1,034,092
June		2,390,810	1,012,247	600,994
-				

\$5,845,789 Total .....\$19,434,071 \$15,414,058 \$8,094,409 As to the lines west of Pittsburg & Erie, there is a discrepancy in the figures published as compared with the statement issued in July, 1879. The net surplus over liabilities for the five months is reported as \$1,311,136, which is said to be a gain over the same period in 1879 of \$1,730,473, although this differs from the result which is obtained by comparison with the figures given out last year, viz., a deficiency then of \$205,752. The Treasurer, in reply to our inquiries as to a similar discrepancy in May furnished the following explanation: "It appears that the discrepancy noted—\$230,380—results from charging at the end of the year certain interest on bonds of the Pennsylvania Company and the Pittsburg Cinn. & St. Louis Railway Company, and not charging the pro rata for each month in 1879, and which for five months was \$237,339; from this should be deducted \$6,959 underestimated on all other lines."

Pittsburg Titusville & Buffalo.—A dispatch to the Chicago Tribune from Philadelphia, Pa., July 16, reports: "It is believed that the merger which was voted by the Pittsburg Titusville & Buffalo, and was agreed to by a majority of the stockholders of the Buffalo & Southwestern, though not passed, owing to a requirement of the State law calling for two-thirds of all the stockholders in favor before the merger can be carried, will finally be agreed to. At any rate, the road has not been leased to the New York Lake Erie & Western, as authoritatively stated last week. A dispatch received to-day from President Jones of the Titusville Road, who is now in Buffalo, says that affairs look favorable to a consummation of their connection, which is in no sense inimical to the interests of the New York & Lake Erie."

Railroads of the United States. 1879.—Advance sheets of the thirteenth annual number of Poor's Manual of Railroads of the United States have been received from the publishers. The details in regard to cost, earnings, etc., will be found in the tables that follow. It will be noticed that the Manual has been more than usually successful in obtaining returns from railroad companies, the operations including 84,232 miles out of a total of 86,497 miles.

STATEMENT SHOWING THE NUMBER OF MILES OF RAILROAD CONSTRUCTED EACH YEAR IN THE UNITED STATES FROM 1830 TO THE CLOSE OF 1879, INCLUSIVE.

		CHOOL OF TOLL	, Inchest E.	,	*
	Section 4	Annual			Annual
	Miles in	$Increase\ of$	M	iles in	Increase of
Year.	Operation.	Mileage.	Year. Ope	ration.	Mileage.
1830	23		1855 1	8,374	1,654
1831	95	72	1856 2	2,016	3,647
1832	229	134	1857 2	4,503	2,647
1833	380	151	1858 2	6,968	2,465
1834	633	253	1859 2	8,789	1,821
1835	1,098	465	1860 3	0,635	1,846
1836	1,273	175	1861 3	1,286	651
1837	1,497	224		2,120	834
1839	1,913	416		3,170	1,050
1839	2,302	389		3,908	738
1840	2,818	516	1865 3	5,085	1,177
1841	3,535	717	1866 3	6,801	1,742
1842	4,026	491	1867 3	9,250	2,449
1843	4,185	159	1868 4	2,229	2,979
1844	4,377	192	1869 4	6,844	4,615
1845	4,633	256	1870 5	2,914	6,070
1846	4,930	297	1871 6	0,283	7,379
1847	5,598	668	18726	6,171	5,878
1848	5,996	398	1873 7	0,278	4,107
1849	7,365	1,369		2,383	2,105
1850	9,021	1,656		4,096	1,712
1951	10,982	1,961	1876 7	6,808	2,712
1852	12,908	1,926	1877 7	9,089	2,281
1853	15,360	2,452		1,776	2,687
1854:	16,720	1,360		6,497	4,721
	150 (50)				. *

The introductory remarks state that, as noted in the Manual for 1879, "the most marked feature in connection with the increase of earnings continues to be the reduction in freight charges which has been taking place on all our leading railroads for several years, and in no year more notably than in that which has just closed. Only an extraordinary increase in tonnage moved would enable the railroads to continue such reductions, of which the public reap by far the largest reward. To show the changes that have been made in these respects during the last seven years, we have compiled the following table, commencing with the year 1873,—that of the greatest prosperity in railroads prior to 1879:

TABLE SHOWING AMOUNT OF FREIGHT MOVED, EARNINGS FROM FREIGHT AND RATE OF CHARGE PER TON PER MILE ON THE RAILROADS NAMED IN THE YEARS 1873 AND 1879,

—Tons Freigh	it Moved	-Receipts fr	om Freight-	$-R\alpha$	te.*
	1879.	1873.	1879.	<b>'73.</b>	<b>'79</b> .
Line of Road.		\$	\$	cts.	cts.
	2,738,096	6,221,184	3,588,839	1.96	1.10
	9,015,753	19,616,018	18,270,250	1.57	0.81
	8,212,641	15,015.808	12,233,481	1.45	0.78
	3,684,041	19,608,555	17,017,089	1.41	0.79
	3,679,382	6,716,399	6,066,593	1.41	0.76
	7,541,294	14,192,399	11,288,261	1.33	0.64
	3,513,819	4,918,962	4,986,988	1.22	0.69
	2,634,177	3,897,462	4,242,791	2.12	1:05
	4,086,520	8,035,349	11,650,623	1.92	1.02
	2,559,734	6,421,369	6,850,755	2.49	1.72
	4,265,937	8,614,260	9,924,030	2.35	1.56
	2,236,670	4,597,982	6,929,926	2.29	1.43
	2,324,485	4,148,901	3,262,526	1.51	0.97

 $45,\!557,\!002\;67,\!092,\!549\;112,\!004,\!648\;116,\!311,\!452\dagger 1.77\dagger 1.02$ 

† Average. \* Per ton per mile.

"It is to be regretted that the reports of the Baltimore & Ohio Railroad are not so kept as to enable us to make a comparison of all the trunk lines." \* \*

"Another significant fact shown by the tables is the reduction in both the funded and floating debts as compared with last year. This has come about through the process of reorganization of bankrupt companies now nearly completed, and the transfer of those forms of indebtedness to capital stock. While the funded debt has decreased \$15,251,851, and the floating debt \$25,367,504, the capital stock shows an increase of \$187,708,068. The amount of interest paid has increased \$9,077,006, notwithstanding the reduction of the debt; the rate of interest paid on the funded debt averages 4.91 per cent, an increase of 0.27 per cent as compared with 1878. The average rate of dividend paid was 2.49 per cent, as compared with 2.34 per cent for 1878, a gain of 0.15 per cent. The increase in amount paid as dividends was \$8,052,102. Thus while the gross earnings show an increase compared with 1878 of \$38,909,648, and the net earnings of \$32,341,557, the amount paid for interest and dividends has increased \$17,129,106. The remainder has gone into permanent improvements, reserve funds and other forms of security.

"The gross earnings of all the roads whose operations have been reported have equaled \$529,012,999, against \$490,103,351 for 1878, \$472,909,272 for 1877, \$497,257,959 for 1876 and \$503,065,505 for 1875. The general result of the operations of our railroads for the last nine years is shown in the following statement:

STATEMENT SHOWING MILES OF RAILROAD, CAPITAL ACCOUNT, EARNINGS, ETC., FOR NINE YEARS.

St. Louis Arkansas & Texas.—The company under this name has completed its organization by filing its charter with the Secretary of the State of Arkansas. This road is to commence at the Missouri State line at a point where a connection is made with the St. Louis Arkansas & Texas Railroad of Missouri, and will run through Fayetteville, Ark., to Fort Smith, a distance of 110 miles. The capital stock is \$1,350,000. The directors are Jas. D. Fish, C. W. Rogers, John O'Day, George A. Purdy, B. B. Davidson, E. L. Fisher, A. M. Wilson, J. Holcom and A. Peel. The road was at once leased to the St. Louis & San Francisco in perpetuity. It is the intention to have cars running on the road to Fayetteville by January 1, 1881.

St. Paul Minneapolis & Manitoba.—The St. Paul Pioneer-Press of July 16 says: "The agreement entered into some months since between the Minneapolis & Northwestern (narrow gauge) and St. Paul Minneapolis & Manitoba Companies, by which the latter swallows the former, was fully carried out and consummated in this city yesterday. The stockholders of the narrow gauge company had subscribed for \$150,000 of the stock, 10 per cent of which they had paid in. They had also contracted for a quantity of iron and incurred other liabilities. The St. Paul Minneapolis & Manitoba Company assumes all the liabilities, and refunds to the stockholders 7 of the 10 per cent they have paid in. Further, the St. Paul Minneapolis & Manitoba agrees to construct the two bridges and the union depot in Minneapolis, and build 100 miles of standard-gauge road northwesterly from Minneapolis, substantially upon the route of the proposed narrow gauge, for a bonus of \$1,000 per mile from the city, and there the responsibility of the city ends. Ten miles of this road is to be built this year, 40 miles next year, and the remaining 60 miles before Jan. 1, 1884."

-Suit was brought a few days ago against the St. Paul Minneapolis & Manitoba and St. Paul & Pacific Railroad Companies at St. Paul, in which 131 residents of Holland are plaintiffs for themselves and all other holders and owners of the issue of \$15,000,000 of bonds similarly situated in respect thereto. The object of this suit is the same as that of the bill which was dismissed from the United States Circuit Court by Justice Miller on June 28 last; but a new line of proceedings is taken in order to overcome the objections which were found by the court to reopening the decrees of foreclosure and sale of the

mortgage property.

Texas & Pacific.—Track on this road has reached the Brazos River crossing, 57 miles west from Fort Worth, Texas. The graders are at work 60 miles beyond the end of the track.

# The Commercial Times.

# COMMERCIAL EPITOME.

FRIDAY NIGHT, July 23, 1880.

The season for the opening of autumn trade approaches, and yet buyers seem disposed to proceed with much caution and prudence. Current prices of agricultural products are comparatively low, with little probability of an advance like that which gave such an impulse to business last autumn; hence it is not likely that the agricultural classes will have as much money at command as then, and dealers are disposed to take this into the account. Business is on a sound and healthy basis, however, and, on the whole, the position of the country is a very good one.

A very good movement has been reported in provisions, and prices have shown a decided improvement, in sympathy with the Western advices, where a heavy speculative interest is noted. To-day mess pork was sold on the spot at \$1425@1460, and for September at \$14 20; family mess for September realized \$15 50; contract mess for August was quoted at \$14@14 15; October, \$14 50 asked, and seller year, \$11 45@\$11 90, bid and asked. Beef has ruled quiet, but beef hams have sold fairly at \$22 50@\$23. Lard was again higher, at 7 25c. for prime and 7.30c. for choice Western on the spet; contract lots sold for August at 7.22½@7.25c., for September at 7.35c., for October at 7.37½@7.42½c. and buyer the year at 7½c.; refined to the Continent sold at 7.72½c. Bacon is quiet here, but held very strong in the West. Cut meats etc., have been rather quiet. Tallow in demand at 61/4@6%c. Butter and cheese have shown a further advance; choice goods are scarce and in steady request. The following is a comparative summary of aggregate exports from Nov. 1 to July 17:

Pork 187	79-80. $1878-672.400$ $64.728.$	600	Decrease.
Bacon	<b>347,930 502,025</b>	,489 7,322,431	1,056,200
Lardlbs.294,6	331,240 257,760	278 36,870,962	

Total.....lbs.957,651,570 914,514,367 44,193,393 1,056,200

Coffees have shown a good degree of activity, and, with the exception of a slight irregularity early in the week on Rio coffee, the tone has been firm and satisfactory. To-day Rio coffee was steady at 14%c. for fair cargoes. Mild grades continued firm and in active request at 19@22½c. for Java and 14 @18c. for Maracaibo. Rice was steady at recent figures. Molasses was again in good demand and firm at 36c. for 50-test Cuba refining and 40@65c. for New Orleans. Refined sugars still firm and wanted at 9%c. for standard "A" and 10@10½c. for hard grades. Raw sugars sparingly offered and firm at 75%@7.81c. for fair to good refining Cuba and 8½@8%c. for centrifugal.

	Hhds.	Boxes.	Bags.	Melado.
Stock July 1, 1880	139,315	9,665	989,618	6.289
Receipts since July 1, 1880	33,264	519	181,912	360
Sales since July 1, 1880	26,836	100	43,412	
Stock July 21, 1880	145,743	10.084	1,128,118	6,649
Stock July 23, 1879	90,594	28,376	675,454	4,308

The market for Kentucky tobacco has ruled very dull, the sales for the week being limited to 149 hhds for export and 104 for home consumption, a total of only 253 hhds. Prices, however, remain very firm, and lugs are quoted at 4@5½c. and leaf at 5@13c. The movement in seed leaf has, on the contrary, been rather more active, the sales of the week amounting to 1.280 cases, as follows: 200 cases 1878 crop, Pennsylvania, 12@30c.; 250 cases 1878 crop, New England, 13@21c.; 80 cases 1879 crop, New England, 10½c.; 600 cases 1879 crop, Ohio, on private terms; 100 cases 1879 crop, Wisconsin, Havana seed, 15c., and 50 cases sundries, 9@18c. There was also a fair inquiry for Spanish tobacco, with sales of 700 bales Havana at 82c.@\$1 15.

Ocean freights have shown a marked advance, and for grain room a very large business has been effected. Petroleum tonnage has become quieter. To-day grain was taken to Liverpool, by steamer, at 8d. standard bushel; provisions, 30@ 40s.; cotton, ¼d.; grain, by sail, 6¾d; do. by steam to Hull, 9d.; do. to Glasgow, 8½d.; do. to Tyne-Dock, 8¼d.; do. to Newcastle, 8½d.; do. to Antwerp, 6s. 3d. per qr.; do to Cork for orders, per sailing vessels, 5s. 8½d.@6s. per qr.; do to Baltic ports, 5s. 9d.@6s.; do. to the United Kingdom, 5s. 6d.; do. to London, 5s. 3d.; refined petroleum to Liverpool 3s. 10½d.; do. in cases to Seville, 24c.; do. in bbls. from Philadelphia to the Continent, 4s., and from Baltimore, 4s. 3d.

Naval stores have shown some improvement, spirits turpentine particularly, which is taken on arrival; the market closed strong at 28¾@29c.; strained to good strained rosins, \$1 40@ \$1 45. Petroleum, on the contrary, has been dull and declining, in sympathy with the creek markets; refined, in bbls., closed at 9½c.; crude certificates on Thursday were sold at 90c., but closed to-day at 96¼c. bid. Pig iron, whether American or foreign, continues to be in demand and well supported in price; No. 1 American is quoted at \$25@\$26, and Coltness \$24. Rails also are strong, with steel sold for autumn delivery at \$56. Ingot copper is quiet at 18¾@19c. for Lake. Alcohol quoted at 37c. for July and 36c. for August. Wool is firm, but slow of sale.

