

HUNT'S MERCHANTS' MAGAZINE. A Weekly Wewspaper,

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

VOL. 31.

SATURDAY, SEPTEMBER 18, 1880.

NO. 795.

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The Chronicle.

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

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

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

TERMS OF SUBSCRIPTION-PAYABLE IN ADVANCE:

For One Y	100	uding post				\$10	20.
For Bix M							
Annual su	bscriptic	n in Lond	on (includ	ling posta	ıge)	£2	7s.
Six mos.	do	do	196	do		1	88.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders.

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

London and Liverpool Offices,

The office of the Chronicle in London is at No. 74 Old Broad Street, and in Liverpool, at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

WILLIAM B. DANA, JOHN G. FLOYD, JR.

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

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

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RAILROAD RATES AND EARNINGS.

Reports of railroad earnings for the first week of September, on such roads as make weekly returns, are now pretty nearly all in, and it is gratifying to be able to note a continuation of the handsome gains recorded all along. This is quite contrary to the general expectation, since it has been so long predicted that earnings were to fall off; and, furthermore, last September was a very satisfactory month. As railroad earnings are attracting much attention at present, we have brought together in one table all the figures for the first week of September that have yet come to hand, and give them below.

EARNINGS FIRST	WEEK OF	SEPTEMB	er.	
	1880.	1879.	Increase.	Decrease.
	\$	\$	\$	\$
Burl. Cedar Rapids & Northern.	35,284	34,985	299	
Chicago & Alton	173,549		39,587	
Chicago & Eastern Illinois	35,884	21,295	14,589	
Chicago Milwaukee & St. Paul.	275,000	226,615	48,385	
Chicago St. Paul Minn. & Omaha	32,506	25,666		
Cincinnati & Springfield	15,539			1,637
Clev. Col. Cin. & Indianapolis	96,570			
Denver & Rio Grande	80,516			
Dubuque & Sioux City			4,150	
Flint & Pere Marquette	31,885		10,738	
Grand Trunk of Canada *	217,067		24,340	
Great Western of Canada †	101,439			
Hannibal & St. Joseph	43,964			
International & Gt. Northern.	41,619		8,808	
Louisville & Nashville	183,600		77,962	
Memphis & Charleston	23,254			
Memphis Paducah & Northern.	3,819		1,405	
Missouri Kansas & Texas	78,714		2,200	60
St. Louis Alton& T.H. (main line)	27,628	25,054	2,574	
Do do (branches)		11,402	748	
St. Louis Iron Mt. & Southern	166,300	142.673	water and the second	
St. Louis & San Francisco	61,996	47,545	14,451	
St. Paul & Sioux City	9,468			
Scioto Valley	30,437			1
Toledo Peoria & Warsaw Wabash St. Louis & Pacific	245,125			
wanash St. Louis & Facilic	240,120	202,020	12,002	
Total	2 073 234	1 642 246	432,685	1,697
Total	(2,010,204	(1,042,240	100,000	_,001

Net increase (26 per cent) 430,9881

* Week ending Sept. 11 † Week ending Sept. 3.

There is thus, it will be seen, a gain of about 26 per cent on the very favorable figures of last year. This exhibit is the more gratifying that the movement of grain thus far this season has been light, the low prices current and the backwardness of some of the crop tending to retard shipments. Last year exactly the opposite conditions prevailed, with the effect of swelling early receipts. Excepting the two Canada roads, the above table does not include any of the Eastern trunk lines, but unofficial statements of increase, published in the newspapers, are of the same tenor as the returns here given. The different sections of the country seem to share alike in the continued improvement. The roads reporting are mostly situated in the West and Northwest, but there are enough from the South and Southwest to indicate that these sections keep well up with the rest of the country.

It should be remembered that with each succeeding week we are comparing with more and more favorable returns for last year. June and July, 1879, made a very encouraging showing. This was especially so in the case of the Northwestern roads. August of the same year was not quite so satisfactory, taking the roads as a whole, since, though there were large gains in some sections, these were cut down by losses in others. The trunk lines, however, had heavy earnings in that month, as they did a large business and received full rates on it, there being no longer any war, all differences having been previously adjusted. But it was not till September that a very decided and general improvement was shown. There were but few roads that did not report an increase in that month. Yet even September was only the beginning, since the exhibits for subsequent months of the year, particularly

those for October and December, were simply marvelous. Although therefore the railroads do no better in coming months than they did for the corresponding months of 1879, they will be doing extremely well.

But the actual results during the winter must largely depend upon rates, it being generally admitted that the volume of passenger and freight traffic will probably be in excess of last year. So far this year rates have been more satisfactory than for a long time before. And for the present at least there is every probability that they will continue satisfactory. We have a strong argument in support of this theory in the action of the committees of the trunk lines at their meetings this and last week. It will be remembered that the most important matter that came up at those meetings were the only too well authenticated reports of a "cut" in rates by some of the Eastern trunk lines on east-bound business. Which road took the initiative in making contracts at less than the regular tariff, is not certain. It was either the Grand Trunk, the Erie or the New York Central. The traffic affected embraced chiefly shipments of grain and live-stock to New England, but the trouble threatened to involve all business unless speedily settled. It was under these circumstances that the matter was brought to the attention of the trunk line executives. After mutual recriminations as to who was responsible for the existing condition of things, the difficulty was arranged by re-establishing the old tariff on all classes of business. The managers being brought face to face with an utter collapse of their mutual arrangements at a time when business was large and profitable, took counsel of their judgment and resolved to continue to work together in harmony.

The same influences that operated to compose the present differences will operate to compose any differences that may arise while the present activity lasts, and this is a very hopeful feature in the situation. There always will be a temptation now and then to accept less than the regular rate. A road having among its customers a large shipper whose contract has just expired and whose business it is anxious to retain, will naturally be tempted to make a concession from tariff quotations, being fearful lest the business be diverted to other channels. All carriers have such cus. tomers, and occasionally one of them yields to the temptation and makes a special rate. The other roads soon hear of it, make like concessions, and then the difficulty begins in real earnest. It is a fact that almost all disputes about rates owe their origin to contracts of this kind. When such irregularities occur in times of poor business a railroad war follows, the roads being indifferent about maintaining rates, each expecting, in fact, to increase its proportion of business by carrying on lower terms. When, however, the times are good and the roads have pretty nearly all they can do, there is no such inducement to carry at lower rates, and if differences arise they are soon adjusted. The managers are shrewd business men and they are not disposed to let slip an opportunity to make money for themselves and their stockholders. It is because we are in the midst of a period of great activity and constantly increasing traffic, that we have faith in the maintenance of paying rates.

And yet there is one weak link in the chain that holds these companies together. If every railroad manager were above suspicion of ever manipulating the market for his own private gain, we should, for the reason stated, consider the present floating rumors unworthy of a moment's consideration. We do not, even as it is, believe there is any truth in them, but the only possible force they have arises out of the fear that some one interested in breaking | an immense burden through weary years, and a feeling

prices might be able to bring on a railroad war. A speculator could afford to pay a good many thousand dollars to be inside such a ring. This is the unfortunate feature of such combinations. Of course there is a natural tendency for contracting parties to any forced arrangement to break away from it; but in prosperous times the welfare of the roads will counteract this tendency until some such selfish purpose as we have indicated is to be served, and then chaos reigns. But are there not strong reasons for believing that a break which has such an origin could not be of long continuance?

ALMOST A WRECK.

At a time when railroads all over the land are rapidly and positively improving in income and credit, an exception becomes peculiarly conspicuous. In fact the conditions are now so universally favorable for this description of property, that most people would pronounce an exception impossible without grossly bad management. And yet a little road, showing for several years an increasingly prosperous balance sheet, and running between two of the most important cities of Texas—that wonderfully progressive State—is suddenly found to be on the very verge of bankruptcy. It will serve a good purpose to briefly look at the facts of this case.

In December, 1871, the Galveston Houston & Henderson Railroad was sold under foreclosure and reorganized. Previous to that date its mortgage debt was \$5,750,000; on the reorganization the debt was fixed at \$1,500,000 and \$1,000,000 capital stock was issued. In 1876 and 1877 large improvements were made in the road bed, and the guage was changed from 5 feet 6 inches to 4 feet 81 inches. In September, 1877, considerable injury was done, more especially to the long pile bridge over the Galveston Bay, but it was speedily repaired. Early in this year the road was reported to be in excellent condition. We have prepared the following interesting statement to show the earnings and net income since the reorganization.

NET INCOME OF THE GALVESTON HOUSTON & HENDERSON RAILROAD.

Year.	Tot. gross traffle.	Tranp'n exp., taxes 4 insur'es	Net traffic.	Annual interest charge.		Av. charge per ton of freight.
	\$	\$	\$. \$	- \$. Cents.
1872	751,054	383,097	366,017	104,510	261,507	
1873	733,110	483,950	249,160	104,510	144,650	3.62
1874	655,422	440,198	215,224	104,510	110,714	3.01
1875	554,673	384,183	170,490	104,510	65,980	2.63
1876	582,413	402,198	180,214	104,510	75,704	2.11
1877	452,975	304,103	148,872	104,510	44,362	1.87
1878	495,440	290,385	205,055	104,510	100,545	2.15
1879	536,847	307,286	229,560	104,510	125,050	1.96

The earnings for the first six months of 1880 show further decided increase over those for 1879. But even leaving out of view the improvement in 1880, the above net balance of \$125,050 last year, after paying all charges against the company, including interest, is a sufficient assurance of the present prosperous condition of the property and, if honestly and wisely managed, of a most successful future. Looking at it in an impartial way, and through a comparison with other securities, we should say that a fair inference from such facts is that the 7 per cent bonds ought to be above suspicion and worth at least 110, and that the stock could not long remain below par.

But just here we are told there is a floating debt standing against this company so large and unmanageable that notwithstanding this showing the president and directors have actually had to lie down under it. In the face of such an admission by men of ability and character, one naturally enough imagines a discouraging struggle under akin to pity for these prostrated office-bearers spontaneously arises in every philanthropic breast. Yet we are sorry to say this is merely a momentary sensation, for how quickly sympathy changes to surprise when, on investigation of the company's official reports, it is found that the total of these floating obligations was only about \$100,000 on the 31st of last December and had been gradually decreasing for a series of years. It would seem that all these poor, tired officers had to do was to go to bed and stay there a year and the debt would pay itself! Here is the statement as the company has given it out each of the last three years.

	1877.	1878.	1879.
Bills payableOther liabilities	\$104,943 156,060	\$47,544 131,670	\$13,000 90,929
Total	\$261,003	\$179,214	\$103,929

According to this, if the decrease in 1880 were no more than in 1879, the total floating debt outstanding next December would reach the immense sum of \$30,000!!

Under such circumstances what course do the officers of this company pursue? Remember here is a road which, according to official reports, has a clear net income in 1879, over and above expenses and interest charges, of \$125,000, with a floating debt of \$104,000, which floating debt had decreased in 1879 \$75,000. The annual meeting was held January 27, 1880. Almost immediately thereafter a proposition is made to raise \$250,000 on a second mortgage, and a meeting of stockholders is called to authorize it. At that meeting it is made known that the rate of interest on these new mortgage bonds is to be 10 per cent, and subse quently it was said the bonds were actually offered at 90 with no takers. We know very little about that matter, although we have been notified by one large bondholder that he was ready to cash half of them at par, and so informed one of the officers. That is of little moment, however; the important fact is that the management destroyed its own credit by offering such a security. Any banker in this city on the showing of the company we have made, if satisfied with the management, would have quickly placed a 7 per cent bond, sufficient in amount to take up the floating debt, at par on a fair commission. To offer any greater interest than that in these times, was virtually saying to the public the security is not good for anything and shutting it out from a legitimate market.

The rest of the story is quickly told. Of course, under these circumstances, no second mortgage was issued. On the first of July the company defaulted on its first mortgage bonds. On the 21st of August the president and directors virtually abdicated;* that is, they acknowledged themselves incompetent and turned the property over to Mr. N. A. Cowdrey, trustee of the mortgage (we understand that the other trustee has refused to act), in a most surprising manner, directing him, in a bold, free, limitless kind of way, to make any advances he thought necessary and to reimburse himself, with interest at the Galveston rate, whatever it should be. As Galveston has no wellestablished money market, and as 12 per cent is, we believe, the contract rate allowed by law, and 2 per cent or more a month what planters frequently have to pay in other Southern States, the upshot of it is that this apparently prosperous little road, unless the security-holders bestir themselves, is wrecked. A meeting of stockholders is to be held at Galveston on the first day of October to confirm the abdication act of the directors and the transfer of the trust. We do not know what the laws of Texas affecting a company in this situation are,

*We give the contract in full on a subsequent page in our Railroad News.

but there must be some mode of relief from the results of a policy so short-sighted and disastrous. How agents (that is directors) can delegate their powers to other agents, so as to involve their principals' (the stockholders) property, we do not know. Still, if a majority of the stockholders should attend that meeting, it might be held a confirmation of the act. We should think the best way would be to stay away or send an injunction.

TURKEY AND THE QUESTION OF REFORM.

The situation as between Turkey and the so-called Great. Powers of Europe does not seem to improve greatly as time advances. In the settlement of the boundary lines as between Albania and Montenegro on the one hand, and Albania and Greece on the other, little if any progress has been made since the Supplementary Conference confirmed and reasserted the provisions of the Treaty of Berlin.

It is no longer doubtful that the Sultan and his more immediate advisers are opposed to the further cession of territory, and that while ostensibly an effort is being made to constrain the Albanians into submission, secret encouragement is given them to persist in their present attitude of resistance. On no other supposition is it possible to explain the conduct of Riza Pasha, who was sent, at the head of an armed force, to see to the peaceful transfer of Dulcigno to Montenegro, but who has allowed himself to become a tool in the hands of the Albanian chiefs. The mission of Riza Pasha has degenerated into a farce. Equally ludicrous is the proposed naval demonstration. Twice over within the last two years have the representatives of the Powers met in Conference on the affairs of Turkey; twice over have they tendered their advice in a united capacity, but to no purpose; and now it is seriously proposed to frighten Turks and Albanians into obedience by a joint naval demonstration, the commanders of which have positive instructions neither to land troops nor to do anything else which would have the aspect of hostile intent. It would seem as if the Sick Man and his doctors were equally at their wits' end.

There is much reason to fear that the disease which is gnawing at the vitals of the Ottoman Empire is incurable; and the hesitancy which the Powers evince in carrying out their decisions would seem to favor the conclusion that. they have no hope of effecting any permanent cure, or indeed of doing anything to prevent an early and complete collapse of the tottering and moribund fabric. The impression has become general, and it cannot be said to beill-founded, that the Turkish Empire is doomed; and it. would seem to have become a question in the high places of power whether a brief temporary salvation would be worth the cost and labor, without which it could not be procured. It is not improbable that Dulcigno may be transferred to Montenegro, but the transaction is certain to leave heart-burnings behind it; and it is difficult to see how, in this same region, future trouble is to be avoided. Supposing the Montenegrin difficulty were ended, there is the similar difficulty with the Greeks; and then there is the expectant attitude of the Bulgarians and Servians, both of whom, secretly encouraged by Russia, are eager to make capital out of the misfortunes of the falling empire. Sooner or later, in spite of all the fostering care and protection which can be given her by her neighbors, the Ottoman Empire must disappear from the western side of the Bosphorus; and the peculiar conduct of the Great Powers is perhaps best explained by saying that they fear to do anything which might have the effect of precipitating a catastrophe, the far-reaching consequences of which they

can but dimly conjecture. The sudden collapse of the Turkish Empire would tempt the cupidity of the neighboring Powers; and in the struggle for the spoils there might be not only disastrous wars but a serious disturbance of the balance of power.

For the state of things which now exists in the Turkish Empire it would not be difficult to find sufficient cause; but it is not so easy to single out any person or class of persons on whom to lay the blame. It is not difficult to say that the Sultan is stubborn, or blind or undecided, or badly advised. But this explains nothing. The Sultan, in fact, cannot do other than he is doing. It is felt by himself and by all around him that the Empire of Moslemism is at stake, and that every concession made to the Christians, whether in the shape of land or privilege, is but hastening the end. Concession is no part of a Mohammedan's creed. It was by the sword and triumphant trust in the prophet that the mighty empire was built. Better to perish, sword in hand, if there is no hope of salvation, than to go back upon his religion. The Sultan is the head of the Mussulman church, as he is of the Muss sulman State. His ecclesiastical authority, in truth, is much more extended than his civil authority; for he is the recognized head of all orthodox Mussulmans, beyond as well as within the limits of the empire. Nor is he permitted because of his high position, to forget the duties which devolve upon him as the representative of the prophet. It is only a few days since, according to a trustworthy dispatch from Constantinople, the Imaum of the Mosque, in presence of the Sultan, denounced him as an unworthy successor of the Caliphs, and upbraided him for lending his ear to those who would make Christians and Mussulmans

It is thus manifest that the Sultan has to consider not only the wishes of the outside Powers, not only his own feelings in matters of public policy, but the feelings and wishes of a fanatical priesthood. In making concessions, in granting reforms of any kind, he must act within the spirit of the Koran, as that spirit is understood and set forth by the acknowledged interpreters of the words of the prophet. There is but one favored and privileged people—those who hold the truth as exhibited in the Koran. All others must be contented with a second place. "Christians may be protected and cherished as children are by their parents, but they must be held in subjection and not treated as equals." Such are the words of the Imaum, as addressed to the Sultan. Among a people imbued with such sentiments, reform of any genuine sort is impossible. The corner-stone of the great edifice is the Koran. When the Mussulman church ceases to dominate the consciences of the people, when the Koran no longer embodies the faith of the nation, reform will have become practicable, but not till then; and, as that must be regarded as a remote contingency, reform must come at the expense of the empire. Outside pressure must continue, and as the Porte cannot yield it must retire. In times gone by it was convenient for the authorities at Constantinople to pacify the Powers by making promises which they never intended to fulfill. That device, however, has now lost its power; the situation is pressing, and the near future must determine the fate of the Turkish Empire. There can be no more empty promises; and the Sultan and his advisers have but to choose between standing still and courting ruin, and quietly and deliberately setting their house in order and making the best of the inevitable. However they may decide to act, it becomes us in the spirit of generosity to say that for the evils amid which they find themselves and from which they cannot escape they are

less to blame than the system with which they are environed. It will be well for them if they can with a good grace comply with the wishes of the Powers; but the settlement of the Greek and Montenegrin difficulties will not prevent further demands, nor hinder the march of events which point to the early and final extinction of Moslem rule in Europe.

WOULD THE INTER-OCEANIC CANAL PAY!

This important practical question obviously involves not more the extent and character of the traffic the canal might secure than the cost of construction and maintenance. The latter is an engineering subject, not very accurately defined yet, upon which we have nothing to say; the former is the subject of a very exhaustive report just issued by the Bureau of Statistics.

The mode of investigation followed by Mr. Nimmo is the practical one of examining what portion of commerce could profitably use the canal. Excluding first all trade which could not be attracted by it, on the single consideration of distance, the compiler reaches a total of 2,813 vessels, of 2,938,386 tons, which are employed now on voyages that would be shorter by way of the canal than by any other practicable route. But distance is not the only governing consideration, and so the compiler deducts from the above (1) traffic between the Atlantic States and Australasia; (2) that between our Atlantic ports and Chili; (3) that between Europe and Chili via Cape Horn, all of these three being likely to continue to round that cape; (4) a large part of the trade between our Atlantic ports and China and Japan, under competition from the Suez route and the Pacific With these, and some other, deductions railroads. made from what trade might have passed through the proposed canal, the following statement of what probably would have passed through it is reached.

	No.	Tons.
Vessels between Atlantic ports of the United States and Australia.	79	53,685
Vessels between Atlantic ports of United States and Chili	$\begin{array}{c} 24 \\ 372 \end{array}$	17,120 368,193
Vessels between Atlantic ports of United States and China and Japan.	52	64,404
Pacific coast) with the Western coast of South America.	810	810,000
	1,337	1,313,602

The value of the trade which might have passed through the canal is stated as 240 millions, based upon the sole consideration of distance; the deductions made, as before, from this aggregate of possibilities, leave 160½ millions as the probability of traffic for the canal. The propertion of commerce of the principal nations which might have passed through the canal is thus stated.

	Total Forcign Commerce.	Commerce which might have taken the Canal Route.	of the
United States	\$1,157,415,000	\$84,495,000	7:30
United Kingdom	2,989,270,000	82,603,000	2:76
France	1,755,715,000	27,220,000	1:53

Passing to the consideration of the influence of the trans-continental railroads, Mr. Nimmo remarks that habits of trade and management of railroads are constantly becoming more and more assimilated to each other; that in many cases rapid movement of valuable commodities serves commerce better than their movement at lower rates but slower speed; that the trunk lines of railroad have become more important highways of traffic than even the naturally provided ones; that the distance from San Francisco to New York is 13,610 miles via Cape Horn, 5,260 via Panama, and 2,824 by rail, the time being respectively 125, 26, and 20 to 25

days, but that if business warranted through freight trains daily, New York and San Francisco could be brought within 12 to 14 days of each other. Furthermore, the important point is mentioned that a large part of shipments east or west from either coast to the other is destined for points between the two shores, in respect to which, of course, no route through the isthmus does or can compete. In general, the suggestion is that the bulky materials, which can pay but little freight, would continue to go via Cape Horn, while the valuable commodities, such as silks and teas, would take the rail. In the opinion of the leading house here engaged in the tea trade, "the transportation of the entire crop across the continent is only a question of time."

The estimate of the shipping which would probably have used the canal—1,500 vessels, of 1,625,000 tons—is confirmed, Mr. Nimmo thinks, by comparison with actual experience of the Suez Canal. The probable traffic above stated is 55 per cent of the estimated possible traffic; the actual traffic of the Suez Canal, in the latest year reported, was 3,291,553 tons, or 52 per cent of what might have used it, on the basis of length of voyage alone.

Admiral Ammen, who (as is well known) is the advocate of the Nicaragua Canal route, has published some comments on Mr. Nimmo's report. He argues that, because interminable calms, delaying sailing vessels, occur in the Bay of Panama, and because only three sailing vessels passed through the Suez Canal last year, it does not follow that sailing vessels would avoid an American canal, even though no tolls were charged. objection of calms on the Panama route, The to the Nicaragua; does not apply moreover, the Suez canal does not present a parallel case, for two most important reasons: the Red Sea and upper Mediterranean are subject to sudden and violent gales in winter (with little sea room) and to calms in summer, while the alternative route via Good Hope is favored by wind currents. Again, he urges, the Cape Horn route runs 21 degrees further south than the Good Hope, is much larger in its waste of distance, and vastly rougher every way; and from San Francisco to Liverpool the distance is 13,665 miles via Cape Horn, and only 7,600 via the Nicaragua route.

Mr. Nimmo's calculations are probably indisputable as far as they go, but the omitted factor is the commercial development in which a canal must share, and which it might further; this factor was not in his province to consider, for he had only to inquire how far existing trade might be helped by the new route—and yet it is the largest factor in the case, even though we grant that nobody can define it in numbers. Admiral Ammen urges that, were there fifty railroads, and were wheat given to them, they could not afford to carry it across the continent; that the diminution of traffic through the isthmus proves nothing, because it is current belief that there is no real competition between the apparently rival routes; that many products of the western coast—for example, timber, wool, wine, and oil could go by water but not by rail; that many valuable products must have water carriage or none; that present signs point to the verification of a prophecy long ago made to him, that our cotton is capable of supplying the looms of Japan and China, and that, after a canal is completed, more cotton will eventually find a way through it than the entire crop grown in the country at the time the prediction was made.

to be loose, just as estimates of its cost are to be too small. Nevertheless, it is fallacious to measure the possible traffic by sifting out what quantities out of existing commerce might or would be diverted to the canal route, and, therefore, Mr. Nimmo's method of inquiry, although timely, sensible and in many ways capable of being useful, is liable to mislead if accepted as conclusive without qualification. Perhaps the question should be not so much what traffic will the canal divert, but what traffic will it create? The fact is, that commerce develops so rapidly that we cannot measure it now as we measured it once. Averages taken from past periods have no force; and if we extend them over longer periods in order to broaden their base of observation, we take in such sweeping changes in the conditions that the results are rendered quite worthless. There are no data to be found anywhere in the experience of other countries any more than in that of this one. The canal scheme should be severely sifted, but it should not be forced to demonstrate itself under an inadequate measure; it should not be dwarfed by forgetting the future expansion of commerce.

Monetary Commercial English News

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

EXCHANG	E AT L	ONDON-Sept. 4.	EXCH	ANGE	ON LONDON.
On-	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam .	3 mos.	12.412 @12.5	Sept. 4	Short.	12.14
Amsterdam .	Short. 3 mos.	12.2	Sept. 4	Short.	25.36
Antwerp Paris	Short.	25.3242@253742	Sept. 4	"	25.35
Paris Hamburg	3 mos.	$25.5212@25.571_2\ 20.70 @20.74$	Sept. 4	Short.	20.50
Berlin		20.70 @ 20.74 20.70 @ 20.74	Sept. 4 Sept. 4	"	20·50 20·50
Frankfort St.Petersb'rg		2458 @2412			117.70
Vienna Madrid		$12.00 \ @12.02_2 \ 47_2 \ @47_4$	Sept. 4	3 mos.	
Cadiz		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	2	3 mos.	27.80
Genoa Milan		28.20 @28.25			
Naples Lisbon	:	$\begin{bmatrix} 28.20 & @28.25 \\ 5211_{16}@521_{2} \end{bmatrix}$			
New York		~ 1 111111	Sept. 3 Sept. 2		4 81 4 96
Alexandria Constant'ple					• • • • • • • • • • • • • • • • • • • •
Bombay		1s. 8 ¹ 8d. 1s. 8 ¹ 8d.	Sept. 4	4 mos.	1s. 85 ₁₆ d. 1s. 85 ₁₆ d.
Hong Kong					3s. 9 ¹ 4d. 5s. 3d.
Shanghai					00.000

[From our own correspondent.]

London, Saturday, September 4, 1880.

The weather during the week has been remarkably fine, and harvest work has made rapid progress. The crops more recently gathered will be stacked in good condition; and, taken in the aggregate, the harvest will be very successful. The supplies of wheat which have arrived at market up to the present time have shown indications of having been hastily gathered in. The cause of this was that the weather was unsettled, and apprehensions existed that we were going to have another wet harvest. The rains which fell, however, in July and August have been productive of great benefit to the country. Potatoes and roots will be remarkable crops, and there will also be a good second crop of hay. There is, it is true, disease in the potatoes in some places, but the weight of the crop is almost unprecedented, and the disease appears to have been arrested by the recent dry weather. Vegetable food is now very cheap, and it is likely to remain so during the winter. Bread also is low in price, and consumers should be satisfied even if no further reduction should take place. In a very brief period we shall have entered fairly upon the new season, and our markets will soon be supplied with home-grown produce of good quality. Even allowing for the fact that the summer rains were dicadvantageous to the wheat crop, and that the crop-in point of quality and condition-will be below the expectations formed of it in the spring, farmers will have a moderate quantity of produce to dispose of, and it will possess a quality which will make it a more marketable commodity. The season is undoubtedly one of full average abundance, and there seem to be indications that the work of preparing the land for new crops will be conducted under favorable conditions.

The money market has been decidedly firmer during the Estimates of the traffic of such an enterprise are liable week, owing chiefly, if not entirely, to the demand for gold for

portation to the United States, which has not, however, as far as this country is concerned, assumed any considerable proportions. The directors of the Bank of England have not made any change in their rates of discount, the published quotation being still 2½ per cent; but the open market rate has risen to 2½@2% per cent for three months' bills. The statement received from New York to the effect that America will drain Europe during the next few months of £10,000,000 in gold has had considerable influence; but in many quarters the opinion is that the estimate is exaggerated. Attention is drawn to the fact that, although Europe will have to make moderate purchases of grain in the United States during the new season, the price we shall have to pay will be considerably below that which has been incurred during the last twelve months. Wheat is now cheaper than at this period last year, with the prospect of a further decline in value. At this period in 1879 the value was a rising one, and an advance of quite 15s. per quarter took place; but an opposite movement is now in progress, and there is no chance of wheat becoming as dear this season as in 1879-80. The expenditure of Europe, therefore, for food during the new season will be considerably less than in the season just concluded; and chiefly for this reason it is believed that it will not be necessary to send any large quantity of gold to the United States. Germany and the Continent have been purchasing largely of wheat of late, and if there is any doubt as to the future movements in gold, it arises out of the probable demands upon France and Germany, and the measures which those countries may choose to adopt to protect their supply. There seems to be, however, no reason to believe that the value of money will rise to a point which will interfere with legitimate trade and enterprise.

Money has been in fair demand throughout the week, and the applications at the Bank of England for accommodation have been considerable. The last return shows an increase of £1,225,225 in the total of "other securities." The market is firm to-day at the following quotations:

Per	cent.	Open-market rates—	Per cent.
Bank rate	212		
Open-market rates—		6 mouths' bank bills	
30 and 60 days' bills	$2^{3}8$	4 & 6 months' trade bills	$3.2^{1}2\tilde{a}3$
3 months' bills	238		1

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

	Per	cent
Joint-stock banks	1 .	112
John-Stock Danks		
Discount houses at call		1^{1} 2
Do with 7 or 14 days' notice		1 34

The following statement shows 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 yarn, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1880.	1879.	1878.	1877.
Circulation, including	£	£	£	£
Bank post bills	27,584,000	23,248,569	27,596,965	28,585,693
Public deposits	7,028,053	4,613,236	3,436,435	4,305.094
Other deposits	24,873,578	30,671,722	20,968,504	22,716,354
Governm't securities.	16,358,886	15,530.087	13,446,540	14,374,568
Other securities	18.063,336	17,612,317	19,212,452	19,601,321
Res've of notes & coin	16,035,424	20,701,564	10,301,037	11,722,513
Coin and bullion in				
both departments	28,321,299	34,658,084	22,610,272	24,882,143
Proportion of assets				
to liabilities	52.49	58.18	41.61	42.69
Bank rate	2 12 p.c.		5 p. c.	3 p. c.
Consols	9758		9458	95^{1}_{4}
Eng. wheat, av. price			45s. 8d.	62s. 5d.
Mid. Upland cotton	73_{16} d.		6d.	515 ₁₆ d.
No. 40 mule yarn			10d.	10½d.
Clearing-House ret'n.	117,377,000	102,809,000	119,123,000	116,391,000
			,	

Messrs. Pixley & Abell observe that "withdrawals of gold from the Bank of England have taken place for shipment to the United States. £366,000 in bars and American gold coin have been sold for that destination; other purchases have been made in the open market. Altogether, at least £500,000 have been despatched from this country, and £210,000, per . Labrador, from Havre to New York, during the last week, The shipments from this side may probably be increased, owing to the restrictive measures adopted by the German Government. The arrivals are-£27,000, per Royal mail steamer 'Moselle,' from the West Indies; £56,000 (sovereigns) per Orient line steamer 'Lusitania,' from Sydney; £256,000 per P. & O. steamer Ancona,' from Melbourne, of which £41,000 only in bar gold, the remainder being sovereigns. The P. & O. steamer 'Gwalior.' took yesterday £10,000 in bars and £3,900 in coin to Bombay. The Bank of England has received since our last £83,000, sovereigns, from above arrivals. We have again to report great inactivity in our silver market. The arrivals have been only

£34,000, per 'Moselle,' from the West Indies, and £11,000 per Donau, from New York; the price of the former was fixed at 52½d. per oz. standard, which is our quotation this day. Transactions have, however, taken place at 529-16d. The 'Gwalior' took £17,900 to Bombay and £39,100 to Calcutta. There were no shipments from Venice last week. Mexican Dollars.—About £50,000 in value arrived per 'Moselle.' The price of those for disposal was fixed at 51¾d. per oz., but the market has subsequently been somewhat lower, sales having been made at 51¼d. per oz. The shipments per 'Gwalior' were—£27,000 to Penang, £21,400 to Hong Kong and £1,860 to Shanghai."

The quotations for bullion are as follows:

GOLD.	s.	d.	8.	d.
Bar gold, fineper oz. standard.	77	9422		
Bar gold, containing 20 dwts. silver, per oz. standard.	77	$11\frac{1}{2}\widehat{a}$		
Spanish doubloonsper oz.		9 7	D.	
South American doubloonsper oz.	73	9 0		
United States gold coinper oz.	76	$3^{1}\!2^{7}$		
German gold coinper oz.	76	344		
SILVER.		d.		d.
	d.	d. 52⅓	100	
Bar silver, fineper oz. standar			100	d.
	rd.	524		
Bar silver, fine	rd. oz.	521 ₂ 527 ₈	1	••••
Bar silver, fine	rd. oz. oz.	52 ¹ 2 52 ⁷ 8 56 ⁵ 8 51 ¹ 4	@ @ @	•

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

Bank	Open	Bank	Open
rate.	market.	rate.	market.
Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris 2 ¹ 2	218	Genoa 4	$\mathbf{3^{1}_{2}}$
Amsterdam 3	238	Geneva 4	$3^{1}\!2$
Brussels 3	238	Madrid, Cadiz &	_
Berlin 5 ¹ 2)		Barcelona 4	6
Hamburg 5^{1}_{2}	Nominal.	Lisbon & Oporto. 5 ¹ 2	514
Frankfort 513)		Copenhagen $3^{1}2@4$	312
Vienna 4	314	New York	$4^{1}\!2 @ 5$
St. Petersburg 6	. 5	Calcutta 4	

Tenders were received at the Bank of England on Thursday for £1,500,000 in exchequer bills. The amounts allotted were: In bills of three months, £1,055,000; do. six months, £445,000. Tenders for bills at three months at £99 8s. received about 60 per cent, and above in full; and for those at six months at £98 10s. 3d. and above in full. The Government is paying, therefore, 2% per cent for three months' bills.

Application has been made to the Stock Exchange committee to allow a special settling day, and to place on the list the Atlantic Mississippi & Ohio Railroad Purchasing Committee's certificates for second mortgage preferred sinking fund bonds for £260,000.

Business on the Stock Exchange during the week has been very quiet, chiefly owing to the activity of the holiday season. The brilliancy of the weather has, however, imparted considerable firmness to the markets, and prices have had an upward tendency. American railroad bonds have been rather dull, partly in consequence of some difficulties among speculators, but for Government bonds the market has continued very firm.

The wheat trade has been very dull throughout the week, and prices have had a strong downward tendency. The New York market having declined, millers are unwilling to accumulate any stock, and they are not likely to do so as long as there is a chance of purchasing at reduced prices. A good deal of English wheat will soon be coming to market, as many farmers are not in a position to hold, and expenses at this period of the year are very considerable.

During the week ended August 28, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 12,229 quarters, against 17,759 quarters; and it is estimated that in the whole kingdom they were 49,000 quarters, against 71,000 quarters in 1879. It is estimated that the following quantities of wheat and flour were placed upon the British markets during the week ended August 28. The visible supply in the United States is also given:

	1880.	1879.	1878.	1877.
Imports of wheat.cwt. Imports of flour	1,671,588 176,201	1,555,033 $121,728$.872,407 89,733	$793,350 \\ 70,225$
Sales of home-grown produce	212,000	307,820	579,020	335,400
Total	2,059,789	1,984,581	1,541,180	1,198,975
Deduct exports of wheat and flour	16,362	35,872	53,056	30,347
Result	2,043,427	1,984,709	1,487,624	1,169,628
Av'ge price of English wheat for season (qr.)	44s. 1d.	48s. 1d.	45s. 8d.	62s. Od.
Visible supply of wheat in the U.Sbush.	12,600,000	15,748,775	10,997,101	4,346,537

The following figures show the imports and exports of cereal produce into and from the United Kingdom during the first week of the season, compared with the three previous years:

IMP	ORTS.		*
1880.	1879.	1878.	1877.
1,671,588	1,555,033	872,407	793,350
29,240	39,958	136,092	145.683
421,843	168,297	160,518	371,075
8.817	19,093	53.373	14,519
36.877	36,005	90.281	71.717
656,552	550,594	1.008.871	518,030
176,201	121,728	89,753	70,225
EXP	ORTS.		
14.531	32,565	50.291	29.949
255	605		234
892	11	45	1,261
178	300	436	87
103	291		600
8,343	49,905	1,701	4.166
1,831	3,307	2,765	398
	1880. 1,671,588 29,240 421,843 8,817 36,877 656,552 176,201 EXP 14,531 255 892 178 103 8,343	1,671,588	1880. 1879. 1878. 1,671,588 1,555,033 872,407 29,240 39,958 136,092 421,843 168,297 160,518 8,817 19,093 53,373 36,877 36,005 90,281 656,552 550,594 1,008,871 176,201 121,728 89,753 EXPORTS. 14,531 32,565 50,291 255 605 3,033 892 11 45 178 300 436 103 291 8,343 49,905 1,701

English Market Reports-Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has decreased £47,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	Sept.	Sept.	Sept.	Sept.	Sept.	Sept.
	11.	13.	14.	15.	16.	17.
Silver, per oz d .	$52 \frac{1}{2}$	5212	5238	524	$52^{1}4$	523_{16}
Consols for money	971118	971516	98	971316	971316	971316
Consols for account	971316	971516	98	971516	971516	971516
U. S. 5s of 1881	106	106	10578	10534	10534	10534
U. S. 4 ¹ 28 of 1891	11418	114	114	114	1133	11378
U. S. 4s of 1907	114	114	114	114	x11231	113
Erie, common stock	4018	414	4018	3934	4038	3934
Illinois Central	118	118	118	117	117	11612
Pennsylvania	6218	6218	6238	624	62	6134
Philadelphia& Reading.	154	1612	1612	16	1612	16
New York Central	1364	137	13613		x13434	1344
12		~				~ , ~

Liverpool Cotton Market.—See special report on cotton.

