

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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THE FIGHT BETWEEN WABASH AND BURLINGTON & QUINCY.

The more important events of the week, of interest in railroad circles, are the new developments connected with the contest in progress between the representatives of the Wabash system of roads on the one side, and the Chicago Burlington & Quincy on the other. As this is a quarrel of long standing, and affects large amounts of capital and covers a wide range of territory, it is especially interesting at the present time.

First came the announcement, early in the week, that the Chicago Burlington & Quincy had determined to extend its system of roads eastward to Toledo. Such a scheme means of course the construction of a line from Peoria to Toledo almost parallel with the Wabash route between those points. The Burlington & Quincy would thus enter territory now entirely within the con-

finer of the Wabash, in retaliation, as the daily press states, for the rather too pushing disposition evinced by the latter in Southern Iowa. Whether the Burlington & Quincy is in earnest and intends to build the line would seem therefore to depend upon the fact whether the threat, together with the other retaliatory measures in progress, will force the Wabash to come to terms.

Directly connected with the foregoing announcement is the action of the courts in the matter of restraining the Missouri Iowa & Nebraska from issuing bonds to complete its extension. The Missouri Iowa & Nebraska is controlled by the Wabash, and is at present in operation from Alexandria, in Missouri, to Corydon, in Iowa. It is now being pushed westward to a connection with the Wabash's Omaha division, and will strike that division at a point—probably Shenandoah—125 miles west of Corydon. It will intersect several of the Burlington & Quincy's numerous branches in Southern Iowa, and will become a competitor for some of that company's local traffic. In connection with the Toledo Peoria & Warsaw it will, besides, give the Wabash—what it has not now—a through line between Omaha and Chicago and between Omaha and Toledo. It is not strange, therefore, that the Burlington & Quincy should regard this particular project with especial disfavor and seek in every way possible to hinder its progress, and, failing in this, should hit upon some retaliatory measure like the proposed line between Peoria and Toledo.

The present state of the contest with regard to the Missouri Iowa & Nebraska seems to be this. The injunction sought of Judge Barnard at Poughkeepsie, by W. J. Emmot, a stockholder, supposed to be acting for the Burlington & Quincy, has, like the injunction previously sought of Judge Donohue, in this city, in the same interest by James J. Higginson, a bondholder, been refused. The motion pending in Iowa, by Lee, Higginson & Co., the Burlington & Quincy parties, for the appointment of a receiver, has been withdrawn. Despatches from Iowa claim that another injunction against the company was obtained this week of Judge Burton, which it was first stated would tie up the property until next year. Our information, however, is to the effect that the latter order is an *ex parte* one, and will shortly be vacated. A more serious move against the Nebraska road is the determination, just made public, of the Burlington & Quincy to build a line itself over precisely the same ground. This determination is revealed in the formation in its interest this week of a corporation entitled the Southern Iowa & Nebraska, with authority to construct a road from Humeston,

Wayne County, on its Mount Ayr branch (this point was reached by the Missouri Iowa & Nebraska extension last week) to the Missouri River. To gain time by injunctions therefore has been and is still a decided advantage to the Burlington & Quincy. But on the other hand we also hear that the Wabash, to obviate any delay that may arise in the courts, has incorporated a new company, called the Iowa Nebraska & Missouri, which will complete the Missouri Iowa & Nebraska to Shenandoah.

We have given the details of this conflict thus at length because they relate, as we have stated, to a railroad contest of unusual dimensions between two powerful interests, and which contest extends all the way to the Pacific coast and down to the capital of Mexico. The present struggle between the Burlington & Quincy and the Wabash is only the latest phase of the conflict, which began with the revival of business. It is not so much an encounter between the Burlington & Quincy and the Wabash as it is an encounter between the parties back of them. On the one hand we have the Gould-Dillon party, controlling the Union Pacific, the Kansas Pacific, the Missouri Pacific, the Wabash, the Missouri Kansas & Texas, the Texas & Pacific, the New Orleans Pacific, the Denver & Rio Grande, and, through Sullivan-Palmer, seeking concessions for a line to the city of Mexico. On the other hand we have the Boston party, which controls the Burlington & Quincy, the Burlington & Missouri River in Nebraska, the Kansas City St. Joseph & Council Bluffs, the St. Louis & San Francisco, the Atchison Topeka & Santa Fe, the Atlantic & Pacific, and in Mexico the Sonora and the Mexican Central. Between such forces as these the war has been waging in one form or another, and with varying success, for over a year and a half past.

The trouble began when Gould acquired the Kansas Pacific and the Gould party came into possession of the Kansas City & Northern and the Wabash. The two latter were soon united under the name of the Wabash St. Louis & Pacific. Then followed a policy of absorption which has been continued ever since. The Chicago & Paducah, the Chicago & Strawn, (giving lines to St. Louis and Kansas City, from Chicago), the Toledo Peoria & Warsaw, the Missouri Iowa & Nebraska, the Champaign Havana & Western, the Detroit Butler & St. Louis, are all part of the same system now. While the Wabash in its corporate capacity was thus enlarging its domain, Mr. Gould in his individual capacity was even more active. He bought the Missouri Pacific, obtained a majority interest in the Missouri Kansas & Texas, and stepped into the Texas & Pacific.

The Burlington & Quincy, finding itself in danger of being hemmed in at home and threatened with a loss of business from without, was not slow to bestir itself. It had two routes to Kansas City from Chicago, one by way of the Hopkins branch of the Kansas City & Council Bluffs and the other over the Hannibal & St. Joseph. It was uncertain whether it could retain the business from the latter line. Precisely what Mr. Gould's interest is in the Hannibal & St. Joseph was, and is still, unknown; but at any rate it was sufficient to induce the exercise of caution. So the Burlington & Quincy made efforts to secure a hold on the Kansas City & Council Bluffs, to make sure of at least one line to Kansas City. But here again Gould appeared. He, too, wanted the road. A lively competition ensued, which was not terminated until the line passed into the hands of the Burlington & Quincy in the early part of the present year. It is also stated now that the

Burlington & Quincy has come into possession of the Burlington & Southwestern, and purposes, or did purpose, extending it to Kansas City. This would give it two routes to that point even without the Hannibal & St. Joseph. A knowledge of this fact induced the latter, it is said, to project the extension of its line from Quincy to Chicago, negotiations for the abandonment of which were concluded on Thursday.

But while taking measures to protect itself within its own boundaries, the Burlington & Quincy did not neglect to look after its connections. It already had very friendly relations with the Atchison Topeka & Santa Fe, and these were strengthened. Mr. T. Jefferson Coolidge, a director and large stockholder in the Burlington & Quincy, is now president of that road. At the same time the Atchison Topeka & Santa Fe party perfected arrangements with the St. Louis & San Francisco for the joint construction of a line to the Pacific Coast, although in doing so it had to encounter Mr. Gould's most determined opposition. The Santa Fe's Mexican projects we had occasion to discuss at length only a few weeks ago, and we need not do more than merely allude to them now. The Sonora will give a line from Guaymas on the Gulf of California to the United States frontier at Arizona. The Mexican Central provides for a line from Mexico to El Paso, to which point the Santa Fe is now being extended. Here also, as already remarked, the Gould party is actively opposing the Boston interest, and the outcome of the conflict is awaited with much interest.

The above will give some idea of the extent and importance of the interests now at issue between these parties. Thus far the fight has been vigorously prosecuted, and neither side shows any disposition to relent. On the contrary, the contest grows in bitterness as time progresses. Both sides, too, possess abundant means to carry on the struggle. But as capitalists never take delight long in self-destruction, it seems probable that sooner or later a settlement of some kind will be arrived at. Of course, the fight could be prolonged until one or the other party were ruined. We do not fear any such result. As soon as any very serious ill effects begin to show themselves, one side will concede something and the other will be only too glad to meet it half way. Besides, in the present instance, the conflict seems to have entered upon a new stage. Hitherto it has been a tussle for the possession of rival routes, either already built or projected. Now the policy would appear to be to encroach upon each other's territory in every conceivable way, simply because it is thought the other side can be crippled through such action. Another line between Peoria and Toledo cannot be built without seriously injuring both Wabash and Quincy. Nor is there room for two more lines between the Mississippi and Missouri rivers in Southern Iowa. So also in Mexico, to push through two roads side by side, is simply throwing away money. An adjustment of differences must soon be forced.

CHINA'S LATEST ENTERPRISE.

The arrival, at San Francisco, of the Chinese steamship, the Hochung, the first Chinese steamship which has crossed the Pacific Ocean, is a significant fact. As an indication of progress, and as an evidence of the transition state in which the Flowery Land finds itself, it certainly deserves more than a passing notice.

About forty years ago, Chinese exclusiveness first yielded to the pressure of the outside world. Such a

nation, with lack of material knowledge and appliances, and with a traditional policy and inherent prejudice against all commercial intercourse, could not at once adopt different views. But within the last few years the changes which have been taking place, the activity which has characterized her people, and the bolder attitude which she has been assuming before the world, have been more and more commanding attention. This new spirit has been especially seen in Central Asia, where the Chinese government has been asserting itself with energy and dignity, subduing rebellious tribes, and compelling the mighty power of Russia to halt and respect its authority. Furthermore, it is well known that in recent years the army has been largely remodelled; and that now, in point of numbers, drill and equipment, it is not unworthy of the requirements and resources of the empire. While attending to the army the Chinese authorities have not been neglectful of their navy; by purchases abroad and by building at home, it has been brought up to quite a respectable position.

In naval matters, however, the Chinese have, as perhaps was natural, been slow to develop any large amount of enterprise. Their ironclads have not as yet made any great show, either in home or foreign waters. The science of ship-building and the art of navigation are not to be learned in a day. The arrival of the Hochung at San Francisco, a steamship built by Chinese hands and guided across the broad Pacific by Chinese skill, is proof sufficient that although no great show has been made in the past in this direction, the people have not been idle. It is well to bear in mind, too, that the coal fields of China are abundant, and that the coal is of excellent quality. Hence, if they have the will there seems to be the way open for them to enter upon the ocean carrying trade.

There is no reason why the United States should not be gratified at this evidence of enterprise. If successful, it will develop more and more the resources of that great empire, even now but little known, except upon its borders, to outside nations, and thus add to the wealth and welfare of the world.

FINANCIAL CONDITION OF NEW YORK CITY.

The regular annual financial statement by the Comptroller has appeared this week, and copious extracts from it will appear in our next issue. The following is a summary of the bonded debt, compared with the like figures on August 1 in the three years previous.

OUTSTANDING BONDED DEBT.

	August 1, 1880.	August 1, 1879.	August 1, 1878.	August 1, 1877.
Funded debt, payable from taxation and from sinking fund.....	\$ 123,320,819	\$ 123,648,413	\$ 118,752,797	\$ 121,319,184
Deduct bonds in sinking fund.....	34,361,420	32,135,530	30,239,168	29,667,568
Net permanent debt.....	88,959,399	91,512,883	88,513,629	91,651,615
Tempor'y debt, payable wholly or partly from assessments.....	13,636,600	13,742,900	20,874,500	22,144,400
Revenue bonds, special.....	215,132	9,775	14,542	18,300,977
Revenue bonds, '76.....		800,000	2,540,000	
Revenue bonds, '77.....		2,561,000	15,759,775	
Revenue bonds, '78.....	2,286,900	16,252,300		
Revenue bonds, '79.....	16,350,442			
Revenue bonds, '80.....				
Total revenue bonds.....	18,852,474	19,623,075	18,314,317	18,300,977
Total tempor'y debt.....	32,489,074	33,365,975	39,188,817	40,445,377
Total net debt.....	121,448,474	124,878,859	127,702,446	132,096,992

Putting together simply the aggregates of all outstanding bonded debt at these several dates, and ignoring the Sinking Fund, we have, in round numbers, \$162,104,000 debt August 1, 1876; \$161,764,000 Aug. 1, 1877; \$157,941,000 Aug. 1, 1878; \$157,014,000 Aug. 1, 1879;

\$155,809,000 Aug. 1, 1880. There has thus been a steady decrease in the principal of the bonded debt itself, amounting to \$6,294,680 for the four years 1876-80; meanwhile the Sinking Fund has also itself been growing to the extent of \$5,160,136, thus increasing the decrease in the net debt to \$11,454,816. The following is a comparative showing of the decrease in the last four years, viewed in several ways.

	Annual Decrease in			
	Permanent Funded Debt.	Permanent Debt Less Sinking Fund.	Temporary Debt, Mainly Assessment.	Revenue Bonds.
1877.....	*\$309,156	\$157,129	*\$26,500	\$675,669
1878.....	2,566,387	3,137,986	1,269,900	*13,340
1879.....	*4,895,616	*2,992,254	7,131,600	*1,308,758
1880.....	327,594	2,553,484	106,300	770,601
Net decrease.....	*\$2,310,791	\$2,856,345	\$8,481,300	\$124,172

* Increase.

There has thus been an increase in the aggregate of the permanent bonded debt in the four years, although a decrease every year both in the entire bonded debt with or without deducting the Sinking Fund. Without stopping to make any minute analysis of the increase in the permanent debt since 1876, we may remark that issues of Brooklyn Bridge bonds during that time have been over two millions. The appropriation for interest on the debt, exclusive of the amount chargeable by law to the Sinking Fund for such purpose, was \$9,503,000 in 1876, \$9,176,000 in 1877, \$9,164,000 in 1878, \$8,970,000 in 1879, and \$8,459,000 in 1880.

There is a gratifying improvement visible in these figures. The debt is at least at present resisting the constant tendency to increase which besets great cities; more than that, it has actually declined, according to the figures. To some extent—just to what we have not computed—the old assessment bonds have been changed into permanent debt, so-called. As to a considerable part of that class of bonds, the distinction between temporary and permanent has for some years been more technical than real. So far as their collection is practically hopeless, to treat them as in any sense assets—the city being directly responsible to the holders—is as useless and unbusiness-like as for a merchant to neglect to charge off bad debts to their disagreeable but proper account. The assessment plan was always essentially vicious; this city, like other cities, should have kept out of it; but as it did not pursue that prudent course, the wisest step is to transfer to the "permanent" account these old burdens as fast—but only as fast—as it is ascertained positively that they cannot be enforced against the property. Whether the practical difficulty in enforcement which a pretty rapid abandonment of the attempt would create, would be greater than the mere lapse of time itself is, may perhaps be a question.

FINANCIAL REVIEW OF AUGUST.

The month just passed was one of moderate business in the financial markets. The commercial situation appeared to be very strong, and the prospects for a heavy business during the autumn months were generally considered excellent. The month of August is usually the turning point of the year, as the result of the grain crops is then well ascertained, and in many branches of trade the purchases to stock up for the fall business commence in earnest. The large crops this year, the immense railroad traffic reflecting the general activity, the importation of gold in return for produce sent abroad, and the generally healthy tone in the merchandise markets, all furnished such undoubted evidences of prosperity

that the feeling of buoyancy was almost universal. The money market presented the regular August features, viz.: a depletion of the bank reserves with the outflow of currency to move the western crops, and a quiet tendency towards firmer rates for all loans on time, while call money was hardly advanced more than $\frac{1}{2}$ of 1 per cent.

The Stock Exchange did not show a record of very large business, but the prices of Government bonds and all other investment securities were very strong. Speculative stocks were comparatively steady, and except for the changes in particular stocks, arising from the circumstances bearing upon them, the market was devoid of any important speculative movement. The tendency was towards higher prices on almost every class of roads, in consequence of the remarkable exhibit of earnings for the first seven months of the year. And the principal exception to this was found in the temporary fluctuations which were produced by the project for a new line from Binghamton to Buffalo, N.Y., in competition with Erie, and by the lively opposition of the Chicago Burlington & Quincy to the Wabash St. Louis & Pacific at the West.

Foreign exchange was dull and declining throughout, and the importation of gold at New York during the month amounted to about \$9,000,000.

The following summary shows the condition of the New York Clearing House banks, the premium on gold, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the first of September in 1878, 1879 and 1880:

STATISTICAL SUMMARY ON OR ABOUT SEPT. 1. 1878, 1879 AND 1880.

	1880.	1879.	1878.
New York City Banks—			
Loans and discounts.....	\$ 310,738,100	258,160,300	239,431,700
Specie.....	65,413,800	19,684,700	17,000,300
Circulation.....	19,396,800	20,942,500	19,438,700
Net deposits.....	296,422,900	228,817,400	216,164,100
Legal tenders.....	15,335,500	41,279,300	53,948,500
Legal reserve.....	74,105,725	57,204,350	54,041,025
Reserve held.....	80,749,300	60,964,000	70,948,800
Surplus.....	6,643,575	3,759,650	16,907,775
Money, Gold, Exchange—			
Call loans.....	2 @ 3	5 @ 7	1 $\frac{1}{2}$ @ 2
Prime paper.....	4 $\frac{1}{2}$ @ 5	6 @ 6 $\frac{1}{2}$	3 $\frac{1}{2}$ @ 4 $\frac{1}{2}$
Gold.....	100	100	100 $\frac{3}{8}$
Silver in London, per oz.....	52 $\frac{1}{2}$ d.	51 $\frac{3}{8}$ d.	52 $\frac{1}{2}$ d.
Prime sterling bills, 60 days.....	4 82	4 80 $\frac{1}{2}$ —4 81 $\frac{1}{2}$	4 83 —4 83 $\frac{1}{2}$
United States Bonds—			
6s, 1881, coupon.....	104 $\frac{3}{4}$	104 $\frac{3}{8}$	108 $\frac{1}{4}$
6s, currency, 1898.....	128	122	119 $\frac{7}{8}$
5s, 1881, coupon.....	102 $\frac{3}{4}$	102 $\frac{1}{4}$	106 $\frac{1}{4}$
4 $\frac{1}{2}$ s, 1891, coupon.....	111 $\frac{1}{2}$	104 $\frac{1}{4}$	103 $\frac{1}{4}$
4s of 1907, coupon.....	110 $\frac{1}{4}$	101 $\frac{1}{8}$	100 $\frac{7}{8}$
Railroad Stocks—			
New York Central & Hud. Riv.	129 $\frac{7}{8}$	118 $\frac{1}{2}$	111 $\frac{1}{2}$
Erie (N. Y. L. E. & W.).....	38 $\frac{1}{8}$	23 $\frac{3}{4}$	14 $\frac{1}{4}$
Lake Shore & Mich. Southern.	106 $\frac{3}{8}$	88 $\frac{1}{8}$	65 $\frac{5}{8}$
Michigan Central.....	94	79 $\frac{7}{8}$	68 $\frac{1}{2}$
Chicago Rock Island & Pacific	114 $\frac{1}{2}$	138 $\frac{1}{4}$	117 $\frac{1}{4}$
Illinois Central.....	112 $\frac{3}{4}$	86	80
Chicago & Northwestern, com.	99 $\frac{3}{8}$	75 $\frac{1}{4}$	34 $\frac{1}{8}$
Chicago Milw. & St. Paul, com.	87 $\frac{3}{4}$	65	27 $\frac{7}{8}$
Delaware Lack. & Western.....	89 $\frac{3}{4}$	55	52 $\frac{3}{4}$
Central of New Jersey.....	76 $\frac{1}{4}$	50 $\frac{7}{8}$	33
Merchandise—			
Cotton, Midd'l'g Uplands. @ lb.	11 $\frac{1}{16}$	12 $\frac{1}{8}$	12 $\frac{3}{16}$
Wool, American XX..... @ lb.	40 @ 47	32 @ 39	33 @ 39
Iron, Amer. pig, No. 1..... @ ton.	27 50 @ 29 00	20 00 @ 23 00	16 50 @ 18 00
Wheat, No. 2 spring..... @ bush.	1 02 @ 1 04	1 01 $\frac{1}{2}$ @ 1 03	1 08 @ 1 10 $\frac{1}{4}$
Corn, Western mixed..... @ bush.	50 $\frac{1}{4}$ @ 52 $\frac{1}{8}$	46 @ 46 $\frac{1}{2}$	45 @ 50 $\frac{1}{2}$
Pork, mess..... @ bbl.	15 87 @ 16 00	8 70 @ 8 75	10 20 @ 10 35

The statements of the New York City Clearing House banks in each week of August were as follows:

NEW YORK CITY BANK MOVEMENTS IN AUGUST.

N. Y. City Bank Statements.	Aug. 7.	Aug. 14.	Aug. 21.	Aug. 28.
Loans and discounts.....	\$304,765,500	\$306,491,800	\$310,666,300	\$310,738,100
Specie.....	68,706,600	68,330,900	66,717,500	65,413,800
Circulation.....	19,430,400	19,381,600	19,428,100	19,396,800
Net deposits.....	297,024,200	298,691,600	298,615,100	296,422,900
Legal tenders.....	17,115,900	16,312,000	15,254,200	15,335,500
Legal reserve.....	\$74,256,050	\$74,672,900	\$74,653,775	\$74,105,725
Reserve held.....	85,822,500	84,642,900	81,971,700	80,749,300
Surplus.....	\$11,566,450	\$9,970,000	\$7,317,925	\$6,643,575
Range of call loans.....	1 $\frac{1}{2}$ @ 3	1 $\frac{1}{4}$ @ 4	1 $\frac{1}{4}$ @ 3	2 @ 3 $\frac{1}{4}$
Rate of prime paper.....	4 @ 5	4 $\frac{1}{2}$ @ 5 $\frac{1}{2}$	5 @ 5 $\frac{1}{2}$	5 @ 5 $\frac{1}{2}$

The total transactions at the Stock Exchange, compared with previous months, were as follows:

	May.	June.	July.	August.
U.S. Government bonds.....	\$4,389,450	\$2,324,800	\$2,504,800	\$1,836,450
State bonds.....	694,500	350,000	193,000	448,800
Railroad bonds.....	45,510,360	50,844,280	32,829,160	34,144,330
Bank stocks... shares.....	1,608	1,513	708	946
Railroads, &c., ".....	10,153,020	8,159,307	6,056,230	5,477,365

CLOSING PRICES OF GOVERNMENT SECURITIES IN AUGUST, 1880.

Aug.	6s, 1881, coup.	5s, 1881, coup.	4 $\frac{1}{2}$ s, 1891, coup.	4s, 1907, coup.	6s, Cur., 1898.	Aug.	6s, 1881, coup.	5s, 1881, coup.	4 $\frac{1}{2}$ s, 1891, coup.	4s, 1907, coup.	6s, Cur., 1898.
1.....			S.			19.....					
2.....		x	111 $\frac{3}{8}$			20.....					
3.....						21.....					
4.....		102 $\frac{5}{8}$				22.....			S.		
5.....		102 $\frac{5}{8}$	111 $\frac{1}{4}$		128	23.....			111 $\frac{1}{4}$		
6.....	104 $\frac{1}{2}$	102 $\frac{5}{8}$				24.....					
7.....			111 $\frac{1}{4}$			25.....	104 $\frac{3}{4}$				
8.....			S.			26.....		102 $\frac{5}{8}$	111 $\frac{3}{8}$	110	
9.....						27.....				110	
10.....				109 $\frac{7}{8}$		28.....			S.		
11.....		102 $\frac{5}{8}$		109 $\frac{7}{8}$		29.....					
12.....				109 $\frac{7}{8}$	128	30.....		102 $\frac{3}{4}$			
13.....	104 $\frac{5}{8}$					31.....		102 $\frac{3}{4}$		110 $\frac{1}{8}$	
14.....			S.			Open.....	104 $\frac{1}{2}$	x02 $\frac{5}{8}$	111 $\frac{3}{8}$	109 $\frac{7}{8}$	128
15.....						High.....	104 $\frac{3}{4}$	102 $\frac{3}{4}$	111 $\frac{3}{8}$	110 $\frac{1}{8}$	128
16.....				109 $\frac{7}{8}$		Low.....	104 $\frac{1}{2}$	102 $\frac{5}{8}$	111 $\frac{1}{4}$	109 $\frac{7}{8}$	128
17.....						Clos.....	104 $\frac{3}{4}$	102 $\frac{3}{4}$	111 $\frac{3}{8}$	110 $\frac{1}{8}$	128
18.....											

CLOSING PRICES OF CONSOLS AND U.S. SECURITIES AT LONDON IN AUGUST.

Aug.	Consols for money.	5s of 1881.	4 $\frac{1}{2}$ s of 1891.	4s of 1907.	Aug.	Consols for money.	5s of 1881.	4 $\frac{1}{2}$ s of 1891.	4s of 1907.
1.....		S.			20.....	97 $\frac{15}{16}$	105 $\frac{3}{4}$	113 $\frac{3}{4}$	113 $\frac{1}{2}$
2.....		Holiday.			21.....	97 $\frac{13}{16}$	105 $\frac{5}{8}$	113 $\frac{3}{8}$	113 $\frac{1}{2}$
3.....	97 $\frac{13}{16}$	105 $\frac{3}{4}$	114 $\frac{7}{8}$	113	22.....		S.		
4.....	97 $\frac{13}{16}$	105 $\frac{3}{4}$	114 $\frac{7}{8}$	113	23.....	97 $\frac{15}{16}$	105 $\frac{3}{4}$	113 $\frac{3}{8}$	113 $\frac{1}{2}$
5.....	97 $\frac{13}{16}$	105 $\frac{5}{8}$	114 $\frac{3}{4}$	113	24.....	97 $\frac{13}{16}$	105 $\frac{3}{4}$	113 $\frac{3}{8}$	113 $\frac{5}{8}$
6.....	97 $\frac{13}{16}$	105 $\frac{5}{8}$	114 $\frac{3}{4}$	113	25.....	97 $\frac{7}{8}$	105 $\frac{3}{4}$	113 $\frac{3}{8}$	113 $\frac{5}{8}$
7.....	97 $\frac{15}{16}$	105 $\frac{3}{4}$	114 $\frac{3}{4}$	113 $\frac{1}{2}$	26.....	97 $\frac{13}{16}$	105 $\frac{3}{4}$	113 $\frac{3}{8}$	113 $\frac{1}{2}$
8.....		S.			27.....	97 $\frac{3}{4}$	105 $\frac{3}{4}$	113 $\frac{3}{8}$	113 $\frac{1}{2}$
9.....	98 $\frac{3}{16}$	105 $\frac{3}{4}$	114 $\frac{7}{8}$	113 $\frac{1}{4}$	28.....	97 $\frac{13}{16}$	105 $\frac{3}{4}$	114	113 $\frac{7}{8}$
10.....	98 $\frac{1}{16}$	105 $\frac{3}{4}$	114 $\frac{7}{8}$	113 $\frac{1}{4}$	29.....		S.		
11.....	98 $\frac{1}{16}$	105 $\frac{3}{4}$	114 $\frac{7}{8}$	113 $\frac{1}{4}$	30.....	97 $\frac{13}{16}$	105 $\frac{7}{8}$	114 $\frac{1}{4}$	114
12.....	97 $\frac{15}{16}$	105 $\frac{3}{4}$	114 $\frac{7}{8}$	113 $\frac{3}{8}$	31.....	97 $\frac{5}{8}$	105 $\frac{7}{8}$	114 $\frac{1}{4}$	114 $\frac{1}{4}$
13.....	98 $\frac{1}{16}$	105 $\frac{3}{4}$	x13 $\frac{3}{4}$	113 $\frac{1}{4}$	Opening.....	97 $\frac{13}{16}$	105 $\frac{3}{4}$	114 $\frac{7}{8}$	113
14.....	97 $\frac{15}{16}$	105 $\frac{3}{4}$	113 $\frac{3}{4}$	113 $\frac{1}{4}$	Highest.....	98 $\frac{3}{16}$	105 $\frac{7}{8}$	114 $\frac{7}{8}$	114 $\frac{1}{4}$
15.....		S.			Lowest.....	97 $\frac{5}{8}$	105 $\frac{7}{8}$	x13 $\frac{3}{4}$	113
16.....	97 $\frac{15}{16}$	105 $\frac{3}{4}$	113 $\frac{3}{4}$	113 $\frac{3}{8}$	Closing.....	97 $\frac{5}{8}$	105 $\frac{7}{8}$	x14 $\frac{1}{4}$	114 $\frac{1}{4}$
17.....	97 $\frac{7}{8}$	105 $\frac{3}{4}$	113 $\frac{7}{8}$	113 $\frac{1}{2}$	Since Jan. 1.....				
18.....	97 $\frac{15}{16}$	105 $\frac{3}{4}$	113 $\frac{7}{8}$	113 $\frac{1}{2}$	Highest.....	99 $\frac{9}{16}$	106 $\frac{7}{8}$	114 $\frac{7}{8}$	114 $\frac{1}{4}$
19.....	97 $\frac{15}{16}$	105 $\frac{3}{4}$	113 $\frac{7}{8}$	113 $\frac{3}{4}$	Lowest.....	97 $\frac{9}{16}$	104 $\frac{1}{2}$	109 $\frac{7}{8}$	106 $\frac{1}{4}$

The following table will show the lowest, highest, and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of July and August:

RANGE OF STOCKS IN JULY AND AUGUST.

RAILROADS.	July 30.	Low.	High.	July 31.	Low.	High.	August.
							Aug. 31
Albany & Susq'hanna	105 $\frac{1}{4}$	105	107	.....	107 $\frac{1}{2}$	111	*109
Bos. & N. Y. Air-L. pf	.....	41	47 $\frac{1}{2}$	46	45	47 $\frac{1}{2}$	.....
Burl. Ced. Rap. & No.	*61	58	69	170	66	69 $\frac{1}{2}$	*65
Canada Southern	57	57	64 $\frac{1}{2}$	63 $\frac{3}{4}$	59	64	60
Cedar Falls & Minn.	.....	15	15	.....	18 $\frac{1}{2}$	19	.....
Central Iowa	.....	25	25	.....	.....	.....	.....
Do 1st pref.	.....	.....	.....	.....	59	59	59
Central of N. Jersey.	66 $\frac{5}{8}$	64 $\frac{3}{8}$	77 $\frac{1}{2}$	76 $\frac{7}{8}$	73 $\frac{3}{4}$	78 $\frac{3}{8}$	76 $\frac{1}{8}$
Central Pacific	72 $\frac{1}{4}$	x69	74 $\frac{1}{2}$	x74 $\frac{1}{2}$	73 $\frac{1}{2}$	78 $\frac{1}{4}$	74 $\frac{1}{2}$
Ches. & Ohio	18	16 $\frac{3}{4}$	19 $\frac{1}{2}$	*18 $\frac{1}{4}$	18 $\frac{1}{4}$	19 $\frac{1}{2}$	18 $\frac{3}{4}$
Do 1st pref.	25 $\frac{1}{2}$	23 $\frac{7}{8}$	26	.....	25	25 $\frac{1}{2}$	.....
Do 2d pref.	*19	18	21	.....	20	20 $\frac{1}{4}$	.....
Chicago & Alton	112	110	115 $\frac{3}{8}$	115	x113 $\frac{1}{2}$	118	x116
Do pref.	.....	130	130	.....	x125 $\frac{1}{2}$	130	*x125
Chic. Burl. & Quincy.	x120 $\frac{1}{2}$	120	125 $\frac{1}{4}$	125 $\frac{1}{4}$	126 $\frac{1}{2}$	x139 $\frac{1}{2}$	x139 $\frac{1}{2}$
Chic. Mil. & St. Paul.	79 $\frac{3}{8}$	73	89	89	87	91 $\frac{1}{4}$	87 $\frac{7}{8}$
Do pref.	105 $\frac{1}{2}$	102	110	110	103	112 $\frac{1}{2}$	*109 $\frac{1}{4}$
Chic. & Northwest	x91 $\frac{3}{8}$	87 $\frac{1}{8}$	99 $\frac{1}{8}$	99 $\frac{1}{8}$	97 $\frac{1}{8}$	101 $\frac{7}{8}$	99 $\frac{1}{2}$
Do pref.	108 $\frac{3}{4}$	107 $\frac{5}{8}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$	125 $\frac{3}{4}$	119
Chic. & Rock Isl., new	106	x103 $\frac{1}{2}$	115 $\frac{3}{4}$	x115	111 $\frac{1}{2}$	115 $\frac{5}{8}$	114 $\frac{1}{2}$
Chic. St. L. & N. Or'ns	28	28	36	34 $\frac{5}{8}$	32	41 $\frac{1}{2}$	39
Chic. St. P. & Minneap.	50	45	55	.....	.....	.....	.....
Chic. St. P. Minn. & O.	.....	36	45 $\frac{1}{2}$	45 $\frac{1}{2}$	42 $\frac{1}{2}$	47 $\frac{7}{8}$	42 $\frac{7}{8}$
Do pref.	.....	69	80	79 $\frac{1}{2}$	79 $\frac{3}{4}$	84 $\frac{1}{8}$	82 $\frac{5}{8}$
Cin. Ind. St. L. & Chic	.....	75	80	*75	80	81	*80
Clev. Col. Cin. & Ind.	68 $\frac{3}{4}$	63 $\frac{1}{2}$	73	*71	70 $\frac{1}{8}$	73	.....
Clev. & Pittsb., guar.	*116	116	121 $\frac{1}{2}$	*120	119 $\frac{1}{2}$	125 $\frac{1}{2}$	x124
Col. Chic. & Ind. Cent.	15 $\frac{1}{4}$	15	18 $\frac{5}{8}$	17 $\frac{1}{8}$	16 $\frac{3}{8}$	20	18 $\frac{7}{8}$
Del. Lack. & West'rn.	78 $\frac{1}{4}$	76	87 $\frac{5}{8}$	86 $\frac{3}{4}$	83 $\frac{7}{8}$	92 $\frac{1}{4}$	89 $\frac{3}{4}$
Denver & R. Grande	63	61 $\frac{1}{2}$	75 $\frac{1}{4}$	74	68	74 $\frac{1}{4}$	71 $\frac{1}{2}$
Hannibal & St. Jo.	33 $\frac{1}{2}$	31 $\frac{3}{8}$	36 $\frac{1}{4}$	35 $\frac{1}{4}$	34	42 $\frac{1}{2}$	41 $\frac{7}{8}$
Do pref.	72 $\frac{3}{8}$	x68 $\frac{7}{8}$	x73 $\frac{3}{8}$	x72 $\frac{3}{4}$	71 $\frac{1}{2}$	86 $\frac{1}{8}$	84
Harlem	.....	180	180 $\frac{1}{4}$	180	185	200	195
Houst. & Tex. Cant.	166	64	66	.....	60	68	.....
Illinois Central	105	105	111	110 $\frac{3}{4}$	x108 $\frac{1}{8}$	x113 $\frac{7}{8}$	x112 $\frac{3}{4}$
Indiana Bl. & West.	31 $\frac{1}{2}$	26 $\frac{1}{2}$	32 $\frac{5}{8}$	.....	29	32 $\frac{3}{8}$	.....
Keok. & Des Moines.	12	10	10	.....	9 $\frac{3}{4}$	11 $\frac{1}{2}$	.....
Lake Erie & West.	28 $\frac{1}{4}$	26 $\frac{1}{4}$	33 $\frac{3}{8}$	32 $\frac{1}{2}$	30	33 $\frac{1}{2}$	31
Lake Shore	107 $\frac{3}{8}$	x101	x109 $\frac{3}{8}$	x109 $\frac{1}{4}$	105	109 $\frac{7}{8}$	106 $\frac{3}{8}$
Louisville & Nashv.	124	x118	126	x118	115	132	132
Louisv. N. Alb. & Chic.	102	100	100	.....	.....	.....	.....
Manhattan	31 $\frac{1}{2}$	21	33 $\frac{1}{2}$	27	25 $\frac{1}{2}$	31 $\frac{1}{4}$	27 $\frac{7}{8}$
Manhattan Beach Co.	.....	50	50.	150	.....	.....	.....
Mar'tta & Cin. 1st pf.	8 $\frac{1}{2}$	7 $\frac{1}{2}$	9	.....	6 $\frac{1}{4}$	10 $\frac{3}{8}$	7
Do 2d pf.	.....	4 $\frac{1}{2}$	6 $\frac{1}{2}$	.....	5	8	5 $\frac{1}{2}$
Memphis & Cha'ston.	.....	31	31	.....	.....	.....	.....
Metropolitan Elev.	92 $\frac{1}{2}$	83	95	90	89	93 $\frac{1}{2}$	*88 $\frac{3}{4}$
Michigan Central	92 $\frac{3}{8}$	x86 $\frac{1}{4}$	x97 $\frac{1}{4}$	x97	92 $\frac{1}{2}$	98 $\frac{1}{4}$	94
Mo. Kans. & Texas	34 $\frac{7}{8}$	33 $\frac{1}{2}$	39 $\frac{3}{8}$	38	35	39 $\frac{3}{4}$	36 $\frac{3}{8}$
Mobile & Ohio	17 $\frac{1}{4}$	17 $\frac{1}{2}$	23 $\frac{3}{4}$	21 $\frac{3}{4}$	21	24 $\frac{7}{8}$	23 $\frac{3}{4}$
Morris & Essex	.....	104 $\frac{3}{4}$	107	106 $\frac{3}{4}$	106	112 $\frac{1}{4}$	110
Nashv. Chatt. & St. L.	59 $\frac{3}{4}$	58	70	68	65	74 $\frac{7}{8}$	69
N. Y. Cent. & Hud. R.	x127 $\frac{3}{4}$	126 $\frac{1}{4}$	132 $\frac{1}{2}$	132 $\frac{3}{8}$	128 $\frac{3}{8}$	134 $\frac{1}{2}$	129 $\frac{7}{8}$
New York Elevated	x112 $\frac{1}{2}$	109	113	111 $\frac{1}{2}$	110 $\frac{1}{2}$	114	111 $\frac{1}{4}$
N. Y. Lake Erie & W.	40 $\frac{3}{4}$	38 $\frac{7}{8}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	37 $\frac{3}{8}$	44 $\frac{1}{2}$	38 $\frac{1}{4}$
Do pref.	65 $\frac{5}{8}$	64 $\frac{3}{4}$	72 $\frac{1}{4}$	71 $\frac{1}{2}$	65	73	66 $\frac{3}{8}$
N. Y. N. H. & Hart'rd	166	162 $\frac{1}{2}$	165	*165	164	166	165 $\frac{1}{2}$
N. Y. Ontario & W.	27 $\frac{5}{8}$	25 $\frac{3}{8}$	28 $\frac{1}{4}$	26 $\frac{3}{4}$	24 $\frac{1}{2}$	27 $\frac{7}{8}$	24 $\frac{7}{8}$
Northern Pacific	26 $\frac{3}{4}$	25	32 $\frac{1}{2}$	32	29	33	29 $\frac{7}{8}$
Do pref.	49 $\frac{3}{8}$	46 $\frac{3}{4}$	56 $\frac{1}{2}$	55 $\frac{7}{8}$	51 $\frac{1}{4}$	57 $\frac{1}{2}$	52 $\frac{3}{4}$
Ohio Central	.....	18	24	*22	21 $\frac{1}{2}$	25	.....
Ohio & Mississippi	32 $\frac{5}{8}$	31	35 $\frac{5}{8}$	34 $\frac{5}{8}$	32 $\frac{1}{8}$	36 $\frac{1}{2}$	34 $\frac{1}{2}$
Do pref.	73 $\frac{1}{2}$	71	75 $\frac{1}{4}$	73 $\frac{1}{2}$	72	78	.....
Panama	.....	180	180 $\frac{1}{2}$	*181	182	186	*186
Peo. Decat. & E'ville.	.....	24 $\frac{1}{2}$	26	.....	25	27 $\frac{1}{2}$	24
Phila. & Reading	17 $\frac{1}{4}$	13 $\frac{1}{2}$	19 $\frac{1}{2}$	18 $\frac{1}{2}$	19	25	23 $\frac{1}{2}$
Pittsb. Ft. W. & C. guar.	.....	120	124	*120	120	124 $\frac{1}{4}$	.....