## COTTON.

FRIDAY, P. M., July 23, 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 (July 23), the total receipts have reached 13,148 bales, against 10,691 bales last week, 14,070 bales the previous week and 17,057 bales three weeks since, making the total receipts since the 1st of September, 1879 4,880,043 bales, against 4,433,653 bales for the same period of 1878-9, showing an increase since September 1, 1879, of 446,390 bales. The details of the receipts for each day of this week (as per telegraph) are as follows:

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
New Orleans	243	1,105	324	554	886	696	3,808
Mobile	43	94	19	24	122	397	699
Charleston	236	237	106	240	322	282	1,423
Port Royal, &c.				٥			, ,
Savannah	21	108	67	126	134	180	636
Brunswick, &c.							
Galveston	186	237	27	76	512	50	1,088
Indianola, &c		1				4	4
Tennessee, &c	415	262	637	313	414	709	2,750
Florida							-,
Wilmington	4	1	27		83	27	142
Moreh'd City,&c		7					
Norfolk	258	458	324	157	424	467	2,088
City Point, &c						510	510
Totals this week	1,406	2,502	1,531	1,490	2,897	3,32 2	13,148

For comparison, we continue our usual table showing this week's total receipts and the totals for the corresponding weeks of the four previous years:

Receipts this w'k at	1880.	1879.	1878.	1877.	1876.
New Orleans	3,808	409	838	792	1,714
Mobile	699	157	210	152	
Charleston	1,423	43	508	172	577
Port Royal, &c		100	18	192	
Bavannah	636	306	782	510	1
Galveston	1,088	129	331	409	
Indianola, &c	4	8	9		1
Cennessee, &c	2,750	1,892	686		795
Florida	_,	2,002			3
North Carolina	142			0.000	_
Norfolk	2,088		1		551
City Point, &c	510		19		
Total this week	13,148	3,272	4,086	3,299	5,589
Total since Sept. 1.	4,880,043	4,433,653	4,256,419	3,956,137	4,081,570

The exports for the week ending this evening reach a total of 26,207 bales, of which 18,701 were to Great Britain, 5,009 to France and 2,497 to rest of the Continent, while the stocks as made up this evening are now 208,183 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	OCK.
ending July 23.	Great Britain.	France.	Conti- nent.	this Week.	Week 1879.	1880.	1879.
N. Orl'ns	5,660	2,796		8,456		56,802	8,574
Mobile						4,817	,
Charl't'n						2,101	
Savan'h.						5,116	1,761
Galv't'n-	1,614			1,614		3,197	1,817
N. York.	7,214	2,213	1,166	10,593	4,680	105,807	99,915
Norfolk			••••			7,843	1,594
Other*	4,213		1,331	5,544	2,443	22,500	17,000
Fot. this	-			<del></del>			
week	18,701	5,009	2,497	26,207	7,123	208,183	133,105
Tot.since							
Sept. 1	2536,782	379,533	351,413	3767,733	3379.942		

\*The exports this week under the head of "other ports" include, from Enmore, 750 bales to Liverpool and 1,331 bales to Continent; from Boston, 2,365 bales to Liverpool; from Philadelphia, 1,098 bales to Liverpool,

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 19,084 bales, while the stocks to-night are 75,078 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	eleared—	for	T
JULY 23, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Stock.
New Orleans. Mobile. Cnarleston. Savannah Galveston. New York. Other ports.	3,593 None None. None. 543	2,750 None. None. None. None.	None. None. None. None. Not rec None.	237 None. 350 400 None. eived None.	6,580 None. 350 400 513	50.222 4,817 1,751 4,716 2,654
Total	6,636	2,750		937	10,373	92 003

ome row by and the une also ies. the cent toba Linrththe the  $_{
m iles}$ the Iinomainthe eto. was stice n in the the azos

The

1i0

on

on ast

za-

 $\mathbf{he}$ 

ile

ebt 68.

h-

on

oer

aid

vi-

an

ıgs

as

ve

351

3,our ing

ds

208 942

709 157 681

his

ith

m-

ion

Iis-1, a The rge Iol-

uis ars

eer-

Digitized or FRASER http://frames.flouisfed.o The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to July 16, the latest mail dates:

_	RECEIPT		EXPOR	EXPORTED SINCE SEPT. 1 TO-							
PORTS.	1879.   1878.		Great Britain.	France.	Other Foreign	Total.	Stock.				
M.Orlns	1477,572	1172,255	885,747	264,020	254,494	1404,261	61,23				
Mobile.	352,437	361,832	84,189	10,143	17,355	111,687	4,72				
Char'n*	480,237	514,341	154,040	20,625	170,109	344,774	2,06				
Bav'h	726,085	705,346	185,152	18,950	219,990	424,092	4,77				
Galv.*.	471,066	562,866	220,291	23,831	49,679	293,801	4,89				
N. York	212,794	147,564	459,219	34,304	91,562	585,085	113,04				
Florida	20,141	56,435									
M. Car.	103,135	135,033	23,863	1,177	10,447	35,487	1,07				
Norf'k*	729,063	559,340	245,904	1,479	8,912	256,295	8,32				
Other	294,365	215,369	259,676		26,368	236,044	23,00				
This yr.	4866,895		2518,081	374,529	848,916	3741,526	223,12				
Last ye	ar	4430.381	2041.021	413.967	917.831	3372,819	145.21				

\*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 oint. &c.

The market suffered from severe depression during most of the past week. The speculation in futures has been strongly towards a lower range of values. Encouraged by favorable crop prospects, large stocks, weak foreign accounts and a dull trade in manufactures, the bears have made free offerings on sale, under which prices rapidly gave way. On Saturday there was some irregularity, the early months closing lower and the later deliveries somewhat dearer. But on Monday there was a more uniform decline, though September and October were best supported and August most depressed. On Wednesday there was a decline of 10@14 points, with sales for the day exceptionally large for the season, the bears apparently throwing off all apprehension of a "corner" on any of the next three months. Yesterday the opening was depressed, but the reports of the continuance of excessive rains in the Mississippi Valley caused a demand to cover contracts, and the close was 7@10 points dearer, the remote deliveries improving most. To-day, with the cessation of rains, though the skies are still cloudy, the improvement of yesterday was lost. Spots have also declined, though not so sharply as futures. Quotations were reduced 1-16c. on Tuesday and 1c. on Wednesday without stimulating business, and now about one-half the stocks at the ports are in this market. To-day the market was quiet and unchanged, middling uplands closing at 11 11-16c.

The total sales for forward delivery for the week are 452,500 bales, including —— free on board. For immediate delivery the total sales foot up this week 2,394 bales, including 953 for export, 1,381 for consumption, 60 for speculation, and —— in transit. Of the above, —— bales were to arrive. The following are the official quotations and sales for each day of the past

July 17 to	U	PLANI	os.	NEW	ORLE	ANS.	TEXAS.		
July 23.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. 9 b Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Midd'g Fair Fair	9 10 10 <sup>1</sup> 2 11 <sup>1</sup> 4 11 <sup>5</sup> 9 11 <sup>7</sup> 8 12 <sup>3</sup> 8 12 <sup>5</sup> 8	1158 1178 1238 1258	11316 11916 111316 12516 12916	10 <sup>1</sup> 3 10 <sup>5</sup> 3 11 <sup>3</sup> 3 11 <sup>3</sup> 4 12 12 <sup>1</sup> 2 12 <sup>3</sup> 4	10 <sup>5</sup> 9 11 <sup>3</sup> 8 11 <sup>3</sup> 4 12 <sup>1</sup> 9 12 <sup>3</sup> 4 13 <sup>1</sup> 4	10916	9 <sup>1</sup> 8 10 <sup>1</sup> 8 10 <sup>5</sup> 8 11 <sup>3</sup> 8 11 <sup>3</sup> 4 12 12 <sup>1</sup> 8 12 <sup>1</sup> 4	1058 1138	8710 9110 10116 10916 11516 1111 1115 12716 1211 13216 1312
	Wed	Th.	Fri.						

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. B b Strict Ord.	8516	8516	8516	8516	8519	8516	8518	8516	8516
Strict Ord.	81316	81316	81316	81516	81516	81516	81510	81616	81518
Good Ord	91318	91316	91316	91516	91516	91518	91516	91516	915,0
Btr. G'd Ord	10516	10516	10516	10718	10718	10718	10716	10716	10710
Low Midd'g	111116	11116	11118	11318	11316	11318	11218	11210	11310
Btr.L'W Mid	11118	11116	11410	11918	11910	111910	11810	11000	119:0
midding	1111116	1111118	1111116	111316	111316	111210	1113.4	111310	111310
Good Mid	12316	12316	12318	12516	12516	12518	12516	125,0	125,0
Btr. G'a Mia	112118	12:18	12118	12010	12818	112016	12010	12000	19910
midd'g Fair	1121018	121018	121010	113118	13110	113210	13110	131.0	121.0
Fair	13914	13914	13936	131116	131116	131116	131:16	131116	131116

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	8 <sup>1</sup> 8	8 <sup>1</sup> 8	8116	715 <sub>16</sub>	715 <sub>16</sub>	715 <sub>16</sub>
	9	9	81516	813 <sub>16</sub>	813 <sub>16</sub>	513 <sub>16</sub>
	9 <sup>5</sup> 8	95 <sub>8</sub>	9916	97 <sub>16</sub>	97 <sub>16</sub>	97 <sub>16</sub>
	10 <sup>11</sup> 18	10 <sup>11</sup> 16	1058	101 <sub>2</sub>	104 <sub>2</sub>	101 <sub>2</sub>

## MARKET AND SALES.

		BALL	S OF S	POT A	ND TR	ANSIT.	FUTURES.		
	SPOT MARKET CLOSED.	Ex- port.	Con-		Tran- sit.	Total.	Bales.	Deliv- eries.	
	Easy Duli	463 490	161 162	20		624 672	25,400 62,500	300	
Tues .	Dull & 116 lower. Quiet and 18 dec.		259 273			289	64,600	400	
Thurs	Quiet and easy.		248	40			114,300	300	
	Dull	••••	248			- 218	88,700	200	
Total		953	1.381	60		2.394	452,500	2.100	

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

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales:

	Sales since Sept. 1	Total sales this week	Friday, July 23— Sales, total	Thursday, July 22— Sales, total Prices paid (range) Closing, bid and asked	Wednesday, July 21— Sales, total	Tuesday, July 20— Sales, total Prices paid (range) Closing, bid and asked	Monday, July 19— Sales, total Prices paid (range) Closing, bid and asked	Saturday, July 17— Sales, total	Sales of FUTURES.	Market, Prices and
		ř	Lower.	Variable.	Lower.	Lower.	Lower.	Irregular.	Market.	Tone of the
			Steady.	Steady.	Barely st'y	Easy.	Very st'dy.	Barely st'y	Closing.	the-
	2.277.500	24,000	4.700 11·30æ11·38 11·34——	5,300 11:31 <b>3</b> 11:45 11:43—11:45	5,300 11.40 <i>2</i> 11.47 11.36–11.38	4,000 11.49 <b>2</b> 11.54 11.48—11.50	3.700 11.53 <i>2</i> 11.62 11.50—11.56	1.000 11.61#11.65 11.63—11.64	July.	
Γ	3.386.600	241,500	43,900 11.23 <b>3</b> 11.32 11.27—11.28	56,900 11.21@11.37 11.35— —	54,000 22,500 11.27 #11.43 10.90 #11.04 10.50 # 11.28 — 11.29 10.90 — 10.91 10.50 —	31.400 11.42#11.51	39,300 9,400 8,5 11.48@11.55 11.05@11.08 10.66@ 11.50—11.51 11.06—11.07 10.66—	16.000 5.700 1.5 11.55 #11.61 11.08 #11.12 10.67 # 11.55—11.56 11.09— 10.67—	August.	
	824.900	107,800	22.100 10:55-#10:93 10:47-# 10:88-10:89 10:52-	\$1.700 10.85.010.99 10.97— 10.59—	22,5ô0 10:90#11:04 10:90—10:91	16,400 11.02 <i>a</i> 11.06 10.63 <i>a</i> 11.02—11.03 10.63—	9.400 11.05.211.08 11.06—11.07	5.700 11.08@11.12 11.09—	September.	DAILY PRICES
	446,800	34,200 %	7,100 10:47 #10:53 10:52—10:53	9,600 10.47.210.60 10.5910.60	7,100 10:50 & 10:62 10:50	5,400 10.63-10.67 10.63-10.64	\$.500 10.66 #10.67 10.66—10.67	1.500 10:67 <i>0</i> 10:69 10:67—10:68	October.	AND
	251,900	14,300	10.53 10.34 #10.40 10.53 10.40 —	4,100 10:35:210:45	1,600 10:36 <i>4</i> :10:46 10:35—10:36	2,400 10:48@10:52 10:46- 10:48	2.400 10:52:#10:54 10:52:—10:58	700 10:55: <b>3</b> 10:56 10:5510:56	November.	SALES OF
	210,700	20,000	5,500 10:40—10:41	4,000 10:35.#10:46 10:45—10:46	4,200 10:37 <b>3</b> 10:47 10:36—10:37	3,600 10.49 & 10.54 10.48—10.50	2,300 10.53 & 10.54 10.53—10.54	400 10:56:#10:57 10:5510:57	December.	FUTURES FOR
	38,000	7.900	10.53 10.40 — 10.40 10.55 æ10.41 10.46 æ10.51 10.58 æ	10.60 10.35 & 10.45 10.35 & 10.46 10.55 — 10.56 10.55 & — 10.68 10.44 — 10.56 10.55 & — 10.68 10.55 — 10.57 10.68	1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,005	10.67 10.48 a10.52 10.49 a10.54 10.59 a10.62 10.70 a — 200 400 2,400 3,600 500 10.59 a10.62 10.70 a — 200 400 2,400 2,400 200 200 200 200 200 200 200 200 200	1.500 10.67 10.52 \(\alpha\)10.53 \(\alpha\)10.54 10.60 \(\alpha\)10.62 \(\alpha\)10.53 \(\alpha\)10.54 10.60 \(\alpha\)10.62 \(\alpha\)10.72 \(\alpha\) -10.74 10.60 \(\alpha\)10.71 \(\alpha\)10.74	100 10-68 10-55-210-56 10-56-210-57 10-62-10-64 10-73-10-76	January.	FOR EACH
1	11,300	3,100	10.58 a	10.55 a 10.66—10.68	1,600 10:55 <b>#</b> 10:64 10:56—10:58	10.70 a 10.67—10.70	10.72 # -	10-73-10-76	February.	EACH MONTH,
. 66		700	 	1 3		700 10-80 <b>2</b> 10-85	11	116	March.	
8 8	E100 31,941,200	453,500		27-11-72 27-11-228-01 114-300	10:36 #11:47 10:3511:38 des add		10:52—11:56 10:52—11:56 00:52	79.11—22.01 29.11.8 20.11.8 20.11.8	Total Sales and Range.	