Liverpool Breadstuffs Market .-

	. 50	u.	мог	ι,	Tues.	wea.	Thurs.	Fri.
A	8.	d.	8.	d.	s. d.	s. d.	8. d.	s. d.
Flour (ex. State) # cent'	1.12	3	12	3	12 3	12 3	12 3	12 6
Wheat, No. 1, wh. 100 lb	. 8	9	. 8	9	8 9	8 9	8 10	8 10
Spring, No. 2 "	8	8	8	8	8 8	8 9	8 10	8 10
Winter, West., n. "	8	3	8	3	8 4	8 5	8 8	8 8
Southern, new. "	8	5	8	5	8 6	8 7	8 10	8 10
Av. Cal. white "	8	9	8	9	8 9	8 9	8 10	8 10
California club. "	9	6	9	6	9 6	9 6	9 6	9 6
Corn, mixed, West. 设 cnt'	14	11	41	1	4 1012	4 1019	4 1012	4 11
Livernool Provision	2.0	Man	ket -	-			-	

So	et.	Mo	n.	Tue	8.	We	d.	Thu	rs.	Fr	i.
8.	d.	8.	d.	8.	d.	8.	d.	8.	d.	8.	d.
Pork, West. mess \$\text{9bbl.69}	0	69	0	69	0	69	0	69	0	69	0
Bacon, long clear, cwt43	0	43	0	43	0	43	O	42	6	42	6
Short clear " 46	0	46	0	46	0	46	0	45	6	45	6
Beef, pr. mess, \$\pi\ tierce.62	6	62	6	62	6	62	6	62	6	62	6
Lard, prime West. Wewt. 43	6	43	6	43	0	43	0	42	6	42	ŏ
Cheese, Am. choice " 63	6	63	6	63	0	63	0	63	0	64	Ŏ

London Petroleum Market .-

	Sat.	d.	Tues. $d.$	Wed.	Thurs.	Fri.
Pet'leum, ref. # gal Pet'leum, spirits "	@ 9	@ @914	9 ¹ 4 ² 09 ¹ 2	81 ₂ @85 ₈ @	83.09	9@918

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$8,666,859, against \$8,143,151 the preceding week and \$8,711,183 two weeks previous. The exports for the week ended Sept. 14 amounted to \$8,718,379, against \$8,061.108 last week and \$8,331,306 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 9 and for the week ending (for general merchandise) Sept. 10:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Diy Goods General mdse	1877. $$2.080.991$ $4,256,696$	1878. \$1,889,987 3,520,253	1879. \$2,597,924 4,581,764	
Total week Prev. reported	\$6,337,687 231,464,237	\$5,410,240 198,001,230	\$7,179,688 217,503,367	\$8,666,859 345,171,877
Total s'ce Jan. 1.	\$237,801,924	\$203,411,470	\$224,683,055	\$353,838,736

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 September 14:

EXPORTS FROM NEW YORK FOR THE WEEK.

For the week Prev. reported			1879. \$7,627,576 227,278,905	1880. \$8,718,379 280,872,100
Total s'ce Jan. 1.5	\$195,357,621	\$246,836,294	\$234,906,481	\$289,590,479

The following will show the exports of specie from the port of New York for the week ending Sept. 11, and also a comparison of the total since Jan. 1, 1880, with the corresponding totals for several previous years:

Am.silv.cn (fr'l)	\$3,000
For, silv, coin	12,605
Mex. silv. dols.	56,020
Am. silv. bars.	56,000
	Am.silv.cn (fr'l) For. silv. coin Mex. silv. dols. Am. silv. bars.

Total for the week (\$\frac{2}{3}\) Previously reported	\$127,625 silver and —— gold)	\$127,625 5,618,087
Annual Control of the		

Tot. since Jan. 1, 80 (\$3,616,810 silv. and \$2,123,902 gold) .. \$5,745,712

Same time in—		Same tir	ne in—	Same time in-			
1879 1878	\$12,260,020 10,458,525	1875 1874	\$62,793,572 42,571,626	1871	\$55,218,501		
1877 1876		1873 1872	41.741.873	1869	25,587,186 65,998,944		

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

been as follows.	
Sept.	
6-Str. Celtic	\$145,997
8-Str. ClaudiusVenezuelaAm. silv. coin	6.181
Am. gold coin	5,628
8—Str. AtlasWest IndiesAm. silv. coin	7,385
	12,160
Am. gold coin	220
For. gold coin	1,265
8-Str. LabradorFranceFor. gold coin.	1,049,534
8-Str. WyomingEnglandGold bars	107,063
8—Str. BothmaEnglandFor. gold coin	484,509
8-Str. LessingGermanyFor, gold coin	344,247
8-Str. HapsburgGermanyFor. gold coin	21,420
9-Str. City of Merida Mexico Am. silv. coin	2,128
Am. gold coin	870
For. silv. coin	91,516
For. gold coin	3,495
Gold bars	5,000
Silver bars	267
10-Str. SueviaGermanyFor. gold coin	511,100
10-Str. MainGermanyFor. gold coin	295,845
Gold bars	766,580
FranceFor. gold coin	54,040
11—Str. CelsusWest IndiesAm. silv. coin	3,861
Am. gold coin	31,283
For. gold coin	2,097
zor. gota com:.	2,000

Total for the week (\$123,498 silver and \$3,830,193 gold)\$3,953,691 Previously reported (\$3,672,873 silv. and \$14,365,243 gold)...18,038,116

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

			Balances.					
	Receipts.	Payments.	Gold.	Currency.				
1	\$	\$		*				
Sept. 11 " 13 " 14 " 15	1,095,143 35 1,642,635 75 1,956,189 88 1,221,642 37	525,906 65 1,164,616 23 2,055,638 32 730,638 65		5,597,976 23				
" 16 " 17	1,061,036 25 2,126,851 97	2,710,729 08 2,563,194 19	81,548,080 60 81,270,452 38					
Total	9,103,499 57	9,750,723 12						

Tennessee State Coupons.—A suit has been brought in the United States Court by John B. Manning, of New York, against the State Treasurer of Tennessee, in order to compel him to carry out the provisions of the Funding Act of 1873 in regard to the new series bonds, by applying the revenue of the State to the payment of coupons on the bonds. It is expected the case will be reached in November, and will be heard by Judge Key, late Postmaster-General.

—An extra dividend of 30 cents per share has been declared by the Homestake Mining Company in addition to the regular dividend for the month of August, making a total of \$660,000 the stockholders have received. The above two dividends are payable at Wells, Fargo & Co.'s on the 25th inst.

—The Swansea Smelting Works of Denver, Colorado, situated at the leading city of the mining districts of the West, will be offered for sale at public auction, October 16, 1880. For full particulars, application may be made to the parties named in the advertisement on another page.

—Messrs. Hilmers, McGowan & Co. have taken into their firm Mr. W. H. Colhoun, a gentleman of long experience in Wall Street, who will represent their house at the Stock Exchange and at the New York Mining Stock Board.

—The directors of the Oregon Railway & Navigation Company have declared a quarterly dividend of 2 per cent, payable Nov. 1; also a scrip dividend of 10 per cent, payable at same time.

BANKING AND FINANCIAL.

FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT BONDS, And other desirable Investment Securities, No. 5 NASSAU STREET, NEW YORK.

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

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

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

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

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

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

FISK & HATCH.

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. Lehigh Valley (quar.) Metropolitan Elevated (quar.) New York Elevated (quar.) Insurance, Jefferson.	$\begin{array}{c}2^{1}_{2}\\2^{1}_{2}\end{array}$	Oct. 15 Oct. 1 Oct. 1 On dem.	Sept. 21 to Oct. 1. Sept. 21 to Oct. 1.			

FRIDAY, SEPT. 17, 1880-5 P. M.

The Money Market and Financial Situation.-The only changes this week in the financial markets have been in the tone of feeling rather than in the facts of the situation. Just as the first news arrived of the Maine election, indicating a victory for the fusion (Democratic and Greenback) ticket, stocks declined quite sharply, and this was attributed by many to the effect of the election news. As it was impossible to say whether the same decline would or would not have taken place without the election news, the advocates of the Maine fusion ticket could not disprove the allegation of post hoc ergo propter hoc. But without any regard to the elections or other extraneous influences, it is rather clear that the working of the stock market since the first of September has not been sufficiently buoyant to suit the purposes of those who had been anticipating another boom as soon as fall business opened, and had loaded themselves accordingly. And now the question arises whether the unsettling influence of the first election that has taken place will not project into the market a new cause for timidity—not producing a positive weakness in stocks, but a growing disinclination on the part of operators to do anything on a large scale until after the Ohio and Indiana elections of October, and the grand finale on the first Tuesday of November. It is not our province or desire to give any political opinions in this report, and we refer to passing events in the political world only in reference to their immediate bearing upon the prices of securities at the Stock Exchange. It is notorious that the result of the coming election is particularly uncertain, and it is precisely this uncertainty which we refer to as an influence likely to put a check on heavy transactions during the next six weeks. The general aspect of business affairs remains without a cloud on the horizon-the great yield of the crops, the volume of merchandise moving in every direction, the tide of immigration, the imports of specie, the immense tonnage of freight on railroads and shipping, and the earnings therefrom—are all calculated to inspire great confidence in the immediate future.

The money market has been very easy the past week, and on call loans the rates were 2@3 per cent, according to the borrower and his collaterals. Prime commercial paper is in demand at

The Bank of England statement on Thursday showed a decrease of £470,000 in specie, but the reserve was increased to 53 per cent from 5211-16 per cent last week; the discount rate was left unchanged at 2½ per cent. The Bank of France showed a decrease for the week of 9,865,000 francs in gold and

The last statement of the New York City Clearing House banks, issued September 11, showed an increase of \$21,475 in the surplus over legal reserve, the total surplus being \$5,700,875, against \$5,679,400 the previous week.

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

	1880. Sept. 11.	Differ'nces fr'm previous week.	1879. Sept. 13.	1878. Sept. 14.
		Inc.\$1,773,400		
Specie	66,340,300	Inc. 905,600	19,876,900	18,554,700
Circulation	19.353,600	Inc. 11.300	21,603,500	19.478,300
Net deposits .	298,350,500			
Legal tenders.				
Legal reserve.	\$74.587.625	Inc. \$290,925	\$56,393,225	\$54,567,250
Reserve held.				
Surplus	\$5,700,875	Inc. \$21,475	\$2,964,775	\$12,878,650

United States Bonds.—Government securities fell off about one-half of one per cent on the election news, and have since recovered to 110½, against 110½ as the best price before the fall. At the Treasury purchase on Wednesday the total offerings amounted to \$5,649,700, and \$2,500,000 were accepted—all fives and sixes of '80 and '81.

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

*	Interest Periods.	Sept.	Sept.	Sept.	Sept. 15.	Sept.	Sept.
-							
6s. 1880reg.	J. & J.	*1024	*1024	*1024	*1024	*10248	*10248
6a 1000 coun	J. & J.	*1024	*1024	*1024	*1024	*10248	*10248
Ca 1001 rac	T & I	* 1 ()4 02	*1()400	4 1 ()4 19	1 1 U4 12	1104-9	110442
6c 1001 coun	T & T	*10430	*10458	*10142	*10442	104-2	11044
50 1001 PAG	O-Feb.	*1()250	*1025g	*1024	10228	1.10575	*10249
50 1001 coun	O-Feb	*10250	1025	*1024	*10249	1024	1 102 PR
41ag 1901 rag	O-Mar	411034	*11031	W 1 1 () DQ	711049	1.110.98	111008
41ag 1901 com	O-Mar	*11()34	*11()34	2001 Lx	*11049	1,110,98	1,11008
40 1007 reg	QJan.	*10938	*10938	1094	1,103.8	1094	103-8
4s. 1907 coup.	QJan.	*11038	11038	*1104	11078	110	1110-8
6s. cur'ev. 1895reg.	J. & J.	*125	*126	*126	*125	123	*125
6s. cur'ev. 1896reg.	J. & J.	^120				*125	*126
6s, cur'cy, 1897reg.	J. & J.	*125	*12712			*125	*127
6s, cur'cy, 1898reg.	J. & J.	*125		*129		+125	*123
6s. cur'ev. 1899, reg.		*125	*130	*130	*125	*125	*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, 1880cp. 6s, 1881cp. 5s, 1881cp. 4 ¹ ₂ s, 1891cp. 4s, 1907cp. 6s, cur'ncy.reg.	103^{7}_{8} July 9 102^{5}_{8} Aug. 4 106^{3}_{8} Jan. 2 103 Jan. 2	10478 May 20 10718 May 26 10418 Apr. 28 11138 Aug. 2 11038 Sept. 3 130 Sept. 9	\$12,181,000 162,653,800 299,127,200 172,091,500 532,242,350 64,623,512	51,204,400 181,283,250 77,908,500	

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

,	Somt	Cont Cant		Sept. Sept. 17.		Range since Jan. 1, 1880.			
	3.	10.	17.	Lowest.	Highest.				
U. S. 5s of 1881 U. S. 4 ¹ 2s of 1891 U. S. 4s of 1907	111410	111419	11137	11097g Jan. 2	114'8 Aug. 3				

State and Railroad Bonds.—State bonds have not been dealt in heavily, the principal transactions at the Board being in Alabama class A, Louisiana consols and Tennessees. North Carolina 4 per cents are held at high figures, and carry now about 1 per cent of accrued interest, as the first coupon of 2 per cent is payable on January 1, 1881.

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

	. "	Shares.	
1	60 Manhattan Gaslight Co.		17812@180
1	12 Clinton Fire Ing		1414

Railroad and Miscellaneous Stocks. - The stock market opened rather dull on Monday, but became more animated the next day, with a decided weakness throughout the whole list. The decline was most marked in some of the non-dividend paying shares, while such stocks as New York Central & Hudson in New York and Pennsylvania in Philadelphia went barely 2 per cent lower than the highest prices of last week. The alleged cause for the decline in stocks-the early election reports from Maine-is referred to above. The general situation of the stock market, aside from special influences affecting certain stocks, may be described as a condition in which there is nothing in the outlook to induce holders to weaken and part with their shares, but on the other hand there is enough of uncertainty about politics to prevent the undertaking of a genuine bull campaign. Philadelphia & Reading has held its price very well, and the Receivers are offering to buy the July and September coupons of the coal land mortgages at certain rates, from 4 to 6 per cent per annum. Western Union Telegraph stock has met with a good borrowing demand for the October elections, and 1/4 of 1 per cent is offered for proxies. There are said to be two parties, one in favor of contesting the progress of the American Union at every step, and the other

in favor of joining with that company to keep up rates, &c.

The arbitrators of the elevated railroads have unanimously recommended the basis of consolidation for the capitals of the Metropolitan and New York lines as 110 for the New York stock and 90 for the Metropolitan, making the new capital the same as the old, viz., \$13,000,000. The companies have each declared their quarterly dividends of 2½ per cent payable October 1.

As to the increase in railroad earnings in August and the present month, the Boston Transcript remarks: "There is an erroneous idea prevalent with the public and the press generally concerning the present ratio of increase in railroad earnings. It is believed, and often stated in financial journals, that the earnings of August and September are compared with earnings last year, which showed large increases over 1878. This may be so in special cases, but the twenty-seven roads which published their earnings for August, 1879, showed a gross loss in earnings for the month, as compared with 1878, of \$459,669 and a gross gain of \$725,374—a net gain of \$265.705, or slightly less than three per cent. The September table of railroad earnings showed 15 per cent increase, but in October a gain of 25 per cent was recorded. Since January 1 the gain has been 27½ per cent. It will thus be seen that the time has not yet arrived in which the marked increase in railroad earnings in the Fall of 1879 should operate to any extent in diminishing the percentage gain in 1880."

The daily	highest and	lowest prices	have been	as follows:

	Satur Sept.			iday.	Tue: Sept	sday.	Wedn Sept		Thur Sept.	sday,	Frid Sept.	ay.
Am. Dist. Tel.			75	75			7514	7514	75	75	75	75
Atl.&Pac.Tel.	44	44	4312	4316	42	42	411/4	42	411/6	4216	1116	42 58
Canada South.		-00		F03	ricii	7756	75%	7658	5734 76	60 77	5716 7516	781/8
Cent. of N. J.	7758	7834	78	7834	761/2		74	7418			73	7316
Cent. Pacific Ches. & Ohio	75 1934	75 1934	*20	2014	1934	2018	1916	20	1914	20	1916	1916
Do 1st prf.	10/4		26	26	2616	26/2	251%	251/2	251/2	2534	2514	2514
Do 2d prf	*	22	*2014	221/4				110	*20	2214	*20	22 117
Chic. & Alton.	1175	11716	111714	1174	117%	11714	116	118 13434	1161/4	136	*115 *135½	
Chic Bur.& Q.	13714	13779	4137	138 92¾	135 90%	137 9134	901/8	915%	91	9134	9034	9156
Chic.M.&St.P. Do pref.	9117	9236 113	9134	113	1124	11246			112	112	1112	112
Chic. & N. W.	10316				1021/2	103%	10256	1033%	10236	10416		10378
Do pref.	12456	125%	125%	126	124	124/2	12374 11534	1214	12316	1241/4	x1201	15138
C.R.I.&P.new	119	119	*118	120	117	118	3812	39	11814	391/6	117½ *39	40
Ch.St.L.&N.O.	*40	4312	43%	4334	3914	40	4113	42	4214	4296	4114	4216
Ch.St.P.M.&O	8338	431/4	8219	8334	813	824	8138	8234	821%	831/4	8234	83
Do pref. Clev. C. C. & I.	72	7214	7134	7134	71	7146	701/6	71	*71	7134	7214	724
Col.Chic.&I.C.	1936	20	1912	20	19	1956	1834	1914	19	19%	19	1914
Del.& H.Canal	8634	874	87	8714	8516	863	85	8558	8534	86	8534	8534
Del.Lack.&W.	9034	9134	9116	621/8	8958	91¼ 73¾	89	90½ 73	8978 7218	9078	8934 7258	7234
Denver& R.G.	7216	73	7314	407/8	72 38	3934	373	39	3814	3938	3876	3-16
Han.& St. Jo.	3916	40¾ 83¾	811/2	8352	801/8	811	79	8034	80	82	80	8178
Do pref. Hous.&Tex.C.					6414	641/4					*	66
Illinois Cent	113%	11436	1141/4	114%	1121	$113\frac{1}{2}$	11134	11214	11134	11234	11236	
Lake Erie&W.	3216	3434	341/8	347	3358	3414	321/8 1073/8	33%	333%	34	3314	3378
Lake Shore	110814	10934	100	109%	10794	108% 143	141	1414	143	108½ 143¼	1071	10 1/2
Louisv & Nash	142	1431	143	143 315%	$\frac{142}{30\%}$		291/4	314	30%	31%	3034	311/6
Manhattan	297/8	31½ 6¾		674	614	61%	6	614	578	57%	0.74	
Mar.&C.1st pf. Do 2d prf.	65%		416	412	41/2	41/2	4	4				::
Mich.Central .	9514	961/4	9534	961%	9416	9512	941/	95	943%	951/8	941/2	95
Mobile& Ohio.	24	24	1*24	2412	23	23%	22/2	$\frac{2234}{34}$	23 33½	23 34 ½	+221% 3338	23¼ 34⅓
Mo.Kans. & T.	3434	3556	34%	35½ 111	33½ 110½	341/2	1101/2		110%	110%	3078	01/8
Mor.& Essex Nash.Ch.&StL	11114	69	68	681/8	64	68	6314	66	65	65%	62	6534
NewCent.Coal	0.78		28	28			1					
NewCent.Coal N.Y.C. & H. R.	13218	13234	1324	13234	1311/4	1321/8	+1311	4 3134	x1293	£ 130	12934	1301/2
N.Y.L.E. & W.	. 30	393/	1 3936	3976	38	391/6	364	38%	3814	3914	3818	39 68
Do pref.	. 68	681/2	6814 2334	65814	6616	861/2	2314	6638 24	2334	671/2	66%	2334
N.Y.Ont. & W.	3014	2412	311/8	2418 32	2358 31	3114	30%	31	3034	3114	1*3016	31
Northern Pac. Do pref.		5436	55	575€	5434	5616	541		55	55%		5536
Ohio Central .		2256	2278	5516	*	2234	*	22	*21		*	2216
Ohlo & Miss	34%	35%	3514	3598	3+38	35	3418	3536	3534	37¼ 77	35%	3658
Do pref.				4912	401	4112	39%	40%	78%	41	3978	77 4 4058
Pacific Mail	41	421/8	1	4216			00/8		1*	200	1	
Panama Phil. & Read's	2938	317/	3134	3214	301/4	3136	301/8		301/6	321/4	301/4	311/6
St.L.A.& T.H.	23	2334	6 23%	231/6	5516	221/2	22	22	22	53		
Do pref.			1*7714	80	1771/	771/4		2:17	76	78	7816	7616
St.1I.M. & So.	. 561/2	53	5714	57%	553	56%	54	551/4	5178	557/8 36	54% 35	55% 35
St.L.& S.Fran	1 ::	idi	4634	4834	4634	4684	4814	4616		30	45	4534
Do pref.		4616	4074	4074	76	76	1				*75	7616
Do 1st prf. Sutro Tunnel		184	158	134	156	156	156	154	15%	156	158	156
Union Pacific.	. 94	911	9378	94/2	1 9234	4316	9:34	92%	1 9239	93	92	9212
Wab.St.L.& P.		3814	1 3734	38	1 384	374	3414	3678	35/2	3636		37
Do pref.	671/8	6814	6716		05%	0 676	6416	6634	0538	6636	651/2	
West. Un.Tel.	. 103%	104%	1103%		1025				3110334			10538
"These are t	he pri	ices b	oid and	laske	d: no	sale'	was m	lade a	ttne	Boar	d.	

+ A sale was also made ex-div. at 130.

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	to date, were as ros		<u> </u>							
Canada Southern	***		Rang	je sin	ce .	Jan. 1	, 1880). <u> </u>	Rang Year	e for 1879
Central of N. J			Lo	west.		Hi	ghest.		Low.	High
Central of N. J	Canada Cauthann	1.450	40	Mav	17	74%	Jan	14	4514	781
Chicago & Alton Chicago & Alton Chic. Burl. & Quincy Chic. Mil. & St. P Do do pref. Chic. & Northw Do do pref. Chic. & Northw Col. Chic. & Ind. Cent. Dol. & Hudson Canal Del. & Hudson Canal Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Chicago & Western Hannibal & St. Jo Joseph Golden Contral Lake Erie & Western Lake Erie & Western Lake Shore Lake Erie & Western Lake Shore Manhattan Shisouri Kan. & Tex. Morris & Essex Morris & Essex Morris & Essex Nashv. Chatt. & St. L. N.Y. Cent. & Hud.Riv N.Y. Lake E. & West. Do do pref. Chicago Rahan Shisouri Kan. & Tex. Morris & Essex Do do pref. Chiched Raha N.Y. Lake E. & West. Do pref. Chiched Rahan Shisouri Kan. & Tex. Morris & Essex Do do pref. Chiched Rahan Shisouri Kan. & Tex. Morris & Essex Do do pref. Chiched Rahan Shisouri Kan. & Tex. Shisouri Kan. & Tex. Morris & Essex Do do pref. Chiched Rahan Shisouri Kan. & Tex. Ship Rahan Shis Chill. Ship Rahan Shib Chill. Ship Rahan Shib Chill. Ship Rahan Shib Chill. Ship Rahan Shib Chill. Ship Rahan Ship Rahan Shib Chill. Ship Rahan Ship R			45	May	25	9014				8978
Chic. Burl. & Quincy Chic. Mil. & St. P. Do do pref. Chic. & Northw Do do pref. Chic. & Ind. Cent. Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Chic. & St. Jo Do do pref. Chic. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Lake Erie & Western Lake Erie & Western Lake Shore Lake Shore Lake Shore Manhattan Michigan Central St. L. & San Francisco Do pref. Chic. & Hud. Riv N.Y. Lake E. & West. Do do pref. Chic. & St. L. & San Francisco Do pref. Chic. & Hud. & Cont. Do gref. Chic. & Bart. & Cont. & Hud. & Hud. & Cont. & Hud. & Cont. & Hud. & Hud. & Hud. & Cont. & Hud. &			9910	Jan.	2	118				
Chic. Mil. & St. P Do do pref. Chic. & Northw Do do pref. *Chic. & Northw Do do pref. *Chic. & Rock I. & Pac Col. Chic. & Ind. Cent.	Chicago & Alwin				2	152		26	1114	
Do	Chia Mil & St P	133,740			25	9312				8218
Chie. & Northw Do do pref. 4,949 104 Feb. 10 1264 Sept. 4 7678 108 109 1001. Chic. & Ind. Cent. Del. & Hudson Canal 11,256 60 May 25 884 Sept. 9 38 894 May 25 37,155 2278 May 25 9478 Mar. 22 43 94 May 25	Do do pref	595	99	May	10	11378				
Do	Chie & Northw		8718	July	9	106	Sept.	7	4958	9412
*Chie. Rock T. & Pac Col. Chie. & Ind. Cent.	Do do pref.		104	Feb.	10	12612			7678	108
Col. Chic.& Ind.Cent. Del. & Hudson Canal Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo 14,516 60 May 25 9488 Sept. 9 38 894 94 94 94 94 94 94 94 94 94 94 94 94 9						204	June		119	$150\frac{1}{2}$
Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. 11,256 68½ May 25 9478 Mar. 22 43 94 41½ 70½ 7		14,516	912	\mathbf{May}	11	2548			5	
Del. Lack. & Western Hannibal & St. Jo 37,155 22,78 May 25 24,458 Sept. 2 13,14 41,12 20,276 63,12 May 25 8678 Sept. 2 34 41,12 20,276 63,12 May 25 8678 Sept. 2 34 41,12 20,276 63,12 May 25 8678 Sept. 2 34 70,18 20,276 63,12 May 25 8678 Sept. 2 34 70,18 20,276 63,12 May 25 8678 Sept. 2 34 70,18 20,276 13,800 20,14 May 11 38,38 Mar. 4 16 28,12 28,1		11,256	60	May	25	8848	Sept.	9		
Hannibal & St. Jo. Do do pref. 20,276 20,276 63\(^1_2\) May 25 867\(^8\) Sept. 2 34 70\(^1_2\) Milinois Central 5,400 99\(^1_2\) Jan. 2 116\(^1_4\) Sept. 7 79\(^1_4\) 100\(^3_4\) Lake Erie & Western Lake Shore		133.875		May	25	94^{7}_{8}	Mar.	22		94
Do do pref. 20,276 63½ May 25 8678 Sept. 2 34 70⅓ Lake Erie & Western 13,800 20¼ May 11 3838 Mar. 4 16 28½ Lake Shore 71,136 95 June 2 111⅓ Mar. 4 67 108 108 108 108 111⅓ Mar. 4 67 108		37,155	227_{8}	May		4458	Sept.	2	134	4112
Lake Erie & Western 13,800 20 ¹ 4 May 11 38 ³ 8 Mar. 4 † 16 28 ¹ 2 Lake Shore 3,750 86 ¹ 8 Jan. 8 16 ⁴ 4 Apr. 2 35 89 ¹ 2 Manhattan 58,910 21 July 22 57 ¹ 2 Mar. 16 35 72 ¹ 4 Michigan Central 14,963 75 May 17 98 ¹ 4 Aug. 2 73 ³ 4 98 Missouri Kan. & Tex 38,760 28 ¹ 8 May 25 49 ¹ 4 Jan. 27 5 ³ 8 35 ³ 4 Morris & Essex 4,756 100 May 2 ¹ 4 112 ¹ 2 Sept. 9 75 ¹ 8 104 ¹ 2 75 ¹ 8 104 ¹ 2 N.Y. Cent. & Hud. Riv 17,856 122 May 11 137 Mar. 31 112 139 N.Y. Lake E. & West. Do 17,856 122 May 11 48 ⁷ 8 Feb. 2 21 ¹ 8 49 Northern Pacific 11,550 20 May 11 36 Jan. 14 16 40 ¹ 2 Nah Chair May 25 13 ² 8 May 24 60 Jan. 13 44 ¹ 4 65 Northern Pacific 11,550 20 May 11 36 Jan. 14 16 40 ¹ 2 Pacific Mail 27 ¹ 2 May 17 62 Mar. 8 10 ³ 8 39 ¹ 2		20,276			25	8678	Sept.			
Lake Shore									794	10034
Louisville & Nashv 3,750 86 s Jan. 8 164 s Apr. 2 35 72 s Manhattan 58,910 21 July 22 57 s Mar. 16 35 72 s Missouri Kan. & Tex. 38,760 28 s May 17 98 s Aug. 2 73 s 98 98 Morris & Essex 4,756 100 May 24 112 s Espt. 9 75 s 104 s 112 s Espt. 9 75 s 104 s 122 May 11 128 Mar. 5 35 s		13,800				3838	mar.			
Manhattan 58,910 21 July 22 57½ Mar. 16 35 72¼ Michigan Central 14,963 75 May 17 98¼ Aug. 2 73¾ 98 Missouri Kan. & Tex. 38,760 28⅓ May 25 49¼ Jan. 27 5⅓ 35⅓ 35¾ Morris & Essex 4,756 100 May 24 112½ Sept. 9 75⅓ 10¼½ Nashv. Chatt. & St. L. 11,300 47½ June 1 128 Mar. 5 35½ 83 N.Y. Cent. & Hud.Riv 17,856 122 May 11 137 Mar. 31 112 139 N.Y. Lake E. & West. 172,346 30 June 1 4878 Feb. 2 21⅓ 49 37½ 78⅓ 83 Northern Pacific 11,550 20 May 11 36 Jan. 14 † 16 40⅙ 22 Northern Pacific 11,550 20 May 11 36 Jan. 14 † 16 40⅙ 22 Pacific Mail 40,170 23 May 25 44⅙ Mar. 8 10³ 33³ 33³ 33³ 33³ 33³ 33³ 33³ 33³ 33³ 3		71,136							67	
Michigan Central 14,963 75 May 17 98¼ Aug. 2 73¾ 98 98¾ Aug. 2 73¾ 98 98¾ Aug. 2 73¾ 98 35¾ 35¾ Morris & Essex 4,756 100 May 2¼ 112½ 8ept. 9 75⅓ 10¼½ 75⅓ 112½ 8ept. 9 75⅓ 10¼½ 75⅓ 10¼½ 112½ 8ept. 9 75⅓ 10¼½ 112½ 8ept. 9 75⅓ 10¼½ 112½ 8ept. 9 75⅙ 10¼½ 112½ 8ept. 9 75⅙ 10¼½ 112½ Mar. 5 112½ Mar. 6 112¾ Mar. 6 112		3,750					Apr.		35	
Missouri Kan. & Tex. 38,760 28¹8 May 25 49¹4 Jan. 27 538 35³4 Morris & Essex 4,756 100 May 24 112¹2 Sept. 9 75¹6 104¹2 Nashv. Chatt. & St. L. 11,300 47¹2 June 1 128 Mar. 5 35¹2 83 N.Y. Cent. & Hud.Riv 17,856 122 May 11 137 Mar. 31 112 139 N.Y. Lake E. & West. 172,346 30 June 1 4878 Feb. 2 21¹8 49 49¹2 Northern Pacific 3,170 47 May 25 73³8 Feb. 2 37¹2 78¹8 49¹2 Northern Pacific 11,550 20 May 11 36 Jan. 14 † 16 40¹2 Ohio & Mississippi 100,794 23 May 25 44²2 Mar. 6 7³4 33³8 Pacific Mail 40,170 27²2 May 17 62 Mar. 8 10³8 39²8 Paila. & Reading 61,250 34¹2 May 25 66 Feb. 17 13 56 St. L. & San Francisco 23,675 34¹2 May 11 48 Feb. 2 3¹8 53²4 Do pref. 1,200 33 May 11 60¹4 Mar. 9 9³4 78¹2<			21	July	22					
Morris & Essex	Michigan Central		75	May	17	984				
Nashv. Chatt. & St. L. 11,300 47¹2 June 1 128 Mar. 5 35¹2 83 N.Y. Cent. & Hud.Riv 17,856 172,346 30 June 1 48¹8 Feb. 2 21¹8 49 N.Y. Lake E. & West. 3,170 47 May 25 73¹8 Feb. 2 21¹8 49 Northern Pacific 11,550 20 May 11 36 Jan. 14 ¹16 40¹2 Northern Pacific 11,550 20 May 21 39³8 May 2¹ 60 Jan. 14 ¹16 40¹2 Ohio & Mississippi 100,794 23 May 25 44¹2 Mar. 6 7³4 33³8 Panama 40,170 27¹2 May 17 62 Mar. 8 10³8 39¹2 Panama 61,250 13¹2 July 272³8 Jan. 182 182 Phila. & Reading 23,675 34¹2 May 25 66 Feb. 17 13 56 St. L. & San Francisco 25¹4 May 11 48 Feb. 2 3¹2 July 272³8 Jan. 3 53 53 182 182 Union Pacific 200 60 May 11 88¹2 Mar. 9 9³4 78¹2 9³4 78		38,760	28-8	May	20	1101				
N.Y. Cent. & Hud. Riv N.Y. Lake E. & West. Do do pref. Northern Pacific Do pref. Ohio & Mississippi Pacific Mal Panama Phila. & Reading Phila. & Reading St. L. & San Francisco Do pref. Union Pacific Wab. St. L. & Pacific 20,297 Do do pref. Vestern Unioa Tel.		4,756						5		
N.Y. Lake E. & West. Do do pref. Do do pref. Do do pref. 22,685 80 May 11 9738 Jan. 2938 Jan. 2948 Jan. 2948 Jan. 2948 Jan. 2958 Jan. 3942 Jan. 3948 Jan. 394		17,300	100	Mor		127				
Do do pref. 3,170 47 May 25 7378 Feb. 2 3712 7816 Northern Pacific 11,550 20 May 11 36 Jan. 14 16 4012 Do pref. 28,345 3938 May 24 60 Jan. 13 4414 65 Ohio & Mississippi 100,794 23 May 25 4412 Mar. 6 734 3338 Pacific Mail 40,170 2712 May 17 62 Mar. 8 1038 3912 Panama 168 Jan. 2 195 Sept. 7 123 182 Phila. & Reading 61,250 3412 May 25 66 Feb. 17 13 56 St. L. & San Francisco 23,675 3412 May 25 66 Feb. 17 13 56 St. L. & San Francisco 2514 May 11 48 Feb. 2 318 53 Union Pacific 200 60 May 11 8312 Mar. 9 934 7812 Wab. St. L. & Pacific 29,297 2612 May 25 48 Jan		179 246				1870			2110	
Northern Pacific Do pref. 28,345 3938 May 24 60 Jan. 13 444 65 65 Pacific Mail 40,170 27 ¹ 2 May 17 62 Mar. 8 10 ³ 8 39 ³ 8 Pacific Mail 61,250 27 ¹ 2 May 17 62 Mar. 8 10 ³ 8 39 ¹ 2 Panama 168 Jan. 2 195 Sept. 7 123 182 July 2 72 ³ 8 Jan. 3 182 183 184 May 25 66 Feb. 17 13 56 Feb. 17 13 Feb. 18 Fe						7370	Feb.		3710	7810
Do pref. 28,345 3938 May 24 60 Jan. 13 4444 65 Ohio & Mississippi Pacific Mail		11,550			11	36	Jan.		116	4012
Ohio & Mississippi 100,794 23 May 25 44½ Mar. 6 734 3338 Pacific Mail 40,170 27½ May 17 62 Mar. 8 1038 39½ Panama 168 Jan. 2 195 Sept. 7 123 182 Phila. & Reading 61,250 13½ July 2 7238 Jan. 3 182 182 St. L. & San Francisco 23,675 34½ May 25 66 Feb. 17 13 56 Do pref. Do 1st pref. 200 60 May 11 60¼ Mar. 8 4½ 60½ 9¾ 78½ Union Pacific 22,685 80 May 11 83½ Mar. 9 9¾ 78½ 95 Wab. St. L. & Pacific 29,297 26½ May 25 73½ Aug. 5 57½ 95 Western Union Tel. 48,198 86¾ June 2116½ Feb. 24 8858 116		28,315						13	1 4414	
Pacific Mail 40,170 27½ May 17 62 Mar. 8 10³8 39½ Panama 168 Jan. 2 195 Sept. 7 123 182 Phila. & Reading 61,250 13½ July 2 72³8 Jan. 3 3 123 182 St. L. & San Francisco 23,675 34½ May 25 66 Feb. 17 13 56 St. L. & San Francisco 1,200 33 May 11 60⁴4 Mar. 8 4¹8 60½ Do pref. 200 60 May 11 83½ Mar. 9 9¾ 78½ Vab. St. L. & Pacific 29,297 26½ May 25 48 Jan. 27 Western Union 7el. 48,198 86¾ June 2 116½ Feb. 24 88⁵8 116			23	May					734	3338
Panama	Pacific Mail	40.170	274	May	17	62		8	1038	3912
Phila. & Reading 61,250 13½ July 2 72³8 Jan. 3 St.L.Iron Mt.&South. 23,675 34½ May 25 66 Feb. 17 13 56 St.L.&San Francisco 25¼ May 11 48 Feb. 2 3½ 53 Do pref. 200 60 May 11 80¼ Mar. 9 9¾ 78½ Union Pacific 22,685 80 May 11 97³8 Jan. 19 57½ 95 Wab. St. L. & Pacific 29,297 26½ May 25 48 Jan. 27 Do do pref. 72,000 51¼ May 25 73½ Aug. 5 Western Union Tel. 48,198 86¾ June 2116½ Feb. 24 88⁵8 116	Panama	20,210							123	
St. L. Iron Mt. & South. 23,675 34½ May 25 66 Feb. 17 13 56 St. L. & San Francisco 1,200 33 May 11 48 Feb. 2 3½ 3½ 53 Do pref. 200 60 May 11 83½ Mar. 9 9¾ 78½ Union Pacific 22,685 80 May 11 97¾ Jan. 19 57½ 95 Wab. St. L. & Pacific 29,297 26½ May 25 48 Jan. 27 Do do pref. 72,000 51¼ May 25 73½ Aug. 5 Western Union Tel. 48,198 86¾ June 2116½ Feb. 24 8858 116	Phila. & Reading	61.250	1312	July	2	7238				:
St. L. & San Francisco 1,200 33 May 11 G04 Mar. S 418 G012 34 G012 34 G012 34 G012 34 G012 35 G012 36 G012 37 G012 37 G012 37 G012 38			3412	May	25	66	Feb.			
Do pref. 1,200 33 May 11 604 Mar. 8 448 604			254	May	11	48		2		
Do 1st pref. 200 60 May 11 83½ Mar. 9 9¾ 78½ Union Pacific 22,685 80 May 11 97% Jan. 19 57½ 95 Wab. St. L. & Pacific Do 29,297 26½ May 25 48 Jan. 27 Do do pref. 72,000 51¼ May 25 73½ Aug. 5 Western Union Tel. 48,198 86¾ June 2116½ Feb. 24 885% 116	Do pref.	1,200	33	May	11	604			418	6012
Union Pacific 22,685 80 May 11 978 Jan. 19 572 95 Wab. St. L. & Pacific 29,297 2612 May 25 48 Jan. 27 Do do pref. 72,000 5114 May 25 7312 Aug. 5 Western Union Tel. 48,198 8634 June 211612 Feb. 24 8858 116	Do 1st pref.	200								
Do do pref. 72,000 51 ¹ 4 May 25 73 ¹ 2 Aug. 5	Union Pacific		80	May	11				5712	95
Western Union Tel 48,198 8634 June 2 11612 Feb. 24 8858 116			2612	May	25		Jan.	27		
WOODOLH CHICK TOTAL					25	7342	Aug.	04		
	Western Union Tel	48,198								110