RAILROADS.	June 30.	Low.	High.	July 31.	Low.	High.	August.	Low.	High.	Aug. 31.
Rensselaer & Saratoga.	24	22	22	23	23	23	23	23	23	23
Rome Wat. & Ogdens.	19	20	20	23	22	24	24	24	24	24
St. L. Alton & T. H.	59	65	65	65	65	65	65	65	65	65
Do pref.	45	43	54	53	53	58	58	58	56	56
St. L. I. Mt. & So., assd.	34	33	39	37	36	37	36	37	36	36
St. L. & S. Francisco.	46	45	50	49	46	50	46	50	46	46
Do pref.	71	69	76	74	73	79	73	79	77	77
Do 1st pref.	30	30	35	34	32	34	32	34	34	34
St. Paul & Duluth.	65	65	65	63	63	63	63	63	63	63
Do pref.	40	34	40	40	40	40	40	40	40	40
St. Paul & Sioux City.	68	68	74	74	74	74	74	74	74	74
Do pref.	26	26	26	26	26	26	26	26	26	26
Texas & Pac., tr. cfs.	x87	84	95	95	92	96	93	93	93	93
Union Pacific.	157	159	160	160	169	169	169	169	169	169
Un. N. J. R.R. & Can.	36	34	42	41	38	43	39	39	39	39
Wab. St. L. & Pacific.	65	62	71	71	69	73	70	70	70	70
Do pref.	100	100	100	100	100	100	100	100	100	100
Warren.	100	100	100	100	100	100	100	100	100	100

TELEGRAPH.	June 30.	Low.	High.	July 31.	Low.	High.	August.	Low.	High.	Aug. 31.
American District.	73	69	76	74	72	75	75	75	75	75
Atlantic & Pacific.	40	40	46	45	42	47	47	47	47	47
Western Union.	103	101	108	108	102	109	109	109	109	109

EXPRESS.	June 30.	Low.	High.	July 31.	Low.	High.	August.	Low.	High.	Aug. 31.
Adams.	113	112	119	117	115	120	116	116	116	116
American.	58	56	59	58	57	60	58	58	58	58
United States.	49	48	49	48	47	49	48	48	48	48
Wells, Fargo & Co.	110	105	107	106	106	110	109	109	109	109

COAL AND MINING.	June 30.	Low.	High.	July 31.	Low.	High.	August.	Low.	High.	Aug. 31.
Caribou Consol. Min.	2	2	2	1	1	2	2	2	2	2
Cent. Arizona Min.	5	5	6	6	6	10	8	8	8	8
Climax Mining.	2	2	2	1	1	2	2	2	2	2
Colorado Coal & Iron.	28	28	30	29	21	29	24	24	24	24
Consolidation Coal.	31	28	28	30	30	35	30	30	30	30
Cumberl'd Coal & I'n.	28	28	28	23	23	28	28	28	28	28
Deadwood Mining.	12	12	16	14	14	15	15	15	15	15
Excelsior Mining.	16	16	17	16	15	17	17	17	17	17
Homestake Mining.	35	34	35	32	32	34	34	34	34	34
La Plata Mining.	5	5	5	5	5	5	5	5	5	5
Little Pittsb'g Min.	5	3	6	5	4	6	4	4	4	4
Maryland Coal.	18	18	18	16	19	19	18	18	18	18
Montauk Gas Coal.	23	23	29	25	25	28	28	28	28	28
New Central Coal.	200	206	206	207	220	225	210	210	210	210
Pennsylvania Coal.	34	34	35	30	30	30	30	30	30	30
Ontario Silver Min'g.	10	10	16	13	14	14	13	13	13	13
Quicksilver Mining.	54	47	62	49	49	56	52	52	52	52
Do pref.	4	4	4	4	4	4	4	4	4	4
Silver Cliff Mining.	25	25	27	27	27	29	28	28	28	28
Standard Cons. Min'g.	25	25	27	27	27	29	28	28	28	28

VARIOUS.	June 30.	Low.	High.	July 31.	Low.	High.	August.	Low.	High.	Aug. 31.
Boston Water Power.	8	8	9	8	8	8	8	8	8	8
Canton.	50	51	53	53	53	53	53	53	53	53
Del. & Hud. Canal.	75	73	83	82	79	87	81	81	81	81
Oreg'n R'y & Nav. Co.	115	115	120	116	116	125	125	125	125	125
Pacific Mail.	39	38	44	42	39	43	39	39	39	39
Pullman Pal. Car Co.	113	113	115	113	113	115	115	115	115	115
Sutro Tunnel.	1	1	2	1	1	1	1	1	1	1

* Prices bid. † Prices asked.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR AUGUST, 1880.

Aug.	60 days.	De-mand.	Aug.	60 days.	De-mand.	Aug.	60 days.	De-mand.
1....	S.	.....	13....	4.82	4.84	25....	4.82	4.84
2....	4.83	4.85	14....	4.82	4.84	26....	4.82	4.84
3....	4.83	4.85	15....	S.	.....	27....	4.82	4.84
4....	4.83	4.85	16....	4.82	4.84	28....	4.82	4.84
5....	4.83	4.85	17....	4.82	4.84	29....	S.	.....
6....	4.83	4.85	18....	4.82	4.84	30....	4.82	4.84
7....	4.83	4.85	19....	4.82	4.84	31....	4.82	4.84
8....	S.	.....	20....	4.82	4.84			
9....	4.83	4.85	21....	4.82	4.84			
10....	4.83	4.85	22....	S.	.....		
11....	4.82	4.84	23....	4.82	4.84			
12....	4.82	4.84	24....	4.82	4.84			

FLUCTUATIONS IN INTERNATIONAL COMMERCE.

In his letter accompanying the reports of the United States consuls and consular agents upon the commerce of the world and the share of the United States therein, Secretary Evarts has summarized in a most instructive manner the statistics which these officials have collated under the direction of our State Department.

The chief object of the letter, and of the reports to which it relates, is to suggest methods by which the international commerce of the United States, and primarily our export trade, might be increased. The commerce of the principal countries with one another is presented, however, and it is this feature of the letter which we now have under consideration, and from which the annexed compilations have been made.

These tables show the total value of the foreign trade of nine of the principal commercial nations of the world in 1875 and 1878, with the percentage of increase or decrease between those years. The totals comprise the customs' returns of imports and exports. It will be noticed that the returns for Great Britain and the United States include 1879. As the business of those two countries was considerably influenced by the general improvement which occurred last year, they present a more favorable contrast with 1875 than would their returns for 1878,

and also contrast more favorably with other nations than they would if the statistics had all been for a corresponding year:

	Changes in Total Trade in Four Years.			
	Total Trade.		Change, p. ct.	
	1878.	1875.	Inc.	Dec.
Austria.....	528,252,000	422,806,000	25	.....
Belgium.....	498,927,000	464,912,000	7	.....
China.....	213,588,000	211,790,000	1	.....
France.....	1,419,708,000	1,430,130,000	.....	3
Germany.....	1,686,820,000	1,612,266,000	4	.....
Italy.....	397,177,000	430,117,000	.....	7
Russia.....	703,862,000	639,106,000	10	.....
United Kingdom.....	2,947,795,000	3,165,665,000	.....	16
United States.....	1,157,415,000	1,106,402,000	11	.....

	Balance of Trade.		Net Gain or Loss in Four Years.
	1878.	1875.	
	In favor.	Against.	
Austria.....	\$49,046,000	\$17,232,000	Gain, \$66,278,000
Belgium.....	69,559,000	31,786,000	Loss, \$37,773,000
China.....	1,868,000	3,162,000	Loss, 5,030,000
France.....	192,228,000	64,848,000	Loss, 257,076,000
Germany.....	92,882,000	68,586,000	Loss, 24,296,000
Italy.....	11,721,000	35,553,000	Gain, 23,832,000
Russia.....	35,248,000	104,374,000	Gain, 139,622,000
U. King.....	573,577,000	428,397,000	Loss, 145,180,000
U. States.....	265,859,000	12,074,000	Gain, 253,785,000

* 1879. † Five years.

As will be seen, the heaviest increase was in the trade of Austria, which was 25 per cent greater in 1878 than in 1875. This gain was principally in exports, and shifted the balance of trade from the debit to the credit side of the Austrian ledger, the increase being mainly in the products of agriculture. Russia increased her commerce 10 per cent during the same period, and also changed the position of her trade balance by a diminution of her imports of manufactures and an increase of her exports of agricultural products. Austria and Russia are the only countries, excepting the United States, which show a credit trade balance during the year. Belgium and Germany show a gain in their total commerce, but the balance is still against them; and in the case of Belgium the increased trade is shown to have consisted wholly of imports, her exports, in fact, having been less in 1878 than in 1875. The increase of imports was chiefly in products of the soil, but there is a growing competition against Belgium in certain manufactures which she has hitherto controlled. The consul's report is not favorable to the future growth of Belgian commerce unless it be in exports. An increase of her agricultural products can only be secured at the expense of liberal fertilizing, and her food supply can really be imported at a less cost than it can be grown. At the same time, her manufactures—as we have already stated—now feel the weight of growing competition from other countries, and it is difficult to understand in what direction her productive industries are susceptible of further development.

The countries showing a decrease in their volume of trade in four years exhibit also some striking facts. In view of the known prosperity of France, and her memorable recuperation from the devastation and debt of war, it is surprising to note that her commerce was nearly 1 per cent less in 1878 than in 1875. It is still more surprising to note that from a credit trade balance of \$65,000,000, equal to 4½ per cent of her entire trade, her position has changed to a balance of \$192,000,000, or 13½ per cent of her entire trade, against her in 1878. That happened to be a year of much less than average harvests, or the difference would have been considerably less. But it does not appear that full crops would have obviated the loss of the balance of trade. The showing made by Italy is entirely different from that of France. While there was a loss of 7½ per cent in the total trade, there was a net gain of \$23,832,000 in the balance, which was \$35,553,000 against Italy in 1875 and but \$11,721,000 to her debit in 1878. The precise direction in which these changes occurred do not appear in any of the documents before us. Great Britain lost 6¾ per cent of her trade between 1875 and 1879, and the trade balance against her increased \$145,180,000, or 33 per cent. The change is due alike to a falling off in exports of manufactures and an increase in imports of food products. To both of these results the United States has contributed more than any other country.

An analysis of the fluctuations in the trade of our own nation shows a gain of 4½ per cent in the total trade, and of \$253,785,000 in the trade balance. The showing in the latter particular will, of course, not be so favorable when the figures for 1880 are brought into comparison, but the total trade will be larger. It is not, however, necessary to remark upon the peculiar features of the change that has taken place in our own foreign commerce as they are familiar to our readers.

THE DEBT STATEMENT FOR AUGUST, 1880.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of August, 1880:

INTEREST-BEARING DEBT.

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
6s of 1880..	Feb. 8, '61	Dec. 31, '80	J. & J.	\$12,181,000	\$2,676,000
6s, Or. War..	Mar. 2, '61	July 1, '81	J. & J.		724,950
6s of 1881..	July 17, '61	June 30, '81	J. & J.	114,370,500	39,022,600
6s of 1881..	Mar. 3, '63	June 30, '81	J. & J.	48,233,300	12,181,800
5s of 1881..	July 14, '70	May 1, '81	Q. - F.	239,127,200	181,283,250
4½s of 1891	July 14, '70	Sept. 1, '91	Q. - M.	172,091,500	77,908,500
4s of 1907..	July 14, '70	1907	Q. - J.	532,242,350	205,999,000
				\$1,178,295,850	\$519,796,100
4s, ref. cts.	Feb. 26, '79				\$1,106,450
3s, navy p. fd.	July 23, '68				14,000,000
Aggregate of interest-bearing debt.....				\$1,713,198,400	

On the above issues of bonds there is a total of \$2,964,803 of interest over-due and not yet called for. The total current accrued interest to date is \$12,107,597.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$6,128,035 principal and \$771,412 interest. Of this interest, \$639,659 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$384,250; do 1864, \$67,900; do 1865, \$114,050; consols of 1865, \$563,450; do 1867, \$2,059,800; do 1868, \$617,600; 10-40s of 1864, \$1,623,000; 3's certs., \$5,000.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes	July 17, '61; Feb. 12, '62	\$60,880
Legal-tender notes	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,831,016
Certificates of deposit	June 8, '72	11,300,000
Gold certificates	March 3, '63	7,697,900
Silver certificates	February 23, '78	13,138,040
Fractional currency {	July 17, '62; Mar. 3, '63; June 30, '64	\$15,557,929
Less amt. est'd lost or destr'yed, act J'e 21, '79		8,375,934
		7,181,995
Aggregate of debt bearing no interest.....		\$386,059,831
Unclaimed Pacific Railroad interest.....		7,327

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 6 per cent.....	\$229,440,150	
Bonds at 5 per cent.....	480,410,450	
Bonds at 4½ per cent.....	250,000,000	
Bonds at 4 per cent.....	738,241,350	
Refunding certificates.....	1,106,450	
Navy pension fund	14,000,000	
Total interest-bearing debt.....	\$1,713,198,400	\$15,072,400
Debt on which int. has ceas'd since mat'ity	6,128,035	771,412
Debt bearing no interest—		
Old demand and legal-tender notes.....	346,741,896	
Certificates of deposit.....	11,300,000	
Gold and silver certificates.....	20,835,940	
Fractional currency.....	7,181,995	
Total debt bearing no interest.....	\$386,059,831	
Unclaimed Pacific Railroad interest.....		7,327
Total.....	\$2,105,386,266	\$15,851,139
Total debt, principal and interest, to date, including interest due not presented for payment.....	\$2,121,237,406	
Total cash in Treasury.....	196,668,332	
Debt, less cash in Treasury, Sept. 1, 1880.....	\$1,924,569,074	
Debt, less cash in Treasury, Aug. 1, 1880.....	1,936,596,241	
Decrease of debt during the past month.....	\$12,027,167	
Decrease of debt since June 30, 1880.....	17,603,221	
CURRENT LIABILITIES—		
Interest due and unpaid.....	\$2,964,803	
Debt on which interest has ceased.....	6,128,035	
Interest thereon.....	771,412	
Gold and silver certificates.....	20,835,940	
U. S. notes held for redemption of certificates of deposit.....	11,300,000	
Cash balance available Sept. 1, 1880.....	154,668,141	
Total.....	\$196,668,332	
AVAILABLE ASSETS—		
Cash in the Treasury.....	\$196,668,332	

**BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.
INTEREST PAYABLE BY THE UNITED STATES.**

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific ..	\$25,885,120	\$18,793,233	\$3,200,773	\$14,944,187
Kansas Pacific ..	6,303,000	4,994,793	2,448,151	2,546,641
Union Pacific.....	27,236,512	20,055,278	7,319,485	12,235,792
Central Br., U. P.	1,600,000	1,261,808	59,522	1,195,358
Western Pacific..	1,970,560	1,313,548	9,367	1,304,181
Sioux City & Pac.	1,628,320	1,171,199	106,032	1,065,167
Total.....	\$64,623,512	\$47,589,861	\$13,643,333	\$33,291,329

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1, and July 1 and mature 30 years from their date.

IMPORTS AND EXPORTS FOR JULY, AND FOR TWELVE MONTHS ENDING JULY 31, 1880.

[Prepared by the Bureau of Statistics.]

Below is given the first monthly statement for the fiscal year 1880-81 of the imports and exports of the United States:

The excess of exports of merchandise, stated in specie values, was as follows

Month ended July 31, 1880.....	\$13,718,303
Month ended July 31, 1879.....	9,644,349
Seven months ended July 31, 1880.....	44,978,178
Seven months ended July 31, 1879.....	124,680,960
Twelve months ended July 31, 1880.....	171,754,247
Twelve months ended July 31, 1879.....	263,643,264

The excess of imports or exports of gold and silver coin and bullion was as follows:

Month ended July 31, 1880, excess of imports.....	\$326,219
Month ended July 31, 1879, excess of imports.....	59,273
Seven months ended July 31, 1880, excess of imports.....	1,198,045
Seven months ended July 31, 1879, excess of exports.....	7,534,332
Twelve months ended July 31, 1880, excess of imports.....	76,158,337
Twelve months ended July 31, 1879, excess of exports.....	5,280,734

The total values of imports and of domestic and foreign exports for the month of July, 1880, and for the seven and twelve months ended July 31, 1880, are presented in the following tables, all in specie values:

[Corrected to August 27, 1880.]

MERCHANDISE.

	For the month of July.	For the 7 months ended July 31.	For the 12 months ended July 31.
1880.—Exports—Domestic	\$70,039,237	\$476,050,796	\$843,918,825
Foreign	978,580	7,625,670	11,800,731
Total	\$71,017,817	\$483,676,466	\$855,719,556
Imports	57,299,514	438,798,288	683,965,309
Excess of exports over imports.....	\$13,718,303	\$14,878,178	\$171,754,247
Excess of imports over exports.....			
1879.—Exports—Domestic	\$50,061,702	\$386,788,726	\$701,973,624
Foreign	870,154	6,328,009	11,673,493
Total	\$50,931,856	\$393,116,735	\$713,647,117
Imports	41,287,507	268,435,775	450,003,853
Excess of exports over imports.....	\$9,644,349	\$124,680,960	\$263,643,264
Excess of imports over exports.....			

GOLD AND SILVER—COIN AND BULLION.

	1880.	1879.	1880-79.
Exports—Domestic	\$403,310	\$3,596,077	\$8,911,451
Foreign	315,581	5,197,430	7,726,531
Total	\$718,891	\$8,793,507	\$16,637,982
Imports	1,045,110	9,991,552	92,796,319
Excess of imports over exports.....	\$326,219	\$1,198,045	\$76,158,337
Excess of exports over imports.....			
1879.—Exports—Domestic	\$839,752	\$13,354,924	\$17,849,905
Foreign	384,076	4,617,599	7,053,953
Total	\$1,223,828	\$17,972,523	\$24,903,558
Imports	1,283,101	10,388,191	19,623,124
Excess of exports over imports.....	\$59,727	\$7,584,332	\$5,280,734
Excess of imports over exports.....			

TOTAL MERCHANDISE AND SPECIE.

	1880.	1879.	1880-79.
Exports—Domestic	\$70,442,547	\$479,646,873	\$852,830,276
Foreign	1,294,161	12,823,100	19,527,262
Total	\$71,736,708	\$492,469,973	\$872,357,538
Imports	58,344,624	448,789,840	776,761,628
Excess of exports over imports.....	\$13,392,084	\$143,680,133	\$95,595,910
Excess of imports over exports.....			
1879.—Exports—Domestic	\$50,901,454	\$400,143,650	\$719,823,529
Foreign	1,254,230	10,945,608	18,727,446
Total	\$52,155,684	\$411,089,258	\$738,550,973
Imports	42,570,608	278,823,966	469,626,977
Excess of exports over imports.....	\$9,585,076	\$132,265,292	\$268,923,998
Excess of imports over exports.....			

The following is a statement showing, by principal customs districts, the values of merchandise imported into and exported from the United States during the month of July, 1880:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.
Baltimore, Md.....	\$1,022,512	\$7,788,784	\$5,611
Boston, &c., Mass.....	4,738,967	6,745,932	162,652
Brazos, &c., Texas.....	97,945	103,016	62,206
Buffalo Creek, N. Y.....	178,317	48,267	
Champlain, N. Y.....	251,104	158,996	
Charleston, S. C.....	17,694	265,862	
Chicago, Ill.....	152,436	1,145,577	163
Corpus Christi, Texas.....	9,278	33,230	3,222
Cuyahoga, Ohio.....	15,043	121,928	
Delaware, Del.....	282	81,267	
Detroit, Mich.....	91,601	221,626	3,182
Duluth, Minn.....	8,209	74,489	1,857
Galveston, Texas.....	168,662	84,205	11,550
Huron, Mich.....	118,034	505,029	13,571
Key West, Fla.....	21,824	138,281	
Miami, Ohio.....	439	1,427,869	
Milwaukee, Wis.....	10,005	213,094	
Minnesota, Minn.....	21,545	56,615	
New Haven, Conn.....	101,404	4,942	
New Orleans, La.....	731,904	3,940,953	27,459
New York, N. Y.....	41,655,711	38,592,374	595,266
Niagara, N. Y.....	187,195	2,632	21,686
Norfolk, &c., Va.....	750	310,615	
Oswegatchie, N. Y.....	81,921	97,976	24
Oswego, N. Y.....	327,734	188,643	4,819
Passamaquoddy, Me.....	64,959	32,754	135
Pensacola, Fla.....	31,626	84,101	
Philadelphia, Pa.....	3,628,479	5,074,847	3,415
Portland, &c., Me.....	146,175	143,859	14,120
Richmond, Va.....		326,473	
Saluria, Texas.....	4,467	54,319	162
San Francisco, Cal.....	2,661,236	1,391,822	47,328
Savannah, Ga.....	23,076	73,168	
Vermont, Vt.....	496,371	68,227	
Willamette, Oregon.....	25,407	54,212	
Wilmington, N. C.....	15,148	113,230	
All other districts.....	192,054	270,023	152
Total.....	\$57,299,514	\$70,039,237	\$978,580

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, for September, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

LIABILITIES, SEPTEMBER 1, 1880.

Fund for redemption of certificates of deposit, June 8, 1872.....	\$11,310,000 00
Post-office Department account.....	1,930,273 78
Disbursing officers' balances.....	22,257,020 44
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation".....	19,295,033 25
Undistributed assets of failed national banks.....	830,966 12
Five per cent fund for redemption of national bank notes.....	15,549,682 31
Fund for redemption of national bank gold notes.....	458,905 00
Currency and minor-coin redemption account.....	4,079 03
Fractional silver-coin redemption account.....	44,264 90
Interest account.....	142,492 50
Interest account, Pacific Railroads and L. & P. Canal Co.....	10,200 00
Treasurer U. S., agent for paying interest on D. C. bonds.....	339,519 40
Treasurer's transfer checks outstanding.....	2,869,944 40
Treasurer's general account—	
Interest due and unpaid.....	\$5,784,630 79
Called bonds and interest.....	6,079,709 67
Old debt.....	819,737 70
Gold certificates.....	7,697,900 00
Silver certificates.....	13,138,040 00
Refunding certificates.....	1,106,450 00
Balance, including bullion fund.....	156,759,960 21
	\$191,386,428 37

ASSETS, SEPTEMBER 1, 1880.

Gold coin and bullion.....	\$127,679,279 45
Standard silver dollars.....	47,495,063 00
Fractional silver coin.....	25,152,971 89
Silver bullion.....	6,380,258 46
Gold certificates.....	36,800 00
Silver certificates.....	5,518,821 00
United States notes.....	31,649,849 33
National bank notes.....	4,108,135 87
National bank gold notes.....	227,770 00
Fractional currency.....	54,981 04
Deposits held by national bank depositories.....	11,869,799 00
Nickel and minor coin.....	1,145,038 35
New York and San Francisco exchange.....	1,410,000 00
One and two-year notes, &c.....	55 00
Redeemed certificates of deposit, June 8, 1872.....	105,000 00
Quarterly interest checks and coin coupons paid.....	273,038 44
Registered and unclaimed interest paid.....	10,303 50
U. S. bonds and interest.....	2,615,974 33
Interest on District of Columbia bonds.....	687 54
Deficits, unavailable funds.....	690,848 30
Speaker's certificates.....	4,160 00
Pacific Railroad interest paid.....	
	\$266,428,834 50

Monetary & Commercial English News

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

EXCHANGE AT LONDON— August 21.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Paris.....	Short.	25.30 @ 25.40	Aug. 21	Short.	25.35
Paris.....	3 mos.	25.50 @ 25.55			
Antwerp.....	"	25.52 1/2 @ 25.57 1/2	Aug. 21	Short.	25.36
Amsterdam.....	Short.	12.2 @ 12.3	Aug. 21	"	12.14
Amsterdam.....	3 mos.	12.4 1/2 @ 12.5			
Berlin.....	"	20.65 @ 20.70	Aug. 21	Short.	20.50
Hamburg.....	"	20.65 @ 20.70	Aug. 21	"	20.50
Frankfort.....	"	20.65 @ 20.70	Aug. 21	"	20.50
Vienna.....	"	11.95 @ 12.00	Aug. 21	3 mos.	117.70
St. Petersburg.....	"	24.8 @ 24.1 1/2			
Madrid.....	"	47.4 @ 47			
Cadiz.....	"	47.1 1/2 @ 47.1 1/4			
Lisbon.....	3 mos.	52.1 1/2 @ 52.1 1/2			
Genoa.....	"	28.20 @ 28.25		3 mos.	27.60
Copenhagen.....	"	18.42 @ 18.45			
Alexandria.....	"		Aug. 18	3 mos.	97.38
New York.....	"		Aug. 21	Short.	4.81 1/2
Bombay.....	60 days	1s. 8 1/2 d.	Aug. 21	4 mos.	1s. 8 1/4 d.
Calcutta.....	"	1s. 8 1/2 d.	Aug. 21	"	1s. 8 1/4 d.
Hong Kong.....	"		Aug. 21	"	3s. 9 5/8 d.
Shanghai.....	"				5s. 3 1/2 d.

[From our own correspondent.]

LONDON, Saturday, August 21, 1880.

The more important feature in the money market during the week has been an advance in the Bank rate in Germany to five per cent. For some time past there has been considerable discussion in reference to an export of gold from Europe to the United States, and Germany has been the first country which has experienced some difficulty in retaining its gold coinage. To protect her supply of gold, the customary measure has been adopted, and there is some expectation that France and England will soon have to respond to the movement. As far, however, as this country is concerned, there is no present appearance of any immediate change. The Bank return for the current week is indicative of continued ease, and some are of opinion that the recent improvement in the rates of discount in the open market will not be maintained. The supply of mercantile paper does not increase to any material extent, and trade being tolerably free from speculation (certainly of an injudicious character), bankers are not yet much sought after for loans.

There is ample evidence that the trade of the country is steadily improving, and, with our present satisfactory harvest prospects, a still better trade is looked forward to as the season advances. The weather during the week, though not brilliant, has been warm and dry, and it has been exceedingly favorable for field work, as the laborers have not been impeded in their work by a scorching sun. A good deal of cereal produce has now been stacked in early localities, and the country is beginning to be assured that the total yield of agricultural produce will be by no means unsatisfactory. The price of bread is likely to decline to a low point, and the saving to the country will be very great. The only high-priced necessary of life is now meat; but those who are not too particular, and make their purchases of the companies recently started for procuring meat from America and Australia, can buy at prices considerably below those charged by butchers for English meat. There is a difference of quite 2d. per lb. In fact, in the course of a tour through our meat markets on a Saturday evening, what seems to be excellent beef and mutton can be obtained at 8 1/2 d. per lb., while the majority of butchers are charging one shilling per pound. The supplies arriving from abroad are now very considerable. In July we imported 51,400 oxen, 2,447 cows, 6,301 calves, 105,377 sheep and lambs, and 5,557 pigs, besides 45,472 cwt. of fresh beef. These supplies, if they have not had the effect of reducing the prices of English meat, have unquestionably prevented any advance, which would have been inevitable, had we been dependent entirely upon home sources. Our capacity, therefore, for producing cheaply is very considerable, and for that reason sanguine views are entertained as to a steady development of our trade.

The money market, which was firm in the early part of the week, has since become easier, though there has not been much change in the rates of discount. There has been a large supply of loanable capital, but very little desire is shown to lend except for short periods. The following are the present quotations for money:

	Per cent.	Open-market rates—	Per cent.
Bank rate.....	2 1/2	4 months' bank bills.....	2 3/8 @ 2 1/2
Open-market rates—		6 months' bank bills.....	2 1/2 @ 2 5/8
30 and 60 days' bills.....	2 1/8 @ 2 1/4	4 & 6 months' trade bills.....	2 1/2 @ 3
3 months' bills.....	2 1/8 @ 2 1/4		

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

	Per cent.
Joint-stock banks.....	1 1/2
Discount houses at call.....	1 1/2
Do with 7 or 14 days' notice.....	1 3/4

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

	1880.	1879.	1878.	1877.
Circulation, including				
Bank post bills.....	27,477,193	29,106,076	27,779,482	28,531,153
Public deposits.....	5,937,597	5,531,819	3,053,349	4,295,440
Other deposits.....	25,574,490	31,053,180	20,867,427	22,771,398
Government securities.....	16,357,530	16,330,037	14,867,178	14,990,554
Other securities.....	16,913,862	16,962,882	17,696,911	18,196,144
Res'v'e of notes & coin.....	16,463,919	21,550,944	9,274,542	12,119,949
Coin and bullion in both departments.....	28,684,519	35,379,724	21,733,957	25,323,159
Proportion of assets to liabilities.....	51.82	58.45	38.91	44.24
Bank rate.....	2 1/2 p. c.	2 p. c.	5 p. c.	2 p. c.
Consols.....	97 7/8	97 3/4	94 7/8	94 1/4
Eng. wheat, av. price.....	4 1/8 d.	4 9/8 d.	4 1/2 d.	6 1/4 d.
Mid. Upland cotton.....	6 7/8 d.	6 1/2 d.	6 1/4 d.	6 d.
No. 40 mule twist.....	9 d.	9 d.	10 d.	10 1/2 d.
Clearing-House ret'n.....	116,400,000	95,547,000	110,361,000	81,046,000

Considerable shipments of gold have been made to New York, but chiefly from the Continent. From Hamburg the exports since the 11th inst. have amounted to £900,000, and moderate shipments have been made from Havre. £100,000 in American eagles have been taken out of the Bank of England. The market for silver and dollars has been very inactive. The following are the current prices of bullion:

GOLD.		s. d.	s. d.
Bar gold, fine.....	per oz. standard.	77 9	@
Bar gold, containing 20 dwts. silver, per oz. standard.....		77 10 1/2	@
Spanish doubloons.....	per oz.	73 9	@ 74 0
South American doubloons.....	per oz.	73 9	@
United States gold coin.....	per oz.	76 3 1/2	@
German gold coin.....	per oz.	76 3 1/4	@
SILVER.		d.	d.
Bar silver, fine.....	per oz. standard.	52 5/8	@
Bar silver, contain'g 5 grs. gold.....	per oz. standard.	53	@
Cake silver.....	per oz.	56 3/4	@
Mexican dollars.....	per oz.	51 5/8	@
Chilian dollars.....	per oz.		@
Quicksilver, £7 0s. 0d. Discount, 3 per cent.			

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

	Bank rate. Pr. ct.	Open market. Pr. ct.		Bank rate. Pr. ct.	Open market. Pr. ct.
Paris.....	2½	2	Genoa.....	4	3½
Amsterdam.....	3	2¾	Geneva.....	4	3½
Brussels.....	3½	2½	Madrid, Cadiz & Barcelona.....	4	6
Berlin.....	5	3	Lisbon & Oporto.....	5½	5½
Hamburg.....	5	3	Copenhagen.....	3½ @ 4	3½
Frankfort.....	5	3	New York.....	4½ @ 5	4½ @ 5
Vienna.....	4	3	Calcutta.....	5	.....
St. Petersburg.....	4	6			

There has not been much business in progress on the Stock Exchange during the week. The weather being, however, very favorable for harvesting the crops and there being no indications of immediately dearer money, the tone has been firm, especially as regards British railway shares. The prospect of improved trade exercises considerable influence over the railway market, as larger traffics are anticipated.

The wool sales commenced on Tuesday, and prices declined to the extent of ½d. to 1d. per lb; but more activity now prevails, and a slight recovery has taken place.

According to an official return, the mileage of railways working within the United Kingdom in 1869 was 15,145 miles and in 1879 17,696 miles, being an increase of 17 per cent. The capital invested has risen from £519,000,000 to £717,000,000, or 38 per cent; the gross receipts have increased from £43,000,000 to £62,000,000, or 45 per cent; the working expenses from £21,000,000 to £32,000,000, or 54 per cent; and the net earnings from £22,000,000 to £30,000,000, or 36 per cent.

The agricultural returns issued during the week show that there is a small increase of land under wheat this season, but that the total quantity is still under three million acres. If the crop should prove to be an average, or 3½ quarters to the acre, the total production, as I mentioned the other day, will be under 10,000,000 quarters. It is estimated that the weekly consumption of wheat and flour in this country is 440,000 quarters, being nearly 23,000,000 quarters per annum. We shall require, therefore, about 13,000,000 quarters of foreign produce during the next twelve months.

We give below the summary of the agricultural returns of Great Britain for 1880, issued yesterday from the Statistical and Commercial Department of the Board of Trade. The returns were collected on the 4th of June in each year:

EXTENT OF LAND IN GREAT BRITAIN UNDER

	Wheat, Acres.	Barley, Acres.	Oats, Acres.	Potatoes, Acres.	Hops, Acres.
1878.....	3,218,417	2,469,652	2,698,907	508,431	71,789
1879.....	2,890,244	2,667,176	2,656,688	541,344	67,671
1880.....	2,909,148	2,467,831	2,796,905	550,931	66,737
1880 } over }.....	* 18,904 or * 0.7 p. c.	† 199,345 or † 7.5 p. c.	* 140,277 or * 5.3 p. c.	* 9,587 or * 1.8 p. c.	† 934 or † 1.4 p. c.
1879 } over }.....	† 309,269 or † 9.6 p. c.	† 1,821 or † 0.1 p. c.	* 97,998 or * 3.6 p. c.	* 42,500 or * 8.4 p. c.	† 5,052 or † 7.0 p. c.

* Increase. † Decrease.

TOTAL NUMBER OF LIVE STOCK IN GREAT BRITAIN.

	Cattle.	Sheep and Lambs.	Pigs.
		Lambs.	
1878.....	5,738,128	18,055,141	10,351,065
1879.....	5,856,356	16,172,209	9,984,871
1880.....	5,912,046	17,187,816	9,433,903
1880 } over }.....	* 55,690 or * 1.0 p. c.	† 984,393 or † 6.5 p. c.	† 550,963 or † 5.5 p. c.
1879 } over }.....	* 173,918 or * 3.0 p. c.	† 867,325 or † 4.8 p. c.	† 917,157 or † 8.9 p. c.
1888 } over }.....			† 1,784,482 or † 6.3 p. c.

* Increase. † Decrease.

Russia is now experiencing very serious competition in the exportation of grain, and some meetings have been recently held in that country to discuss the matter, with a view to suggest and adopt a remedy. In a volume of Consular reports just issued are two written by the British Consuls at Nicolaieff and Odessa, both of which deal with this question. From these we learn that last year the Russian Government sent to the United States Professor Orbinisky, a well-known political and agricultural economist, to report on the system there adopted for the transportation and classification of the grain. His report shows that a very different system exists throughout the United States from that in use in Russia, and he urgently recommends that some portions of the American system—specially referring to the classification of the grain into different qualities and the general use of elevators—should be adopted at once. Consul-General Stanley remarks on this, that such is the apathy of the farmers and merchants in South Russia that probably many years will elapse before we see these improvements even in Odessa. "A meeting has, however, been held for the purpose of discussing these and other recommendations, which was well attended by high officials, private bankers and large proprietors, and of which the president was Mr. Laman-sky, the Director of the Imperial Treasury. Mr. Orbinisky was

the principal speaker, and his arguments were logical and conclusive. It was impossible at present, he pointed out, for Russia to compete with America in the exportation of cereals, because of the suitable means of transport which existed in that country and which did not exist in their own country. In the United States the network of railways was in such close proximity that it came within 15 versts of the most distant farmer. Another thing that assisted in reducing the rate of the transport was the facilities elevators gave in the shipment of grain. After a long discussion, those present at the meeting decided (1) to interest themselves in the improvement of the rural economy of the black soil districts of Russia, so that they should not lie waste; (2) to petition the Government to unite different places as quickly as possible, so as to enliven the grain trade by a new network of railways; and (3) to interest themselves in establishing elevators and other facilities which exist in America, and which make it impossible for Russia to compete with that country."

The following figures show the extent of our exports of British and Irish produce and manufactures, and also of colonial and foreign wool, to the United States in July and in the seven months ended July 31, compared with the previous year:

EXPORTS.

	In July.		In Seven Months.	
	1879.	1880.	1879.	1880.
Alkali.....cwt.	241,214	316,991	1,567,592	2,031,214
Apparel and slops.....£	5,354	5,167	31,704	45,785
Bags and sacks.....doz.	15,819	16,448	192,346	212,419
Beer and ale.....bbls.	1,056	1,141	10,057	12,961
Cotton piece goods.....yds.	6,087,000	9,296,200	32,349,700	56,715,600
Earthenw. & porcelain.....£	56,192	74,644	366,215	534,862
Haberdashery and millinery.....£	25,425	40,977	160,852	288,439
Hardware and cutlery.....£	36,534	45,415	181,303	277,475
Iron—Pig.....tons.	7,206	27,124	32,495	510,784
Bar.....tons.	368	1,524	1,869	44,660
Railroad, all s'rts.....tons.	1,219	14,845	8,957	142,933
Hoops, sheets and boiler plates.....tons.	811	3,610	1,870	34,922
Tin plates.....tons.	13,080	11,186	81,860	93,991
Cast or wrought.....tons.	451	1,968	2,827	6,144
Old for remanuf.....tons.	3,524	2,896	14,257	180,402
Steel—Unwrought.....tons.	437	1,183	3,270	30,767
Lead—Pig.....tons.	30	10	214	205
Jute yarn.....lbs.	220,200	373,800	782,000	4,108,000
Linen piece goods.....yds.	6,634,100	7,301,200	50,555,700	63,575,500
Machinery—stm. eng's.....£	252	3,012	3,012	4,926
Other descriptions.....£	13,128	35,526	86,446	236,110
Paper—Writing or printing.....cwt.	27	1,151	1,049	2,465
Other kinds, except paper hangings.....cwt.	186	261	2,803	2,483
Salt.....tons.	22,584	18,473	132,678	130,180
Silk broad stuffs.....yds.	26,716	34,533	201,776	213,660
Ribbons.....£	1,007	.....	3,824	1,375
Other articles of silk only.....£	2,834	4,517	14,075	21,332
Do mixed with other materials.....£	7,109	9,259	35,588	56,657
Spirits—British.....gals.	2,599	4,429	26,022	30,212
Stationery—Other than paper.....£	6,361	6,564	36,702	33,736
Tin—Unwrought.....cwt.	1,430	212	13,592	12,895
Wool—English.....lbs.	138,000	135,900	894,700	9,678,800
Colonial & foreign.....lbs.	2,437,500	611,531	11,955,700	18,340,018
Woolen cloth.....yds.	362,800	669,200	1,095,900	2,635,400
Worsted stuffs.....yds.	2,825,700	3,590,000	15,105,500	24,314,300
Carpets, not being rugs.....yds.	54,200	219,000	158,000	1,602,100

During the week ended August 14 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 13,901 quarters, against 18,594 quarters last year; while it is estimated that in the whole kingdom they were 55,600 quarters, against 74,400 quarters in 1879. Since harvest the sales in the 150 principal markets have been 1,400,151 quarters, against 2,473,266 quarters; while it is computed that they have been in the whole kingdom 5,600,600 quarters, against 9,893,000 quarters in the corresponding period of last season. Without reckoning the supplies of produce 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:

	1879-80.	1878-9.	1877-8.	1876-7.
Imports of wheat.....cwt.	57,146,331	49,238,937	53,333,396	41,168,084
Imports of flour.....	10,006,763	8,872,092	7,821,615	6,436,736
Sales of home-grown produce.....	24,269,300	42,856,700	33,638,100	31,886,000
Total.....	91,422,399	90,967,729	94,793,111	85,490,870
Deduct exports of wheat and flour.....	1,578,662	1,758,232	1,676,978	879,263
Result.....	89,823,737	89,209,497	93,116,133	84,611,612
Average price of English wheat for season (qr.)	46s. 0d.	41s. 5d.	50s. 0d.	54s. 5d.
Visible supply of wheat in the U. S.....bush.	14,800,000	16,026,837	7,740,736	2,997,149

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

IMPORTS.				
	1879-80.	1878-9.	1877-8.	1876-7.
Wheat.....cwt.	57,146,331	49,238,937	53,333,396	44,168,094
Barley.....	12,156,189	9,993,778	13,999,451	12,473,670
Oats.....	14,417,304	11,668,595	12,155,466	12,199,949
Peas.....	1,991,275	1,578,333	1,882,524	1,300,376
Beans.....	2,696,217	1,733,767	2,782,195	4,472,026
Indian corn.....	30,444,156	37,723,665	37,809,669	33,375,075
Flour.....	10,006,768	8,872,092	7,821,615	6,486,786

EXPORTS.				
	1879-80.	1878-9.	1877-8.	1876-7.
Wheat.....cwt.	1,378,185	1,583,611	1,585,728	830,465
Barley.....	30,442	108,520	63,795	51,512
Oats.....	95,776	106,374	13,964	87,323
Peas.....	104,136	28,922	20,331	23,885
Beans.....	84,740	20,463	20,588	31,954
Indian corn.....	738,573	562,301	242,672	502,605
Flour.....	200,477	174,621	91,250	48,803

English Market Reports—Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has increased £3,000 during the week.