* This total also includes sales in-	
Bales.	Pales.
Sept., 1879, for Sept 759,600	SeptFeb., for Feb 2,437,000
	BeptMarch, for March., 3,730,200
	SeptApril, for April 2,875,400
SeptDec., for Dec 1,688,100	BeptMay, for May 3,473,700
SeptJan., for Jan 3,686,400	SeptJune, for June 3.350,300
Transferable Orders-Saturday,	11.65; Monday, 11.to; Tuesday,
11:50: Wednesday, 11:40; Thursd	
Short Notices for July-Tuesday,	11.50.

The following exchanges have been made during the week:
41 pd. to exch. 600 Sept. for Aug. | 39 pd. to exch 500 Sept. for Oct.

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 affoat 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 (July 23), we add the item of exports from the United States, including in it the exports of Friday only.

- Comment	Stock at Liverpoolbales Stock at London	1880. 702,000 57,10 <b>0</b>	1879. 541,000 44,370	1878. 663,000 13,500	1877. 945,06 <b>0</b> 35,500
	Total Great Britain stock Stock at Havre	759,100 73,800	585,370 97,300	676.500 178.500	980,500 219,250
1	Stock at Marseilies	7,020 59,100	2,300 41,000	6,500 37,500	7,500 68,000

	. 1880.	1879.	1878.	1877.
Stock at Hamburgbales	2.900	4,000	7,000	17,750
Stock at Bremen	40.700	21,800	41.000	73.750
Stock at Amsterdam	16,400	34,100	48,750	46,250
	3,150	500	9.750	11,500
Stock at Rotterdam	1.320	200	6,500	7,750
Stock at Antwerp	24,800	6,200	23,000	
Stock at other contintal ports.	24,000			-
Total continental ports	229,190	207,400	358,500	467,750
Total European stocks	988,290	792,770	1,035,000	1.448,250
India cotton affoat for Europe.	221,000	320,000	235,000	328,000
Amer'n cotton affoat for Eur'pe	200,000	60,000	86,000	94,000
Egypt, Brazil, &c., aft for E'r'pe	22,000	10,000	10,000	22,000
Btock in United States ports	208.183	133,105	105,615	192,930
	29,437	7.478	5,906	
Stock in U. S. interior ports United States exports to-day	4,000	2,500	500	
Total visible supply	,672,910	1,325,853	1,478,021	2,100,196
Of the above, the totals of Ameri	ican and o	ther desert	brious are	We rollows:
American-				614,000
Liverpool stock	463,000	413,000	526,000	374,000
Continental stocks	138,000	160,000	299,000	
American affoat for Europe	200,000	60,000	86,000	94,000
United States stock	208,183	133,105	105,615	192,930
United States interior stocks	29,437	7,478	. 5,906	14,016
United States exports to-day	4,000	2,500	500	1,000
Total American	1,042,620	776,033	1,023,021	1,289,946
Laverpool stock	239,000	128,000	137,000	331,000
London stock	57,100	44,370	13,500	35,500
Continental stocks	91,190	47,400	59,500	93,750
India affoat for Europe	221,000	320,000	235,000	328,000
Egypt, Brazil, &c., affoat	22,000	10,000	10,000	22,000
Total East India, &c	630,290	549,770	455,000	810,250
Total American		776,083	1,023,021	1,289,946
Total visible supply	1.672.910	1.325,853	1,478,021	2,100,196
Price Mid. Upl., Liverpool	613164.	69164.	69164.	65161.
·				

The above figures indicate an *increase* in the cotton in sight tonight of 347,057 bales as compared with the same date of 1879, an *increase* of 194,889 bales as compared with the corresponding date of 1878, and a *decrease* of 427,286 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.

American-	1880.	1879.	1878.	1877
Liverpool stockbales	463,000	413,000	526,000	614,000
Continental stocks	138,000	160,000	299,000	374,000
American affoat to Europe	200,000	60,000	86,000	94,000
United States stock	203.183	133,105	105,615	192,930
United States interior stocks	56,662	14,410	12,527	25,361
United States exports to-day	4,000	2,500	500	1,000
Total American	,069,845	783,015	1,029,642	1,301,291
East Indian, Brazil, &c				*.
Liverpool atock	239,000	128,000	137,000	331,000
London stock	57,100		13,500	35,500
Continental stocks	91,190	47,400	59,500	93,750
India affoat for Europe	221,000	320,000	235,000	328,000
Egypt, Brazil, &c., afloat	22,000	10,000	10,000	22,000
Wotal Fact India &c	630;290	549,770	455,000	810,250
Total East India, &c1	,069,845		1,029,642	
Total visible supply1	.700,135	1,332,785	1,484,642	2,111,541

These figures indicate an increase in the cotton in sight to night of 367,350 bales as compared with the same date of 1879, an increase of 215,493 bales as compared with the corresponding date of 1878, and a decrease of 411,405 bales as compared with 1877.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1879—is set out in detail in the following statement:

* ·	Week er	ding July	23, '80.	Week en	ding July	25, '79.
	Receipts	Shipm'te	Stock.	Receipts	Shipm'ts	*Stock
Augusta, Ga	162	1,166	4,531	20	150	2,068
Columbus, Ga	58	574	2,795	156	206	774
Macon, Ga	11	14	1,241		65	283
Montgomery, Ala		501	2,123	35	237	1,160
Belma, Ala	20	70	611	7	27	183
Memphis, Tenn	357	3,419	14,521	50	493	2,000
Nashville, Tenn		895	3,615	4	126	1,010
Total, old ports.	732	6,642	29,437	272	1,245	7,478
Dallas, Texas *	3	13	30	1	2	
Jefferson, Tex*	3	26	27	10	10	167
Shreveport, La	187	640	354	73	43	157
Vicksburg, Miss.	46	72	24	15	1.5	303
Columbus, Miss	1	1	89	2	1	11
Enfaula, Alat	10	201	1,000		5	4.7
Griffin, Ga	1.5	20	593			25
Atlanta, Ga	33	411	7,518	5	10	594
Rome, Ga	60	244	1,510	4	9	157
Charlotte, N. C.t.	1.00	125	75	1.5	15	300
St. Louis, Mo	469	2,266	12,405	170	581	3,945
Cincinnati, O	1,800	2,334	3,600	377	333	1,228
Total, new p'rts	2,727	6,353	27,225	672	1,924	6,932
Total, all	3,459	12,995	56,662	944	2,269	14,410

\*This year's figures estimated. † Estimated.

The above totals show that the old interior stocks have decreased during the week 5,910 bales, and are to-night 21,959 bales more than at the same period last year. The receipts at the same towns have been 460 bales more than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations, of that part of the crop which finally reaches the market through the out-ports.

	RECEIPTS FROM PLANTATIONS.											
Week	Receipt	ts at the	Ports.	Stock a	t Inter	r Ports	Rec'pts	from P	lant'ng			
ending-	1878.	1879.	1880.	1878.	1879.	1880.	1878,	1879.	1860.			
May 7	24,252	19,031	25,661	65,770	71,546	186,658	14,472	11,615	8,186			
" 14		19,997	24,636	56,433	59,249	176,157	10,760	7,600	14,135			
21					51,429	161,455	9,604	8,853	11,819			
" 28		17,113	Control Manual Co.		42,198	143,241	10,940	7,892	5,550			
June 4		11,089	23,674	84,154	37,570	130,635	7,509	6,461	11,069			
" 11		6,612	And the state of t	1 4 1	82,429	115,038	6,392	1,471	2,940			
" 18		7,199	19,870		29,306	96,190	4,1503	4,005	1,092			
" 25		6,293	23,51:	21,240	25,223	81,172	4,832	2,210	8,493			
July 2	-	3,637	17,057		22,3%	75,103	4,394	802	10,986			
» 9	- 04-	8,032			20,691	71,950	8,645	1,335	10,917			
" 16		2,809	10,691	15,494	15,528		1,243	.,,,	4,939			
" 23				1	14,410		1,119	2,154	8,612			

The above statement shows-

1. That the total receipts from the plantations since Sept. 1 in 1879-80 were 4,929,404 bales; in 1878-79 were 4,444,765 bales; in 1877-78 were 4,252,464 bales.

2. That, although the receipts at the out ports the past week were 13,148 bales, the actual movement from plantations was only 3,612 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the same week were 2,154 bales, and for 1878 they were 1,119 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather the pasweek has been fairly favorable in most sections, but too much rain and too low temperature is the complaint at many points.

Halveston, Texas.—There have been showers on three days of the past week, the rainfall reaching fifty-five hundredths of an inch. The thermometer has averaged 83, the highest being 90 and the lowest 74. We hear rumors of the appearance of caterpillars, but think them of little importance. The crop is in an exceedingly promising condition throughout the State. Nearly every section has had rain during the week, which was mainly beneficial, as it was beginning to be needed. Picking has been interfered with by the storm.

Indianola, Texas.—We have had hard rains on three days during the week, doing good, the rainfall reaching one inch and forty-eight hundredths. The crop is as good as possible. Average thermometer 82, highest 92 and lowest 71.

Corsicana, Texas.—It has rained (showers) on four days, with a rainfall of forty-six hundredths of an inch; but it was not quite enough. The thermometer has ranged from 67 to 97, averaging

Dallas, Texas.—There have been showers at this point on four days, but the rainfall was hardly sufficient. The crop prospect could hardly be better. The thermometer has averaged 81, the highest being 97 and the lowest 67. The rainfall for the week is fifty hundredths of an inch.

Brenham, Texas.—We have had fine showers on three days, with a rainfall of one inch. Average thermometer 82, highest 95 and lowest 70. The crop in this section never promised better.

New Orleans, Louisians.—Rain has fallen during the week on three days, to a depth of one inch and thirty-five hundredths.

The thermometer has averaged 84.

Shreveport, Louisiana.—The first five days of the past week were cloudy and rainy, but the last two days have been clear to fair, and unusually cold for the season. The thermometer has averaged 77, the highest being 91 and the lowest 64. The rainfall has reached one inch and sixty-nine hundredths.

Vicksburg, Mississippi.—Caterpillars have appeared at this point, but the damage inflicted so far is light. The weather is getting quite cool. Rain has fallen on five days during the week.

Columbus, Mississippi.—We are having too much rain. The days have been warm but the nights have been cold the past week, with rain on two days, to a depth of ninety hundredths of an inch. The thermometer has ranged from 79 to 87, averaging 83. The rain and cloudy weather still continue, and the bollworm is reported through the prairie belt. Cotton late and tender, and just in condition to be destroyed.

Little Rock, Arkansas. - Telegram not received.

Nashville, Tennessee.—It has rained slightly on two days the past week, the rainfall reaching sixteen hundredths of an inch. The thermometer has averaged 75, ranging from 61 to 88. The weather is too cool for cotton.

Memphis, Tennessee.—We have had rain on four days, with a rainfall of one inch and seventy-three hundredths. The weather has been too cold, the thermometer ranging from 63 to 86, and averaging 75. With few exceptions, the fields are clear of weeds and well cultivated. Majority finished.

Mobile, Alabama.—There have been delightful showers on five days of the past week, and the indications are that they extended over a wide area, the rainfall reaching two and forty-six hundredths inches. Average thermometer 79, highest 95 and lowest 71. The crop is developing promisingly. Caterpillars have appeared, but with limited injury as yet.

Montgomery, Alubama.—Caterpillars have done no considerable damage as yet. It has been showery three days of the week,

the rainfall reaching eighty-seven hundredths of an inch. The thermometer has averaged 81.

Selma, Alabama.—We have had warm, sultry, wet weather, and rain has fallen on three days the past week. We are having too much rain. Caterpillars have appeared. The injury done is

as yet limited, but much damage is feared.

Madison, Florida.—The weather during the week has been warm and dry, the thermometer having been at 78 all the week. The cotton plant looks strong and healthy and the fields are

Macon, Georgia.—It has been showery three days of the past week, but not enough rain fell to do any good. The thermometer has averaged 82.

Columbus, Georgia.—It has rained slightly on three days of the week, the rainfall reaching fifty-eight hundredths of an inch. Average thermometer 84, highest 96 and lowest 77.

Savannah, Georgia.-We have had rain on three days, the rainfall reaching fifty-five hundredths of an inch; but the balance of the week has been pleasant. The thermometer has ranged from 73 to 97, averaging 84. There have been three bales of new cotton received this week, two from Georgia and one from

Augusta, Georgia.—The weather during the week has been warm and sultry, with heavy and general rain on two days, the rainfall reaching one inch and sixty-one hundredths. The thermometer has averaged 93. Accounts good and crop developing

Charleston, South Carolina.—It has been showery four days of the past week, the rainfall reaching one inch and nineteen hundredths. Average thermometer 84, highest 96 and lowest 74.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock July 22, 1880, and July 24, 1879.

	July 22	2, '80.	July 2	1, '79.
	Feet.	Inch.	Feet.	Inch.
New OrleansBelow high-water mark.	. 6	0	11.	5
MemphisAbove low-water mark	. 19	9	11	2
NashvilleAbove low-water mark	. 4	2	1	0
ShreveportAbove low-water mark	. 11	6	3	5
Vicksburg Above low-water mark		7	16	7

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

ELLISON & Co.'s CIRCULAR FOR JULY.—We have this week received Mr. Ellison's July circular, and give it in full below:

COURSE OF THE LIVERPOOL MARKET, JUNE 10 TO JULY 8.

Our last report was issued on the 10th June. During the previous week the market had been very firm, and prices had gained 3-16d. per lb. The improvement made further progress on the 11th ult.; but at noon on Saturday, the 12th ult., there was a pause, owing chiefly to the announcement of a failure in the clearing house and to the apprehension of further difficulties of the same kind. Thence to the 17th the market was very inactive; the spot sales fell to small dimensions and futures were quite neglected, ending in a decline of 1-16d. to 1/6d. per lb. There was a temporary advance of 1-32d. to 1-16d. on the 18th ult., but the market relapsed into dulness on the following day, and thence to the 24th the tone was flat and at times depressed. The spot sales for the week averaged only 6,000 bales per day; futures were almost unprecedentedly idle, and prices gave way 1-16d. to 1/6d. on the spot, and about the same for futures, from the best rates paid on the 18th ult. During the subsequent week there were slight fluctuations of 1-32d. to 1-16d., without any appreciable net change. The spot sales averaged about 7,000 bales per day, and the business in futures was very limited; but there was no pressure to sell, and prices were fairly maintained, the confidence of holders being strengthened by the slow tendering of June-July deliveries, and by the scarcity of the grades of American suitable for tender against contracts. Between the 1st and 5th inst. there was very little change; the business continued small, and near cotton hardened, but distant cotton was unchanged. Since the 5th inst., however, the tone of the market has gained strength, owing to the more satisfactory tenor of the Manchester advices and to the demand to cover contracts. The result is an advance of 1-16d. to 1/8d. per lb.

