

HUNT'S MERCHANTS' MAGAZINB. A Weekly Mewspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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or FŔASER

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THE COURSE OF OUR FOREIGN TRADE.

The varying phases in the conditions affecting the movements of money are claiming increased attention in all business circles. This is very natural, since our banks have small reserves, and the demands from the West and South for money seem to keep up a steady outflow, while our imports of general merchandise, large all the time, were very large last week, and foreign exchanges have, until within a day or two, been showing a slightly improving tendency. Of course if imports are to continue on the scale indicated by last week's movement, we should need very free exports even to pay our debts. Consequently, the argument is that gold shipments from Europe will soon necessarily cease, and there will be no funds out of which the demand to move the crops can be supplied, so that bank contraction is to be expected.

This series of conclusions so plainly fails to take in

the entire situation that it should deceive no one. In the first place, too much is made of the unusual imports at this port last week. It is more reasonable to consider them exceptional; and the figures to be published to-day will be much less. This is the natural conclusion whether we judge from the imports of previous weeks, or from the changed nature (comparing with last year) of our internal trade. Last winter and spring, the large total imports were the natural product of an unhealthy and excited speculation here. There is nothing of the kind in progress now. Business is active and all industries are prosperous; but there is a remarkable absence of speculation. The values of all foreign products are therefore lower here than then, and although consumption is large, there is no such stimulus to the import trade as there was during those months.

Furthermore, our export trade is in a much more healthy state. It is quite a remarkable feature that notwithstanding our breadstuff exports have been much smaller in quantities and still smaller in values than a year ago, our total exports have been considerably larger, showing that the export movement of merchandise is of a more general character, that is, that many articles which were temporarily excluded from foreign markets by our high speculative prices, are now again securing a market. Breadstuffs and cotton have hardly as yet begun to move. Notwithstanding these facts, the balance in our favor on the merchandise movement continues fairly satisfactory. For July it was about \$14,000,000. The August totals it is expected will be published next Monday or Tuesday. Judging, however, from the returns already known of the chief cities, we are inclined to believe that the August balance will be not very much less; and for September, if we take the New York figures for the basis of an estimate and give them a proportion to the whole similar to the proportion they bore in September, 1879, the excess of exports would be even larger, making a net trade balance for the three months somewhere about forty million dollars.

Of course this total is smaller than it was for the same three months of 1879, when it reached about 46 million dollars. But there are other considerations which these figures do not cover. First among them is the fact that Europe was paying in part its balance here, all last summer, by sending us our securities. Now there is no such resource, and, in truth, during late months the movement has been to some extent in the opposite direction. Moreover, our breadstuffs and cotton are yet to move, and since, as stated above, there has been a decided increase in the outflow of other articles, we may fairly anticipate

that the value of our exports will bear, during succeeding months, no unfavorable comparison with last year. So also with regard to our imports, for the reasons mentioned, we cannot expect them to be as large the coming season as they were during the closing six months of the last fiscal year. It is of course possible that a similarly wild speculation may sweep over the country, but not at all probable. There is no apparent inclination in that direction at present. The prevailing feeling is very conservative, and the wisest observers look for an active, steady, movement through the year, but not for an excited trade.

These considerations point to the conclusion that if gold imports stop speedily it will be for reasons growing out of the condition of the supply in Europe rather than from the nature of our foreign trade.

RAILROAD EARNINGS AND LAND SALES.

In view of the great and general interest which at the present time attaches to all reports of railroad earnings, we this week continue the plan of collating the weekly figures, and give below a statement embracing all the roads that have yet sent in their returns for the second week of September.

EARNINGS SECOND WEEK OF SEPTEMBER.