	Sat. Aug.	Mon. Aug.	Tues. Aug.	Wed. Sept.	Thurs. Sept.	Fri. Sept.
Silver, per oz.....d.	52½	52½	52½	52½	52½	52½
Consols for money.....	97½	97½	97½	97½	97½	97½
Consols for account.....	97½	97½	97½	97½	97½	97½
U. S. 5s of 1881.....	105¾	105¾	105¾	106	106	106
U. S. 4½s of 1891.....	114	114½	114½	114½	114	114½
U. S. 4s of 1907.....	113¾	114	114½	114½	114½	114½
Erie, common stock.....	41½	39½	39½	39½	40¾	41½
Illinois Central.....	116	115½	115½	115½	116	116½
Pennsylvania.....	60½	60½	60½	60½	60½	60½
Philadelphia & Reading.....	12½	11½	12	12	12	12
New York Central.....	136	134½	134½	134½	135½	135½

Liverpool Cotton Market.—See special report on cotton.

Liverpool Breadstuffs Market.—

	Sat. s. d.	Mon. s. d.	Tues. s. d.	Wed. s. d.	Thurs. s. d.	Fri. s. d.
Flour (ex. State) per cent'l.....	12 6	12 6	12 6	12 3	12 3	12 3
Wheat, No. 1, wh. 100 lb.....	9 2	9 2	9 0	9 0	8 11	8 9
Spring, No. 2.....	9 1	9 0	9 0	9 0	8 9	8 9
Winter, West. n. ".....	8 8	8 8	8 7	8 6	8 4	8 2
Southern, new. ".....	8 10	8 10	8 8	8 8	8 6	8 4
Av. Cal. white. ".....	9 0	9 0	8 10	8 10	8 9	8 9
California club. ".....	9 9	9 9	9 8	9 8	9 8	9 6
Corn, mixed, West. per cent'l.....	5 1	5 1	5 0	5 0	5 0	4 11½

Liverpool Provisions Market.—

	Sat. s. d.	Mon. s. d.	Tues. s. d.	Wed. s. d.	Thurs. s. d.	Fri. s. d.
Pork, West. mess. per bbl.....	67 0	67 0	67 0	67 0	67 0	67 0
Bacon, long clear, cwt.....	42 0	42 0	42 0	42 0	42 0	42 6
Short clear.....	45 0	45 0	45 0	45 0	45 0	45 6
Beef, pr. mess. per tierce.....	62 6	62 6	62 6	62 6	62 6	62 6
Lard, prime West. per cwt.....	43 0	43 0	42 6	42 6	42 9	43 3
Cheese, Am. choice ".....	65 0	65 0	65 0	65 0	66 0	63 6

London Petroleum Market.—

	Sat. d.	Mon. d.	Tues. d.	Wed. d.	Thurs. d.	Fri. d.
Petroleum, ref. per gal.....	8	8½	8½	8	7½	8½
Petroleum, spirits ".....	8	8	8½	8	8	8

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$8,711,183, against \$9,082,752 the preceding week and \$7,362,222 two weeks previous. The exports for the week ended Aug. 31 amounted to \$8,331,306, against \$7,254,272 last week and \$9,369,772 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 26 and for the week ending (for general merchandise) Aug. 27:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1877.	1878.	1879.	1880.
Dry Goods.....	\$2,493,116	\$2,093,449	\$2,608,069	\$3,276,162
General mdse....	3,552,978	4,027,352	4,094,400	5,435,021
Total week.....	\$6,046,094	\$6,120,801	\$6,702,469	\$8,711,183
Prev. reported..	221,342,417	186,794,942	203,207,031	328,317,543

Total s'ce Jan. 1. \$227,338,511 \$192,915,743 \$209,909,550 \$337,028,726

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 August 31:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1877.	1878.	1879.	1880.
For the week....	\$7,260,965	\$7,625,433	\$9,982,608	\$8,331,306
Prev. reported..	175,537,610	223,323,485	211,079,140	264,479,686

Total s'ce Jan. 1. \$182,798,575 \$230,948,918 \$221,061,748 \$272,810,992

The following will show the exports of specie from the port of New York for the week ending Aug. 28, and also a comparison of the total since Jan. 1, 1880, with the corresponding totals for several previous years:

	Aug.	1877.	1878.	1879.	1880.
27—Str. Germanic.....	Liverpool.....	Mex. silv. dols.	\$137,136		
28—Str. Neckar.....	London.....	Mex. silv. dols.	54,000		

Total for the week (\$191,136 silver and — gold)..... \$191,136

Previously reported (\$3,271,470 silv. and \$2,124,502 gold)..... 5,395,972

Tot. since Jan. 1, '80 (\$3,462,606 silv. and \$2,124,502 gold) .. \$5,587,108

Same time in—		Same time in—		Same time in—	
1879.....	\$12,102,620	1875.....	\$62,331,172	1871.....	\$54,296,201
1878.....	10,248,597	1874.....	41,449,354	1870.....	46,608,939
1877.....	22,739,636	1873.....	40,730,429	1869.....	25,217,626
1876.....	39,482,682	1872.....	56,916,602	1868.....	65,022,531

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

Aug.			
23—Str. Clyde.....	U. S. of Colombia.....	Am. silv. coin..	\$1,200
		Am. gold coin..	586
		For. gold coin..	700
23—Str. C. of Austin.....	British West Indies.....	Am. silv. coin..	60
		Am. gold coin..	20
		For. silv. coin..	267
23—Brig Villa.....	Hermosa, Mexico.....	Am. silv. coin..	942
23—Str. Augustus.....	Venezuela.....	Am. gold coin..	305
24—Str. Muriel.....	British West Indies.....	For. gold coin..	5,107
24—Schr. Clotilde.....	Hayti.....	Am. silv. coin..	746
25—Str. Gellert.....	Germany.....	For. gold coin..	1,363,480
	France.....	For. gold coin..	298,950
25—Str. France.....	France.....	For. gold coin..	896,700
25—Str. Batavia.....	England.....	For. gold coin..	486,650
25—Str. Alps.....	West Indies.....	Am. silv. coin..	13,248
		For. gold coin..	1,537
25—Str. Amerique.....	France.....	Am. gold coin..	3,679
25—Str. Acapulco.....	U. S. of Colombia.....	Am. silv. coin..	1,000
		Gold dust.....	5,960
25—Str. C. of Alexandria.....	Mexico.....	Am. silv. coin..	2,510
		Am. gold coin..	559
		For. silv. coin..	150,686
		For. gold coin..	694
		Gold bars.....	2,472
	Cuba.....	For. gold coin..	656
		Am. gold coin..	1,435
		For. silv. coin..	51,500
		Am. silv. coin..	190
25—Str. Wisconsin.....	England.....	Gold bars.....	126,529
27—Schr. C. of Nassau.....	British West Indies.....	Am. silv. coin..	1,570
27—Str. Hohenstaufen.....	Germany.....	For. gold coin..	122,800
27—Str. Rhein.....	Germany.....	For. gold coin..	407,350
		Gold bars.....	63,265
27—Str. Canima.....	Cuba.....	Am. gold coin..	60,000
27—Str. Silesia.....	Germany.....	For. gold coin..	1,381,800
28—Str. C. of R. de Jan'ro.....	Danish West Indies.....	Am. silv. coin..	2,650
28—Str. Felicia.....	Venezuela.....	Am. gold coin..	1,900
		For. silv. coin..	1,000
		Am. silv. coin..	1,787

Total for the week (\$229,356 silver and \$5,233,154 gold) .. \$5,462,510

Previously reported (\$3,413,657 silv. and \$5,546,811 gold) .. 8,960,468

Tot. since Jan. 1, '80 (\$3,643,013 silv. and \$10,779,965 gold) .. \$14,422,978

Same time in—		Same time in—		Same time in—	
1879.....	\$12,693,311	1875.....	\$8,376,717	1871.....	\$7,596,816
1878.....	14,737,741	1874.....	4,197,706	1870.....	7,751,653
1877.....	8,797,834	1873.....	3,058,749	1869.....	9,875,312
1876.....	3,423,546	1872.....	2,885,404	1868.....	5,642,991

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

	Receipts.		Payments.		Balances.	
					Gold.	Currency.
Aug. 28...	\$	962,664 65	\$	527,181 23	\$	86,759,384 57
" 30...		1,540,656 49		1,255,862 05		87,093,642 18
" 31...		1,405,265 75		2,196,338 44		86,502,468 20
Sept. 1...		822,825 31		1,668,242 45		85,879,765 78
" 2...		1,492,164 71		4,268,049 07		83,125,107 65
" 3...		1,429,537 41		2,421,271 14		82,165,918 19
Total.....		7,653,114 32		12,336,944 38		5,990,870 22

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

U. S. Bonds held as security for			
	June 30.	July 31.	Aug. 31.
National Banks.—			
Bonds for circulation deposited...	\$2,917,300	\$2,163,700	\$3,431,100
Bonds for circulation withdrawn.	3,980,300	2,663,700	3,469,700
Total held for circulation.....	361,652,050	361,152,050	361,113,450
Bonds held as security for deposits	14,777,000	14,802,000	14,802,000
Legal-Tender Notes.—			
Deposited in Treasury under act of June 20, 1874.....	1,375,190	895,800	444,480
Total now on deposit, including liquidating banks.....	19,782,387	19,797,232	19,691,868
Total entered under act of Jan. 14, 1875.....	35,318,984	35,318,984	35,318,984
Total amount of greenbacks outstanding.....	346,681,016	346,681,016	346,681,016
National Bank Circulation.—			
New circulation issued.....	463,610	658,950	506,590
Circulation retired.....	1,141,916	1,000,115	595,344
Total notes outstanding—			
Currency.....	343,157,937	342,816,772	342,728,018
Gold.....	1,347,490	1,336,915	1,328,760
Notes rec'd for redem'n from—			
New York.....	4,461,000	2,083,000	1,073,000
Boston.....	735,000	486,000	488,000
Philadelphia.....	439,000	417,000	298,000
Miscellaneous.....	2,174,000	1,724,000	1,610,000
Total.....	\$7,809,000	\$4,710,000	\$3,469,000

STATEMENT of the Comptroller of the Currency on Sept. 1, 1880, showing the amounts of National Bank notes and of Legal Tender notes outstanding at the dates of the passage of the Acts of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amounts outstanding at date, and the increase or decrease:

National Bank Notes—		
Amount outstanding June 20, 1874.....		\$349,894,182
Amount outstanding January 14, 1875.....		351,861,450
Amount outstanding May 31, 1878.....		322,555,965
Amount outstanding at date.....		342,728,018
Decrease during the last month.....		83,754
Increase since September 1, 1879.....		13,383,871
Legal Tender Notes—		
Amount outstanding June 20, 1874.....		\$382,000,000
Amount outstanding January 14, 1875.....		382,000,000
Amount retired under act of Jan. 14, 1875, to May 31, '78.....		35,318,984
Amount outstanding on and since May 31, 1878.....		346,681,016
Amount on deposit with the U. S. Treasurer to redeem notes of insolvent and liquidating banks, and banks retiring circulation under Act of June 20, 1874.....		19,691,868
Decrease in deposit during the last month.....		105,364
Increase in deposit since September 1, 1879.....		6,654,830

* Circulation of national gold banks, not included in the above, \$1,328,760.

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

STATES AND TERRITORIES.	Additional Circulation issued since June 20, 1874.	Legal-Tender Notes Deposited to Retire National Bank Circulation since June 20, 1874.			Legal Tenders on deposit with U. S. Treasurer at date.
		Redempt'n of Notes of Liquidating Banks	To retire Circulation under Act of June 20, 1874.	Total Deposits.	
Maine.....	\$ 1,461,180	\$ 317,000	\$ 600,000	\$ 917,000	\$ 197,452
N. Hampshire.....	632,865	72,997	55,800	128,797	32,676
Vermont.....	1,798,310	184,597	1,148,240	1,332,837	193,691
Massachusetts.....	20,739,520	234,800	8,262,300	8,497,100	1,779,837
Rhode Island.....	1,792,320	32,350	954,985	987,335	211,519
Connecticut.....	2,495,360	65,350	2,226,330	2,291,680	791,041
New York.....	20,837,105	2,182,878	24,555,621	26,738,499	5,856,107
New Jersey.....	1,712,665	241,660	1,562,280	1,803,940	322,836
Pennsylvania.....	10,965,040	1,294,226	7,054,321	8,348,547	1,681,285
Delaware.....	232,275	.....	.....	.....	.....
Maryland.....	1,302,310	166,600	1,646,380	1,812,980	30,327
Dist. Columbia.....	456,500	422,664	458,060	880,724	49,729
Virginia.....	800,500	915,369	907,510	1,822,879	249,753
West Virginia.....	213,510	731,060	319,185	1,050,245	133,214
N. Carolina.....	1,235,660	128,200	1,012,585	1,140,785	144,205
S. Carolina.....	90,700	.....	953,380	953,380	22,771
Georgia.....	520,350	287,725	437,675	725,400	79,127
Florida.....	45,000	.....	.....	.....	.....
Alabama.....	207,000	90,000	139,500	229,500	97,415
Mississippi.....	.....	.....	.....	.....	291
Louisiana.....	1,285,110	650,750	2,099,250	2,750,000	137,103
Texas.....	368,100	29,800	229,340	259,140	18,630
Arkansas.....	171,000	.....	171,000	171,000	27,600
Kentucky.....	3,811,430	629,867	1,504,933	2,134,800	370,131
Tennessee.....	647,170	370,401	533,859	904,260	167,404
Missouri.....	767,260	998,510	3,742,390	4,740,900	734,634
Ohio.....	3,031,460	1,583,754	3,077,887	4,661,641	913,460
Indiana.....	3,239,380	1,235,897	6,388,483	7,624,380	2,074,132
Illinois.....	2,544,615	1,769,434	6,447,946	8,217,380	873,144
Michigan.....	2,075,410	382,500	2,449,975	2,832,475	658,611
Wisconsin.....	780,530	653,860	1,013,439	1,667,299	410,691
Iowa.....	1,533,400	813,669	1,599,955	2,413,624	430,167
Minnesota.....	1,017,800	420,095	1,748,445	2,168,540	650,645
Kansas.....	147,600	781,721	190,550	972,271	222,706
Nebraska.....	67,500	45,000	233,080	278,080	44,230
Nevada.....	36,000	.....	.....	.....	1,888
Colorado.....	572,400	138,083	149,400	287,483	20,962
Utah.....	134,900	161,191	196,800	357,991	16,963
Montana.....	129,600	91,800	45,000	136,800	42,483
Wyoming.....	3,600	.....	.....	.....	.....
Washington.....	135,000	.....	.....	.....	.....
New Mexico.....	90,000	.....	.....	.....	.....
Dakota.....	175,500	.....	.....	.....	.....
California.....	702,000	.....	.....	.....	.....
*Legal tenders.....	.....	.....	.....	3,813,675	.....
Totals.....	91,054,935	18,123,808	84,115,884	+	19,691,868

* Deposited prior to June 20, 1874, and remaining at that date.

† Total deposits, \$106,053,367.

Great Western of Canada.—The secretary reports in London that the half-year's accounts show a balance sufficient to admit of a dividend for the past half-year on the consolidated ordinary stock of the company, at the rate of 5¼ per cent per annum, carrying over a balance of about £28,000.

Manhattan Elevated.—The arbitration is proceeding and takes much more time than at first anticipated. Mr. Cyrus Field has resigned as a director of this company and Mr. A. H. Barney has been elected in his place.

Mariposa Mining Company.—The suit of Joseph A. Donahoe against the Mariposa Land & Mining Company has been set for hearing in the Superior Court of San Francisco, September 20th. The suit is for foreclosure of a mortgage held by Mr. Donahoe on the Mariposa estate. It was begun in July, 1877, since which time the trial has, by various legal devices, been staved off until now. Mr. Donahoe's claim amounts to upward of \$200,000, and is resisted by the company, first, on the ground that it has overpaid all his just claims, and, second, on the ground that the present claim is false and fraudulent. Meanwhile the property is in possession of a Receiver, who is working a very small fraction of it in a small way without results; and the great works inaugurated a few years ago on the northern division of the estate, together with the costly machinery erected thereon, have been allowed to remain closed and idle for over three years.

New York Lackawanna & Western.—The organization of this new company was completed at a meeting of the Board of Directors. The following officers were elected for the ensuing year: Samuel Sloan, President; Frederick F. Chambers, Secretary; F. H. Gibbons, Treasurer; A. D. Chambers, Assistant Treasurer; Executive Committee—Samuel Sloan, P. R. Pyne, Benjamin G. Clarke, George Bliss, Jay Gould, Russell Sage, Solon Humphreys. The surveys of the engineers were submitted and approved, and it is reported that the work of constructing the road-bed will begin at once. The main line will go through Elmira to Buffalo. The branch line to Rochester will tap the main line at Danville.

Philadelphia & Reading.—The Receivers of the Philadelphia & Reading Railroad and Coal & Iron Company have issued a notice that they are now prepared, in compliance with the order of the Court on the subject, to issue Receivers' certificates, bearing 4 per cent interest from Sept. 1, for all claims for materials and supplies furnished to the several companies prior to May 25, 1880. All parties having such claims will present them for settlement to J. B. White, Controller Philadelphia & Reading Railroad Company.

St. Louis Iron Mountain & Southern.—This company gives notice that seven and one-half per cent interest (being for fifteen months to January 1, 1880) on the second preferred income bonds will be paid on the 12th day of October, at their office, to holders of said bonds registered at the closing of transfer books on September 30.

St. Louis & Southeastern.—A Chicago *Tribune* despatch stated that at Springfield, Ill., Aug. 30, in the United States Circuit Court, a decree of absolute foreclosure was granted in the cases of *Sewell et al.*, against the St. Louis & Southeastern Railroad Company, consolidated. These suits were instituted to foreclose the mortgage given to Philo C. Calhoun and Geo. Opdyke, of New York, as trustees, to secure the mortgage bonds, amounting to \$12,444,504. There is now due over a million dollars in interest. The decree of sale provides that the property shall be sold after due notice, and appoints John A. Jones, of Springfield, and W. P. Fishback, of Indianapolis, as special commissioners to enforce the decree. A large portion of the bonds is held in Holland, and J. T. Jones, deputy clerk of the Court, was appointed special commissioner to go to Amsterdam to identify these bonds.

St. Paul Minneapolis & Manitoba.—The total earnings of this railroad for the year ended June 20, 1880, are \$2,933,108, an increase of \$1,032,579 over 1879; operating expenses, \$1,300,512; land sales, \$597,672; miles of road owned and operated, 656; miles of new road built during the year, 98; miles of road relaid with steel rails, 101.

Texas Pacific—Southern Pacific.—A telegram dated San Francisco, August 28, says the Southern Pacific Railway track is now within 196 miles of El Paso, and it is the intention to reach that point on or before January 26, 1881.

—A report from Texas says that the track is laid 177 miles west of Dallas. Iron is going down at the rate of one mile per day, and the managers of the Texas Pacific will endeavor to push that road to completion by January, 1882, instead of January, 1883, as at first planned. The *St. Louis Republican* publishes a despatch from Dallas, Texas, under date of August, 28, in which it is stated that "the cause for the recent order to complete the Texas & Pacific to El Paso one year earlier than was at first contemplated has developed itself. It has been discovered that Huntington of the Southern Pacific is at the head of the movement to extend the Sunset route from San Antonio to El Paso and there form a junction with the Southern Pacific. The Southern Pacific people are furnishing the money and directing matters. It is said a combination has been formed between Huntington, Pierce and the Morgan interest for a through line from San Francisco to New Orleans. Pierce is to surrender to Huntington so much of his charter as relates to the route west of San Antonio, and then he is to hold the connecting line between the Southern Pacific and the Texas & New Orleans railroads from San Antonio to Houston. The Texas & Pacific proposes, if possible, to reach El Paso ahead of both the Southern Pacific and the Sunset extensions, then push as far west of El Paso as possible, and leave a gap between the Sunset and the Southern Pacific roads."

—The agent of the Hong Kong and Shanghai Banking Corporation has received a telegram from the head office at Hong Kong, announcing that at the half-yearly meeting held there on the 18th August a dividend of £1 5s. 0d. per share was declared; \$100,000 added to the reserve fund (which now stands at \$1,600,000); and \$23,000 carried forward to next half year.

—Messrs. Winslow, Lanier & Co. give notice of the payment at their banking house of a large number of coupons due Sept. 1. This house always shows at the coupon and interest periods one of the largest lists in the city.

—Mr. J. B. Manning, of 6 Wall Street, has just returned from a pleasant trip to Europe, full of health and vigor, and ready to attend once more to his active business in Wall Street.

BANKING AND FINANCIAL.

FISK & HATCH,

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We give special attention to orders from Banks, Bankers, Institutions and investors out of the city, by Mail or Telegraph, to buy or sell **Government Bonds, State and Railroad Bonds, Bank Stocks, Railroad Stocks**, and other securities.

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

FISK & HATCH.

The Bankers' Gazette.

No national banks organized during the past week.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
El River (quar.)	34	Sept. 15	
Iowa Falls & Sioux City	1	Sept. 1	

FRIDAY, SEPT. 3, 1880—5 P. M.

The Money Market and Financial Situation.—The week closing to-day has been quiet in most respects, but with considerable activity and depression in mining stocks and some irregularity in railroad stocks. The great drawback to legitimate speculative dealings in mining stocks is found to be the insuperable difficulty of obtaining satisfactory information in regard to the true value and prospects of the respective mines. There are now mining stock sales at public exchanges in Boston, New York, Philadelphia, Chicago and San Francisco, and among all the various gold and silver stocks sold at these boards, how many are there, even in the list of so-called dividend-paying stocks, that can fairly be considered as a reasonable purchase for investment? How many stocks can be named among the strongest of to-day that are tolerably sure to be paying dividends three years from now? The fact that great profits have been and will continue to be made out of mines remains undisputed; but it must be conceded, with almost equal unanimity, that the average purchaser of gold or silver mining stocks can buy them only as a speculative operation, and the circumstances forbid the use of any funds which belong to the class that ought to be held in safe investments. The past few years have thrown some new light on the condition of railroad stocks, and wherever a stock has been at all prominent on any of the Stock Exchanges it has become a rare exception that it should be wiped out by foreclosure in case of the company's default. It is the English practice to give the stock its fair position back of the various obligations of the company, and so much has this custom grown in favor here that in case of the Philadelphia & Reading road, the idea of annihilation of the stock by foreclosure is hardly spoken of as a contingency at all likely to occur.

The money market has been easy at 2@3 per cent for call loans, during most of the week, but on Tuesday there was an attempt to bid up money to stock brokers, with a temporary advance to 5 per cent. Time loans are quoted at 4 to 5 per cent, and prime commercial paper of two to four months at 5@5½ per cent.

The Bank of England on Thursday showed a decrease of £366,000, and the reserve was 49 13-16 per cent of liabilities, against 52½ per cent last week; the discount rate is unchanged at 2½ per cent.

The last statement of the New York City Clearing House banks, issued August 28, showed a decrease of \$674,350 in the surplus over legal reserve, the total surplus being \$6,643,575, against \$7,317,925 the previous week.

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

	1880. Aug. 28.	Differences fr'm previous week.	1879. Aug. 30.	1878. Aug. 31.
Loans and dis.	\$310,738,100	Inc. \$71,800	\$258,160,300	\$239,431,700
Specie	65,413,800	Dec. 1,303,700	19,684,700	17,000,300
Circulation	19,396,800	Dec. 31,300	20,942,500	19,438,700
Net deposits	296,422,900	Dec. 2,192,200	228,817,400	216,164,100
Legal tenders	15,335,500	Inc. 81,300	41,279,300	53,948,500
Legal reserve.	\$74,105,725	Dec. \$548,050	\$57,204,350	\$54,041,025
Reserve held.	80,749,300	Dec. 1,222,400	60,964,000	70,948,800
Surplus	\$6,643,575	Dec. \$674,350	\$3,759,650	\$16,907,775

Railroad and Miscellaneous Stocks.—The day following our last report, Saturday, August 28, witnessed a sharp decline in the stock market, in which Erie stock and bonds took the lead. On Monday the market rallied, and has since shown a good deal of strength, with a material advance in the prices of some stocks. The principal topic of the week has been the negotiation between Hannibal & St. Joseph and Chicago Burlington & Quincy, and the hostile movements between Wabash and C. B. & Q. The pending matters between the two first-named companies finally took definite shape in the form of a traffic agreement between them, which the Hannibal & St. Joseph managers think will be very profitable for their road; but that it will be as good as a lease to the C. B. & Q., which had been reported, seems doubtful, and the St. Joseph stocks closed to-day about 1½ points lower. The C. B. & Q. threat to build a road to Toledo is generally regarded as an attempt at bluff. The general outlook for stocks appears to be good, but the developments of the past fortnight in the organization of opposition lines and the sharp fighting for the control of business on certain routes is very suggestive of the contest for business which must take place when new lines are constructed into adjacent territory; or when a lull in business or a partial failure of crops may reduce for a time the amount of freight to be divided up among the railroads.

The daily highest and lowest prices have been as follows:

	Saturday, Aug. 28.	Monday, Aug. 30.	Tuesday, Aug. 31.	Wednesday, Sept. 1.	Thursday, Sept. 2.	Friday, Sept. 3.
Am. Dist. Tel.	75 75¼	75 75	75 75	75 75	75 75	75 75
Atl. & Pac. Tel.	42½ 41	40 40	45 45	43 45	43 45	44 44
Canada South.	59 61	60 60	60 60	60 60	61 61	61 61
Cent. of N. J.	75½ 77½	74½ 76	75½ 76½	75½ 76½	75½ 76½	76½ 77½
Cent. Pacific	73½ 73½	73½ 73½	74½ 74½	74½ 74½	74½ 74½	75 75
Ches. & Ohio	18½ 19¼	18½ 18½	18½ 18½	18½ 18½	18½ 18½	18½ 19¼
Do 1st pref.	18½ 19¼	18½ 18½	18½ 18½	18½ 18½	18½ 18½	18½ 19¼
Do 2d pref.	18½ 19¼	18½ 18½	18½ 18½	18½ 18½	18½ 18½	18½ 19¼
Chic. & Alton	115¼ 115¼	115¼ 115¼	116 116	115 116	115 116	116¼ 116¼
Chic. Bur. & Q.	132 134	131½ 134½	134½ 139½	137½ 140	137½ 139	138 138½
Chic. M. & St. P.	87¼ 89	87 88½	87½ 88½	87½ 88	88½ 89½	89 90
Do pref.	109½ 109½	109 109	109½ 110	109½ 109½	111 111	111½ 112
Chic. & N. W.	99 100½	99 99½	99½ 99½	99½ 99½	99½ 102	101½ 102½
Do pref.	117½ 120	117½ 117½	119 119	119 119	119½ 121	121½ 123½
C.R.I. & P. new	114½ 114½	114 114½	114 114½	114 114½	114½ 115	114½ 116¼
Ch. St. L. & N.O.	38 40	37½ 38	39 39	39 39	38½ 38½	39½ 39½
Ch. St. P. M. & O.	42½ 44½	42½ 43	42½ 43	42½ 43	42½ 43	43¼ 44
Do pref.	82¼ 82¼	81¼ 82½	82½ 82½	81½ 82½	82½ 82½	83½ 83½
Clev. C. C. & I.	71 71	71 71	71 71	71 71	71 71	71 72¾
Col. Chic. & I.C.	18½ 20	18½ 19	18½ 19½	18½ 19½	19½ 21½	20¼ 21¼
Del. & H. Canal	85¼ 86¼	84 84½	84½ 85¼	84 84½	85 86	85½ 86
Del. Lack. & W.	88 91½	87½ 89½	89½ 90½	88½ 89½	89½ 90½	89½ 90½
Denver & R.G.	71½ 72	71½ 72	71½ 72	71½ 72	71½ 72	72½ 73½
Han. & St. Jo.	40½ 42½	40½ 41½	41½ 42½	40½ 43¼	42¼ 44½	41½ 44¼
Do pref.	83½ 85	83 84½	83½ 85	82½ 85½	85½ 86½	84¼ 86½
Hous. & Tex. C.	60 60½	60 60½	60 60½	60 60½	60 60½	60 60½
Illinois Cent.	111½ 112½	112 112	112½ 113	112 112½	112½ 113½	112½ 113½
Lake Erie & W.	31 31¼	30¾ 31¼	31 31¼	31½ 31½	31½ 34	33½ 34½
Lake Shore	105 107½	105 106½	106 106½	106½ 106½	106½ 107½	107 108
Louisv. & Nash.	130 131	130 130	131½ 132	131½ 132	130 132	130½ 132
Manhattan	25¼ 27¼	25½ 27½	27½ 27½	27½ 27½	27½ 27½	27 27¼
Mar. & C. 1st pf.	8½ 8½	7 7½	6¼ 7	7¼ 7¼	7¼ 7¼	7¼ 8
Do 2d pf.	8½ 8½	7 7½	6¼ 7	7¼ 7¼	7¼ 7¼	7¼ 8
Mich. Central	92½ 95¼	92¼ 94½	93½ 94½	92¼ 94	94½ 95½	94½ 95½
Mobile & Ohio	23 23½	23 23½	23 24½	23½ 24	23½ 24	24 24½
Mo. Kans. & T.	36 37½	35½ 36½	36 36½	35½ 36½	36½ 36½	36½ 36½
Mo. & Essex	110¼ 110½	109½ 110¼	110 110½	109½ 110	110 110	110 110¾
Nash. Ch. & St. L.	69½ 71½	68½ 69½	69 69½	68 69	69½ 70	70 70¾
New Cent. Coal	129 131	128½ 130	129½ 130½	129½ 130	130 131	131 131½
N.Y. C. & H. R.	37½ 39½	37½ 38½	37½ 38½	37½ 38½	38½ 39½	39½ 40½
N.Y. L. E. & W.	66 67½	65 66	65½ 66½	66½ 67	66 66½	66½ 67½
Do pref.	66 67½	65 66	65½ 66½	66½ 67	66 66½	66½ 67½
N.Y. Ont. & W.	24½ 25½	24½ 25	24½ 25	24½ 24½	24½ 24½	24½ 25
Northern Pac.	30½ 30½	29½ 29½	29½ 29½	29½ 29½	30½ 30½	30½ 30½
Do pref.	52½ 54½	52½ 52½	52½ 52½	52½ 52½	54 54	54 54½
Ohio Central	21½ 23	21½ 21½	21½ 21½	21 21	21 21	23½ 23½
Ohio & Miss.	33½ 35	33½ 34	34 34½	34 34½	34½ 35½	35½ 36½
Do pref.	33½ 35	33½ 34	34 34½	34 34½	34½ 35½	35½ 36½
Pacific Mail	39¼ 40¼	39¼ 39¼	39¼ 39¼	39 39½	39½ 40½	40¼ 42
Panama	186 190	186 190	190 190	191 191	191 193	193 193
Phil. & Readg.	23 23½	22½ 23	23½ 23½	23½ 23½	23½ 23½	23½ 24½
St. L. A. & T.H.	75½ 75½	74 74	75 75	75½ 75½	76½ 77	77 77
Do pref.	75½ 75½	74 74	75 75	75½ 75½	76½ 77	77 77
St. L. M. & So.	55½ 56½	54½ 55½	55½ 56½	56½ 56½	56½ 57½	57 58¼
St. L. & S. Fran.	46½ 46½	46½ 46½	46½ 46½	46½ 46½	46½ 47	47¼ 47¼
Do pref.	46½ 46½	46½ 46½	46½ 46½	46½ 46½	46½ 47	47¼ 47¼
Do 1st pf.	46½ 46½	46½ 46½	46½ 46½	46½ 46½	46½ 47	47¼ 47¼
Sutro Tunnel	1½ 1½	1½ 1½	1½ 1½	1½ 1½	1½ 1½	1½ 1½
Union Pacific	93½ 94½	92½ 93½	93 93½	93½ 93½	93½ 94½	93½ 94½
Wab. St. L. & P.	38¼ 40½	38¼ 39½	39½ 39½	37½ 38½	38½ 39½	39 39½
Do pref.	69¼ 71½	69½ 70½	70 70½	68 69½	68½ 70½	68½ 69½
West. Un. Tel.	103 103	102½ 103½	104½ 104½	102½ 103½	104 105	104½ 106

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

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

	Sales of Week, Shares.	Range since Jan. 1, 1880.		Range for Year 1879.	
		Lowest.	Highest.	Low.	High
Canada Southern	2,400	40 May 17	74½ Jan. 14	45¼	78½
Central of N. J.	59,836	45 May 25	90¼ Mar. 8	33½	89½
Chicago & Alton	295	99½ Jan. 2	113 Aug. 7	75	100¼
Chic. Burl. & Quincy	20,343	113 June 2	152 Jan. 26	111½	134½
Chic. Mil. & St. P.	88,137	66½ May 25	91¼ Aug. 7	34½	82½
Do do pref.	335	99 May 10	112½ Aug. 6	74½	102½
Chic. & Northw.	36,140	87½ July 9	102½ Sept. 3	49½	94½
Do do pref.	1,700	104 Feb. 10	125¼ Aug. 6	76½	108
*Chic. Rock I. & Pac.	3,265	100½ June 11	204 June 8	119	150½
Col. Chic. & Ind. Cent.	40,530	9½ May 11	25½ Jan. 26	5	28
Del. & Hudson Canal	19,409	60 May 25	87 Aug. 23	38	89½
Del. Lack. & Western	121,980	68½ May 25	94½ Mar. 22	43	94
Hannibal & St. Jo.	109,035	22½ May 25	44½ Sept. 2	13¼	41½
Do do pref.	61,445	63½ May 25	86½ Sept. 2	34	70½
Illinois Central	3,055	99½ Jan. 2	113½ Aug. 23	79¼	100¾
Lake Erie & Western	9,400	20¼ May 11	38½ Mar. 4	16	28½
Lake Shore	62,053	95 June 2	111½ Mar. 4	67	108
Louisville & Nashv.	3,205	86½ Jan. 8	164½ Apr. 2	35	89½
Manhattan	12,443	21 July 27	57½ Mar. 16	35	72½
Michigan Central	17,660	75 May 17	98¼ Aug. 2	73¼	98
Missouri Kan. & Tex.	21,620	28½ May 25	49¼ Jan. 27	5¾	35¾
Morris & Essex	5,309	100 May 24	112¼ Aug. 25	75½	104½
Nashv. Chatt. & St. L.	17,000	47½ June 1	128 Mar. 5	35½	83
N.Y. Cent. & Hud. Riv.	22,338	122 May 11	137 Mar. 31	112	139
N.Y. Lake E. & West.	287,678	30 June 1	47½ Feb. 2	21½	49
Do do pref.	13,560	47 May 25	73½ Feb. 2	37½	78½
Northern Pacific	1,450	20 May 11	36 Jan. 14	16	40½
Do do pref.	3,417	39½ May 24	60 Jan. 13	44½	65
Ohio & Mississippi	23,930	23 May 25	44½ Mar. 6	7¾	33¾
Pacific Mail	22,210	27½ May 17	62 Mar. 8	10¾	39½
Panama	443	168 Jan. 2	193 Sept. 2	123	182
Phila. & Reading	7,610	13½ July 2	72½ Jan. 3	.....	.....
St. L. Iron Mt. & South.	20,512	34½ May 25	66 Feb. 17	13	56
St. L. & San Francisco	.....	25¼ May 11	48 Feb. 2	3½	53
Do do pref.	900	33 May 11	60¼ Mar. 8	4½	60½
Do 1st pref.	1,150	60 May 11	83½ Mar. 9	9¾	78½
Union Pacific	17,980	80 May 11	97½ Jan. 19	57½	95
Wab. St. L. & Pacific	27,303	26½ May 25	48 Jan. 27	.....	.....
Do do pref.	63,610	51¼ May 25	73½ Aug. 5	.....	.....
Western Union Tel.	56,760	86¼ June 2	116½ Feb. 24	88½	116

* Lowest price here is for new stock, sold for first time June 11.

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

United States Bonds.—Government bonds continue very strong, and the price of 4 per cents has further advanced ¼@½ this week. The sixes and fives are gradually floating towards this market with the expectation that they will be redeemed next year. At the Treasury purchase on Wednesday the offerings to sell bonds amounted to \$9,016,250. The offers accepted included \$2,500,000 viz.: \$976,000 6s of 1880, at 102½ to 102½; \$891,000 5s of 1881, at 102½ to 102½; and \$633,000 6s of 1881, at 104½ to 104½.