The principal fluctuations in the prices of middling uplands during the month are shown in the following table:

June-July-Nov.-Aug. Dec .-Spot. July. Aug. Sept. Jan. 61316  $6^{23}32$  $623_{32}$  $6^{23}32$ 61932  $^{69}_{32}_{611}_{32}$ 61132 June 10.... 62132 67<sub>8</sub> 613<sub>16</sub>  $\begin{array}{c} 613_{16} \\ 621_{32} \\ 63_{4} \\ 619_{32} \\ \end{array}$ 61132  $67_{16} \\ 61_{4}$ 61316 61316 62132  $621_{32}$ 6316  $6^{12}_{619_{32}}$ 6316  $\begin{array}{c|c}
 63_{4} \\
 65_{8} \\
 65_{8} \\
 623_{22}
 \end{array}$ 61316 634 658 62132 64 658  $6^{1}4$ 6716  $65_{32} \\ 65_{32}$  $65_{32} \\ 65_{32}$ 61932 July  $\left| \begin{smallmatrix} 619_{32} \\ 611_{16} \end{smallmatrix} \right| \left| \begin{smallmatrix} 67_{16} \\ 617_{22} \end{smallmatrix} \right| \left| \begin{smallmatrix} 67_{32} \\ 611_{32} \end{smallmatrix}$ 61318 | 634

6732 6732 Compared with the rates of a month since, the spot quotations for American show an advance of 1-16d. in low middling upland Mobile and Texas, and middling and good middling Orleans; but no change in any other descriptions or qualities. In Brazils, there is an advance of 1/6d. to 3-16d. in Pernam and Maceio (except good fair Pernam, which is raised only 1-16d.), and 1-16d. in Maranham. In Egyptian, there is a decline of 4d. for brown, but no change for white. In East Indian, Broach and Bengal are 1-16d. higher; but other sorts are unchanged.

COURSE OF THE MANCHESTER MARKET, JUNE 10 TO JULY 8.

So far as yarns have been concerned, the market has been

and prices have given way about 1/6d. per lb.; but the tone at the close is steadier. On the other hand, cloth has been from steady to firm throughout the month. Duty-free and other goods suitable for the East have been in good demand, and many producers have been placed largely under orders for forward delivery. A fair business has also been done for other foreign outlets. The home trade shows little change, but is improving. Altogether the disposition is to regard the future with hopefulness.

The following are the present quotations for specific qualities of yarns and goods, compared with those of June 9, May 13,

April 8 and February 17:

	Shirtings.					Mule Twist.			W'tr Twist					
		7 10	b.	1		8	1.1 /	b.		36's	40's	50'8	20'8	30'8
Feb. 17 April 8 May 13 June 9	8. 6 6 5 5 5	$d. \\ 1^{1_2}@ \\ 0 @ \\ 8 @ \\ 7^{1_2}@$	7 6 6	$d.$ $4^{1}_{2}$ $1^{0}_{2}$ $10^{1}_{2}$ $10^{1}_{2}$	6 6	d. 0 9 3 0 104	00000		$10^{12}$	11 <sup>1</sup> 8 10 <sup>1</sup> 4	$\frac{11^{14}}{11}$	14	$91_2$	$d. \\ 12^{1}_{2} \\ 12^{1}_{4} \\ 11 \\ 10^{3}_{4} \\ 10^{1}_{4}$

The changes for the month in shirtings vary from a decline of 1½d. to an advance of 3d. per piece; yarn varies from no change to a decline of ½d. per lb.

MOVEMENT DURING THE SEASON, OCTOBER 1 TO JUNE 30.

The deliveries to English and Continental spinners during the first nine months of the season compare as follows with the figures for the corresponding months of last season:

is to	Great B	ritain.	Conti	nent.
*	1879-80.	1878-79.	1879-80.	1878-79.
Number of bales Av'ge weight (lbs.) Total weight (lbs.). Bales of 400 lbs	449 1,019,454,500	437.5	$425 \\ 893,923,750$	$422 \\ 865,125,000$

The deliveries for this season include 57,140 American (equal to 64,850 bales of 400 lbs.) deducted from stock for cotton forwarded and not previously returned. The correction is fully borne out by the Board of Trade statistics; and it is not unlikely that a further deficit of 30,000 to 50,000 bales will be discovered on taking stock at the close of the season. The error has arisen from the non-return of cotton forwarded direct from the quay to spinners by importing firms not members of the Brokers' Association. The "forwarded" cotton returned by brokers amounted to 387,600 bales for the first half of this year, against only 183,360 bales for the corresponding half of last year; and it is well known that the quantity forwarded by firms outside the association has increased in a similar ratio.

It is not unlikely that part of the 57,000 bales has gone into consumption. In some quarters, indeed, it is thought that the whole quantity has been used. But we are inclined to think that one-half, if not two-thirds, remained in stock at the close of the half-year. However, a few weeks will decide the matter. If spinners begin to take nearly their full rate of consumption from Liverpool, it will show that the 57,000 bales were used before the end of June; but if they continue their late small takings, and there is no "short time" of moment, and no stoppage of machinery owing to "strikes," we may conclude that all or part of the 57,000 bales remained in stock at the date named. Meanwhile we shall assume that two-thirds -or 38,000 bales (equal to 43,200 bales of 400 lbs.)—did so remain, leaving 19,000 bales (21,600 of 400 lbs.) to be added to the quantity consumed prior to June 30th.

The average rate of consumption in Great Britain in June was probably about 65,000 bales of 400 lbs. (or 58,000 of 450 lbs. per week), or 260,000 bales for four weeks, making with the 2,195,000 previously consumed (including 21,660 added for error, as explained above), a total of 2,455,000 for the nine months. Whitsuntide occurred in June last year. There was also some "short time" besides, that occasioned by the holidays, and the consumption did not average over 52,000 bales

per week. The rate of consumption on the Continent in June was not less than 52,000 bales of 400 lbs. per week, and may have been a trifle more; last year, in the same month, it was about 50,000 to 51,000 bales per week. For the nine months the total for this year is 2,016,000 bales, against 1,929,000 bales last year.

On the basis of the foregoing estimates, the movements for the thirty-nine weeks were as follows, in bales of the uniform weight of 400 lbs.

	Great 1	Britain.	Continent.			
	1879-80. Lbs.	1878-79. Lbs.	1879-80.   Lbs.	1878-79. Lbs.		
Surplus stock Oct. 1. Deliveries to June 30	27,000 2,548,000	35,000 2,175,000	94,000 2,235,000	117,000 2,163,000		
Supply	2,575,000	2,210,000	2,329,000	2,280,000		
Consumption in 39 weeks	2,455,000	2,101,000	2,016,000	1,929,000		
Surplus st'k June 30.	120,000	109,000	313,000	351,000		

We stated last month that both Liverpool and Manchester had for some time been liquidating the enormous anticipatory business done early in the year, and that the process did not as yet show any very distinct signs of drawing to a close. The work of liquidation is still going on, but there are indications that the end is approaching, and that new business is being envery quiet all month, owing to the slow demand for export, tered into. This is not yet very perceptible in respect of yarn,

but it is unmistakable in respect of cloth, in which a considerable "forward" business has been done during the past few weeks, and an increased demand for yarn is certain to follow.

So far as concerns the immediate future course of prices, only the merest guess can be advanced, owing to the "unknown quantity" introduced into the problem by the alleged existence of a large "short" interest for July, August and September "futures" in the face of an exceptionally small supply of cotton of the right sort to tender against these unclosed contracts. Most persons are apprehending a "corner" of more or less importance, and until the time during which it is supposed this "corner" can be established has passed away, all attempts to cast the horoscope of the market must be merely conjectural. Later on, however, everything will depend upon the prospects of the American crop. If these continue good, any advance which shall take place in prices during the coming three or four months would soon be lost again; but if any disaster should happen to the crop, we might, for a time at least, witness an important advance. The accounts from the South are not so uniformly glowing as they were a month since, but they are still favorable for a good yield, and very large estimated mates are current.

THE COTTON TRADE OF INDIA. A recent official report contains the following particulars of the imports of cotton yarn and grey piece goods into India in each of the three years ended March 31:

	Duty Free.	Dutiable.	Total.
1878	$egin{array}{c} Lbs. \\ 48,810 \\ 1,813,096 \\ 2,548,536 \\ \end{array}$	$Lbs. \\ 36,145,315 \\ 31,332,555 \\ 30,665,316$	$Lbs. \\ 36,194,125 \\ 33,145,651 \\ 33,213,852$

	Duty Free.	Dutiable.	Total.
1878	21.796.881	Yards. 292,005,002 753,323,513 534,269,669	Yards. 292,537,579 775,120,394 908,580,133

The same report furnishes the following particulars of the exports of Indian machine-made yarns and goods:

	Yarn.	Goods.
1875	Lbs. 2,834,725 6,228,511 7,926,710 15,600,291 21,332,508 25,861,854	Yards. Not recorded. 6,040,335 8,846,483 17,545,464 22,517,799 25,800,501

THE STOCK OF AMERICAN COTTON IN LIVERPOOL.—The Liverpool Post remarks upon this subject as follows:

"As some doubts have been cast upon the propriety of the alterations made last week in the stock and delivery figures of American cotton, it will be satisfactory to all parties to know that the corrections made by the Cotton Brokers' Association are confirmed by the Board of Trade statistics, issued under the Cotton Statistics act. Owing to the difference of dates, and to the additional circumstance that the first weekly circular for this year was not issued until January 8th, against January 2nd last year, the figures for the first six months of the two years cannot be compared with those of the Board of Trade; but if we take them from the last Thursday in September to the last Thursday in June in each season, we have an exact period of nine months to compare with the nine calendar months of the Board of Trade—September 30 to June 30.

"Here are the deliveries to spinners according to the Brokers'

1879-80.

Association	:	

September to December	1.119.000	1878-79. 478,000 1,086,000	1877-78. 459,000 1,071,000
"And here are the deliver Trade:	1,714,000 ies accordi	1,564,000 ng to the	1.530.000
September to December	1879-80. 541,005 1,181,000	1878-79. 494,000 1,101,000	1877-78. 474,000 1,075,000
Total Brokers.	1,722,000 $1,714,000$	1,595,000 $1,564,000$	$\overline{1,549,000}$ $1,530,000$
Difference. Excess discovered in September	8,000	31,000 62,000	19,000 73,000

"So that, notwithstanding the addition of 57,000 bales to the trade deliveries (and their deduction from stock), the Board of Trade figures are still 8,000 bales greater than those of the Brokers. Last year the excess was 31,000 bales and the year before 19,000 bales; and yet at stock-taking at the close of the season there was a deficit of 62,000 bales last year and 73,000 bales the year before. If these figures are anything to go by, there will be a further deficit of from 30,000 to 50,000 bales (in addition to the above 57,000 bales) discovered at the end of September next.

"That the discrepancy is larger this season than last, is not surprising. It is due partly to the fact that 32,000 bales of the above 57,000 were forwarded by one firm which this year ceased to be a member of the Cotton Brokers' Association, but whose returns were last year given in regularly from week to week, and this year only in one lump sum last week; and partly to the fact that the direct forwarding from the shipside by firms not members of the association has this season been more than double the volume sent last season or the season before. Spinners were enormous purchasers in November, December, January and February; and their operations, besides leading to heavy losses in money, introduced a great deal of confusion into the cotton statistics.

"The whole matter is clear enough to those who care to inquire into it. Every year there is a certain quantity of cotton forwarded by parties not members of the Brokers' Association, and this year it is well known to have been larger than ever before. The quantity of "forwarded" cotton returned by the members of the association was, up to June 26th, 387,610 bales, against only 183,360 bales last year; and it is only natural to suppose that the quantity forwarded by outsiders has increased in a similar ratio."

New Georgia Cotton.—The first bale of Georgia cotton of the crop of 1880 arrived in Albany, Georgia, on Saturday afternoon, July 17. It was raised by Primus Jones, and is said to be the earliest ever produced in the State. It sold for 15 cents a pound and was shipped to Savannah, where it arrived (Sunday night) July 18. It was sold in Savannah July 19 at 10%c., being classed strict good ordinary.

New Corron.—The first bale of new cotton, which we noticed last week as received in Houston, Texas, on the 12th inst., was shipped from there by W. D. Cleveland to Latham, Alexander & Co., New York, and was sold on Saturday of last week, July 17, at auction in front of the New York Cotton Exchange at 35 cents per pound, to N. W. Emerson, a cotton broker.

Gunny Bags, Bagging, Etc.—Bagging continues in the same quiet state noted in our last report. Buyers are not in any need of stocks, and the business is only of a jobbing character, and to place a large parcel considerable of a concession would have to be made, and this holders are not disposed to make, preferring to hold their goods. Prices are unchanged, and 10c. for 13/4 lbs., 103/4c. for 2 lbs. and 11c. for standard grades are still the nominal figures. Butts are not active, but prices show no change, holders and buyers being too far apart in their views to lead to business; and the close is nominal at 3@ 21/4c. as to quality. 3 4c., as to quality.