	1880.	1879.	Increase.	Decrease.
	\$	\$	\$	\$
Burl. Cedar Rapids & Northern.	45,498	33,066		
Chicago & Alton	207,490	173,132	34,358	
Chicago & Eastern Illinois	31,330	17,696	13,634	
Chicago Milwankee & St. Paul.	293,000	227,598	65,402	
Chicago St. Paul Minn. & Omaha	34,092	25,124		
Cincinnati & Springfield	18,274	19,228		954
Clev. Col. Cin. & Indianapolis	96,363	86,071		
Denver & Rio Grande	86,747	25,070		
Dubuque & Sioux City	28,148			·
Grand Trunk of Canada *	231,886	197,244		
Great Western of Canada t	105,452	91,390	14.062	
Hannibal & St. Joseph	48.983	41,162	7,821	
International & Gt. Northern	47,551	42,125	5,426	
Louisville & Nashville	194,300	115,092	79,208	
Memphis & Charleston	23,975	8,423		
Missouri Kansas & Texas	85,874	86,988		1,114
New York & New England	49,457	49,023	434	
St. Louis Alton & T.H. (main line)	32,302	25,054		
Do do (branches)	16,160	14,210	1,950	
St. Louis Iron Mt. & Southern	178,800	156,16 5	22,635	
St. Louis & San Francisco	65,834	46,778	19,056	
St. Paul Minn. & Mauiteba	64,748	51,543	13,205	
St. Paul & Sioux City	31,221	21,671		
Scioto Valley	7,342	6,133	1,209	
Toledo Peoria & Warsaw	30,181	23,391		
Wabash St. Louis & Pacific	306,788	222,040	84.748	
Total	2,361,796	[1,827,221]	536,643	
Net increase (29.25 per cent)			534,575	

t Week ended Sept. 10. * Week ended Sept. 18.

We think this exhibit will be a surprise even to those who are most sanguine as to the outlook for railroad property. Last week there was a gain of 26 per cent, the period covered being the first seven days of September. This week we have the reports for the second quarter of September, and an even better showing is made. Twenty-six roads, being with one or two unimportant exceptions the same as those embraced in last week's table, report an aggregate net gain equal to over 29 per cent. And this too, be it remembered, in face of the fact that the shipments of grain this year were next to nothing, farmers holding back their products for higher prices, while last year the movement was quite free. Of course, this gain should be in part attributed to increased mileage operated; but allowing for this, there still remains a large margin due to the growth in passenger and rreight traffic.

The above figures confirm the views we have so often expressed of late, namely that the expansion that has taken place in the general business movement of the country would play a prominent part in the future prosperity of the railroads. We have always laid great stress on this point. We have not denied to the crops their paramount influence, but we have insisted that more weight should be given to the growth in general just now to be nearing a conclusion. It will be remem-

traffic. The present returns prove the accuracy of this view. The grain-carrying roads of the Northwest not only maintain the almost exceptional totals of last year, but show improvement besides. We have not far to look for an explanation. All classes of our people are prosperous now, and consequently more money is at the disposal of each person. As a result, we travel more, and passenger traffic on the roads is enlarged; we buy and sell more, and the volume of general freight increases.

Another favorable influence is the large influx of settlers to our unoccupied lands. We several times in the early part of last year remarked upon the importance of this movement, basing our remarks upon partial returns from the railroads. There are now no fuller aggregates for the railroads, but a table from the U. S. Land Office has just been published by the Chicago Inter-Ocean, which is interesting as showing not only how decidedly the demand for public lands has increased during the last three years, but also the progress made from year to year. If we had the totals for the railroads, the increase would, of course, be even marked. The following gives the number of acres disposed of under homestead, timber, culture and pre-emption acts during each of the last ten fiscal years. It should be understood that locations made under military bounty warrants, and under scrip of various kinds, are not included, as these items have not yet been fully made by.

Fiscal Year.	Sold for Cash.	Timber Claims.	Homesteads.	Total under these Heads.
1871 1872 1873. 1874 1875 1876 1877 1878 1879 1880	1,370,320 1,626,266 1,041,345 745,061 640,691 740,686 877,555 622,573	803,945 464,870 607,984 520,673 1,870,434 2,766,533 2,129,705	Acres. 4,600,326 4,671,332 3,793,612 3,518,861 2,356,057 2,875,909 2,178,098 4,418,344 5,260,411 6,070,507	Acres. 5,990,308 6,041,652 5,419,878 5,364,151 3,565,988 4,124,584 3,439,457 7,166,333 8,649,517 9,655,936

The striking expansion in recent years is clearly seen here. Immediately after the panic of 1873 the entries fell off. This continued for some three or four years. Then a great many persons in the Eastern cities who were suffering severely under the business prostration, and who had remained till then in the hope that there would be some abatement in the pressure, repaired to the West and concluded to try their hand at agricultural or pastoral pursuits. The movement has been going on ever since, and is being swelled now by the strong tide of immigration that has set in towards this country, under the stimulus of the revival of trade in The increased area thus all branches of industry. brought under cultivation contributed in no small measure to the enlarged crops with which we have been favored during late years.