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

The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross carnings 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 ca	rnings re	ported.—	-Jan. 1 to l	alest date.—
Week or Mo.	1880.	1879.	1880.	1879.
Ala.Gt. Southern. August	\$58,701	\$34,807	\$390,993	\$254,949
Albany & Susq July	105,472	89,356	767,796	588,398
Atch. Top. & S. Fe. August	673,000	516,765		
Atl. & Gt. WestJune	368,456	301,272	2,421,668	1,584,409
Atl. Miss. & Ohio. July	145,585	138,224		
Atl. & Char. Air-L. July	59,693	45,661	460,843	381,938
Bur.C.Rap.& No. 1st wk Sept	35,284	34,985	1,321,222	919,626
Cairo & St. Louis August	39,643	26,291	252,168	158,990
Central PacificAugust1	1,885,000	1,556,457	12,149,693	10,870,698
Ches. & Ohio August	259,110	215,695	1,756,381	1,201,886

,	—Latest ear	nings rep	orted	-Jan. 1 to la	itest date.
OT 1 A 111	Week or Mo.	1880.	1879.	1880.	1879.
Chicago & Alton	. 1st wksept 3	566 661	\$133,962\$ 993,823	9,715,424	\$3,438,5 60 7,504,06 2
Chic. Burl. & Q Chic. & East. Ill	1st wk Sent	35,984	21,295	814,522	551,225
Chic Wil. & St. P.	2d wk Sept.	293,000	227,598	8,032,000	5,996, 230
Chic. & Northw	August1	,771,314	1,326,957	11,955,653	9,601,520
Chic.St.P.Min&O	.1st wk Sept	32,506	25.666	967,289	742,964
Chic. & W. Mich.		12,636 $245,060$	9,118 197,464		
Cin. Ham. & D Cin. Sand. & Clev	July	27,543	21,050		
Cin. & Springf	1st wk Sept	15,539	17,176	565,396	469,638
Clev. Col. Cin. & I.		96,570	85.760	2,227,609	2,227,609
Clev. Mt.V. & Del.	August	30,681	29,379	270,430	242,008
Del.& H.Can., Pa.		92,903	105,355	652,458	681,572
Denver & Rio Gr Denv.S.P'k& Pac.		86,747 128,811	25,070 $91,204$	1,988,530 1,367,344	399,887
Des M.& F.Dodge		28,184	19,134	163,237	113,488
Det. Lans. & No.	4th wk J'ly	32,387	30,043		
Dubuque&S.City	1st wk Sept	22,630	18,480	629,378	566,132
Eastern	July	281,842	247,633	1,613,051	1,363,825
Flint & Pere Mar	. 1st wk Sept	31.885	21,147 $91,482$	1,019,475	707,327
Gal. Har.& San A Grand Trunk. Wk	end Sen 11	92,452 $217,067$	192,727	7,024,511	5,802,742
Gr't Western.Wk	end.Sept. 3	101,439	82,465	3,261,023	2,760,228
Hannibal & St. Jo		43,964	41,161	1,617,725	1,175,563
Houst. & Texas C		227,679	186,848	1,688,512	1,389,522
Illinois Cen, (Ill.)	August	566,489	494,704	3,928,022	3,491,181
Do (Iowa)	August	$131,898 \\ 31,822$	$\begin{matrix} \textbf{107,}273 \\ \textbf{26,}596 \end{matrix}$	1,016,246 $789,874$	911,948 719,219
Indiana Bl. & W. Int. & Gt. North.	1 of wk Sent	41,619	32,811	1,016.303	937,842
Iowa Central		86,596	58,182	2,020,000	
K. C. Ft. S.& Gulf	.3d wk Aug.	17,070	16,619	690.197	492,779
Kans.C.Law.&So	.3d wk Aug.	10,118	9,443	441,828	283,047
Lake Erick West	.August	127,811	67,055	5 769 710	3,597.388
Louisv. & Nashv	.185 WKSept	$183,600 \\ 23,254$	$105,638 \\ 7,266$	5,763,710 $671,197$	505,563
Memp. & Charl Marq. H. & Ont'n	August	133,600	90,439	540,180	371,221
Minn. & St. Louis		15.356	6,828	429,267	266,904
Mo. Kan.& Texas	.1stwkSept	78,714	78,774	2,735,342	1,886,573
Mobile & Ohio	.August	136,166	106,147	1,280,613	1,073,217
Nashv. Ch. & St. L		169,326 $48,519$	$142.182 \\ 41.981$	$1,345,625 \\ 372,493$	1,113,659 231,112
N. Y. & Canada. N. Y. Cent. & Hud	August 3	022.855	2.546.029	21,625,649	
N. Y. L. Erie & W	July 1	.580,976	1,273,533	10,672,040	8,938,625
N. Y. & N. Engl'd	.1st wk Sept	60,765	57.194		0 100 045
Northern Central		450,298	324,425	2,666,088	2,158,945
Northern Pacific	August	$208,300 \\ 11,347$	$210.927 \\ 11.811$	1,353,579 $307,49$	1,112,493 $229,385$
Ogd. & L. Champ Pad.& Elizabetht		34,303	27,331	244,358	184,114
Pad & Mamphia	1 at wk Sent	3.819	2.414	134.124	102,931
Pennsylvania	.July3	.449,614	2,782,906	22,883,715	18,196,964
Peoria Dec. & Ev	.August	45,151	14,901	295,671	
Philadel. & Erie.	.July	308,699	241,018	2,083,496 $9,472,302$	1,595,102 7,998,19 0
Phila. & Reading	July	54,660	38,251	316,639	270,572
Pitts. Titusv. & B Ports. Gt. F. & Con		18,596	14,709		
Rensselaer & Sar		176,452	149,371	1,013,690	771,671
St.L.Alt.&T.H.	.1st wkSept	27,628	25,054	925,532	623,312
Do (brchs)	.1st wkSept	12,150		415,730	$340,710 \\ 2,807,250$
St. L. Iron Mt.& S	.1st wk Sept	166,300		3,760,996 1,660,234	875,789
St. L. & San Fran Et.P. Minn. & Man	Angust	61,996 $232,579$		1,942,669	
St.Paul & Duluth		56,630		313,160	
St. Paul & S. City.	1st wk Sept	27,291	25.015	910,137	700,518
Scioto Valley	2d wk Sept.	7,342	6,133	217,897	190.220
South. Pac. of Cal	.August	508,000	237,263	3,266,097	1,930,680
Texas & Pacific.	4th WK Aug	53,148 30,437	42,131 $27,697$	930,608	808,088
Fol. Peoria & War Union Pacific	July	1.988.000	1.431.000		
Wab. St. L. & Pac	.1st wk Sept	245,125	202,823	7,809,389	5,334,630
Exchange			1.		is week of
½ point in the	asking rate	s of pri	me banke	rs for der	nand bills,

½ point in the asking rates of prime bankers for dema but the market shows no animation, and actual rates still admit of a profit on specie imports. The total recepts of specie since our last are upwards of \$3,000,000. To-day the actual rates for prime bankers' sterling bills are 4 81@4 81¼ for 60 days and 4 83½@4 83¾ for demand. Cable transfers are 4 84@4 84¼.

The following were the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah, buying 3%, selling 1/8@1/4 off; Charleston, buying 3/8@1/2 discount, selling par; St. Louis, 1-10 discount; Chicago, 75@80 discount; Boston, 40c. discount.

Quotations for foreign exchange are as follows:

Sept. 17.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort (reichmarks) Bremen (reichmarks)	$egin{array}{cccccccccccccccccccccccccccccccccccc$	4 83 ¹ 204 84 ¹ 2 4 82 ¹ 204 83 4 81 ¹ 204 82 ¹ 2 5 25 05 21 ⁷ 6 39 ³ 10 40 91 ³ 80 91 ⁵ 2 94 ³ 80 94 ⁵ 2

The following are quotations in gold for various coins:

Sovereigns......\$4 83 \@\$4 86

Napoleons......\$3 83 \@ 3 86

X X Reichmarks. 4 73 \@ 4 76

X Guilders......3 96 \@ 4 00

Span'h Doubloons.15 60 \@15 75

Mex. Doubloons.15 50 \@15 60

Fine silver bars.... 1 127@ 1 1358

Fine gold bars..... par@14 prem.
Dimes & 12 dimes. — 9934@ par.

Poston Ranks. The following are the totals of the Poston

Boston Banks.—The following are the totals of the Boston hanks for a series of weeks past:

Danks I	or a series	OT MEGE	pasu.			
	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Ulear.
1880.	8	- 8	. \$	\$	8	
Aug. 2	145,795,500	6.365,200	4.093,500	54,579,400	30,344,200	50,882,884
Aug. 9	140,955,800	6,178,400		54.020.300	29,640,100	62.616,237
" 18	148,056,800	6.349,000		55,688,100	30,498,200	58,477,793
" 23	147.343,400	5,901,100		56,002,600	30,378,300	58,143,856
	146,627,900	6,002,000		55,228,200	30,514,900	48.801.880
30		6.231.800		55,495,300	30,508,500	53,202,768
Sept. 6	147,259,200			56.089.500	30,569,800	54,917,417
" 13	148,749,700	6,871,600	2,962,500	20,000,000	20,000,000	OE'VEI'IT

* Other than Government and banks, less Clearing-House checks.

Philadelphia Banks.--The totals of the Philadelphia banks are as follows: L. Tenders. Deposits. Circulation. Agg. Clear. Loans.

1890. Aug. 2 9 16 23 8ept. 6 13	69,591,147 69,591,147 69,967,170 70,254,008	21,237,201 20,666,346 29,216,899 19,625,220 19,755,665 19,352,411 20,676,935	60,258,773 60,351,479 60,880,934 60,653,997 61,109,690 61,532,113 63,010,452	12,199,880 12,154,016 12,122,670 12,138,643 12,161,925 12,1,4,778 12,178,215	96,101,900 45, 20,122 59,159,731 3 4 3,4 5,500 56,143 120 36,873,476
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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 Sept. 11, 1880:

	1		Aver	rage amoun	nt of	
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U.S.	Circula- tion.
	8	\$	8	8	\$	\$
New York	2,000,000	9,836,000	2,708,000	213,000	9,562,000	495,000
Manhattan Co	2,050,000	6,455,800 8,276,200	1,078,200 2,088,800	210,300 255,700	4,912,700 7,771,900	5 52,200
Merchants Mechanics'	2,000,000 2,000,000	7,471,000	1,344,000	454,000	6,500,000	44,500
Union	1,200,000	4,750,100	1,110,000	21.400	4.034.800	
America	3,000,000	9,339,000	2,339,000	21,400 308,800	4,034,800 7.759,100	1,10
Phœnix	1.000.000	3,332,000	990,000	30,000	3,392,000	267,000
City Tradesmen's	1,000,000	9,493,300	2,47,000	101,000	10,257,800	mo:
Tradesmen's	1,000,000	3,475,900	585,200	49,600	2,541,300	795,20
Fulton	600,000	1,667,800 12,474,200	446.100 3,354,600	144,000 347,500	1,350,600	•••••
Chemical Merch'nts' Exch.	300,000	4,303,600	488 800	497 500	12,722,400 3,720,500	651,20
Gallatin Nation'l	1,000,000 1,000,000	4,190,900	466,600 655,300	437,500 131,900	2,593,300	698,400
Butchers'&Drov.	900 000	1,455,100	255,100	61,600	1,270,200	244.80
Mechanics' & Tr.	200,000	928,600	148,000	173,000	951,000	180.000
Freenwich	200,000	805 100	18,400 529,300	241.200	952,300	2,70
Leather Man'f'rs	200,000 200,000 600,006 300,000	2,564,800 913,400 3,667,900	529,300	159,006	2.270.800	2,700 477,700 36,800
seventh Ward	300,000	913,400	115,100 564,700	88.000	2,927.400	36,800
tate of N. York.	800,000	3.667.900	004,700	102,900	2,927.400	585,000
American Exch	5,000,000	15,620,600 15,541,800	2,928,000 3,376,800	303,000	12,474,000	450,000 1,280,200
Commerce	5,000,000	5,679,600	512.100	405.100 580.800	4,440,600	850.50
Broadway Mercantile	1,000,000 1,000,000 422,700 1,500,000	3,982,800	762.500	174 100	3.816.300	189,00
Pacific	422,700	2.501.400	302,700	174,100 131,200	2.316.400	
Republic	1.500,000	2.501,400 4.930,300	762,500 302,700 486,300	200,000	2.588,106	1,125,000
Chatham	400,000	3,390,606	802,300	165,400	3.763.200	45,000
People's	412,500 700,000	1.454.200	229,800	141,800	1,507,500	5,400
North America	700,000	2,260,860	178,300 1,426,200	174,700	2,158,400	800.000
Hanover	1,000,000 500,000	7,261,900	1,420,200	568,900 237,000	7,243,000	800,000
rving Metropolitan	3,000,000	3,048,800 13,853,600	517,600	87.000	2,913,000 12,798,000	423,000 45,000
Citizens'	600,000	1,946,500	3,074,000 347,200	180,100	1,985,900	267,300
Nassau	1.000,000	2.410,400	178,200	81,500	2,173,600	3.900
Market	500,000	2,577,000	441.800	86,900	2,062,500	433,30
t. Nicholas	500,000	2.269.100	435,400	58,000 165.000	1,922,100	450,0 A
hoe & Leather orn Exchange	500,000 500,000 1,000,000	3,405,800	675,000	165.000	3,369,300	450,000
Corn Exchange	1,000,000	3,797,000	545,200	71.000 225,200	2.619.000	4,600
continental	1,000,000	5,665.200 1,628,300	1,591,600	225,200	6,140,300	780,3
Oriental	300.000	3,484,000	45.900 704.000	290,100 239.000	1,558,600 3,891,000	180,000
Marine mporters' & Tr	400,000 1,500,00 6	21,263,100	5,388,200	507.600	23,532,860	1,099,400
-N.F.K	2.000.000	17,673,700	3,443,400	1,186,000	20.509.3001	527,600
Mech. Bkg. Ass'n	2,000,000 500,000	886,900	145 5001	15,900	533,900	158,300
North River	240,000	887,300 953,200	41,300 96,000	15,900 183,200	533,900 1,064,000	
cast River	250,000	953,200	96.000	72,900	703,700	224,700
Courth National.	3,200,000	17.790.700	3.744.300	820,300	17,535.900	810,600
Central Nat Second Nation'l.	2,000,000 300,000	9,529,600 2,542,600	2,104,000 459,000	793,000 229,000	9.924.000 2.747.000	1,496,000 45,000
linth National	750,000	4.911.000	1 228 000	206 000	5,420,000	90,000
irst National.	500,000	13.983.000	4.321.300	206,000 179,000	16.055.700	450,000
irst National hird National	750,000 500,000 1,000,000	9,289,000	4.321,300 2,670,400 155,200	386.600	16,055,700 10,418,500	800.00
. I. Nat. Exch	300,0001	9,289,000 1.376,300	155,200	91,400	1.030,600	270.00
lowery National	250,000	1,480,700	35.000	305,000	1,191,000	222,00
York County	200,000	1,291,730	18,700	379,800	1,383,200	180,000
erm'n Americ'n Chase National	750,000	2,320,800	377,400	85,300	2,122,400 4,037,900	15400
ifth Avenue	300,000 100,000	3,665,260 1,370,400	720,200	281,500 77,100	1.413.000	154,800
			289,900		1,413,900	
Total		210 -10 201	10 010 000	1001000	298,350,500	

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

٠ 1	880	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
Jai		31283,194,500	50.312.800	18,586,000	259,675,900	91 500 000	##3 0#0 00F
Fe		7290,381,600	52,994,600	16,437,900	264,404,200	21,529,900 21,683,200	772,270,895
		14290,445,200	51,746,500	16,686,000	267,128,100	21,599,600	720,978,130 683,453,357
•		21290,091,200	59,587,200	15,505,500	271,601,000	21,282,200	795,314.114
•	•	28293,545,600	57,413,300	14,168,000	271,012,800	21,174,000	725,419,855
Ma	r.	6297,135,500	58,055,000	12,130,400	271,483,400	21,002,100	895,011,025
	•	13297,256,900	57,927,900	11,652,400	270,381,000	20,967,100	827,801,84)
		20291,407,400	55,440,100	11,555,100	264,538,200	20,975,800	748,481,804
		27290,866,700	54,773,800	11,272,500	260,340,500	20,995,200	644,453,967
Ap	ril		53,669,300	10,847,500	259,306,800	20,981,600	771,019,670
		10288,470.900	52,023,600	11,935,900	256,267,800	20,987,900	810,774,898
		17284,250,800	50,050,800	13,866,000	253,519,800	20,843,000	849,817,403
		24278,886,200	48,983,600	15,432,100	248,896,700	20,612,800	720,947,816
Ma	y	1280,436,300	49,406,500	17,014,000	252,572,200		697,435,051
		8281,137,700	53,391,500	17,257,100	258,323,000	20,572,900	790.386,569
	6	15278,571,200	56,278,000	19,229,300	261,075,900	20,493,400	867,632,049
	6	22272,250,800	56,831,900	21,669,500	258,325,700	20,304,000	759,515,331
Ju	na	29273,216,400 5276,056,000	59,271.700	22,547,400	262,762,600	20,238,100	795,990,673
o u	116	12279,265,700	61,109,000	21,934,800	266,839,000	20,059,900	639,336,131
		19286 075,100	63,192,700	22,221,300	271,628.500	19,682,500	737,534,533
		26285.905,100	61,450,000 65,210,100	22,064,300	278,146,700	19,694,900	616,148,241
Jul	v	3291,784,300	66,163,600	21,715,800 $20,684,600$	277,770,800	19,620,000	607,558,981
o u	.,	10293,428,500	70,822,100	19,624,800	283,078,300	19,572,000	711,472,517
6	6	17292,309,500	70,615,520	20,915,400	290,714,700	19,525,800	452,751,881
4	6	24294,517,800	69,058,900	20,351,200	292,233,500 291,270,000		560.483.032
6	6	31297,779,300	68,037,700	20,631,300	291,306,500	19,463,500	625,916,274
Au		7304,765,800	68,708,600	17.115.900	297,024,200	19,477,600	586,540,682
		14308,491,40)	83.330.900	16.312.000	293,691,600	19,430,400 19,381,600	644,309,967
	6	21310,6 16,300	66,717,500	15,254,200	298,615,100	19,428,100	551,923,441 480,785,189
•	6	28310,735,100	65,413,890	15,335,500	296,422,900	19,396, 00	522,899,382
Ser	ot.	4311,942,500	65,434,700	14,541,400	297,186,800	19,342,300	603,877,203
		11313,716,200	66,340,300	13.948.200	298,350.500	19,353,600	625,650,183
						the state of the last of the l	

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES.

BOSTON. Atch. & Topeka 1st m.7s do land grant 7s do 2d 7s do land inc. 8s oston & Maine 7s oston & Albany 7s	122	116	Old Colony, 7s	1º36 9634	112)
do land grant 7s do 2d 7s do land inc. Ss oston & Maine 7s	122	116	Rutland 6s, 1st mort	9634	1121
do land grant 7s do 2d 7s do land inc. Ss oston & Maine 7s	122	116	Vermont & Canada, new 8s Vermont & Mass. RR., 6s	9634	
do land inc. Ss	122	124	Vermont & Mass. RR., 6s	••••	
oston & Maine 7s	122	124	h		
OSTON & Albany 78	••••	1	I P		••••
The second in the second	1		STOCKS.		
oston & Lowell 78			Atchison & Topeka	2134	122
d o . 68	1		Boston & Albany	150	٠
Oston & Providence 78	1)	Boston & Maine	1	135
url. & Mo., land grant 78	116		Boston & Providence	142	
do Nebr. 68 Ex do Nebr. 68	1'02	110	Cheshire preferred. Chic. Clinton Dub. & Min	53	
onn. & Passumpsic. 78, 189.	7:1		Cin. Sandusky & Clev	114	84 145
MAIATH MASS Jue now	1 001		(Concord		
Itchburg RR., 68.	•••		Connecticut River		
OFL SCOUL & GUIT 18	1	108	Conn. & Passumpsic Eastern (Mass.)	30	72 303
I APT TOPO AT MENO TO	491/	41%	Eastern (New Hampshire)		.:.
do do 78, inc.	1167		r wcapurg	131	::::
L. City Lawrence & So. 43	1 96	97	Fort Scott & Gulf, pref	108	110
89. City. St. Jo. & C. B. 78	114	1	K.C. Law. & Southern. Ex.R	}	::::
attle R'k & Ft. Smith, 78,18t ew York & New Eng. 78	102	1024	Little Rock & Fort Smith	5614	57
edensburg & Lake Ch. 8s	••••	110%	Manchester & Lawrence	157	• • • •

BOSTON, PHILADELPHIA, Etc.-Continued.

	ī	1			1
BECUBITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
New York & New England	39		Phil. & Read. scrip, 1882 do In. m. 7s, cp, 1896	34	
Northern of New Hampshire Norwich & Worcester	140		do cons. m. 7s, cp.,191!	115	
Ogdensb. & L. Champlain	1 74%		do cons. m. 7s, rg., 1911 do cons. m.6s.g.i.1911	115	1061
Old Colony Portland Saco & Portsmouth	1164	1088	do imp. m. 63, 1908	71	711/2
Pullma Palace Car	121	108%	do conv. 78, 1893*	34	
Rutland, preferred Vermont & Massachusetts	27 123		do 7s, coup. off, '93 Phil.&R.Coal&Iron deb. 7s,92	••••	40
Worcester & Nashua		60	do deb. 7s. cps.ofi	••••	40
PHILADELPHIA.			do deb. 7s, cps.off do mort., 7s, 1892-3 Phila. Wilm. & Bult. 6s, '84	108	
STATE AND CITY BONDS.			Pitts.Cin.&St. L. 7s, cou., 1900 do do 7s, reg., 1900	118 119	119
Penna. 58, g'd, int., reg. or cp.			Shamokin V.& Pottsv. 7s, 1901	112	
do 58, reg., 1:82-1892	1027		Steubenv. & Ind. 1st, 6s, 1884. Stony Creek 1st m. 7s 1907	1031/2	
do 58, new, reg., 1892-1902 do 68, 10-15, reg., 1-77-'82.		115	Sunb. Haz. & W.,1st m.,5s,'23. Sunbury & Erie 1st m. 7s, '97	83 112	84
do 68, 15-25, reg., 1882-92.	1	10876	- vra. Gen. & Corn's. 1st. 7s. 1905		84
Philadelphia, 58 reg			Texas & Pac. 1st m ,6s, g.,1905 do cons. m.,6s,g.,1905	94	•••
40 66 Old reg		112 126	1 00 10C. & L. gr., 78 19151	70	
do 6s,n., rg., prior to '95 do 6s,n., rg., 1895 & over		127	Union & Titusv. ist m. 7s, '90. United N. J. cons. m. 6s, '94.	86	89 115
do 4s, Various		106	Warren & F. 1st m. 7s, '96	103	
1 Alloghany City 78, reg.		90	Warren & F. 1st m. 78, '95 West Chester cons. 78, '91 West Jersey 6s, deb., coup., '85 do 1st m. 6s, cp., '96.	100	
Pittsburg 4s, coup., 1913 do 5s, reg. & cp., 1913.			do 1st m. 6s, cp., '95. do 1st m. 7s, '99	112	
10 68, gold, reg 10 78, W't'r ln, rg. &cp.	122		do cons. 6s, 1909 Western Penn. RR. 6s, cp. 1899	105	
10 7g str.imp., reg., 83-86.		109	do 68 P. B., '96.	1051/4	
N. Jersey 6s, reg. and coup do exempt, rg. & coup.		::::	CANAL BONDS.	80	
Camden County 68, coup Camden City 68, coupon		•••	Chesap. & Dela. 1st 6s, rg., '86 Delaware Division 6s, cp., '78.	80	
do 78, reg. & coup.		125	Lehigh Naviga. m., 6s, reg., '84'	110%	109
Delaware 6s, coupon		130	Lehigh Naviga. m., 6s, reg., 94 do mort. RR., rg., 95 do m. conv. g., reg., 94	103	
BAILROAD STOCKS.			do cons. in.7s, rg.,191!	105%	10734
Camden & Atlantic	••••	25	Morris, boat loan, reg., 1885 Pennsylvania 6s, cour., 1910	120	90
do do prei	10	32	Schuylk. Nav.1st m.68.rg.,'97.	93	90
do pref	44	47	do 2d m. 6s, reg., 1907 do 6s, boat&car,rg.,1913	70	75
Delewere & Bound Brook		9934	do 78, boat&car, rg., 1915		75
East Penusylvania Elmira & Williamsport	33	:::	Susquehanna 6s, coup., 1918.*		
1 40 no prei	52		BALTIMORE. Maryland 6s, defense, J.&J	10714	1
Har. P. Mt. Joy & Lancaster. Huntingdon & Broad Top		8	1 00 68. exempt. 188(1110	
do do pref.	53%	11 54	do 58, quarterly	95	• • • •
I ittle Schuvikill		4716	Baltimore 68, 1884, quarterly.	106	
Minehill	57	56	do 68, 1886, J.& J do 68, 1890, quarterly	116	11616
No maint OWD	102		do 68, park, 1890, QM.	115	1177
North Pennsylvania Pennsylvania Philadelphia & Erie.	581/4	39%	do 69 event 135 M At 8	1110	118 122
Philadelphia & Erie Philadelphia & Reading			do 68, 1900, Q —J	121	
Philadelphia & Trenton	160%	162	1 UO 05. 13.0. Hew		105
Phila. Wilming. & Baltimore. Pittsburg Titusv. & Buff	1512	15%	Norfolk water, 8s		125
st. Paul & Duluth R.R. Com	33	30 35	Balt. & Ohio100	1721	177
l do ao prei.	1721/2	65	do 2d prei	113	122 116
United N. J. Companies West Chester consol. pref			do Wash. Branch.100 do Parkersb'g Br50		716
West Jersey	301/2		Northern Central50 Western Maryland50	37%	3756
Chesapeake & Delaware	3212		Central Ohio50		10 45 16
West Jersey CANAL STOCKS. Chesapeake & Delaware Delaware Division. Lehigh Navigation Morris	34%	3434	Pittsburg & Connellsville50 BAILBOAD BONDS.	3	• • • • •
Morris	50		Balt. & Ohio 68, 1885, A.&O	109 105	110
do prefPennsylvania			N. W. Va. 3d m., guar., 85, J&J Pittsb.& Connellsv. 18, 98, J&J Northern Central 68, 85, J&J	117	110
Schuylkill Navigation do pref		8	do 68, 1900, A.&O.	116	109
Susquehanna		•••	do 68, gld, 1900, J.&J. Cen. Ohio 68, 1st in., '90, M.& S.	1:0	112
Allegheny Val., 73-108, 1896		122	W. Md. 68, 1st m., gr., '90, J.&J.	115	
do 7s, E. ext., 1910 do inc. 7s, end., '94.	105		do 2d m., guar., J. & J	115	112
Relvidere Dela, 1st m., 68,1902.	110		do 2d m., prefdo 2d m., gr. by W.Co.J&J	1110	105
do 2d m. 68. '85 do 3d m. 68, '37	110		do 68, 3d in., guar., J.& J. Mar. & Cin. 78, '92, F. & A do 2d, M. & N	115	
Camden & Amboy 68, coup., '89 do 68, coup., '89	104	::::	do 2d, M. & N	8084	116 81½
do mort. 68, '89	1135		do Ss, 3d, J. & J Union RR. ist, guar., J. & J	4474	4454
Cam. & Atl. 1st m. 7s.g., 1593 do 2d m. cur. 7s, 1679		::::	do Canton endorsed.		
Com & Rurlington Co. 68. 94.	106		CINCINNATI.	100	
Catawissa 1st, 7s, conv., '52 do chat. m., 10s, '88 do new 7s 1900	109	110	do 78	115	• • •
Connecting 68, 1900-1904	111	::::			102
Chartiers Val., 1st m. 7s, C., 1901 Delaware mort., 6s, various	112		do do 68, gold. Hamilton Co., O., 68. long† do 78, 1 to 5 yrs†	113	127 114
1 Dol & Round Br., 181, 48, 1900		118	do 78,1to5 yrs†	105	
East Penn. 1st mort. 7s, '88 El.& W'msport, 1st m., 7s, '80.	10072	10034	Cin & Cov. Bridge st'k, pref.	120	
do 58, perp	85 101	:::	Cin. Ham. & D. cons.63, 19 5 7	105	106
H. & B. T. 18t m. 78, gold, 90.	114	117	do 20 m. 18, 85 T	104	112
do 2d m. 78, gold, '95.	108	::::	Cin. Ham. & Ind., 78, guar† Cin. & Indiana ist in. 78	104 105	105
do 2d m. 13.80rlp g., 18	::::	68	Colum & Xenia 1st m 7s. '90	103	1051/4 104
Ithaca& Athens 1st g d, 78.,'\$') Junction 1st mort. 63, '82	1034	1	Dayton & Mich. 1st m. 7s. 814	101%	102
do 2d mort, 68, 1900		10178	u	105 103	
Lehigh Valley, 1st,6s, cp., 1898 do reg., 1893	117%	119	Dayton & West. 1st m., '81		
do 21 m. 78, reg., 1910	128%		do 1st m. 68, 1905	†104	105
do con. m., 68,rg.,1923 do do 68,cp.,1923		115			105
Little Schuylkill, 1st m. 7s, 82 North. Penn. 1st m. 6s, cp., 85. do 2d m. 7s, cp., '96.	108	1071	do (I.&C.) 1st m.7s,'884 Little Miami 6s, '83	103	104
do 2d m. 78, cp., '96.	11516		Columbus & Xenia stock	921/2 125	95
do gen. m. 78, reg., 1903.	114	::::	Dayton & Michigan stock do 8. p.c. st'k, guar	56	571/2
Oil Creek 1st m. 7s, coup., '82. Pittsb. Titusv. & B., 7s, cp., '96		1031	Little Miami stock	131	132
do Scrip		121	LOUISVILLE.	105	-
Pa.& N.Y.C. & RR. 78. 1895		120 125	do 68. '82 to '87	105% 103¼	10512
do 1906 Pennsylv., 1st m., 6s, cp., '80	10114		do 68, '97 to '93	1034	1051
do gen. m. 68, cp., 1910.	120	::::	do water stock 6s. '97.1	1103741	10514
do cons. m. 63, rg., 1905. do cons. m. 68, cp., 1905.	117	• • • •	do wharf 6st do spec'l tax 6s of '89	110374	10514
do Navy Vard 68 ro'x1		10514	do water 6s, Co. 1907 †	10794	108
Perkiomen 1st m. 68, coup., '9	86		Jeff. M.&I.18tm. (I&M) 76, '81†	100	10036
Penn. Co, 6s, reg	1031	105	Jeff. M.&I.1stm.(I&M) 75,'811' do 2d m., 7s	11414	108¼ 115
			Louisv. C. & Lex. 1st m.7s, '97† Louis.& Fr'k., Louisv. 1n,6s, '8!	110 4	110
Phila. & Read. 1st m. 6s, '43-'44 do do '4849.	110		Louisv. & Nashville-	1	1051
do 2d m., 7s, cp.,94.			Leb. Br. 6s, '86	1048	1051
do deben., cp., '23	25	32	IBU III. Deb. Di. Ma. 18, 00 oo.	10494	
do do cps oz.		32	Lou. ln. do 68, '93† Jefferson Mad. & Ind. stock.	100	105×2 105
do deben, cp., 23 do cps of.	23	32 321 <u>4</u>	Lou. ln. do 68, '93†	100	105%

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

STATE BONDS.