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

Monthly		Year	r Beginnin	g Septemi	er 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			,	
Novemb'r	942,272	779,237	822,493	1	1	
Decemb'r	956,464	893,664	900,119		, , , , , , ,	
January .	647,140	,		500,680		,
February.	447,918	566,824	472,054	449,686		383,324
March	261,913	303,955	340,525	182,937		,
April	158,025	167,459	197,965	100,194		133,598
Мау	<b>110,00</b> 6	84,299	96,314	68,939		81,780
June	88,455	29,472	42,142	36,030	42,234	56,010
Tot Jn. 30		4,421,749	4,238,246	3.939.735	4.056.109	3 456 872
Perc'tage o	tot. port		,_	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-,000,100	0,200,012
receipts J	Tune 30	99.42	97.52	97.56	96.78	98.85

This statement shows that up to June 30 the receipts at the ports this year were 415,579 bales more than in 1878-79 and 599,082 bales more than at the same time in 1877-78. By adding to the totals to June 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years

	the differ	circ year				
-	1879-80.	1878-79.	1	.,		1874-75.
Tot. Jn.30	4,837,328	4,421,749	4,233,24	6 3,939,755	4.036.109	3.456 879
July I	1,904	343	91	8 8.	1,073	
" 2	2,902	27	970	1,541		543
" 3	1,521	1,54	1,170		1	
" 4	8.	629		1		
" 5	2,624	414	1,16		, , , , ,	
" 6	1,530	8.	840			1
" 7	1,764	1,112	s.	849		/-
" 8	2.068	334	930		452	
" 9	4,563	563	1,013	815		679
" 10	2,232	322	798			
" 11	8.	287	674		,	s.
" 12	1,874	399	1,034	479		465
" 13	983	s.	346	1	,	439
" 14	2,187	409	s.	758		1,205
" 15	783	206	834		978	325
" 16	2,632	255	563			653
" 17	1,406	158	793	1	1,468	237
" 18	B.	1,382	613		1,217	s.
" 19	2,502	380	* 633	415	1,094	489
" 20	.1,531	s.	477	996	567	326
" 21	1,490	542	s.	239	1,338	614
" 22	2,897	521	772	s.	874	703
" 23	3,322	406	4.89	572	S.	545
otal4	1,880,043	.432.230	4.254.071	3,954,345	1 079 157	
ercentage	of total	,,	-,,	3,00 2,0 20	2,075,157	0,471,202
p'rt rec'nte		99.66	97.89	97.92	97.30	99.26

This statement shows that the receipts since Sept. 1 up to to-night are now 447,813 bales more than they were to the same day of the month in 1879 and 625,972 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 July 23 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 July 22.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

		The same of the sa
Shipments this week	Shipments since Jan.	1. Receipts.
Year Great Conti-la		This   Since
<b>1879 3,000 4,000 7,000</b>	237,000 305,000 542 284,000 377,000 661	7,000 7,000 1,030,000 7,000 5,000 759,000 7,000 4,000 837,000 7,000 4,000 984,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 2,000 bales and an increase in shipments of 8,000 bales, and the shipments since January 1 show an increase of 264,000 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.

Shipments this week.				Shipments since January 1.			
Year.	Great Conti- Britain. nent.		Total.	Great Britain.			
1880 1879 1878 1877	1,000 10,000 1,000	1,000 5,000	2,000 15,000 1,000	191,000 178,000 72,000 79,000	76,000 109,000 51,000 56,000	267,000 287,000 123,000 135,000	

The above totals for this week show that the movement from the ports other than Bombay is 13,000 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.

Chimmonta	18	880.	18	379.	1878.		
Shipments to all Europe from—	This week.	Since Jan. 1.			This week.	Since Jan. 1.	
BombayAll other p'rts.	15,000 2,000		7,000 15,000	542,000 287,000	9,000 1,000	661,000 123,000	
Total	17,000	1,073,000	22,000	829,000	10,000	784,000	

This last statement affords a very interesting comparison of the total movement for the week ending July 22, 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 now 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.

			Name and Address of the Owner, where the Party of the Owner, where the Party of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, w		
Alexandria, Egypt, July 22.	1880.	1879.	1878.		
Receipts (cantars*)— This week Since Sept. 1	3,204,000	1,663,000	2,767,000		
ı	This Since Sept. 1.	This Since Sept. 1.	This Since Sept. 1.		
Exports (bales)— To Liverpool To Continent	1,500 291,280 1,142 175,470	1,000 500 170,000 79,000	235,000 163,000		
Total Europe	2,642 466,750	1.500 249,000	403,000		

<sup>\*</sup> A cantar is 98 lbs.

This statement shows that the receipts for the week ending July 22 were —— cantars and the shipments to all Europe were 2,642 bales.

MANCHESTER MARKET.—Our report received from Manchester July 23 states that the market is quiet, with a moderate business. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1879-80.						18	78-79		
	32s Cop. Twist.	84 108.		Cott'n Mid. Uplds	328		81	14 lbs nirtin	gs.	Cott'n Mid. Uplds
May 21 " 28 June 4 " 11 " 18 " 25 July 2 " 96 " 23	9½010¼ 9½010¼ 9½010¼ 9½010¼ 9½010¼ 9 0 9¾ 9 0 9¾ 9¼010	6 7½07 6 7½07 6 7½07 6 7½07 6 4½07 6 4½07 7 7½07 6 7½07	d. 9 712 712 712 6 6 712 9	6 <sup>5</sup> 8 6 <sup>13</sup> 16 6 <sup>13</sup> 16 6 <sup>3</sup> 4 6 <sup>13</sup> 16	940 940 940 9130 8730 8340 8580	934 934 934 958 958 958	5 10 5 10 5 10 5 5 7 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	$egin{array}{c} 1_2 & 7 \\ 1_2 & 7 \\ 2 & 7 \\ 2 & 7 \\ 1_2 & 7 \\ 1_2 & 7 \\ 1_2 & 7 \\ 7 & 1_2 & 7 \\ 7 & $	10 <sup>1</sup> 2 10 <sup>1</sup> 2 9 6 6 6 6	61316 7 678 678 61516 678 61316

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 10,593 bales, against 8,466 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.

acy.		Week e	nding-	-	Total to	Same period	
Exported to—	June 30.	July 7.	July 14.	July 21.	date.	previ'us year.	
Liverpool Other British ports	9,158	9,077	6,311	7,214	437,933 28,500	248,478 10,593	
TOTAL TO GREAT BRITAIN	9,158	9,077	6,311	7,214	466,433	259,071	
HavreOther French ports	2,890	<b>3</b> 36	1,660	2,213	36,517	14,402 100	
TOTAL FRENCH	2,890	336	1,660	2,213	36,517	14,502	
Bremen and Hanover Hamburg Other ports.	915	115 80 1,453	495	796	37,521 19,055 25,698	15,333 2,202 2,835	
TOTAL TO NORTH. EUROPE	915	1,648	495	796	82,274	20,370	
Spain, Op'rto, Gibralt'r,&c All other		1,416	••••	370	7,048 3,406	5,610	
TOTAL SPAIN, &c		1,416		370	10,454	5,610	
	12,963	12,477	8,466	10,593	595,678	299,553	

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

	New York.		Boston.		Philade	elphia.	Balt	imore.
Receipts from—	This	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.
N. Orl'ans		199,055		23,545		5,279 2,575		
Texas Sayannah		111,416 $181,487$		2,969 38,373		16,021		68,418
Mobile Florida		5.660		1,290		•••••		10.000
S. Car'lina N. Car'lina		113,483 42,144		31		65		13,209 10,610
Virginia North. pts	704	204,343 6.059	109	54,139 152,475			450 11	792
Tenn., &c.		213,716	734	155,232	266	63,373		15,000
Foreign	5,217			428,054	321	87,313	461	188,505
This year. Last year.				361,404		89,341		161,723

\* 1,082,805.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 29,703 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.

1		DULLOS
١	NEW YORK-To Liverpool, per steamers Philomene, 977	
١	Spain, 1,327City of Montreal, 563Seythia, 351	
١	City of Berlin, 519Olbers, 1,704per ship Hoghton	
١	City of Berlin, 313Olders, 1,102por	7,214
١	Tower, 1,770 1049 France 1 165	2,213
ı	To Havre, per steamers Woodburn, 1,048France, 1,165	796
١	To Bremen, per steamer Konn, 790	
١	To Oporto per hrig Aghine 370	370
1	MEN OF FANS To Liverpool, per steamers Enrique, 2,820	
	Explorer, 3,525	6,345
	To Havre, per steamer Borinquen, 2,796.	2,796
ĺ	To Havre, per steamer Bottledon, 2, 100 1 389	1,389
į	To Vera Cruz, per steamer City of Mexico, 1,389	5,110
	NORFOLK—To Liverpool, per bark Jennie Harkness, 5,110	0,110
	Dirthopp—To Liverbool, her steamer Hiberman, 120 and 10	1 040
	1 hogg man hard Pana   IIII	1,842
	Postov-To Livernool her steamers Massachuseus, 102	
	Minmonto 012 Pologrino I 141	1,586
	SAN FRANCISCO—To Liverpool, per ship Hecla, 42 (foreign)	42
	BAN FRANCISCO—To Liverpool, per ship Hocke, 42 (1976)	
		29,703
	Total	20,,,00

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

Livernool.	Havre.	Bremen.	Oporto.	Vera Cruz.	Total.
New York 7,214	2,213	796	370		10,000
New Orleans 6,345	2,796			1,359	10,530 $5.110$
Norfolk 5,110		• • • • • •	• • • • •		1,842
Baltimore 1,842	•••••		•••••		1,586
Boston 1,586	• • • • •	• • • • • •			42
San Francisco 42	• • • • • •				
Total22,139	5,009	796	370	1,389	29,703

Cotton freights the past week have been as follows:

. 4						
٠.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam $d$ .	3167014	316@14	31624		31624	316@14
Do saild.	532 @ 732	532 2732	5 <sub>32</sub> 207 <sub>32</sub>		532@732	532@316
Havre, steamc.	9 <sub>16</sub>	916	916	916	916	916
Do sailc.		12	12.	12	12	12
Bremen, steamc.	12	12	12	12	$1_{2}$	12
Do sailc.	716@1532	716@1532	716@1532	716@1532	716@1532	716 @ 1532
Hamburg, steam.d.	12	19	12	12	-2	-23
Do saild.	716@12	7167012	718012	716@12	716 @ 12	716@12
Amst'd'm, steam.c.		916	916	916	918	916
Do coil d	la	10	12	12	, 1 <sub>2</sub>	12
Baltic, steamd.	1132 238	1132 2 38	11320%	1132 738	1132 @ 38	1132@38
Do sailc.	516	516	518	516	516	516

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

	July 2.	July 9.	July 16.	July 23.
Sales of the weekbales.				
Sales American	32,500	35,500		
Of which exporters took	3,900	4,700		5,400
Of which speculators took	1,770	1,470		
Actual export	7,900	6,100		6,500
Forwarded	13,000	19,500	12,000	5,500
Total stock—Estimated	768,000	755,000		702,000
Of which American—Estim'd		501,000	473,000	463,000
Total import of the week	99,000	53,000	27,00C	35,500
Of which American	79,000	32,500	19,500	24,000
Amount afloat	282,000	262,000		239,000
Of which American	132,000	116,000	124,000	117,000

The tone of the Liverpool market for spots and futures each day of the week ending July 23, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, } 12:30 p.m.}	Firm.	Fair.	Steady.	Easier.	Easier.	Mod. inq. freely supplied.
Mid. Upl'ds Mid. Orl'ns.	$rac{6^{7}8}{7}$	6 <sup>7</sup> 8	6 <sup>7</sup> 8	$^{67_8}_7$	613 <sub>16</sub> 615 <sub>16</sub>	$\substack{613_{16} \\ 615_{16}}$
Market.   5 P. M.						
Spec.& exp.	7,000 1,000	8,000 1,000	8,000 1,000	8,000 1,000	8,000 1,000	8,000 1,000
Futures. Market,   5 P. M.	Steady.	Weak.	Weak.	In buyers' favor.	Barely steady.	Weak.

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

unless otherwise stated.		
	SATURDAY.	
Delivery. d.	BeptOct61732	Delivery, d.
July 627 <sub>32</sub>	SeptOct61732	July-Aug62532
July-Aug62532@1316	OctNov 6939	OctNov6516
AugSept62332		
	MONDAY.	
Delivery.	Delivery. July-Aug62532	Delivery.
<b>J</b> uly $627_{32}$	July-Aug62532	OctNev6932
SeptOct61732	AugSept 62332	July 613 <sub>16</sub>
e	TUESDAY.	
Delivery.	Delivery. SeptOct612	Delivery.
July613 <sub>16</sub>	SeptOct612	OctNov64
July-Aug	OctNov	NovDeg
AugSept 62332	AugSept 61116	
	WEDNESDAY.	
Delivery.	<b>Delivery.</b> AugSept 6 <sup>21</sup> 32 SeptOct 6 <sup>15</sup> 32	Delivery.
July 625 <sub>32</sub>	AugSept62132	OctNov 6732
$-\mathbf{July-Aug} \dots 6^{23}_{32}$	SeptOct61532	NovDec618
	THURSDAY.	
July634	NovDec618	Delivery.
July634	NovDec618	July-Aug 62132
July-Aug	JanFeb649	AugSept61932
AugSept658	July	SeptOct638
SeptOct6716	SeptOct61332	NovDec6332
OctNov63 <sub>16</sub>	July61116	MarApr618
	FRIDAY.	
Delivery.	Delivery.	Delivery.
July623 <sub>32</sub>	July-Aug62132	AugSept61932
AugSept658	NovDec63 <sub>32</sub>	SeptOct638
SeptOct	,	W 1000 18

## BREADSTUFFS.

FRIDAY, P. M., July 23, 1880.

There has been much irregularity and variableness in the market for the past week. In the flour market the demands have been mainly for the products of old wheat of recent grindings, but the supplies of these have been so limited as to cause much irregularity in values. Flours from new wheat have been more plenty, and are offered at declining figures. To-day there were no new features, nor decided change in values. Rye flour was in fair request. Corn meal very firm, with a fair demand.

In the wheat market there has been a sharp decline for new red winter on the spot and for July delivery, but for August and September the reduction is comparatively small. A large demand and continued bad weather in England have revived speculative confidence. It is apparent that the last crop of winter wheat is pretty nearly exhausted, and the new crop, being earlier than usual, has come forward in sufficient quantities to break down prices. Last Friday old No. 2 spring and No. 2 red winter were 7 cents apart in value on the spot, and yesterday only 3 cents; and it seems probable, such is the demand for old wheat, that in August old spring will be worth

fully as much as new winter. To-day No. 2 red winter further declined, and sold at \$108½ for August and \$108½ for September; but other grades were about steady.

Indian corn has been active, but at declining values, under large receipts and favorable crop prospects. Yesterday No. 2 Western mixed sold at 48½c. spot and August and 48½c. for September, closing with bids still further reduced. To-day the market was weak, especially for spots and August.

Rye has ruled firmer; though nominal on the spot, considerable sales of prime Western have been made at 82c. for August

able sales of prime Western have been made at 82c. for August and 79@80c. for September.

Oats have been scarce and advancing on the spot, but futures l

gitized or FRASER

were without improvement, No. 2 mixed selling at 323/4@32%c. for August and September. To-day there was no decided change.