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

	Aug. 20.	Aug. 27.	Sept. 3.	Range since Jan. 1, 1880.	
				Lowest.	Highest.
U. S. 5s of 1881	105¼	105¼	106	104½ Apr. 15	106½ Jan. 12
U. S. 4½s of 1891	113¼	113½	114½	109½ Jan. 2	114½ Aug. 3
U. S. 4s of 1907	113½	113½	114½	106¼ Jan. 2	114½ Aug. 31

The closing prices at the New York Board have been as follows:

	Interest Periods.	Aug. 28.	Aug. 30.	Aug. 31.	Sept. 1.	Sept. 2.	Sept. 3.
6s, 1880.....reg.	J. & J.	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$
6s, 1880.....coup.	J. & J.	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$
6s, 1881.....reg.	J. & J.	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$
6s, 1881.....coup.	J. & J.	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$	*104 $\frac{1}{2}$
5s, 1881.....reg.	Q. Feb.	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$
5s, 1881.....coup.	Q. Feb.	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$	*102 $\frac{1}{2}$
4 $\frac{1}{2}$ s, 1891.....reg.	Q. Mar.	*110 $\frac{1}{2}$	*110 $\frac{1}{2}$	*110 $\frac{1}{2}$	*110 $\frac{1}{2}$	*110 $\frac{1}{2}$	*110 $\frac{1}{2}$
4 $\frac{1}{2}$ s, 1891.....coup.	Q. Mar.	*111 $\frac{1}{2}$	*111 $\frac{1}{2}$	*111 $\frac{1}{2}$	*111 $\frac{1}{2}$	*111 $\frac{1}{2}$	*111 $\frac{1}{2}$
4s, 1907.....reg.	Q. Jan.	*110	*110	*110	*110	*110	*110
4s, 1907.....coup.	Q. Jan.	*110	*110	*110	*110	*110	*110
6s, cur'cy, 1895.....reg.	J. & J.	*125	*125	*125	*125	*125	*125
6s, cur'cy, 1895.....coup.	J. & J.	*126	*126	*126	*126	*126	*126
6s, cur'cy, 1897.....reg.	J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1897.....coup.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1899.....reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1899.....coup.	J. & J.	*129	*129	*129	*129	*129	*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 Sept. 1, 1880, were as follows:

	Range since Jan. 1, 1880.		Amount Sept. 1, 1880.	
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880.....cp.	101 $\frac{3}{4}$ July 27	104 $\frac{7}{8}$ May 20	\$12,181,000	\$2,676,000
6s, 1881.....cp.	103 $\frac{7}{8}$ July 9	107 $\frac{1}{2}$ May 26	162,653,800	51,204,400
5s, 1881.....cp.	102 $\frac{3}{4}$ Aug. 4	104 $\frac{1}{2}$ Apr. 28	299,127,200	181,283,250
4 $\frac{1}{2}$ s, 1891.....cp.	106 $\frac{3}{4}$ Jan. 2	111 $\frac{3}{4}$ Aug. 2	172,091,500	77,908,500
4s, 1907.....cp.	103 Jan. 2	110 $\frac{3}{4}$ Sept. 3	532,242,350	205,999,000
6s, cur'cy, reg.	125 Apr. 21	128 Aug. 5	64,623,512	

State and Railroad Bonds.—State bonds are quite strong for the Southern issues, and there is a decided hopefulness that after the election something may be done to meet the obligations in Tennessee.

Railroad bonds have been quite active, and the Erie second consolidated sold to the amount of nearly \$10,000,000 during the week, the bonds declining below 86 on the reports of an opposition line, and recovering again to 88 $\frac{1}{2}$ at the close. The announcement of 7 per cent interest to January 1, 1880, on the St. Louis Iron Mountain & Southern second preferred income bonds had the effect of advancing them, and they closed at 85.

Exchange.—Exchange continues dull without any recovery in prices. Bankers' sterling bills are selling about 4 81 for 60 days and 4 83 for demand, with cable transfers at 4 83 $\frac{1}{4}$. The gold arrivals were free by steamer this week, and the cable reports indicate the continuation of shipments. There now seems to be some doubt about the statement in the London newspapers this week that the Imperial Bank of Germany had suspended gold payments at two of its branches. A Reuter telegram to London to-day says: "It is authoritatively declared that gold payments for notes have not been suspended either in Berlin or at any of the branches of the Imperial Bank of Germany."

The following were the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah, buying $\frac{1}{4}$ off, selling par; Charleston, buying 3-16@ $\frac{1}{2}$ off, selling par @ $\frac{1}{8}$; New Orleans commercial \$2 50@3 00 discount, bank \$1 50 premium; St. Louis, $\frac{1}{8}$ discount; Chicago, 80@100 discount, and Boston, 45c. discount.

Quotations for foreign exchange are as follows:

	Sept. 3.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 81 @ 4 82	4 83 $\frac{1}{2}$ @ 4 84	
Prime commercial	4 80 @ 4 80 $\frac{1}{2}$	4 82 $\frac{1}{2}$ @ 4 83	
Documentary commercial	4 79 @ 4 79 $\frac{1}{2}$	4 81 $\frac{1}{2}$ @ 4 82	
Paris (francs)	5 27 $\frac{1}{2}$ @ 5 21 $\frac{3}{8}$	5 25 @ 5 21 $\frac{3}{8}$	
Amsterdam (guilders)	39 $\frac{1}{2}$ @ 39 $\frac{1}{4}$	39 $\frac{3}{4}$ @ 40	
Frankfort (reichmarks)	93 $\frac{3}{8}$ @ 94	94 @ 94 $\frac{1}{2}$	
Bremen (reichmarks)	93 $\frac{3}{8}$ @ 94	94 @ 94 $\frac{1}{2}$	

The following are quotations in gold for various coins:

Sovereigns.....\$1 82 @ \$1 85	Silver $\frac{1}{4}$ s and $\frac{1}{2}$ s. — 99 $\frac{3}{4}$ @ par.
Napoleons.....3 83 @ 3 86	Five francs.....— 92 @ — 95
X X Reichmarks. 4 74 @ 4 76	Mexican dollars.....— 88 $\frac{1}{2}$ @ — 89 $\frac{1}{2}$
X Guilders.....3 96 @ 4 00	Do uncommere'l. — 87 @ — 88
Span'h Doubloons. 15 55 @ 15 70	English silver.....4 70 @ 4 80
Mex. Doubloons..15 55 @ 15 60	Prus. silv. thalers. — 67 @ — 69
Fine silver bars...1 13 $\frac{1}{2}$ @ 1 14	Trade dollars.....— 99 $\frac{1}{4}$ @ — 99
Fine gold bars....par @ $\frac{1}{4}$ prem.	New silver dollars — 99 $\frac{3}{4}$ @ par. $\frac{1}{2}$
Dimes & $\frac{1}{2}$ dimes. — 99 $\frac{3}{4}$ @ par.	

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.

Latest earnings reported.		Jan. 1 to latest date.	
Week or Mo.	1880.	1879.	1880.
Ala. Gt. Southern July.....	\$47,525	\$32,790	\$332,292
Albany & Susq. July.....	105,472	89,356	767,796
Atch. Top. & S. Fe. June.....	720,000	410,808	3,704,353
Atl. & Gt. West. June.....	368,456	301,272	2,421,668
Atl. Miss. & Ohio July.....	145,585	138,224	1,018,099
Atl. & Char. Air-L. July.....	59,693	45,661	460,843
Bur. C. Rap. & No. 3d wk Aug.	39,677	29,977	1,234,507
Cairo & St. Louis 2d wk Aug.	9,525	6,010	231,968
Carolina Central May.....	23,511	23,587	191,731
Central Pacific July.....	1,760,000	1,458,833	10,264,693
Ches. & Ohio July.....	235,525	173,383	1,494,560
Chicago & Alton 3d wk Aug.	195,045	153,435	4,662,584
Chic. Burl. & Q. June.....	1,434,515	1,160,968	8,148,763
Chic. & East. Ill. 3d wk Aug.	36,579	19,926	743,210
Chic. Mil. & St. P. 4th wk Aug.	326,000	253,674	7,464,000
Chic. & Northw. July.....	1,716,581	1,314,231	10,120,326
Chic. St. P. Min. & O. 3d wk Aug.	29,508	19,492	891,627
Chic. & W. Mich. 3d wk July	12,636	9,118	
Cin. Ham. & D. July.....	245,060	197,464	
Cin. Sand. & Cleve. 12 dys July	27,543	21,050	
Cin. & Springf. 3d wk Aug.	18,179	17,839	527,251
Clev. Col. Cin. & I. 3d wk Aug.	91,627	81,389	2,538,931
Clev. Mt. V. & Del. 3d wk Aug.	9,003	7,005	265,376
Del. & H. Can. Pa. Div. July.	92,903	105,355	652,458
Denver & Rio Gr. 4th wk Aug.	118,089	35,174	1,821,267
Den. S. P. & Pac. July.....	140,900	70,354	1,238,533

Latest earnings reported.		Jan. 1 to latest date.	
Week or Mo.	1880.	1879.	1880.
Det. Lans. & No. 4th wk J'y	\$32,387	\$30,043	\$.....
Dubuque & S. City 3d wk Aug.	23,726	16,735	579,751
Eastern.....July.....	281,842	247,633	1,613,051
Flint & Pere Mar. 3d wk Aug.	29,515	21,482	943,496
Gal. Har. & San A. June.....	92,452	91,482	
Grand Trunk. Wk. end. Aug. 28	214,200	180,772	6,594,751
Gr't Western. Wk. end. Aug. 20	104,236	89,474	3,054,357
Hannibal & St. Jo. 3d wk Aug.	48,750	32,940	1,450,885
Houst. & Texas C. June.....	195,329	163,798	1,460,833
Illinois Cen. (Ill.) July.....	561,339	468,017	3,361,533
Do (Iowa) July.....	130,248	105,233	884,348
Indiana Bl. & W. 3d wk Aug.	30,440	31,120	758,049
Int. & Gt. North. 3d wk Aug.	36,102	27,922	927,338
Iowa Central.....June.....	73,532	62,239	
K. C. Ft. S. & Gulf. 2d wk Aug.	19,302	16,284	673,127
Kans. C. Law. & So. 2d wk Aug.	11,078	9,599	431,710
Lake Erie & West. 3d wk Aug.	29,542	16,518	
Little Rk. & Ft. S. May.....	21,471	14,690	170,218
Louisv. & Nashv. 3d wk Aug.	169,300	92,738	5,196,280
Memp. & Charl. 3d wk Aug.	22,550	4,593	
Minn. & St. Louis. 1st wk Aug.	15,847	11,102	399,697
Mo. Kan. & Texas. 3d wk Aug.	87,550	67,335	2,549,178
Mobile & Ohio.....August.....	136,166	106,147	1,269,384
Nashv. Ch. & St. L. July.....	151,594	133,590	1,176,299
N. Y. & Canada July.....	48,519	41,981	372,493
N. Y. Cent. & Hud. July.....	2,863,316	2,194,422	18,605,794
N. Y. L. Erie & W. June.....	1,661,812	1,230,419	9,091,064
N. Y. & N. Engl'd. July.....	205,056	189,003	
Northern Central July.....	450,298	324,425	2,666,088
Northern Pacific July.....	235,248	192,324	1,145,279
Ogd. & L. Champ. 2d wk Aug.	11,347	11,811	307,499
Pad. & Elizabeth. 2d wk Aug.	7,659	6,241	225,037
Pad. & Memphis. 3d wk Aug.	3,813	2,088	125,374
Pennsylvania July.....	3,449,644	2,782,906	22,883,715
Peoria Dec. & Ev. 2d wk Aug.	11,104	3,082	
Philadel. & Erie July.....	308,699	241,018	2,083,496
Phila. & Reading July.....	1,282,835	1,303,522	9,472,302
Pitts. Titusv. & B. July.....	54,660	38,251	316,639
Ports. Gt. F. & Con. July.....	18,596	14,709	
Rensselaer & Sar. July.....	176,452	149,371	1,013,690
St. L. Alt. & T. H. 3d wk Aug.	32,548	22,555	848,251
Do (brehs) 2d wk Aug.	14,030	10,266	369,360
St. L. Iron Mt. & S. 3d wk Aug.	142,100	101,301	3,450,839
St. L. & San Fran. 3d wk Aug.	60,963	43,133	1,505,290
St. P. Minn. & Man. 3d wk Aug.	50,356	39,866	1,878,519
St. Paul & Duluth July.....	56,630		313,160
St. Paul & S. City. 3d wk Aug.	24,418	22,585	832,224
Scioto Valley.....3d wk Aug.	6,467	6,217	191,316
South. Pac. of Cal. July.....	519,000	219,513	
Texas & Pacific.....3d wk Aug.	54,293	43,838	
Tol. Peoria & War. 3d wk Aug.	34,619	31,375	867,149
Union Pacific.....July.....	1,988,000	1,431,000	
Wab. St. L. & Pac. 3d wk Aug.	321,182	192,626	7,235,931

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 Aug. 28, 1880

Banks.	Capital.	Average amount of				
		Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U. S.	Circulation.
New York.....	\$2,000,000	\$9,330,000	\$2,178,000	\$284,500	\$9,195,000	\$495,000
Manhattan Co.	2,000,000	6,652,000	696,000	190,400	4,703,200	400
Mechanics.....	2,000,000	8,414,500	1,931,366	291,100	7,757,100	553,900
Union.....	1,200,000	7,480,900	1,097,600	457,000	6,284,500	44,500
America.....	3,000,000	4,602,400	1,044,000	152,600	3,983,400	
Phoenix.....	1,000,000	9,963,200	1,755,300	307,300	7,726,400	1,100
City.....	1,000,000	3,278,000	718,000	35,500	3,150,000	267,000
Tradesmen's.....	1,000,000	8,881,700	3,376,700	131,000	10,320,000	
Fulton.....	600,000	3,378,000	561,200	52,000	2,428,500	792,000
Chemical.....	300,000	1,572,500	478,500	136,500	1,288,900	
Merch'nts' Exch.	1,000,000	12,343,306	3,607,700	308,300	12,816,000	
Gallatin Nation'l ..	1,000,000	4,537,100	740,900	418,100	4,188,100	651,200
Butchers' & Drov.	300,000	4,182,500	689,700	117,900	2,615,800	697,000
Mechanics' & Tr.	200,000	1,428,300	339,100	49,100	1,307,500	247,100
Greenwich.....	200,000	932,000	135,000	122,000	930,000	180,000
Leather Man'frs	600,000	946,700	16,500	222,100	896,300	2,700
Seventh Ward.....	300,000	2,947,600	399,100	123,306	2,167,200	480,000
State of N. York.....	800,000	902,100	139,500	78,400	2,843,500	36,800
American Exch.	5,000,000	3,604,500	490,900	125,600	2,815,500	585,000
Commerce.....	5,000,000	16,022,000	3,244,000	251,000	13,257,000	446,000
Broadway.....	1,000,000	15,119,700	3,748,300	400,500	10,598,100	1,294,600
Mercantile.....	1,000,000	5,452,700	493,400	580,900	4,215,000	900,000
Republic.....	422,700	3,756,100	772,000	183,300	3,624,000	180,000
Chatham.....	1,500,000	2,413,900	289,300	160,600	2,253,100	
People's.....	412,500	5,007,300	474,500	160,800	2,517,800	1,125,000
North America.....	700,000	3,298,000	940,600	224,000	3,856,200	45,000
Hanover.....	1,000,000	1,374,700	160,500	151,000	1,346,700	5,400
Irving.....	500,000	2,367,700	106,000	195,000	2,212,600	

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.
The following abbreviations are often used, viz.: "M." for mortgage; "g." for gold; "g'd." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant.
Quotations in New York are to Thursday; from other cities, to late mail dates.

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

UNITED STATES BONDS.		Bid.	Ask.	STATE SECURITIES.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.
UNITED STATES BONDS.				CITY SECURITIES.							
6s, 1880.....reg.	J&J	102 ¹ / ₄	102 ¹ / ₂	Virginia—6s, old, 1886-'95.....J & J	21	.....	.....	Elizabeth, N. J.—7s, short.....	40	50	.....
6s, 1880.....coup.	J&J	102 ¹ / ₄	102 ¹ / ₂	6s, new bonds, 1886-1895.....J & J	21	.....	.....	7s, funded, 1880-1905.....Var.	40	50	.....
6s, 1881.....reg.	J&J	104 ⁵ / ₈	104 ³ / ₄	6s, consol., 1905.....J & J	90	.....	.....	7s, consol., 1885-98.....A & O	40	50	.....
6s, 1881.....coup.	J&J	104 ⁵ / ₈	104 ³ / ₄	6s, do ex-coup., 1905.....J & J	58 ¹ / ₂	60	.....	7s, 1905.....	.....	.....	.....
5s, funded, 1881.....reg.	Q-F	102 ⁵ / ₈	102 ³ / ₄	6s, consol., 2d series.....J & J	22	.....	.....	Fall River, Mass.—6s, 1904.....F&A	117	117 ¹ / ₂	.....
5s, funded, 1881.....coup.	Q-F	102 ⁵ / ₈	102 ³ / ₄	6s, deferred bonds.....	6	.....	.....	5s, 1894, gold.....F&A	106	108	.....
4 ¹ / ₂ s, 1891.....reg.	Q-M	110 ¹ / ₂	110 ³ / ₄	10-40s, new.....	42	42 ¹ / ₂	.....	Fitchburg, Mass.—6s, '91, W.L. J&J	112	114	.....
4 ¹ / ₂ s, 1891.....coup.	Q-M	110 ¹ / ₂	110 ³ / ₄	Tax-receivable coupons.....	89	91	.....	Fredericksburg, Va.—7s.....M&N	105	.....	.....
4s, 1907.....reg.	Q-J	109 ¹ / ₄	109 ³ / ₄	CITY SECURITIES.				Galveston, Tex.—10s, '80-'95.....Var.	102	105	.....
4s, 1907.....coup.	Q-J	110 ¹ / ₄	110 ³ / ₄	Albany, N. Y.—6s, long.....Various	100	.....	.....	Galvest'n County, 10s, 1901.J & J	102	105	.....
6s, Currency, 1895.....reg.	J&J	125	.....	7s long.....	114	.....	.....	Harrisburg, Pa.—Water loan.....	101	109	.....
6s, Currency, 1896.....reg.	J&J	126	.....	Allegheny, Pa.—4s.....J&J	.....	.....	.....	Hartford, Ct.—City 6s, var. dates.....	117	118	.....
6s, Currency, 1897.....reg.	J&J	127 ¹ / ₂	.....	6s, 1876-'90.....J&J	.....	.....	.....	Capitol, untax, 6s.....	104	105 ¹ / ₂	.....
6s, Currency, 1898.....reg.	J&J	128 ¹ / ₂	.....	Wharf 7s, 1880.....J&J	.....	.....	.....	Hartford Town 4 ¹ / ₂ s, untax.....	108	110	.....
6s, Currency, 1899.....reg.	J&J	129 ¹ / ₂	.....	Allegheny Co., 5s.....J&J	102 ¹ / ₂	.....	.....	Haverhill, Mass.—6s, '85-'89.. A&O	18	25	.....
FOREIGN GOV. SECURITIES.				Atlanta, Ga.—7s.....	106	108	.....	Houston, Tex.—10s.....	20	30	.....
Quebec—5s, 1908.....M&N	101 ¹ / ₄	.....	.....	Do. 8s.....	110	114	.....	6s, funded.....	.....	.....	.....
STATE SECURITIES.				Waterworks.....	98	105	.....	Indianapolis, Ind.—7-30s, '93-'99.J&J	102	103	.....
Alabama—Class "A," 2 to 5, 1906.....	67 ¹ / ₂	68	.....	Augusta, Me.—6s, 1887, mun. F&A	104	105	.....	Jersey City—6s, water, long, 1895..	110	111	.....
do small.....	70	95	.....	Augusta, Ga.—7s.....Various	105	.....	.....	7s, do 1899-1902.....J & J	110	111	.....
Class "B," 5s, 1906.....	90	.....	.....	Austin, Texas—10s.....	100	103	.....	7s, improvement, 1891-'94.....Var.	105	106	.....
Class "C," 2 to 5, 1906.....	77	.....	.....	Baltimore—	.....	.....	.....	7s, Bergen, long.....J & J	104	105	.....
Arkansas—6s, funded, 1899.....J & J	15	.....	.....	6s, City Hall, 1884.....Q-J	107	108 ¹ / ₂	.....	Hudson County, 6s.....A&O	102	103	.....
7s, L. R. & Ft. S. issue, 1900. A & O	.....	.....	.....	6s, Pitts. & Con'v. RR., 1886.....J&J	110	111	.....	do 7s.M&S and J&D	107	108	.....
7s, Memphis & L. R., 1899. A & O	3	.....	.....	6s, consol., 1890.....Q-J	117	118	.....	Bayonne City, 7s, long.....J&J	100	101	.....
7s, L. R. P. B. & N. O., 1900. A & O	3	.....	.....	6s, Balt. & O. loan, 1890.....Q-J	117	118	.....	Lawrence, Mass.—6s, 1894.....A&O	116 ¹ / ₂	117	.....
7s, Miss. O. & R. Riv., 1900. A & O	3	7	.....	6s, Park, 1890.....Q-M	116	118	.....	Long Island City, N. Y.....	108	112	.....
7s, Ark. Central RR., 1900. A & O	3	6	.....	6s, bounty, 1893.....M & S	118	122	.....	Louisville, Ky.—7s, long dates. Var.	108	113 ¹ / ₂	.....
7s, Levee of 1871, 1900.....J & J	5	8	.....	6s, do exempt, 1893.....M & S	118	122	.....	7s, short dates.....Var.	106	113 ¹ / ₂	.....
California—6s, 1874.....	105	106	.....	5s, funding, 1894.....M&N	115 ¹ / ₂	116	.....	6s, long.....Var.	103	105 ¹ / ₂	.....
Connecticut—5s.....	105	109	.....	6s, 1900.....J&J	120	.....	.....	6s, short.....Var.	102 ¹ / ₄	103	.....
6s, 1883-4-5.....	105	109	.....	6s, West. Md. RR., 1902.....J&J	120	.....	.....	5s.....	100 ¹ / ₂	101	.....
Delaware—6s.....J&J	.....	.....	.....	5s, consol., 1885.....Q-J	105	.....	.....	Lowell, Mass.—6s, 1890, W. L. M&N	116 ¹ / ₂	116 ³ / ₄	.....
Florida—Consol. gold 6s.....J & J	85	92	.....	6s, Valley RR., 1886.....A & O	110	111	.....	Lynchburg, Va.—6s.....J & J	103	.....	.....
Georgia—6s, 1880-86.....F & A	100	.....	.....	5s, new 1916.....M&N	117	.....	.....	8s.....J & J	118	.....	.....
7s, new bonds, 1886.....J & J	109	.....	.....	Bangor, Me.—6s, RR., 1890-'94. Var.	107	108	.....	Lynn, Mass.—6s, 1887.....F&A	109	110	.....
7s, endorsed, 1886.....J & J	108 ¹ / ₂	.....	.....	6s, water, 1905.....J&J	112	113	.....	Water loan, 1894-96.....M&N	117 ¹ / ₂	118	.....
7s, gold bonds, 1890.....Q-J	112	.....	.....	6s, E. & N. A. Railroad, 1894. J&J	107	108	.....	5s, 1882.....M&N	102 ¹ / ₄	102 ³ / ₄	.....
8s, '76, '86.....A & O	110	114	.....	6s, B. & Piscataquis RR. '99. A&O	107	108	.....	Macon, Ga.—7s.....	90	100	.....
Kansas—7s, long.....J&J	.....	.....	.....	Bath, Me.—6s, railroad aid.....Var.	103	104	.....	Manchester, N. H.—5s, 1883-'85. J&J	102 ¹ / ₂	103 ¹ / ₂	.....
Kentucky—6s.....	.....	.....	.....	5s, 1897, municipal.....	101	102	.....	6s, 1894.....J&J	112 ¹ / ₂	114	.....
Louisiana—New con. 7s, 1914. J&J	47 ¹ / ₄	49	.....	Belfast, Me.—6s, railroad aid, '98..	104	105	.....	Memphis, Tenn.—6s, C.....J&J	25	.....	.....
7s, small bonds.....	45	.....	.....	Boston, Mass.—6s, cur, long, 1905. Var.	122	124	.....	6s, A & B.....J&J	25	.....	.....
Maine—4s, 1888.....F&A	101	102	.....	5s, gold, 1905.....Var.	115 ¹ / ₂	116	.....	6s, gold, fund., 1900.....M & N	25	.....	.....
War debts assumed, 6s, '89. A&O	115 ¹ / ₄	116	.....	4s, currency, 1899.....J&J	102 ³ / ₄	103	.....	6s, end., M. & C. RR.....	25	.....	.....
War loan, 6s, 1883.....M&S	105 ¹ / ₂	106	.....	Sterling, 5s, gold, 1893.....A&O	108	110	.....	6s, consols.....J&J	40	.....	.....
Maryland—6s, defense, 1883.....J&J	106	.....	.....	do 5s, gold, 1899.....J&J	104	106	.....	Milwaukee, Wis.—5s, 1891.....J & D	95	102	.....
6s, exempt, 1887.....J&J	111	.....	.....	do 5s, gold, 1902.....A&O	111	113	.....	7s, 1896-1901.....Var.	108	.....	.....
6s, Hospital, 1882-87.....J&J	107	.....	.....	Brooklyn, N. Y.—7s, '79-80.....J & J	101	104	.....	7s, water, 1902.....J&J	115	.....	.....
6s, 1890.....Q-J	108	.....	.....	7s, 1881-95.....J & J	104	115	.....	Mobile, Ala.—8s.....J&J	25	.....	.....
5s, 1880-'90.....Q-J	100	.....	.....	7s, Park, 1915-18.....J & J	130	133	.....	5s.....J&J	25	.....	.....
Massachusetts—5s, 1883, gold. J&J	103 ¹ / ₂	104	.....	7s, Water, 1903.....J & J	127	130	.....	6s, funded.....M&N	33	36	.....
5s, gold, 1890.....A&O	112	113	.....	7s, Bridge, 1915.....J & J	127	139	.....	Montgomery, Ala.—New 3s J & J	75	90	.....
5s, gold, 1894.....Var.	114 ³ / ₄	115	.....	6s, Water, 1899-1909.....J & J	114	118	.....	5s, new.....	.....	.....	.....
5s, g., sterling, 1891.....J&J	106	108	.....	6s, Park, 1900-1924.....J & J	118	120	.....	Nashville, Tenn.—6s, old.....	.....	.....	.....
do do 1894.....M&N	109	111	.....	Kings Co. 7s, 1882-'89.....M&N	106	114	.....	6s, new.....Var.	106	.....	.....
do do 1888.....A&O	105	107	.....	do 6s, 1880-'86.....M & N	103	115	.....	Newark—6s, long.....Var.	113	.....	.....
Michigan—6s, 1883.....J & J	114	.....	.....	Buffalo, N. Y.—7s, 1880-'95.....Var.	120	120	.....	7s, long.....Var.	115	.....	.....
7s, 1890.....M&N	112	.....	.....	7s, water, long.....Var.	114	120	.....	7s, water, long.....Var.	115	.....	.....
Minnesota—7s, RR. repudiated.....	30	40	.....	6s, Park, 1926.....M&S	107	111	.....	New Bedford, Mass.—6s, 1893. A&O	117	118	.....
Missouri—6s, 1886.....J & J	107	.....	.....	Cambridge, Mass.—5s, 1889.....A&O	108	109	.....	5s, 1900, Water Loan.....A&O	107 ¹ / ₂	109	.....
Funding bonds, 1894-95.....J & J	112	.....	.....	6s, 1894-96. water loan.....J&J	118	119	.....	N. Brunswick, N. J.—7s.....	100	107	.....
Long bonds, '89-90.....J & J	110	.....	.....	6s, 1904, city bonds.....J&J	121	122	.....	6s.....	94	99	.....
Asylum or University, 1892. J & J	110	.....	.....	Camden Co., N. J.—6s, coup.....J&J	.....	.....	.....	Newburyport, Mass.—6s, 1890. J&J	113	115	.....