			1			1		1	1		-
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ash.
Alabama-Class A, 2 to 5	681/6	70	Missouri-6s, due 1882 or '83	••••		N. Carolina.—Continued No. Car. RR., J. & J			Rhode Island—6s,coup.'93-9 South Carolina—	115	
Class B, 5s	9i''		6s, due 1886 6s, due 1887	••••		do A.& O	• • • • • • • • • • • • • • • • • • • •		6s, Act Mar. 23, 1869.	314	
Class C, 2 to 5		781	6s, due 1889 or '90	••••		do coup. off, J. & J. do coup. off, A. & O.	• • • •		Non-fundable	4014	
7s, L. Rock & Ft. Scott iss. 7s, Memp. & L. Rock RR.			Asylum or Univ., due '92. Funding, 1894-95	• • • • • • • • • • • • • • • • • • • •		Funding act, 1866	• • • •	1	6s, new	81 31	32 32
78, L. R.P. B. & N. O. RR.	5,	9	Hannibal & St. Jo., 1886 do do 1887	106	• • • • • • • • • • • • • • • • • • • •	New bonds, J. & J	• • • • •		Virgina—6s, old		
7s, Miss. O. & R. R. RR 7s, Arkansas Central RR.	:		New York-6s, gold, reg.,'87		••••	Chatham RR	21%	5	6s, new, 1867 6s, consol. bonds		
Connecticut—6s	• • • • • • • • • • • • • • • • • • • •		6s, Ioan, 1883		::::	do class 2			6s, ex matured coupon	:	
7s, new	••••	::::	6s, do 1891	117 119		Consol. 4s, 1910				::::	
7s, gold Louisiana—7s, consolidated	48	• • • • •	6s, do 1893 North Carolina—6s, old.J&J	31	::::	Obia 0- 1001	102			9910	99%
Michigan 6s, 1883	103		6s, old, A.& O	31		6s, 1886	109	• • • • • •	Funding 5s, 1899	1081	****
	103		6s, old, A.& O	31				• • • • • •	Funding 5s, 1899	1061	••••

		48 103 115		1 01-1 A 8- O	31		Ohio—6s, 1881	102	• ::::	Registered Funding 5s, 1899 do registered		••••
	75, 1000	1.0	R	AILROAD AND MI	SCELL	AN	EOUS STOCKS AND	D B	OND			<u> </u>
	Railroad Stocks.			Ch.Mil.& St.P.—Continued.	115 11		Nash. Chat. & St. L.—1st 7s N. Y. Central—6s, 1883	110	11036	N.Y.Lake E.&W.Inc. 0s.1977 Ohio Central—Inc., 1920	‡68 50	72
	(Active previously quoted.)	109		1st m., La C. Div., 1893 1st m., I. & M., 1897 1st m., I. & D., 1899	115% 11	15%	6s, 1887	109 106	:	Peoria Dec & E'ville—Incs. St.L.I.M.&S.—1st 7s,prf.int.	88	6214 8814 8414
	Boston & N. Y. Air L., pref. Burl. Cedar Rapids & No	\$ 46 6316	66	ist m., I. & D., 1899 ist m., C. & M., 1903 Con. sinking fund, 1905	115 11	22 15¼	6s, subscription N. Y. C. & Hud., 1st m., cp.	106	::::	2d int., 6s, accum'lative	83	841/2
		\$ 30 \$ 75	::::	2d mortgage, 1884	113 11	4	do lst m., reg Huds. R., 7s, 2d m., s.f., 85 Canada South., 1st, int. g.	\$110 93%	112 93%	Miscellaneous List.		
	do 2d pref	\$ 471% 125		1st 5s, LaC. & Dav., 1919. 1st So. Minn. div. 6s, 1910.	102 10		Canada South., 1st, int. g. Harlem, 1st m., 7s, coup do 1st m., 7s, reg N. Y. Elevated—1st, 7s, 1906	‡125 130 1111⁄4	11117	(Brokers' Quotations.)		
	Cin. Ind. St. L. & Chic Clev. & Pittsburg, guar Dubuque & Sjoux City	119	124	lst m., H. & D., 7s, 1910 Chic. & Northw.—Sink. f'd. Int. bonds	1117/6	12	Nevada Central—1st m. 6s. Ohio & Miss.—Consol. s. 1'd	100	1164	RAILROADS. Atch.&P.P'k—7s,gld Bost. & N Y Air-L—1st m.	100 106	105
	Frankfort & Kokomo	63	70 200	Consol. bonds Extension bonds	12416	ii''	Consolidated2d consolidated	118%	118	Chic. & Can. So.—1st m.,g.,7s Chic. & E. III.—S. F.c'y 1907	100	45 102
ς.	Ind Bloom. & Western Intern'l & Gt. Northern		40	Coupon gold bonds	109 119 1184		1st m., Springfield div Ohio Cent., 1st m., 6s, 1920. Peoria Dec. & E'ville, 1st 6s	103 9114 10014	9216	Income bonds	90 1051/2	95
	Keokuk & Des Moines do do pref. Long Island	\$ 1036	::::	Registered gold bonds Sinking funddo registered	10736 10	08	Pacific Railroads— Central Pacific—Gold bds.	112	11236	Land grant income, 6s Chic.& Southwest.—7s, guar Cin. Lafayette & Ch.—1st m	100	::::
	Louisv. N. Alb. & Chicago Memphis & Charleston	33	41		\$1033 ₄	:::		107 \$1051 \$1041		Cin.& Spr.—1st, C.C.C.&I.,7s 1st m., g'd L. S. & M. S., 7s.	90	10812
		9216 110 168	9416 112 171	Peninsula, 1st m., conv Chic. & Mil., 1st Winona & St. P., 1st m	1084 11	20	Land grant bonds Western Pacific bonds	:1081	::::	Denver Pac.—1st,7s,1d. gr., g Erie & Pittsburg—1st m., 7s Con. mortgage, 7s	102½ 103	105
	N. Y. Ontario & West., pref. Peoria Decatur & Evansv.	25	28	C. C. C. & Ind's—1st, 7s, s. f.	1011/	:::	South Pac. of Cal.—1st m. Union Pacific—1st mort	100% 112% 115	112%	7s, equipment Evansv. & Crawfordsv7s.	90 104 102	108
	do do spec'l.	129	125	Consol. mortgage C. St.L.& N. O Ten. lien 7s 1st con. 7s	10656 11		Land grants, 7s Sinking fund Registered, 8s	115%		Flint & Pere M.—8s, l'd gr't Consolidated 8s Stock	87 18	89
	Rensselaer & Saratoga § Rome Watertown & Ogd			C. St. P. Minn. & O'aCons. 6s. Ch. St. P. & Min. 1st 6s. 1918	9914 10 10714 11 10214 10	10	Collateral Trust, 6s Kansas Pac.—	105 119	••••	Galv. Hous. & H.—7s, gld, '71 Gr'nd R. & Ind.—1st, 7s, l.g. gu	110	95 115 110
	St. Paul & Duluth	\$ 60°		N.Wisc., 1st M., 6s., 1930 St. P.& Sioux C.1st 6s.1919 Del. Lack. & W.— 2d mort.	105% 10 ±100%		1st m., 6s, '95, with cp.ctfs 1st m., 6s, '96, do Den. Div. 6s ass. cp.ctf	118¼ 110¾		1st, 7s, ld. gr., not guar 1st, ex. l. gr., 7s	105 85 85	95
	Terre Haute & Indianapolis Texas & Pacific			7s, convertible	119	::: $ $	do lst consol. 6s Pacific RR. of Mo.—ist m.	967/6 107 110	97 108	2d mortgage Indianap.& Vinc.—1st,7s, gr	50 105	110
	do do trust certif. Toledo Peoria & Warsaw United N. J. RR. & Canal	::::	::::	Syr. Bir yh. & N. Y., 1st, 7s Morris & Essex, 1st m do 2d mort	\$1325 19 114 11	16	2d mortgage Income, 7s 1st m., Carondelet Br			Kansas & Nebraska—lst m. 2d mort Long Island—lst mortgage.	67½ 30 110	72 34
		101		do bonds, 1900 do construct'n	11111	::::	St.L. & S.F., 2d 6s.class A. do 3-6s, class C.	95 14 77 79	97 8016	do 2d mortgage.	70 66 10	69
	Adams Express	59	117	do 7s of 1871. do 1st con., g'd Del.& Hud.Canal—1st m., '84	114 .	7	do 3-6s. class B. do 1st 6s, Peirce, C&O do Equipm't 7s, '95		::::	Midland of N. J.—1st, new. Income, "A" do "B" N.Y.&Greenw. L.—1st, 's, n.	5 35	12
,	United States Express Wells, Fargo & Co	110%	4914	1st mortgage, 1891 do extended.	11178	7	South Pac. cf Mo.—1st m. Texas & Pac.—1st, 6s, 1905	10816 \$104	93	New Jersey So.—1st, 6s, new	85	16 90
,	American Coal	\$ 934	::::	do Coup., 7s, '94' do Reg. 7s, '94' 1st Pa. div., coup., 7s, 1917	116		Consol. 6s, 1905 Income and land gr't, reg. 1st Construction, 9s, 1930.	66 81	6616 82	St. Joseph & Pacific—1st m. 2d mortgage St. Jo. & Western stock	70 85 20	82 40 25
	Canton Co., Baltimore Caribou Consol. Mining	5 114		1st Pa. div., coup., 7s, 1917 do reg., 7s, 1917 Albany & Susqueh., 1st m.	+110/2	:::	Pennsylvania RR— Pitts.Ft.W.& Chic., 1st m.	‡	107 1	St.L. Vandalia& T.H.—1st m	101	118
	Central Arizona Mining Central N. J. Land Imp Climax Mining	\$7	50	do 2d mort do 1st con., guar Rens.& Saratoga, 1st, coup	11416	32	do do 2d m do do 3d m Cleve.& Pitts., consol., s.f.	x119 1225		South Side (I. I.)—1st mort Union & Logansport—7s U. Pac.—South Branch	104	105 109 110
	Colorado Coal & Iron	\$ 241 ₂	40	Deny & R. Grande—1st. 1900	107 10	77:4	Col. Chic. & I. C., 1st con	935	115	Southern Securities.		
	Cumbouland Cool & Iron									No de la constante de la const		1
	Cumberland Coal & Iron Deadwood Mining	\$ 1115	::::	do 1st cons. 7s, 1910 Erie—1st mort., extended 2d mortg., ext'n 5s, 1919.	9814 12514 \$104		do 2d con do 1st Tr't Co.ctfs.ass. do 2d do ass.	\$98i ₄	!	(Brokers' Quotations.)		
	Deadwood MiningExcelsior MiningGold & Stock TelegraphHomestake Mining	\$ 1115 \$ 10 \$ 36		Erie—1st mort., extended 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s, 1883	108½ 10	65%	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, 97	\$931 <u>%</u> 115	96 95	(Brokers' Quotations.) STATES.		
	Deadwood Mining	\$ 10 \$ 36 \$ 5½		Erie—1st mort., extended 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1886 5th mortgage, 7s. 1888 1st cons. gold 7s. 1920	\$104 \$104 \$106 \$106 \$111 \$120	65%	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97' do 2d 7s, 1898 do 2d gtd.7s, '98	93½ 115 100 64	95 64¼	STATES. So.Carolina—Con., 6s (good) New imp't cons	97½ 95	100
	Deadwood Mining	\$ 10 \$ 36 \$ 5½ \$ 3		Erie—1st mort., extended 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1886 5th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N. Y. & E, 1st m., 1916 N. Y. L. E. & W. n. 2d. con 6s	\$104 \$108\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1654	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97' do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	9314 115 100 64 11516	95 641/4 106	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112	
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co do do pref. Maryland Coal Montauk Gas Coal.	\$ 10 \$ 36 \$ 5½	19	Erie—1st mort., extended 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s, 1883 4th mortgage, 7s, 1880 5th mortgage, 7s, 1888 1st cons, gold 7s, 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916 N.Y.L.E.&W.,n.2d,con.,6s do 1st, con., f, cp.,7s do 2d,con.,f.cp.,5s,6s	*104 106½ 10 111½ 120 118 120 88 8	0654 0814 0834	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, 97. do 2d 7s, 1898 do 2d gtd.7s, '98. Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	93½ 115 100 64 115½ 105 106½ 104½	95 64 ¹ / ₄ 106 108 ¹ / ₄	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 41½	100 116 113 116 42
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Maryland Coal. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining.	\$ 10 \$ 36 \$ 5½ \$ 3 \$ 5 \$ 73 \$ 4 \$ 32 \$ 4	19	Erie—Ist mort., extended 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s, 1883 4th mortgage, 7s, 1886 4th mortgage, 7s, 1886 1st cons, gold 7s, 1920 Long Dock bonds Buff. N.Y. & E, 1st m., 1916. N.Y. L.E. & W., n. 2d, con., 6s do 1st, con., f, cp., 7s do 2d, con., f. cp., 5s, 6s Han. & St. Jos.—Ss, conv	105% 1010% 1011% 111% 120 118 120 88 8 8 108% 10 107% 1105% 1105% 1005%	0654 0814 33 0834 816	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	93½ 115 100 64 115½ 105 106½ 104½ 112 104	95 6414 106 108 108 108 108	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 41½ 10 40	100 116 113 116 42 20
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co do do pref. Maryland Coal. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car.	\$ 10 \$ 36 \$ 5 16 \$ 5 16 \$ 7 3 16 \$ 7 3 16 \$ 3 2 16 \$ 1	19	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1886 5th mortgage, 7s. 1888 Ist cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916. N.Y.L.E.&W.,n.2d,con6s do 1st, con., f, cp.,7s. do 2d,conf.cp.,5s,6s Han. & St. Jos.—8s, conv Hous.& Tex. C.—1st, m. 1,7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s	104 ± 104 ± 104 ± 104 ± 104 ± 106 ± 106 ± 106 ± 107 ± 107 ± 106 ± 108 ±	1654 1654 1834 1834 1834 1834 1834	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, 97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	93½ 115 100 64 115½ 105 106½ 104½ 112 104 98	95 6414 106 108 10814 108	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 4114	100 116 113 116 42 20
,	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co do do pref. Maryland Coal. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining.	\$ 10 \$ 36 \$ 51½ \$ 3 \$ 73¾ \$ 73¾ \$ 120½ 120½	19	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916. N.Y.L.E.&W.,n.2d,con.6s do 1st,con., f,cp.,7s. do 2d,con.f.cp.,5s,6s. Hous.& Tex. C.—Ist, m.1.,7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s. 2d Waco & N., 8s. Inc. and ind'y, 7s Ill.Cent.—Dub.&Sioux C.1st.	108 4 10 108 10 108 10 108 10 108 10 108 10 108 10 108 11 10 108 1	654 814 3 884 814 814 814	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, 97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	93½ 115 100 64 115½ 105 104½ 104 98 109½	95 6414 106 1081 1081 108 108 118	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 41½ 10 40	100 116 113 116 42 20
,	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co do do pref. Maryland Coal. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standard Cons. Gold Mining	\$ 10 \$ 36 \$ 5 16 \$ 5 16 \$ 7 3 16 \$ 7 3 16 \$ 3 2 16 \$ 1	19	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s, 1883 4th mortgage, 7s, 1883 4th mortgage, 7s, 1888 1st cons, gold 7s, 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916. N.Y.L.E.&W.,n.2d,con.,6s do 1st, con., f, cp.,7s do 2d,con.,f.cp.,5s,6s Han. & St. Jos.—Ss, conv Hous.& Tex. C.—1st, m.1.,7s 1st mort., West. Div., 7s 1st mort., Waco & N., 7s. 2d C., Main line, 8s 2d Waco & N., 8s Inc. and ind'y, 7s 1ll.Cent.—Dub.&Sioux C.1st Dub.&Sioux C., 2d div Cedar F.& Minn. 1st m	102 4 104 106 106 107 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1654 1654 1634 1634 161 ₂ 161 ₂	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	93½ 115 100 64 115½ 105 106½ 112 104 98 109½	95 641/4 106 1081/4 108 108 113 113 135	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 41½ 10 40 10 90½	100 116 113 116 42 20 20 92
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. Silver Cliff Mining. Standard Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 68, Prk. b. 1919	\$ 10 \$ 36 \$ 5 5½ \$ 3 \$ 73¾ \$ 32½ \$ 139 120% 1 2 \$ 28 \$ 4	19 124 13½ 56 29	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s, 1883 4th mortgage, 7s, 1886 5th mortgage, 7s, 1888 1st cons, gold 7s, 1920 Long Dock bonds Buff. N.Y. & E, 1st m., 1916. N.Y. L.E. & W., n.2d, con., 6s do 1st, con., f, cp., 7s. do 2d, con., f. cp., 7s, 6s. Han. & St. Jos.—8s, conv Hous. & Tex. C.—1st, m.l., 7s. 1st mort., West. Div., 7s. 2d C., Main line, 8s 2d Waco & N., 8s. Inc. and ind'y, 7s Ill. Cent.—Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s. 1st mort., 7s, 1900 2d mort., 1909	102 4 104 106 10 111 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1654 814 814 814 1612 1874	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	931/4 115 100 64 1151/4 105 1041/4 112 104 98 1091/2 132 132	95 64 4 108 108 108 108 108 108 108 108	STATES. So.Carolina—Con., 6s (good) New imp't cons	95 +104 +112 +115 4114 10 40 10 9014 107 111 96 105 98	100 116 118 116 42 20 20 92
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co do do pref. Maryland Coal. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standara Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m.	\$ 10 \$ 36 \$ 5 5½ \$ 73¾ \$ 73¾ \$ 532½ 120½ 120½ \$ 120½ \$ 141	19 124 13½ 56 29	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s, 1883 4th mortgage, 7s, 1883 4th mortgage, 7s, 1886 5th mortgage, 7s, 1888 1st cons, gold 7s, 1920 Long Dock bonds Buff. N.Y. & E, 1st m., 1916. N.Y.L.E.&W.,n.2d,con.,6s do 1st, con., f, cp., 7s. do 2d,con.,f.cp.,5s,6s Han. & St. Jos.—8s, conv Hous.& Tex. C.—1st, m.l.,7s 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s 2d Waco & N., 8s Inc. and ind'y, 7s III. Cent.—Dub.& Sioux C., 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s 1st mort., 7s, 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s Int. & Gt. North. 1st 6s,gld. Lake Shore—	102 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	884 884 884 866 886 886 886 886 886	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T., 1st mort. St. L. Alton & T., 1st mort. St. L. Alton & T. H.—1st m. 2d mortgage, pref do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s. 2d mort., 6s, 1969 Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D 1st mortgage, W. D Burlington Div	93½ 115 100 64 115½ 105 106½ 104½ 104 98 109½ 102 132 132 132 132 132	95 64 4 108 108 108 108 108 108 108 108	STATES. So.Carolina—Con., 6s (good) New imp't cons	95 +104 +112 +115 41½ 10 40 10 90½ 107 111 96 105 98 42 95	100 116 113 116 42 20 20 92 110 113 98 107 101 43
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Maryland Coal. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standard Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m	\$ 10 \$ 36 \$ 5 5½ \$ 73¾ \$ 73¾ \$ 532½ 120½ 120½ 120½ 120½ 141 93½ \$ 141	19 	Erie—lst mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1888 5th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916. A con., f, cp., 7s. do 2d, con., f, cp., 7s. do 2d, con., f, cp., 7s. Hous.& Tex. C.—lst, m. 1., 7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s., 7s. 2d Waco & N., 8s. Inc. and ind'y, 7s Ill.Cent.—Dub.&Sioux C.1st. Dub.& Sioux C., 2d div Cedar F.& Minn., 1st m. Ind. Bl'm & W.—lst, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 1nd's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s.gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund	102 4 104 106 100 111 1 1 1 1 1 1 1 1 1 1 1 1 1 1	884 884 884 865 874 1774 15	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	931/4 115 100 64 1151/4 105 1061/4 104 98 1091/2 132 132 132 1497 104	95 64 1/4 106 108 1/4 108 1/4 108 1/4 108 1/4 109 1/2 113 1/4 104 1/4 104 1/4	STATES. So.Carolina—Con., 6s (good) New imp't cons	95 +104 +112 +115 41 40 10 90 40 107 111 96 105 98 42 95 100 113 90	100 116 113 116 42 20 20 92 110 113 98 107 101 43
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Maryland Coal. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standara Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m	\$ 10 \$ 36 \$ 5 5½ \$ 73¾ \$ 73¾ \$ 532½ 120½ 120½ 120½ 120½ 141 93½ \$ 141	19 124 13½ 56 29 113 43 94 112 106	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1888 5th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916. N.Y.& E, 1st m., 1916. N.Y.& E, 1st m., 1916. N.Y.L.E.&W.,n.2d.con.6s. do 1st, con., f, cp., 7s. do 2d, con., f. cp., 7s.6s. Han. & St. Jos.—8s. conv Hous.& Tex. C.—1st, m. 1., 7s. 1st mort., Wasc. Div., 7s. 1st mort., Wasc. Div., 7s. 2d C., Main line, 8s. 1nc. and ind'y, 7s. 1ll.Cent.—Dub.&Sioux C.1st. Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m 1nd. Bl'm & W.—1st, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 1nd's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s.gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund do new bonds. Cleve. P'ville & Ash., 7s. Buffalo & Erie, new bds	102 4 104 106 106 107 107 107 107 107 107 107 107 107 107	884 3884 3884 662 5334 44	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T. H.—1st m. 2d mortgage, pref. do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s. 2d mort., 6s, 1969. Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D. 1st mortgage, W. D. Burlington Div 1st pref. inc. for 2d mort. 1stpref. inc. for consol Wab. RR.—Mortg. 7s of '79. T. & Wab., 1st ext.7s, 1st St. L. div.7s, ex mat.cp. 2d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv., 7s Gt. Western, 1st m., ex cp. do 2d m.7s.'93.ex cp.	931/4 115 100 64 1151/4 104/4 112 104/4 109/4 132 132 132 1497 104 104	95 64 1/4 108 108 108 108 108 113 135 135 135 135 135 130 104 104 1/4 104 1/4 105 1/4 106 1/4 107 107 1/4 107 1/4 107 1/4 107 1/4 107 1/4 107 1/4 107 1/4 107	STATES. So.Carolina—Con., 6s (good) New imp't cons	95 +104 +112 +115 4114 10 40 10 9014 105 98 42 95 100 113 90 113 90 115 100	100 116 113 116 42 20 20 92 110 113 98 107 101 43 102 100 118
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. Silver Cliff Mining. Standard Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort., guar. Bur. Ced. R.& North.—1st, 5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n, 1st 7s Central Iowa, 1st m.7s, 1899 Chesap. & O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. **Tour Control of the control of	\$ 10 \$ 36 \$ 5 1/2 \$ 5 3/2 \$ 73 3/2 \$ 32 3	19 124 13½ 56 29 113 43 94 112 106 69½ 39½	Erie—lst mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1888 5th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916 N.Y.L.E.&W.,n.2d,con.,6s. do 1st, con., f, cp.,7s. do 2d,con.,f.cp.,5s,6s Han. & St. Jos.—8s. conv Hous.& Tex. C.—1st, m. 1.,7s. 1st mort., West. Div., 7s. 1st mort., West. Div., 7s. 2d C., Main line, 8s 2d Waco & N., 8s. Inc. and ind'y, 7s Ill.Cent.—Dub.&Sioux C.1st. Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s. 2d mort., 1909 1nd's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s,gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund. do new bonds. Cleve. P'ville & Ash., 7s. Buffalo & Erie, new bds Buffalo & State Line, 7s Kal'200 & W. Pigeon. 1st.	102 100 100 100 100 100 100 100 100 100	894 3894 3894 696 695 334 4	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	931/4 115 100 64 1151/4 104/4 112 104/4 109/4 132 132 132 1497 104 104	95 64 1/4 108 108 108 108 108 113 135 135 135 135 135 130 104 104 1/4 104 1/4 105 1/4 106 1/4 107 107 1/4 107 1/4 107 1/4 107 1/4 107 1/4 107 1/4 107 1/4 107	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 4114 10 40 10 9014 107 111 96 105 106 107 113 90 107 100 100 100 100	100 116 113 116 42 20 20 92 110 113 98 107 101 43 102 100 118
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standara Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort., guar. Bur. Ced.R.& North.—1st, 5s Minn.& St. L., 1st, 7s, guar Iowa City & West'n., 1st 7s Central Iowa, 1st m.7s, 1899 Chesap.& O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income. \$inking fund.	\$ 10 \$ 36 \$ 5 5½ \$ 3 \$ 73¾ \$ 73¾ \$ 32½ 120½ 1 20½ 1 20½	19 	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s, 1883 4th mortgage, 7s, 1886 5th mortgage, 7s, 1888 Long Dock bonds Buff. N.Y. & F., 1st m., 1916. N.Y. & E., 1st m., 1916. N.Y. L.E. & W., n. 2d, con., 6s do 1st, con., f, cp., 7s. do 2d, con., f. cp., 7s. do 2d, con., f. cp., 7s. Han. & St. Jos.—8s, conv Hous. & Tex. C.—1st, m. 1., 7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s 2d Waco & N., 8s Inc. and ind'y, 7s Ill. Cent.—Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s, gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund do new bonds. Buffalo & State Line, 7s. Buffalo & State Line, 7s. Kal'zoo & W. Pigeon, 1st. Det. Mon. & T., 1st, 7s.'1906. Lake Shore Div. bonds do cons. coup 1st	102 4 100 111 11 11 11 11 11 11 11 11 11 11 1	88¼ 38¾ 88½ 88½ 88½ 88½ 177¾ 153 33½ 4	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T. H.—1st m. 2d mortgage, pref. do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s. 2d mort., 6s, 1969. Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D. 1st mortgage, W. D. Burlington Div 1st pref. inc. for 2d mort. 1stpref. inc. for consol Wab. RR.—Mortg. 7s of '79. T. & Wab., 1st ext.7s, 1st St. L. div.7s, ex mat.cp. 2d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv., 7s Gt. Western, 1st m., ex cp. do 2d m.7s.'93.ex cp.	931/4 115 100 64 1151/4 104/4 112 104/4 109/4 132 132 132 1497 104 104	95 64 4 108 108 108 108 108 108 113 135 135 135 104 40 104 4 104 4 109 104 4 107 109 104 4 107 109 104 4 107 109 109 109 109 109 109 109 109 109 109	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 41 40 10 90 40 107 111 96 105 98 42 95 100 115 100 100 100 100 100 100 100 10	100 116 113 116 42 20 20 92 110 113 98 107 101 43 102 100 118
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standara Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s. Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort. guar. Bur. Ced.R. & North.—1st.5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n, 1st 7s Central Iowa, 1st m.7s, 1899 Chesap. & O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income. Sinking fund. Joliet & Chicago, 1st m. Louis'a & Mo., 1st m. guar do 2d 7s, 1900.	\$ 10 \$ 36 \$ 5 ½ \$ 73 ½ \$ 73 ½ \$ 32 ½ \$ 120 ½ \$ 120 ½ \$ 31 ½ \$ 32 ½ \$ 32 ½ \$ 32 ½ \$ 32 ½ \$ 32 ½ \$ 32 ½ \$ 106 ½ \$ 106 ½ \$ 106 ½ \$ 112 ½ \$ 1	19 124 13½ 56 29 113 43 94 112 106 69½ 39½ 123	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1888 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916 N.Y.& E, 1st m., 1916 N.Y.L.E.&W.,n.2d.con.6s do 1st, con., f, cp., 7s. do 2d, con., f. cp., 7s. 6s. Hous.& Tex. C.—Ist, m. 1., 7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s 2d Waco & N., 8s. Inc. and ind'y, 7s Ill.Cent.—Dub.&Sioux C.1st. Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—Ist, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s.gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund do new bonds. Cleve. P'ville & Ash., 7s. Buffalo & Erie, new bds Buffalo & State Line, 7s. Kal'zoo & W. Pigeon, 1st. Det.Mon.& T., 1st, 7s. 1906. Lake Shore Div. bonds do cons. coup., 1st. do cons. reg., 1st do cons. reg., 1st do cons. reg., 1st do cons. coup., 2d.	102 4 106 100 111 11 11 11 11 11 11 11 11 11 11 1	88¼ 88¼ 88½ 88½ 88½ 1734 15 1002 1002 1003 1003 1003 1003 1003 1003	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T., 1st mort. St. L. Alton & T., 1st mort. St. L. & Iron Mount'n—1st m 2d mortgage, pref do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s. 2d mort., 6s, 1969 Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D. 1st mortgage, W. D 1st mortgage, W. D Burlington Div 1st mortgage, W. D 1st pref. inc. for 2d mort. 1stpref. inc. for consol Wab. RR.—Mortg. 7s of '79. T. & Wab., 1st ext.7s, 1st St. L. div.7s, ex mat.cp. 2d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv., 7s. Gt. Western, 1st m., ex cp do 2d m., 7s, '93, ex cp Hannibal & Naples, 1st 7s, Omaha Div., 1st mort., 7s Clarinda b., 6s, 1919 St.Chas. B'dge, 1st, 7s, 1908	931/2 115 100 64 1151/4 105 1061/4 112 104 98 1091/2 132 132 132 132 132 14 104 104 104 104 104 104 104	95 64 4 108 108 108 108 108 108 113 135 135 135 135 135 135 135 135 135	STATES. So.Carolina—Con., 6s (good) New imp't cons. Texas—6s, 1892	95 +104 +112 +115 41 40 10 90 40 107 111 96 105 98 42 95 100 113 90 115 100 100 100 100 100 100 100 100 10	100 116 113 116 42 20 20 92 110 113 98 107 101 43 102 100 118
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. Silver Cliff Mining. Standara Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort. guar. Bur. Ced.R.& North.—1st, 5s Minn.& St. L., 1st, 7s, guar. Iowa City & West'n, 1st 7s Central Iowa, 1st m.7s, 1899 Chesap.& O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income. Sinking fund. Joliet & Chicago, 1st m. Louis'a & Mo., 1st m. guar do 2d 7s, 1900. St. L. Jack. & Chic., 1st m. Miss.Riv.Bridge, 1st, s. f, 6s Chic. Bur. & O.—8 p.c., 1st m.	\$ 10 \$ 36 \$ 5 5½ \$ 73½ \$ 73½ \$ 32½ 120½ 1 20½ 1 20	19 	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916 N.Y.& E, 1st m., 1916 N.Y.L.E.&W.,n.2d.con.6s do 1st, con., f., cp., 7s. do 2d, con., f. cp., 7s. 6s Han. & St. Jos.—8s, conv Hous.& Tex. C.—1st, m. 1., 7s 1st mort., Wasc. Div., 7s. 2d C., Main line, 8s 2d Waco & N., 8s Inc. and ind'y, 7s Ill.Cent.—Dub.&Sioux C.1st Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s 1st mort., 7s. 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s Int. & Gt. North. 1st 6s.gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund do new bonds. Cleve. & Tol., sink. fund do cons. coup., 2d. do cons. coup., 2d. do cons. reg., 2d. Louisv.& Nash.—Cons.m., 7s 2d mort., 7s, gold	102 4 106 100 111 11 11 11 11 11 11 11 11 11 11 1	88¼ 88¼ 88½ 88½ 88½ 88½ 00½ 33½ 44	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T., 1st mort. St. L. Alton & T., 1st mort. St. L. Alton & T. H.—1st m. 2d mortgage, pref. do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s. 2d mort, 6s, 1969. Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D. 1st mortgage, W. D 1st pref. inc. for 2d mort. 1st pref. inc. for 2d mort. 1st pref. inc. for consol Wab. RR.—Mortg. 7s of '79. T. & Wab., 1st ext. 7s, 1st St. L. div. 7s, ex mat.cp. 2d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv., 7s Gt. Western, 1st m., ex cp do 2d m., 7s, '93, ex cp Ill. & So. Ia., 1st m. 7s, ex cp Hannibal & Naples, 1st 7s, Omaha Div., 1st mort., 7s Clarinda b., 6s, 1919 St. Chas. B'dge, 1st, 7s, 1908 North Missouri. 1st m., 7s West. Un. Tel.—1900, coup 1900, registered	93½ 115 100 64 115½ 104½ 104½ 102 132 132 132 132 132 132 132 132 132 13	95 64 1/4 108 108 108 108 108 108 113 135 135 135 135 135 135 135 135 135	STATES. So.Carolina—Con., 6s (good) New imp't cons	95 +104 +112 +115 +115 41 40 10 10 105 105 105 100 100 100 100 100	100 116 113 116 42 20 20 92 113 98 107 101 43 102 100 118 104 105 106 107 110 100 110 100 110 100 110 100 110 100 110 100
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standara Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort., guar. Bur. Ced.R. & North.—1st, 5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n.1st 7s Central Iowa, 1st m.7s, 1899 Chesap. & O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income	\$ 10 \$ 36 \$ 5 ½ \$ 5 ½ \$ 73½ \$ 32½ \$ 32	19 124 13½ 56 29 113 43 94 112 106 69½ 39½ 123	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916. N.Y.& E, 1st m., 1916. do 1st, con., f, cp., 7s. do 2d, con., f. cp., 7s. do 2d, con., f. cp., 7s. Hous.& Tex. C.—Ist, m. 1., 7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s 2d Waco & N., 8s. Inc. and ind'y, 7s Ill. Cent.—Dub.& Sioux C. 1st. Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s, gld. Lake Shore— Mich S. & N. Ind s. f., 7s. Cleve. & Tol., sink. fund do cons. fund do cons. fund do cons. coup., 1st. do cons. coup., 2d. Louisv. & Nash.—Cons, 7s. 2d mort., 7s, gold Cecilian Branch, 7s. Nashy. & Decatur. 1st. 7s.	102 4 106 100 111 112 112 112 112 112 112 112 112	894 3894 3894 3894 394 394 400 594 12	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T. H.—1st m 2d mortgage, pref do income Belleville & So. Ill., 1st m St. P. M. & Manit'a—1st, 7s. 2d mort., 6s, 1909. Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D 1st mortgage, W. D Burlington Div 1st pref. inc. for 2d mort. 3st St. L. div.7s, ex mat.cp. 2d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv., 7s. Gt. Western, 1st m., ex cp do 2d m., 7s, '93, ex cp D. & Tol., 1st, 7s, '90, ex cp. Hannibal & Naples, 1st 7s St.L. K.C. & N.R. E. & R., 7s Omaha Div., 1st mort., 7s Clarinda b. 6s, 1919 St.Chas. B'dge, 1st, 7s, 1908 North Missouri. 1st m., 7s West. Un. Tel.—1900, coup 1900, registered Spring. V'y W. Works—1st 6s.	93½ 115 100 64 115½ 104½ 104½ 102 132 132 132 132 132 132 132 132 132 13	95 64 1/4 108 108 108 108 108 1135 135 135 135 104 104 1/4 104 1/4 109 1/4 107 110 1/4 109 109 1/4 109 1/4 109 1/4 109 1/4 109 1/4 109 1/4 109 1/4 109	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 4114 10 40 10 90 111 95 100 113 90 113 90 115 100 100 100 100 100 100 100 100 10	100 116 113 116 42 20 92 20 92 110 113 107 101 43 102 100 118
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. Silver Cliff Mining. Standara Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort. guar. Bur. Ced.R.& North.—1st, 5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n., 1st 7s Central Iowa, 1st m. 7s, 1899 Chesap.& O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income. Sinking fund. Joliet & Chicago, 1st m. Louis'a & Mo., 1st m., guar do 2d 7s, 1900. St. L. Jack. & Chic., 1st m. Miss. Riv. Bridge, 1st, s. f.6s Chic. Bur. & Q.—8 p.c., 1st m. Consol. mort., 7s. 5s, sinking fund. Chic. Rk. I. & P.—6s, cp., 1917 6s, 1917, registered.	\$ 10 \$ 36 \$ 5 ½ \$ 73½ \$ 32½ \$ 32½ \$ 120½ \$ 120½ \$ 105½ \$ 105½	19 19 56 29 113 43 94 112 106 69½ 39½ 123	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1888 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N. Y. & E, 1st m., 1916. Hous. & St. Jos.—8s, conv. Hous. & Tex. C.—1st, m. 1., 7s. 1st mort., Waco & N., 7s. 2d Co., Main line, 8s. 1nc. and ind'y, 7s 1ll. Cent. — Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m. 1nd. Bl'm & W.—1st, pref. 7s. 1st mort., 7s. 1900 1nd's Decatur & Sp'd 1st 7s. 1nt. & Gt. North. 1st 6s.gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund do new bonds. Cleve. P'ville & Ash., 7s. Buffalo & Erie, new bds Buffalo & Erie, new bds Buffalo & State Line, 7s. Kal'200 & W. Pigeon, 1st. do cons. coup., 2d. do cons. coup., 2d. Louisv. & Nash.—Cons.m., 7s. 2d mort., 7s, gold. Cecilian Branch, 7s Nashv. & Decatur, 1st, 7s. L. Erie & West.—1st 6s, 1919. Laf. Bl. & Mun.—1st 6s, 1919.	102/4 106/6 100 111/4 120 118 120 88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	88¼ 38¾ 88¾ 88½ 86½ 17¾ 15 131½ 100 100 100 100 100 100 100 1	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T., 1st mort. St. L. Alton & T. H.—1st m. 2d mortgage, pref. do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s. 2d mort, 6s, 1969. Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D. 1st mortgage, W. D. Burlington Div 1st pref. inc. for 2d mort. 1st pref. inc. for 2d mort. 1st pref. inc. for consol Wab. RR.—Mortg. 7s of '79. T. & Wab., 1st ext. 7s, 1st St. L. div. 7s, ex mat.cp. 2d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv., 7s Gt. Western, 1st m., ex cp do 2d m., 7s, '93, ex cp Ill. & So. Ia., 1st m. 7s, ex cp Hannibal & Naples, 1st 7s, Omaha Div., 1st mort., 7s Clarinda b., 6s, 1919 St. Chas. B'dge, 1st, 7s, 1908 North Missouri. 1st m., 7s West. Un. Tel.—1900, coup 1900, registered	93½ 115 100 64 115½ 104½ 104½ 104½ 104 104 104 104 104 107½ 118 109 1185% 116 116 1185%	95 64 1/4 108 108 108 108 108 1135 135 135 135 104 104 1/4 104 1/4 107 110 1/4 109 109 1/4 109 1/4 109 1/4 109 1/4 109 1/4 109 1/4 109 1/4 109	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 41 40 10 107 111 96 105 98 42 95 100 113 100 100 100 100 100 100 100 100	100 116 113 116 42 20 20 92 110 113 98 107 101 43 102 100 118 104 105 105 106 107 118 107 101 118 107 101 118 107 119 119 119 119 119 119 119 119 119 11
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standara Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort., guar. Bur. Ced.R. & North.—1st, 5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n., 1st 7s Central Iowa, 1st m.7s, 1899 Chesap. & O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income	\$ 10 \$ 36 \$ 5 ½ \$ 73 ½ \$ 73 ½ \$ 32 ½ \$ 120 ½ \$ 120 ½ \$ 105 ½ \$ 105 ½ \$ 105 ½ \$ 106	19 124 13½ 56 29 113 43 94 112 106 69½ 39½ 123 114 100 118	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1888 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N. Y. & E, 1st m., 1916. N. Y. & E, 2st m., 1916. N. Y. & E, 2st m., 1916. N. Y. & E, 1st m., 1916. N. Y. & S., conv Hous. & St. Jos.—8s, conv Hous. & Tex. C.—1st, m. 1., 7s. 1st mort., Waco & N., 7s. 2d Co., Main line, 8s. 1nc. and ind'y, 7s 1ll. Cent. — Dub. & Sioux C., 2d div Cedar F. & Minn., 1st m Ind. Bl'm & W.—1st, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s. gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund do new bonds. Cleve. P'ville & Ash., 7s. Buffalo & State Line, 7s. Kal'zoo & W. Pigeon, 1st. Det. Mon. & T., 1st, 7s. 1906. Lake Shore Div. bonds do cons. coup., 2d. Louisv. & Nash.—Cons.m., 7s. 2d mort., 7s, gold. Cecilian Branch, 7s Nashv. & Decatur, 1st, 7s. L. Erie & West.—1st 6s, 1919. Manhattan Beach Co. 7s., '99 N. Y. & Man. Beach 1st 7s., '97 Marietta & Cin.—1st mort	102/4 106/6 100 111/4 120 118 120 88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	88¼ 33 88¾ 38,834 88½ 60½ 53 44 00 33¼ 42 25 58	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T. H.—1st m. 2d mortgage, pref do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s. 2d mort., 6s, 1969 Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D. 1st mortgage, W. D. Burlington Div 1st pref. inc. for consol Wab. RR.—Mortg. 7s of '79. T. & Wab., 1st ext. 7s, d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv., 7s Gt. Western, 1st m., ex cp. do 2d m., 7s, '93, ex cp. Ill. & So. Ia., 1st m. 7s, ex cp. Hannibal & Naples, 1st 7s Omaha Div., 1st mort., 7s Clarinda b., 6s, 1919 St.Chas. B'dge, 1st, 7s, 1906 North Missouri. 1st m., 7s West. Un. Tel.—1900, coup. 1900, registered Spring. V'y W. Works—1st 6s. INCOME BONDS. Central of N. J.—1908 Chic. & I.A. N. O.—2d m. 1907 Col. Chic. & Inc. 7s, 1890 Cort. Iowa coup. debt certs.	93½ 115 100 64 115½ 105 106½ 104½ 104 98 109½ 102 132 132 132 132 104 104 104 104 104 104 106 107½ 118 109 1185% 116 116 116 1185%	95 64 1/4 108 1/8 108 1/8 108 1/8 108 1/8 108 1/8 109 1/8 104 1/4 104 1/4 104 1/4 104 1/4 107 1/8 108	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 41 40 10 10 105 105 105 100 100 100 100 100	100 116 113 116 42 20 92 20 92 110 113 98 107 101 43 102 100 118 104 105 106 106 107 110 106 107 110 107 110 107 110 107 107 107 107
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standard Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort., guar. Bur. Ced.R. & North.—1st, 5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n, 1st 7s Central Iowa, 1st m.7s, 1899 Chesap. & O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income. Sinking fund. Joliet & Chicago, 1st m. Louis'a & Mo., 1st m., guar do 2d 7s, 1900 St. L. Jack. & Chic., 1st m. Miss. Riv. Bridge, 1st, s. f.6s Chic. Bur. & Q.—8 p.c., 1st m Consol. mort., 7s. Sentral of N. J.—1st m., '90. 1st consolidated. do assented. Convertible.	\$ 10 \$ 36 \$ 5 ½ \$ 73 ½ \$ 73 ½ \$ 32 ½ \$ 105 ½ \$ 32 ½ \$ 106 ½ \$ 120	19 124 13½ 56 29 113 43 94 112 106 69½ 39½ 113 114 	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916. N.Y.& E, 1st m., 1916. do 1st, con., f, cp., 7s. do 2d, con., f. cp., 7s. do 2d, con., f. cp., 7s. Hous.& Tex. C.—Ist, m. 1., 7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s 2d Waco & N., 8s. Inc. and ind'y, 7s Ill. Cent.—Dub.& Sioux C. 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—Ist, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s, gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund. do cons. coup., 1st. do cons. coup., 1st. do cons. coup., 2d. do cons. reg., 2d. Louisv.& Nash.—Cons.m., 7s. 2d mort., 7s, gold Cecilian Branch, 7s Nashv. & Decatur, 1st, 7s. L. Erie & West.—Ist 6s, 1919 Laf. Bl. & Mun.—Ist 6s, 1919 Manhattan Beach 1st 7s, '97 Marietta & Cin.—Ist mort Metropolit'n Elev—1st 1908	102/4 108/6 10 111/4 120 118 120 88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	88¼ 33 88¾ 88½ 86½ 88½ 60½ 33¼ 44 00 355¾ 22 255 88	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T., 1st mort. St. L. & Iron Mount'n—1st m 2d mortgage, pref do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s. 2d mort., 6s, 1969. Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D. 1st mortgage, W. D 1st mortgage, W. D Burlington Div 1st mortgage, W. D 1st mortgage, W. D 1st pref. inc. for consol Wab. RR.—Mortg. 7s of '79. T. & Wab., 1st ext.7s, 1st St. L. div.7s, ex mat.cp. 2d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv., 7s. Gt. Western, 1st m., ex cp do 2d m., 7s, '93, ex cp O. & Tol., 1st, 7s, '90, ex cp. Ill. & So. Ia., 1st m. 7s, ex cp. Hannibal & Naples, 1st 7s, Omaha Div., 1st mort., 7s Clarinda b., 6s, 1919. St.Chas. B'dge, 1st, 7s, 1908 North Missouri. 1st m., 7s West. Un. Tel.—1900, coup. 1900, registered Spring. V'y W. Works—1st 6s Oregon R. & Nav.—1st, 6s INCOME BONDS. Central of N. J.—1908 Col. Chic. & Ind. C., inc. 7s, 1800 Col. Chic. & Ind. C., inc. 7s, 1800 Ind's Bl. & W'n—Inc., 1919. Ind's Dec. & Sp'd, 2d Inc	93½ 115 100 64 115½ 105 106½ 104½ 112 104 98 109½ 102 132 132 132 132 104 104 104 104 106½ 118 109 1185% 116 116 116 117 1185% 116 117 1185% 116 117 1185% 117 1185% 118	95 64 1/4 108 108 108 108 108 108 113 135 135 135 135 135 135 104 140 140 140 140 140 140 140 140 140	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 +115 10 10 10 10 10 10 10 10 10 10 10 10 10	100 116 113 116 42 20 20 92 110 113 98 107 101 43 102 100 118 104 105 106 106 107 110 110 110 110 110 110 110 110 110
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. Silver Cliff Mining. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort., guar. Bur. Ced.R.& North.—1st, 5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n, 1st 7s. Central Iowa, 1st m.7s, 1899 Chesap. & O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income. Sinking fund. Joliet & Chicago, 1st m. Louis'a & Mo., 1st m., guar do 2d 7s, 1900. St. L. Jack. & Chic., 1st m. Miss.Riv.Bridge, 1st, s. f, 6s Chic. Bur. & Q.—8 p.c., 1st m Consol. mort., 7s 5s, sinking fund. Chic. Rk. I.& P.—6s, cp., 1917 6s, 1917, registered Keok. & Des M., 1st, g., 5s. Central of N. J.—1st m., '90. Ist consolidated do assented. Adjustment, 1903. Lehigh & W. B., con., g'd.	\$ 10 \$ 36 \$ 5 ½ \$ 73½ \$ 73½ \$ 32½ \$ 120½ \$ 120½ \$ 120½ \$ 100½ \$ 68¾ \$ 121½ \$ 106½ \$ 68¾ \$ 121½ \$ 106½ \$ 121½ \$ 106½ \$ 121½ \$ 106½ \$ 121½ \$ 106½ \$ 121½ \$ 106½ \$ 106½	19 124 13½ 56 29 113 43 94 112 106 69½ 39½ 113 114 114 115 100 118 100 118 100 118	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1883 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N.Y.& E, 1st m., 1916. N.Y.& E, 1st m., 1916. do 1st, con., f, cp., 7s. do 2d, con., f. cp., 7s. do 2d, con., f. cp., 7s. Hous.& Tex. C.—Ist, m. 1., 7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s 2d Waco & N., 8s. Inc. and ind'y, 7s Ill. Cent.—Dub.& Sioux C. 2d div Cedar F. & Minn., 1st m. Ind. Bl'm & W.—Ist, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s, gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund. do new bonds. Cleve. P'ville & Ash., 7s Buffalo & Erie, new bds Buffalo & State Line, 7s Kal'zoo & W. Pigeon, 1st. Det.Mon.& T., 1st, 7s.'1906 Lake Shore Div. bonds do cons. coup., 2d. do cons. reg., 2d. Louisv.& Nash.—Cons.m., 7s 2d mort., 7s, gold Cecilian Branch, 7s Nashv. & Decatur, 1st, 7s L. Erie & West.—1st 6s, 1919 Laf. Bl.& Mun.—1st 6s. 1919 Manhattan Beach Co. 7s, '99' N.Y. & Man. Beach 1st 7s,'97' Marietta & Cin.—1st mort Metropolit'n Elev—1st, 1908 do 2d 6s. 1899 Mich. Cent.—Cons., 7s, 1902 Ist mort., 8s, 1882, s. f	102 4 100 111 112 100 110 110 110 110 110 110	88¼ 33 88¼ 369¾ 88½ 66½ 88½ 66½ 65¾ 66½ 66½ 66½ 66½ 66½ 66½ 66½ 66½ 66½ 66	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L. Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage	93½ 115 100 64 115½ 104½ 104½ 104½ 102 132 132 132 132 132 132 132 132 132 13	95 64 1/4 108 108 108 108 108 108 1135 135 135 135 135 135 135 13	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 +115 10 40 10 90 115 105 105 100 100 100 100 100 100 10	100 116 113 116 42 20 20 92 110 113 98 107 101 43 102 100 118 104 105 110 108 110 109 1110 1110 1117
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. Leadville Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. 3ilver Cliff Mining. Standara Cons. Gold Mining. Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort., guar. Bur. Ced.R. & North.—1st, 5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n, 1st 7s Central Iowa, 1st m.7s, 1899 Chesap. & O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income. Sinking fund. Joliet & Chicago, 1st m. Louis'a & Mo., 1st m., guar do 2d 7s, 1900 St. L. Jack. & Chic., 1st m. Miss. Riv. Bridge, 1st, s. f. 6s Chic. Bur. & Q.—8 p.c., 1st m Consol. mort., 7s. 5s, sinking fund. Chic. Rk. I. & P.—6s, cp., 1917 6s, 1917, registered. Keok. & Des M., 1st, g., 5s. Central of N. J.—1st m., '90. 1st consolidated. do assented. Adjustment, 1903. Lehigh & W. B., con., g'd. do assented. Am. Dock & Impr. bonds.	\$ 10 \$ 36 \$ 5 ½ \$ 73 ½ \$ 32 ½ \$ 3	19 124 13½ 56 29 113 43 94 112 106 69½ 39½ 113 114 115 100 118 108 107½ 110½ 108 107½ 110½ 108 108 109 108 108 108 108 108 108 108 108	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883 4th mortgage, 7s. 1888 4th mortgage, 7s. 1888 1st cons. gold 7s. 1920 Long Dock bonds Buff. N. Y. & E., 1st m., 1916. N. Y. & E., 2d. con., 6s. do 1st., con., f., cp., 7s. do 2d., con., f., cp., 7s. do 2d., con., f., cp., 7s. Hous. & Tex. C.—Ist, m. 1., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s. 2d Waco & N., 8s. Inc. and ind'y, 7s Ill. Cent. — Dub. & Sioux C., 2d div. Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s. 1st mort., 7s. 1900 2d mort., 1909 Ind's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s., gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund do new bonds. Cleve. P'ville & Ash., 7s. Buffalo & Erie, new bds Buffalo & State Line, 7s. Kal'zoo & W. Pigeon, 1st. Det. Mon. & T., 1st, 7s. '1906. Lake Shore Div. bonds do cons. coup., 2d. do cons. coup., 2d. Louisv. & Nash.—Cons.m., 7s. 2d mort., 7s, gold. Cecilian Branch, 7s Nashv. & Decatur, 1st, 7s. Cherie & West.—1st 6s, 1919 Manhattan Beach Co. 7s. '99 N. Y. & Man. Beach 1st 7s., '97 Marietta & Cin.—1st mort 1st mort., 8s, 1882, s. f. Equipment bonds. 6s, 1909	102/4 108/6 10 111/4 118 120 88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1654 1814 1814 1814 1814 1814 1814 1814 1814 1814 1815 1814 1815 1814 1815 1814 1815 1815 1816	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T. H.—1st m. 2d mortgage, pref do income Belleville & So. Ill., 1st m St. P. M. & Manit'a—1st, 7s. 2d mort, 6s, 1969 Tol. Peo. & W.— Pur. Com. rec'pts, 1st, E.D. 1st mortgage, W. D. Burlington Div 1st pref. inc, for consol Wab. RR.—Mortg. 7s of '79. T. & Wab., 1st ext. 7s. 2d mortgage ext ex coup Equipment bonds, 7s, 1883 Consol. conv. 7s. Gt. Western, 1st m., ex cp do 2d m., 7s, '93, ex cp O. & Tol., 1st, 7s, '90, ex cp. Ill. & So. Ia., 1st m.7s, ex cp Hannibal & Naples, 1st 7s St.L. K.C. & N. R. E. & R., 7s Omaha Div., 1st mort., 7s Clarinda b., 6s, 1919 St.Chas. B'dge, 1st, 7s, 1906 North Missouri. 1st m., 7s West. Un. Tel.—1900, coup. 1900, registered Spring. V'y W. Works—1st 6s Oregon R. & Nav.—1st, 6s INCOME BONDS. Central of N. J.—1908 Chic. St.L. & N.O.—2d m. 1907 Col. Chic. & Ind. C., inc. 7s, 1890 Ind's Ble. & W'n—Inc., 1919 Ind's Dec. & Sp'd, 2d Inc Int. & Gt. Northern—2d Inc Leh. & Wilkes B.Coal—1888 Lake Erie & W'n—Inc., 7s.'99 Laf. Bl. & Mun.—Inc., 7. 1899 Laf. Bl. & Mun.—Inc., 7. 1899 Lake Erie & W'n—Inc., 7s.'99 Laf. Bl. & Mun.—Inc., 7. 1899	93½ 115 100 64 115¼ 105 106½ 104½ 104 98 109½ 102 132 132 132 132 132 132 132 132 134 104 104 104 107½ 118 109 1185% 116 116 116 117 1185% 116 116 117 1185% 117 1185% 1	95 64 % 108 108 108 108 108 108 108 1135 135 135 135 135 135 135 104 % 104 % 109 % 110 %	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 41 4 10 40 10 90 4 105 942 95 100 113 90 115 100 100 100 100 100 100 100 100 10	100 116 113 116 42 20 20 92 110 113 98 107 101 43 102 100 118 105 106 108 107 110 110 105 106 1110 1111 1117 1117 1117 1117 1117
	Deadwood Mining. Excelsior Mining. Gold & Stock Telegraph. Homestake Mining. La Plata Mining. Leadville Mining. Little Pittsburg Mining. Mariposa L'd & Mining Co. do do pref. Montauk Gas Coal. N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining. Oregon Railway & Nav. Co. Pennsylvania Coal. Pullman Palace Car. Quicksilver. do pref. Silver Cliff Mining. Standara Cons. Gold Mining. Railroad Bonds. Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m. 1st mort. guar. Bur. Ced.R.& North.—1st, 5s Minn. & St. L., 1st, 7s, guar Iowa City & West'n, 1st 7s Central Iowa, 1st m. 7s, 1899 Chesap.& O.—Pur. m'y fund 6s, gold, series B, int. def. 6s, currency, int. deferred Chicago & Alton—1st mort. Income. Sinking fund. Joliet & Chicago, 1st m. Louis'a & Mo., 1st m., guar do 2d 7s, 1900. St. L. Jack. & Chic., 1st m. Miss. Riv. Bridge, 1st, s. f, 6s Chic. Bur. & Q.—8 p.c., 1st m. Consol. mort., 7s. 5s, sinking fund Chic. Rk. I.& P.—6s, cp., 1917 6s, 1917, registered. Keok.& Des M., 1st, g., 5s. Central of N. J.—1st m., '90. 1st consolidated. do assented. Adjustment, 1903. Lehigh & W. B., con., g'd., assent'd Am. Dock & Impr. bonds. do assented Chic Mil & St. P.—1st & P.D. Lott & P.—1st & P.D.	\$10 \$36 \$55\\delta\$ \$73\\delta\$ \$73\\delta\$ \$32\\delta\$ \$32\\delta\$ \$32\\delta\$ \$32\\delta\$ \$33\\delta\$ \$33\\delta\$ \$33\\delta\$ \$31\\del	19 124 13½ 56 29 113 43 94 112 106 69½ 39½ 113 114 115 100 118 107½ 110½ 107½ 110½	Erie—Ist mort., extended. 2d mortg., ext'n 5s. 1919. 3d mortgage, 7s. 1883. 4th mortgage, 7s. 1883. 1st cons. gold 7s. 1920. Long Dock bonds. Buff. N.Y.& E, 1st m., 1916. N.Y.& E, 1st m., 1916. N.Y.L.E.&W.,n.2d.con., 6s. do 1st., con., f., cp., 7s. do 2d.con., f.cp., 5s. 6s. Han. & St. Jos.—Ss., conv. Hous.& Tex. C.—Ist, m. I., 7s. 1st mort., West. Div., 7s. 1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s. 2d Waco & N., 8s. Inc. and ind'y, 7s. Ill.Cent.—Dub.&Sioux C.1st Dub.& Sioux C., 2d div. Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s. 1st mort., 7s. 1900. Ind's Decatur & Sp'd 1st 7s. Int. & Gt. North. 1st 6s.gld. Lake Shore— Mich S. & N. Ind., s. f., 7s. Cleve. & Tol., sink. fund. do new bonds. Cleve. P'ville & Ash., 7s. Buffalo & Erie, new bds. Buffalo & State Line, 7s. Kal'zoo & W. Pigeon, 1st. Det.Monn.& T., 1st, 7s. 1906 Lake Shore Div. bonds do cons. coup., 2d. do cons. reg., 1st. do cons. reg., 2d. Louisv.& Nash.—Cons.m., 7s. 2d mort., 7s, gold. Cecilian Branch, 7s. Nashv.& Decatur, 1st, 7s. L. Erie & West.—1st 6s. 1919 Manhattan Beach Co. 7s, '99 N.Y. & Man. Beach 1st 7s, 97 Marietta & Cin.—1st mort. 1st mort., sterling. Metropolit'n Elev.—1st, 1908 dos. 1899. Mich. Cent.—Cons., 7s, 1902 1st mort., 8s, 1882, s. f. Equipment bonds 6s, 1909. Mo.K.& T.—Cons.ass., 1904—6	102 4 106 100 111 11 11 11 11 11 11 11 11 11 11 1	1654 1654 1884	do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, '97 do 2d 7s, 1898 do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st. St. I. & Iron Mount'n—1st m 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. Cairo & Fulton, 1st mort. St. L. Alton & T., 1st mort. St. L. & Iron Mount'n—1st m 2d mortgage, pref	93½ 115 100 64 115¼ 104½ 104½ 104½ 104 104 104 104 104 104 104 107½ 118 109 1185% 116 116 116 116 116 117 1185% 11	95 64 1/4 108 108 108 108 108 108 108 1135 135 135 135 135 135 135 13	STATES. So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892	95 +104 +112 +115 +115 +115 10 40 10 90 12 105 942 95 100 100 100 100 100 100 100 100 100 10	100 116 113 116 42 20 92 110 113 98 107 101 43 102 100 118 104 105 105 106 118 107 110 118 107 110 118 107 110 118 107 110 111 111 111 111 111 111 111 111