But we need hardly dwell upon this fact, as it is so generally recognized. What is not so generally remembered is, that the products of the soil are not the only traffic that results from the occupation of new territory. The people who settle on the lands have wants which must be supplied, and business of all kinds experiences the beneficial effect. It is thus that the railroads are enabled to report such marked accessions to the volume of return freight. As we have often said before, this is a very hopeful feature in the situation, and, taken in connection with the prevailing business activity, helps to account for the continued gain in receipts:

MEXICAN RAILWAY PROJECTS.

The controversy which has been in progress for some time with regard to the Mexican system of railroads, seems

bered that in giving an outline of the situation two months since (Chronicle, July 31, page 109), we stated that three different parties were seeking concessions for lines to the capital city-the Mexican Central, in the interest of the Atchison Topeka & Santa Fe, the Sullivan & Palmer party, and the Southern Pacific party. We also in that article explained that the Mexican Congress, in which all power in the matter is vested, did not, when these several schemes were submitted to it, undertake to decide upon their respective merits, but delegated its authority to President Diaz, whose decision was to be final. The act which conferred this authority is known as the Law of June 1, and by it General Diaz had until September 16 to announce his determination. As the date for action has now expired, it will be interesting to note the results, so far as they are yet known.

A dispatch from Havana, September 18, to the daily press, states that mail advices to the 10th inst. had been received there from the city of Mexico, and that General Diaz had conceded the line to the Pacific coast to Mr. Palmer (Sullivan & Palmer), the line to El Paso to Mr. Symon (Mexican Central), and the road to Laredo to the Southern Pacific Company. This is slightly at variance with the contents of a telegram received by the Mexican Central people from their Chief Engineer, Mr. Schuyler. He telegraphs that his company has obtained concessions for a road to El Paso and to the Pacific Coast, and that the Government has signed the contract. If his statement as to the line to the Pacific coast is correct, it may be that the reference to General Palmer is intended to cover the grant which has been made to him of a line from Mexico to Nautla on the Gulf. Possibly, however, it means that he has secured the further concession from Mexico to Manzanilla on the Pacific. If this latter supposition be correct, the Palmer interest has gained a through route from the Gulf to the Pacific, which should be a valuable franchise and a very useful feeder to the road to El Paso.

All reports agree, however, as to one thing, and that is that the Mexican Central gets the line from El Paso to the city of Mexico. Virtually the contest was for the possession of this line. It is what the Palmer party wanted. It is what the Southern Pacific wanted. In fact, there was no essential difference between the three schemes, all providing for a line to El Paso from the City of Mexico, with a branch to the Pacific Coast in the one direction, and a branch to Laredo or Eagle Pass in the other direction. If there is no mistake in the telegraphic dispatch mentioned above, the Mexican Central thus gets everything it sought, except the line to Laredo. It should also be stated that since the receipt of this telegram the Mexican Central authorities have received another, informing them that the decree mak g the grants to their company had just been published in the official newspaper organ of the Government. This leaves it certain that General Diaz has finally settled the perplexing railroad question, although there may still be doubts on minor points as to just how he settled it.

It appears, therefore, that before a great while we shall be in direct connection with the capital of our sister Republic. The importance of such a line to the United States it would be hard to overestimate. It will serve to bring the two countries into closer relations with each other. It will throw the entire trade of Mexico into the United States, and, through its development of the country, will tend to augment that trade, causing it to assume larger and larger proportions. Besides, it may prove a potent factor in bringing peace and quiet to that unsettled and much-perturbed country.