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

CITY SECURITIES.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Portsmouth, N.H.—6s, '93, RR. J&J	1108	1110	Bost. & Providence—7s, 1893. J&J	1122	1124	Chic. R.I. & Pac.—6s, 1917, coup. J&J	120	
Poughkeepsie, N. Y.—7s, water	1114	1120	Bost. & Revere B'h—1st, 6s, '97. J&J	105	106	6s, 1917, reg. J&J	117	
Providence, R.I.—5s, g., 1900-5. J&J	1112½	1113	Buff. Brad. & P.—Gen. M. 7s, '96. J&J	89		Chic. & S.W.—1st, 7s, guar., '90. M&N		
6s, gold, 1900, water loan. J & J	129	122	Buff. N.Y. & Erie—1st, 7s, 1916. J&D	122	124	Chic. St. L. & N.O.—1st con. 1914, 7s	108½	
6s, 1885. M & S	107½	109	Buff. N.Y. & Phil.—1st, 6s, g., '96. J&J	104	106	2d mort. 6s, 1907. J&D	78	80
Richmond, Va.—6s. J & J	112	114	2d mortgage, 7s, g. J&J			Ten. lien, 7s, 1897. M&N	103	
8s. J & J	123	131	Bur. C. R. & N.—1st, 5s, new, '06. J&D	93½		Miss. Cen.—1st M., 7s, '74-84. M&N	105	107
5s. J & J	100½	101	Bur. & Southw.—1st M., 8s, '95. M&N	36	40	do 2d mort., 8s. J&J	106	110
Rochester, N.Y.—6s. Var.	1105		Cairo & St. L.—1st M., 7s, 1901. A&O			do 2d M., 8s, '90, cts. A&O	109	111
7s, water, 1903. J & J	1115½	120	Cairo & Vinc.—1st, 7s, g., 1909. A&O			do 2d mort. debt. A&O	110	114
Rockland, Me.—6s, '89-99, RR. F&A	100		Calif. Pac.—1st M., 7s, g., '89. J&J	109	111	Chic. St. P. Min. & Om.—Con. 6s, 1930	98½	99½
St. Joseph, Mo.—7s. Var.	67	70	2d M., 6s, g., end C. Pac., '89. J&J	100		Ch. St. P. & Minn. 1st, 6s, 1918. M&N	105½	
Bridge 10s, 1891. J & J	75		3d M. (guar. C. P.), 6s, 1905. J&J	195		Land grant, inc., 6s, 1898. M&N		111
St. Louis, Mo.—6s cur., long bds. Var.	109½		do do 3s, 1905. J&J			North Wise, 1st 6s, 1930. J&J	102½	
6s, short. Var.	107		Camden & Atl.—1st, 7s, g., '93. J&J			St. Paul & S. City, 1st 6s, 1919. A&O	104½	105½
Water 6s, gold, 1890. J & D	109		Cam. & Bur. Co.—1st M., 6s, '97. F&A			Cincinnati Hamilton & Dayton—		
do do (new), 1892. A & O	109		Canada So.—1st M., guar., 1908. J&J	93½	93½	2d mort., 7s, 1885. J&J	105	
Bridge approach, 6s. J & J	110		Carolina Cent.—1st, 6s, g., 1923. J&J	40	60	Consol. mort., 7s, 1905. A&O	111½	112½
Renewal, gold, 6s. Var.	109½		Catawissa—1st M., 7s, 1882. F&A			do 6s, 1905. A&O	105½	106½
Sewer, 6s, gold, 1891-93. Var.	109		New mort., 7s, 1900. F&A	112		Cin. H. & I., 1st M., 7s, 1903. J&J	102	103
St. L. Co.—Park, 6s, g., 1905. A & O	112½		Cedar F. & Min.—1st, 7s, 1907. J&J	108½		Cin. I. St. L. & Chic.—Con. 6s, 1920	100	
Currency, 7s, 1887-88. Var.	110		Cedar R. & Mo.—1st, 7s, '91. F&A	114	116	Cin. & Indiana, 1st M., 7s, '92. J&D	103	112
St. Paul, Minn.—6s, '88-90. J & D	100	105	1st mort., 7s, 1916. M&N	117	117½	do 2d M., 7s, '82-87. J&J	102	
7s, 1890. M & N	110	115	Cent. of Ga.—1st, cons., 7s, '93. J&J	109	111	Indianapolis C. & L., 7s of '97. J&J	102½	
8s, 1889-96. Var.	110½		Macon & Aug., 2d, end, 7s, '79. J&J	108		Ind'apolis & Cin., 1st, 7s, '88. A&O	105	
Salem, Mass.—6s, long, W. L. A&O	117	118	Cent. Iowa—New 1st, 7s, '99. J&J	102½	104	Cin. Lat. & Ch.—1st, 7s, g., 1901. M&S	100	
5s, 1904, W. L. J&J	109	111	Inc. bonds, "debt certs.", 7s, A&O	67		Cin. Rich. & Chic.—1st, 7s, '95. J&J	100	106
S. Francisco—7s, g., City & Co. Var.	100	108	Central of N. J.—1st M., 7s, '90. F&A	117	118	Cin. Rich. & F. W.—1st, 7s, g., J&D	100	
6s. J & J	100		7s, conv., 1902, assented. M&N	107	107½	Cin. Sand'ky & Cl.—6s, 1900. F&A	101	102
Savannah funded 5s. consols. J & J	79	82	Consol. M., 7s, 1899, assented. Q-J	109½	109	7s, 1887 extended. M&S	95	
Somerville, Mass.—5s, 1895. A&O	108		Adjustment bonds, 1903. J&J	109½		Consol. mort., 7s, 1890. J&D	96½	97
6s, 1885. J&J	107	108	Income bonds, 1908. M&N	84½		Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	108½	
6½s, 1884. A&O	108½	110	Small bonds, 1908. M&N	75		7s, guar., L.S. & M.S., 1901. A&O	114	
Springfield, Mass.—6s, 1905. A&O	117	118	Am. Dock & Imp. Co., 7s, '86. J&J	108		Clev. Col. C. & I.—1st, 7s, '99. M&N	120	122
7s, 1903, water loan. A&O	120	122	do assented. J&J	109	112	Consol. mort., 7s, 1914. J&D	111½	
Toledo, O.—7-30s, RR., 1900. M & N	107		Leh. & Wilkesbarre Coal, '88. M&N	71½	75	Bellef. & Ind. M., 7s, 1899. J&J		
8s. Var.	112	120	Small bonds, 1893. M&N		63	Clev. & M. Val.—1st, 7s, g., '93. F&A		
8s, water, 1893 & '94. Var.	115	122	Consol., 7s, gold, 1900. Q-M		130	S. F. 2d mort., 7s, 1876. M&S		
Washington, D.C.—See Dist. of Col.			do do assented. J&J	96	96½	Clev. Mt. V. & Del.—1st, 7s, gold, J&J		
Wilmington, N.C.—6s, gold, cou. on	75	90	Cent. Ohio—1st M., 6s, 1890. M&S			Columbus ext., 7s, gold, 1901. J&J		
8s, gold, cou. on. J&J	95		Cent. Pacific—1st, 6s, g., '95-98. J&J	112	112½	Clev. & Pitts.—4th M., 6s, 1892. J&J	110	
Worcester, Mass.—6s, 1892. A&O	117	118	State Aid, 7s, g., 1884. J&J	104½	105	Consol. S. F., 7s, 1900. M&N		
5s, 1905. A&O	109	111	S. Joaquin, 1st M., 6s, g., 1900. A&O	107½		C. C. & I. C.—1st cons. m., 7s. A&O	90	
Yonkers, N.Y.—Water, 1903. J&J	115		Cal. & Oregon, 1st, 6s, g., '88. J&J	105		2d mort., 7s, 1909. F&A		
RAILROAD BONDS.								
Ala. Cent.—1st M., 8s, g., 1901. J&J	85	100	Cal. & Or. C.P. bonds, 6s, g., '92. J&J	108	110	Trust Co. cert., 1st, ass'd. J&J	90½	90½
Ala. Gt. Southern—1st mort., 1908	105	107	Land grant M., 6s, g., 1890. A&O	104		do do supplementary.. J&J	90	
Ala. & Chatt., 7s, receivers' cts.			West. Pacif., 1st, 6s, g., '99. J&J	103		do do income 7s, 1890. J&J	44	45
Alb'y & Susq.—1st M., 7s, '88. J&J	112½		Charl'te Col. & A.—Cons., 7s, '95. J&J	108		Chic. & Gt. East., 1st, 7s, '93-95. J&J		
2d mortgage, 7s, 1885. A&O	110½		2d mort., 7s, 1910. J&J	97	100	Col. & Ind. C., 1st M., 7s, 1904. J&J	111	
Consol. mort., 7s, 1906. guar. A&O	115	117	Cheraw & Darl.—1st M., 8s, '88. A&C	116		do 2d M., 7s, 1904. M&N	102	106
Allegh. Val.—Gen. M., 7-10s. J&J	115	122	2d mort., 7s. J&J	106		Un. & Logansp., 1st, 7s, 1905. A&O	105	110
East. exten. M., 7s, 1910. A&O	105		Ches. & Ohio—Par. money fd., 1898	103		T. Logansp. & B., 7s, 1881. F&A	104	
Income, 7s, end., 1894. A&O		33	Series A. J&J			Cin. & Chic. A. L., 1886-90. J&J	95	100
Atch'n & Neb.—1st, 7s, 1907. M&S	114½	115	6s, gold, series B, int. def. 1908. J&J	68½	68½	Col. & Hock. V.—1st M., 7s, '97. A&O	110	
Atch'n P.—1st, 7s, g. M&N	100	105	6s, gold, small bonds, 1908. J&J	65		2d M., 7s, 1892. J&J	102	
Atch. Top. & S.F.—1st, 7s, g., '99. J&J	118½	119	6s, currency, int. deferred, 1918. J&J	38	39	Col. Springf. & C.—1st, 7s, 1901. M&S		
Land grant, 7s, g., 1902. A&O	116	116½	6s, currency, small bonds, 1918. J&J	35		Col. & Toledo—1st mort. bonds. J&J	107	110
2d mort., 7s, g., 1903, conv. A&O	120	122	Va. Cent., 3d M., 6s, 1884. J&J	101½	105	Col. & Xenia—1st M., 7s, 1890. M&S	110	115
Land income, 8s. J&J	106	107	Cheshire—6s, 1896-1898. J&J	101½		Conn. & Passump.—M., 7s, '93. A&O	111½	112
Guaranteed 7s, 1909. J&J & A&O	111½	111½	Chester Val.—1st M., 7s, 1872. M&N	104½		Massawippi, g., 6s, gold, '89. J&J	100	102
5s, 1900. J&J	99½	100	Chic. & Alton—1st M., 7s, '93. J&J	122		Conn. Val.—1st M., 7s, 1901. J&J	65	67
Florence & El Dorado, 1st, 7s. A&O	108½	110	Sterling mort., 6s, g., 1903. J&J	115	117	Conn. West.—1st M., 7s, 1900. J&J	36	37
K.C. Topeka & W., 1st M., 7s, g. J&J	116	117	Income, 7s, 1883. A&O	105		Connecting (Phila.)—1st, 6s. M&S		
do income 7s. A&O	109	112	Bds. Kan. C. line, 6s, g., 1903. M&N	111½		Cumberl'd & Penn.—1st 6s, '91. M&S		
N. Mex. & So. Pac., 1st, 7s, 1909. A&O	111½	111½	Miss. Riv. Bridge, 1st, s.f., 6s, 1912			2nd 6s, 18-88. M&N		
Pleasant Hill & De Soto, 1st, 7s, 1907	109	110	Joliet & Chic., 1st M., 8s, '82. J&J			Cumberl. Val.—1st M., 8s, 1904. A&O		
Pueblo & Ark. V., 1st, 7s, g., 1903.	112½	112½	Louis'a & Mo. R., 1st, 7s, 1900. F&A	104		Dakota Southern—7s, gold, '94. F&A	95	100
Wichita & S.W., 1st, 7s, g., 1902	108	110	do 2d, 7s, 1900. M&N	104		Danby & Norwalk—7s, '80-92. J&J	100	
Atlanta & Charlotte Air L., 1st, 7s	94½	95½	St. L. Jacks'v. & C., 1st, 7s, '91. A&O	114½		Dayton & Mich.—1st M., 7s, '81. J&J	101½	102
Income, 6s. J&J	53½	54	Chic. B. & Q.—1st, 8s, '83. J&J	109	110	2d mort., 7s, 1887. M&S	101	
Atlant. & Gt. W.—1st M., trustees' cts.	72	74	Consol. mort., 7s, 1903. J&J	123		3d mort., 7s, 1888. A&O	103	
2d mortgage trustees' certifs. J&J	30	32	Bonds, 5s, 1895. J&D	101	102	Dayt. & West.—1st M., 6s, 1905. J&J	103	105
3d do do do J&J	14	15	5s, 1901. A&O	96	102	1st mort., 7s, 1905. J&J	107	
L'sed L. rental tr'st' 73, Trus. cer. 7s	35	38	Bur. & Mo. R., 1st M., 7s, '93. A&O	116		Delaware—Mort., 6s, guar., '95. J&J		112
West. ext. certifs, 8s, 1876. J&J	70	75	do Conv. 8s, '94 ser. J&J	130		Del. & Bound B'k—1st, 7s, 1905. F&A	113½	
do do 7s, guar. Erie J&J	70	75	Bur. & Mo. (Neb.), 1st, 6s, 1918. J&J	109½	110	Del. Lack. & W.—2d M., 7s, '82. M&S	100½	
Scrip for prior lien bonds, 6s. J&J	106	108	do 8s, conv., 1883. J&J	130		Convertible 7s, 1892. J&D		
Mort. deb. 4s. J&J	71	73	do Cons. 6s, non-ex. J&J	102½	103	Mort. 7s, 1907. M&S	106½	
Atlantic & Gulf—Cons. 7s, '97. J&J	105	108	do Neb. RR, 1st, 7s, A&O	112		Den. & Rio G.—1st, 7s, g., 1900. M&N	96	106½
1st mortgage, 7s. J&J	105		do Om. & S.W., 1st, 8s, J&D	117	118	1st consol. mort., 7s, 1900. J&J	96½	
S. Ga. & Fla., 1st M., 7s, 1899. M&N	109	112	Dixon Peo. & H., 1st, 8s, '74-89. J&J	107½		Des M. & Ft. D.—1st, 6s, 1904. J&J		
At. Miss. & Ohio.—Com. bondh'rs cts	100		Ott. Osw. & Fox R., 8s, '90. J&J	117½	119	Detroit & Bay C.—1st, 8s, 1902. M&N	65	75
Norfolk & Petersb., 1st, 8s, '87. J&J	103		Quincy & Wars'w., 1st, 8s, '90. J&J	114	115	1st M., 8s, end. M. C., 1902. M&N	103	110
do 1st M., 7s, 1887. J&J	102		Chic. & Can. So.—1st, 7s, 1902. A&C	40	45	Det. G. Haven & Mtl.—Equip. 6s, 1918	113	115
do 2d M., 8s, 1893. J&J	110		Chic. Clin. Dub. & Minn.—7s, '84. F&A	102½	103	Con. M., 5% till '84, after 6% 1918	106	108
South Side, Va., 1st, 8s, '84-90. J&J	110	112	7s, 1910. J&J	108	109	Det. & Pontiac, 1st M., 6s, '86. A&O	113½	
do 2d M., 6s, '84-90. J&J	98	100	Chic. & East. Ill., S. F. c'y. 1907	100	102	Det. L. & North.—1st, 7s, 1907. A&O	113½	
do 3d M., 6s, '86-90. J&J	92½		do small bonds. J&J	98		Dubuque & Sioux C.—1st, 7s, '83. J&J		
Virginia & Tenn., M., 6s, 1884. J&J	101½		do income bonds. J&J	99	95	1st mort., 2d Div., 1891. J&J		
do 4th M., 8s, 1900. J&J	114½		Chic. & Iowa—2d M., 8s, 1901. J&J	75		Dunk. A. V. & P.—1st, 7s, g., 1890. J&D		
Atl. & St. Law.—St'g 2d, 6s, g. A&O			Chic. Pa. & Neb.—1st M., 7s, '92. F&A	110		East Penn.—1st M., 7s, 1888. M&S	108	
3d mort., 1891. J&J			Chic. & Mich. L. Sh.—1st, 8s, '89. M&S	106		E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	113	
Bald Eagle Val.—1st M., 6s, '81. J&J			Chic. M. & St. P.—P.D. 1st, 8s, '98. F&A	132	133	E. Tenn. & Ga., 1st, 6s, '80-86. J&J	100	
Baltimore & Ohio—6s, 1880. J&J			P. D., 2d M., 7-10s, 1898. F&A	115		E. Tenn. & Va., end., 6s, 1886. M&N	100	
6s, 1885. A&O	109½	110	St. P. & Chic., 7s, g., 1902. J&J	117		Eastern, Mass.—4½s, g., 1906. M&S	94½	95
Sterling, 5s, 1927. J&D	105	106	Mil. & St. P., 2d M., 7s, 1884. A&O			Sterling debts., 6s, g., 1906. M&S	103	105
Sterling, 6s, 1895. M&S	118	120	La. C., 1st M., 7s, 1893. J&J	114½	115½	Elmira & Wmspt.—1st, 6s, 1910. J&J		108½
Sterling mort., 6s, g., 1902. M&S	118	120	I. & M., 1st M., 7s, 1897. J&J	114	115½	5s, perpetual. A&O	86	
do 6s, g., 1910. M&N	117	119	Pa. & Dak., 1st M., 7s, 1899. J&J	110	112	Erie & Pittsb.—1st		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Gr.Rap. & Ind.—1st, l.g., g'd, 7s, g.	110	115		Marietta P. & Clev.—1st, 7s, g., '95				Ohio & Miss.—Cons. S. F. 7s, '98 J&J	113		
1st M., 7s, l.g., gold, not guar. A&O	105	110		Consol. 7s.	J&D			Cons. mort., 7s, '98.	J&J	117	
Ex land grant, 1st 7s, '99.	85			Marquette Ho. & O.—Mar. & O., 8s, '92	114	118		2d mort., 7s, 1911.	A&O	113½	
Greenv. & Col.—1st M., 7s.	100	105		6s, 1908.	M&S	87½	88	1st mort., Springf. Div., 1905 M&N	100	105	
Bonds, guar.	100	105		Mass. Central—1st, 7s, 1893.				Ohio & W. Va.—1st s.f., 7s, 1910 M&N	112½	113	
Gulf Col. & Santa Fe—1st mort., 7s	92	95		Memp. & Char'l'n—2d, 7s, '85. J&J	99	100		Old Colony—6s, 1897.	F&A	112½	113
Hannibal & Nap.—1st, 7s, '88. M&N				1st, cons., Tenn. lien, 7s, 1915 J&J	100			6s, 1895.	J&D	112½	112½
Han. & St. Jo.—Conv. 8s, 1885. M&S	108			Mem. & L.R'ck—1st, 4s (8s after '82)		94		7s, 1895.	M&S	120	121
Kans. C. & Cam., 1st, 10s, '92. J&J				Metrop'n Elev.—1st M., 1908, J&J	100½	100½		Cape Cod, 7s, 1881.	F&A	102	103
Harrish. P. Mt. J. & L.—1st, 6s. J&J				Michigan Central—				Or'ge & Alex'ndria—1st, 6s, '73 M&N	108	115	
Havana Ran. & East.—7s, 1897.	100			1st M., 8s, 1882.	A&O	108½	108½	2d mort., 6s, 1875.	J&J	110	114
Housatonic—1st M., 7s, 1885. F&A				Consol., 7s, 1902.	M&N	123	124	3d mort., 8s, 1873.	M&N	94	
2d mort., 6s, 1889.	J&J			1st M. on Air Line, 8s, 1890. J&J	113½	114		4th mort., 8s, 1880.	M&S	50	52
Houst. E. & W. Tex.—1st, 7s, 1898.	80	90		Air Line, 1st M., 8s, guar. M&N	106½	108		Or. Alex. & M., 1st M., 7s, '82. J&J	90½	91½	
Houst. & Gt. No.—2d pur. com. rec'ts	33	40		Equipment bonds, 8s, '83.	A&O			Oreg. & Cal.—Frankfort Com. Rec. x	45	47	
Houst. & Tex. Cen.—1st M., 7s, g'd, '91	108½	109		Gd. Riv. V., 1st 8s, guar., '86. J&J	108	110		Osw. & Rome—1st M., 7s, 1915. M&N	100	110	
West. Div., 1st, 7s, g., 1891. J&J	105½			6s, 1909.	M&S			Osw. & Syracuse—1st, 7s, '80. M&N			
Waco & N. W., 1st, 7s, g., 1903. J&J	106½			Kalamazoo & S. H., 1st, 8s, '90. M&N	108	110		Panama—Sterl'g M., 7s, g., '97. A&O	116	118	
Cons. mort., 8s, 1912.	A&O	116½		J. L. & Sag. 1st, 8s, '85, "wh. bds" J&J	109	110		Paris & Danville—1st M., 7s, 1903.			
Waco & N., 8s, 1915.				do North Ext., 8s, '90. M&N	105	107		Paris & Dec't'r—1st M., 7s, g., '92. J&J	25	40	
Inc. and Ind'y 7s, 1887.	M&N	109		do Cons. mort., 8s, '91. M&S	107½	108		Pekin Lin. & Dec.—1st, 7s, 1900. F&A			
Hunt. & Br. Top—1st, 7s, '90. A&O	113	116		Joliet & N. Ind., 1st, 7s (guar. M.C.)				Pennsylvania—1st M., 6s, '80. J&J	101½	102	
2d mort., 7s, g., 1895.	F&A	107		Midland of N. J.—1st mort.	60	65		General mort, 6s, coup., 1910 Q—J	119		
Cons. 3d M. 7s, 1895.	A&O	60		Income, "A."	10	12½		do 6s, reg., 1910. A&O	119		
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	110	112		do "B."	4	6		Cons. mort., 6s, reg., 1905. Q—M	116		
Sterling, S. F., 5s, g., 1903. A&O	105	107		Ill. & North.—1st, 8s, 1901.	J&D			do 6s, coup., 1905. J&D	116		
Sterling, gen. M., 6s, g., 1895. A&O	116	118		Minneapolis & Duluth.—1st 7s	85	100		Navy Yard, 6s, reg., 1881.	J&J	105½	
do 5s, 1905.	J&D	103		Minn. & St. L.—1st M., 1927. J&D	103			Penn. Co., 6s, reg., 1907. Q—J	106½		
Ill. Grand Tr.—1st M., 8s, '90. A&O	114	115		1st M., Iowa extension	105			Penn. & N. Y.—1st, 7s, '96 & 1906. J&D	123		
Ind. Bl. & W.—1st, pf., 7s, 1900. J&J	114			Miss. & Tenn.—1st M., 8s, series "A"	125	130		Peoria Dec. & Ev.—1st, 6s, 1920. J&J	100½	101½	
1st, 3s, 4s, 5s & 6s, 1909.	A&O	77½	78	8s, series "B"	J&J	105	110	Incomes, 1920.	60	63	
2d M., 3s, 4s, 5s, & 6s, 1909. A&O	64½	65		Mo. Kansas & Texas—				Peoria Pekin & J.—1st, 7s, '94. J&J	45	60	
Income, 1919.	48½			Cons. assented, 1904-6.	F&A	105		Perkiomen—1st M., 6s, 1897. A&O			
Ind'polis D. & Sp'd—1st, 7s, 1906. A&O	102½			1st, 6s, g., 1899. (U. P. S. Br.) J&J	190	110		Ex fd. cps., Dec., '77 to '78, '80, inc.	63	68	
2d mort., income, 1906.	J&J	60	66	2d mort., income, 1911.	A&O	65½	66½	Petersburg—1st M., 8s, '79-'98. J&J			
Ind'polis & St. L.—1st, 7s, 1919. Var.	80	90		Boonev'e B'ge, 7s, guar., 1906. M&N				2d mort., 8s, 1902.	J&J		
2d mort., 7s, 1900.	A&O	45	60	Han. & C. Mo., 1st, 7s, g., '90. M&N	110	112		Phila. & Erie—1st M., 6s, 1881. A&O	104		
Ind'apolis & Vin.—1st, 7s, 1908. F&A	105	110		do 2d, 1892.	M&N			2d mort., 7s, 1888.	J&J	114	
2d mort., 6s, g., guar., 1900. M&N	98			Mo. Pac.—1st mort., 6s, gld, '88. F&A	107½	109		Gen. M., guar., 6s, g., 1920. J&J	113	115	
International & Gt. Northern—				2d mort., 7s, 1891.	J&J	109½		Sunbury & Erie, 1st M., 7s, '97. A&O	113		
1st mort., 6s, gold, 1919.	M&N	102½	103	Car. B., 1st mort., 6s, g., '93. A&O				Phila. & Read.—1st M., 6s, '80. J&J			
2d mort., income, 8s, 1909.	74½			3d mortgage				1st mort., 7s, 1893.	A&O		
Ionia & Lansing—1st 8s, '89.	J&J	112	114	Income, 7s, 1892.	M&S			Debenture, 1893.	J&J		
Iowa City & West.—1st, 7s, 1909. M&S	103½	109		Mob. & Ala. Gr. Tr.—1st, 7s, g'd, '95				Mort., 7s, coup., 1911.	J&D	114½	115
Ia Falls & Sioux C.—1st, 7s, '99. A&O	103½	109		Mobile & O.—1st pref. debentures.	80	80½		Gold mort., 6s, 1911.	J&D	105	
Ithaca & Athens.—1st m., 7s, g. J&J	103½			2d pref. debentures.	45	49		Improvement mort., 6s, 1897.		64	65
Jefferson—Hawly Br. 7s, '87. J&J	100	105		3d pref. debentures.	35			New convertible, 7s, 1893.	J&J	71	73
1st mort., 7s, 1889.	J&J	110		4th pref. debentures.	32			G. s. f., & & 6s, g., 1908, x cps. J&J	65	70	
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	114½	115		New mortgage, 6s, 1927.	103	103½		Scrip for 6 deferred 2 coupons.			
2d mort., 7s, 1910.	J&J	107	108	Morris & Essex—1st, 7s, 1914. M&N	130	135		Coal & L., guar. M., 7s, '92. M&S			
Ind'polis & Mad., 1st, 7s, '81. M&N	100			2d mort., 7s, 1891.	F&A	114		Income mort., cons. 7s, '96. J&D			
Junction RR. (Phil.)—1st, 6s, '82. J&J	103½			Construction, 7s, 1889.	F&A	105		Phila. Wil. & Balt.—6s, '92-1900. A&O	110	112	
2d mort., 6s, 1900.	A&O	103½		Bonds, 7s, 1900.	J&J	114		5s, 1910.		104½	105
K.C. Ft. Scott & G.—1st, 7s, 1908. J&D	103½	109½		General mort., 7s, 1901.	A&O	114		Pittsb. C. & St. L.—1st, 7s, 1900. F&A	117		
Kansas C. Lawr. & So. 1st, 4s, 1909	91½	92		Consol. mort., 7s, 1915.	J&D	111½		2d mort., 7s, 1913.	A&O		
K.C. St. Jos. & C.B.—M. 7s, 1907. J&J	114½	114½		Nashua & Low.—6s, g., 1893. F&A	107½	108		Steubenv. & Ind., 1st, 6s, '84. Var.		105½	
Kansas & Nebraska—1st mort.	72	75		5s, 1900.		103	103½	Pittsb. & Con'l'sv.—1st M., 7s, '98. J&J	116	117	
2d mort.	32	37		Nashv. Ch. & St. L.—1st, 7s, 1913. J&J	110	110½		Sterling cons. M., 6s, g., guar. J&J	114	116	
Keokuk & Des M.—1st, 5s, guar. A&O	97½	97½		1st, Tenn. & Pac., 6s, 1917. J&J				Pittsb. Ft. W. & C.—1st, 7s, 1912. J&J	136		
L. Erie & West.—1st, 6s, 1919. F&A	101½	102		1st, McM. M. W. & A., 6s, 1917. J&J	110½	112		2d mort., 7s, 1912.	J&J		
Sandusky Div., 6s, gold, 1920.				Nashv. & Decat'r.—1st, 7s, 1900. J&J	110½	112		3d mort., 7s, 1912.	A&O		
Income, 7s, 1899.	63	65		Natchez Jack. & Col.—1st, 7s, 1910		92½		Equipment, 8s, 1884.	M&S	109	111
Laf. Bl. & Mun., 1st, 6s, 1919. M&N		103		Nevada Cen.—1st 6s, 1904.	A&O	100		Pitts. Titusv. & B.—New 7s, '96. F&A		73	
do income, 7s, 1899.	65	68		Newark & N. Y.—1st, 7s, 1887. J&J	109			2d 7s, 1896.	F&A	73	
Lake Shore & Mich.											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
Shore L., Conn.—1st M., 7s, '80. M&S				Boston & Albany.....100		147½	148½	Lynn & Boston (street).....100		83	87
Sioux C. & Pac., 1st M., 6s, '98. J&J				Bost. Clint. Fitchb. & New Bed. 100		20	25	Macon & Augusta.....			
So. & N. Ala.—1st, 8s, g., end. '90. J&J				do do Pref. 100		99¾	100	Maine Central.....100		38	40
Sterling mort., 6s, g., '82-'88. J&J		107	109	Bost. Con. & Montreal.....100				Manchester & Lawrence.....100		153	157
So. Carolina—1st M., 7s, '82-'88. J&J		105	110	do do Pref., 6.....100		93¼	93½	Manhattan Beach Co.....100			48
1st, sterl. mort., 5s, g., '82-'88. J&J		87	92	Boston & Lowell.....500		90¼	90½	Manhattan Railway.....100		27	27¾
Bds., 7s, '02, 2d M., unjoined A&O		72	75	Boston & Maine.....100		134¼	134½	Marietta & Cin.....50			
Bds., 7s, non-mort.....A&O		34	36	Boston & New York Air L.....		45	48	1st pref.....50		7	7
South Side, L.I.—1st, 7, 1887.....M&S		98	105	do do pref.....		140	141	2d pref.....50		5½	5½
So. Cen. (N.Y.)—1st 7s, 1899.....F&A		80	100	Boston & Providence.....100		106½	107	Memphis & Charleston.....25		33	35
2d mort. 7s, gold, 1882, guar.....		100	100½	Boston Revere Beach & Lynn.....100		5	10	Metropolitan (street), Boston.....50		68	68½
So. Pac., Cal.—1st, 6s, g., 1905-6. J&J		100	100½	Brooklyn & Montauk.....100		30		Metropolitan Elevated.....		89	
Southwestern (Ga.)—Conv., 7s, 1886		107		Buff. N. Y. & Erie, leased.....100		65		Michigan Central.....100		94¾	94½
Summit Br.—1st, 7s, 1903.....J&J		90	100	Burlington C. Rapids & North.....100		72	72½	Middlesex (street), Boston.....100		114½	115
Susp. B. & Erie June.—1st M., 7s.....		99	105	Burl. & Mo., in Neb., deferred.....100				Midland of New Jersey, pref.....100			
Syr. Bing. & N.Y.—consol. 7s, '06 A&O		117		Cairo & St. Louis.....		11	15	Mine Hill & S. Haven, leased.....50		57½	
Texas & Pac.—1st, 6s, g., 1905 M&S		107¾		California Pacific.....		124¼	124½	Missouri Kansas & Texas.....100		36¾	36¾
Consol. mort., 6s, gold, 1905. J&D		90	95	Cambridge (street), Boston.....100		20	25	Missouri Pacific.....100		23¾	23¾
Inc. and land gr., reg., 1915. July		66	68	Camden & Atlantic.....50		50	50	Mobile & Ohio RR.....100		109½	110
1st M., construc., 6s, 1930.....F&A		81	82	do do Pref.....50		50	50	Morris & Essex, guar., 7.....50		70	70
Tol. P. & W.—Pur. C. rec'ts, 1st, E. D.		130		Canada Southern.....100		59¾	61	Nashua & Lowell.....100		116	118
Purch. Com. Rec't 1st M., W. D.....		129½		Catawissa.....50		56		Nashua & Rochester, guar., 3.....100		58	59
do Burlington D.....		65	66	do do Old, pref.....50		39½		Naugatuck.....100		137	140
1st pref. inc. for 2d mort.....		66		do do New, pref.....50		15	22	Nesquehoning Valley, leased, 10.....50		56	58
do for cons'd.....		112	112	Cedar Falls & Minnesota.....100		132	133	New Haven & Northampton.....100		30	
United Co's N.J.—Cons., 6s, '94 A&O		116	118	Cedar Rapids & Mo. and Ia. Ld. 100		115	120	New Jersey & New York.....		5	7
Sterling mort., 6s, 1894.....M&S		118	120	do do Pref., 7.....100		96	98	N. London Northern, leased, 8.....100		90	92
do 6s, 1901.....M&S		112¾	112¾	Central of Georgia.....100		27	27	New Mexico & So. Pacific.....100		130	131
Cam. & Amb., 6s, 1883.....F&A		115	115	Central Iowa.....100		58	60	N. Y. Central & Hudson Riv.....100		111¾	113
do 6s, 1889.....J&D		104¾	104¾	do do 1st pref.....100		29	32	New York Elevated.....		200	200
do mort., 6s, '89. M&N		117	117	Central of New Jersey.....100		75½	76½	do do Pref.....50		38¾	38¾
Union Pac.—1st M., 6s, g., '96-'99. J&J		115	116	Central Ohio.....50		44	47	do do Pref.....		39½	39½
Land Grant, 7s, 1887-9.....A&O		117	125	do do Pref.....50		51½	52	New York & New England.....100		166	168
Sink. F., 8s, 1893.....M&S		80	95	Central Pacific.....100		74½	74½	N. Y. N. Haven & Hartford.....100		24¾	24¾
Om. Bridge, sterl. 8s, g., '96 A&O		80	95	Charlotte Col. & Aug.....100		18½	19	do do pref.....			
Reg. 8s, 1893.....M&S		109¾	109¾	Chesapeake & Ohio, common.....100		20	21	New York & Oswego Midland.....100		128	130
Collateral trust, 6s, 1908.....J&J		95½	96	do do 1st pref.....100		49¾	50	New York Providence & Bos.....100		48	48½
Colorado Cent., 1st, 8s, g., '90. J&D		90	95	do do 2d pref.....100		115	116	North Pennsylvania.....100		37½	38
Denver Pac., 1st M., 7s, g., '99. M&N		93	97	Cheshire, pref.....100		125		Northern Central.....50		100	100½
Kans. Pac., 1st, 6s, g., 1895. F&A		117	117	Chicago & Alton.....100		137½	138½	Northern New Hampshire.....100		30	30½
do 1st M., 6s, g., 1896.....J&D		117	125	do do Pref., 7.....100		79½	80	do do Pref.....100		53½	
do 1st R. & L. G. D. '99. M&N		80	95	Chicago Burlington & Quincy.....100		88¾	88½	Norwich & Worcester, leased, 10.....100		135	
do L'd 1st M., 7s, g., '80. J&J		80	95	Chicago Clin. Dubuque & Minn. 100		109¼	110	Ogdensburg & Lake Champ.....100		25	25½
do Land 2d M., 7s, g., 1886		109¾	109¾	Chicago & East Illinois.....100		100¼	100¾	do do Pref., 8.....100		75	76
do Inc., No. 11, 7s, 1916. M&S		95½	96	Chicago Iowa & Nebraska.....100		114	114½	Ohio Central.....100		21	
do Inc., No. 16, 7s, 1916. M&S		90	95	Chicago Milwaukee & St. Paul. 100		38	39	Ohio & Mississippi.....100		34½	35
do Deny. Div., 6s ass. ep. cert.		93	97	do do Pref., 7. 100		43½	44	do do Pref.....100		115½	116
Utah Cen.—1st M., 6s, g., 1890. J&J		105	105	Chicago & North Western.....100		83		Oswego & Syracuse, guar., 9.....50		187	200
Utah Southern—1st 7s, 1891.....		43	43½	Chic. & Rock Island.....100		69½	70	Panama.....100		58¼	58¾
Utica & Bl'k R.—1st M., 7s, '78. J&J		10	20	Chic. St. L. & N. O.....100		89	90	Pennsylvania Railroad.....50			
Mort., 7s, 1891.....J&J		12½	13	Chic. St. P. Minn. & Om., com. 100		81		do do Pref.....50			
Verm't & Can.—M., 8s.....		1	3	do do Pref. 100		14½	15	Peoria Decatur & Evansville.....100		26	
Mississquoi, 7s, 1891.....J&J		43	43½	Chicago & West Michigan.....100		45	47	Philadelphia & Erie.....50		151½	153
Vermont Cen.—1st M., 7s, '86. M&N		30	35	Cin. Hamilton & Dayton.....100		71½	73	Philadelphia & Reading.....50		23½	23½
2d mort., 7s, 1891.....J&D		102¾	103¼	Cin. Indianap. St. Louis & Chic. 100		124	124	do do Pref., 7.....50			
Income extension 8s.....M&N		122	125	Cin. Sandusky & Cleveland.....50		19¼	19½	Phila. & Trenton, leased, 10.....100			
Stanstead S. & C., 7s, 1887. J&J		89	89	do do Pref., 6. 50		110	112	Phila. Germ'n & Nor., l'sed, 12.....50		69¼	69¼
Verm't & Mass.—1st M., 6s, '83. J&J		64	64	Clev. Col. Cin. & Indianapolis.....100		130		Phila. Wilmington & Balt.....50			
Conv. 7s, 1885.....J&J		110¼	110¼	Clev. & Mahoning Val., leased.....50		89½	90	Pittsburgh Cincinnati & St. L.....50			
Vick. & Mer.—1st M., end. 7s, '90. J&J		97	105	Clev. & Pittsburgh, guar., 7.....50		115	120	Pittsb. & Connellsville, leased.....50			
2d mort., end. 7s, 1890.....J&J		104½	105	Col. Chic. & Indiana Central.....100		68	68½	Pittsburg Titusville & Buffalo.....50		12	12½
Wabash—1st M., ext., 7s, '90, ex. F&A		38	40	Columbus & Hocking Valley.....50		147½	150	do do pref.....		26	
Mort., 7s, 1879-1909.....A&O		96	96	Columbus & Xenia, guar., 8.....50		53	54	Pittsb. Ft. W. & Chic, guar., 7. 100		123½	125
Equipment, 7s, 1883.....M&N		103¼	103¾	Concord.....50		95		do do Special, 7. 100			
General mort., 6s, 1920.....J&D		104½	105	Concord & Portsmouth, guar., 7. 100		90	90½	Portland Saco & Ports., l'sed 6. 100		109	110
Cons. mort., 7s, 1907, con., ex. Q-F		104½	105	Connecticut & Passumpsic.....100		86	90	Portsm'th Gt. Falls & Conway.....100		28	35
1st, St. L. div., 7s, 1889, ex. F&A		104½	105	Connecticut River.....100		106	108	Providence & Worcester.....100		110	115
Gt. West., Ill., 1st, 7s, '88, ex. F&A		104½	105	Dayton & Michigan, guar., 3½.....50		60	70	Rensselaer & Saratoga.....100		118	125
do 2d, 7s, '93, ex. M&N		107½	107½	do do Pref., guar., 8. 50		50	55	Republican Valley, deferred.....100		72	72½
Q'ncy & Tol., 1st, 7s, '90, ex. M&N		100¾	100¾	Delaware & Bound Brook.....100		33		Richmond & Danville.....100		77¾	78
Ill. & S. Ia., 1st, 7s, '82, ex. F&A		110	112	do do Pref., 7. 50		52		Richmond Fred. & P.....100		56	70
St. L. K. C. & N. (rest. & R.), 7s. M&S		112	112	Erie & Pittsburgh, guar., 7.....50		90		do do Guar. 7.....100		116½	117½
do Om. Div., 1st 7s, 1919. A&O		119	119	Fitchburg.....100		124	125	Richmond & Petersburg.....100			80
do Clarin. Br., 6s, 1919. F&A				Flint & Pere Marquette.....50		60	64	Rome Watertown & Ogdensb.....100			
do No. Mo., 1st M., 1895. J&J				Frankfort & Kokomo.....50		56		Rutland.....100		6	7
Wabash Fund, Int. Bds., 1907.....				Georgia Railroad & Bank'g Co. 100		112½	113	do do Pref., 7.....100		28¼	28¾
Various 7s.....F&A		85	95	Grand River Valley, guar., 5.....100		20	21	St. Joseph & Western.....100		20½	23
Various 4-5-6s.....F&A				Green Bay & Minnesota.....100		104	110	St. Louis Alton & Terre Haute.....100		24	24
Warren (N.J.)—2d M., 7s, 1900.....		117		Hannibal & St. Joseph.....100				do do Pref. 100		77	77
Westch'r & Phil.—Cons., 7s, '91 A&O		100		Harrisburg P. Mt. J. & L., guar., 7. 50		126½	127	Belleville & So. Ill., pref.....100			
W. Jersey—Debent. 6s, 1883.....M&S				Highland (street), Boston.....100		20	21	St. Louis I. M'n & South. assen'd 100		56¾	56¾
1st mort., 6s, 1896.....J&J		114	114	Houston & Texas Central.....100		106	108	St. Louis & San Fran.....100		36	36
Consol. mort., 7s, 1890.....A&O		111	114	do do Pref. 100		50		do do Pref.....100		46	47
West'n Ala.—1st M., 8s, '88.....A&O		111	114	Illinois Central.....100		112½	113	do do 1st pref.....100		77	79
2d mort., 8s, guar., '90.....A&O		111	114	Indiana Bloomington & Western.....50		43½	86¾	St. Paul & Duluth.....100		28	37
West. Md.—End., 1st, 6s, 90.....J&J		105	110	International & Gt. Northern.....100		85½		do do Pref.....100		66	
1st mort., 6s, 1890.....J&J		115	115	Iowa Falls & Sioux City.....100		124	125	Seaboard & Roanoke.....100		102	
End., 2d mort., 6s, 1890.....J&J		101	102½	Jeff. v. Mad. & Ind'p's, l'sed. 7. 100		60	64	do do Guar.....100		103	
2d mort., pref., 6s, 1895.....J&J		112½	116	Joliet & Chicago, guar., 7.....100		50		Shore Line (Conn.), leased, 8.....100			
2d, end. Wash. Co., 6s, 1890. J&J		115		Kansas City Ft. Scott & Gulf.....100		112½	113	South Boston (street).....50		62¾	63
3d, end., 6s, 1900.....J&J				do do Pref. 100		53	53½	South Carolina.....100		8	10
West'n Penn.—1st M., 6s, '93. A&O				do do Pref. 100		100¼	101½	South Side.....25			
Pitts. Br., 1st M., 6s, '96.....J&J				Kansas City Lawrence & So.....100		89	89½	Southwestern, Ga., guar., 7.....100			
Wheeling & L. Erie—1st, 6s, g., 1910				Kansas & Nebraska.....100		17	20	Syracuse Binghamton & N. Y.....100		10	11
Wil. & Weldon—S. F., 7s, g., '96. J&J		112¾	115	Keokuk & Des Moines.....100		11½	11½	Summit Branch, Pa.....50			
Winona & St. Pet.—1st M., 7s, '87. J&J		108	110	do do Pref. 100		100¼	101½	Terre Haute & Indianapolis.....50			
2d mort., 7s, 1907.....M&N		113		Lake Erie & Western.....100		31	31	Toledo Peoria & Warsaw.....100		2	
Ex., 1. g., mort., 7s, g., 1916. J&D				Lake Shore & Mich. So.....100		106¾	106¾	do do 1st pref. 100		3	
Wis. Cent.—1st, 7s, coups. unfund.		60	65	Lehigh Valley.....50		53¾	53½	do do 2d pref. 100		4	
1st series, new.....		60	65	Little Rock & Fort Smith.....100		54	54½	United N. Jersey RR & C. Co.....100		165	
2d series, new.....		35	39	Little Miami, leased, 8.....50		130	131	Union Pacific.....100		93½	93½
Wis. Valley—1st, 7s, 1909.....J&J		109¾	110	Little Schuylkill, leased, 7.....50		47	47½	Vermont & Canada, leased.....100		14½	15
Wor. & Nashua—5s, '93-'95. Var.		109	101	Long Island.....50				Vermont & Mass., leased, 6.....100		122	
Nash. & Roch., guar., 5											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