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

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

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

NEW YORK LOCAL SECURITIES.

Bank Stock List.									
COMPANIES.	C	APITAL.	Surplus		1)17	IDEN	DS.	PRI	CE.
Mark'd thus (*) are not Nat'l.	Far	Amount	dates. §	Period	1878.	1879.	Last Paid.	Bid.	Ask.
Mark'd thus (*) are not Nat'. America*	100 1000 255 1000 1000 255 1000 1000 100	Amount 3,000,000 5,000,000 250,000 1,000,000 2,000,000 300,000 450,000 1,000,000 1,000,000 1,000,000 1,000,000	at latest dates. § 1,649,300 1,445,010 202,090 1,272,590 92,730 434,800 74,100 202,400 1,483,010 2,904,100 202,400 70,300 16,700 43,800 70,300 16,700 43,800 754,800 67,230 17,101 289,070 2,669,200 1,032,100 2,069,200 1,032,100 741,800 1,032,100 740,500 1,032,100 741,500 1,032,100 741,500 1,032,100 754,500 1,032,10	J. S. J.	1878.	1879. 71/6 10 16 6 7 3 6 10 6 10 6 10 6 7 7 1/4 5 3 6 7 14 8 4 2/2 7 9	Last Paid. July, '80. 3½ May, '80. 5 July, '80. 5 July, '80. 5 July, '80. 3½ July, '80. 3½ July, '80. 3 July, '80. 3 Scot. '80.15 July, '80. 3½ My, '80. 5 July, '80. 3½ May, '80. 3½ May, '80. 3½ May, '80. 3½ July, '80. 3	135 116 110 1105 1105 1105 1205 1401/2 110 140 122 130 118 110 118 118 118	
Murray Hill* Nassau* New Yer* N. Y. County. N. Y. County. N. Y. Exch. Ninth. No. America* North River* Oriental* Pacific Park People's* Phenix. Produce* Republic St. vicholas. Seventh *ard. Second Shoe & Leather Slath State of N. Y. Third Tradesmen's. Union. West Side*	100 1000 1000 1000 1000 1000 255 500 1000 100	100,000 1,000,000 2,000,000 300,900 750,000 700,000 240,000 412,700 1,000,000 1,000,000 1,000,000 300,000 1,000,000	77.8 0 60,700 802,100 47,300 88 500 149,700 166,900 61,610 223,500 218,600 218,600 218,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500 123,500	J. & J. M. & N. J. & J. F. & A. J. & J. J. & J. J. & J. Q-F. J. & J. F. & A.	12 5 7 8 8 10 10 6 8 6 9 10 6 7	12 5 8 8 7 5 7 8 10 6 7 3 8 8 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	July, '80. 3 July, '80. 4	107 123 126 105½	145

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

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

	1	1	1	نه ا		1	
GAS COMPANIES.	Par.	Amount.	Period.	Pate	Date.	Bid.	Ask.
Brooklyn Gas Light Co	25	2,000,000	Var.	5	May, '80	108	110
Citizens' Gas Co (Bklyn)	20	1,200,000	Var.	21/2	Aug., '80	62	65
do bonds	1,000	815,000	A. & O.	1	1898	100	105
Harlem	50	1,850.000	C. & A.	3	Feb. '78	7.21	77
Jersey City & Hoboken	20	750,000	1. 62 1.	71/2	July, '80	150	160
Manhattan	50	4,000,000	1.00	8	July, '80 Jule, '80	1.85	190
Metropolitando certificates	100 V r.	2,500,000	M & C	U	AUE OU	1140	145
Mutual, N. Y	100	1,000,000		11/	Aug., '80 Ju y. '80	101	105
do bonds	1,000	5,000,000 1,000,000	Quar. F.& A.	172	Ju y. '50 1882		80
Nassau, Brooklyn	25	1,000,000		216	Feb., '90	10)	104 50
do scrip	Va.	700,000	M &N	9121	Vou Pan	4.0	95
New York	100	4,000,000		4	June, '80	105	107
New York	10	1.000.000	1. & J.	34	Jan. '76	34	35
Bond:	1,000	37-,000 125,000	M. & N.	7	1897	95	100
Bon 18	Var.	125,000	M.&N.	6	1900	75	85
Central of New York	50	466,000	F.& A.	3	Ju y, '80	50	60
Williamsburg	50	1,000,000		1/2	July. '80	70	75
do bonds	1,000	1,000,000		n	1900	101	104
Metropolitan, Brooklyn	100	1,000,000		276	July, '80	55	65
Municipal	100	1,500.000	1	5	July, '80 1888	185	170
do bon's	100	750 000	M. &N.	8		105	110
Fulton Municipal	.100	1,500,000	• • • • • • •	• • •		65	75
[Quotations by H	L. GI	ANT. Bro	ker. 145	Bro			
Bleecker St. & Fult. Ferry-St'k	100	900,000	J. & J.	84	Jn'v. '50	18	21
1st mortgage	1,000	684,000	J. & J.	7	Ju'y, '80 J'ly,1900	98	102
Broadway & Seventh AvSt'k		2,100,000		2	Ju y. '80 July, '84 Aug. '80 Nov., '8) July, '80 Apr., '80	100	1021
1st mortgage	1,000	1.500,000	J. & D.	7	July, '84	103	105
Brooklyn City—Stock	10	2,000,000 300,000	Q-F.	316	Aug., '80	160	170
ist mortgage	1,000	300,000	M.&N.	7	Nov., '8)	102	110
Broadway (Brooklyn)—Stock	100	200,000	Q).	8	July, '80	140	150
Brooklyn & Hunter's Pt.—St'k	1 100	400,000	A. & O.	1 2	Apr., '80	95	100
Drobwick Av (Piklyn) Stock	1,000	800,000	J & J.				105
1st mortgage bonds	100	500,000	0 2.	572	Ju'y, '80 uly, '80 Dec.1902	100	100
Consolidated mort. bonds	1,000	1,800,000 1,200,000	1 & D	7	Day 1902	100	1100
Christopher & Tenth St.—Stock		650,000	F.& A.	216	A 110 '80	70	75
		250,000	1. & J.	7	Aug., '80	100	110
Dry Dook E.B.& Batt'ry—Stock	100	11.200.000	IOF	3	Anz. '80	1119	125
1st mortgage, consolidated	500&c	900,000	J. & D.	7	Auz., '80 June, '93 July '80	110	115
Eighth Avenue-Stock	100	11.000.000	Q-J.	3	July '80	160	175
1st mortgage	1,000	203,000	J. & J.	7	July '80 Jan. '81 May, '80	100	110
42d St. & Grand St. Ferry—St'k	100	748,000	11.&N.	6	May, '80	160	175
1st mortgage	1,000		1.60.	13	Apr., '93	1110	115
Central Cross Town-Stock	100	600,000	1.2.2.2	1		25	30
1st mortgage	1,000	200,000	M.& N.	7	Nov.1904		103
Houst.West St. & Pav.F'y—St'll 1st mortgage	100 500	200,000	J. & J.	P .	Tinie 102	25	16.5
Second Avenue—Stock	100	1 100 500	J. W. J.	1 21	1017, 94	100	105
3d mortgage			A.& U.	1 50	Apr %	102	1001
Consol. convertible		1 050 000	W & N	17	May 'SH	100	10216
Extension			M.& S	17	July, '94 July, '80 Apr, '85 May, '88 Sept. '83	971	1100
Sixth Avenue-Stock		750,000	M.&N.	5	May. '77	125	1.00
1st mortgage	1.000	1 500,000	1. 8. 1	7	May, '77 July, '90	1110	115
Third Avenue-Stock	100	2,000,000	Q-F.	5	Aug. 80	130	175
1st mortgage	1,000	2,000,000	J. & 1	7	July: '90	104	106
Twenty-third Street-Stock	100	600,000	F. & A.	4	Aug., 80 July, 90 Aug., 80	115	125
lst mortgage		1 250,000	M.&	17	May '93	105	1112
* Tais column shows last div	idend (on stocks,	but the	date	of maturi	tyof	bonds.
					1		

Insurance Stock List.

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

COMPANIES.	CA	PITAL.	Net Surplus, Ju y 1,		. D	IVIDE	NDS.	PRI	OR.
	Par.	Amount	1880.*	1877.	1878.	1879.	Last Paid.	Bid.	Ash
American+	E 0		E00 E10		14	1014	July, '80, 4	120	
merican Exch	50 100	400,000	509,510 70,593		14 10	101/2	July. 80. 5	100	
Bowery	25	200,000	421.286		20	10 20	June, '80.10	195	
Broadway	25	300,000	310,846		20	18	Aug., '80. 8	190	
rooklyn	17	200,000 153,000	218 712	20	20	20	July, 80.10	185	195
litizens'!	20		218,712 487,598	20	20	20	July, '80.10	195	
ity	70	300,000 210,000	171,737	1746	10.72	10	Aug., 80. 5	120	125
linton	100	250,000	103,725	18	12	11	July, '80, 5		140
olumbia	30	300,000	2,860	5	N'ne		July, '77, 5	55	60
olumbia ommercial	50	900 000	83,872	25	18	10	luly, '80, 4 '	97	100
ontinental †	100	1,000,000	1,159,661	12.50	13.40	13.65	July, '80.6.92	180	
agle	40	300,000	DH0,418	20	20 10	15	Apr., '80. 71	195	1:00
impire City		200,000	72,970		10	10	July, '80. 31	95	100
xchange	30	200,010	91,889		10	10	Aug., '80. 5	100	105
arragut	50	200,000	137.260		15	15	July, 80. 74	120	1:00
iremen's	17	204,000	70,602		10	816	July, '80. 35	100	100
iremen's Tr	100	150,000	73,789	12	11	7	July, '80. 5 (July, '80. 6	105	120
ranklin&Emp	100	200,000	926,950	10	10	10	July, '80. 5	145	1.~
erman-Amer.	50	1,000,000	0.15 000		22	14	July, '90. 5	140	14
ermania	50	1,000,000			lĩõ	10	July, '80. 5	110	111
lobe	25	200,000	I MED'INE		30	30	July, '80. 74		
uardian		200,000	00 000	10	7	7	july, '80. 3	60	70
amilton	15	150,000	100 000	20	1716	121/2	July. '80. 5	130	135
anover	50	500,000		10	10	20	July, '80, 5	160	1770
offman	50	200,000	43,714	10	10	10	july, '80. 5	80	90
lome		3,000,000	1 000 000		10	10	July, 80. 5	130	133
lope	25	150,000	2,214	10	10	31/2	Jan., '79. 3%	50	
loward	50	500,000	150,228 74,418	12.	10	5	July, '80. 5	1100	100
mporters'& T	50	200,000			10	10	July. '80. 5	1 25	
rving	100	200,000	11,179	13	110	8/2	Ju y, '80. 4	60	141
efferson +	30	200,010		10	10	10	Mar., '80 5 July, '80.10	150 170	
lings Co.(Bkn)	20	150,000	197,196		20	20	an. 79. 5	55	
Inickerbocker	40	280,000	7,817 115,730	10	16	14	Ju y, '80. 5	110	120
atayette(Bkn)	50 100	150,006		10	lio	10	July, '80. 5	106	1
amarenox	25	200,000 150,000	1 111100		liŏ	10	July, '80. 4	80	1 94
ongIsl. Bkn)†	50	300,000			116	13	July, '80. 5		12
orillard	25	300,000	30,208	10	110	5	July, '80. 4	75	8
fanuf.& Build.	100	200,000	198,563	12	12	12	July, '80, 6	130	140
fanhattan	100	250,000	140,812	20	10	10	July, '80. 5	100	103
lech.&Trad'rs	25	200,000	211,480	30	20	50	July, '80. 6	1145	158
fech'ics'(Bkn)	50	150,000	166,213	20	20	20	Ju y. 80. 7	150	1
fercantile	50	200,000	35,101	10	10	10 13	July, '80. 5	120	12
ferchants'	50	200,000		20	16	10		120 115	12
fontauk (Bkn)	50	200,000		18	12 20	20	July, '80. 5	155	lie
lassau (Bkiyn)	50	200,000		120	10	iŏ	July. '80. 5	100	10
ational	3716	200,000 210,000	010 000		20	115	Ju y '80 5	150	16
I.Y. Equitable Iew York Fire	35 100	200,000			114	12	Aug., '80. à	105	120
Y. & Boston		200,000			N'ne			50	7
ew York City	100	300,000	19.869	10	N'ne	5	July, '80. 31	6 60	1 6
liagara	50	500,000	570,975	12	11	12	Ju.v. '80. 7	155	16
orth River	25	350,000	112,83	11	110	8	1 1 pl . '80 4	110	1
acific	25	200,000	409,080	20	30	20	uly, '80.10	205	1:::
ark	100	200 000			12	12	Ju y, '80. 6	108	111
eter Cooper	20	150,000	201,358	50	20	20	July. 20. 8	180	119
eople's	50	200,000	98,114	18	12 15	12 10	Jul, '80. 5	105	112
henix	50	1 000,000	452,357	20		10	July '80. 5	120	18
Relief	50	200,000	34,000	10	10 5	81/2	July '80. 5 July '80. 33	75 70	1 3
Republic †		300,000			20	20	Ju y' '80.16	155	1
Rutgers'	25	200,000	-6,040	110	9	10	Feb. 80. 3	50	6
t. Nicholas	25 50	200,000		12.3		9.78	uly, '80.6.2		13
tandard	1-00	500,000			1216	12	July, '80. 5	105	11
Star Sterling	100	200,000			10	816	Auz., '80. 35		8
stuyvesant	25	200,000	143.3	16	14	10	Juy, '80 5	113	
l'radesmen's	25	300,000	94.865	05	10	10	July, '80, 5	100	
United States		250,000	221,374	113	12	11	July, '80. 5	120	12
Westchester	10	300,000	122,904	10	10	$\frac{10}{20}$	Aug., '80. 5	200	111
Williamsh'g C.		250,000					July, '80.10		1

* Over all liabilities, including re-insurance, capital and scrip. † Surplus includes scrip. Minus sign (—) indicates impairment.

City Securities.

[Quotations by DANIEL A. MORAN, Broker, 27 Pine Street.]

	INTEREST.		- Bonds	PRICE.		_	
	Rate.	Months Payable.		Bid.	Ask.		
New York: Water stock	5566765676767667	Feb., May Aug. & No do do do do do do May & November Feb., May, Aug. & No do do do May & November do	1880 1890 1892 1884-1911 1884-1910 1907-1911 1898 1895 1901 1898 1894-1897 1889 1890 1901 1888 1890 1901 1888	100 106 104 106 112 118 108 115 125 115	107 109 120 120 120 1109 116 116 118 118 118 118 118 118 118 118		
New Consolidated Weatchester County Consolidated Asses ment	6 g. 7 5	January & July. do do Quarterly. May & November	1894 1926	122 107 102	128 109 103		

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

Brookton—Local Imprem't— City bonds. do Park bonds. Water loan bonds. Bridge bonds. Water loan. City bonds. Kings Co. bonds. do do Park bonds Bridge.	77777667856	January & July, do 10 do 10 do May & November. do do January & July. do do	1880-1883 1024 10 1853-1891 107 113 1915-1924 132 13 1900-1924 128 13 18904-1912 129 13 1886-1902 109 114 1881-1890 102 116 1880-1883 106 11 1880-1885 114 11 1924 119 12 1907-1910 116 11	850186161
Bridge*Ali Brooklyn bonds flat.	, O	1 40 40	1907-1910 110	_

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

Jersey City— Water loan long	Jenuary & July. January & July. J. & J. and J & D. January and July.	189:-91	'05	103 111 166 105
Der Bott Domanie		1		

\$19,293,989

Investments

STATE, CITY AND CORPORATION FINANCES.

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

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was a second and the	

ANNUAL REPORTS.

Connecticut & Passumpsic.

(For the year ending June 30, 1880.)

The annual report states that, after many years of discouragement from the continual falling off in the gross earnings of the road from year to year, the company is able to report that the gross earnings of the last year show quite an increase over the previous year, as will be seen by the following table:

provides your, as will be seen by the remaining	
RECEIPTS.	1879.
Passengers\$228,463	\$194,276
Freight 365,747	294,477
Mails	18,125
Express 9.500	8,012
Rents	10,022
Interest	19,196
\$657.547	\$544,142
Increase for 1880	4011,11
INCOME ACCOUNT, 1879-80.	*
Gross receipts.	\$657,547
Gross receipts. Operating expenses.	431,408
Net earnings for the year	ф226,139
From which has been paid—	
Coupons on 7 per cent bonds\$98,00	90
Coupons on 7 per cent notes	LO ,
Coupors on Massawippi 6 per cent bonds 24,00	30
Dividend on stock, February, 1880	56— 220,658
Dividend on brook, August, 1000	
	\$5,481
Interest received by the Treasurer	
Leaving a balance of	
Leaving a balance of	105.399
bus plus of carnings, as per last year's report	
·	\$126,980
From which we have paid for 200 freight cars	118,150
Leaving a surplus of earnings now on hand	фа,оо
TONNAGE AND PASSENGERS.	1 .
The tonnage of the road as compared with last ye	
1880.	1879.
Total tons	136,115
Tons carried one mile	8,574,448
Passengers carried during the year as compare	ed with last
vear—	
1880	1879.
Total number carried 156,934	135,494
Total number carried. 156,934 Passengers carried one mile. 6,174,878	4,400,575
The President remarks in his report: "The op	ening up of

The President remarks in his report: "The opening up of business on completion of the Montreal Portland & Boston Railroad to Longueil, and the completion of the Southeastern Railroad to Sorel, together with the contract made with the Portland & Ogdensburg Railroad (Vermont division) in October last, rendered it imperative on us to make a large increase to our freight cars, in order to accommodate the increase of business; and in addition to the forty cars built at our shops, we purchased two hundred freight box cars of the Wason Manufacturing Company of Springfield. These cars have all been delivered, and are in service. We now find that our supply of cars is not up to the requirements of the road. These two hundred cars cost \$118,150, and have been paid for from the former 'the Chicago & Eastern Illinois, the Wabash St. Louis & Pacific

surplus of earnings-\$105,398-added to this year's surplus of \$21,581, leaving the surplus of earnings now on hand, \$8,830. Our present floating debt is entirely for amount expended in obtaining and completing the Montreal Portland & Boston Railway, which is now operated and controlled by the Southeastern Railway, and we are now receiving interest monthly on all the money expended on that road. The present floating debt is \$313,008, to offset which we have good notes, on which we are receiving interest at six per cent, \$319,006 36."

GENERAL INVESTMENT NEWS.

Arkansas State Bonds.—The Chicago Tribune gives the following statement of the debt of Arkansas:

"Arkansas owed in 1874 a principal debt exceeding \$12,000,-000, made up as follows:

ood, made up as rone.	
Old deht	\$1,500,000
P. Funding bonds '69, '70	1,900,000
3. Other funding bonds, '70	1,268,000
4. Levee bonds	1,986,000
5. Memphis Railroad bonds	1,200,000
6. Other railroad bonds	4,150,000
7. Sinking fund bonds	412,000
8. Ten-year bonds, '74	261,000
Total	\$12,677,000
10(a)	11 114

"This debt has been disposed of as follows: The old debt, with a million and a-half dollars unpaid interest, is held by the United States, the Government having before the war invested certain Indian trust funds in Arkansas bonds. (4) The levee bonds were repudiated by the Supreme Court as illegal. (5 and 6) The State Legislature repudiated all the railroad bonds because 'authorized by alien adventurers.' This left the debt of the State to consist of the items numbered 2, 3, 7 and 8. The amendment voted on the other day directed the repudiation of the hand roted on the other day directed the repudiation of the bonds named as items 2 and 3, and had that amendment been adopted, it would have left the State debt to consist exclusively of items 7 and 8. The State, before proposing this amendment, had already repudiated \$8,500,000 of its debt; all this amendment proposed was to repudiate \$3,100,000 more!"