The names of the projectors of the enterprise, being for the most part the same as those that have played in the

past so prominent a part in the history of the Atchison Topeka & Santa Fe, offer a guarantee that the work will be vigorously prosecuted and pushed to an As remarked in our previous early completion. article on the subject, 262 miles, from the City Leon, are already in process of of Mexico to construction. On this piece about 5,000 men are at present employed, and over \$200,000 a month are being expended. Mr. Rudolph Fink, brother of Mr. Albert Fink, has recently been appointed general manager, and he will assume charge of the company's affairs on the 1st of October. The third instalment upon the capital stock, being for 10 per cent, has been called for, making altogether 25 per cent called in so far. It is expected to have 35 miles into the city of Mexico ready for operation in time to be opened by General Diaz before the expiration of his term of office. As soon as the Atchison Topeka and Santa Fe reaches El Paso—it is now within 100 miles of that point, having reached Fort Thorn the other dayit is intended to begin construction at the northern end of the line also. El Paso seems destined to become quite an important railroad centre, as there are no less than six roads at present reaching out for it, namely the Atchison Topeka & Santa Fe, the Southern Pacific, the Texas & Pacific, the Mexican Central, the Sonora, and the Galveston Harrisburg & San Antonio.

Under the contract just approved by the Mexican Government, the Mexican Central gets a subsidy of \$9,500 per kilometer, equivalent to about \$15,200 per mile, and no subsidy is to be given to any other road within 65 miles of either side of the line. The subsidy is payable by 6 per cent of the receipts of all custom houses. This means that the importer has to pay 6 per cent of his customs dues in Government paper to the railroad, such being the mode of insuring the payment of subsidies, as explained in our former article.

As regards the Sonora Railway, which is being pushed by the same parties, the Mexican Government has changed the land subsidy to a money subsidy of \$7,000 per kilometer, or about \$11,200 per mile. The company had authority to build a line from Guaymas to the Arizona frontier-86 miles of this distance, from Guaymas to Hermosillo, it is expected to have in operation by February or March nextand was to receive a grant of a certain number of acres of land. The Mexican Government, fearing that the lands would fall into the hands of American settlers and pave the way for annexation of territory to the United States, was anxious to replace land with money. The Sonora agreed to relinquish its claim to the lands, provided it be given concessions to extend the road to El Paso and down to Chihuahua, and also to build a line up the Yachi River to the anthracite coal fields of Sonora. These terms were accepted by the Government. It is not probable, however, that a railroad from El Paso, south to Chihuahua, will be built under this charter, as the Mexican Central will cover the ground and the subsidy in the case of the latter is \$15,200 per mile, and only \$11,200 in the case of the former.

A word or two about the road to Laredo. The dispatch to the daily papers, referred to above, says it has been given to the Southern Pacific. Whether this proves to be so, or whether some other interest secures the route, is of little importance to the public. The important point is, whether the work will be vigorously pressed forward; and this the future alone can determine. Such a road, if its southern terminus were at the City of Mexico, as it is possible it might be if built by a separate corporation—though it should be said the mountains would present great obstacles to such a plan—could be used to give another line to the Mex

ican capital from points in the United States. Herein lies its chief significance. If the International & Great Northern should be extended to Laredo, or if the project for a road between Dallas and Laredo should be realized, there would be formed, in connection with either the Iron Mountain or the Missouri Kansas & Texas, as the case might be, another direct line into Mexico from this country. To say this is to say nothing prejudicial to the prospects of the Mexican Central, for that road should command, besides the through business, a large and constantly increasing local traffic from the districts along its line, as aside from the advantages which the mines give it, the country is most favorable to raising sheep and producing wool. Moreover, the Laredo route is, up to this time, purely a matter of speculation, as it has never yet been surveyed The Mexican Central route, on the other hand, seems already assured.

THE CRISIS IN FRANCE.

French politics, at no time uninteresting, are again in a very emphatic manner commanding the attention of the world. In ordinary circumstances there is nothing very remarkable in the resignation of a minister. But the circumstances in which France now finds itself cannot be called ordinary. On the contrary, they are exceptional and peculiar; and it is this exceptional and peculiar character of the situation which gives importance to the resignation and retirement of M. de Freycinet, and to the events which have followed.