CANAL STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.
CANAL BONDS.			Oregon Ry. & N. Co. 100	39 5/8	39 3/4	COAL & MISCEL.			Dahlonaga.....	10	180
Albermarle & Ches.—			Pacific Mail SS. Co. 100	117	119	MINING STOCKS.			Dundenberg.....	1 50	1 80
1st, 7s, 1909. J&J	95	100	Pullm'n Palace Car 100	167	71	American Coal.....	25		Durango.....	33	17
Chesap. & Delaware—			St. Louis B'dge, 1st pref	193	98	Big Mountain Coal 10			Eureka Consol.....	100	
1st mort., 6s, '86 J&J	83		St. Louis Tunnel RR.	50	50	Buck Mount'n Coal 50	55		Exchequer G. & S. 100		8
Chesapeake & Ohio—			St. Louis Transfer Co.	10	10	Butler Coal.....	25		Father De Smet.....	32	34
6s, 1870. Q-J	72 1/2	76	Sutro Tunnel.....	100	100	Cameron Coal.....	15		Findley.....	65	75
Delaware Division—			Union Trust.....	100	100	Caribou Con. Min'g. 10	1 3/8	1 1/2	Gold Placer.....	1 05	1 15
6s, 1878. J&J	90		U. S. Trust Co.....	100	100	Cent. Arizona Min. 100	8	8 3/4	Gould & Curry S. 100		
Delaware & Hudson—			U. S. Mort. Co. (N.Y.) 100	103 7/8	104	Climax Mining.....	10		Grant.....	100	
7s, 1891. J&J	110		West. Union Tel. 100	103 7/8	104	Clinton Coal & Iron 10			Grand Prize.....	12	14
1st ext., 1891. M&N	106		EXPRESS ST'CKS			Colorado Coal & I. 100	30	35	Granville Gold Co.....	50	55
7s, 1884. J&J	116		Adams.....	116	117 1/2	Consol. Coal of Md. 100	20		Great Eastern.....	3 60	
Coup. 7s, 1894. A&O	116	120	American.....	57 1/2	57 3/4	Cumberl'd Coal & I. 100			Green Mountain.....		
Reg. 7s, 1894. A&O	114 1/2		United States.....	47 1/2	47 3/4	Deadwood Mining.....			Hale & Norcross. 100		
1st Pa. D. ep., 7s, M&S	114		Wells, Fargo & Co. 100	109 1/2	109 3/4	Excels'r W. & M. Co. 100			Henry Tunnel Co.....	15	
do reg. 7s, M&S			GAS STOCKS.			George's Cr'k C'l (Md.)			Horn Silver.....	1 70	1 75
James Riv. & Kan.—			Baltimore Gas.....			Homestake Min'g. 100	33		Hukill.....		
1st mort., 6s. M&N			do certs.....			Leadville Mining.....			Hussey.....		
2d mort., 6s. M&N			Consumers' Gas, Balt.	67 7/8	7	La Plata M'g & S. Co. 10			Imperial.....	54	60
Lehigh Navigation—			People's G. L. of Balt. 25	21 5/8	27	Little Pittsb'g Con. 100			Independence.....	3 25	
6s, reg., 1884. Q-J	108		Boston Gaslight.....	795	800	Locust Mt. Coal.....	7 1/2	2	Iron Silver.....		
RR. 6s, reg., '97. Q-F			East Boston.....	28	30	Mariposa L. & M. Call 100	18	20	Julia.....	100	
Deb. 6s, reg., '77. J&D			South Boston.....	104	106	do pref. 100			Justice.....	100	
Conv. 6s, reg., '82. J&D			Brookline, Mass. 100	102	105	Maryland Coal.....			Kentuck.....		
do 6s, g. reg., '94. M&S	106		Cambridge, Mass. 100	144	145	Montauk Gas Coal 100			Kings Mountain.....		
6s, g. cp. & reg., '97. J&D			Chelsea, Mass. 100	75	80	New Central Coal.....			Kossuth.....	50	
Cons. M., 1911 7s J&D	104	105	Dorchester, Mass. 100	79	80	New Creek Coal.....			Lacrosse.....	28	29
Louisville & Portl.—			Jamaica Pl'n, Mass 100	118	122	N. Y. & Middle Coal 25			Lady Washington.....	45	50
3d mort., 6s, 1881.	100		Lawrence, Mass. 100	133	136	N. Y. & Straits. C. & I. 100			Leadville Con.....		
4th mort., 6s, 1886.	105	106 1/2	Lowell.....	150	152	Ontario Sil. Min'g. 100			Leeds.....		
Morris—			Lynn, Mass., G. L. 100	79 1/2	80	Penn. Anthracite Coal.	215	226	Leopard.....	100	
Boat'n, reg., '85. A&O	140		Mald. & Melrose.....	90	92	Pennsylvania Coal 50			Leviathan.....		
New mort.....			Newton & Wat'n.....	120	121	Pilot Knob I. (St. L.) 100	11	14	Little Chief.....	2 50	
Pennsylvania—			Salem, Mass., 100	105	107	Quicksilver Min'g. 100	50	55	Lucerne.....	10	
6s, coup., 1910. J&J			Brooklyn, L. I. 25	100	108	do pref.....			Martin White.....	69	
Schuylkill Nav.—			Citizens', Brooklyn 20	60	65	St. Nicholas Coal.....			May Belle.....	20	30
1st M., 6s, 1897. Q-M			Metropolitan, B'klyn.	55	65	San Juan Sil. Min. 100	\$1	\$3	McClinton.....		
2d M., 6s, 1907. J&J			Nassau, Brooklyn 25	40	50	S. Raph'l Sil. Mob. 100	\$5	\$10	Memphis.....		
Mort. 6s, cp., '95. J&J			People's, Brooklyn 10	35	38	do pref. 100	\$6	\$12	Merrimac Silver.....	10	
6s, imp., cp., '80. M&N			Williamsb'g, B'klyn 50	65	70	Shamokin Coal.....			Mexican G. & Silv. 100		
6s, bt & car, 1913 M&N			Charlestown, S. C. Gas. 25		19	Spring Mount. Coal 50			Moose.....	54	55
7s, bt & car, 1915 M&N			Chicago G. & Coke 100	169	170	Stand'd Cons. G. M. 100	28 1/2	28 3/4	Mono.....		
Susquehanna—			Cincinnati G. & Coke			Westmoreland Coal 50	\$65		Mont Bross.....		
6s, coup., 1918. J&J			Hartford, Ct., G. L. 25	90	98	Wilkesb. Coal & I. 100			Navajo.....	1 50	2 00
7s, coup., 1902. J&J			Jersey C. & Hobok'n 20	160	170	BOSTON MINING			N. Y. & Colorado.....	35	50
Union, 1st 6s, '83. M&N			People's, Jersey C.....	117		STOCKS.			North Standard.....		
CANAL STOCKS.			Louisville G. L.....			Allouez.....	3 1/2	3 3/4	Northern Belle.....	100	
Par.			Mobile Gas & Coke. 8	60	70	Atlantic.....	18 1/2	19	Ophir Silver.....	100	
Chesapeake & Del. 50	\$33 1/2	85	Central of N. Y. 50	72 1/2	77	Aztec.....	11 1/4	1 3/8	Orig. Comst'k G. & S 100		
Del. & Hudson..... 100	84 1/2		Harlem, N. Y. 50	185	190	Blue Hill (Me.) 10	37 1/8	4	Original Keystone.....		
Del. Div. leased, 8. 50			Manhattan, N. Y. 50	137 1/2	143	Brunsw'k Antimony 5	27	28	Overman G. & S. 100		
Lehigh Navigation..... 50	\$31 7/8	32	Metropolitan, N. Y. 100	160	170	Calumet & Hecla.....	240	242	Plumas.....	1 50	2
Morris, guar., 4. 100	\$50		Municipal.....	70	75	Catalpa Silver.....	1 68 3/4	1 75	Phil. Sheridan.....	28	32
do pf., guar. 10. 100			Mutual of N. Y. 100	102	105	Central.....	39	44	Rappahanock.....		
Pennsylvania..... 50			New York, N. Y. 100	69 1/2	70 1/2	Continental Silver.....	1 58	1 3/4	Raymond & Ely.....	60	75
Schuylkill Nav..... 50			N. Orleans G. L. 100	\$42		Copper Falls.....	14 1/2	15	Red Elephant.....	1 75	1 85
do do pref. 50			N. Liberties, Phila. 25	74	76	Dana.....	50c.	60c.	Rising Sun.....		
Susquehanna..... 50			Washington, Phila. 20	250	254	Dawson Silver.....	5c.	10c.	Robinson Consolidated		
MISCELLANEOUS			Portland, Me., G. L. 50	100	12	Douglas (Me.).....	37 1/8	4	St. Joseph Lead.....	10	
BONDS.			St. Louis G. L. 50	100	12	Duncan Silver.....	24 1/2	2 3/4	Savage Gold & Silv. 100		
Amer'n SS. Co. (Phil.)—			Laclede, St. Louis 100	10	12	Franklin.....	15 1/2	16	Seaton consol.....		
6s, R. C., 1896. A&O			Carondelet, St. Louis 50	78	80	Harshaw Silver.....	45	46	Segregated Belch'r 100		
Balt. Gas Light 6s.....			San Francisco G. L.....			Humboldt.....	50c.	75c	Shamrock.....	13	
Canton (Balt.)—			MANUFACTURING			Hungarian.....	7 1/2	7 3/4	Sierra Nevada Silv. 100		
£ 6s, g., 1904. J&J	110		STOCKS.			Huron.....	50c.	55c.	Silver City.....	100	
Mort. 6s, g., 1904 J&J	110		Am. B. H. S. M. (Pa.) 12 1/2	115	118	International Silver 20	50c.	75c.	Silver Cliff.....		
Un. RR., 1st, end. 6s.	110		Amory (N. H.).....	1815	1820	Manhattan.....	50c.	75c.	Silver Hill.....	100	
do 2d, end. 6s, g. M&N	100		Amoskeag (N. H.) 1000	115	120	Mesnard.....	1 1/2	2	South Bodie.....		
Colorado Coal & Iron—			Androskog'n (Me.) 100	1045	1060	Minnesota.....	3	3 1/2	South Bulwer.....		
1st consol 6s.....		85	Appleton (Mass.) 1000	140	141	National.....	2 1/2	2 3/4	Southern Star G. & S 100		
Consol. Coal—			Atlantic (Mass.).....	94	95	Osceola.....	40 1/2	41	South Bodie.....	50	60
1st M., 7s, 1885. J&J			Bartlett (Mass.).....	172	173	Pewabic.....	22 1/2	23	South Bulwer.....	1 30	1 45
1st, conv., 6s, '97. J&J			Bates (Me.).....	1935	1950	Phenix.....	75c.	\$1	South Hite.....		
Cumberl'd & Pa. 1st, '91			Boott Cot. (Mass.) 1000	1340	1360	Pontiac.....	29 3/4	30	Standard.....	1	1 10
Mariposa Gold L. & M.—			Boston Co. (Mass.) 1000	152 1/2	153	Quincy.....	6	6 1/2	Tioga.....		
Cons. M., 7s, '86. J&J			Boston Belting.....	900	925	Ridge.....	36	36 1/2	Tip Top.....		
Oreg. R. & N. 1st, 6s, J&J	99 1/4	100	Bost. Duck (Mass.) 700	147	150	Rockland.....	21 1/8	21 1/2	Trio.....		
Pullm'n Palace Car—			Cambria Iron (Pa.) 50	775	780	Silver Islet.....	8 1/2	9 1/2	Tuscarora.....	25	
2d series, 8s, '81 M&N	102	104	Chicopee (Mass.) 100	9	9 1/2	Star.....	40c.	80c.	Unadilla.....		
3d series, 8s, '87 F&A	112	112 1/2	Collins Co. (Conn.) 10	118	120	Sullivan (Me.) Silver 10			Utah.....		
4th do 8s, '92 F&A	114	115	Continental (Me.) 100	735	740	Superior.....	70c.	80c.	Union Consol.....		
Deb't're, 7s, '88 A&O	105	106	Doug's Axe (Mass) 100	124	126	Winthrop.....			Yellow Jacket.....	100	
Stlg, 7s, g., 1885 A&O			Dwight (Mass.).....	97	100	GOLD & SILVER			MINING STOCKS		
Rutland Marble—			Everett (Mass.).....	109	110	(At N. Y. Board.)			Baltimore.		
7s, g., 1898. M&S	108 1/4		Franklin (Me.).....	109	110	Alice.....	5 1/4	6	Bank of Baltimore 100	125	127
St. Charles Bridge, 7s			Great Falls (N. H.) 100	1150	1200	Alpha Consol G. & S. 100	1 25	1 50	Bank of Commerce 25		16
St. L. Bridge & Tun—			Hamilton (Mass.) 1000	270	275	Alta Montana.....			Chesapeake.....	25	
1st, 7s, g., 1929. A&O	109	111	Hartf. Carpct (Ct.) 100	94	94 1/4	American Consol.....			Citizens'.....	15 1/2	15 3/4
Reconstruc. certfs.....	104	106	Hill (Me.).....	250	300	American Flag.....	63	64	Com. & Farmers' 100	111	115
2d M., 7s, g., 1901 J&J			Holyoke W. Power. 100	1150	1200	Amie.....			Farmers' B'k of Md. 30	30	32
3d, 7s, g., 1886. M&S			Jackson (N. H.) 1000	50	55	Atlantic Copper.....			Farmers' & Merch. 40	43	45
Tun'l RR., 1st, £ 9s, g.			Kearsarge.....	400	490	Barsick.....	8	9	Farmers' & Planters' 25	38	
Spring Valley—			Lancaster M. (N. H.) 400	1625	1650	Bechtel.....	1 00	1 15	First Nat. of Balt. 100	125	135
W. W., 1st, 1906. M&S	102		Lawrence (Mass.) 1000	815	840	Belcher Silver.....	2 00	2 60	Franklin.....	6 1/2	6 3/4
Western Union Tel.—			Lowell (Mass.).....	230	235	Belvidere.....	35	80	German American.....	100	
7s, coup., 1900. M&N	116		Lowell Bleachery 200	750	800	Belle Isle.....			Howard.....	9 1/4	9 1/2
7s reg., 1900. M&N	116		Lowell Mach. Shop. 500	104 1/2	105	Bertha & Edith.....			Marine.....	30	32 1/2
Sterl'g 6s, 1900. M&S	104	107	Lyman M. (Mass.) 100	165	170	Best & Belcher.....			Mechanics'.....	10	11 1/8
MISCELLANEOUS			Manchester (N. H.) 100	1145	1165	Bobbail.....	4 50		Mechanics'.....	100	123
STOCKS.			Mass. Cotton.....	1600	1605	Bodie.....	20	29	National Exch'ge 100	110 1/2	
Amer. do. Tel. (Balt.) 25	19	26	Merrimack (Mass.) 1000	230	235	Bonanza Chief.....	24	25	People's.....	19	22
Atlan. & Pac. Tel. 100	43	45	Middlesex (Mass.) 100	760	770	Buckeye.....	7 1/2	8	Second National 100	140	160
Boston Land..... 10	6 1/2	6 3/4	Nashua (N. H.) 500	76	80	Bulldomingo.....			Third National.....	100	105
Boston Water Power.....	8 3/4	8 7/8	Naumkeag (Mass.) 100	2400	2450	Bullion.....			Union.....	75	76 1/2
Brookline (Mass.) L'd 5	37 1/8	4	N. E. Glass (Mass.) 375	110	111	Bulwer.....	2 60		Western.....	28	
Canton Co. (Balt.) 100	40	50	Pacific (Mass.).....	850	880	Calaveras.....	34	35	Boston.		
Cent. N. J. L'd Imp. 100	15		Penn. Salt Mfg. Co. 50	350	360	Caledonia B. H. 100	1 80		Atlantic.....	100	149
Cin. & Cov. B'dge pref.	150		Pepperell (Me.).....	50	52	California.....	2	2 10	Atlas.....	100	123 1/2
Equitable Tr. (N. Y.) 100			Salmon Falls (N. H.) 300	1260	1270	Calumet & Hecla.....			Blackstone.....	100	109
Farmers' Loan & Trust			Sandw. Glass (Mass.) 80	136	136	Cashier.....	6 1/4	6 1/2	Blue Hill.....	100	100
Gold & Stock Tel. 25											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

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

BANK STOCKS.			BANK STOCKS.			BANK STOCKS.			INSURANCE STOCKS.		
Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		Bid.	Ask.	
Continental.....100	109 ¹ / ₂	110	Northern of Ky.....100	98	100	Nat. B'k Germant'n. 50	101	.....	Mobile Fire Dep't. 25	15	16
Eagle.....100	114	116	Second Nat.....100	103	.....	Nat. B'k N. Liberties 50	128	.....	Mobile Mutual.....70	50	55
Eliot.....100	114	115	Security.....100	130	.....	Nat. B'k Republic...100	100	.....	Planters' & Merch. Mut	35	40
Exchange.....100	140 ¹ / ₂	141	Third National...100	104	105	National Security...100	.....	67	Stonewall.....75	75	80
Everett.....100	110	111	Western.....100	100	102	Penn National.....50	.....	59	Wash'ton Fire & M. 50	40	45
Faneuil Hall.....100	126 ³ / ₄	128	West. Finan. Corp. 100	99	100	People's.....100	.....	.....	New Orleans.		
First National...100	194	195	Mobile.			Philadelphia Nat...100	200	.....	Crescent Mutual.....106	107	.....
First Ward.....100	100	103	Bank of Mobile.....25	25	.....	Second Nat.....100	.....	.....	Factors' and Traders'	107 ¹ / ₂	.....
Fourth National. 100	101	.....	First Nat.....100	120	.....	Seventh Nat.....100	75	90	Firemen's.....56	.....	.....
Freemans'.....100	118 ¹ / ₂	119	Nat. Commercial...100	90	100	Sixth Nat.....100	.....	.....	Germania.....83	87	.....
Globe.....100	110 ¹ / ₂	112	Montreal.			Southwark Nat.....50	.....	152	Hibernia.....99	101	.....
Hamilton.....100	118 ¹ / ₂	119	British N. America...103	103 ¹ / ₂	.....	Spring Garden...100	.....	.....	Home.....30 ¹ / ₂	31 ¹ / ₂	.....
Hide & Leather...100	111	112	Commerce.....50	131	131 ¹ / ₂	22d Ward.....50	.....	.....	Hope.....52	57	.....
Howard.....100	116	117	Dominion.....50	129	130 ¹ / ₄	Third Nat.....100	80	.....	Lafayette.....55	56 ¹ / ₂	.....
Manufacturers'...100	101 ¹ / ₄	101 ¹ / ₂	Du Peuple.....50	82 ¹ / ₂	86	Union Nat.....50	65	.....	Merchants' Mutual...x100	101	.....
Market.....100	105	105 ¹ / ₂	Eastern Townships 50	105	.....	Western Nat.....50	.....	96	Mechanics' & Traders'	107	110 ¹ / ₂
Market (Brighton) 100	130	135	Exchange.....100	51	53 ¹ / ₂	West Philadelphia. 100	104	.....	New Orleans Ins. Ass'n	32 ¹ / ₂	33 ¹ / ₄
Massachusetts...250	112	114	Federal.....100	119	122	Portland, Me.			New Orleans Ins. Co..	51 ¹ / ₂	55 ¹ / ₄
Maverick.....100	200	202	Hamilton.....100	102 ¹ / ₂	103 ¹ / ₂	Cumberland Nat...40	56	57	People's.....22 ⁷ / ₈	24 ¹ / ₄	.....
Mechanics' (So. B.) 100	123	125	Hochelaga.....100	.....	.....	Canal Nat.....100	158	160	Sun Mutual.....103	105	.....
Merchandise.....100	107 ¹ / ₂	108	Imperial.....100	98 ¹ / ₂	99	Casco Nat.....100	148	149	Teutonia.....106	110	.....
Merchants'.....100	141 ³ / ₄	142	Jacques Cartier...100	85	90	First Nat.....100	148	149	New York.		
Metropolitan.....100	110 ¹ / ₂	112	Maritime.....100	.....	.....	Merchants' Nat.....75	111	112	American.....50	140	.....
Monument.....100	160	165	Merchants'.....100	105	105 ¹ / ₂	National Traders' 100	146	148	American Exch.....100	100	.....
Mt. Vernon.....100	107 ¹ / ₂	109	Molsons.....50	99	99 ¹ / ₂	Richmond, Va.			Bowery.....25	185	.....
New England.....100	148 ¹ / ₂	149	Montreal.....200	153	154 ¹ / ₂	City Bank.....25	23 ¹ / ₂	25	Broadway.....25	210	.....
North.....100	126 ¹ / ₂	128	Nationale.....50	80 ³ / ₄	81	First Nat.....100	126	.....	Brooklyn.....17	182	200
North America...100	112 ³ / ₄	113 ¹ / ₄	Ontario.....40	88 ¹ / ₂	88 ³ / ₄	Merchants' Nat...100	97	100	Citizens'.....20	190	.....
Old Boston.....50	61	61 ¹ / ₂	Quebec.....100	50	70	Nat. Bk of Virginia 100	96 ¹ / ₂	99	City.....70	120	130
Pacific.....100	110	110 ¹ / ₂	Standard.....82	82	84	Planters' Nat.....100	120	.....	Clinton.....100	120	140
People's.....100	150	.....	Toronto.....100	136 ¹ / ₂	137 ¹ / ₂	State Bank of Va. 100	99 ¹ / ₄	.....	Columbia.....30	57	60
Redemption.....100	133	134	Union.....100	85	87	St. Louis.			Commercial.....50	98	105
Republic.....100	126	126 ¹ / ₂	Ville Marie.....100	.....	.....	B'k of Commerce...100	325	.....	Continental.....100	180	.....
Revere.....100	116 ¹ / ₂	118	New Orleans.			Commercial.....100	185	.....	Eagle.....40	190	.....
Rockland.....100	130 ¹ / ₂	131	Canal & Banking...100	108 ¹ / ₂	109 ¹ / ₂	Continental.....100	70	80	Empire City.....100	95	100
Second Nat.....100	150	150 ¹ / ₄	Citizens'.....100	58 ¹ / ₂	60	Fourth National...100	235	.....	Exchange.....30	104	106
Security.....100	180	185	Germania Nat.....100	98	.....	International.....100	90	95	Farragut.....50	120	.....
Shawmut.....100	120	121	Hibernia Nat.....100	94	96	Mechanics'.....100	95	.....	Firemen's.....17	95	102
Shoe & Leather...100	115 ¹ / ₂	116	Louisiana Nat.....100	92	94	Merchants', Old...5	.....	.....	Firemen's Trust.....10	100	.....
State.....100	116	117	Metropolitan.....100	.....	.....	Merchants' Nat...100	102 ¹ / ₂	.....	Frank & Emp'ium.....105	120	.....
Suffolk.....100	119 ¹ / ₂	120	Mutual Nat.....100	.....	103	St. Louis National. 100	100	.....	German-American 100	145	.....
Third Nat.....100	106 ¹ / ₂	107	New Orleans Nat...100	124	128	Third National...100	99	.....	Germania.....50	140	145
Traders'.....100	102 ¹ / ₂	103	People's.....50	46	50	Valley National...100	100	.....	Globe.....50	112	.....
Tremont.....100	118	119	State Nat.....100	99 ¹ / ₂	102	San Francisco.			Greenwich.....25	250	.....
Union.....100	143	144	Union Nat.....100	87	.....	Anglo-California...x131	132	.....	Guardian.....100	65	75
Washington.....100	133	135	New York.			Bank of California...107 ¹ / ₂	108	.....	Hamilton.....130	135	.....
Webster.....100	107 ¹ / ₂	108	America.....100	130	139	First Nat. Gold...100	.....	.....	Hanover.....50	160	170
Brooklyn.			American Exch'ge 100	114 ¹ / ₂	118	Grangers' B'k of C. 100	.....	.....	Hoffman.....50	90	.....
Atlantic (State)...130	140	.....	Bank & Br'kers A. 100	.....	.....	Merchants' Exch...100	.....	.....	Home.....100	130	135
Brooklyn.....110	120	.....	Broadway.....25	.....	.....	Nat. Gold Bank & Tr. Co	.....	.....	Hope.....25	50	60
First National...215	225	.....	Butchers' & Drovers 25	105	.....	Pacific.....122	.....	.....	Howard.....50	100	.....
Fulton.....90	100	.....	Central National...115 ¹ / ₂	.....	.....	Wells, Fargo & Co.	.....	.....	Importers' & Trad...50	92	100
City National...230	245	.....	Chase National...132 ¹ / ₂	.....	.....	FIRE INSUR'CE STOCKS.			Irving.....100	60	.....
Commercial.....70	.....	.....	Chatham.....25	110	.....	Baltimore.			Jefferson.....30	130	.....
Long Island.....98	100	.....	Chemical.....100	1600	.....	Associate Firemen's 5	6 ¹ / ₂	7	Kings Co. (B'klyn) 30	170	.....
Manufacturers'...96	100	.....	City.....100	205	.....	Baltimore Fire Ins. 10	27	.....	Knickerbocker.....40	55	65
Mechanics'.....180	185	.....	Citizens'.....25	102	.....	Baltimore Fire Ins. 18	29	31	Lafayette (B'klyn) 50	110	120
Nassau.....155	165	.....	Commerce.....100	134	.....	Firemen's Insur'ce. 18	7 ¹ / ₂	.....	Lamar.....100	100	106
Brooklyn Trust...130	140	.....	Continental.....100	110	.....	Howard Fire.....5	.....	.....	Lenox.....25	90	.....
Charleston.			Corn Exchange...150	175	.....	Maryland Fire.....10	4	5	Long Isl'd (B'klyn) 50	125	.....
B'k of Chas. (NBA) 100	88	90	East River.....25	.....	.....	Merchants' Mutual. 50	50	60	Lorillard.....25	70	80
First Nat. Chas...100	98	100	Eleventh Ward...25	.....	.....	National Fire.....10	11 ¹ / ₂	13	Manuf. & Builders' 100	135	140
People's National. 100	99	100	Fourth National...100	116	120	.....	.....	.....	Manhattan.....100	100	105
S. C. Loan & Tr. Co. 100	52	.....	Fulton.....30	.....	.....	Boston.			Mech. & Traders'...25	150	160
Chicago.			Fifth Avenue.....100	310	.....	American F. & M. 100	140	145	Mechanics' (B'klyn) 50	160	165
Commercial Nat...100	170	.....	Gallatin National .50	137	.....	Boston.....100	117	122	Mercantile.....50	75	85
Corn Exch. Nat...100	.....	.....	German American..75	78	80	Boylston.....100	119	120	Merchants'.....50	118	130
Fifth National...100	140	.....	Germania.....100	.....	.....	Commonwealth...100	78 ¹ / ₂	79	Montauk (B'klyn)...50	115	.....
First National...100	210	.....	Greenwich.....25	.....	.....	Dwelling House...100	115	118	Nassau (B'klyn)...50	150	160
Hide and Leather...100	100	.....	Grocers'.....30	.....	.....	Eliot.....100	141 ¹ / ₂	142	National.....37 ¹ / ₂	100	109
Home National...100	75	90	Hanover.....100	113	.....	Faneuil Hall.....100	75	90	New York City.....	65	.....
Merchants' Nat...100	200	.....	Hanover.....100	113	.....	Firemen's.....100	160	165	N. Y. Equitable...35	150	165
Nat. B'k of Illinois 100	117	.....	Importers' & Tr...100	250	.....	Franklin.....100					

Investments

AND

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.

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ANNUAL REPORTS.

Mobile & Ohio Railroad.

(For the year ending June 30, 1880.)

Advance sheets of the annual report have been kindly furnished the CHRONICLE, from which the following abstract is made.

The statement below shows the receipts and expenses for the year ending June 30, 1880:

Gross receipts for the year ending June 30, 1880.....	\$2,284,615
Gross expenses for the year ending June 30, 1880.....	1,459,649

Net earnings.....	\$824,965
Interest on (\$7,000,000) 1st mort. 6 per cent bonds, due and paid Dec. 1, 1879, and June 1, 1880.....	\$420,000
3½ per cent on (\$5,300,000) 1st pref. income and sinking fund debentures, payable Sept. 1, 1880....	185,500
3½ per cent on (\$5,300,000) 1st pref. income and sinking fund debentures, payable Feb. 1, 1881....	185,500
1 per cent on (\$1,850,000) 2nd pref. income and sinking fund debentures, payable Dec. 1, 1880....	18,500— 809,500

Surplus to credit of the earnings for 1880-81..... \$15,465

The number of miles owned and operated was 506.

The following is a comparative statement of the annual gross earnings, the operating expenses and net earnings for five years, the expenses in 1879-80 including all current expenditures, but in the prior years only the strict operating expenses:

	Gross earnings.	Expenses—Amount.	Per cent.	Net earnings.
1879-80.....	\$2,284,615	\$1,459,649	63·89	\$824,965
1878-9.....	1,830,620	1,268,741	69·31	561,878
1877-8.....	2,098,540	1,498,526	71·41	600,013
1876-7.....	2,072,634	1,559,108	75·22	513,526
1875-6.....	1,984,536	1,587,926	80·02	396,610

In 1878-9 the earnings and expenses were materially affected by the epidemic, the road being during two months only partially run. The above mentioned expenses for 1879-80 include additions, improvements, new equipments, &c.; adding to the expenses for the preceding years the amounts expended in each year for "reconstruction, new equipments and exceptional," and it makes the gross annual expenditure for all the years as follows:

	Expenses.	Per cent.
1879-80.....	\$1,459,649	63·89
1878-79.....	1,451,151	79·27
1877-78.....	1,722,218	82·06
1876-77.....	1,909,408	92·12
1875-76.....	1,773,021	89·34

Over 4,002 tons of steel rails, equivalent to 45 miles of track, have been substituted for iron during the year 1879-80. A continuation of annual replacement at this rate will, after a few years, reduce the annual requirement to a minimum.

In the main line there are now 181½ miles steel rail track and 290½ iron rail track. The steel rails thus far laid show no appreciable wear, while the iron rails in the main are in good and all in safe condition.

TRAFFIC AND REVENUE.

The increase in revenue has resulted chiefly from the generally increased prosperity of the country tributary to the road, consequent upon good crops and increasing thrift and enterprise.

The total number of tons of freight (including cotton) moved in 1879-80, as compared with

	Tons.	Tons one mile.
1878-9, increased.....	86,654	22,067,062
1877-8, increased.....	57,935	9,700,184

The revenue derived from freight for 1879-80, as compared with

1878-9, increased.....	\$328,254
1877-8, increased.....	147,912

Owing to the virtual cessation of expenses incident to the foreclosure proceedings, and to the fact that the more pressing and important reconstructions were completed prior to June 30, 1879, it has been determined to close the accounts heretofore kept under the head of "reconstruction, new equipment and exceptional expenses," and to merge all thereafter under the general head of "expenses." This being so, the result, as is shown in the exhibits hereto, cannot but be regarded as satis-

factory, and may be attributed mainly to the improved physical condition of the property.

EXTENSION TO CAIRO.

"The advantage of a direct communication with Cairo has been long foreseen. As early as 1870 it was determined upon, and preliminary but unsuccessful steps were then taken for its accomplishment. At that time a charter was obtained from the Legislature of Kentucky for a road, to be known as the Kentucky & Tennessee Railroad, to extend from a point on the Mobile & Ohio Railroad to a point opposite the City of Cairo. The Kentucky & Tennessee RR. Co. was thereupon organized and issued \$1,000,000 of stock and \$1,000,000 of 7 per cent bonds, which issues, by contract, were transferred to the Mobile & Ohio Railroad Company, accompanied by a lease to them at a nominal rent of said Kentucky & Tennessee Railroad, when completed. After much negotiation and considerable expenditure, the efforts then made failed to achieve any result, but during the past year the following satisfactory negotiations have been entered into, which secures the speedy completion of the desired link: (1) The negotiation of \$600,000 of 6 per cent bonds, to mature in 1892, of the Mobile & Ohio Railroad Company, known as "Cairo extension bonds" secured by a pledge with the trustees of said "Cairo extension" bonds of the \$1,000,000 Kentucky & Tennessee Railroad stock and the \$1,000,000 Kentucky & Tennessee Railroad bonds, and an agreement on the part of the Mobile & Ohio Railroad Company, appropriating the gross earnings of the said Kentucky & Tennessee RR. to the payment of the interest and principal of said \$600,000 bonds. (2) A traffic agreement with the Cairo & Vincennes Railroad Company, thereby securing for the Mobile & Ohio Railroad, among other undoubted advantages, a direct connection with all the east and west trunk lines. The \$600,000 were negotiated at 90 per cent and the proceeds thereof are on deposit, available solely for the purpose of constructing the said Kentucky & Tennessee Railroad. The road has been favorably located from a point on the main line of the Mobile & Ohio Railroad not quite two miles from Columbus, Ky., to East Cairo, a distance of about twenty-one and a half miles.

LEGAL.

There are now no suits of any importance in connection with the business or operating of the road pending, and the litigation referred to in the last annual report has, with the exception of the suit of C. A. Stevens vs. The Mobile & Ohio Railroad, been settled and disposed of. The judgment in favor of the State of Mississippi, amounting in the aggregate to \$397,866, with interest from July, 1876, has been discharged and satisfied, in accordance with the provisions of an act of the Mississippi Legislature.

"The claim of Cresswell, Trustee, vs. The Mobile & Ohio Railroad Company upon \$53,000 of the bonds of said company, secured by a lien upon the Gainesville branch, together with interest thereon, amounting to exceeding \$75,000, has been compromised and settled, and the agreement to operate has been annulled, the road itself having been dismantled and the rails removed. This was deemed especially desirable, as the operation of the branch had proved an annual loss to the Mobile & Ohio Railroad Company. The case of Stevens vs. The Mobile & Ohio Railroad Company, in the United States Circuit Court at Memphis, has not yet reached a hearing. Suits involving very similar questions against other roads in the State of Tennessee have reached a preliminary hearing, but as yet no decision has been rendered. Pending the result in these cases, and the entire completion of the reorganization, it has been deemed impolitic to ask the surrender of the road by the Trustee and Receiver. All expenses attendant upon the receivership have ceased, except to a very limited amount, and these latter are more than counterbalanced by the saving and advantages gained thereby."

CONDENSED BALANCE SHEET, JUNE 30, 1880.

Assets.	
Cost of property, main line, branches, &c.....	\$20,459,244
Land Department—	
Arable and timber lands, town lots, &c.....	\$602,688
Lands, contingent.....	77,036
	\$679,725
Cash, land notes, &c.....	26,166
Sinking fund account, first debentures.....	90,000
	795,892
Current assets and accounts—	
Cash in treasury, &c.....	374,665
Current accounts, balances for collection.....	149,626
Funds on special deposit for matured coupons....	17,535
Materials on hand.....	236,916
	778,743
Reorganization trust—	
Cash.....	\$16,222
Cost of securities.....	144,211
	160,433
Stocks and bonds in treasury.....	9,680
U. S. Q. M. Department account in suspense.....	194,184
	364,298
Total debit account.....	\$22,398,178
Liabilities.	
Capital stock account.....	\$5,320,600
Funded debt—(Details in INVESTORS' SUPPLEMENT.).....	16,250,000
Current debt—	
Pay rolls, &c., audited, June account.....	\$59,080
Bills audited, June account.....	47,087
Foreign railroad balances.....	1,413
Interest coupons matured.....	17,535
Interest on first mortgage bonds accrued since June 1, 1880.....	35,000
	160,115
Profit and loss account, general.....	582,873
Profit and loss account, land department.....	84,589
	667,463
Total credit account.....	\$22,398,178

Atlantic Mississippi & Ohio. (For the year ending June 30, 1880.)

The Receivers of this company have submitted their fourth annual report, embracing the period from July 1st, 1879, to June 30th, 1880:

RECEIPTS AND DISBURSEMENTS.

The cash balance on hand July 1st, 1879, was.....	\$230,583
There was received during the year.....	2,013,783
	\$2,244,367
And expended.....	1,586,277
Leaving a balance June 30th, 1880, of.....	\$658,089
The excess of resources over liabilities, June 30th, 1880, was	\$411,946
And June 30th, 1879.....	120,253

Showing a gain in resources of..... \$291,692

The liabilities embrace the sum of \$120,190, which the Court ordered to be paid on account of past due interest on the bonds of the A. M. & O. RR. Co.; also, \$186,714, the interest due July 1st, 1880, on the divisional bonds of the company, and \$84,190 to be paid in extinguishment of the Va. & Tenn. registered interest certificates, which fell due January 1st, 1871, and January 1st, 1880. There has been paid during the year \$399,331 on account of interest on the divisional bonds of the company maturing since July 1st, 1876.

A. M. & O. AND DIVISIONAL BONDS.

At the date of the last annual report there were outstanding \$5,000 of the Virginia & Tennessee first mortgage bonds, payable in 1872. These bonds, with accrued interest, have since been paid. A further reduction of the bonded indebtedness of the company, amounting to \$84,190, results from the retirement of the Virginia & Tennessee registered interest certificates, which the Court ordered to be paid; so that the divisional indebtedness of the company will be reduced to \$5,011,900. No action has, as yet, been taken by the Court in regard to the \$206,900 of Virginia & Tennessee 8 per cent interest funding bonds which matured July 1st, 1880.

The Norfolk & Petersburg first mortgage 7 and 8 per cent bonds, with the consent of the holders, have all been extended for ten years from January 1st, 1878. The terms of the agreement under which these bonds were extended reserves to the company or its successors the privilege of redeeming them, at any time prior to their maturity, upon payment of the principal and accrued interest.

Of the A. M. & O. RR. Company's interest funding notes, there have been extended, for ten years from January 1st, 1879, \$132,721, leaving a balance of \$1,863 yet to be so extended.

EARNINGS AND EXPENSES.

The earnings during the year have been:

Passenger trains.....	\$438,974
Freight trains.....	1,486,736
From miscellaneous sources.....	10,930
	\$1,936,641
And the expenses for operating, including renewals, taxes and law fees.....	993,228
Leaving a net revenue of.....	\$943,413
There has been expended on account of further construction.....	20,315
Net balance.....	\$923,097

The operating expenses, including renewals, taxes and law fees, were 51 3-10 per cent of the gross earnings. As compared with the results of the preceding year, the gross earnings show an increase of \$264,509—equal to 15 8-10 per cent; the operating expenses, including renewals, a decrease of \$66,860, and the net earnings an increase of \$331,370—equal to 54 1-10 per cent.

The comparative earnings, expenses and net earnings for four years have been as follows:

	1876-7.	1877-8.	1878-9.	1879-80.
Gross earnings.....	\$1,740,838	\$1,710,710	\$1,672,131	\$1,936,641
Total expenses.....	1,261,646	1,294,820	1,060,088	993,228
Net profits.....	\$479,192	\$416,890	\$612,043	\$943,413

ROADWAY, TRACK AND BRIDGES.

The road has been maintained in good condition. Some 3,000 tons of steel rails were contracted for last fall, before any material advance in prices had taken place—making 17,590 tons, equal to 203 miles since the road has been operated under the direction of the Court. These rails are now being delivered and put in the track, and by the middle of next September there will be in the main track of the road 231 miles of steel rails. The track is in good condition, but the substitution of steel for old iron rails will have to be continued at the rate of not less than 40 miles per annum, until the entire road shall have been laid in steel.

In view of the early termination of the duties of the Receivers, they review briefly the work done under the direction of the Court in the maintenance and improvement of the company's property. It will be seen that from June 13th, 1876, to June 30th, 1880, there has been expended on account of renewals, \$750,608; on account of farther construction, \$147,619. The principal items of expenditures are for railway track and bridges.

Three new locomotives, thirty new box and thirty stock cars have been added to the company's equipment, and the passenger trains have been equipped with the Westinghouse Automatic Air Brake.

TRAFFIC.

In 1879-80 the following were the traffic statistics:

Passengers transported.....	144,831
Passengers transported one mile.....	9,244,356
Tons of freight transported.....	431,397
Tons of freight transported one mile.....	98,595,455
Average amount received per passenger per mile.....	3.44 cents.

Average amount received per ton per mile of freight.....	1.50 cents.
Earnings per mile of road, (main line and branches).....	\$1,524.87
Expenses per mile of road (main line and branches).....	2,320.63

A comparison with the traffic of the preceding year gives the following results:

Increase in number of local passengers transported one mile.....	732,868
Increase in revenue from local passengers.....	\$9,839
Increase in number of through passengers transp'd one mile.....	431,708
Increase in revenue from through passengers.....	\$3,988
Increase in number of tons of local freight transp'd one mile.....	9,330,011
Increase in revenue from local freight.....	\$64,161
Increase in number of tons of through freight transported one mile.....	15,602,964
Increase in revenue from through freight.....	\$170,251
Decrease in average rate per ton per mile of local freight.....	52-100 cts.
Decrease in average rate per ton per mile of through freight.....	1-100 cts.

It will be seen from the large increase in the freight traffic—amounting to 23 4-10 per cent of the tonnage moved during the preceding year, and 18 8-10 per cent of the revenue derived from such traffic, that the company is beginning to feel the effects of the general revival of the business of the country.

CURRENT RESOURCES AND LIABILITIES, JUNE 30TH, 1880.

Resources.

Cash on hand June 30th, 1880.....	\$658,089
Mail pay, quarter ending June 30th.....	11,788
Due by banks—interest on daily balances June.....	1,368
Due by connecting lines.....	39,452
Due by agents—balances in hand.....	16,864
Store house—supplies in hand.....	143,151
Total.....	\$870,714

Liabilities.

Due to connecting lines.....	\$7,579
Due to individuals on open accounts.....	5,112
Due on back labor pay-rolls.....	3,101
Due on Receivers' pay-rolls.....	1,936
Receivers' pay-rolls, June, 1880.....	41,633
Orders of U. S. Court unpaid—partial payment to A. M. & O. bondholders on account of past due coupons.....	120,090
Wilkins & Janson, trustees, London.....	1,000
Virginia & Tennessee registered certificates.....	84,190
Interest on funded debt, Jan. 1, 1874, to Jan. 1, 1880.....	\$7,210
Interest on funded debt, July 1, 1880.....	186,714
Total.....	\$458,767
Excess of resources June 30th, 1880.....	\$411,946

GENERAL INVESTMENT NEWS.

American Union Telegraph Co.—The American Union Telegraph Company on Tuesday made application to have their new stock, as issued, placed upon the regular list. The officers stated that the stock will be "full paid," and will consequently carry with it all the privileges of a full proportionate share in the property of the company, including the \$2,000,000 of uncompleted contracts.

In the suit of the Western Union Telegraph Company against the American Union and the Pittsburg Fort Wayne & Chicago Railway Company, the Court has dissolved the temporary injunction restraining the railroad company from distributing the material, and the American Union Telegraph Company from building its new line on the Fort Wayne road. The opinion of the Court is given on the application, so far as it relates to distribution of material and construction of the line, leaving the question of the validity of the Western Union contract, as to the admission of a rival telegraph company's wires into the railroad company's station, where the Western Union wires are already located, to be determined hereafter. This is in harmony with Judge Harlan's decision of October, 1879, in the Wabash suit.

Atlantic Mississippi & Ohio Railroad.—Messrs. R. H. Maury & Co., of Richmond, say in their circular: "We are confirmed in our opinion that the road will not be sold by the Court. We think that we may say with certainty that it will not be, and our friends may act accordingly. We understand that Norfolk has filed a petition, similar to that of Lynchburg, asking that the stockholders' interests be not sacrificed; that Petersburg will probably do the same, and a similar petition for a number of private shareholders is now being prepared by counsel here. We earnestly advise all stockholders who would preserve their property to unite in these proceedings, and, as said last week, will be pleased to give any one information or aid in our power."

—The purchasing committee in London has just sold £260,000 of their certificates for second mortgage preferred sinking fund 6 per cent bonds of 1895, to enable them to proceed and carry out the reorganization scheme.

Canada Southern.—Some months ago the International Bridge Company filed a bill in the Court of Chancery of the Dominion of Canada to compel the payment by the Canada Southern Railroad of tolls aggregating over \$100,000. The railroad company, by way of a defense, filed an answer in which it was claimed that the tolls were excessive; that the bridge company had no power to impose them; that the Grand Trunk Railway are the lessees of the bridge, and that the charges were made wholly in the interest of that railway. Vice-Chancellor Proudfoot has rendered judgment in favor of the plaintiffs, and holds that they are entitled to the decree as prayed for, with costs. If the parties agree upon the amount due, it is to be inserted in the decree. If not, there will be a reference directed to the master to take the account on the basis of the schedule of tolls, with the modification by way of rebate which the bridge company have agreed to make.

Judgment was also delivered in the cross case of the Canada Southern Railway vs. the Bridge Company, the Grand Trunk Railway and the Attorney-General of Ontario, and the bill by the Canada Southern was dismissed with costs.

Central Iowa.—The earnings for the year ending June 30 were \$889,468 and the operating expenses \$436,567; net earnings \$452,901. The *Public* says: "This is more than enough to pay interest on all its bonds and 7 per cent on both classes of preferred stock, but the condition of the road has been permanently improved during the first year under the reorganization by the expenditure of \$89,273 from the net earnings, in ballasting, renewals and new work, and it is now reported that the road is in good condition. Its earnings continue to increase largely over those of the last year, results of which are given above; in July, according to approximate reports, the gross earnings were \$79,641, against \$58,181, a gain of \$21,459, of which nearly the whole is net, as the improved condition has lessened the ratio of operating expenses to earnings. * * * It requires \$259,000 to pay interest on the mortgage bonds, \$63,490 to pay on the first preferred, and \$81,746 to pay on the second preferred stock, besides \$44,030 interest on the income certificates. As these charges, amounting to \$448,266 yearly, are all that come before the common stock, the floating debt having been paid; as the net earnings not used for new work were \$452,902 last year; and as the earnings thus far show an increase of nearly 37 per cent over those of last year, the prospect for all classes of securities appears far more satisfactory than was expected at the time of the reorganization. Then the Rock Island, which is tapped by the Central Iowa at Grinnell and Oskaloosa, sought to secure the road by a guarantee on both classes of the old bonds, but was prevented. The road also taps the Northwestern at Marshalltown, the Illinois Central at Ackley, and the Milwaukee & St. Paul at Mason City, and connects with the Burlington & Quincy at Albia. By a leased road to Albia, the Wabash system also reaches the Iowa Central, and through it all the roads named above, cutting through the richest parts of Iowa into Minnesota. Evidently, there will be a struggle between several competitors, before long, to secure the advantages which control of this road would give; but meanwhile it is rapidly growing so valuable that the desired control may not be easily obtained."