Boston City Finances.—The Finance Committee of the Common Council, to whom was referred the reports and orders of the Committee on Public Parks, made a detailed report of the finances of the city, pertaining to its debt and the amount which it can legally borrow under the Municipal Indebtedness e of the report was as follows:

ľ	Act. The substance of the report was as follows:	
l	Gross funded debt of the city August 31, 1880	\$41,670,125
l	Gross funded debt for water purposes	12,101,210
۱	Gross funded debt for other than water purposes	28,882,851
ł	Funds for its redemption and payment August 31, 1880	11,541,479
I	Funded debt other than water debt, less means on hand for	17,341,371
ı	noving it.	17,341,371
l	Add the balance of improved sewerage loan authorized by	1,038,000
l	the City Council, but not negotiated	
١	Add also balance which city has a right to borrow under the	914,618
۱	one per cent clause of the Municipal Indebtedness Act	514,010

The valuation of the city, May 1, 1880, as found by the assessors, was \$639,809,200. By the Municipal Indebtedness Act the city has a right to owe for other than water purposes on net debt not exceeding 3 per cent of its valuation. Three per cent of \$639,809,200 is \$19,194,276. Assuming then that the balance of the improved sewerage loan was issued, and also the \$914,618 specified above, which the city has the right to issue for any needed purpose, the net debt would be, as previously stated, \$19,293,989. This would show an excess of debt of \$99,713. The sinking fund will be increased for the financial year ending April 30, 1881, as follows:

mandar year onding representation	
Amount raised present year by taxation, and payable December 1, 1880	3000,000
Estimated amount of interest to be collected on bonds or sinking funds. Estimated revenue from various sources.	571,000 100,000
Total Deduct before-named amount	\$1,264,635 99,713
	\$1,164,941

This balance shows the amount the city could legally borrow by the close of the present financial year under the three per cent clause of the act. It can now, as previously stated, issue bonds under the one per cent clause for \$914,618. Both sums amount to \$2,079,559. It will be thus seen that the City Council can pass the park order calling for \$910,000, and still have a margin left at the close of the financial year of \$1,169,-559. This amount the committee believes will be fully realized, and may be materially exceeded by the sale of a large part of the real estate now owned by the city, from which it draws but little revenue. The committee reported orders authorizing the City Treasurer to borrow \$800,000 for the purchase of 400 acres of land for a public park in West Roxbury, and \$110,000 for a park at City Point, South Boston, bonds for the same to be denominated "public park loan," and to bear such rates of interest as the Committee on Finance may determine. The whole subject was specially assigned for consideration at the meeting of the Council on September 30.

Chicago & Western Indiana.—The Illinois Supreme Court reversed the decision of the lower court in the case of Dunbar and Valentine against this company. The lower court had granted an injunction restraining the company from extending its track, on the ground that the city ordinance granting it right of way was void. It is believed by the company that the last decision removes all obstacles, and it will at once go on and endeavor to complete its track to Twelfth Street, thus giving

and the Chicago & Grand Trunk roads entrance to the business portion of Chicago.

—The press despatch from Chicago, September 15, was as follows: "After a long and bitter fight in the courts and elsewhere, the Chicago & Western Indiana Railroad Company today succeeded in getting its track down across those of the Illinois Central and other railroads at Clark Street. The Illinois Central road attempted to stop the workmen by keeping locomotives standing in the way. A posse of policemen was present in anticipation of trouble. The police boarded an engine, pulled the engineer from his place, and started the locomotive in the other direction. In anticipation of a similar attempt to cross its tracks the Lake Shore & Michigan Southern had an engine stationed on one track at the crossing point all day, but no effort was made. One by one the Western Indiana has succeeded in crossing the tracks lying across its line into the city, until now only the Lake Shore tracks and a side track of the Chicago Rock Island & Pacific remain barring its way."

There was afterward, however, a disturbance, and under the direction of a city officer the tracks were torn up and the ties piled up and burned. The company's counsel have begun proceedings for contempt against the Mayor, and argument will be heard September 20. In the meantime it is supposed a compromise will be effected.

—Since the Chicago & Western Indiana matter has assumed so much importance, and the questions of law involved are of general interest, the following extract is given from the opinion of the Supreme Court. It is written by Mr. Justice Dickey, and concurred in by Scott, Craig and Sheldon, Walker dissenting. The decree of the Superior Court is held to be clearly erroneous. Under the present laws of Illinois a railroad company organized under the general law of 1872 has authority to select its own route, lay out its line and construct it. This power, by necessary implication, carries with it the power of fixing the terminal points. This power is subject to a limitation that the road cannot be constructed upon or across any street in any city without the assent of the corporation. This is the only limitation. If there be no other, it is obvious a railroad company may, as a general rule, select its own route, fix its terminal points, lay out its route and acquire the right of way and other property necessary for the construction of its road on any and every part of the line, whether within the city limits or without them, according to its own discretion, for this limitation is confined to the construction of the railroad upon or across streets.

The suggestion that the mere existence of the power possessed by the City Council of Chicago to provide for the location, the grade and crossings of railroads within the city is a further limitation, is not looked on with favor by the Court. The city possesses the power to act on this subject, and its mere existence can have no effect unless it is exercised by the city. The City Council has no power to locate a railroad. That power is conferred on the railroad company. The power of the city is to provide for the location of the road by the railroad company, the only condition precedent being that the assent of the corporation must be obtained before the road can lawfully construct its line upon or across a public street. Under the law prior to 1872 companies could not lawfully locate any part of their lines, or construct them within any city, or condemn private property for corporate purposes within any city, until the consent of the Council was first obtained. By the general law of 1872, however, that has been altered, and there is no prohibition against the location of the line even across or upon streets. The prohibition relates simply to the construction of the road upon and across them.

The Court holds that a railroad may proceed to condemn private property within a city before the consent of the corporation has been obtained to the crossing of the streets. The law, says the Court, does not provide the way in which the railroad company shall proceed in acquiring its right of way. Such was the decision in the case of the Metropolitan Street Railway Company. Under the present law, therefore, it is not necessary as a condition precedent to the location of its line within the city by a railroad company, or to the construction of its track within the city on such parts of its line, are not upon any street, but it has power to condemn any private property within the city without any ordinance being passed by the Council giving assent to the construction of the road upon or across streets, or providing for the location of the railway. It is not necessary, however, to go further into that point, inasmuch as an ordinance has been passed by the Council.

It is claimed, however, that the ordinance is void, because it fails to designate the precise line upon which the railroad may be constructed, and omits to designate the precise point at which the road may be constructed across and upon the several streets to be intersected. The Court finds nothing in this objection. The matter is left to the discretion and judgment of the Council. It is not provided that these powers of the Council can only be lawfully exercised on a line precisely defined. Consent may be granted by the Council, if it thinks it wise to do so, without specifying the precise point at which the streets shall be crossed. The Court here refers to a number of ordinances passed by the City Council granting railroads the right of way into the city, to show it has not been always customary to strictly specify the line. Railroads have previously been permitted to enter cities without defining the precise track, and simply by stating the district within which they might locate the line; and this practice has been so universal that it must have been known to the General Assembly when the General Railroad Act

mode of granting the license or permission in question by City Councils, some more definite language would have been used than that found in either of these statutes. The Court finds no vital objection to the ordinance on the ground that the route is not defined with more certainty.

It is insisted by appellees that permission to construct the road across the streets at any point to be selected by the rail-road company within a given district is a delegation to the railroad company of powers which can only be exercised by the City Council. With that the Court does not agree. The power to provide for the location of railroads is conferred on the Council, but the duty of exercising it in all cases is not imposed upon the Council. The law leaves to the discretion of the Council the question as to the cases in which the powers shall be exercised.

It is also insisted that the ordinance is void for lack of previous petition of persons owning property on so much of the street as was proposed to be used in the construction of this road. Insomuch as those parts of the streets which are crossed lie between property acquired by the railroad company for railroad purposes this objection is considered invalid

railroad purposes this objection is considered invalid.

It is also insisted by appellees that the provision that the permission granted in the ordinance is upon the condition that the railroad company shall permit any other railroad companies, not exceeding two in number, not having at present any road or entrance into the city, to use the track authorized to be laid jointly with the Chicago & Western Indiana, is a delegation of the power of the Council, and operates to divest it of some of its charter powers; and that, therefore, the ordinance is invalid. This position, the Court says, is not tenable. A railroad company has by law the right to lease the use of its tack to any other railroad company. This provision, therefore, does not confer upon the company any power whatever, nor deprive the city of any power. It is a burden imposed by the ordinance upon the railroad company, requiring that it shall furnish additional railroad facilities to the city of Chicago by consenting to make arrangements with such other railroad companies as are described in the ordinance for the joint use of their tracks. Counsel characterize the ordinance as one likely, if effective, to bring great injury upon the city of Chicago, and to produce evil to the public. That, says the Court, is not a question for its determination. The Court finds nothing on the face of the ordinance rendering it vicious, nor is it alleged in the bill that any injury to the public is to result from its passage. Therefore, the decree of the Superior Court must be reversed and the bill dismissed.

Delaware Lackawanna & Western—Wabash St. Louis & Pacific.—Since the combination between the prominent capitalists of these two corporations to build the new Buffalo line, the public has only been favored with rumors about the new work, which it is impossible to verify. It has been reported that the Wabash Company had determined to build a line of its own from Toledo, or from a southern point on its line to Buffalo, and that a banking house in New York would have the sale of the bonds, and Sidney Dillon have the contract for building the road.

But this report is apparently contradicted by the Chicago Tribune, which says: "A prominent railroad man who has just returned from the East says none of the surmises regarding the Wabash connection with the Delaware Lackawanna & Western Railroad at Buffalo are correct. He says he had several talks with the Wabash directors, and from them he learned that it was their intention to build a new line from Chicago to a connection with their Eel River Road, which will bring them to Butler. It will take but 150 miles of new road to make the connection. At Butler they will connect with the Detroit Butler & Pacific Road, now in course of construction, which brings them to Detroit. From Detroit to Buffalo they say they will use the Great Western of Canada, with which company they claim to have perfected an arrangement by which they can run their through business over that road. This is not a traffic agreement. The Great Western simply accords the Wabash the right to use its track for its through business to the East."

Of the new road from Binghamton to Buffalo, it has been reported this week that, the engineers having completed the preliminary surveys, Samuel Sloan, President of the company, and Sidney Dillon, who expects to have the contract for building the new line, together with a few other friends of the enterprise, went to Binghamton to meet the surveyors, and with them examine the route laid out for the proposed road. The Great Western Railroad of Canada, with which the new line will be connected, has the right to use the International Bridge across the Niagara River, and that will be at present the means of connection between the two roads. The contract for a working arrangement between the two companies has not been completed, but its preparation has been left with the attorney of the Lackawanna Company. It has also been reported that Mr. Sloan made a contract on Saturday for 30,000 tons of steel rails, supposed to be for the new Lackawanna extension.

District of Columbia.—A telegram from Washington states that the first Comptroller of the Treasury decides that the \$1,250,000 Board of Audit certificates, which are fundable into 3.65 District bonds, shall only bear interest at the rate of 3.65 per cent per annum, instead of 6 per cent, as claimed by holders of such certificates.

and this practice has been so universal that it must have been known to the General Assembly when the General Railroad Act of 1872 and the City Incorporation Act of the same year were enacted. Had the General Assembly intended to prohibit that

President of the United States Trust Company; Mr. H. F. Spaulding, President of the Central Trust Company; and Mr. R. G. Rolston, President of the Farmers' Loan & Trust Company. Following is the text of the award, signed by all of the

arbitrators:

"The subscribers, to whom as arbitrators has been submitted by the New York Elevated Railroad Company and the Metropolitan Elevated Railway Company the question what are the comparative rates under all the circumstances of the stocks of the New York Elevated Railroad Company and of the Metropolitan Elevated Railroad Company to be taken as a basis of merging with the Manhattan Railway Company, under chapter 503, Laws of 1879, having heard and weighed the testimony presented by both companies, and having given due consideration to the matter, decide that the comparative rate at which the stock of the New York Elevated Railroad Company shall be taken is 110, and that the comparative rate at which the stock of the Metropolitan Railway Company shall be taken is 90, as the basis of merging with the Manhattan Railway Company, under chapter 503, Laws of 1879."

The award is not final until it has been sanctioned by the

The award is not final until it has been sanctioned by the stockholders of the two companies, but it is considered a victory for the New York Elevated. The Tribune reports that the examination of F. E. Worcester, Auditor of the Manhattan Company, before the Board of Arbitration showed that for the nine months ending June 30, 1880, after paying operating expenses and interest on bonds, the New York lines earned a net dividend equal to 9.40 per cent a year on its capital stock, and that the Metropolitan Company during the same period earned only 5 per cent a year on its stock. Mr. Worcester testified that if allowance was made for the exchange of passengers at the Chatham Square Junction, the earnings of the New York Company would be increased to 10½ per cent a year, while those of the Metropolitan Company would be reduced to 4 per cent a year on the basis of the nine months' business. It was shown also that during July the Metropolitan did not earn sufficient to pay its working expenses and interest on its bonds by about \$15,000, while the New York lines during the same month earned a dividend of 6.72 per cent a year; that for twenty-eight days of August the Metropolitan failed to earn interest on its bonds, after payment of working expenses, by \$13,897, while the New York Company earned during the same period a dividend on its stock of 6.36 per cent a year. The net earnings of the two companies since the opening of the Second Avenue line to Harlem River (on August 16) to September 7 were stated to be: Of the New York Company at the rate of an annual dividend of 5:30 per cent, while those of the Metropolitan Company fell short of the working expenses and interest charges by \$7,815. Since that time the traffic has increased on all the lines, but nearly in the same proportion. Upon this difference in the earning capacity of the two systems the friends of the New York Company based their claims for an increased valuation of its stock.

The position of the Manhattan Company in the plans for a union of the companies has not yet been filed. In the original discussions of the subject, Mr. Field proposed as an equitable basis, New York 110, Metropolitan 90 and Manhattan 20. There was a proposition that preferred stock should be issued for the two former and common stock for the Manhattan, but there were said to be serious obstacles in the way of adopting this course. When the arbiters were appointed they were asked to fix a basis for the merging of the two companies with the Manhattan Company, under Chapter 503, Laws of 1879. No authority is said to be given by this act for changing the capital stock of the lessee company. Stockholders of the Metropolitan and New York Companies will not consent to the exchange of their guaranteed stocks for the stock of the Manhattan Company.

On Thursday the directors of the New York Elevated Company held a meeting and voted to accept the award made by the Board of Arbitration and to recommend its adoption by the stockholders of the company. Josiah M. Fiske was appointed a committee to confer with similar committees from the Metropolitan and the Manhattan Companies, in regard to the best means of carrying into effect the provisions of the award. A meeting of stockholders for the ratification of the award was called for September 25.

The following is the official statement of the earnings of the

Manhattan Company for the month of August:

			-Net	Per cent of
	Earnings.	Expenses.	Earnings.	expenses.
Second Avenue		\$34.873	\$10,290	77.22
Third Avenue	154,110	90,522	63,588	58.74
Sixth Avenue	118,653	81,572	37.081	68.75
Ninth Avenue		33,252	10,064	76.77
All limos	ф <u>эс</u> 1 949	\$240,219	\$121,023	66.49
All lines	ф301,242	 \$240,219	ф121,025	00 43

The fixed charges of the Manhattan Company for the month are reported to be \$215,854, and the net earnings fall short of the amount, therefore, by \$94,831.

Flint & Pere Marquette.—The Boston Transcript says: "The recent decline of this stock from 24 to 18 (it sold privately as low as 17) was due to the report from the West, at the time of the sale of the road in accordance with the reorganization scheme agreed upon a year ago, that the common stock would not be issued until the preferred stock had received dividends for five successive years. This was entirely in error, for the common stock is to be issued immediately in exchange for the purchasing committee's certificates given some months ago to the old common stock holders. Dividends can be paid upon this stock whenever, in the judgment of the company, they have been fairly earned. But the common stock cannot vote until the preferred stock has received 7 per cent dividends for five successive years."

Galveston Harrisburg & San Antonio.—The New York Stock Exchange Committee has admitted to the list the first mortgage sinking fund 6 per cent gold bonds of this company

to the amount of \$4,500,000, payable Feb. 1, 1910, principal and interest payable in gold. The mortgage covers the entire property of the company, including about 1,500,000 acres of land. The proceeds of the sales of the lands are applied to the purchase of the bonds. The bonds are also further secured by a sinking fund of 1 per cent, to begin in 1880. The annual interest on the bonds is \$270,000, and the company's net earnings for the year 1879 were \$818,000. The main line of the company for the year 1879 were \$818,000. The main line of the company extends from Harrisburg, Texas, to San Antonio, a distance of 215 miles, with a branch opened March 10, 1880, to Houston, 10 miles long. The company's capital stock is \$6,450,000. The directors are as follows: Messrs. Thomas W. Pierce and Peter Butler, of Boston; Andrew Pierce, George F. Stone, J. J. Mc-Comb and T. T. Buckley, of New York; and H. B. Andrews, of San Antonio, Texas.

Galveston Houston & Henderson.—The Chicago Railway Age reports the following as the stipulation entered into, under date of August 21, 1880, between N. A. Cowdrey and John J. Donaldson, Trustees, complainants, vs. the Galveston Houston & Henderson Railroad Company of 1871, et al., defendants:

Henderson Kailroad Company of 1871, et al., defendants:

It is stipulated and agreed by and between the complainants and the railroad company, defendants in the above cause, as follows, viz:

1. That the defendants will surrender and place the mortgaged premises in the possession and occupation of the complainants.

2. That the complainants will use and operate said railroad with good iudgment, and according to the best of their ability, for the benefit of the public, the mortgage creditors and the debtor company. That the complainants will advance such sum or sums of money, at a rate of interest not exceeding the current rates prevailing in the city of Galveston at the time of making the loan, as is now required, with which to build and complete the bridge across the bayou at Houston and its approaches, to pay the wages now due to the employees, and to pay the advance charges for freight brought to this railroad from other roads, steamers or boats, and such balances as may now be due to other railroads on traffic and such balances as may now be due to other railroads on traffic account, and any other sums necessary to protect, use and operate the railroad or property of the defendants. As security for their above advances, the complainants are to have a first lien on income or earnings of the railroad company after paying operating expenses, including

taxes.
3. The complainants will at all times account for their doings, receipts and expenses, while in possession of said mortgaged premises, the railroad and its earnings. They will account to the officers of the defendant company, or to the court, at the election of the defendant railroad

company.

4. The complainants will restore the possession of said premises to defendants whenever and as soon as the arrears of interest, the amount due on account of the sinking fund, and any and all advances or loans made by the complainants are fully paid, which payments may be made

at any time by the defendants.

5. It is agreed that the complainants may, or either of them, lend the money above named and receive the agreed rate of interest for money loaned, as above provided for.

This agreement, which was ratified by the directors August 28, will temporarily suspend proceedings in the case now pending against the company in the United States Court. The case, however, will remain on the docket, to be taken up and disposed of as the parties may decide. The directors of the company have voted to surrender it, and the question is to be submitted to the stockholders for ratification Oct. 1.

Lake and Canal Rates in August.—The Buffalo Commercial Advertiser says: "The month of August is usually rather quiet in the lake and canal trades, as it falls between the moving of the new and the old crops. But this year the heavy movement of the early part of the season continued through August. The following exhibit shows the average freight rate on wheat and corn from Chicago to Ruffalo by lake and the on wheat and corn from Chicago to Buffalo by lake, and the average on the same cereals to the East by canal, for the month of August in the years named:

	La	ke	Canal		
,	. Wheat.	Corn.	Wheat.	Corn.	
Year.	Cents.	Cents.	Cents.	Cents.	
1870	5.0	4.7	$9 \cdot 4$	$9 \cdot 2$	
1871		5.7	11.8	10.8	
1872		- 8.8	12.0	11.0	
1873	~ ~	5.6	10.6	9.6	
1874		2.1	9.0	8.0	
1875		$2 \cdot 2$	8.1	7.3	
1876		1.8	5.8	5.3	
1877		3.6	7.0	6.4	
1878		3.0	5.2	4.6	
1879		4.5	6.2	5.9	
1000	7.0	5.1	5.9	5.4	

stock and bonds have been placed on the Stock Exchange list with the following statement. The stock amounts to \$4,096,135 in shares of the par value of \$100 each. The company is a reorganization of the Little Rock & Fort Smith RR. Co. in 1875. The road is situated in Arkansas, and runs from Little Rock to Fort Smith, a distance of 165 miles. The figancial condition of the company on June 1, 1880, was as follows:

Part and land cost	7 019 763
Road, equipment and land, cost\$ Capital stock issued (at par)\$ \$4,096,135	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Danie 1931100	
Bond scrip	6,745,592
Balance against bonds in the assets	\$274,170
ASSETS.	
Cash assets after deducting floating debt	. \$37,979
Land notes on hand	. 014,014
Bonds not issued	300,000
	\$852,592
\$627,000 Arkansas State bonds, cost	. 127,774
pozi,000 Minumbus Stude Sound,	
,	\$980,366
LIABILITIES.	
Notes issued and to be issued for past due coupons	562,115
	\$418,251
Five months coupons accrued to June 1, five months' interest	93,000
on coupon notes June 1	
Surplus of assets, June 1, 1880	\$325,251

The total amount authorized to be issued under the mortgage is \$3,000.000, the mortgage being a first lien on the road, equipment and land grant. The bonds are payable January 1, 1905, in Boston, with interest at the rate of 7 per cent per annum. The trustees are Messrs. C. W. Huntingdon and Geo. Ripley. To meet the bonds when due, the company owns 867,000 acres of land unsold and it also has over \$900,000 stock unissued.

Louisville & Nashville.—The following circular was issued, dated Sept. 4: "On the first day of October next, the Pensacola Railroad, Pensacola & Selma Railroad and Selma Division Western Railroad of Alabama will be completely taken into our system, and the jurisdiction of the general officers of this company will be extended over these lines." The Railroad Gazette says of this: "The Pensacola Railroad is in operation from the junction with the Mobile & Montgomery, near Pollard, Ala., to Pensacola, Fla., 45 miles. The Pensacola & Selma (formerly the Selma & Gulf; is in operation from Selma, Ala., to Pine Apple, 40 miles, and under construction from that place to a junction with the Pensacola road, about 60 miles. These two roads the Louisville & Nashville bought several months ago from Mr. D. F. Sullivan, of Pensacola, who owned both as purchaser at foreclosure sales. The Selma Division is the 50 miles of the Western Railroad of Alabama, from Montgomery to Selma, which this company lately leased with privilege of purchase from the Central of Georgia and the Georgia Companies, joint owners of the Western road. These additions will increase the system directly worked by 135 miles now in operation and 60 miles soon to be finished."

The Louisville & Nashville Railroad Company negotiated \$5,000,000 general mortgage 50-year, 6 per cent bonds, with Messrs. Drexel, Morgan & Co. and Messrs. August Belmont & Co., representing a syndicate. This sale of bonds was to enable the Company to fund its floating debt and supply it with the means to purchase an additional equipment, which its largely increased business needs. The bonds were all sold by the abovenamed banking houses within a few days after they were first

offered.

Memphis City Bondholders.—A press dispatch from Baltimore, Md., September 15, says: "The Commission appointed by the Legislature of Tennessee to confer with the bondholders of the City of Memphis held a meeting at Barnum's Hotel this morning and had a conference with the bondholders resident in Baltimore. The commission is composed of T. B. Turley, chairman; J. R. Godwin, H. L. Brinkley and R. B. Snowden, accompanied by Judge John M. Lea and other prominent citizens of Memphis. After a consultation with the commission in regard to the ability of Memphis to meet her bonded obligations, the Baltimore bondholders adopted a resolution to appoint a representative to act in conjunction with a representative appointed by the New York City bondholders to examine and report upon the subject; and William J. Walters was designated to act for the Baltimore bondholders. The commission left this city this evening for New York to consult with the Memphis bondholders of that city."

New York Lake Erie & Western.—The following is an official statement of the operations of the New York Lake Erie & Western Railroad for the month of July and for the first ten months of the fiscal year:

***	MONTH OF	JULY.	1
Gross earnings Working expenses	1879. \$1,273,532 957,683	1880. \$1,580,975 1,014,658	Increase. \$307,443 56,975
Net earnings	\$315,849	\$566,317	\$250,467
· · ·	CTOBER TO JUL	Y, INCLUSIVE.	1
Gross earnings Working expenses	1878-79. $$12,999,304$ $9,385,318$	1879-80. \$15,299,817 9,657,940	Increase. \$2,300,513 272,622
NT. t. compined	49 619 026	65 611 877	49 097 890

New York & New England.—The following statement for the ten months of the fiscal year—from October 1 to July 31—is presented by the Auditor, Edgar L. Kinsley.

	Earnings.	Expenses.	Net earn'gs.
October, 1879	\$200,500	\$140,372	\$60,128
November. "	173,711	126,235	47,476
December, "	178,879	124,929	53,950
January, 1880		124,679	40,152
February, "		112,904	37,003
March, "		114,362	69,182
April, "	1 THE ATT () () () ()	120,665	59,023
May, . "	183,700	146,446	37,253
Tune "	0111 01111	136,782	83,108
July, "		133,734	71,321
Total ten months	\$1,839,412	\$1,280.513	\$558,899

Total ten months\$1,839,412 \$1,280.513 \$558,899
These earnings for the ten months are \$6,689 gross and \$2,032 net per mile. The expenses were 69 62 per cent of gross earnings.

Petersburg Railroad.—In the United States Circuit Court for the Eastern District of Virginia, Judge Hughes entered a decree in the suit against the Petersburg Railroad Company. By this decree the sale of the road is ordered, to satisfy certain judgments obtained, the priority of which are specially set forth in the said decree. The decree allows until January 17, 1881, for redemption by the company. The terms of the decree not being complied with, it is directed that the sale be advertised for sixty days, and that the purchaser shall deposit \$10,000 as a pledge of good faith. After the sale shall have been accomplished, the report thereof will be held thirty days or exceptions, after which time, if the sale is confirmed, the oad will be turned over to the purchasers. The road extends on Petersburg, in Virginia, to Weldon, N. C.

Philadelphia & Reading.—The Receivers of the Philadelphia & Reading Railroad and Coal & Iron Companies have made a proposition in regard to the overdue interest on the mortgage bonds of the coal and iron company. An official circular on the subject was issued Sept. 15, substantially as follows:

"The Receivers of the Philadelphia & Reading Railroad

Company, guarantors of the Philadelphia & Reading Railroad Company, guarantors of the divisional coal land mortgage bonds of the Philadelphia & Reading Coal and Iron Company, will purchase the overdue July, August and September interest and coupons of the following bonds, at the rate set opposite the names of the respective tracts in the following table, it being understood and agreed to on the part of the Receivers that the principal of all the said bonds, and all after accruing interest thereon, shall retain priority of lien over the coupons and

interest so purchased:

١	meerest so paromassa.			
l		Actual	Rate at	
١		rate per	which	
l	,			4 4
۱		annum	coupon.	Amount
ł	When	on the	will be	out-
١	Name of Tract. due.		nurchased.	stand'g.
۱	2	oonas. I	ou couscu.	
I	Brady, Gray and WetherillJuly.	7	. 0	\$229,000
١	Eagle Hill, Ravensdale, Dilcamp and			
١	West Flowery FieldJuly.	7	6	166,000
١	Lee Lands and Oak HillJuly.	7	6	552 .000
١	St. Clair. July.	· ÷	5	285,000
ł		7	5	265,000
I	Locust Mountain Summit Imp. CoJuly.	_	2	
Ì	Mt. Carmel, Locust Mt. Coal CoJuly.	7	5.	379,000
١	McNealAug.	. 7	5	179,000
1	GlentworthSept.	. 7	5	209,000
1	Hartman & MeyerSept.	7	5	13,000
	Octhoring Chab	÷	Ä	401,000
1	Catherine GrohJuly.	<u> </u>	4:	
١	TamaquaJuly.	7	4.	640,000
	MinersvilleJuly.	. 7	4.	136,000
	DiamondJuly.	7	4	26,000
	Coal Hill. July.	7	4	69,000
	Combal & Decembers	÷	1	165,000
	Gunkel & BranhamJuly.		4:	
	Valley FurnaceJuly.	6	4	1,295,000

"As the Receivers are not yet prepared to enter into any permanent agreement with the holders of the bonds above mentioned, they propose the above plan as Receivers of the guarantor company for adjusting the overdue coupons and interest, without requiring or proposing at present the surrender of any rights on the part of the bondholders beyond the overdue coupon or interest. Bondholders desiring to accept the above terms will please make application to Samuel Bradford, Treasurer, No. 227 South Fourth Street, Philadelphia, who will receive the coupons and assignments of the interest, and pay the rate above named in cash."

South Carolina Railroad.—The Receiver makes the following statement for the five months ending June 1:

	Earnings.	Expenses.		Deficu.
January	\$123,160	\$63,145		\$60,015
February	115,064	 88,048	Net.	27,016
March		 70,797	Not.	23.797
April		70.258	Def.	4,023
May	**** * * * **	76,562	Def.	18,450
Five months	\$457,165	\$368,810	Net.	\$88,355

The gross earnings for the five months show an increase over the same period in 1879 of \$66,233, or 16.9 per cent.

Washington City Virginia Midland & Great Southern.—The argument in the Supreme Court of Appeals of Virginia, in session at Staunton, in the case of the Virginia Midland Railroad, was begun on Friday. Eminent counsel are engaged, Judge Robertson, James Alfred Jones, Gen. Payne, of Warrenton, and Wm. H. Blackford, of Lynchburg, appearing for the trustees, and Col. Gordon, of Richmond, Va., and Francis H. Smith, of Alexandria, Va., represent those who oppose the reorganization. The argument is upon an injunction obtained by Mr. Gibert, of New York, who represents about \$60,000 of the stock, to prevent the trustees from disposing of the effects of the road, in order that it may be reorganized. The trustees who desire to sell represent about \$900,000 worth of stock.—Baltimore Sun, Sept 13.

Western Union Telegraph—American Union Telegraph.— The New York Times of September 17 reports the following: "The contest for supremacy at the coming Western Union election is becoming exciting, and yesterday as high as oneeighth of one per cent per day was offered for short time ago several of the present directors of the company sold large blocks of their holdings, expecting that the development of the new rival company would depress the price of Western Union stock in the market, and enable them to buy back at lower rates. These gentlemen, as it happened, have been in favor of a vigorous policy of opposition to the American Union Company, while in the Directory there are others who have favored a working arrangement with the latter for the purpose of maintaining rates. Mr. Gould, who controls the new company, learning of what had happened, went quietly to work at once securing proxies to be used by the friends of compromise, and succeeded, it is reported, in gathering a considerable number. Meantime, the stock was well sustained, and the speculative sellers found it impossible to buy, except at an enormous loss, in time for transfer. They accordingly issued a circular asking for proxies, and sought in every direction to borrow other stock which they might deliver instead, paying for its use from one-sixteenth to one-eighth of one per cent a day until the date of closing the books. They would thus be enabled to return their own (sold) stock to the persons from whom they had borrowed, and at the same time keep it registered on the books without change, thus retaining the full voting power on election day. Whether they will succeed or not is one of the questions that agitate Wall Street. Yesterday, orders to the transfer agents to furnish no information regardling the books or stock to any person without his signature."

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 17, 1880.

The regular trade for the season has continued to make good progress. The excitement attending the approach of the election for President of the United States has increased, and—directly or indirectly—has had some influence upon prices; but the feeling in commercial circles is one of confidence and good feeling. The weather, until to-day, has been quite autumn-like, and thus favorable to business; but the crop reports speak of excessive rains in some sections and drought in others.

There has been one continued decline during the past week in the provision market. The market has lacked speculative support from the West, and many lots held for "long" account have been thrown on the market. To-day there was a further decline in pork, and sales were reported on the spot at \$15 50@\$15 75; futures were altogether nominal at \$15 25 asked for September; October, \$15 15@\$15 20; and November, \$13 95. Bacon was quoted entirely nominal at 8%c. for short, and 8.60c. for long clear. Cut meats, beef and beef hams, were very quiet, and without material changes. Lard showed a material deeline, with prime western sold on the spot at 8.20@8.17½c.; for future delivery September options were sold at 8.10@8.15c., October 8.15@8.10c., November 8.10@8.12½c., December 8.10@8.07½c., seller year 8.05@8.10c., buyer do. 8.22½c., and January 8.12½@8.15c.; refined to the continent was quoted 8½c. Butter was steady for the finer grades, but low qualities were offered at a concession. Cheese and eggs are steady, and in only moderate supply.

Rio coffee has been dull latterly and has fallen to 15%c. for fair cargoes, the slowness of trade and a number of important arrivals having a depressing effect; mild grades have also been quiet and in buyers' favor. Rice has shown no change, and has continued to meet with a pretty good demand. Molasses has still been dull, and to a great extent nominal. Raw sugar has sold to only a moderate extent, as the sale of refiners' product has been slow, and their own importations have been sufficient for their wants; prices have accordingly shown a decline, and at the close 75%@734c. are the quotations for fair to good refining, and 8@85%c. for centrifugal. Refined has been dull at some decline, especially for soft grades; to-day, crushed is quoted at 10½c., powdered 10¼@10½c., and granu-

lated 101/sc.

Kentucky tobacco has continued in brisk demand at generally firm prices, with the lower grades showing some advance. The sales for the past week have reached the increased aggregate of 2,600 hhds., of which 1,200 hhds. for export and 1,400 hhds. for home consumption. Prices have advanced to 5@6½c. for lugs, and leaf has ruled at 7@12½c., the lower figure showing an advance. For seed leaf there has been a moderate demand at about former prices. The sales have been 700 cases Pennsylvania, 1879, part at 16@22c.; 500 cases New England, 1879, at 11@40c.; 533 cases Ohio, 1879, at 7@11c.; and 900 bales Havana, at 82c.@\$1 10. The report of the Agricultural Bureau says: "The returns of September indicate a decline in the general average of this crop for the whole country. The condition is 84, a decline of 2 per cent since August and 3 per cent less than September 1, 1879. All the States bordering on the Atlantic, from Massachusetts to North Carolina, show an increase during the month, but all the States west of the Alleghanies show a decline since the same time. Indiana, with a small crop, has the greatest decline, it being 23 per cent, and Kentucky, with the largest crop of any State, shows a decline of 10 per cent during the month. Missouri loses 6 and Tennessee 2 per cent during the same time. There is a general complaint of drought in the Western States."

Naval stores have sympathized with the Southern markets and are now much higher, not from any legitimate inquiry, but due to speculative influences; spirits turpentine closed at 39½@40c., and strained to good strained rosins \$1 50@\$1 55. Petroleum has also advanced and shows much buoyancy; refined, in bbls., was sparingly offered at 10¾@10½c. Crude certificates have also advanced and close strong at 96¼c. bid. All metals are firm though momentarily quiet. Ingot copper rules quiet at 18¾c. for Lake. Wool has continued quiet, and the advan-

tage is still with the buyer.

Ocean freight room has reacted a trifle during the week; rates a few days ago were lower and weak, but to-day an improvement and a fair business can be noted. The engagements to-day included grain to Liverpool by steam, 5¼d.; bacon, 30@35s., and cheese, 40@45s.; grain from store to London by steam, 7d., and regular at 6d.; sack flour to Glasgow by steam, 22s. 6d.; refined petroleum to Bremen or Antwerp, 3s. 9d.; do. to the Continent, excluding Dutch ports, 4s.; do. to the Baltic, 5s.; naphtha to Liverpool, 4s, 3d.; grain to Marseilles, 4s. 9d.@5s. 1½d.; do. to Antwerp, 4s. 6d.; do. to Cork for orders, 5s. 1½d.@5s. 3d.; do. to east coast of Ireland, 5s.; do. to Rotterdam, 5s. 1½d.

COTTON.