It has been evident for some time that there was a want of a proper understanding between the Prime Minister and Gambetta, the man who, more than any other, during the last ten years, has held the destinies of France in his hands. Refusing the burden and responsibility of office himself, he has yet been greater and more powerful than any of the ministers or than any of the Presidents, who, during these years, have successively held office. His policy has been steady and persistent. An ardent and pronounced republican, yet not in sympathy with the extreme forms of socialism, his aim has been to reconstruct the social and political fabric on a solid republican basis. With this end in view he has been the unfailing enemy of a temporizing or moderate policy, and has worked hard to drag France out of the ruts of imperialism and monarchy. The governments of M. Thiers and MacMahon were not to his taste; but it was universally felt and admitted that the elections which placed M. Grevy in the Presidential chair were a Gambettist triumph. Since then his influence in the management of affairs of State has been conspicuous. All from the hope that wise and peaceful counsels will in the public measures have more or less borne the impress of his policy, and have been steadily tending in a radical direction.

Such a measure was Jules Ferry's Educational Bill, with its now famous article 7. It is not to be denied that the welfare of the republic required the suppression of the Jesuit schools and all other unauthorized congregations. But the execution of a law may defeat the object for which the law was enacted. M. de Freycinet was for moderation. The Jesuit schools have been closed; but there are other unauthorized institutions, known to be connected with the Church, against which the new law has not yet been enforced. M. de Freycinet was in favor of so modifying the law as to allow the heads of those institutions to apply for authorization—a wise, and, we think, in the circumstances, humane arrangement. Gambetta and his friends would have no delay. The Prime Minister was as resolute as were his opponents. Hence his resignation and the crisis which has not yet ended.

It is not unreasonable to take it for granted that the law will venture upon a war of revenge and reparation.

will be carried out against all the institutions already indicated. The new Prime Minister was himself the author of the measure. The government is strong enough to give effect to the law. It is doubtful, however, whether it will be possible to execute the decree without scenes of violence; and the exhibition of such scenes cannot but have an injurious effect on public opinion. It may occasion reaction. It may precipitate revolt. In any case the execution of the obnoxious decree will give offence to millions of people in France-men and women who will hereafter associate the republic with persecuting and intolerant practices. It is evident from the tone of the public press in France that the sentiment of the better portion of the nation is with M. de Freycinet; and there is much reason to fear that M. Gambetta, in pushing his principles, has overshot the mark and really injured the prospects of the republic.

It is impossible to overlook the fact that with the fall of M. de Freycinet has passed away the last really effective check to the extreme or radical school of politicians, who have steadily, for years, been coming to the front, and who have now, to all appearance, the destinies not only of the republic but of France in their hands. This is the more to be regretted that they are wedded to a dangerous foreign policy. It is this which, even more than their domestic policy, is fitted to inspire alarm. There is the possibility that France may submit without open resistance to the closing of the institutions not authorized by law, and that from this cause no immediate harm may come to the republic or to France; but the avowed principles of M. Gambetta and his friends prevent us from contemplating their foreign policy with other than feelings of dread. It is only a few weeks since the ex-dictator, in a speech at Cherbourg, and when complimenting the army, openly spoke of revenge and of the recovery of the conquered provinces of Alsace and Lorraine; and within the last few days he is reported to have exclaimed, in a moment of excitement, when his name was mentioned in connection with the Premiership, "M. Grevy knows well that a Gambetta Ministry would be a warlike Ministry." It is not wonderful that Germany should view with some uneasiness the present state of affairs in France and the unmistakable ascendancy of Gambetta in the councils of the nation. A renewal of the war between France and Germany would be a calamity to the world at large.

Suggestive as the situation is, and fitted to inspire alarm as some of its features are, we are not wholly shut out end prevail. It is not improbable that Gambetta may find himself compelled to accept the office of Prime Minister. Nay more. It is even probable that M. Grevy's term of office may be cut short, and Gambetta thrust prematurely into the Presidential chair. But it does not follow, as we said recently in these pages, that Gambetta must be the same man in office that he is out of office. He has no desire to be Prime Minister; but he means to be President. In order to be this he must needs keep a firm hold of the popular mind. Once in the Presidential chair, he might find it convenient to restrain those forces which now he finds it useful to encourage. This much is certain: France is not now in a condition to go to war with Germany with any prospect of success. It is safe, therefore, we think, to conclude that even if Gambetta were in power, he would hesitate to provoke another and more merciless invasion of his country. For some time to come the internal affairs of France will necessarily command attention; but we see little to justify the fear that Frenchmen, at an early day,