Chicago Burlington & Quincy—Wabash St. Louis & Pacific—Hannibal & St. Joseph—Missouri Iowa & Nebraska.—The negotiations, and the movements and counter-movements, between the above-named companies have been the chief topic of the week in railroad circles. In the suit wherein it was sought to continue an injunction against the Farmers' Loan & Trust Company, as trustee of the Missouri Iowa & Nebraska, Judge Barnard, at Poughkeepsie, denied the motion made in behalf of William J. Emmott, who claimed to be a stockholder of the company. The injunction restrained the trust company from certifying the bonds yet unissued and the railway company from carrying out the contracts made for the sale of the remainder of the bonds. It appears that 3,025 bonds have been issued, and that a suit is in progress in Iowa for the foreclosure of the mortgage which the bonds were given to secure. This suit was begun at the instance of the Chicago Burlington & Quincy Railroad Company, and the defendant in this action claims that this suit, as well as one instituted by James J. Higginson in the city of New York, is a part of a plan of action on the part of the C. B. & Q. Company to prevent the Missouri Iowa & Nebraska Railroad from being completed. It was shown that 118 miles of the road were already built, and that if 100 miles more could be constructed a connection would be made with the Wabash line, which would bring in through business from the far West, and make the bonds (now of small value) a valuable investment. The Trust Company was represented in this suit by Messrs. Turner, Lee & McClure of 20 Nassau Street.

In a western suit, however, Judge Barton of Iowa granted an injunction on August 27 against the Missouri Iowa & Nebraska Railroad Company issuing any more bonds for the extension of its road. This injunction is explained and referred to as follows in a dispatch from Keokuk, Iowa, August 31: Judge Barton's Court meets in Appanoose County, Iowa, October 11, and the injunction can be vacated at any time. The application before Judges Love and McCrary in this city to-day for an injunction against the above-named company, restraining them from the further completion of some of its contracts, and also asking for a Receiver, was withdrawn by the plaintiffs, which will in all probability end the suit.

As a counter move, and to avoid the effect of an injunction if granted, the officers of the Missouri Iowa & Nebraska Company held a meeting and organized a new railroad company under the title of the Iowa Nebraska & Missouri Company, with the intention of building a line from Prairieville, the present terminus of the Missouri Iowa & Nebraska extension, via Mount Ayr, to Shenandoah, where connection will be made with the Omaha & Council Bluffs, thence to Lancaster and Lincoln, in the territory heretofore monopolized by the Chicago Burlington & Quincy.

As another important move, it was reported by a press dispatch of August 31 that, in consequence of the general unpleasantness of the Wabash management, the Chicago Burlington & Quincy, as a measure of retaliation and self-protection, would immediately commence the construction of a branch line from Peoria, Ill., to Toledo, Ohio. This enterprise, the managers assert, is made necessary by the aggressive policy pursued by the Wabash. The company will be styled "The Burlington Peoria & Toledo Railroad Company." The length of the projected road from Peoria to Toledo will be about 360 miles, and its estimated cost \$12,000,000.

Another Chicago Burlington & Quincy project is reported as follows: "Burlington, Iowa, Sept. 1.—Articles of incorporation

were filed here to-day of the Southern Iowa & Nebraska Railway Company, with a capital stock of \$3,000,000. The incorporators are officers and others interested in the Chicago Burlington & Quincy Railroad. The new road will be built immediately, and will start from a point near Humeston, Wayne County, and run westward, through a tier of counties, to the Missouri River, to a point near the Iowa and Missouri State line. Twenty miles of the road will be put under contract from Humeston by Sept. 10."

The Hannibal & St. Joseph negotiation pending for some days past was finally concluded Sept. 2 by the signing of a contract between that company and the C. B. & Q., in the nature of a new traffic agreement. This contract provides, in substance, that the Hannibal & St. Joseph Company shall have half the St. Joseph business, half the Atchison business and all the Kansas City business, and the Chicago Burlington & Quincy Company half the St. Joseph business, half the Atchison business and all the Chicago business. President Dowd, of the Hannibal & St. Joseph Company, thinks that this arrangement will be worth \$400,000 more to his company per annum than the old agreement, which divided the traffic equally between the two roads. The contract is to take effect at once, and is to remain in force for two years, after which period either company desiring to abrogate it is required to give the other eighteen months' notice of such intention. The Hannibal & St. Joseph Company binds itself to abandon, during the continuance of the contract, its proposed extension to Chicago.

Cincinnati Indianapolis St. Louis & Chicago.—On August 30 Mr. Ingalls issued an order stating that, on and after Sept. 1, 1880, the Kankakee line and this road will be operated as one continuous line from Cincinnati to Kankakee. A control of the Cincinnati Lafayette & Chicago (Kankakee line) branch was acquired by purchase some months ago. From Lafayette to Templeton the company uses the track of the Lake Erie & Western road. From Templeton to Kankakee it owns the track.

Cleveland Mount Vernon & Delaware.—Messrs. F. W. Oewel and H. W. Smithers, representing the foreign bondholders of the Cleveland Mount Vernon & Delaware Railway, have gone to Cleveland to prosecute the suit for foreclosure begun on the 10th of June in the Common Pleas Court at Akron.

Delaware & Hudson Canal Railroads.—The following is a comparative statement of earnings of the railroads owned and leased by the Delaware & Hudson Canal Co. during the month of July and for seven months:

Railroads.	1879.		1880.	
	Gross Earnings.	Net Earnings.	Gross Earnings.	Net Earnings.
Pennsylvania Division.	\$105,355	\$52,450	\$92,903	\$29,698
Albany & Susquehanna	89,355	38,527	105,472	35,621
Rensselaer & Saratoga	149,371	90,795	176,452	87,889
New York & Canada....	41,980	12,594	48,518	20,857
Total.....	\$386,063	\$194,367	\$423,336	\$174,065
Jan. 1 to July 31.....	2,272,757	914,785	2,806,441	1,139,757

Galveston Houston & Henderson.—The *Chicago Railway Review* says: "The important announcement is made that N. A. Cowdrey, Esq., Trustee, is about to take possession of the road, as mortgagee. Mr. C. proposes to pay all sums due for supplies and to employes, will put the road in good order, and work it for the best interests of the public, the bondholders and stockholders. Mr. Cowdrey is himself a large owner in the road."

Greenville & Columbia.—Pursuant to the recent decree, the master now advertises for guaranteed bids higher than \$2,393,600, no bid of less than \$25,000 advance thereon to be received; if such bid be made, the road will be resold after thirty days' advertisement, and in said sale the master shall begin at the highest guaranteed bid; that if no such bid be made, then Messrs. Clyde, Logan, Bryan and Courtenay shall have the road at \$2,393,600, upon compliance with the terms of sale as modified by the order. Upon their non-compliance, the road is to be sold at their risk.

Lake Shore & Michigan Southern.—In June last the auditor made an estimate of the operations of the road for the first half of the year, June being partly estimated. The official statement of the actual operations for the six months now shows that the actual balance over all charges for six months was \$2,672,871, instead of \$2,609,000, as estimated.

Louisiana Western.—This railroad is reported as finished, and the first train left New Orleans for Houston Aug. 28. The line is made up of three roads: Morgan's Louisiana & Texas, from Algiers, opposite New Orleans, to Vermillionville, 143 miles; the Louisiana Western, from Vermillionville, La., to Orange, Texas, 106 miles; and the Texas & New Orleans, from Orange to Houston, 108 miles, making 357 miles in all.

Louisville Cincinnati & Lexington.—From advance sheets of this company's report for the year ended June 30, 1880, we have the following figures:

Operating expenses, State and city taxes and rentals.....	\$742,217
Interest paid on bonds.....	263,282
Premium paid on \$5,000 first mortgage bonds, canceled.....	\$5,970
Premiums and discount paid.....	3,066
Balance to credit of general account.....	9,087
Total.....	241,567
Total.....	\$1,256,104
Gross earnings and profits on leased lines.....	\$1,164,428
Balance general account, July 1, 1879.....	91,680
Total.....	\$1,256,104

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 3, 1880.

General trade presents no new features, and the changes in values for the week under review are not important. An active demand for leading staples of agriculture, commerce and manufacture meet—and dispose of—the very large supplies offering. The weather is good and seasonable, and all the conditions favor a brisk and wide range of business.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1880. Sept. 1.	1880. Aug. 1.	1879. Sept. 1.
Pork..... bbls.	41,882	45,574	89,488
Beef..... tcs. and bbls.	3,900	4,357	285
Lard..... tcs.	53,967	62,801	119,760
Tobacco, foreign..... bales.	23,410	25,909	16,271
Tobacco, domestic..... hhds.	44,505	41,643	48,859
Coffee, Rio..... bags.	78,933	116,281	78,294
Coffee, other..... bags.	74,455	82,242	73,300
Coffee, Java, &c..... mats.	138,841	183,441	65,809
Sugar..... hhds.	110,142	129,183	83,732
Sugar..... boxes.	9,364	10,074	28,097
Sugar..... bags, &c.	825,000	941,516	642,000
Melado..... hhds.	6,686	6,516	4,044
Molasses, foreign..... hhds.	2,100	1,902	8,004
Molasses, domestic..... bbls.	2,500	2,500	5,000
Hides..... No.	185,600	273,100	89,400
Cotton..... bales.	68,358	97,015	35,320
Rosin..... bbls.	46,551	37,028	26,925
Spirits turpentine..... bbls.	2,375	1,289	1,624
Tar..... bbls.	723	42	2,303
Rice, E. I..... bags.	5,970	4,500	6,250
Rice, domestic..... bbls. and tcs.	1,600	1,270	1,225
Linseed..... bags.	52,600	38,564	1,364
Saltpetre..... bags.	9,500	11,500	15,000
Jute..... bales.	5,000	4,930	3,016
Jute butts..... bales.	63,500	62,162	22,170
Manila hemp..... bales.	31,068	29,500	19,967

The provision market has been slightly irregular during the past week, and at the close, in the absence of support from Chicago, a weak tone set in. Mess pork was sold on the spot at \$16 and up to \$16 75 for fancy brands; old mess \$15; contract lots for September realized \$15 70; and October \$15 75. Bacon ruled an exception and was firm at 8 3/4c. for long clear and 8 7/8 @9c. for half-and-half. Lard closed quite unsettled; prime Western was sold on the spot at 8 3/5c., but closed at 8 32 1/2c.; September options realized 8 32 1/2 @ 8 30c.; October, 8 40 @ 8 32 1/2c.; November, 8 30 @ 8 27 1/2c.; December, 8 25c.; seller year, 8 25 @ 8 20c.; buyer do., 8 45c.; refined to the Continent quoted at 8 70c. Butter remains firm, but cheese closes weak and lower at 11 1/2 @ 12 3/4c. for good to prime factories. Tallow is more active at 6 5/8 @ 6 5/8c. for prime in hhds. and tcs.

In groceries only a fair movement has been noted, but all values are well sustained. Rio coffee, fair cargoes were quoted at 15 3/4 @ 16c., and 14 @ 18c. for jobbing lots; Maracaibo 14 @ 18c., and Java 19 @ 23 1/2c. Rice is still quiet at 5 @ 7c. for Carolina. Molasses is quite nominal at 37c. for 50-test Cuba refining. Raw sugars closed quiet but firm at 7 3/4 @ 7 7/8c. for fair to good refining Cuba, and 8 1/4 @ 8 3/4c. for centrifugal. Refined steady at 10 1/8 @ 10 1/4c. for standard "A," and 10 1/2 @ 10 3/8c. for hards.

Kentucky tobacco has been more active at improving values. Sales for the week are 1,200 hhds., of which 1,100 for export and 100 for home consumption. Prices average an advance of 1/2 @ 1c. per lb.; lugs are quoted 5 @ 6c., and leaf 6 1/2 @ 13c. Seed leaf also shows more activity, and sales for the week are 2,154 cases, as follows: 700 cases 1879 crop New England, 11 @ 25c.; 653 cases 1879 crop Pennsylvania, 10 1/2 @ 20c.; 259 cases 1879 crop new Havana seed, private terms; and 542 cases 1878 crop Ohio, 11 @ 13c.; also 800 bales Havana, 82c. @ \$1 15.

Ocean freight room has latterly been dull and rates show a general decline and considerable weakness. To-day grain room to Liverpool, by steam, was quoted at 6d.; cheese was taken at 45s., and bacon 35 @ 40s.; cotton, 5-16d. Grain to London, by steam, 5 1/4d.; cheese, 47s. 6d. Grain to Glasgow, by steam, 5 1/2d.; do. to Antwerp, by steam, 7 1/2d.; do. to Bremen, by steam, 6 1/2d.; do. to Cork, for orders, 5s. 6d. per qr. Refined petroleum to the United Kingdom, 4s. 6d.; do. to Lisbon, 4s. 6d.; crude do. to French ports, 4s. 1 1/2d. @ 4s. 3d. @ 4s. 6d.; do. to Bremen, 4s; refined to Baltic, 5s.

A much firmer market for naval stores is reported. Spirits turpentine was held at 36 1/2c.; strained to good strained, \$1 45 @ \$1 47 1/2. Petroleum has ruled steady, and refined is sparingly offered at 9 3/8c. United certificates have latterly advanced and closed quite steady at 90 5/8c. bid. Wool has had a moderate trade at about late prices. Hides have been active, and large sales at full rates have been reported; to-day dry Montevideo lots realized 25c., and Buenos Ayres kips, 24c.; dry Texas, 19 1/2c. Ingot copper closed weaker at 18 3/8c. for Lake.

COTTON.

FRIDAY, P. M., September 3, 1880.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the three days ending this evening (Sept. 3), the total receipts have reached 21,218 bales, against 21,123 bales last week, 8,396 bales the previous week and 8,691 bales three weeks since; making the total receipts since the 1st of September, 1880, 21,218 bales, against 13,920 bales for the same period of 1879, showing an increase since September 1, 1880, of 7,298 bales. The details of the receipts for the three days (as per telegraph) and for the corresponding period of four previous years are as follows:

Receipts this w'k at—	1880.	1879.	1878.	1877.	1876.
New Orleans.....	1,600	2,124	1,651	1,364	3,022
Mobile.....	1,320	558	952	438	1,015
Charleston.....	3,533	810	4,534	355	2,590
Port Royal, &c.....	.....	.....	25	63	.....
Savannah.....	7,669	2,712	11,593	1,134	4,588
Galveston.....	4,163	5,614	6,189	1,357	7,021
Indianola, &c.....	624	192	203	63	.....
Tennessee, &c.....	908	1,126	596	396	482
Florida.....	.....	299	108	14	33
North Carolina.....	487	86	577	86	278
Norfolk.....	656	399	287	514	636
City Point, &c.....	258	.....	29	76	68
Total this week...	21,218	13,920	26,750	5,835	19,733
Total since Sept. 1.	21,218	13,920	26,750	5,835	21,634

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...	219	1,548	178	660	461	479	3,545
Mobile.....	44	1,420	711	103	7	1,210	3,495
Charleston.....	1,281	1,367	1,167	851	1,096	1,586	7,348
Port Royal, &c.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	1,302	2,939	2,281	1,949	2,451	3,269	14,191
Brunswick, &c.....	.....	.....	.....	.....	.....	.....	.....
Galveston.....	1,553	2,487	352	1,285	1,088	1,790	8,555
Indianola, &c.....	.....	.....	.....	.....	.....	624	624
Tennessee, &c.....	97	264	303	90	14	804	1,572
Florida.....	.....	.....	.....	.....	.....	.....	.....
Wilmington.....	77	77	300	45	321	121	941
Moreh'd City, &c.....	.....	.....	.....	.....	.....	.....	.....
N. rfolk.....	61	104	732	54	231	371	1,553
City Point, &c.....	.....	.....	.....	.....	.....	258	258
Totals this week	4,634	10,206	6,024	5,037	5,669	10,512	42,03

The exports for the week ending this evening reach a total of 19,653 bales, of which 18,160 were to Great Britain, 963 to France and 525 to rest of the Continent, while the stocks as made up this evening are now 141,964 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

Week ending Sept. 3.	EXPORTED TO—			Total this Week.	Same Week 1879.	STOCK.	
	Great Britain.	France.	Continent.			1880.	1879.
N. Or'ns	2,792	.....	225	3,017	949	34,924	5,138
Mobile..	.....	.....	.....	.....	.....	2,767	710
Charl't'n	.....	.....	.....	.....	.....	6,353	723
Savan'h.	.....	.....	.....	.....	.....	17,153	2,650
Galv't'n.	.....	.....	.....	.....	.....	6,325	7,631
N. York.	12,593	968	300	13,861	4,793	60,444	28,298
Norfolk..	.....	.....	.....	.....	.....	2,998	454
Other*..	2,775	.....	.....	2,775	187	11,000	7,500
Tot. this week..	18,160	968	525	19,653	5,929	141,964	53,109

*The exports this week under the head of "other ports" include, from Baltimore, 726 bales to Liverpool; from Boston, 1,083 bales to Liverpool; from Philadelphia, 966 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 13,724 bales, while the stocks to-night are 88,855 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:

SEPT. 3, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	3,707	3,619	None.	50	7,376	27,548
Mobile.....	None.	None.	None.	None.	None.	2,767
Charleston.....	1,000	None.	None.	500	1,500	4,853
Savannah.....	4,000	None.	None.	3,500	7,500	9,653
Galveston.....	711	None.	None.	21	732	5,593
New York.....	.....	.....	Not received.	.....	.....	.....
Other ports.....	1,500	None.	None.	None.	1,500	12,498
Total.....	10,918	3,619	None.	4,071	18,608	62,912

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Aug. 20:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Stock.
	1879.	1878.	Great Britain.	France.	Other Foreign.	Total.	
N.Orlns	1486,481	1173,937	904,807	274,912	255,989	1435,708	30,507
Mobile.	354,312	362,254	84,189	10,143	17,355	111,687	2,970
Char'n*	485,918	514,653	154,040	20,625	170,109	344,774	1,380
Sav'h..	730,155	706,144	185,152	18,950	219,990	424,092	3,655
Galv.*	475,581	571,558	221,905	23,831	49,679	295,415	2,480
N.York	216,340	147,667	497,956	44,440	93,862	636,258	72,130
Florida	20,156	56,704	.....	.....	.....	.....	.....
N. Car.	103,602	135,195	23,863	1,177	10,447	35,487	439
Nor'k*	738,190	560,303	245,904	1,479	8,912	256,295	3,488
Other..	306,236	219,966	281,402	.....	28,602	310,004	13,750
This yr.	4916,971	.....	2599,218	395,557	854,945	3849,720	130,799
Last year.....	4418,406	2079,775	414,271	919,338	3413,384	85,176	

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

Prices of futures continued to decline during Saturday and Monday under the very free receipts at the ports and favorable weather for the maturing crop, but on Tuesday there was a sharp reaction, caused by a demand to cover contracts. Wednesday opened weak, under depressed reports from the South; but Liverpool, closing firm, caused a reaction and some improvement at the close. Yesterday was nearly a repetition of Wednesday's market. In the decline early in the week September took the lead, and in the advance was rather more buoyant than the later months. To-day there was some further decline and unsettled closing. Cotton on the spot has been fairly active for export and consumption, but quotations were reduced 3-16c. on Wednesday, when the leading Southern markets were also lower. To-day there was a further decline of 1/4c., middling uplands closing at 11 11-16c.

The total sales for forward delivery for the week are 462,600 bales, including — free on board. For immediate delivery the total sales foot up this week 7,563 bales, including 3,311 for export, 4,052 for consumption, 200 for speculation, and — in ransit. Of the above, 600 bales were to arrive. The following are the official quotations and sales for each day of the past week:

Aug. 28 to Sept. 3.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. #2	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8
Strict Ord.	9 3/8	9 3/8	9 3/8	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Good Ord.	10 3/8	10 3/8	10 3/8	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Str. G'd Ord.	10 3/4	10 3/4	10 3/4	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Low Midd'g	11 1/16	11 1/16	11 1/16	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Str. L'w Mid	11 1/4	11 1/4	11 1/4	11 3/8	11 3/8	11 3/8	11 3/8	11 3/8	11 3/8
Middling...	12	12	12	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Good Mid.	12 1/2	12 1/2	12 1/2	12 5/8	12 5/8	12 5/8	12 5/8	12 5/8	12 5/8
Str. G'd Mid	12 3/4	12 3/4	12 3/4	12 7/8	12 7/8	12 7/8	12 7/8	12 7/8	12 7/8
Midd'g Fair	13 1/4	13 1/4	13 1/4	13 3/8	13 3/8	13 3/8	13 3/8	13 3/8	13 3/8
Fair.....	13 7/8	13 7/8	13 7/8	14	14	14	14	14	14

	WED.			TH.			FRI.		
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. #2	8 11/16	8 11/16	8 9/16	8 11/16	8 11/16	8 9/16	8 11/16	8 11/16	8 9/16
Strict Ord.	9 3/16	9 3/16	9 1/16	9 3/16	9 3/16	9 1/16	9 3/16	9 3/16	9 1/16
Good Ord.	10 3/16	10 3/16	10 1/16	10 3/16	10 3/16	10 1/16	10 3/16	10 3/16	10 1/16
Str. G'd Ord.	10 9/16	10 9/16	10 7/16	10 9/16	10 9/16	10 7/16	10 9/16	10 9/16	10 7/16
Low Midd'g	11 1/4	11 1/4	11 1/8	11 1/4	11 1/4	11 1/8	11 1/4	11 1/4	11 1/8
Str. L'w Mid	11 1/8	11 1/8	11 1/16	11 1/8	11 1/8	11 1/16	11 1/8	11 1/8	11 1/16
Middling...	11 13/16	11 13/16	11 11/16	11 13/16	11 13/16	11 11/16	11 13/16	11 13/16	11 11/16
Good Mid.	12 3/16	12 3/16	12 1/16	12 3/16	12 3/16	12 1/16	12 3/16	12 3/16	12 1/16
Str. G'd Mid	12 9/16	12 9/16	12 7/16	12 9/16	12 9/16	12 7/16	12 9/16	12 9/16	12 7/16
Midd'g Fair	13 1/16	13 1/16	12 15/16	13 1/16	13 1/16	12 15/16	13 1/16	13 1/16	12 15/16
Fair.....	13 11/16	13 11/16	13 9/16	13 11/16	13 11/16	13 9/16	13 11/16	13 11/16	13 9/16

STAINED.			Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....#2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Strict Good Ordinary.....	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4
Low Middling.....	10	10	10	10	10	10	10	10
Middling.....	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8

MARKET AND SALES.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul't'n	Trans- sit.	Total.	Sales.	Deliv- eries.
Sat. Quiet.....	700	360	.....	.....	1,060	56,100	1,400
Mon. Easy.....	.....	979	.....	.....	979	93,600	1,900
Tues. Irregular & dull.	500	1,172	.....	.....	1,672	88,900	2,600
Wed. Irreg. at 3/16 dec.	500	479	.....	.....	979	64,200	3,300
Thurs. Irregular.....	500	784	.....	.....	1,284	80,700	1,200
Fri. Irreg. at 1/8 dec.	1,111	278	200	.....	1,589	79,100	1,600
Total.....	3,311	4,052	200	.....	7,563	462,600	12,000

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:

Market. Prices and Sales of FUTURES.	Tone of the—		August.	September.	October.	November.	December.	January.	February.	March.	April.	Total Sales and Range.
	Market.	Closing.										
Saturday, Aug. 28—	Lower.	Weak.	3,400	28,300	11,100	4,300	5,500	1,200	600	900	800	56,100
Prices paid (range).....	.....	.....	12-00@12-12	11-15@11-25	10-63@10-66	10-51@10-55	10-50@10-54	10-60@10-64	10-76@10-77	10-89@10-90	—	10-30@12-12
Closing, bid and asked.....	.....	.....	12-03-12-03	11-14-11-15	10-61-10-63	10-49-10-50	10-49-10-50	10-59-10-59	10-72-10-74	10-85-10-87	—	10-49-12-03
Monday, Aug. 30—	Lower.	Barely st'ly	8,200	48,800	20,800	2,700	6,400	4,000	800	1,400	500	93,600
Prices paid (range).....	.....	.....	11-93@12-02	11-00@11-11	10-52@10-59	10-41@10-47	10-42@10-47	10-53@10-57	10-66@10-69	10-80@10-83	—	10-41@12-02
Closing, bid and asked.....	.....	.....	11-91-11-93	11-00-11-01	10-52-10-52	10-41-10-42	10-42-10-42	10-52-10-53	10-64-10-66	10-78-10-80	—	10-41-11-93
Tuesday, Aug. 31—	Firmer.	Barely st'ly	100	48,200	22,200	3,700	6,200	4,300	2,600	1,000	100	88,900
Prices paid (range).....	.....	.....	—	10-99@11-14	10-52@10-64	10-42@10-51	10-43@10-53	10-54@10-62	10-66@10-74	10-81@10-89	—	10-42@11-14
Closing, bid and asked.....	.....	.....	—	11-11-11-11	10-63-10-63	10-51-10-51	10-52-10-52	10-61-10-62	10-74-10-75	10-88-10-90	—	10-51-11-11
Wednesday, Sept. 1—	Irregular.	Firm.	—	39,400	13,500	1,500	5,100	2,800	700	300	900	64,200
Prices paid (range).....	.....	.....	—	11-05@11-18	10-58@10-69	10-48@10-55	10-48@10-56	10-58@10-66	10-71@10-76	10-86@10-92	—	10-48@11-17
Closing, bid and asked.....	.....	.....	—	11-15-11-17	10-67-10-68	10-54-10-55	10-55-10-56	10-65-10-66	10-78-10-80	10-92-10-94	—	10-54-11-17
Thursday, Sept. 2—	Variable.	Weak.	—	45,400	15,500	4,100	8,700	3,700	1,200	1,200	900	80,700
Sales, total.....	.....	.....	—	11-15@11-23	10-64@10-70	10-52@10-55	10-52@10-56	10-63@10-66	10-76@10-80	10-91@10-93	—	10-52@11-23
Prices paid (range).....	.....	.....	—	11-15-11-16	10-64-10-65	10-51-10-52	10-52-10-53	10-62-10-63	10-75-10-76	10-88-10-90	—	10-51-11-16
Closing, bid and asked.....	.....	.....	—	11-15-11-16	10-64-10-65	10-51-10-52	10-52-10-53	10-62-10-63	10-75-10-76	10-88-10-90	—	10-51-11-16
Friday, Sept. 3—	Lower.	Barely st'ly	—	44,300	13,100	5,000	10,400	4,700	200	200	1,000	79,000
Sales, total.....	.....	.....	—	11-02@11-14	10-55@10-62	10-42@10-50	10-43@10-50	10-54@10-60	10-68@10-73	10-82@10-87	—	10-42@11-14
Prices paid (range).....	.....	.....	—	11-03-11-03	10-53-10-54	10-42-10-43	10-43-10-44	10-53-10-54	10-66-10-68	10-79@10-81	—	10-42-11-03
Closing, bid and asked.....	.....	.....	—	11-03-11-03	10-53-10-54	10-42-10-43	10-43-10-44	10-53-10-54	10-66-10-68	10-79@10-81	—	10-42-11-03
Total sales this week.....	.....	.....	11,700	254,400	96,200	21,300	42,300	20,700	6,100	5,100	4,200	462,500
Sales since Sept. 1.....	.....	.....	3,769,500	1,793,100	790,800	339,900	360,900	94,500	32,400	14,700	5,300	33,980,000

* Includes 500 for August, 1881, at 11-50.

† This total also includes sales in—

Sept., 1879, for Sept.....	759,600	Sept.-March, for March..	3,730,200
Sept.-Oct., for Oct.....	1,489,100	Sept.-April, for April....	2,875,400
Sept.-Nov., for Nov.....	1,002,600	Sept.-May, for May.....	3,473,700
Sept.-Dec., for Dec.....	1,688,100	Sept.-June, for June.....	3,350,300
Sept.-Jan., for Jan.....	3,686,400	Sept.-July, for July.....	2,289,000
Sept.-Feb., for Feb.....	2,437,000		

Transferable Orders—Saturday, Aug. 12-05; Sept., 11-15; Monday, Sept., 11-05; Tuesday, 11-15; Wednesday, 11-20; Thursday, 11-20; Friday, 11-05.

Short Notices for September—Monday, 11-75@11-65, s. n. 1st; Wednesday, 11-30, s. n. 2d.

The following exchanges have been made during the week:

50 pd. to exch. 500 Oct. for Sept.	24 pd. to exch. 600 Dec. for Feb.
51 pd. to exch. 100 Oct. for Sept.	01 pd. to exch. 500 Nov. for Dec.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Sept. 3), we add the item of exports from the United States, including in it the exports of Friday only.

Stock at Liverpool.....bales	1880. 617,000	1879. 379,000	1878. 519,000	1877. 807,000
Stock at London.....	43,700	71,850	18,750	32,000
Total Great Britain stock.	660,700	450,850	537,750	839,000

	1880.	1879.	1878.	1877.
Stock at Havre.....bales.	62,600	104,010	159,500	221,250
Stock at Marseilles.....	7,740	2,120	7,000	11,000
Stock at Barcelona.....	46,800	22,000	19,000	61,250
Stock at Hamburg.....	5,000	3,000	6,500	13,000
Stock at Bremen.....	28,700	14,153	36,750	63,250
Stock at Amsterdam.....	15,000	30,822	43,000	39,000
Stock at Rotterdam.....	2,730	1,438	7,750	10,750
Stock at Antwerp.....	981	200	6,500	7,750
Stock at other continental ports.	20,000	5,111	14,250	13,000
Total continental ports....	189,551	182,854	300,250	440,250
Total European stocks....	850,251	633,704	838,000	1,279,250
India cotton afloat for Europe.	151,000	210,355	189,000	168,000
Amer'n cotton afloat for Europe.	60,000	38,448	14,000	42,000
Egypt, Brazil, &c., afloat for Europe.	18,000	3,649	10,000	17,000
Stock in United States ports..	141,964	53,109	57,508	110,829
Stock in U. S. interior ports...	13,616	3,814	6,477	9,303
United States exports to-day..	2,000	100	500	1,000

Total visible supply.....1,236,831 943,179 1,115,485 1,627,382

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

American—				
Liverpool stock.....	399,000	237,000	392,000	484,000
Continental stocks.....	104,000	112,000	236,000	336,000
American afloat for Europe....	60,000	38,448	14,000	42,000
United States stock.....	141,964	53,109	57,508	110,829
United States interior stocks...	13,616	3,814	6,477	9,303
United States exports to-day..	2,000	100	500	1,000

Total American..... 720,580 444,471 706,485 983,132

East Indian, Brazil, &c.—				
Liverpool stock.....	218,000	142,000	127,000	323,000
London stock.....	43,700	71,850	18,750	32,000
Continental stocks.....	85,551	70,854	64,250	104,250
India afloat for Europe.....	151,000	210,355	189,000	168,000
Egypt, Brazil, &c., afloat.....	18,000	3,649	10,000	17,000

Total East India, &c.....	516,251	498,708	409,000	644,250
Total American.....	720,580	444,471	706,485	983,132

Total visible supply.....1,236,831 943,179 1,115,485 1,627,382
Price Mid. Upl., Liverpool 7d. 6 1/2 1/2 6 1/2 1/2 6 1/2 1/2

The above figures indicate an *increase* in the cotton in sight to-night of 293,652 bales as compared with the same date of 1879, an *increase* of 121,346 bales as compared with the corresponding date of 1878, and a *decrease* of 390,551 bales as compared with 1877.

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

	1880.	1879.	1878.	1877.
American—				
Liverpool stock.....bales	399,000	237,000	392,000	484,000
Continental stocks.....	104,000	112,000	236,000	336,000
American afloat to Europe....	60,000	38,448	14,000	42,000
United States stock.....	141,964	53,109	57,508	110,829
United States interior stocks...	21,770	9,598	9,979	16,449
United States exports to-day..	2,000	100	500	1,000

Total American..... 728,734 450,255 709,987 990,278

East Indian, Brazil, &c.—				
Liverpool stock.....	218,000	142,000	127,000	323,000
London stock.....	43,700	71,850	18,750	32,000
Continental stocks.....	85,551	70,854	64,250	104,250
India afloat for Europe.....	151,000	210,355	189,000	168,000
Egypt, Brazil, &c., afloat.....	18,000	3,649	10,000	17,000

Total East India, &c.....	516,251	498,708	409,000	644,250
Total American.....	728,734	450,255	709,987	990,278

Total visible supply.....1,244,985 948,963 1,118,987 1,634,528

These figures indicate an *increase* in the cotton in sight to-night of 296,022 bales as compared with the same date of 1879, an *increase* of 125,993 bales as compared with the corresponding date of 1878, and a *decrease* of 389,543 bales as compared with 1877.

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

	Week ending Sept. 3, '80.			Week ending Sept. 5, '79.		
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga.....	2,580	2,670	1,849	748	565	607
Columbus, Ga.....	711	529	2,171	166	299	412
Macon, Ga.....	1,132	1,059	795	409	458	300
Montgomery, Ala.	1,390	1,423	971	1,393	1,286	452
Selma, Ala.....	608	445	628	712	396	575
Memphis, Tenn..	521	1,055	6,426	2	....	388
Nashville, Tenn..	111	202	776	25	218	1,080
Total, old ports.	7,053	7,383	13,616	3,455	3,222	3,814
Dallas, Texas ...	320	138	220	1,160	433	948
Jefferson, Tex...	2	2	155	200	50	300
Shreveport, La ..	341	141	709	467	229	558
Vicksburg, Miss.	318	172	174	164	112	85
Columbus, Miss..	5	13	88	29	12	39
Eufaula, Ala.	904	807	1,000	261	213	185
Griffin, Ga.....	129	109	219	25	12	20
Atlanta, Ga.....	504	5,089	1,782	24	155	273
Rome, Ga.....	141	158	683	5	4	5
Charlotte, N. C. *	575	558	500	93	109	259
St. Louis, Mo.....	255	1,917	1,332	958	909	1,435
Cincinnati, O....	799	851	1,292	79	355	1,677
Total, new p'rts	4,293	9,955	8,154	3,465	2,598	5,784
Total, all.....	11,346	17,338	21,770	6,920	5,820	9,598

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 330 bales, and are to-night 9,802 bales

more than at the same period last year. The receipts at the same towns have been 3,598 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 ending—	Receipts at the Ports.			Stock at Interior Ports			Rec'pts from Plant'ns.		
	1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.
June 18.....	10,721	7,188	19,870	23,287	29,306	98,190	4,693	4,065	1,022
" 25.....	6,879	6,293	23,511	21,240	25,223	81,172	4,832	2,210	8,493
July 2.....	5,949	3,637	17,057	19,675	22,385	75,103	4,384	802	10,98
" 9.....	5,287	3,032	14,070	18,033	20,691	71,950	3,645	1,335	10,917
" 16.....	3,732	2,809	10,691	15,494	15,528	66,198	1,243	....	4,939
" 23.....	4,086	3,272	13,148	12,527	14,410	56,662	1,119	2,154	3,612
" 30.....	3,671	2,503	10,359	11,005	13,966	49,631	2,149	2,059	3,828
Aug. 6.....	3,069	3,945	8,982	8,346	13,049	41,507	410	3,028	858
" 13.....	4,657	3,462	8,691	6,238	11,477	35,473	2,549	1,890	2,657
" 20.....	5,699	4,843	8,396	5,999	7,463	29,864	5,460	829	2,787
" 27.....	15,784	4,875	21,123	6,593	7,301	27,762	16,378	4,713	19,021
Sept. 3.....	26,750	13,920	42,082	9,979	9,598	21,770	30,136	16,217	36,090

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1880 were 18,045 bales; in 1879 were 16,217 bales; in 1878 were 30,136 bales.

2. That, although the receipts at the out ports the past week were 42,032 bales, the actual movement from plantations was only 36,090 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the same week were 16,217 bales and for 1878 they were 30,136 bales.

WEATHER REPORTS BY TELEGRAPH.—The past week has not in general been favorable for cotton. Too much rain has fallen over a large section of the South, interfering with the maturing of the plant and with picking.

Galveston, Texas.—The weather during the week has been warm and dry, and picking is making rapid progress. Caterpillars in the southern half of the State, and the boll-worm in the northern half, have done harm, but nevertheless the crop is a good one—far better than last year. Average thermometer 85, highest 93 and lowest 77. The rainfall for the month of August is one inch and sixty two hundredths.

Indianola, Texas.—There have been showers on two days the past week, the rainfall reaching eight hundredths of an inch. The thermometer has averaged 85, the highest being 95 and the lowest 75. Picking is progressing finely. Caterpillars have done considerable harm, but we believe that the statements of injury done are exaggerated. During the month of August the rainfall was seven inches and forty-five hundredths.

Corsicana, Texas.—We have had showers on three days, doing no harm, and picking is progressing. The crop will be as large as can be picked. Average thermometer during the week 86, highest 100 and lowest 73, and rainfall forty-nine hundredths of an inch. Rainfall for August sixty-five hundredths of an inch.

Dallas, Texas.—It has rained (showers) on three days the past week, but it has been beneficial rather than otherwise. Picking making fine progress. In spots there has been damage done by the boll worms, but there is less complaint now, and the crop will be a very fair one. Average thermometer 86, highest 100 and lowest 73. The rainfall for the past week is fifty hundredths of an inch, and for the month of August one inch and thirty hundredths.

Brenham, Texas.—There have been showers here on two days, the rainfall reaching twenty-five hundredths of an inch, and the thermometer has ranged from 74 to 96, averaging 85. Picking is making excellent progress. Caterpillars are still doing harm in bottoms and black lands, but we believe the reported damage to be exaggerated and that the crop will be better than last year. Rainfall for the month of August was one inch and twenty-five hundredths.

New Orleans, Louisiana.—It has rained during the past week on two days, the rainfall reaching one inch and thirty hundredths. The thermometer has averaged 82. During the month of August four and sixty hundredths inches of rain fell at this point.

Shreveport, Louisiana.—The weather had continued warm and dry up to this (Friday) morning, when there was a rainfall of one inch and eighty hundredths. The thermometer has averaged 83 during the week, the highest being 94 and the lowest 73. Worms continue their ravages.

Vicksburg, Mississippi.—Rain has fallen at this point on two days. We have had too much rain, but there is a favorable change in the weather as the week closes.

Columbus, Mississippi.—We are having too much rain. It has rained during the past week on three days constantly, the rainfall reaching three inches and thirty-four hundredths, and it continues cloudy. The rainfall for the month of August is five and twenty-two hundredths inches. Average thermometer during the week 78, highest 87 and lowest 70. Cotton has made nothing since August first, and planters have reduced their estimates materially. Caterpillars have appeared everywhere.

Little Rock, Arkansas.—Telegram not received.
Nashville, Tennessee.—We have had rain during the past week on four days, with a rainfall of one inch and forty-four hundredths. The thermometer has averaged 80, the highest being 92 and the lowest 71.

Memphis, Tennessee.—There has been a rainfall during the past week of eighty-five hundredths of an inch, rain having fallen on four days. The thermometer has ranged from 67 to 93, averaging 82. Crop accounts are less favorable. On uplands the top crop will be almost lost, and the lack of fruit on bottom lands is more seriously realized than reported August 13th. August report will be fully ten per cent short of July.