FRIDAY, P. M., September 17, 1880.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Sept. 17), the total receipts have reached 103,695 bales, against 61,117 bales last week, 42,082 bales the previous week and 21,123 bales three weeks since; making the total receipts since the 1st of September, 1880, 185,030 bales, against 120,907 bales for the same period of 1879, showing an increase since September 1, 1880, of 64,123 bales. The details of the receipts for each day of this week (as per telegraph) are as follows:

	01	1 1/	J	Wed.	Thurs.	Fri.	Total.
Receipts at-	Sat.	Mon.	Tues.	wea.	Thurs.	F/6.	100000
New Orleans	705	2,858	1,763	1,009	1,237	1,801	9,373
Mobile	436	537	609	361	208	627	2,778
Charleston	2,710	3,648	2,264	2,948	4,572	3,261	19,403
Port Royal, &c.							
Savannah	7,129	5,796	5,305	4,165	4,242	5,235	31,872
Brunswick, &c.						465	465
Galveston	2,425	5,458	1,299	2,835	3,260	3,513	18,820
Indianola, &c							
Tennessee, &c	294	372	234	490	74	653	2,117
Florida			,			44	44
Wilmington	659	399	813	287	537	481	3,196
Moreh'd City,&c						61	61
Norfolk	1,288	1,774	2,830	1,904	2,041	2,204	12,041
City Point, &c						2,525	2,525
Totals this week	15,646	20,842	15,117	13,999	16,191	20,900	102,695

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

Receipts this w'k at-	1880.	1879.	1878.	1877.	1876.
New Orleans	9,373	10,828	5,058	2,733	12,386
Mobile	2,778	3,212	2,702	1,670	4,630
Charleston	19,403	12,092	15,303	4,523	11,876
Port Royal, &c		250	12	68	
Bavannah	31,872	24,034	25,043	8,924	12,404
Galveston	18,820	15,337	19,003	2,116	11,460
Indianola, &c		337	589	48	312
Tennessee, &c	2,582	2,141	671	972	860
Florida	4.1	879	36	38	192
North Carolina	3,257	3,321	2,088	572	1,879
Norfolk	12,041	4,313	2,278	594	6,430
City Point, &c	2,525	159	1,572	87	569
Total this week	102,695	76,933	74,355	22,345	62,998
Total since Sept. 1.	185,030	120,907	147,594	39,913	126,090

The exports for the week ending this evening reach a total of 50,541 bales, of which 38,757 were to Great Britain, 10.488 to France and 1,296 to rest of the Continent, while the stocks as made up this evening are now 188,003 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

Week	EXP	EXPORTED TO- Total Same		Same	STOCK.		
ending Sept. 17.	Great Britain.	France.	Conti- nent.	this Week.	Week 1879.	1880.	1879.
N. Orl'ns	7,710	8,684		16,394	2,330	34,716	10.766
Mobile	.,					4,592	3,086
Charl't'n	4,531			4,531		21,804	12,921
Savan'h.	5,282		·	5,282		35,681	16,393
Galv't'n-			1			24,122	19,844
N. York.	14,779	1,801	1,296	17,879	10,329		
Norfolk-						8,085	1,913
Other*	6,455			6,455	2,367	12,000	5,500
Tot. this week	38,757	10,488	1,296	50,511	15,026	188,008	104,775
Tot.since Sept. 1	83,609	10,687	2,516	96,812	27,989		

*The exports this week under the head of "other ports" include, from Balmore, 8,218 bales to Liverpool; from Boston, 1,115 bales to Liverpool; from Philadelphia, 2,122 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 35,515 bales, while the stocks to-night are 83,233 bales more than they were at this time a year ago.

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

	On	Leaving				
SEPT. 17, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Stock.
New Orleans Mobile Cnarleston Savannah Halveston New York Other ports	6,861 2,600 2,550 7,000 7,885 5,500 3,000	6,417 None. None. None. 2,509 None. None.	None. None. 1,500 700 128 300 None.	None. 1,000 3,000 497 None. 2,000	13,278 2,600 5,050 10,700 11,017 * 7,300 5,000	21,438 1,992 16.754 24.981 13,105 39,708 15,085
Total	35,396	8.926	2,626	6,497	51,915	133.063

* Included in this amount are 1,500 bales at presses for foreign ports. the destination of which we cannot learn.

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The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Sept. 10, the latest mail date:

Commission of the last of the							
PORTS.	RECEIPT SEPT		EXPOR				
TORIS.	1880.	1879.	Great Britain.	France.	Other Foreign	Total.	Stock.
N.Orlns	8,696	5,910	6,109			6,109	38,724
Mobile.	4,877	1,993			,		3,964
Char'n*	15,815	5,702	5,301			5,301	9,207
Bav'h	24,413	11,100	9,700		20	9,720	17.137
Galv.*.	16,319	15,402					15,238
N. York	53	582	14,969	199	1,200	16,368	
Florida	28	314					
N. Car.	2,696	600					2,572
Norf'k*	6,945	1,134					3.802
Other	2,493	1,237	8,773			8,773	9,000
This yr.	82,335	•••••	44,852	199	1,220	46,271	154,590
Last ye	ar	43,974	12,478	441	44	12,963	66,424

*Under the head of Charleston is included Port Royal, &c. under the head of Galveston is included Indianola, &c.; under the head of Nor; olk is included City Point, &c.

The speculation in futures has been quite active during the past week, and prices show a material advance. The movement for the advance has been caused by the continued and accumulating reports of bad weather at the South, bringing in its train rust, rot, shedding, caterpillars and boll worms, besides delaying the maturing of the crop (thus increasing the danger from early frosts) and checking the work of picking. There has been, too, a good deal of speculative manipulation, the important advances of Wednesday and Thursday being preceded by momentarily lower prices. The operators for the rise have been aided materially by the presence of orders from the South and by purchases of "outsiders," who do not usually deal in cotton. Liverpool has responded partially to our advance, and the southern markets are materially higher. To-day there was a decided advance in September deliveries, and a small advance for October, but other months were irregular and barely steady. Spots have met with a moderate demand. There was on Monday an advance of 1c. for white and 1@sc. for stained cottons. Yesterday there was a further advance of 1-16c, and to-day the market closed firm at the same figures.

The total sales for forward delivery for the week are 857,100 bales, including —— free on board. For immediate delivery the total sales foot up this week 6,089 bales, including 1,983 for export, 3,775 for consumption, 331 for speculation, and —— in transit. Of the above, 1,051 bales were to arrive. The following are the official quotations and sales for each day of the past week:

Sept. 11 to	UI	PLANI	os.	NEW ORLEANS.			TEXAS.		
Sept. 17.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. 碧 b	81516	9116	9116	81516	9116	9116	81516	9116	9116
Strict Ord	9718	9910	9918	9918	91116	91116	9916	91116	91116
Good Ord	1()510	10710	10710	107.0	109.0	109	107.	109	
Str. G'a Oral	101110	101310	101316	10131A	101518	101510	101316	101510	1015.
THE WATER A COMP	LIVIE	11018	11010	1 1010	1 1 1 10	111110	110	1177	117
Str. L'W Mid	11710	119,0	11910	119.	1711.	11111-	119 -	11111.	7 1 1 1
MUULUI S	114118	1 1 1010	TTIOIR	TITOIR	111016	111016	111310	111510	111516
									12516
Str. G'd Mid Midd'g Fair Fair	12516	12716	12716	12718	12918	12916	12710	12910	12916
Midd'g Fair	121316	121516	121616	121518	13118	13116	121510	13110	101
Fair	1371A	13916	13918	13916	131116	131116	13916	1311:6	131116
	Wed			Wed			Wed	, -5	Fri.
Ordin'y.# b	9116	948	918	01	918	01-	01		
Strict Ord.	9916	958	958	9116	932	918	9116	918	918
Good Ord	10716	1012	1012	91116	105	$93_{4} \\ 105_{8}$	91116	934	934
Str. G'd Ord	1013.0	107	1078	10916	11008	11008	10916	10.8	1058
Low Midd'g	115.0	1130	1138	101516	1110	11 1	101516	IL	11
Str.L'w Mid	11916	1150	1158	11716	113		11716	1112	1112
Middling	111310	1170	1178	1111116	10	$\frac{113}{12}$	1111116	1194	1134
Good Mid	12316	1214	1214	11^{15}_{16} 12^{5}_{16}	1230	1238	111516	1030	12
Fr. G'd Mid	12710	1210	124	12916	1250	1258	12516	105	1238
Midd'g Fair	121510	13	13	13116	1210	1348	12916	1228	1258
Fair	13916	1358		131116	1334	1334	13^{1}_{16} 13^{1}_{16}	1334	$13\frac{1}{8}$ $13\frac{3}{4}$
	TAINE		0			Tron			13%

sat. Mon Tues Wed Th. Fri. Good Ordinary..... % b. S15₁₆ 81516 Strict Good Ordinary..... $\frac{99}{107}$ 16 99_{16} 912 914 91_{2} 912 Low Middling.... 1038 10716 10^{38} 1038 Middling......1078 1114 1114 1114 11516 11516

MARKET AND SALES. SALES OF SPOT AND TRANSIT. FUTURES. SPOT MARKET Con- Spec- Tran-sump. ul't'n sit. Ex-CLOSED. Total. Sales. port. Bat . . Steady. 994 69,000 100 Mon . Steady at 18 adv. $\frac{247}{1,134}$ 70428 600 Tues. Steady..... 342 233 1,709 159,600 400 100 873 973 164,100 600 Thurs Steady at 116 adv 314 195.000 600 Fri. Firm.... 237 25 858 1,120 120,300 400 Total 1.983 331 6,089 857,100

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

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

200	1	<u> </u>	H	- 5	Н	7	700		7
Sales since Sept. 1, 1880.	Total sales this week.	Friday, Sept. 17— Sales, total	Thursday, Sept. 16— Sales, total Prices paid (range). Closing, bid and asked	Wednesday, Sept. 15— Sales, total Prices paid (range) Closing, bid and asked	Sales, total	Monday, Sept. 13— Sales, total Prices paid (range) Closing, bid and asked	Saturday, Sept. 11— Sales, total	FUTURES.	Market, Prices and
	k	Active.	Excited.	Buoyant.	Lower.	Buoyant.	Higher.	Market.	Tone o
		Barely st'y	Barely st'y	Barely st'y	Dull.	Firm.	Firm.	Closing.	Tone of the-
527,200	181,900	$\begin{array}{c} 32,100 \\ 11.47 @ 11.80 \\ 11.70 - 11.72 \end{array}$	27,200 11.35@11.57 11.47——	$\begin{array}{c} 32.800 \\ 11.19 @ 11.44 \\ 11.42 - 11.44 \end{array}$	37,100 11.25@11.32 11.26—	29,900 11.26@11.35 11.32—11.34	$\begin{array}{c} 22,800 \\ 11.16 @ 11.24 \\ 11.23- \end{array}$	September.	
384,500	216,900	$37,300 \\ 11.16 @ 11.30 \\ 11.22$	48,600 11.06@11.29 11.15—11.16	$\begin{array}{c} 39,500 \\ 10.87 @ 11.13 \\ 11.10 11.11 \end{array}$	38,600 10·89@10·99 10·91—10·92	38,500 $10.92 @ 11.05$ $11.01 - 11.03$	14,400 10.78.010.88 10.87.—10.88	October.	
171.400	117,100	$11,400 \\ 11.01@11.13 \\ 11.04-11.05$	32,500 10.98@11.16 11.04—11.06	22,000 10.78@11.03 11.01—11.03	22,100 10.81@10.90 10.81—	22,500 10.81@10.96 10.95— —	$\begin{array}{c} 14,400 \\ 10.78 \# 10.88 \\ 10.87 \# 10.88 \\ 10.76 \# \dots \end{array}$	November.	DAILY P
288,300	179,500	$\begin{array}{c} 21,000 \\ 11.01 @ 11.20 \\ 11.08 - 11.09 \end{array}$	49,700 10:99 <i>@</i> 11:19 11:07—11:08	36,400 10.79æ11.06 11.02—11.03	27,900 10.82@10.89 10.82—10.83	31,300 10:82@10:96 10:95—10:96	13,200 10.67@10.78 10.77—10.78	December.	PRICES AND
148,900	113,300	$12,600 \\ 11\cdot13 \stackrel{\circ}{a}11\cdot26 \\ 11\cdot18-11\cdot19$	23,400 11:10 <i>@</i> 11:30 11:19—	26,200 10.90 <i>@</i> 11-16 11.14—11.15	22,300 10.93.#11.00 10.92—10.94	$\begin{array}{c} 20,100 \\ 10.92 @ 11.06 \\ 11.05 - 11.06 \end{array}$	8,700 10.78 <i>a</i> 10.89	January.	SALES OF
30,200	16,600	$\begin{array}{c} 200 \\ 11.35 @ 11.36 \\ 11.32 - 11.34 \end{array}$	6,900 11.24 <i>@</i> 11.43 11.33—11.35	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3.300 $11.06 % 11.14$ $11.06 -11.08$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	February.	FUTURES
33,200	17,300	2,600 $11.43 % 11.53$ $11.48 % 11.49$	3,700 $11.41@11.60$ $11.49-11.50$	$2,400 \\ 11.22 @ 11.45 \\ 11.46 - 11.48$	5,500 $11.25 @ 11.30$ $11.22 - 11.24$	1,300 $11.22 # 11.31$ $11.33 # 11.35$	$\begin{array}{c} 800 \\ 11.05 @ 11.09 \\ 11.14 - 11.16 \end{array}$	March.	FOR EACH
18,500	13,200	1,900 11.63 <i>@</i> 11.70 11.62—11.64	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2,500 11·50@11·60 11·60—11·62	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2,800 11·32@11·44 11·47—11·49	900 11.21.@11.23 11.28—11.30	April.	I MONTH.
1,300	1,300	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	100	(ŵ 	11.66	400	 @ 	May.	
* 2,103,500	857,100	120.300 11.01@11.80 11.04—11.72	10.98.000 10.98.011.88 11.04—11.65	164,100 10.78@11.60 11.01—11.62	$159.600 \\ 10.81@11.55 \\ 10.81-11.40$	$^{149.100}_{10.81@11.44}_{10.95-11.49}$	69,000 10.65@11.24 10.76—11.30	Total Sales and Range.	

Includes 500 for Aug ust, 1881, at 11.50.

Transferable Orders—Saturday, 11:25; Monday, 11:35; Tuesday, 11:36; Wednesday, 11:45; Thursday, 11:50; Friday, 11:75. Short Notices for September—Thursday, 11:40@11:42.

The following exchanges have been made during the week: 11 pd. to exch. 400 Dec. for Jan. | 500 Oct. for Jan. even.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Sept. 17), we add the item of exports from the United States, including in it the exports of Friday only.

Stock at Liverpoolbales Stock at London	1880. 558.000 52,900	1879. 321,000 65,908	1878. 452.000 23,000	1877. 690,00 0 30,250
Stock at Hamburg Stock at Bremen	$\frac{3.600}{29.000}$	386.968 106,860 1.738 14,262 2,400 16.649	475.000 148,000 1,750 16.000 5.500 31,500	720,250 211,250 11,250 55,000 12,500 60,250 36,750
	Total Great Britain stock. Stock at Havre. Stock at Marseilles. Stock at Barcelona. Stock at Hamburg.	Stock at Liverpool 558,000 Stock at London 52,900 Total Great Britain stock 610,900 Stock at Havre 77,200 Stock at Marseilles 8,120 Stock at Barcelona 40,100 Stock at Hamburg 3,600 Stock at Bremen 29,000	Stock at Liverpoolbales 558,000 321,000 Stock at London	Stock at Liverpool bales 558,000 321,000 452,000 Stock at London 52,900 65,908 23,000 Total Great Britain stock 610,900 386,968 475,000 Stock at Havre 77,200 106,860 148,000 Stock at Marseilles 8,120 1,738 1,750 Stock at Barcelona 40,100 14,262 16,000 Stock at Hamburg 3,600 2,400 5,500 Stock at Bremen 29,000 16,649 31,500

	,			
	1880.	1879.	1878.	1877.
Stock at Rotterdam	2,570	2,181	7,750	11.000
Stock at Antwerp	981		5,250	7,20
Stock at other conti'ntal ports.	17,200	3,254	12,000	11,500
Total continental ports	192,071	176,616	269,250	416,750
Total European stocks	802,971	563.524	£744,250	1,137,000
India cotton affoat for Europe.	106,000	159.252	175.000	155,000
Amer'n cotton afloat for Eur'pe	103,000	44,323	20,000	34,000
Egypt, Brazil, &c., aft for E'r'pe	17,000	4,619	4,000	
Stock in United States ports	188,008	104,775	109,351	108.009
Stock in U. S. interior ports	22,589	11,093	14,665	8,276
United States exports to-day	14,000	••••	1,500	• • • • • • •
			1 000 700	1 405 005
Total visible supply	1,253,568		1,068,766	
Of the above, the totals of Amer	rican and o	ther descri	ptions are	as follows
American-				
Liverpool stock	356,000	187,000	326,000	405,000
Continental stocks	108,000	98,000	209,000	308,000
American affoat for Europe	103,000	44,323	20,000	34,000
United States stock	183,003	104,775	109,351	108.009
United States interior stocks	22,589	11,093	14,665	8,276
United States exports to-day	14,000		1,500	******
Total American	791,597	445,191	680,516	863,285
East Indian, Brazil, &c				
Liverpool stock	202,000	134,000	126,000	285,000
London stock	52,900	65.908		30,250
Continental stocks	84,071	78,616	60,250	105,750
India affoat for Europe	106,000	159,252	175,000	155,000
Egypt, Brazil, &c., affoat	17,000	4,619	4,000	23,000
	101.071			
Total East India, &c	461,971	442,395	388,250	602,000
Total American	791,597	445,191	680,516	863,285
	1 050 500	005 500	1.000.500	1 405 005
Total visible supply	1,253,568		1,068,766	
Price Mid. Upl., Liverpool		69 ₁₆ d.	67 ₁₆ d.	65 ₁₆ :1.

The above figures indicate an increase in the cotton in sight tonight of 365,982 bales as compared with the same date of 1879, an increase of 184,802 bales as compared with the corresponding date of 1878, and a decrease of 211,717 bales as compared with 1877.

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

American—	1880.	1879.	1878.	1877.
Liverpool stockbales	356,000	187,000	326,000	405,000
Continental stocks	108,000	93,000	209,000	308,000
American afloat to Europe	103,000	44,323	20,000	34,000
United States stock	188,003	104,775	109,351	108,009
United States interior stocks	38,094	23,896	26,377	15,104
United States exports to-day	14,000	••••	1,500	••••
Tota American	807.102	457.994	692,228	870,113
East Indian, brazit, &c				
Liverpool stock	202,000	134,000	126,000	285,000
London stock	52,900	65,908	23,000	30,250
Continental stocks	85,071	78,616	60,250	108,750
India afloat for Europe	106,000	159,252	175,000	155,00 0
Egypt, Brazil, &c., afloat	17,000	4,619	4,000	23,000
Total East India, &c	461,971	442,395	398,250	602,000
Total American	807,102	457,994	692,228	870,113
-				

Total visible supply1,269,073 900,339 1,080,478 1,472,113 These figures indicate an increase in the cotton in sight to-night of 368,684 bales as compared with the same date of 1879, an increase of 188,595 bales as compared with the corresponding date of 1878, and a decrease of 203,040 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 en	ding Sept.	17, '80.	Week end	ling Sept.	19, '79.
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga	7,512	6,327	3,306	5,980	4,572	1,931
Columbus, Ga	2,790	1,706	3,396	2,577	1,525	1.612
Macon, Ga	2,907	1,232	3,224	3,318	2,429	1,670
Montgomery, Ala		2,677	2,829	7,114	6,553	1,293
Selma, Ala	2,435	1,757	1,815	5,886	3,605	3,932
Memphis, Tenn	1,581	720	7,337	29	4	415
Nashville, Tenn	71	114	682	200	1,017	190
Ziashvino, rent						
Total, old ports.	21,412	14,533	22,589	25,104	19,705	11,093
Lotal, old ports.	21,212	11,000	22,000	20,202	20,000	,
Dallas, Texas	1,657	1,646	387	. 1.871	1,972	911
	73	38	226	500	500	400
Jefferson, Tex		1,171	988	1,969	1,510	1,695
Shreveport, La	1,046	262	443	1,935	1,623	589
Vicksburg, Miss.	501		162	416	258	277
Columbus, Miss	74		878		1,677	1,132
Eufaula, Ala	1,503	1,642		1,916	1,077	
Griffin, Ga	968	783	399	200	182	50
Atlanta, Ga	3,141	2,680	3,453	250	232	250
Rome. Ga	1,447	1,145	1,154	100	60	. 50
Charlotte, N. C. *	750	650	700	656	• 676	251
St. Louis, Mo	1,600	2,336	5,673	9,459	6.032	5,491
Cincinnati, O	652	619	1,042	1,556	2,172	1,707
Carrettians, Cities						
Total, new p'rts	13,412	13,014	15,505	20,828	16,894	12,803
Zouzi, now pros						
Total, all	34.824	27,547	38,094	45,932	36,599	23,896
* This year's flor	res estin	ated.				

* This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 6,879 bales, and are to-night 11,495 bales more than at the same period last year. The receipts at the same towns have been 3,692 bales less 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 | be poor.

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	Receipts at the Ports.			Stock at Interior Ports			Rec'pts from Plant'ns.		
onding-	1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.
July 2	5,949	3,6:37	17,057	19,675	22,386	75,103	4,384	802	10,988
" 9	5,287	3,032	14,070	18,033	20,691	71,950	3,645	1,335	10.917
** 16	3,782	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	56,663	1,119	2,154	8,612
" 30	3,671	2,503	10,859	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	8,462	8,691	6,238	11,477	85,478	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	4,718	19,021
Sept. 8	26,750	13,920	42,082	9,979	9,598	21,770	30,138	16,217	86,090
" 10	47,431	30,054	61,117	18,971	14,563	25,550	56,423	85,019	64,897
" 17	74,955	76,933	102,695	26,377	28,896	38.094	81,761	86,266	115,239

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1880 were 198,181 bales; in 1879 were 137,502 bales; in 1878 were 168,320 bales.

2. That the receipts at the out ports the past week were 102,695 bales, and the actual movement from plantations 115,239 bales, the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 86,266 bales, and for 1878 they were 81,761 bales.

WEATHER REPORTS BY TELEGRAPH.—In general much less rain has fallen this week in the South, and the rainy days were in the first part of the week. Since then the weather has improved greatly, though a few correspondents complain of cold nights. At some points, however, and especially throughout Texas, rains are still excessive, and must work much harm unless they stop soon.

Galveston, Texas.—We have had hard showers on five days the past week, the rainfall reaching two inches and forty-six hundredths. The thermometer has averaged 77, the highest being 84 and the lowest 72. Crop accounts are less favorable. Caterpillars have entirely denuded the plant of foliage in all the southern third of the State, and injurious rains have fallen during the week throughout the State, and much damage is feared. If no more rain falls, the crop will, however, still be as large as can be picked; but if it continues to rain, great injury will result. Picking has been interfered with by the rain.

Indianola, Texas.—There have been showers during the week on six days, with a rainfall of one inch and fifty hundredths. Average thermometer 76, highest 88, and lowest 64. We are having too much rain, and it has interfered with picking. Caterpillars have stripped off all leaves, but if we could have dry weather would still make a good crop; otherwise the bolls left will rot.

Corsicana, Texas.—It has rained tremendously on five days of the past week, the rainfall reaching four inches and forty-nine hundredths, and much damage is feared. Picking has been interfered with, and no work can be done till the rains cease. All streams are out of banks. The thermometer has averaged 71, ranging from 51 to 89.

Dallas, Texas.—There have been showers at this point on three days, which still continue. Accounts from the interior are conflicting, but too much rain has fallen. The thermometer has averaged 70, the highest being 89 and the lowest 50. The rainfall for the week is one inch and ten hundredths.

Brenham, Texas.—It has rained hard on four days the past week, the rainfall aggregating two inches and fifty hundredths. We are having too much rain and picking is being interfered with. Caterpillars in some sections have entirely stripped the plant of leaves, and dry weather is badly needed. Average thermometer 74, highest 85 and lowest 65.

Waco, Texas.—It has rained hard on three days during the week, doing much damage and interfering with picking. We are having too much rain. Average thermometer 71, highest 87 and lowest 60. The rainfall for the week is two inches and three hundredths.

New Orleans, Louisiana.—Rain has fallen during the past week on two days, to a depth of twenty-three hundredths of an

inch. The thermometer has averaged 75. Shreveport, Louisiana.—The weather during the week has been cloudy and rainy, and roads are in a bad condition. The thermometer has averaged 68, the highest being 84 and the lowest 53. The rainfall has reached three inches and thirty-two

hundredths. Vicksburg, Mississippi.—It has rained during the earlier part of the past week on four days, and has been clear and pleasant the latter portion. The bottom and top crops in this section will

Columbus, Mississippi.—We had rain the first three days of the past week, to a depth of two and three hundredths inches, but the latter portion has been clear and pleasant. Average thermometer 67, highest 76 and lowest 60. Crops in this section have been seriously damaged by late rains.

Little Rock, Arkansas.—Telegram not received.

Nashville, Tennessee.—It has rained slightly on one day the

past week, the rainfall reaching three hundredths of an inch, and we have had a frost but not a killing frost. The thermometer has ranged from 46 to 80, averaging 64. Crop accounts are

Memphis, Tennessee.—It has rained at this point on two days the past week, the rainfall reaching eight hundredths of an inch. Crop accounts are less favorable and much despondence is reported, the estimates reaching fifty per cent damage. Conservative opinions indicate for this district a decline of twenty per cent from the July report. Weather now fine and frost threatening, which could still damage much. The thermometer has averaged 66, the highest being 80 and the lowest 52.

Mobile, Alabama.—It has rained severely one day and been showery four days the rainfall resolution.

showery four days, the rainfall reaching three inches and six hundredths; but as the week closes there has been a favorable change in the weather. The thermometer has averaged 73, with an extreme range of from 63 to 88. Crop accounts are more favorable, but much damage has been done by rain, worms, rust

Montgomery, Alabama. - The first five days of the past week we had light showers, the rainfall reaching thirty-one hundredths of an inch. The balance of the week has been clear and pleasant, but with cold nights. Picking has progressed finely since the rains ceased. The thermometer has ranged from 57 to 83, aver-

Selma, Alabama.—We had light rains on three days the earlier part of the past week, but the latter portion has been

Madison, Florida.—We have had rain on four days, but as the week closes there has been a favorable change in the weather. The thermometer has ranged from 70 to 76, averaging 73. Much damage has been done, and picking has been interfered with by the storm.

Macon, Georgia.—It has rained here on one day, but the rest of the week has been pleasant. The thermometer has averaged

74, the highest being 85 and the lowest 61.

Columbus, Georgia.—It has rained severely on one day the past week, the rainfall reaching one inch and ninety two hundredths. The thermometer has averaged 80.

Savannah, Georgia.—Rain has fallen on three days, the rainfall reaching one inch and thirty-seven hundredths; but the rest of the week has been pleasant. The thermometer has averaged 71, the highest being 79 and the lowest 61.

Augusta, Georgia.—There have been light rains on three days, the rainfall reaching seventy-nine hundredths of an inch; but the weather the rest of the week has been favorable. Picking is progressing finely, and cotton is being sent to market freely. Average thermometer 68, highest 80 and lowest 51.

Charleston, South Carolina. - It has been showery two days the past week, the rainfall reaching eighty-one hundredths of an inch. The thermometer has averaged 71, with an extreme range

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 16, 1880, and September 18, 1879.

			Sept. 1	
		Inch.	Feet.	Inch.
New OrleansBelow high-water mark.	. 11	9	12	6
MemphisAbove low-water mark	. 9	6	7	2
MashvilleAbove low-water mark	. 1	9	1	11
Shreveport Above low-water mark	. 9	4	1	4
Vicksburg Above low-water mark	. Miss	sing.	16	7

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

Messes. Kauffman & Runge, of Galveston, Texas, inform us that the weight of the first 6,000 bales new Texas crop cotton shipped by them to Europe shows the unusual figure of 547 pounds average per bale.

SAMUEL BLAISDELL, JR., & Co. inform us that the first seven bales of the new Sea Island crop were shipped to their mills at Chicopee, Mass., from Charleston, per steamer Atlanta. They were raised on Edisto Island; grade fine. The cotton was purchased for their account by T. L. Witsell, Charleston, at 37c.

AGRICULTURAL DEPARTMENT'S REPORT FOR SEPTEMBER.—The Agricultural Department at Washington has issued its September condition report this week, and is in the following words:

The average condition of the cotton on September 1 is 91, showing a decline of 11 per cent since the August return, but an increase over the condition reported September 1, 1879, of 6 per cent.

The State averages and decline during the month are:

North Carolina, 100—a loss of 6; South Carolina, 93—a loss of 5; Georgia, 95—a loss of 3; Florida, 91—a loss of 5; Alabama, 86—a loss of 13; Mississippi, 88—a loss of 11; Louisiana, 88—a loss of 11; Texas, 97—a loss of 13; Arkansas, 95—a loss of 11; Tennessee, 90-a loss of 17.

The complaints of too much rain, of rust and boll-worm are

very general.

Taking the above figures for September, and adding them to report army worm; damage slight.

those for the previous months, we have the following comparison between this year and last year:

States.		1880.					1879.			
States.	June.	July.	Aug.	Sept.	Av'gc.	June.	July.	Aug.	Sept.	Av'ge.
N. Car	92	101	106	100	99.7	98	104	86	83	92.7
S. Car	104	99	98	93	98.5	94	81	82	81	84.5
Georgia.	98	97	98	95	97.0	93	.86	87	82	87.0
Florida .	50	92	96	91	92.2	95	91	87	85	89.5
Alab'ma.	96	93	99	86	93.5	96	96	100	84	94.0
Miss	96	99	99	88	95.5	99	92	98	89	94.5
Louis'na	97	96	99	88	95.0	95	93	89	87	91.0
Texas	106	111	110	97	106.0	94	90	79	66	82.2
Arkans's		104	106	95	101.2	100	103	96	99	99.5
Tenn	99	103	107	90	99.7	94	101	105	107	101.7
Av'ge:	98	100	102	91	97.7	96	93	91	85	91.

In this manner we find that the resulting condition of all the States, except Tennessee and Alabama, is better than last year, and the most of them considerably better. If we add to each the increase in acreage also, it would seem that on the first of September, according to the Department reports, the yield promised to be considerably larger than the crop just marketed.

MEMPHIS COTTON EXCHANGE REPORT.—We publish below, in full, the report of the Memphis Department, received too late for last week's CHRONICLE.

Memphis Department.

covers the State of Tennessee, west of the Tennessee River, and the following Counties in Mississippi: Coahoma, Panola, Lafayette, Marshall. De Soto, Tunica, Benton and Tippah, and the State of Arkansas north of the Arkansas Piver. The report is prepared, and issued by the Morrybia. the Arkansas River. The report is prepared and issued by the Memphis Cotton Exchange, through their Committee on Information and Statistics, composed of H. M. Neely, Charman, H. C. Hampson, T. H. Hartmus, H. F. Rose, H. Furstenheim, W. A. Gage and J. C. Johnson.

West Tennessee.—41 responses.

Weather—4 report weather for month of August as having been favorable, warm with seasonable rains; 37 unfavorable, of which 27 report excessive drought, 7 generally dry with light showers, 3 wet first week to ten days, balance month very dry, 3 mention nights having been too cold, 6 generally too cold. Compared with August, 1879—4 report about same, 37 much less favorable. Cotton fruiting—6 report fruiting well, 17 moderately well, 18 not well; 5 report retaining fruit, 36 shedding seriously. Crop condition—21 report good condition as to cultivation, 16 bad condition, 4 report very grassy, 1 reports too rank growth, 21 report serious rust and blight; as compared with July the condition is 26 per cent less favorable; aswith 1879, 21 per cent less favorable. Picking dates—The average date of commencement was August 27th, as against Sept. 11th last year. Picking will be general by Sept. 8th. Worm depredations—37 report no damage by worms, 4 report some bold worms, damage slight. Damage by shedding, rust, etc.—1 reports no shedding of fruit, 6 report slight, 34 serious shedding from effects of unfavorable weather and rust; average damage 23 per cent. Miscelunfavorable weather and rust; average damage 23 per cent. Miscellaneous, see aggregate.

North Mississippi.—43 responses.

Weather—5 report favorable weather, warm with seasonable rains, 38 very unfavorable, of which 13 on account of excessive drought, 4 generally dry with slight showers, 2 wet first week, very dry balance of mouth, 19 too much ra n, 3 complain of general cool weather. Compared with August, 1879—1 reports more favorable, 6 report about same, 36 much less favorable. Cotton fruiting—18 report fruiting well, 8 moderately well, 17 not fruiting well, 6 report retaining fruit, 37 shedding seriously. Crop condition—29 report cotton crop in good condition as to cultivation, 10 in bad condition, 4 very grassy, 11 complain of excessive growth at expense of fruit, 11 serious rust and blight; compared with July the condition is 15 per cent less favorable; with 1879, 12½ per cent less favorable. Picking dates—Average commencement of picking this year, Aug. 28th; last year, Sept. 7th. Picking will be general Sept. 9th. Worm depredations—29 report no damage by worms, 14 some boll worms, Weather-5 report favorable weather, warm with seasonable rains, 38 Worm depredations—29 report no damage by worms, 14 some boll worms, 3 report army worm, average damage one-fourth per cent. Damage by rust, shedding, etc.—2 report no damage, 13 slight shedding, 28 serious loss; average damage 14 per cent. Miscellaneous, see aggregate.

Arkansas (north of Arkansas River).—48 responses.

Arkansas (north of Arkansas River).—48 responses.

Weather—14 weather favorable, warm with seasonable rains; 34 unfavorable, of which 12 very dry, 2 generally dry with slight showers, 3 wet first week, dry balance month; 17 report too much rain. Compared with 1879—13 report more favorable, 3 about same, 32 much less favorable. Cotton fruiting—27 report fruiting well, 9 moderately well, 12 not well; 18 report retaining fruit, 30 shedding seriously. Cron condition—10 report very fine condition in all respects, 30 good condition as to cultivation, 5 bad condition, 4 very grassy, 9 growth of plant too rank at expense of fruit, 18 report serious rust and blight; as compared with July, the crop is reported as being 15 per cent less favorable; as with 1879, 9 per cent less favorable. Picking dates—Average date of commencement, Aug. 27; last year, Sept. 7th; picking will be general by Sept. 10th. Worm depredations—41 report no damage by worms, 7 report appearance of boll worms, only one of whom reports damage (10 per cent as to him.) Damage by rust, shedding, etc.—10 report no shedding of fruit, 11 slight shedding, 27 serious shedding; average damage by rust, blight and shedding, 11 per cent.

AGGREGATE—(132 responses.)

AGGREGATE—(132 responses.)

1. Weather-24 report the weather for month of August as having been favorable in most all respects; especially in seasonable and not too abundant rains. 109 report the weather as having been generally very unfavorable, of which 52 report excessive drought; 13 generally dry with light showers; 8 wet first week to 10 days, balance of month excessively dry, and 36 too much rain; 3 complain of many cool nights, 19 that it has generally been too cold.

12 that it has generally been too cold.
2. Compared with August. 1879-14 report more favorable, 13 about

same, 105 much less favorable.

3. Ootton fruiting—51 report forming and blooming well, 34 moderately well, 47 not well; 25 report retaining fruit well, 103 report serious shedding of forms and young fruit. On uplands the top crop is generally

reported as almost entirely missing.

4. Crop condition—10 report very fine condition, 80 good condition as to cultivation, 11 excessive grass, 31 bad condition (without explanation.) As compared with condition in July, it is represented as 15 per cent less favorable; as with same time last year, 9 per cent less favorable.

5. Picking dates—The reported average date of commencement is Aug. 27th; commencement last year, September 8th; average date at which picking will be general, September 9th.

6. Worm depredations—107 report no material damage by worms, 25 report some boll worms; aggregate damage triffing; 3 in Mississippi report army worm; damage allebt.

7. Damage by shedding and rust-13 report no damage by rust or blight, 30 slight damage, 89 very serious damage; damage reported is from 1 to 50 per cent, averaging 16 per cent from rust, blight and weather shedding.

8. Miscellaneous—In Tennessee and Mississippi the severe loss occurs in the August or top crop, which is almost entirely lost; in the bottom lands everywhere there is much complaint of too rank growth of cotton

at expense of fruit.

Gunny Bags, Bagging, Etc.—Bagging continues to be taken very freely, and the market is ruling firm in tone, with prices tending upward. The sales aggregate 3,000 rolls, at full figures, and most holders are now quoting 10½c. for 1¾ lbs., 115%c. for 2 lbs. and 12½c. for 2¼ lbs., but there are a few sellers who are still willing to shade these figures. Butts have also been taken more freely, though the demand is for present wants. There have been sales of 500@600 bales at 2¾@27%c., as to quantity. Holders are firm as to figures, and are now quoting 2¾@27%c. for paper grades, while spinning qualities are quoted at 2½@ 3½c.

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		Year	- Beginnin	g Septembe	er 1.						
Receipts.	1879.	1878.	1877.	1876.	1875.	1874.					
Sept'mb'r	333,643	288,848	98,491	236,868	169,077	134,376					
October	888,492	689,264	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	7 59,036					
January .	647,140	616,727	689,610	500,680	637,067	444,052					
February.	447,918	564,824	472,054	449,686		383,324					
March	264,913	302,955	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	34,561	14,462	33,626	13,524					
Corret'ns.	42,714	458	52,595	66,293	71,985	9,709					
Total year	5,001,672	4,447,276	4,345,645	4,038,141	4,191,142	3,497,169					
Perc'tage of tot. port		100	· .								
receipts Aug. 31		23.33	98.79	98.36	98.23	99 72					
Correction		00.01	01.21	01.61	01.72	00.28					
Total port	receipts	100.00	100.00	100.00	100.00	100.00					

This statement shows that up to Aug. 31 the receipts at the ports this year were 554,396 bales more than in 1878-79 and 656,027 bales more than at the same time in 1877-78. The receipts since September 1, 1880, and for the corresponding periods of the five previous years have been as follows.