Statement of exports of domestic breadstuffs from the undermentioned customs districts of the United States, during the month of June, 1880, and for the twelve months ended the same, as compared with similar exports during the corresponding months of the previous fiscal year:

months of the previous nscal	ı yea	ar:		_						
New York Boston Philadelphia Baltimore New Orleans San Francisco Chicago Huron Milwaukee Portland, Maine Richmond Total, June, 1880* Total, June, 1879* Total, 12 mos. ended June 30, 1879*		Total, June, 1879*	Total, June, 1880*	Portland, Maine	Chicago	New Orleans	PhiladelphiaBaltimore	New York	Cuestine Fren stre.	Oustone District
Bushels. 8,440,204 177,882 1,154,901 2,348,952 283,610 240,949 218,451 46,651 510,628 13,596,651 8,816,783 149,139,293		$\begin{array}{c} 90,192 \\ 3,121,003 \\ 702.037 \\ 39 \end{array}$	1			8,036			Bushels. De	Barley.
Do D	Wheat.	35,884 779,201 9	3,737			3,737			Dollars.	
Dollars.  11,112,894 248,742 248,742 248,742 248,742 34,122 332,625 247,473 207,955 32,625 247,955 31,411 48,517 13,411 537,553 325 13,411 537,553 13,411 537,553 13,411 537,553 12,970 17,350,115 9,491,885 9,491,885 12,7392,310 5,350,609	-	11,060,38 97, <b>4</b> 71,42 85,575,96	15,043,872	53,950	721,155 149,362	798,606 29,061	3,259,529	6.362,901 $1.278.488$	Bushels.	India
C3C4+88	Wheat four.	$\begin{bmatrix} 11,060,384 \\ 97,471,420,52,907,981,343,923 \\ 85,575,965,40,331,995,385,307 \end{bmatrix}$	7,762.12	37,160	. 13	6 364,978 1 24,795	<b>J-4</b>	3,388,432 8 727,111	Dollars.	Indian corn.
	our.	0 32,865 1 343,923 5 385 307	9 41.61	100				1 20.846	Barrels	Indian corn
mont.  June, 1880.  \$16,273,075 1,432,010 3,260,969 3,999,491 722,216 481,973 490,005 190,073 537,553 39,391 120,781 120,781	Total rai	78,334 964,387	115.748	0 275	5 7,290		5 4,230 5 3,404	-	I	s corn meal.
month of—  1880. June, 1879.  3,075 \$9,148,691  2,010 1,085,749  2,619,803  3,491 2,740,934  2,216 802,099  1,073 822,099  1,075 228,092  1,075 350,725  3,391 595  3,391 70,242  3,859 17,210,710	the	25,710 628,607 1 654 794 1						113,248	Bushels.	Oats.
1	Total ra	10,258 258,531 288,969	58.790			1,175	808	47,683 8.164	Dollars.	-
1 2 2	dues for	559,532	154.518				5,803	148,715	Bushels.	
#96.824.505 #96.824.505 10.885.370 23.431.927 36.865.925 3.888.899 20.370.416 2.777.054 1.323.166 1,346.852 129.120 1,128.232 \$ 201,776,499	Total values for the twelve	10,258 559,532 365,369 258,531 2,911,844 2,362,308 388,969 4 848 949 3 109 990	129.269				5,600	1	Dollars.	Rye.

\* Included in these totals are the reports from Buffalo Creek, Miami, New Haven, Oregon, Ore., and Oswegatchie, the details for June, 1880, being as follows:

Barley   Bushels   Creek   Miami   Haven   Oregon   Oswellare	being as follows:		
Barley   Bushels   Creek   Miami   Haven   Ore   yatchie	Buffalo		Oregon, Oswe-
Barley   Eushels   Corn   Eushels	Creck.	Miami. Harer	
Indian corn   Sushels   1,092   301,468   1,092   301   30	Para (Bushels	*	3 g
Indian corn   Sushels   1,092   301,468   1,092   301   30	Barley Value \$		
Indian corn meal   Barrels   1,000   210	( Puebele COO		
Indian corn meal   Barrels   1,000   210	Indian corn Bushels		
Oats { Bushels.       100         Rye { Bushels.       48         Wheat { Bushels.       157,756       16,667         Wheat { Value, \$	( value, \$ 300		
Oats { Bushels.       100         Rye { Bushels.       48         Wheat { Bushels.       157,756       16,667         Wheat { Value, \$	Indian com meal Barrels	1,000	) 130
Oats { Bushels.       100         Rye { Bushels.       48         Wheat { Bushels.       157,756       16,667         Wheat { Value, \$	Value, \$	3,20	210
Rye   Sushels   157,756   16,667   177,850   15,003   Wheat flour   Sarrels   450   17,000   106   Wheat flour   Sune, 1879, \$ 300   479,318   5,948   15,003   851   Mos. end. June 30   1879, \$ 2,167   1,793,457   34,640   965,223   9,546   The following are closing quotations:    Flour	Octa (Bushels	10	0
Rye   Sushels   157,756   16,667   177,850   15,003   Wheat flour   Sarrels   450   17,000   106   Wheat flour   Sune, 1879, \$ 300   479,318   5,948   15,003   851   Mos. end. June 30   1879, \$ 2,167   1,793,457   34,640   965,223   9,546   The following are closing quotations:    Flour	Value, 8		
Wheat { Value, \$\\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$	- (Bushels		
Wheat { Value, \$\\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$ \\$	Rye Value		
Wheat flour \{ \text{Value, \text{\$\frac{8}{\text{Une, 1880, \text{\$\frac{8}{\text{300}}}}{\text{Values}} \} \\ \text{June, 1880, \text{\$\frac{8}{\text{300}}} \\ \text{June, 1879, \text{\$\frac{8}{\text{\$\frac{1000}{\text{\$\frac{1000}{\text{\$\frac{100}{\$\frac	Parabala	4 P	
Wheat flour \{ \text{Value, \$\frac{8}{2}\$	Wheat Bushels		
Wheat flour \{ \text{Value, \text{\$\frac{8}{\text{Une, 1880, \text{\$\frac{8}{\text{300}}}}{\text{Values}} \} \\ \text{June, 1880, \text{\$\frac{8}{\text{300}}} \\ \text{June, 1879, \text{\$\frac{8}{\text{\$\frac{1000}{\text{\$\frac{1000}{\text{\$\frac{100}{\$\frac	Value, \$		
Total values { June, 1889, \$ 300	Wheat four Barrels	45	0 17
Total values { June, 1889, \$ 300	Value, \$	2.70	100
Total values for 12   1880, \$ 610 mos. end. June 30   1879, \$ 2,167   1,793,457   34,640   965,223   9,546    The following are closing quotations:    Flour	Clune, 1880, \$ 300	479.318 5.94	
Total values for 12 (1880, \$ 610 4.575,601 61,541 897,615 5.341 mos. end. June 30 (1879, \$ 2,167 1,793,457 34,640 965,223 9,546 The following are closing quotations:    Flour	Total values Tune 1870 &		
mos. end. June 30 \ 1879, \\$ 2,167 \ The following are closing quotations:  \[ \begin{align*} Flour. \\ No. 2	Total walnes for 10 1 1000 # 610		
The following are closing quotations:  Flour.  No. 2	10tal values for 12 (1050, \$\text{0}\$ 010		
Flour. No. 2   Plots   \$2 650   3 35   Wheat   Winter superfine   4 100   4 35   Spring superfine   3 650   4 15   Spring wheat extras.   4 350   4 85   do XX and XXX   5 000   6 50   Winter shipp'g extras.   4 600   5 00   do XX and XXX   5 250   6 50   White   1 10   6 01 12   White   1 10   0 01 10   2   White   1 10   0 01 10   2   White   1 11   0 1 12   Corn   West   West   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   white   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   winter   1 05   0 1   0   0   10   2   West   winter   1 05   0 1   0   0   0   103   West   winter   1 05   0 1   0   0   0   0   0   0   0   0			0 905,223 9,546
Flour. No. 2   Plots   \$2 650   3 35   Wheat   Winter superfine   4 100   4 35   Spring superfine   3 650   4 15   Spring wheat extras.   4 350   4 85   do XX and XXX   5 000   6 50   Winter shipp'g extras.   4 600   5 00   do XX and XXX   5 250   6 50   White   1 10   6 01 12   White   1 10   0 01 10   2   White   1 10   0 01 10   2   White   1 11   0 1 12   Corn   West   West   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   white   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   winter   1 05   0 1 10   2   White   1 11   0 1 12   West   winter   1 05   0 1 10   2   West   winter   1 05   0 1   0   0   10   2   West   winter   1 05   0 1   0   0   0   103   West   winter   1 05   0 1   0   0   0   0   0   0   0   0	The following are closing quo	tations:	
No. 2			ain
Winter superfine 4 10@ 4 35 Spring superfine 3 65@ 4 15 Spring wheat extras 4 35@ 4 85 do XX and XXX 5 00@ 6 50 Winter shipp'g extras. 4 60@ 5 00 do XX and XXX 5 25@ 6 50 No. 2 spring 1 06 @1 09 Amber winter 1 05 @1 10 Red winter, No. 2 1 10 @1 10¹2 White 1 06 @1 12 White 1 06 @1 12 White 1 06 @1 12 Corn—West. mixed West'n No. 2, new West. yellow, new West. yellow, new West. yellow, new West. white, new West.		Wheat-	w.,
Spring superfine			w \$1 00 51 00
Spring wheat extras do XX and XXX 5 000 6 50       4 85       Amber winter 1 05 @1 10 gl 10		No. 3 spring, 48	m.pi 00 201 03
do XX and XXX       5 00% 6 50       Red winter, No. 2       1 10 %1 1012         Winter shipp'g extras.       4 60% 5 00       5 00       6 50         do XX and XXX       5 25% 6 50       White		No. 2 spring	
Winter shipp'g extras. 4 60 \( \pi \) 5 00 \\ do XX and XXX 5 25 \( \pi \) 6 50 \\ Rotents 6 50 \( \pi \) 8 50 \\ Rotents 5 00 \( \pi \) 5 40 \\ Rotents 5 00 \( \pi \) 5 40 \\ Rotents 5 00 \( \pi \) 5 40 \\ Rotents 6 50 \( \pi \) 8 50 \\ Rotents 5 00 \( \pi \) 5 70 \\ Rotents 8 00 \( \pi \) 5 70 \\ Rotents 5 50 \( \pi \) 6 75 \\ Rotents 8 \\ Rotents 6 50 \( \pi \) 5 70 \\ Rotents 6 50 \( \pi \) 5 70 \\ Rotents 5 50 \( \pi \) 6 75 \\ Rotents 8 \\ Rotents			
Winter shipp'g extras. 4 60 \$\pi\$ 5 00 do XX and XXX 5 25 \$\pi\$ 6 50 R50 R50 R50 R50 R50 R50 R50 R50 R50	do XX and XXX 5 000 6 50	Red winter, No.	2 1 10 @1 101
do XX and XXX       5 25 @ 6 50       No. 1 white       1 11 @1 12         Patents       6 50 @ 8 50       Corn—West. mixed       44 @ 48 g         Western 'rye mix''       5 00 @ 5 40       West'n No. 2, new       43 % Ø 48         City shipping extras.       4 50 @ 5 70       West. yellow, new       49 @ 51 g         Southern, bakers' and family brands       5 50 @ 6 75       Rye       82 @ 84         Bouth'n ship'g extras.       4 60 @ 4 90       White       35 @ 44         Corn meal—       Barley—Canada W.	Winter shipp'g extras. 4600 500	White	106 @112
Patents		No. 1 white	1 11 @1 12
Western "rye mix"       5 00@ 5 40       West'n No. 2, new West 'n No. 2, new West yellow, new West yellow, new West yellow, new West white, new No. 2, new West yellow, new West yellow, new West white, new No. 2, new West yellow, new West yellow, new West white, new No. 2, new West yellow, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new West yellow, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new West yellow, new West white, new No. 2, new		Corn-West mire	1 11 0 1910
City shipping extras. 4 50 \$\pi\$ 5 70   West. yellow, new 49 \$\pi\$ 51 \$\frac{1}{2}\$ Southern, bakers' and family brands 5 50 \$\pi\$ 6 75   Rye 82 \$\pi\$ 82 \$\pi\$ 84 \$\pi\$ Suth'n ship'g extras. 4 75 \$\pi\$ 5 25   Oats—Mixed 34 \$\pi\$ 38 Rye flour, superfine 4 60 \$\pi\$ 4 90   White 35 \$\pi\$ 44 Corn meal—    Barley—Canada W			407.0 40
Southern, bakers' and family brands       5500 675       West. white, new Rye       50 0 53½         South'n ship'g extras.       4750 525       Oats—Mixed       34 0 38         Rye flour, superfine.       4600 490       White       35 0 44         Corn meal—       Barley—Canada W.       0			W 45'80 45
family brands 5 50 \$\alpha\$ 6 75   Rye 82 \$\alpha\$ 84 8outh'n ship'g extras. 4 75 \$\alpha\$ 5 25   Oats—Mixed 34 \$\alpha\$ 38 Rye flour, superfine 4 60 \$\alpha\$ 4 90   White 35 \$\alpha\$ 44 Corn meal—			
Bouth'n ship'g extras.       4 75 @ 5 25       Oats—Mixed			
Bouth'n ship'g extras.       4 75 70 5 25       Oats—Mixed		куе	82 @ 84
Rye flour, superfine 4 60@ 4 90 White	Bouth'n ship'g extras. 4750 525	Oats-Mixed	34 @ 38
Corn meal— Barley—Canada W		White	35 @ 44
		Barley-Canada	
	Western, &a 2 65 @ 3 00	State, 4-rowed.	
Brandywine, &c 3 15 State, 2-rowed 2	Dramuy wille, &c 9 13	Danie, 2-rowed,	4
Peas-Can'da,b.&f. 82 @ 95	1	I reas—Can da, b. d	I. 82 @ 95

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

Receipts of flour and grain at Western lake and river ports for the week ending July 17, 1880:

	Flour.	Wheat		Corn,	Oats,	Barley	Rye,
	bbls.	bush.		bush.	bush.	bush.	bush.
At- (1	96 lbs.)	(60 lbs.		6 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs)
Chicago	30.468	272,65	0 2.0	28.379	274,494	3,785	20,962
Milwaukee	38,954	62.50		26,800	34,450	4,050	1,250
Toledo	250	797,24		30,055	10,432		
Detroit	2,824	28,15		2,572	4,348		
Cleveland	1,619	25,95	0	91,600	17,500		
St. Louis		1,087,18	5 2	57,055	31,693		
Peoria	2,200	7,55		83,375	168,700	3,800	22,425
Duluth	1,600			93,121	•••••		
Total	103 164	2.281.24	0 2.9	17.957	541.617	11.635	45,703
Same time '79.	107,925	2,013,53	3 1,7	83,581	510,345	26,903	3 45,602
Total receipt	s at sar	ne port	s fro	m Jan.	1 to Ju	ly 17, i	nclusive
for four years		-					1
Ioi ioui yours	1 1 1	880.		1879.	187	8.	1877.
Flourbbls		3,663		3,515	3,080,4	39 2	2,185,662
	07.40	1.005	24 94	00 979	32.136.4	110	9,668,005
Wheat bush	04 00	4,985		$09,872 \\ 14,261$	50,310,8		0,493,828
Corn	1000	8,071		79,462	13,971,3		0,399,995
Oats	0 5 4	0,338		2,809	2,891,2		2,701,936
Barley	2,04	9,859		2,000	1,007,2		050 043