Mobile, Alabama.—It has been showery six days of the past week, with a rainfall of twenty hundredths of an inch. Average thermometer 81, highest 93 and lowest 70. Crop accounts are less favorable. Rust is developing badly, and much damage has been done. The top crop will be poor, having been almost completely destroyed by rust and worms. Picking is progressing, and cotton is being sent to market freely. Rainfall for August, four inches and seventy-six hundredths.

Montgomery, Alabama.—It has rained every day the past week, with a rainfall of one inch and forty-one hundredths. Average thermometer 80, highest 92 and lowest 71. Much damage has been done by worms and rust in this locality, and picking has been interfered with by the rain. The rainfall for the month of August was four and forty-one hundredths inches.

Selma, Alabama.—Up to the first inst. we had rain on four days, which interfered with picking.

Madison, Florida.—Rain has fallen during the week on five days. The thermometer has ranged from 74 to 86, averaging 80. We have had an unusually severe storm this week and much damage has been done. Picking has been interfered with, and cotton open and unpicked has been blown out and lost.

Macon, Georgia.—It has rained on two days of the week, the rainfall reaching one inch. The thermometer has averaged 80, the highest being 89 and the lowest 73. We are having too much rain. Rainfall for August, six and seventy-three hundredths inches.

Columbus, Georgia.—It has been showery on two days the past week, the rainfall reaching sixty-eight hundredths of an inch. The thermometer has averaged 80, with an extreme range of from 75 to 87. During the month of August the rainfall was one inch and ninety-three hundredths.

Savannah, Georgia.—We have had rain on every day the past week, the rainfall reaching three inches and twenty-four hundredths. The thermometer has ranged from 75 to 87, averaging 80.

Augusta, Georgia.—There have been showers on six days of the week, with a rainfall of one inch and eighteen hundredths, and the thermometer has ranged from 72 to 92, averaging 80. Rust has appeared in many places in this section, but resulting in no damage as yet. Picking is making fine progress, and planters are sending cotton to market freely. The rainfall during August was six inches.

Charleston, South Carolina.—It has been showery three days the past week, the rainfall reaching two inches and fifty-five hundredths. Average thermometer 81, highest 87 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 September 2, 1880, and September 4, 1879.

	Sept. 2, '80.	Sept. 4, '79.
	Feet. Inch.	Feet. Inch.
New Orleans.....	Below high-water mark.. 12 2	13 1
Memphis.....	Above low-water mark... 7 2	9 6
Nashville.....	Above low-water mark... 1 8	6 10
Shreveport.....	Above low-water mark... 11 8	3 0
Vicksburg.....	Above low-water mark... Missing.	13 9

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.

OUR ANNUAL COTTON CROP REPORT.—We expect to be able to issue our annual crop report in circular form on Thursday of the coming week. Orders for copies of it, with card inserted, will receive prompt attention if sent to the publication office of the CHRONICLE.

NEW COTTON AT WILMINGTON.—The *Morning Star* newspaper of Wilmington, N. C., states that the first bale of new cotton for the present season was received at Wilmington Aug. 18. It was shipped by G. A. Roper, of Laurinburg, Richmond County, and was consigned to Mr. E. Lilly, of Wilmington. It was classed strict low middling, weighed 536 pounds, and was sold for 12½ cents per pound. This is ten days earlier than the first one received last season, which reached Wilmington on the 28th of August. The *Star* says: "We are also advised that a bale of new cotton for Messrs. Kerchner & Calder Bros. was shipped yesterday from Shoe Heel by Mr. E. S. McCormic, being the first from that place. It will be here to-day (19th). Also, that Messrs. Williams & Murchison were advised yesterday of the shipment to them of a new bale from Sumpter, South Carolina, and Mr. E. P. Covington of one to him from Laurel Hill, North Carolina."

GUNNY BAGS, BAGGING, &c.—Bagging has been rather more active since our last report, and the market is gradually becoming much firmer in tone. There have been some round trans-

actions during the week, though the quantity is kept private; full figures were paid. There are some parcels which are held for higher prices, the holders wanting 10¼c. for 1¾ lb., 11¼c. for 2 lb. and 12c. for 2¼ lb., but there are other holders who will still shade these figures. Jute butts have not been inquired for in a large way, but there is a good jobbing trade doing, and prices continue quite steady. Ordinary grades are now offering at 2½c., but prime quality is firmly held at 3½c. as to quantity.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since Sept. 1 has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1879.	1878.	1877.	1876.	1875.	1874.
Sept'mb'r	333,643	288,848	98,491	236,868	169,077	134,376
October..	888,492	689,264	578,533	675,260	610,316	536,968
Novemb'r	942,272	779,237	822,493	901,392	740,116	676,295
Decemb'r	956,464	892,664	900,119	787,769	821,177	759,036
January..	647,140	616,727	689,610	500,680	637,067	444,052
February.	447,918	564,824	472,054	449,686	479,801	383,324
March...	264,913	302,953	340,525	182,937	300,128	251,433
April....	158,025	166,459	197,965	100,194	163,593	133,598
May.....	110,006	84,299	96,314	68,939	92,600	81,780
June.....	88,455	29,472	42,142	36,030	42,234	56,010
July.....	54,258	13,988	20,240	17,631	29,422	17,064
August...	67,372	18,081	34,564	14,462	33,626	13,524
Corret'ns.	.....	458	52,595	66,293	71,985	9,709
Total year	.....	4,447,276	4,345,645	4,038,141	4,191,142	3,497,169
Perc'tage of tot. port receipts Aug. 31..	99.99	98.79	98.36	98.23	99.72	
Corrections.....	00.01	01.21	01.64	01.72	00.28	
Total port receipts..	100.00	100.00	100.00	100.00	100.00	

This statement shows that up to July 31 the receipts at the ports this year were 455,849 bales more than in 1878-79 and 633,100 bales more than at the same time in 1877-78. By adding to the totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.
Tot. Jly 31	4,891,586	4,428,737	4,258,486	3,957,386	4,085,531	3,473,936
Aug. 1....	S.	419	139	421	635	S.
" 2....	1,519	507	1,465	264	724	521
" 3....	2,394	S.	395	861	504	410
" 4....	1,191	562	S.	452	846	390
" 5....	1,303	698	596	S.	834	394
" 6....	1,891	330	509	839	S.	301
" 7....	1,526	666	529	618	1,141	207
" 8....	S.	1,182	340	247	1,168	S.
" 9....	1,298	527	700	364	1,032	197
" 10....	1,444	S.	468	245	764	364
" 11....	1,354	776	S.	531	1,038	539
" 12....	827	764	712	S.	1,034	218
" 13....	2,242	347	612	487	S.	168
" 14....	1,232	239	737	598	1,963	195
" 15....	S.	809	505	367	1,714	S.
" 16....	1,657	520	1,623	264	1,069	457
" 17....	1,087	S.	634	561	845	330
" 18....	1,520	1,219	S.	394	789	224
" 19....	971	556	944	S.	607	303
" 20....	1,929	544	627	1,167	S.	395
" 21....	1,824	941	984	698	1,364	675
" 22....	S.	1,060	817	586	807	S.
" 23....	2,409	421	1,693	404	1,482	581
" 24....	3,352	S.	972	341	912	532
" 25....	3,072	587	S.	365	1,168	467
" 26....	2,509	505	1,994	S.	891	397
" 27....	7,957	693	2,128	686	S.	944
" 28....	4,634	423	2,563	597	4,011	736
" 29....	S.	1,246	2,175	764	1,824	S.
" 30....	10,206	1,537	5,952	575	2,096	1,689
" 31....	6,024	S.	3,751	766	2,264	1,890
Corret'ns.	.....	458	52,595	66,293	71,985	9,709
Total.....	.....	4,447,276	4,345,645	4,038,141	4,191,142	3,497,169
	1880.	1879.	1878.	1877.	1876.	1875.
Sept. 1....	5,037	3,490	S.	408	1,918	1,064
" 2....	5,669	1,848	5,708	S.	1,691	1,380
" 3....	10,512	1,391	4,051	1,246	S.	1,734
Total.....	21,218	6,729	9,759	1,654	3,609	4,178
Percentage of total port receipts Sept. 3..	.....	00.21	00.03	00.09	00.10	

This statement shows that the receipts since Sept. 1 up to to-night are now 14,489 bales more than they were to the same day of the month in 1879 and 11,459 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 September 3 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 September 2.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1880	2,000	3,000	5,000	355,000	481,000	836,000	4,000	1,072,000
1879	6,000	6,000	12,000	246,000	335,000	581,000	3,000	777,000
1878	4,000	4,000	8,000	301,000	390,000	691,000	2,000	851,000
1877	3,000	3,000	6,000	375,000	407,000	782,000	1,000	993,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 1,000 bales, and a decrease in shipments of 1,000 bales, and the shipments since January 1 show an increase of 255,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1880	4,000	1,000	5,000	199,000	80,000	279,000
1879	4,000	1,000	5,000	193,000	102,000	295,000
1878	9,000	1,000	10,000	112,000	55,000	167,000
1877	79,000	47,000	126,000			

The above totals for this week show that the movement from the ports other than Bombay is 5,000 bales less than same week of last year. For the whole of India, therefore, the total shipments this week and since January 1, 1880, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1880.		1879.		1878.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	5,000	836,000	6,000	581,000	8,000	691,000
All other p'ts.	279,000	5,000	295,000	10,000	167,000	
Total	5,000	1,115,000	11,000	876,000	18,000	858,000

This last statement affords a very interesting comparison of the total movement for the week ending Sept. 2, 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.

Alexandria, Egypt, Sept. 2.	1880.		1879.		1878.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars*)—						
This week
Since Sept. 1	1,667,000	.....	2,775,000	.....
Exports (bales)—						
To Liverpool
To Continent
Total Europe

* A cantar is 98 lbs.

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

MANCHESTER MARKET.—Our report received from Manchester Sept. 3 states that there is but little doing. Prices of twist are lower. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1880.						1879.					
	32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl'ds.		32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl'ds.	
July 2	d. 9	d. 9 3/4	s. 6	d. 4 1/2	s. 6	d. 6 3/4	d. 8 7/8	d. 9 5/8	s. 5	d. 7 1/2	s. 6	d. 6 1/2
" 9	9 1/4	10	6	7 1/2	7 1/2	6 1/2	8 3/4	9 3/8	5	6	7	6 7/8
" 16	9 1/4	10	6	7 1/2	7 1/2	6 7/8	8 5/8	9 1/4	5	6	7	6 1/2
" 23	9 3/8	10 1/4	6	7 1/2	7 1/2	6 1/2	8 1/2	9 1/8	5	4 1/2	7	6 1/2
" 30	9 3/8	10 1/4	6	7 1/2	7 1/2	6 1/2	8 3/4	9 1/4	6	1 1/2	7	6 1/2
Aug. 6	9 1/4	10 1/8	6	7 1/2	7 1/2	6 1/2	8 3/4	9 1/4	6	1 1/2	7	6 1/2
" 13	9 1/8	9 7/8	6	7 1/2	7 1/2	6 1/2	8 3/4	9 1/4	6	1 1/2	7	6 1/2
" 20	9 1/8	9 7/8	6	7 1/2	7 1/2	7 1/2	8 3/4	9 3/8	6	1 1/2	7	6 1/2
" 27	9 1/4	10	6	9	7 1/2	7 1/2	8 7/8	9 1/2	6	3	7	6 1/2
Sept. 3	9 1/8	9 7/8	6	9	7 1/2	7	8 7/8	9 1/2	6	3	7	6 1/2

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 8,988 bales, against 5,421 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1879, and in the last column the total for the same period of the previous year.

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

Exported to—	Week ending—				Total to date.	Same period previous year.
	Aug. 11.	Aug. 18.	Aug. 25.	Aug. 31.		
Liverpool	8,325	7,241	3,432	7,870	480,458	292,951
Other British ports	300	.....	.....	.....	28,800	19,965
TOTAL TO GREAT BRITAIN	8,625	7,241	3,432	7,870	509,258	312,916
Havre	2,107	862	625	968	46,033	19,599
Other French ports	.....	.....	.....	.....	.....	100
TOTAL FRENCH	2,107	862	625	968	46,033	19,699
Bremen and Hanover	53	.....	1,309	50	39,754	26,325
Hamburg	50	.....	.....	.....	19,210	2,202
Other ports	.....	105	.....	.....	25,803	2,835
TOTAL TO NORTH. EUROPE	103	105	1,309	50	84,767	31,362
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	100	7,148	6,710
All other	.....	.....	55	.....	3,461	160
TOTAL SPAIN, &c	.....	.....	55	100	10,609	6,870
GRAND TOTAL	10,835	8,208	5,421	8,988	650,667	370,847

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 20,155 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

		Total bales.
NEW YORK—To Liverpool, per steamers Batavia, 1,192		1,192
Tarifa, 1,628		1,628
Plantain, 2,898		2,898
Helvetia, 1,111		1,111
Wisconsin, 3,064		3,064
Germanic, 675		675
Republic, 931		931
Caledonia, 200		200
per ship Wm. McGilvray, 994		994
To Havre, per steamer France, 968		968
To Bremen, per steamers Neckar, 50		50
Hohenstauffen, 150		150
To Lisbon, per bark Aurora, 100		100
NEW ORLEANS—To Liverpool, per steamer Yurac Bat, 2,800		2,800
TEXAS—To Liverpool, per bark Lord Collingwood, 620		620
BALTIMORE—To Liverpool, per steamers Serra, 600		600
Rossmore, 300		300
Hibernian, 500		500
BOSTON—To Liverpool, per steamers Samaria, 214		214
Illyrian, 585		585
PHILADELPHIA—To Liverpool, per steamer Lord Olive, 675		675

Total 20,155

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

	Liverpool.	Havre.	Bremen.	Lisbon.	Total.
New York	12,593	968	200	100	13,861
New Orleans	2,800	.....	.....	.....	2,800
Texas	620	.....	.....	.....	620
Baltimore	1,400	.....	.....	.....	1,400
Boston	799	.....	.....	.....	799
Philadelphia	675	.....	.....	.....	675
Total	18,887	968	200	100	20,155

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

ILLYRIAN, steamer (Br.), Edwards, from Boston, Aug. 21, for Liverpool, collided with Swedish bark Superior, from Bilbao for New York, on the 22d, but received no damage.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	5 1/8 @ 3/8	5 1/8 @ 3/8	5 1/8 @ 3/8	5 1/8 @ 3/8	5 1/8 @ 3/8	5 1/8 @ 3/8
Do sail d.	.....	.....	.....	.....	.....	.....
Havre, steam d.	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Do sail d.	.....	.....	.....	.....	.....	.....
Bremen, steam d.	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Do sail d.	.....	.....	.....	.....	.....	.....
Hamburg, steam d.	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Do sail d.	.....	.....	.....	.....	.....	.....
Amst'd'm, steam d.	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Do sail d.	.....	.....	.....	.....	.....	.....
Baltic, steam d.	3 1/8	3 1/8	3 1/8	3 1/8	3 1/8	3 1/8
Do sail d.	.....	.....	.....	.....	.....	.....

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

	Aug. 13.	Aug. 20.	Aug. 27.	Sept. 3.
Sales of the week.....bales.	41,000	57,000	66,000	46,500
Sales American.....	31,500	44,000	46,000	31,500
Of which exporters took.....	4,100	5,800	4,200	5,300
Of which speculators took.....	1,450	3,500	7,000	1,460
Actual export.....	5,100	5,900	4,700	5,600
Forwarded.....	6,600	3,700	3,600	3,300
Total stock—Estimated.....	696,000	657,000	624,000	617,000
Of which American—Estim'd.....	469,000	442,000	421,000	399,000
Total import of the week.....	26,500	17,500	30,500	40,500
Of which American.....	23,000	15,500	24,500	12,500
Amount afloat.....	159,000	154,000	129,000	115,000
Of which American.....	53,000	48,000	29,000	38,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 3, 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. }	Dull and easier.	Tending downw'd.	Tending downw'd.	Mod. inq. freely supplied.	Firmer.	Quiet
Mid. Upl'ds	7 1/8	7 1/8	7	7	7	7
Mid. Or'l'ns.	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Market, } 5 P.M. }	.....	.....	.....	.....	.....	.....
Sales.....	7,000	7,000	7,000	8,000	10,000	8,000
Spec. & exp.	2,000	2,000	1,000	1,000	2,000	1,000
Futures.						
Market, } 5 P.M. }	Steady.	Weak.	Steady.	Firm.	Steady.	Very dull.

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.	Delivery.	d.	Delivery.	d.
Aug.	7 ¹³ 2@7	Nov.-Dec.	6 ¹⁴ 7 ³²	Sept.-Oct.	6 ¹⁹ 32
Aug.-Sept.	7@6 ³¹ 32	Dec.-Jan.	6 ¹⁴ 7 ³²	Nov.-Dec.	6 ¹⁴
Sept.-Oct.	6 ¹⁹ 32@9 ¹⁶	Jan.-Feb.	6 ¹⁴	Dec.-Jan.	6 ¹⁴
Oct.-Nov.	6 ¹⁶ 32@9 ³²	Mar.-Apr.	6 ¹⁵ 16		

MONDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Aug.	6 ³¹ 32	Dec.-Jan.	6 ¹⁶	Nov.-Dec.	6 ³¹ 32
Aug.-Sept.	6 ¹⁵ 16@29 ³²	Jan.-Feb.	6 ¹⁶	Aug.	6 ²⁹ 32
Sept.-Oct.	6 ¹⁷ 32@13 ¹⁶	Aug.	6 ¹⁵ 16	Aug.-Sept.	6 ¹³ 16
Oct.-Nov.	6 ¹⁴ 32@9 ³²	Aug.-Sept.	6 ¹⁵ 16	Sept.-Oct.	6 ¹⁵ 32
Nov.-Dec.	6 ¹⁷ 32	Oct.-Nov.	6 ¹⁴		

TUESDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Aug.	6 ⁷ 8@29 ³²	Oct.-Nov.	6 ¹⁴	Aug.-Sept.	6 ²⁵ 32
Aug.-Sept.	6 ²⁵ 32@13 ¹⁶	Nov.-Dec.	6 ¹⁶	Feb.-Mar.	6 ¹⁷ 32
Sept.-Oct.	6 ¹² 15@32	Mar.-Apr.	6 ¹⁴	Feb.-Mar.	6 ¹³ 16

WEDNESDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Sept.	6 ¹³ 16@25 ³²	Nov.-Dec.	6 ¹⁶	Sept.	6 ²⁷ 32
Sept.-Oct.	6 ¹²	Sept.	6 ¹³ 16	Sept.-Oct.	6 ¹⁹ 16
Oct.-Nov.	6 ¹⁴	Oct.-Nov.	6 ¹⁹ 32	Oct.-Nov.	6 ¹⁶

THURSDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Sept.	6 ²⁷ 32@7 ⁸	Oct.-Nov.	6 ¹⁹ 32@5 ¹⁶	Oct.-Nov.	6 ¹¹ 32
Sept.-Oct.	6 ²⁹ 32@15 ¹⁶	Nov.-Dec.	6 ¹⁴	Jan.-Feb.	6 ¹⁴
Sept.-Oct.	6 ¹⁷ 32	Sept.	6 ³¹ 32	Sept.	6 ¹⁵ 16
Oct.-Nov.	6 ¹⁹ 32	Sept.-Oct.	6 ¹⁵ 8	Sept.	6 ³¹ 32@7@6 ³¹ 32

FRIDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Sept.	6 ³¹ 32	Oct.-Nov.	6 ¹¹ 32	Oct.-Nov.	6 ¹⁵ 16
Sept.-Oct.	6 ¹⁹ 32@9 ¹⁶	Nov.-Dec.	6 ¹⁴	Sept.-Oct.	6 ¹⁷ 32

BREADSTUFFS.

FRIDAY, P. M., Sept. 3, 1880.

There has been some further yielding of prices of flour in the past week, but more especially in the medium grades from winter wheat, so that the extremes of figures were not materially changed. Very common extras were closed out at \$3 75@ \$3 85 per bbl., but these figures were exceptional, as no desirable lines could be had under \$4, and desirable lots of No. 2 brought \$3 25 and upward. The very choice grades have also been better, being very scarce. To-day there was no new feature, and not much change in any particular, but the close was very flat.

The wheat market has yielded from day to day under the dull and drooping foreign markets, until in the aggregate the decline from last Friday is important, not only on the spot and for early delivery, but as late as November options. The activity in futures, as prices have given way, has been very great, but the regular trade has been on a comparatively moderate scale. There have been heavy rains in the West and Northwest, which did some injury to wheat stacked in the open fields. The low prices are in some measure a check upon deliveries from farmers' hands. To-day the market was weak, No. 1 white sold at \$1 04½ for October; No. 2 Red Winter, \$1 05¼ for October and \$1 06¾ for November, with 98c. bid for No. 2 Spring for October.

Indian corn has continued active for both spots and futures, but at a somewhat lower range of prices; No. 2 mixed selling down to 50c. on the spot, and 51¾c. for Oct., in sympathy with the general weakness of the market for breadstuffs. To-day the market was stronger, No. 2 mixed selling at 52¾c. for October, and 53½c. for November.

Rye has been dull and drooping, but to-day No. 2 Western sold at 87c. for September. Barley is still nominal, but No. 1 Canada may be quoted at 90@95c.

Oats continued feverish and unsettled, with prices varying widely. Yesterday futures were buoyant, No. 2 mixed selling at 37¼c. for September, and 37¾@37½c. for October. To-day there was some further improvement, No. 2 mixed closing at 42c. on the spot, 37½c. for September, and 37¾c. for October.

The following are closing quotations:

Flour.			Grain.		
No. 2.....	\$2 40@	3 33	Wheat—		
Winter superfine.....	3 70@	3 90	No. 3 spring, \$ bu. \$	94	@ 96
Spring superfine.....	3 45@	3 75	No. 2 spring.....	1 00	@ 1 02
Spring wheat extras.....	3 75@	4 15	Red winter.....	90	@ 1 06
do XX and XXX.....	4 25@	6 00	Red winter, No. 2	1 03	@ 1 03½
Winter shipp'g extras.....	4 00@	4 40	White.....	97	@ 1 04
do XX and XXX.....	4 50@	6 25	Corn—West. mixed	49½	@ 51½
Patents.....	6 00@	8 25	West'n No. 2.....	50½	@ 50¾
Western "rye mix".....	4 50@	4 85	West. yellow.....	53	@ 57
City shipping extras.....	4 00@	5 40	West. white.....	52	@ 55
Southern, bakers' and			Rye.....	86	@ 87
family brands.....	5 25@	6 50	Oats—Mixed.....	40	@ 43
South'n ship'g extras.....	4 60@	5 00	White.....	41	@ 44
Rye flour, superfine..	4 70@	5 00	Barley—Canada W.	85	@ 95
Corn meal—			State, 4-rowed...		@
Western, &c.....	2 65@	3 05	State, 2-rowed...		@
Brandywine, &c....	3 20@	3 25	Peas—Can'da, b. & f.	81	@ 95

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

Receipts of flour and grain at Western lake and river ports for the week ending Aug. 28, 1880:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago	42,434	534,025	3,500,267	545,558	65,366	55,398
Milwaukee	36,270	72,170	62,400	19,500	46,550	13,250
Toledo	647	940,985	215,550	34,677		2,963
Detroit	5,918	231,698	6,017	2,523		
Cleveland	1,585	73,500	111,900	32,800		1,000
St. Louis	43,243	992,691	146,599	91,180	14,306	8,847
Peoria	1,250	22,225	250,475	382,250	14,050	64,850
Duluth						

Total 131,347 2,867,294 4,293,208 1,108,488 140,272 146,308
Same time '79. 124,664 3,486,274 2,492,256 1,081,912 152,259 215,448

Total receipts at same ports from Jan. 1 to Aug. 28, inclusive for four years:

	1880.	1879.	1878.	1877.
Flour..... bbls.	3,950,282	4,229,425	3,643,132	2,678,388
Wheat..... bush.	45,016,697	51,639,475	48,449,608	17,264,501
Corn..... bush.	106,151,773	65,897,734	68,048,553	55,982,690
Oats..... bush.	21,873,863	20,720,607	20,647,195	13,664,939
Barley..... bush.	2,897,275	2,695,775	3,544,145	3,032,332
Rye..... bush.	1,926,491	2,680,327	3,031,748	1,654,245

Total grain.... 177,866,099 143,683,918 143,721,249 91,598,707

Total receipts (crop movement) at the same ports from Aug. 1 to Aug. 28, inclusive, for four years:

	1880.	1879.	1878.	1877.
Flour..... bbls.	581,920	484,486	611,560	466,473
Wheat..... bush.	11,065,972	11,701,600	14,434,007	14,142,621
Corn..... bush.	15,470,525	10,048,518	12,859,627	15,544,401
Oats..... bush.	3,846,451	3,645,540	4,658,719	6,086,154
Barley..... bush.	291,539	255,038	271,373	613,264
Rye..... bush.	534,137	768,787	893,489	972,439

Total grain 31,203,624 26,419,483 33,122,215 37,653,879

Comparative shipments of flour and grain from the same ports from Jan. 1 to Aug. 28, inclusive, for four years:

	1880.	1879.	1878.	1877.
Flour..... bbls.	2,841,555	4,572,099	3,821,958	2,646,547
Wheat..... bush.	44,072,003	46,693,280	40,310,214	30,436,040
Corn..... bush.	90,005,774	59,227,060	57,133,437	50,231,437
Oats..... bush.	17,535,063	15,153,044	13,569,384	14,797,739
Barley..... bush.	1,742,246	2,136,860	1,685,437	1,346,424
Rye..... bush.	1,611,197	2,513,325	2,281,347	1,297,548

Total grain 154,966,283 125,723,569 114,979,819 98,109,188

Rail shipments from Western lake and river ports for the weeks ended:

	1880. Week Aug. 28.	1879. Week Aug. 30.	1878. Week Aug. 31.	1877. Week Sept. 1.
Flour..... bbls.	110,474	137,498	90,011	80,520
Wheat..... bush.	432,601	617,772	506,545	205,510
Corn..... bush.	703,339	613,992	265,317	418,744
Oats..... bush.	938,628	593,449	458,661	437,221
Barley..... bush.	44,146	37,780	36,449	58,137
Rye..... bush.	91,924	66,370	8,490	26,716

Total..... 2,210,638 1,959,363 1,275,462 1,146,301

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

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Aug. 28.....	143,855	1,708,128	3,710,559	984,925	44,146	118,074
Aug. 21.....	154,798	2,160,733	3,668,957	835,889	17,929	105,927
Aug. 14.....	173,857	2,599,338	3,101,638	826,078	12,578	96,299
Aug. 7.....	160,309	3,302,254	2,380,748	694,363	9,404	141,784

Tot., 4 wks. 632,819 9,770,453 12,861,902 3,341,255 81,057 462,084
4 wks '79. 597,576 10,536,131 10,208,241 2,421,688 74,170 634,379

Receipts of flour and grain at seaboard ports for the week ended Aug. 28:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	117,865	1,818,410	1,105,000	306,562		227,084
Boston	68,710	67,650	387,825	69,400	800	400
Portland	1,850		5,600	1,960		
Montreal	16,378	806,900	125,299	7,557	175	
Philadelphia	17,430	625,500	342,200	65,600		
Baltimore	25,705	1,276,300	32,500	22,300		1,700
New Orleans	9,959		23,757	8,195		

Total week..... 258,397 4,594,760 2,022,181 481,574 975 229,184
(or. week '79. 260,064 4,916,687 2,031,021 571,066 5,430 64,095)

And from Jan. 1 to Aug. 28, inclusive, for four years:

	1880.	1879.	1878.	1877.
Flour..... bbls.	6,323,245	6,627,138	5,676,107	4,419,189
Wheat..... bush.	78,538,872	81,278,687	58,344,481	11,690,864
Corn..... bush.	101,477,922	76,294,461	76,850,032	57,940,563
Oats..... bush.	15,239,921	14,467,334	14,850,700	11,660,983
Barley..... bush.	1,592,998	1,762,338	2,474,515	2,141,985
Rye..... bush.	1,202,451	2,492,091	2,981,193	1,089,820

Total grain 198,102,164 176,294,911 155,500,921 84,524,215

Exports from United States seaboard ports and from Montreal for week ending Aug. 28:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York	104,362	1,947,112	821,010	6,478	4,544	2,483
Boston	11,065	75,269	247,861	500		
Portland	3					
Montreal	16,718	622,801	196,781			
Philadelphia	5,025	336,938	127,007	1,380		
Baltimore	16,156	1,285,933	67,968	165		

Total for w'k 153,329 4,268,053 1,460,627 8,523 4,544 2,483
Same time '79. 116,379 5,261,493 965,694 20,721 54,898 35,954

* And 1,114 bush. barley.

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by lake, rail and canal, Aug. 28, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,592,318	2,516,061	43,200	15,481	60,039
Do. afloat (est.) ..	997,000	997,000	71,000	.....	168,000
Albany	1,000	71,000	30,500	.....	52,400
Buffalo	154,689	1,533,683	1,649	.....	5,855
Chicago	1,518,664	4,095,716	90,475	74,064	79,885
Milwaukee	150,230	22,114	188	60,900	21,462
Duluth	6,318	103,393	.....	.....	.....
Toledo	889,105	425,350	60,011	7,300	6,763
Detroit	204,093	2,782	2,586	3,667	.....
Oswego	40,000	90,000	.....	.....	.....
St. Louis	1,084,624	1,053,222	38,587	5,175	18,534
Boston	63,744	209,131	14,392	144	675
Toronto	11,091	.....	3,300	3,091	50
Montreal (15th) ..	110,530	16,600	72,442	4,134	1,511
Philadelphia	918,678	430,739	.....	.....	.....
Peoria	12,551	83,253	139,139	2,593	54,140
Indianapolis	258,200	63,206	20,806	.....	1,000
Kansas City	185,028	69,278	4,063	5,201	256
Baltimore	1,531,916	359,478	.....	.....	.....
On rail	432,601	703,339	938,628	44,146	91,124
On lake	1,840,000	3,988,000	53,000	.....	48,000
On canal	2,400,000	2,350,000	.....	.....	56,000
Total Aug. 28, '80.	14,405,380	19,183,342	1,591,960	255,896	665,744
Aug. 21, '80	14,536,688	16,788,059	1,329,882	186,646	463,890
Aug. 14, '80	14,179,091	17,363,832	1,360,783	169,757	432,718
Aug. 7, '80	14,791,197	16,647,605	1,465,557	169,717	387,682
July 31, '80	14,272,015	16,739,593	1,516,377	176,204	271,912
Aug. 30, '79	15,748,775	13,164,503	2,492,897	355,222	761,262

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 3, 1880.

Business has continued active in all branches of the jobbing trade during the past week, and an unusually large distribution of assorted merchandise was made to the Southern trade by several of the leading jobbers. There was also a moderately active demand for reassortments of seasonable goods at first hands, and altogether the business of the week was of liberal aggregate proportions. There was, however, some irregularity in the demand by package buyers, and while most descriptions of domestic woolen goods and foreign fabrics generally were somewhat sluggish, there was a fairly satisfactory movement in staple cotton goods and prints, and gingham and dress fabrics were in good request. The suspension of Messrs. Simeon Gutmann & Sons, shirt manufacturers (with liabilities of about \$300,000), caused much surprise in the trade, as the firm was in very good credit. The failure of this house is attributed to shrinkage in values, and the protracted illness of the senior partner who has been unable to attend to business for some months past.

DOMESTIC COTTON GOODS.—The exports of cotton goods are steadily increasing, 3,489 packages having been shipped from this port during the week ending August 31, including 1,157 to Great Britain, 1,107 to China, 585 to U. S. of Colombia, 175 to Hayti, 147 to Brazil, 135 to Dutch Guiana, and some smaller lots to other markets. Plain and colored cottons were in steady demand at agents' hands and the jobbing trade was quite active. Prices of staple cotton goods were steadily maintained by agents, and York and Everett denims were advanced $\frac{1}{2}$ c. per yard. Stocks are only moderate in first hands, and not a few leading makes of brown and bleached goods, low-grade cotton flannels, denims, chevots, ducks, &c., are closely sold up to receipts. The print cloth market ruled quiet, and prices have receded to $3\frac{1}{8}$ c. for 64x64's, and $3\frac{1}{4}$ @ $3\frac{1}{8}$ c. for 56x60's. Prints were fairly active, and gingham and cotton dress fabrics were in good request.

DOMESTIC WOOLEN GOODS.—There was a slightly improved undertone in the market for woolen goods, but business was light, selections having been almost wholly restricted to small reassortments required for immediate distribution, and clothing woollens were sluggish in first hands, but a fair business was reported by cloth jobbers. Repellents were in fair request, but cloakings lacked animation. Kentucky jeans moved slowly and prices continue low and unremunerative to manufacturers. For flannels there was a moderate inquiry and medium grade blankets were in fair request. Worsted dress goods were in good demand at both first and second hands, but shawls and skirts moved slowly.

FOREIGN DRY GOODS.—The movement in foreign goods was hardly as brisk as expected, and buyers continued to operate cautiously owing to the large supply on the market. Fancy dress goods were fairly active, but staple fabrics moved slowly. Silks were sluggish in private hands, and large lines were pressed to sale through the auction rooms where the prices obtained were low and unsatisfactory. Black and colored satins were in steady demand and novelties in millinery goods and ribbons were rather more sought for. Linens, white goods and embroideries were only in moderate demand, but fairly steady in price.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 2, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPT. 2, 1880.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		\$		\$		\$
Wool	1,103	454,936	1,371	565,583	1,266	568,860
Cotton	721	224,575	1,235	349,873	1,204	369,467
Silk	824	589,019	1,251	792,106	1,154	755,562
Flax	1,040	228,026	1,526	313,736	958	211,863
Miscellaneous	559	142,646	923	192,106	655	179,622
Total	4,247	1,639,202	6,306	2,213,404	5,237	2,085,374

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

Manufactures of—						
Wool.....	615	237,667	591	218,850	808	300,218
Cotton.....	248	69,052	230	68,648	395	110,807
Silk.....	126	89,103	143	108,137	280	200,635
Flax.....	540	91,430	373	77,474	614	104,066
Miscellaneous.....	174	41,306	527	19,453	411	34,751
Total.....	1,703	528,558	1,864	492,562	2,508	750,477
Ent'd for consumpt.	4,247	1,639,202	6,306	2,213,404	5,237	2,085,374
Total on market...	5,950	2,167,760	8,170	2,705,966	7,745	2,835,851

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

Manufactures of—						
Wool.....	403	142,339	298	108,632	538	185,364
Cotton.....	147	40,317	172	53,061	267	65,309
Silk.....	88	79,389	106	87,055	251	192,334
Flax.....	244	65,325	225	62,981	1,020	158,119
Miscellaneous.....	64	33,669	3,388	35,438	222	32,797
Total.....	946	361,039	4,189	347,167	2,298	633,923
Ent'd for consumpt.	4,247	1,639,202	6,306	2,213,404	5,237	2,085,374
Total at the port...	5,193	2,000,241	10,495	2,560,571	7,535	2,719,297

Imports of Leading Articles.

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

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

	1880.	1879.		1880.	1879.
China, &c.—			Metals, &c.—		
China	13,095	9,282	Lead, pigs ..	41,882	7,967
Earthenw.	37,025	25,781	Spelter, lbs ..	4,825,307	1,224,712
Glass	495,055	143,725	Steel	381,442	52,963
Glassware	34,216	25,370	Tin, boxes ..	1,120,296	917,404
Glass plate	4,715	3,324	Tin silbs., lbs ..	20,148,901	9,883,271
Buttons	9,225	6,759	Paper Stock ..	230,907	91,977
Coal, tons	35,818	31,377	Sugar, hhds, ..	493,866	516,778
Cocoa, bags	29,394	23,110	tes., & lbs.	2,263,741	996,009
Coffee, bags	1,597,944	1,563,814	Sugar, boxes ..	553,555	495,022
Cotton, bales	4,845	9,953	and bags	53,999	33,420
Drugs, &c.—			Tea	917	346
Bark, Peru	24,922	29,368	Tobacco		
Blea. powd.	22,592	12,262	Waste		
Cochineal	2,958	2,398	Wines, &c.—		
Gambier	76,544	31,685	Champ'gne ..		
Gum, Arab.	4,638	3,873	baskets	99,138	73,731
Indigo	5,920	4,339	Wines	149,407	123,613
Madder, &c.	1,070	2,003	Wool, bales ..	88,735	34,693
Oil, Olive	36,313	34,127	Reported by ..		
Opium	1,335	829	value	\$	\$
Soda, bi-carb.	8,552	10,515	Cigars	1,012,613	889,097
Soda, sal.	41,056	39,302	Corks	89,090	51,565
Soda, ash	67,238	44,013	Fancy goods ..	855,431	610,327
Flax	4,667	1,949	Fish	314,879	282,743
Furs	9,302	6,251	Fruits, &c.—		
Gunny cloth	2,114	663	Lemons	1,387,912	1,050,887
Hair	9,975	3,012	Oranges	1,365,591	1,440,098
Hemp, bales	167,244	130,442	Nuts	602,571	448,566
Hides, &c.—			Raisins	648,611	431,949
Bristles	2,284	1,011	Hides, undr. ..	16,723,248	7,338,805
Hides, dr'sd	5,882	3,472	Rice	243,525	241,706
India rubber	45,989	32,023	Spices, &c.—		
Ivory	1,526	1,065	Cassia	199,098	226,455
Jewelry, &c.—			Ginger	84,252	96,054
Jewelry	2,463	1,846	Pepper	472,247	338,441
Watches	696	449	Saltpetre	277,332	197,896
Linseed	364,554	305,313	Woods—		
Molasses	70,442	77,119	Cork	478,317	347,744
Metals, &c.—			Fustic	60,549	93,409
Cutlery	5,028	3,301	Logwood	593,698	469,306
Hardware	919	448	Mahogany	169,234	131,903

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending Aug. 28, 1880, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
London	50	300	38,400	503,875	468,214	.....
Liverpool	2,497	905	359,264	6,421,997	3,757,999	490,069
Glasgow	150	394	3,200	262,600	825,960	78,000
Newcastle	150	142	28,500	588,625	75,300	11,000
Bristol	25	.....	80,000	128,925	510,660	44,000
Hull .....	.....	25	138,900	591,150	.....	.....
British ports ..	.....	.....	.....	11,500	18,840	.....
Avonmouth .....	.....	.....	.....	.....	202,020	.....
Havre	150	15	893,600	820,950	.....	168,200
Marseilles	20	65	32,961	35,625	.....	398,100
Bremen	115	133	400,000	506,875	.....	.....
Rotterdam .....	.....	50	258,800	118,750	.....	123,200
Hamburg .....	.....	50	346,400	2,500	.....	.....
Antwerp .....	.....	.....	284,800	1,002,550	.....	217,800
French ports ..	.....	.....	225,720	.....	.....	379,500
Brazil .....	.....	6	52,302	490	84	.....
Cent. Amer.	120	30	144,207	3,882	1,132	5,000
So. Am. ports ..	135	232	136,454	19,120	5,610	.....
Cuba	25	.....	602,633	127,299	.....	7,227
Hayti	565	36	27,868	10,170	4,053	463
West Indies	1,413	571	247,526	122,644	24,322	2,251
Brit.N.A.Col.	628	262	4,000	4,600	.....	.....
Other count's ..	487	180	3,704	2,805	572	.....
Total week	5,530	3,396	4,384,239	11,287,293	5,905,480	1,924,815
Prev's week	4,971	1,976	3,571,975	15,132,047	5,491,019	2,243,246