1	-1					
	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
" 4	6,474	2,264	4,799	616	4,630	1,407
66 5	s.	4,927	4,224	1,008	2,996	s.
" 6	14,751	2,101	7,116	754	3,414	3,764
" 7	9,315	s.	4,108	1,701	3,111	3,228
" 8	8,616	5,454	s.	1,655	3,982	3,116
" 9	11,096	5,124	13,115	s.	4,708	3,621
" 10	10,862	4,878	7,341	3,085	s.	-3,928
" 11	15,646	4,858	6,258	1,398	8,923	3,137
" 12	s.	7,636	7,982	3,108	4,788	s.
" 13	20,842	7,069	8,627	1,664	7,752	7,119
" 14	15,117	s.	10,714	2,524	6,085	6,512
" 15	13,999	15,628	s.	2,459	7,899	5,417
" 16	16,191	12,215	15,127	s.	7.538	5,404
" 17	20,900	12,995	10,425	5,063	S.	6,209
Total	185,030	91,881	109,595	26,689	69,435	57,040
Percentage	e of total					
	s Sept. 17.	01.83	02.46	00.61	01.72	01.36

This statement shows that the receipts since Sept. 1 up to to-night are now 93,149 bales more than they were to the same day of the month in 1879 and 75,435 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 17 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 16.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.			Shipm	ents-since	Receipts.		
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	. Total.	This Week.	Since Jan. 1.
1880 1879		1,000 6,000			483,000 341,000			$\overline{1,079,000}$ $785,000$
1878 1877	1,000	2,000	2,000	308,000	392,000 403,000	700,000	2,000	855,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 3,000 bales, and a decrease in shipments of 5,000 bales, and the shipments since January 1 show an increase of 248,000 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.

	Shipm	ents this	week.	Shipments since January 1.			
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total.	
1880 1879 1878 1877	4,000 2,000	1,000	5,000 2,000 3,000	199,000 197,000 114,000 79,000	80,000 103,000 58,000 50,000	279,000 300,000 172,000 129,000	

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	18	880.	18	379.	1878.		
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
Bombay All other p'rts.	1,000	838,000 279,000		590,000 300,000		700,000 172,000	
Total	1,000	1,117,000	11.000	890,000	4,030	872,000	

This last statement affords a very interesting comparison of the total movement for the week ending Sept. 16, 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. 16.	1880.		1879.		1878.			
Receipts (cantars*)— This week Since Sept. 1	Nor	eport.		5,500 6,500	6,000 8,000			
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.		
Exports (bales)— To Liverpool To Continent	• • • • • • • • • • • • • • • • • • • •	$\begin{array}{c} 250 \\ 604 \end{array}$	1,400	1,650	200	500 200		
Total Europe		954	1,400	1,650	200	700		

* A cantar is 98 lbs.

MANCHESTER MARKET.—Our report received from Manchester to-day states' that the market is quiet; prices are strong and firmly held, but unchanged. We give the prices of to-day below, and leave previous weeks' prices for comparison.

dear		1 1880.			1879.				
la.	32s Cop. 814 lbs.		Cotl'n Mid. Uplds	32s Cop. Twist.		8 ¹ 4 lbs. Shirtings.		Cott'n Mid. Uplds	
July 16	$9^{1}4 @ 10$ $9^{3}8 @ 10^{1}4$ $9^{3}8 @ 10^{1}4$ $9^{3}4 @ 10^{1}8$ $9^{1}8 @ 9^{7}8$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	d. 7 ¹ 2 9 9	$\begin{array}{c c} 6^{13}_{16} \\ 6^{13}_{16} \\ 6^{13}_{16} \end{array}$	834@914 $834@914$ $834@914$	5666	$rac{4}{1}rac{1}{2}rac{1}{6}$ $rac{1}{1}rac{1}{2}rac{1}{6}$	7 41 7 41 7 41	2 6 ¹ 2 2 6 ⁵ 16 2 6 ³ 8
\$ept. 3	9187 978	$egin{array}{cccccccccccccccccccccccccccccccccccc$	9 9 9 9	$\begin{array}{c} 71_{16} \\ 73_{16} \\ 7 \\ 71_{16} \\ 73_{16} \end{array}$	$8^{14}@9^{38}\\8^{78}@9^{12}\\8^{78}@9^{12}\\8^{78}@9^{12}\\8^{78}@9^{12}$	6 6 6	3 6	67 6 67 6 67 6	61316 61316 61316 6916

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 17,879 bales, against 13,470 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, 1889, 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, 1880.

,		Week e	nding-	-	Total	Same
Exported to—	Aug. 25.	Sept. Sep 1. Sep 8.		Sept. 15.	since Sept. 1.	previ'us year.
LiverpoolOther British ports	3,432	10,768	12,071	14,779	29,748	18,709
TOTAL TO GREAT BRITAIN	3,432	10,768	12,071	14,779	29,748	18,709
HavreOther French ports	625	968	199	1,804	2,003	1,357
TOTAL FRENCH	625	968	199	1,804	2,003	1,357
Bremen and Hanover Hamburg Other ports.	1,309	50	675 406 119	$\begin{array}{c} 682 \\ 540 \\ 74 \end{array}$	1,357 916 193	
TOTAL TO NORTH. EUROPE	1,309	50	1,200	1,296	2,496	
Spain, Op'rto, Gibralt'r,&c All other	 55	200	••••	······		
TOTAL SPAIN, &c	55	200				
GRAND TOTAL	5,421	11.986	13,470	17,879	31,247	20,066

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THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1880.

Descinta	New	York.	Bo	ston.	Philadelphia.		Baltimore.	
Receipts from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.
N. Orl'ans	1,380	3.843						
Texas Savannah	2,443 $5,316$	7,426 8,255			583	583	1,843	1,843
Mobile		16			•••••		•••••	•••••
8.Car'lina	4,807	6,924					1,219 79	1,219 79
N.Car'lina Virginia	894 6,823	1,845 7,625					1,764	2,250
North. pts Tenn., &c.		140 53	$\frac{372}{1,615}$		263	372		
Foreign	328	443		·	• • • • • • •			
This year.	22,056	36,570	2,306	2,777	846	955	4,905	5,421
Last year.	23,644	35,627	2,423	3,222	528	718	493	1,067

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *iatest mail* returns, have reached 44,973 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	il bales.
New York—To Liverpool, per steamers Ptolemy, 727 Egypt, 1,886 Celtic, 919 Wyoming, 2,575 Ganos, 2,486 Bothnia, 1,831 Hecla, 2,534 City of Brussels, 1,821. To Havre, per steamers Canada, 602 Labrador, 1,202 To Bremen, per steamers Habsburg, 262 Oder, 420 To Hamburg, per steamer Cimbria, 540. To Rotterdam, per steamer W. A. Scholten, 74. New Orleans—To Liverpool, per steamer Historian, 3,300 Charleston—To Liverpool, per steamer Mark Lane, 5,301 Upland BAVANNAH—To Liverpool, per steamers Gladiolus, 5,400 Upland Euxine, 4,300 Upland To Corunna, per bark Elvira Canimo, 20 Upland BALTIMORE—To Liverpool, per steamers Prussian, 2,721 Caspian, 2,221 American, 1,047. BOSTON—To Liverpool, per steamers Istrian, 404 Pembroke, 182 Marathon, 165 Bulgarian, 830 PHILADELPHIA—To Liverpool, per steamers Sicily, 500 Illin-	14,779 1,804 682 -540 74 3,300 5,301 9,700 20 5,989 1,581
ois, 703	
Total	44,973

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

Liver-	Harre.	Bre- men.	Ham- burg.	Rotter dam.	- Co- runna.	Total.
New York 14,779	1.804	682	540	74		17,879
New Orleans 3,300						3,300
Charleston 5,301			• • • •			5,301
Savannah 9,700		• • • •			20	9,720
Baltimore 5,989		• • • •				5,989
Boston 1,581		• • • •		• • • •	• • • •	$1,581 \\ 1,203$
Philadelphia 1,203	3	• • • •	• • • •	••••	••••	1,203
,		-				
Total 41,853	3 1,804	6 82	540	74	20	44,973

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

CHARLESTON, steamer, from Charleston for New York, before reported, was hauled off the shoals A. M. Sept. 7, and safely towed to her pier at Charleston. The vessel was not materially damaged. She sailed for New York, where she arrived, and on Sept. 14 was on the dry dock there, being stripped, caulked and remetaled.

Cotton freights the past week have been as follows:

,	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	516 7 38	5162038	516@38	516 20 38	516@38	516@38
Do saild.						
Havre, steamc.	58	58	58	58	58	58
Do sailc.						
Bremen, steamc.	58	58	58	58	58	58
Do sailc.					2	
Hamburg, steam d.	58	58	58	58	58	58
Do sail d .						
Amst'd'm, steam.c.	1116	1116	1116	1116	1116	1116
Do saild.					·	
Baltic, steamd.	38	38	36	88	* 38	38
Do sailc.			١			1

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

	Aug. 27.	Sept. 3.	Sept. 10.	Sept. 17.
Sales of the weekbales.	66,000	46,500	48,000	57,000
Sales Americau	46,000	31,500	37,500	40,500
Of which exporters took	4,200	5,300	3,600	5,500
Of which speculators took	7,060	1,460	1,270	3,100
Actual export	4,700	5,600	4,200	6.900
Forwarded	3,600	3,300	4,800	3,800
Total stock—Estimated	624,000	617,000	597,000	558,000
Of which American-Estim'd	421,000	399,000	379,000	256,000
Total import of the week	30,500			19,500
Of which American	24,500	12,500	17,000	17,500
Amount affoat	129,000	115,000	119,000	133,000
Of which American	29,300	38,000	53,000	78,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 17, and the daily closing prices of spot cotton, have been as follows:

1	Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
	Market, }	Firm.	Tending upward.	Steady.	Dull and easier.	Good demand freely met	Easier.
	Mid. Upl'ds Mid. Orl'ns.		7^{3}_{14}	7^{3}_{14}	7^{1}_{4}	73 ₁₆ 75 ₁₆	73 ₁₆ 75 ₁₆
	Market. }		\$				
	Sales Spec.& exp.	8,000 2,000	12,000 2,000	10,000	7,000 500	10,000 2,000	7,000 1,000
	Futures. Market, 5 P. M.	Wk for n'r mos.; firm for late.		Very weak.	Firm.	Steady.	Steady, offerings free.

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, upless otherwise stated.

1	unless otherwise stated.	on the basis of Change	s, now midding clause,
ı	umess other wise stated.	SATURDAY.	
Ì	Delinery, d.	Delivery. d.	Delivery. d.
١	Delivery. d. Sept	DecJan639	JanFeb 613_{32}
١	SeptOct62132	JanFeb638	FebMar6718
١	Oct -Nov61332@716	FebMar 61332	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
I	NovDec638	MarApr67 ₁₆	AprMay 6^{1} 2
١	210112001111111111111111111111111111111	MONDAY.	**
١	Delivery.	Delivery.	Delivery.
١	Sent 7300@18@320	Sept718	OctNov6 ¹ 2
I	Sept 7_{32} \overline{a} 1_{8} \overline{a} 3_{32} Sept. Oct 6_{11} 1_{16} \overline{a} 2_{32}	OctNov61732	SeptOct61116
I	OctNov6 ¹ 2	NovDec615 ₃₂	NovDec6716
I	NovDec67 ₁₆	JanFeb 6^{15}_{32}	MarApr 61732
١	FebMar6 ¹ 2	MarApr69 ₁₆	AprMay 69_{16}
I	MarApr612@1732	AprMay 6^{19}_{32}	Sept7116
١	AprMay 6916	Sept73 ₃₂	DecJan67 ₁₆
١		TUESDAY.	
I	Delivery.	Delivery.	Delivery. YU TUR
١	Sept718@332	May-June 6^{21}_{32}	May-June658
١	SeptOct634 @2332	NovDec61532	Sept7132]
١	OctNov69 ₁₆ @17 ₃₂	SeptOct61116	SeptOct62132
١	NovDec6 ¹ 2	OctNov612	OctNov 61532
١	DecJan6 ¹ 2	JanFeb61532	NovDec613 ₃₂
١	JanFeb6 ¹ 2	Sept71 ₁₆	MarApr 617_{32}
١	MarApr $619_{32} \widehat{w}^{9}_{16}$	NovDec67 ₁₆	AprMay 69_{16}
ł	AprMay658	79	,
١		WEDNESDAY.	
١	$\begin{array}{c} \textbf{\textit{Delivery}}.\\ \text{Sept.} & 7^{1}32@7\\ \text{SeptOct.} & 6^{21}32 \end{array}$	Delivery.	OctNov612
١	Sept 7^{1}_{32} @7	Sept	OctNov6-2
	SeptOct62132	SeptOct62132	NovDec6716
1	OctNov61532@116	OctNov	DecJan6716
1	NovDec61332	DecJan638	MarApr 612@1732
1	SeptOct658	Sept	AprMay 61116
	JanFeb638	SeptOct61116	l .
		THURSDAY.	D-7/
	Delirery. Sept7332	Delivery.	June-July62132
	Sept7332	DecJan61532@12	June-July02132
	SeptOct62332	015_{32}	SeptOct634 NovDec612
	OctNov61732@916	JanFeb 6^{1} 2 \overline{a} 1532	MarApr61932:
	NovDec 61532 @ 12	FebMar	April-May658
	0^{15}_{32} DecJan 6^{1}_{2}	$MarApr69_{16}$ $AprMay619_{32}$	SeptOct62332
	Dec. Jan02		BeptOct
		FRIDAY.	Dalimann
	Delivery.	Delivery.	Delivery.
	Sept71 ₁₆ @1 ₃₂	FebMar6 ¹ 2	OctNov
	SeptOct611	MarApr 6916@1732	NovDec61532: SeptOct634
	OctNev61732@12	Sept71 ₁₆ @3 ₃₂	MarApr69 ₁₆
	NOVDec 01032@116	SeptOct 6^{1_8} 0^3_{32} 6^{23}_{32}	
	Janreb	Bepu-Oct02532	

BREADSTUFFS.

FRIDAY, P. M., Sept. 17, 1880.

There has been an improving market for flour during the past week, but most decided for the extremes of grades—No. 2 superfine and common extras, as well as the choice patents from spring wheat, none of which are in full supply. The offerings of medium grades from winter wheat are pretty free, and prices of these have not changed much. The production of the country has been but little curtailed, and yet stocks have not accumulated at any point. Rye flour and corn meal have been in demand at full prices. To-day there was a fair business in flour at firm prices.

The wheat market was but moderately active, and without material change, till Wednesday, when there was a sharp and general advance, most decided, however, on the spot and for early delivery. There were very large sales of No. 2 spring at \$1 05@\$1 06¾ in store and afloat; also No. 2 red winter \$1 08½ @\$1 08¾ for October and \$1 09½@\$1 09¾ for November, and No. 1 white \$1 07@\$1 07½ for October. There was a very urgent export demand, and the reduced movement of the crop at all points gave sellers the advantage. To-day there was a decline of ½@1c., with a fair business at the decline; No. 2 red sold at \$1 07½ for September, \$1 07¾ for October and \$1 07½ for November; and No. 1 white for September at \$1 07½ and for October at \$1 07.

Indian corn has been active. Prices have varied somewhat, and yet fluctuations have not been wide. The tendency, however, has been towards better prices. The report of the Agricultural Bureau says of crop during August:

The average condition of the corn crop for the whole country is 91, a decline of 7 per cent since the returns of August 1 and 4 per cent lower than September 1, 1879. The New England and South Atlantic States fall short of the average about $2\frac{1}{2}$ per cent. The Middle, Gulf and Pacific States are above the average. The great corn regions of the Mississippi on both slopes show a marked deficiency. The northern portion of the Atlantic slope reports damage from drought; to the southward there was sufficient rain. The State of Texas reports a very high condition, viz., 121. North of the Ohio River the States of

Indiana and Illinois report great injury from drought; Missour, Kansas and Nebraska report the same.

To-day the market was fairly active at some decline; No. 2 mixed sold for October at 52c. and for November at 53@534c.

Rye has materially advanced, selling at 96@96½c. on the spot and for September arrival. To-day there were sales at 97c. for September.

Barley has remained nominal most of the time at about 90@ 95c. for No. 1 Canada; but to-day four-rowed State sold at 90c. for delivery October 10.

Oats have been active, but at decidedly higher prices, closing to-day with sales of futures at 42\%4.6 for September, 38\%2. for October and 38\%2. for November.

The following are closing quotations:

and	CICOLIA	9 4 40	· · · · · · · · · · · · · · · · · · ·				
Flour.		1	Grain				
No. 2 \$\mathbb{B}\text{ bbl. \$\mathbb{S}\$	82 70 a	3 45					
Winter superfine	3 700	4 00	No. 3 spring, \$\text{\$\text{\$\text{\$\text{\$bu.\$}}}\$	3	0		
Spring superfine	3 357	3 75	No. 2 spring	1 05	0	L 07	
Spring wheat extras	3 80 a		Red winter	97	@1	084	2
do XX and XXX	4 400	6 00	Red winter, No. 2	1 071	40	1 074	2
Winter shipp'g extras.	4 10 a		White	106	@	1 084	1
do XX and XXX	4500	6 25	Corn—West. mixed	50	0	514	2
Patents	6 000	8 25	West'n No. 2	508	40		
Western "rye mix"	4500	5 00		514	20	57	
City shipping extras.	4100	5 40	West. white	52	0	55	
Southern, bakers' and			Rye	90	0	97	
family brands	525		Oats-Mixed	471	20	484	3
South'n ship'g extras.	4 65@		White	47	0	49	
Rye flour, superfine	4 500	5 00	Barley—Canada W.	85	0	95	
Corn meal—			State, 4-rowed		0		
Western, &c	260ϖ				0		
Brandywine, &c	$3\ 20$ @	3 25	Peas—Can'da,b.&f.	81	Ø	95	

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

Receipts of flour and grain at Western lake and river ports for the week ending Sept. 11, 1880:

	Flour,	Wheat,	Corn.	Oats.	Barley.	Rye,
	bbls.	bush.	bush.	bush.	bush.	bush.
At-	196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	
Chicago	36,109	345,782	1,787,237	396,484	50,710	26.262
Milwaukee	33,935	92,030	39,040	38,350	132,770	14,300
Toledo	295	642,349	150,077	36,142		4,026
Detroit	7,160	338,285	5,246	12,422	2,216	2,067
Cleveland	2,550	91,500	42,500	18,400		
St. Louis	41,311	319,607	72,285	129,882	34,304	13,491
Peoria	1,950	14,325	210,475	281,400	9,000	39,000
Duluth	2,200	94,871	45,150		•••••	

Total 125,510 1,938,749 2,351,010 913,080 229,000 99,146
Same time '79. 114,543 3,733,253 1,889,189 617,995 420,477 196,805

Comparative shipments of flour and grain from the same ports from Jan. 1 to Sept. 11, inclusive, for four years:

Flourbbls.	3,110,418	1879. 4.840,552	1878. 4,064,199	1877. 3,040,090
Wheat bush. Corn. Oats. Barley. Rye.	19,351,826	52,449,094 62,548,936 16,219,986 2,352,351 2,884,511	45,771,505 61,648,457 15,487,608 1,920,996 2,570,157	19,692,841 52,858,618 11,514,563 2,507,438 1,726,676

Total grain 166,445,634 136,454,878 122,398,723 88,300,136 Rail shipments from Western lake and river ports for the weeks ended:

Flourbbls.	1880.	1879.	1878.	1877.
	Week	Week	Week	Week
	Sept. 11.	Sept. 13.	Sept. 14.	Sept. 15.
	102,669	110,411	91,479	93,457
Wheat bush. Corn Oats Barley Rye.	308,628	585,886	347,956	246,130
	329,803	257,396	217,315	374,197
	751,274	349,739	353,321	299,904
	37,701	137,577	63,016	141,693
	73,739	28,368	40,973	62,380

Week Flour, ending— bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, Rye, bush.
Sept. 11134,361	1,731,200	2,404,175	822,779	74,801 123,036
Sept. 4134,502	1,849,543	3,310,268	993.985	58,048 111,517
Aug. 28143,855	1,708,128	3,710.559	984,925	44,146 118,074
Aug. 21154,798	2,160,733	3,668,957	835,889	17,929 105,927

Tot., 4 wks.567,516 7,449,504 13,093,959 3,642,578 194,924 458.554 4 w'ks'79..559,181 10,749,527 8,621,351 2,231,548 232,436 856,558

Receipts of flour and grain at seaboard ports for the week ended Sept. 11:

	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
At-	bbls.	bush.	bush.	bush.	bush.	bush.
New York	101,119	1,712,830	2,120,000	229,700		50,286
Boston	57,683	26,100	411,550	172,500	2,500	2,700
Portland	3,150		30,000	4,200		
Montreal	17,941	200,665	325,666	1,500	102	30
Philadelphia	24,370	379,300	155,300	84,500		500
Baltimore	21,564	751,300	56,276	23,300		1,700
New Orleans		355,517	290,833	12,263	•••••	•••••
(Made)	051 000	0.405.310	0.000.075	FOE 000	0.000	F7.010

Total week.... 251,062 3,425,712 3,389,675 527,963 2,602 55,216 Cor. week '79.... 262,558 5,209,394 1,405,302 536,083 10,270 145,034 Exports from United States seaboard ports and from Montreal for week and increase seaboard ports.

From— bbls. bush. bush. bush. bush. bush. bush. bush. Boston 21,175 129,853 385,409 12

New York	72,508	1.351.574	1,266,129	4,422	94,743	2.468
Boston	21.175	129,853	385,409			
Portland.			26,900	13		
Montreal	36,455	351,729	292,884	200		525
Philadelphia.	6.105	156,955	136.804			
Baltimore	5.654	638,767	61,258	1,500		
New Orleans	127	148,881	104,722	• • • • • •	•••••	
Motol day -11-	7.10.001	0.555.550	0.071700	0.107		0.000
Total for w'k	142.024	2.777.759	2.274.108	6.135	94.743	2.993

Total for w'k 142,024 2,777,759 2,274,106 6,135 94,743 2,993 8ame time '79. 163,403 5,678,682 2,041,393 95,913 110,036 1,710

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, Sept. 11, was as follows:

- 1		4				
		Wheat,	Corn,	Oats.	Barley.	Rye,
i	In store at—	bush.	bush.	bush.	bush.	bush.
1	New York	2,309,578	2,176,974	49.930	15,471	49,923
1	Do. afloat (est.).		1,900,000	97,000	20,212	134,000
	Albany	8,200	60,000	29,000	*****	63,500
	Buffalo	244,566	1,913,017	399	475	11,200
	Chicago	1,205,988	3,559,551	78.341	82,592	51,201
	Milwaukee	149,758	41,005	2,786	101,991	18,524
1	Duluth	75,000	25,000	_,	201,001	10,022
1	Toledo	1,218,080	356,093	31,448	6,700	10,694
1	Detroit	348,271	2,782	1,781	2,634	10,002
	Oswego	35,000	75,000		,	
Ì	St. Louis	1,344,106	660,296	35,095	5.572	25,453
1	Boston		235,000	136,892	2.594	1,175
1	Toronto	16,001	3,000	3.100	7,451	390
1	Montreal (1st)	60,632	39,390	62,767	5,700	1,958
1	Philadelphia	913,709	548,950	•	0,100	1,000
1	Peoria	10,700	146.959	112,362	2,133	65,402
١	Indianapolis	288,700	85,800	29,200		1,600
1	Kansas City	164,481	51,761	21,486	5,201	913
١	Baltimore	1,570,615	316,428	,200	· .	
i	On rail	308,628	329,803	754,274	37,701	73,739
1	On lake (est.)	1,880,000	2,974,000	68,000	47,000	66.000
I	On canal (est.)	1,455,000	3,200,000		11,000	76,000
I	(0.00,70,90		-,===,000			70,000
1	Total Sant 11 100	14 147 019	10 700 000	* ***	001015	

Total Sept. 11, '80 14,147,013 18,700,809 1,513,861 334,215 651,672

The following statement, prepared by the Bureau of Statis-

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of August, 1880, and for the eight months ended the same, as compared with the corresponding months of the previous year:

with the corresponding months of the previous year:						
New York Boston Philadelphia Baltimore New Orleans San Francisco Chicago Detroit Huron Portland, Maine Richmond Total, Aug., 1880* Total, B mos. ended Aug. 31, 1880* Total, 8 mos. ended Aug. 31, 1879*	New York Boston. Philadelphia Baltimore New Orleans New Orleans San Francisco Chicago Detroit. Huron Portland, Maine Richmond. Total, Aug., 1880* Total, Aug., 1879* Total, 8 mos. ended Aug. 30, 1879*.					
Bushels. 7,909,352 478,738 2,519,911 1,285,782 1,285,782 1,285,782 1,289,353 431,610 47.893 21,787,475 22,564,831	Bushels. Dollars. 50 40 226,894 145,377 226,894 145,417 253,110 206,047 667,308 148,796 757,244 441,179					
Dollare. 3,994,313 567,518 5,758,568 6,751,765 6,37,765 6,37,707 513,622 199,356 414,346 52,683 52,683 643,683	5,0 1,20 1,20 83,9,75 1 6 12 83,9,9					
	Indian corn. Indian corn. Indian 15,299 2,599,257 17,144 52,369 686,426 10,454 07,161 408,673 3,211 55,244 133,163 88,244 3,132 2,130 11,131 2,981 2,51,211 50 6,366 6,366 6,366 6,366 6,366 6,366 74,750 87,375 74,750 87,375 36,196 34,386,567 34,953 24,861 4,386,567 34,953 24,963 24,963 24,963 24,963 24,963 24,963 24,963 24,963 24,963 24,963 24,963 24,963 24,963 24,963 243,577					
10004	Indian corn m Barrels Dolla 7 17,144 55, 6 10,454 25, 8 3,211 8, 3 3,211 8, 9 2,190 4, 5 34,953 104, 9 257,073 745, 9 257,073 745,					
Total valumont Aug., 1880. \$13,413,575 1,677,907 3,317,555 7,371,836 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632 1,511,632	Dou 555 255 255 255 255 255 255 255 255 25					
month of— month of— 1880. Aug., 1879. 1,575 \$13,525,141 1,907 1,680,499 7,555 3.405,044 6,209,069 6,226 6,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,223 1,084 2,199,694 1,085 2,94,6	0a 0					
المامد	118					
	Bushels. 173,686 173,722 232,654 ,238,086 ,022,522					
Total values for the eight months ended— 10,566,073 18,119,734 17,514,258 18,119,734 17,810,089 17,810,089 17,810,089 17,810,089 17,810,089 17,810,089 17,810,089 17,810,089 17,624,981 17,756,463 17,756,463 17,757,981 1,232,554 1,756,463 1,232,554 1,257,981 1,257,98	Dollars. 149,590 24 24 161,880 ,117,669 ,963,286					

* Included in these totals are the reports from Buffaio Creek, Galveston, Miami and New Haven, the details for Aug., 1880, being as follows:

Buffalo Creek. Galveston. Miami. N. Haven]

•		TO COLUMN			
	Barley { Bushels		•••••		•••••
ł	Value, S.				
١	/ Duahala	500		263,433	
-	Indian corn Bushels	500			• • • • • •
١	Indian corn { Bushels Value, \$	240		117,400	
1	(Darmali		••••		2.090
١	Indian com mool Barrell	B			
1	Indian corn meal { Barreli Value,	8			6,873
ı	(varao,	Ψ			-,
١	Busnels				
1	Oats Bushels		· ·		
١	(ναιαο, φ		*****		
١	Rye { Bushels				
١	Rye (Walna @		+		
١	(γαιμο, φ			1 000 000	
1	Wheat { Bushels			1,320,299	
1	Wheat Walne &			1,309,459	
1	(ναιμε, φ			1,000,100	
١	Wheat flour { Barrels	40	200		575
1	Wheat flour & Walnes	000	1,030		3.450
1	value, \$	280			
1	Total values { Aug., 1880, Aug., 1879,	.\$ 520	1.030	1,426,859	10,323
	Total values? Tus", 1050	, <u> </u>	2,000	1.314,918	2,825
1	Aug., 1879				
1	Total values for 8 1 1880	.\$ 20,374	1.508	3.937,416	50.384
					26,227
(mos. end. August. § 1879	.8 175	2,076	2,189,203	40,444
		, ,			

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 17, 1880.

The market for dry goods has been fairly active the past week. There was a large influx of Western and near-by retailers, whose operations in Fall goods were conducted on a liberal scale; and while business continued buoyant with dry goods and cloth jobbers, there was a satisfactory movement in clothing from first hands. There was a steady hand-to-mouth demand for staple cotton goods, prints, ginghams, dress fabrics, &c., by wholesale buyers; and in this connection transactions reached a considerable aggregate amount, owing to the frequency with which selections were made; but most descriptions of woolen goods remained quiet in agents' hands. The feature of the week's business was a peremptory auction sale of over 5,000 pieces tapestry Brussels carpets, the production of Mr. Stephen Sanford, of Amsterdam, N. Y. The sale attracted a very large attendance of buyers and proved to be a great success, the entire offering (amounting to over \$250,000) having been closed out and widely distributed at good average prices.

Domestic Cotton Goods.—The exports of cotton goods from this port during the week ending September 14 aggregated 2,689 packages, including 1,080 to Great Britain, 682 to China, 458 to U. S. of Colombia, 154 to Brazil, 150 to Mexico, and a number of smaller shipments. The jobbing trade in cotton goods was quite active, and this caused a steady demand for re-assortments at first hands; but package buyers continued to govern their purchases by actual requirements, and there was no disposition on their part to anticipate future wants. Prices were steadily maintained (by manufacturers' agents) on all leading makes of plain and colored cottons, and stocks of brown and colored goods are well in hand as a rule. Print cloths were more active and higher, considerable lots of extra 64x64s having changed hands at 4c. per yard, while 56x60s were quiet at 3½c. Prints and cotton dress goods were in steady request and ginghams

Domestic Woolen Goods.—The main features of the woolen goods market are unchanged. The jobbing trade in cloths, cassimeres, flannels, repellents, jeans, cloakings, shawls, skirts, knit underwear, &c., was moderately active, but the demand at first hands was comparatively light. Clothing woolens were disposed of in small lots by agents, but there was no spirit in the demand, which is likely to remain sluggish until new spring goods are shown, when a revival in business may be anticipated. Kentucky jeans were more sought for, and prices of some makes that have been selling at relatively low figures have slightly appreciated. Repellents were in steady request, but cloakings ruled quiet in first hands. Flannels and blankets were in moderate demand by package buyers, and fairly active with jobbers. Worsted dress goods continued to move steadily, and there was a moderate inquiry for shawls, felt skirts, knit underwear and fancy knit woolens.

Foreign Dry Goods.—The jobbing trade in imported goods was fairly active, but the demand at first hands was irregular, and chiefly of a hand-to-mouth character, the supply being so large that buyers are operating cautiously. Staple and fancy dress fabrics were in fair request and steady in price. Silks moved slowly, and there was a continual pressure to sell through the auction rooms, despite the low prices being realized. Linen and white goods, woolens and embroideries were severally quiet in first hands.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 16, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPT. 16, 1880.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkas.	Value.
Manufactures of-		\$	1.010	\$ 000	004	\$ 5.17
Wool	852	352,935		494,989	994	429,541
Cotton	855		1,481	398,794	1,373	400,385
Silk	786		1,587	961,542	1,245	
Flax	830	148,115	1,484		1,611	216,405
Miscellaneous	366	134,592		190,193	920	226,971
Total	3,689	1,386,032	6,438	2,354,659	6,143	2,088,070
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DUR- ING THE SAME PERIOD.						
Manufactures of-		1	1		<u> </u>	
Wool.	516	203,776	532	194,463	918	354,079
Cotton	176			66,831		
Silk	152	143,425		147,940	309	
Flax	433	89,174				143,801
Miscellaneous	270					
Total	1,547	529,379	1,868	540,224	3,04	899,888
Ent'd for consumpt.		1,386,032	6,438	2,354,659	6,143	2,088,070
Total on market	5,236	1,915,411		2,894,883		2,987,958
ENTEREI	FOR W	VAREHOUS	e puri	G SAME P	ERIOD.	* *
Manufactures of-	1	1	Ī		1	
Wool	577		398			
Cotton	164					
Silk	101		158			202,707
Flax	495					115,524
Miscellaneous	102	41,450		-	-	-
Total	1.439		1,312			
Ent'd for consumpt.	3,639	1,386.03:	6,438	2,354,659	1	2,088,070
Total at the port	5,128	1,868,25.	7,750	2,784,233	8,573	2,912,612
						,

Receipts of Leading Articles of Domestic Produce.

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

2			-
-	Week ending Sept. 14.	Since Jan. 1, 1880.	Same time tast year.
Ashes bbls. Beans bbls.	33 395	2,615 32,478	4,616 47,548
Breadstuffs Flour, wheatbbls.	107,871	3,278,711	3,639,547
Corn mealbbls.	1,669	101,105	115,337
Wheatbush.	1,221,080	38,994,113	43,613,387
Ryebush.	48,106	867,441	1,998.746 29,329,802
Cornbush.	1,700,200 219,350	43,995,119 9,004,873	7,747,999
Oatsbush.	39,110	2,873,559	2,465,530
Barley and malt bush. Peasbush.	4,421	347,318	250,299
Cotton hales	18,804	540,945	472,053
Cotton seed oil bbls.		33,718	17,557
Flax seedbags.	18,767	89,104	124,201
Grass seedbags.	1,777	79,096 106,360	102,384 $158,946$
HidesNo.	536	106,360	158,946
Hidesbales.	84	33,976	92,991
Hopsbales.	662	13,519	53,627
Leathersides.	57,536	2,819,651	3,021,482 2,564,370
Leadpigs.	1,381	130,651 545	4,941
Molasseshhds.	•••••	42,838	75,738
Molassesbbls.	•••••	. 42,000	10,100
Naval Stores— Turpentine, crudebbls.	10	2,479	1,598
Turpentine, spirits bbls.	3,368	74,332	56,005
Rosinbbls.	10,956	294,319	235,508
Tarbbls.	723	15,906	20,557
Pitchbbls.	135	1,672	2,520
Oil cakepkgs.	12,706	469,304	291,362
Oil, lardbbls.	50	8,061	11,940
Oil, whalegalls.	0.001	181	73,388
Peanutsbush.	2,891	65,790	10,000
Provisions—	1,136	110,406	176,045
Porkpkgs.	646	24,639	27,252
Beefpkgs. Cutmeatspkgs.	36,705	1,227,006	1,302,660
Butterpkgs.	27,792	984,965	1,058,870
Cheesepkgs.	34.313	1,727,479	1,803,734
Eggsbbls.	7,971	443,586	351,266
Lardtcs. & bbls.	10,353	454,919	535,388
Lard kegs.	3,896	113,924	48,320
Hogs, dressedNo.	1.000	40,674	49,869
Ricepkgs.	1,202	44,841	26,834
Spelterslabs.	3,611	47,780	64,775 $20,568$
Stearinepkgs.	263	$\begin{array}{c c} 14,762 \\ 91 \end{array}$	1,673
Sugarbbls.	244	8,838	31,478
Sugar hhds. Tallow pkgs.	1,584	78,243	69,922
Tobacco boxes & cases.	1,949	115,613	121.462
Tobaccohhds.	3,258	68,615	70,704
Whiskeybbls.	3,183	218,698	190,743
Woolbales.	577	59,387	94,488
	7	1	

Exports of Leading Articles of Domestic Produce.

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

	Week ending Sept. 14.	Since Jan. 1, 1880.	Same time last year.
Ashes, potsbbls.		707	1,046
Ashes, pearlsbbls.		145	139
Beeswaxlbs.	7,901	67,698	50,840
Breadstuffs			
Flour, wheatbbls.	79,589	2,832,869	2,226,637
Flour, ryebbls.	241	3,176	4,830
Corn meal	5,904	130,286	111,187
Wheatbush.	1,194,861	44,215,226	41,819,738
Ryebush.	71,508	1,237,365	2,816,590
Oatsbush.	4,248	343,643	456,340
Barleybush.		262,806	119,629
Peasbush.	9,864	242,186	252,059
Cornbush.	1,255,065	35,595,957	24,747,069
Candlespkgs.	840	42,751	43,384
Coaltons.	1,750	36,354	54,480
Cottonbales.	23,574	456,776	220,278
Domesticspkgs.	2,689	87,310	86,962
Haybales.	1,230	89,081	48,967
Hopsbales.	446	4,945	26,387
Naval Stores—			İ
Crude turpentine bbls.			100
Spirits turpentine bbls.	2,017	21,182	7,869
Rosinbbls.	1,089	155,940	125,135
farbbls.	195	4,949	5,155
Pitchbbls.	62	3,879	3,568
Oil cakecwt.	50,284	3,666,905	1,099,082
Oils—	, , , , , ,		
Whalegals.		69,907	201,565
Spermgals.		239,808	96,756
Lard gals.	1,672	607,302	994,362
Linseedgals.		94,433	8,240
Petroleum gals.	5,930,224	174,043,056	175,755,078
Provisions—	0,000,		
Porkbbls.	3,597	168,916	173,180
Beefbbls.	1,046	45,023	37,289
Beeftierces.	969	42,175	39,026
Cutmeatslbs.	10,032,594	395,714,671	414,859,686
Butterlbs.	1,018,144	21,653,180	23,835,643
Cheeselbs.	3,239,773	90,945,739	101,705,879
Lardlbs.	5,969,230	201,853,254	177,201,90
Ricebbls.	425	16,013	11.05
Tallowlbs.	1,499,528	62,174,135	47,956,655
Tahogo leef hhde	1,433,523	56,276	43,353
Tobacco, leafhhds.	1,190	34.799	22,198
Tobaccobales and cases.	133,088	4,560,100	4,792.63
Tobacco, manufactured. lbs.	100,000	56,551	48,55
Whalebonelbs.		1	1