Total grain... 131,902,295 105,710,100 64,123,007 101,307,199 Total receipts (crop movement) at the same ports from Aug. 1

1,693,696

1,997,369

859,843

to July 17, inclusive, for four years:

1,189,042

Flourbbls.	1879-80. 5,460,478	1878-79. 6,228.071	1877-78. 5,852,883	1876-77 4,844,353
Wheat bush. Corn Oats Barley Rye	128,509,701 31,073,772 10,416,738	9,554,555		39,060,990 79,442,739 21,445,782 8,474,786 2,817,192
		005 005 100	000 740 000	151 041 490

Total grain .... 264,020,676 227,937,162 200,749,290 151,241,489

Comparative shipments of flour and grain from the same ports from Jan. 1 to July 17, inclusive, for four years:

Flourbbls.	$1880. \\ 2,942,228$	3,679,671	1878. 3,138,941	2,247,601
Wheat bush. Corn. Oats. Barley. Rye.	29,630,330 70,283,283 13,200,563 1,630,301 1,068,227	30,651,231 45,784,814 11,734,783 2,032,535 1,635,902	28,459,632 43,595,161 9,057,632 1,584,295 1,656,361	9,693,386 31,149,295 7,856,816 2,073,128 808,965
Total grain	115,812,704	91,839,265	84,353,101	54,581,590

Rail shipments from Western lake and river ports for the

weeks ended:	1880. Week	1879. Week	1878. Week	1877. Week
Flourbbls.	July 17. 83,720	July 19. 85,634	July 21. 67,312	July~22 $79,345$
Wheatbush.	343,980 $402,400$	659,323 406.857	$\frac{335,357}{563,122}$	$\frac{163,441}{199,088}$
Corn Oats Barley	$348,680 \\ 6,088$	308,257 $11,322$	$417,210 \\ 7,154$	196,372 $8,023$
Rye	36,142	65,270	25,101	$\frac{16,223}{599,147}$
Total	1,137,290	1,451,029	1,347,944	583,147

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

	Flour,	Wheat,		Oats,	$Barley, \\bush.$	$Rye, \\ bush$
ending— July 171	bbls.	bush.	bush. 3,353,754	bush. 570,003	6,038	36,142
July 101	25,698	1.125.083	4,673,294	536,571	$11,509 \\ 26.587$	$29.221 \\ 44.703$
July 31 June 26		1,210,195 1,833,194	4,140,576 4,171,005			34,700
June 20		7 701 001		9 215 969	57 508	144 766

**Total, 4 w'ks.437,649** 5,591,234 2,315,962 4 weeks '79..464,095 5,631,003 7,824,233 1,879,890 63,553 301,397

Receipts of flour and grain at seaboard ports for the week ended July 17:

At-	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	$Rye, \\bush.$
New York		$\substack{1,446,361\\25,852}$	$2,373,628 \\ 443,650$	138,650 52,800	1,000	8,878 $1,300$
Boston Portland Montreal	3,500		55,000	2,500		
Philadelphia Baltimore	10,680		633,300	62,400		4,500 450
New Orleans	6,816	33,916	165,168	20,785		
Total week Cor. week'79	187,856 153,097	3,470,190 3,664,450	4,165,338 1,665,418	302,565 401,977	$\frac{1,000}{25,200}$	15,128 85,653

And from Jan. 1 to July 17, inclusive, for four years:

Flourbbls.	1880. 4,885,713	1879. 5,315,360	1878. 4,495,181	1877. 3,494,610
Wheat bush. Corn. Oats. Barley		47,769,800 66,868,151 11,451,395 1,713,057 2,110,812	38,006,266 64,066,528 10,933,061 2,402,332 2,505,300	5,687,471 45,037,914 9,245,108 1,971,435 639,394
Total grain	149,353,138	129,913,215	117,913,487	62,581,322

Exports from United States seaboard ports and from Montreal for week ending July 17:

From-	Flour, bbls.	Wheat, bush.	corn,	Oats, i	$Rye, \\ bush.$	Peas, bush.
New York	68.170	1,420,327	1,688,657	3.169	8.100	1.844
Boston	16,300	163,470	79,745	800		
Portland	16.516	445.542	462,084	173,551		13,472
Philadelphia	1,860	271,782	565,326			
Baltimore	6,781	995,844	164,740			
	700 007	2 000 005	0 000 550	190 770	8 100	15 316

Total for w'k 109,627 3,296,965 2,960,552 8ame time '79. 123,895 1,951,796 2,230,723 5,891 81,513 58,279

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by lake, rail and canal, July 17, was as follows:

•	Wheat,	Corn,	Oats,	Barley,	Rye,
In Store at—	bush.	bush.	bush.	bush.	bush.
New York	2,089,751	502,796	395,938	25,425	22,212
Do. afloat (est.).		1,150,000			
Albany		29.500	39,000		24,000
Buffalo	6,807	1,676,413	8.319		2,500
Chicago	2,666,301	1,271,758	235,348	65,438	30,116
Milwaukee	299.625	20,168	13,679	73,854	1,364
Duluth	12,000	74,000			
Toledo	480,471	291,355	13,909		
Detroit	73,491	2,782	13,886	3,667	
	50,000	60,000			
St. Louis	484,132	206.001	131,506	543	2,117
	59,016	466,763	75,140	348	504
Boston	56,626		13,825	1,451	
Montreal	98,307	60.861	116,577	3,671	1,511
	173,279	1,128,909		0,012	_,0
Philadelphia	2,074	43,623	83,787	171	2,451
Peoria	77,500	46,700	15,600		2,300
Indianapolis			29,109	,	183
Kansas City	78,305	66,301		•••••	103
Baltimore	997,410	465,580	240 600	6 000	36,142
On rail (est.)	243,980	402,400	348,680	6,088	30,142
On lake (est.)	1,523,000	4,212,000			8,274
On canal (est.)	1,282,000	3,300,000	189,000	•••••	0,214
	10001055	15 455 010	1 000 000	100 050	100 671
Total July 17,'80.	10,924,075	15,477,913	1,993,303	180,656	133,674
July 10, '80	10,979,880	17,240,688	2,279,775	156,213	129,583
July 3, '80	12,264,920	16,733,218	2,823,762	235,772	211.334
July 3, '80 June 26, '80	13,913,340	18,097,790	3,080,549	280,180	237,986
June 19, '80	15,550,196	17,564,027	2,802,798	293,426	234,065
July 19, '79	13,473,847	10,796,086	1,536,901	357,879	341,743

## THE DRY GOODS TRADE.

FRIDAY. P. M., July 23, 1880.

The business in dry goods has been spasmodic and irregular the past week. There was a large force of wholesale buyers in the market, who devoted a fair share of attention to the examination of new autumn goods; but their operations were less liberal than has frequently been the case at this stage of the season. Under the influence of considerably lower prices, there was a large movement in wool flannels and Kentucky jeans, and fair sales of dark prints and dress goods were effected by manufacturers' agents; but staple cotton goods moved slowly and in relatively small quantities. Foreign goods remained inactive in first hands, but there was rather more inquiry for certain fabrics by early buyers.

DOMESTIC COTTON GOODS.—The exports of domestics from this port to markets abroad during the week ending July 20 aggregated 1,675 packages, including 831 to Great Britain, 309 to Argentine Republic, 132 to Hayti, 115 to Brazil, 60 to Mexico, 63 to British West Indies, 43 to Cuba, &c. There was a steady demand at first hands for plain and colored cottons, and a fair aggregate distribution was effected in relatively small lots); but buyers manifested more or less timidity, owing to the declining tendency of the staple, and future wants were only anticipated to a moderate extent. Cotton flannels were in fair request, and low grades continue to sell in advance of production. Dark prints have been opened by agents at 6½@7c. for standard makes and 5½@6c. for 56x60s, and moderate sales of the most popular makes were reported; but the demand lacked spirit despite the above low prices. Print cloths ruled quiet and steady at 4c. for 64x64s and 3%@3½c. for 56x60s.

Domestic Woolen Goods.—The most important feature in the woolen goods market was a large movement in flannels, leading makes of which were reduced from 10 to 15 per cent. The reduced prices for flannels enabled agents to close out their surplus stocks, and orders for goods to arrive were then accepted "at value" only. Kentucky jeans were also fairly active on a lower range of values, and the entire stock of Deer Island doeskins was disposed of to a large jobbing house on private terms. Men's-wear woolens moved slowly aside from low and medium grade fancy cassimeres, a fair business in which was stimulated by price concessions. For cloakings there was a moderate inquiry and repellents were a trifle more active. Blankets were in light demand, but generally steady in price, and carpets remained unchanged. Fall styles of worsted dress goods were opened by leading agents (at a shade below last season's prices), and fair sales were reported.

FOREIGN DRY GOODS.—The demand for foreign goods continues light, but as importers have about completed their assortments for the coming season, a more active movement is expected shortly. Black and colored cashmeres have been in moderate request and steady, but most other fabrics remain quiet.

Mis WIT

Ma

JJ

Ju

187 E

Ma Mis Ent

Mai Mis Ent

Tota

Tota Chin Chi Ea

But Coal Coce Dru Ble Gar Sod

Gla

Fur Gun Hair Indi Cvor Jew

Cutl Hard Bost Orle

Meta

Lone Glas Hull Brist Briti Bren Anty

Ham Stett Gern Spain Cent Braz Mexi 8. & Cuba

Hayt West Briti Othe Total

#### Importations of Dry Goods.

The importations of dry goods at this port for the week ending July 22, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING JULY 22, 1880.

5	11	1878.	1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkys.	Value.
Manufactures of-	*	\$		\$		\$
Wool	660	294,663	754	322,837	1,432	631,688
Cotton	897	252,172	960	315,783	1,581	455,191
8ilk	688		669	458,068	983	641.334
Flax	1,052		1,262	248,665	899	197,511
Miscellaneous	361	66,541	477	80,682	429	146,271
Total	3,658	1,238,039	4,122	1,426,035	5,324	2,071,995
WITHDRAWN FROM		OUSE AND G THE SAM			IE MAR	KET DUR-
Manufactures of-		1		1 1		
Wool	190	69,097	220	88.187	664	261,710
Cotton	175	42,044	142	48,833	246	87,081
Silk	31	24,300	54	34,203	105	71,179
Flax	329	47,923	182	37,034	396	99,850
Miscellaneous	551	10,212	325	12,188	402	9,569
Total	1,276	193,576	923	220,445	1,813	529.389
Ent'd for consumpt.		1,238,039		1,426,035	5,324	2,071,995
Total on market	4,934	1,431,615	5,045	1,646,480	7,137	2,601,384
ENTERED	FOR W	AREHOUSE	DURIN	G SAME P	ERIOD.	
Manufactures of-		1		1		
Wool	392	175,322	476	198,391	1,196	486,849
Cotton	221	53,918	214		510	163,139
Silk	68		72	51,695	236	169,497
Flax	263	62,623	227	56,647	557	129,598
Miscellaneous	356	33,381	78	8,170	132	32,771
Total	1,300	371,366	1,067	388,672	2,631	981,854
Ent'd for consumpt.	3,658	1,238,039	4,122	1,426,035	5,324	2,071,995
Total at the port	4,958	1,609,405	5,189	1,814,707	7,955	3,053,849
Imports of Leading Articles.						

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since January 1, 1880, and for the same period in 1879:

|The quantity is given in packages when not otherwise specified.

1880. 1880. 1879. China, &c .-Metals, &c-9,495 China .... 7,048 Lead, pigs. 39,457 29,974 453,498  $20,840 \\
131,907 \\
19,102$ 4,273,758 348,087 925,307 Earthenw. Spelter, lbs 1,114,451 Steel..... Tin, boxes. Tin slbs.,lbs Paper Stock. Glass ...... Glassware. 44.125  $740,584 \\ 9,057,219 \\ 79,199$ 23,030 2,831 5,324 26,841 17,745 1,268,566 3,978 7,587 Glass plate. 19,035,851 Buttons.... 206,536 21,165 25,690 1,340,616 Coal, tons ... Sugar, hhds, 432,331 Cocoa, bags. Coffee, bags. tcs., & bbls. Sugar, boxes and bags... 449,569 929,519 398,368 30,840 310 Cotton, bales 9,496 1,975,099 4,186 Drugs, &c-Bark, Peru Tea ..... 441,008 22,474 23,418 Tobacco .... 44,973 16,000 2,506 73,559 4,467 11,110 Waste... 2,140 Wines, &c.— 30,872 Champ'gne 3,446 baskets... Blea. powd. 806 Cochineal. Gambier. 83,170 123,197 Gum, Arab. 59,032 baskets. 5,658 939 Wines..... Wool, bales Indigo ..... Madder, &c 3,888 98,774 26,5751,697 84,597 1,697 Wool, bales. 26,933 Reported by value. 8,465 Cigars Corks Corks Fancy goods 1,773 Fish Fruits, &c.— 30,007 Oil, Olive .. \$ 852,609 \$ 748,840 Opium ... 1,257 8,452 39,379 56,100 Soda, bi-cb. Soda, sal... Soda, ash. 59,206 601,502 42,326 446,678 220,984 4,450 8.063 2,064 Flax ..... 211,524 Furs .... 500 2,245 Gunny cloth Lemons .. 1,090,257 730,290 1,336,101 533,615 8,505 Oranges .. 1,380,528 408,957 407,446 143,587 121,408 Nuts..... Hides, &c.-Bristles .. Raisins ... 612,422 760 Hides, undr. 14,875,865 ,753 Rice 211,327 2,085 5,128 40,262 5,813,083 218,086 Hides, dr'sd India rubber lvory ..... Jewelry,&c-217,062 91,372 320,2171,313 136,118 66,251 390,795 Jewelry ... 1,976 365 Saltpetre ... 284.429 Woods— Watches. 579 311,214 261,698 182,452 Linseed.... Cork ..... 01**asses..** 64,421 362,015 Metals, &c-,615 Logwood .. 290 Mahogany . 46,442 469,121 84,358 401,924 2,615

Exports of Provisions. The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending July 17, 1880, and their distribution:

140,045

116,955

m <sub>o</sub>	Pork,	Beef,	Lard,	Bacon,	Cheese.	I Tallow,
To—	bbls.	bbls.	lbs.	lbs.	tbs.	lbs.
London	51	435	110,000		65,040	33,000
Liverpool	662	561	879,090	6,850,011	4.055.348	708.403
Glasgow	268	569	136,960	644.975	1,982,040	120,200
ДШІ	75	76	240,000	967,100		16,000
Bristol	85		28,950		674,462	
British ports.				10.000		55,000
navre	241		885,180	2,781,775		133,800
Marseilles	25	25	160,000	76,000		655,600
Bremen	12		238,880	99,750		333,000
Antwern	.50		2,159,324	1,035,175	,	252,640
namburg			702,540	196,050	18,480	280,500
Stettin .		!	768,000			110,000
German portal			32,000			409,200
spain.			6,000			200,200
Cent. Amer	110	57	202,293	4,401	1,120	5,000
Brazil		2	23,437	-,	_,	0,000
Mexico	!		20,710		358	
O. O. C. A	184	17	21,667	5,500	4,280	
Cuba	96	6	951,005	180,115	2,019	
Hayti.	50		2,000	400	366	
West Indies	1.733	426	160,862	40,469	29,099	3,487
British Col	495	159	14,920	1,500	1,740	
Other count's	637	18	5,725	649	1,224	200
Total week	4,774	2,351	7.749.543	13,263,420		2 107 620
Prev's week .	7,244	3,515	5.931.159	16,158,701	6.201.269	4 336 784

#### Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports), also the receipts from January 1, 1880, to that day, and for the corresponding period in 1879:

	Week ending July 20.	Since Jan. 1, 1880.	Same time last year.
Ashesbbls.	62	2,419	3,984
Beansbbls.	649	28,464	40,760
Breadstuffs			
Flour, wheatbbls.	91,951	-2,340,495	2,751,653
Corn mealbbls.	3,244	69,888	94,904
Wheatbush.	1,883,261	25,857,073	24,688,468
Ryebush.	23,922	551,647	1.247.115
Cornbush.	2,447,080	30,699,305	21,918,186
Oatsbush.	161,700	7,264,520	5,561,879
Barley and malt bush.	86,393	2,476,471	2,123,848
Peasbush.	2,172	304,407	232,777
Cottonbales.	4,361	472,331	429,470
Cotton seed oilbbls.		30,172	14,758
Flax seedbags.		11,566	3,338
Grass seedbags.	896	66,235	94,867
HidesNo.	3,754	88,173	117,184
Hidesbales.	145	31,174	85,606
Hopsbales.	157	10,682	39,642
Leathersides.	70,740	2,275,813	2,348,990
Leadpigs.	2,940	107,261	437,124
Molasseshhds.	******	545	4,941
Molassesbbls.	111	42,023	75,432
Naval Stores—	00	0.000	
Turpentine, crudebbls.	60	2,271	1.040
Turpentine, spirits bbls.	3,687	49,253	37,886
Rosinbbls.	15,752	205,203	172,539
Tarbbls.	55	11,631	14,343
Pitchbbls.	10.000	1,328	1,331
Oil cakepkgs.	16,028	391,591	249,292
Oil, lardbbls.	326	3,951	11,733
Oil, whalegalls.	1.019	181	2::::
Peanutsbush.	1,013	54,617	64,529
Provisions—	2,296	04 205	1000
Porkpkgs.	2,290	94,395	165,344
Beefpkgs.	31,754	20,890	23.393
Cutmeatspkgs.		988,324	1,023,578
Butterpkgs.	35,438	729,699	769,180
Cheesepkgs.	71,386 9,687	1,022,482 382,759	1,126,399
Eggsbbls.	9,838	387,424	303,403
Lardtcs. & bbls.	1,424	95,258	482,392
Lardkegs.	1,424		31,704
Hogs, dressedNo.	851	40,674 38,747	49,869
Ricepkgs.		30,242	22,614
Spelterslabs.	$\begin{array}{c} 1,006 \\ 410 \end{array}$	19 140	62,495
Stearinepkgs.		12,149	18,220
Sugar bhda	70	$\begin{array}{c} 91 \\ 8.148 \end{array}$	1,106
Sugarhhds. Tallowpkgs.	1,290	64,382	- 29,802
Tobacco boxes & cases.	2,360	87,904	59,268
Tobaccohhds.	4,031	43,781	85,859
Whiskeybbls.	4,390	187,822	44,294
Woolbales.	2,192	45,306	165,078
Wooding and ales.	2,102	*20,000	75,481

## Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1880, to the same day, and for the corresponding period in 1879:

	Week ending	Since Jan. 1.	Same time
	July 20.	1880.	Same time last year.
Ashes, potsbbls.		1	1,041
Ashes, pearlsbbls.	627	132	90
Beeswaxlbs.	1,200	56,078	28,238
Breadstuffs	100 511	0.100 -0-	
Flour, wheatbbls.	107,511	2,120,705	1,654,952
Flour, ryebbls.	172	2,486	3,816
Corn mealbbls.		95,830	91,075
Wheatbush.	1,573,086	31,351,071	25,388,920
Ryebush.	8,253 4,143	951,908	2,337,030
Oatsbush. Barleybush.	20	290,142 262,656	354,189
Peasbush.	1,968	207,046	101,810
Cornbush.	1,886,353	25,405,756	222,383
Candlespkgs.	2,464	35,774	19,542,116
Coaltons.	396	27,066	34,741
Cottonbales.	7.601	361,892	44,907 155,577
Domesticspkgs.	1,675	58,168	73,152
Haybales.	4,410	70,644	37,353
Hepsbales.	125	2,028	15,747
Naval Stores—	-,	-,023	20,121
Crude turpentine bbls.			100
Spirits turpentine bbls.	332	12,821	5,765
Rosinbbls.	1,979	137,109	109,331
farbbls.	21	4,249	4,393
Pitchbbls.	6	3,508	3.137
Oil cakecwt.	39,203	3,333,136	977,990
Oils—			-
Whalegals.		69,907	186,267
Spermgals.	324	206,383	94,445
Lardgals.	22,308	489,015	737,931
Linseedgals.	777	53,799	6,350
Petroleumgals.	7,863,353	128,624,226	119,401,077
Provisions— Porkbbls.	3,846	120 550	104 704
Beef. bbls.	839	138,552 35,287	134,524
Beef tierces.	541	35,892	29,422
Cutmeatslbs.	9,770,627	325,872,172	32,647 350,787,128
Butterlbs.	600,347	14,219,355	17.802.476
Cheese	3,961,926	57,673,681	70,509,669
Lardlbs.	7,841,571	165,664,345	147,183,408
Ricebbla.	819	11.652	9,467
Tallowlbs.	2,622,611	49,219,450	39,985,496
Tobacco, leafhhds.	2,297	36.627	28.122
Tobaccobales and cases.	2,218	24,845	14,961
Tobacco, manufactured. lbs.	36,861	3,543,329	3,918,874
Whalebonelbe.	500	<b>53,35</b> 5	31,916
,			,•

Hardware ...

#### Financial.

Buttrick & Elliman, BANKERS AND BROKERS, Nos. 37 & 39 Wall St, New York.

BONDS, STOCKS and INVESTMENT SECURITIES BOUGHT AND SOLD ON COMMISSION.

C. A. BUTTRICK, Member of the N.Y. Stock Exch'ge W M. ELLIMAN, Member of the N.Y. Mining Exch'ge

# Kimball, Howell & Co.,

H. KIMBALL, J. P. HOWELL, N. P. HENDERSON, Members N. Y. Stock Exchange,

68 BROADWAY AND 17 NEW ST.,

BUY, SELL AND CARRY ON MARGINS

All Securities dealt in at the Exchange

JAS. L. ANTHONY, Member N. Y. Stock Exchange. HENRY W. POOR. JAS. H. OLIPHANT, Member N. Y. Mining Exch'ge

ANTHONY, POOR & OLIPHANT, BANKERS AND BROKERS, No. 19 Broad Street, New York,

And 83 Devonshire Street, Boston. BUY AND SELL ON COMMISSION ALL SECURITIES CUBRENT AT THE NEW YORK STOCK EXCHANGE. ALLOW INTEREST ON DEPOSITS. MAKE ADVANCES ON APPROVED COLLATERAL.

# .C. I. Hudson & Co., 3 EXCHANGE COURT, NEW YORK,

Buy and sell on commission, for investment or on margin, all securities dealt in at the New York Stock Exchange.

R. R. LEAR. C. I. HUDSON, T. H. CURTIS. Member N.Y. Stock Exch.

WANTED:

All kinds of MISSOURI and ILLINOIS DE-FAULTED COUNTY BONDS. Highest market price paid for them. Give full description, and

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

# Fred. H. Smith, BANKER AND RROKER,

No. 52 EXCHANGE PLACE, NEW YORK.

RAILROAD SECURITIES An intimate knowledge of all for the past 10 Years. A SPECIALTY.

Investors or Dealers wishing to buy or sell are invited to communicate. State, Municipal and Railway Bends and Coupons bought and sold at best Market Rates.

# Geo. H. Prentiss,

19 BROAD STREET, NEW YORK.

GAS STOCKS

AND

GAS SECURITIES,

STREET RAILROAD STOCKS AND BONDS

AND ALL KINDS OF

BROOKLYN SECURITIES,

DEALT IN. SEE GAS QUOTATIONS IN THIS PAPER.

# J. D. Probst & Co., STOCK AND BOND BROKERS,

No. 52 EXCHANGE PLACE, NEW YORK.

STOCKS, RAILROAD BONDS, GOVERNMENTS, AND MISCELLANEOUS SECURITIES, BOUGHT AND SOLD

# ohn B. Manning, BANKER AND BROKER.

No. 6 Wall Street, New York City SOUTHERN SECURITIES

A SPECIALTY State, Municipal and Railway Bonds and Coupons bought and sold at best market rates. Investors or dealers whing to buy or sell are invited to communi-Member of the New York Stock Exchange.

# Swan & Barrett,

BANKERS AND BROKERS

260 Middle Street.

PORTLAND, MAINE,

Dealers in Government, State, County, City and Railroad Bonds, Bank Stocks, &c.

Desirable Investment Securities constantly on hand

**Commercial Cards** 

# Brinckerhoff, Turner & Co.,

'Manufacturers and Dealers in

# COTTONSAILDUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVER ING, BAGGING, RAVENS DUCK, SAIL TWINES &C. "ONTARIO' SEAMLESS BAGS, "AWNING STRIPES."

Also, Agents

United States Bunting Company. A full supply all Widths and Colors always in stock.

No. 109 Duane Street.

George A. Clark & Bro.,



MILWARD'S HELIX NEEDLES 400 BROADWAY, NEW YORK.

# E.R.Mudge,Sawyer&Co

AGENTS FOR Washington Mills, Chicopee Mfg. Co.
Burlington Woolen Co.,
Ellerton New Mills,
Atlantic Cotton Mills,
Saratoga Victory Mfg. Co., Ocean Mills

Hosiery, Shirts and Drawers
From Various Mills.
NEW YORK, BOSTON,
43 & 45 WHITE STREET, 15 CHAUNCEY STREET
PHILADELPHIA,
J. W. DAYTON, 230 CHESTNUT STREET.



No. 11 Old Slip, New York.

### Co., Russell &

COMMISSION MERCHANTS AND SHIP AGENTS, Hong Kong, Canton, Amoy, Foochow, Shang-hai and Hankow.

Agent in America, S. W. POMEROY, Jr. New York Office, 59 WALL STREET. Boston Office, 44 CENTRAL STREET.

> Wire Rope.



STEEL AND CHARCOAL IRON of superior quality suitable for MINING AND HOISTING PURPOSES Inclined Planes, Transmission of Power, &c. Also, Galvanized Charcoal and BB for Ships' Rigging, Suspension Bridges, Derrick pension Bridges, Derrick Guys, Ferry Ropes, &c. A large stock constantly on hand from which any desired lengths are cut. FLAT STEEL AND IRON ROPES for Mining purposes manufactured to order

W. MASON & CO., 43 Broadway, New York. JOHN

Steel Pens.

GOLD MEDAL, PARIS, 1878.

His Celebrated Numbers, 303-404-170-351-332, and his other styles may be had of all dealers

throughout the world. Joseph Gillott & Sons. New York.

#### Gille. ONLY Direct Line to France.

Steamships.

GENERAL TRANSATLANTIC CO.

Between New York and Havre. From Pier (new) No. 42 North River, foot of Morton

rrom Pier (new) No. 42 North River, foot of Morton street.

Travelers by this line avoid both transit by English Railway and the discomforts of crossing the Channel in a small boat.

CANADA, Frangeul ......Wed., July 28, 10 A. M. LABRADOR. Sanglier .....Wed., Aug. 4, 4:30 P. M. ST. LAURENT, Santelli...Wed., Aug. 11, 9:00 A. M. PRICE OF PASSAGE, (including wine):

To Havre-First cabin, \$100 and \$80. Steerage, \$26, including wine, bedding and utensils.

Return tickets at very reduced rates.

Checks drawn on Credit Lyonnais of Paris in amounts to suit.

#### Mediterranean Service.

LOUIS DE BEBIAN, Agent, 6 Bowling Green.

# Atlas Mail Line.

Superior accommodation for his For freight or passage apply to PIM, FORWOOD & CO., General Agents, No. 37 Wall Street.

#### Insurance.

MARINE AND FIRE INSURANCE.

# COMMERCIAL

# Mutual Insurance Co.,

Nos. 57 and 59 William Street.

INSURES AGAINST

MARINE, FIRE AND INLAND NAVIGATION RISKS.

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

ALL RISKS WRITTEN AT REASONABLE RATES.

W. IRVING COMES, President. WAINWRIGHT HARDIE, Vice-Pres't HENRY D. KING, Treasurer

# The United States Life Insurance Comp'y, 261-264 Broadway, N. Y.

Assets, - - - - \$4,983,226 81 Surplus, - - - - \$472,484 06

JAMES BUELI President.

LIBERAL AND IMPURIANT CONCESSIONS IN LIFE INSURANCE CONTRACTS.

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

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

Should the d ath of the insured take place during

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

occurring within three years after the original default.

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

NO SUBRENDER of the Policy is required; only a notice from the policy-holder, on blanks furnished by the Company.

AFTER THREE YEARS, ALL RESTRICTIONS and CONDITIONS in regard to travel, residence, occupation and cause of death are removed, thus making the Policies, after three years, INCONTESTIBLE FOR ANY CAUSE, EXCEPTING FRAUD.

FRAUD.

The Company will, upon application, send Circulars giving full particulars.

Office of Middle Department, Boreel Building, No. 117 Broadway, N. Y., Henry W. Baldwin, Sup't