Monetary Commercial English News

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

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EXCHANGE	ATLO	ONDON—Sept. 11.	EXCE	ANGE	ON LONDON.
On-	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam.	Short.	12.212 @12.312	Sept. 11	Short.	12.14
Amsterdam.	3 mos.	$12.5 @12.5_{2}$			
Hamburg	66	20.71 @20.74	Sept. 11	Short.	20.50
Berlin	66	20.71 @20.74	Sept. 11		20.20
Frankfort	44	20.71 @20.74	Sept. 11		20.50
Vienna		12.0212@12.05	Sept. 11	3 mos.	117.70
Paris	Short.	25.35 @25.45	Sept. 11		25.3612
Paris	3 mos.	25.5212 @ 25.5712			
Cadiz	**	4712 @4738			
Milan	"	28.17127228.2212	Sept. 11	3 mos.	27.80
Genoa	4.6	28.1712@28.2212	Sept. 11	166	27.80
Naples	"	28.1712@28.2212	Sept. 11	4.6	27.80
St.Petersb'rg		2458@2412			
Madrid	3 mos.	1712 24714			
Lisbon	4.6	5258@5212			
New York	46		Sept. 11	Short.	4 8034
Alexandria					2002
Bombay		1s. 8 ¹ 8d.	Sept. 12	4 mos.	1s. 85 ₁₆ d.
Calcutta		1s. 8¹8d.	1		1s. 85 ₁₆ d.
Hong Kong		20.00			38. 938d.
Shanghai			1		5s. 3 ¹ 4d.
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[From our own correspondent.]

London, Saturday, September 11, 1880.

Another week of very fine weather has afforded the farmers a further opportunity of clearing the fields of cereal produce, and, as far as that portion of the harvest in England is concerned, very little now remains to be done. A small quantity of rain has fallen in some parts of the country, and the root crops have been greatly benefitted. We have now true autumn weather-heavy dews at night and brilliant days. The weight and value of the root crops is daily augmenting, and there seems to be no doubt of the fact that the yield of mangolds and turnips will be one of the largest on record. At all events, the production will be in excess of the consumption, and this is sufficient. In France the weather is equally satisfactory, and a very large yield of beet root is anticipated. The sugar trade has lately been very considerably affected by the probability of a larger manufacture of beet-root sugar in France, and holders have had to submit to lower prices. It is evident to everyone that in the greater part of Europe the season has been one of quite average abundance. To say that it is an improvement on last year does not indicate how satisfactory is the result which has been thus far ascertained. The productiveness of the land compares, undoubtedly, very favorably with good average seasons, though in a few cases the results have not reached the anticipations which had been formed early in the season. This is especially the case with wheat and hops. With regard to the former there is no doubt that the summer rains, coming at a time when the plant was in bloom, diminished the yield; but what may have been lost in the production of wheat has been fully gained by an augmented production of other crops. The first crop of grass was a poor one, and some of it was badly got in; but the rains have had the effect of making the pastures luxuriant during the summer months, and now there will be a good second crop. Potatoes are undoubtedly a fine crop, notwithstanding that the disease is very prevalent in several districts. There is, nevertheless, a good yield of sound produce, and prices are now very moderate. That we shall have to import less food is quite evident; but we shall still require a liberal quantity, which we shall be able to obtain on very easy terms. This satisfactory condition of things gives confidence in the future; but business just now is not quite so brisk as it was. This may be partly due to the activity of the holiday season, but it is also due to some injudicious speculations in Mincing Lane, in which markets some anxiety prevails. The loss attending the import of tea has for some time past been very heavy, and in the tin trade the fluctuations have of late been violent, which lead to the conclusion that speculation has been carried beyond legitimate bounds. Taken as a whole, however, the future of our commerce may be regarded as satisfactory, but the majority will continue, it is hoped, to trade within reasonable bounds.

Although the Imperial Bank of Germany has raised its rate of discount to 5½ per cent, there has been no important movement in London, except that not only are there no signs of immediately dearer money, but that there is a tendency to renewed ease. There is not likely to be any downward movement of importance, if any, the probability being that the money market will remain stationary for some time to come. At the Bank of England, notwithstanding that the open market rate of discount has risen to $2\frac{1}{2}$ per cent, being the official

minimum, the demand for loans and discounts has somewhat subsided, which may have arisen out of the fact that additional provision had been previously made when there was a stronger expectation of money becoming dearer. Mercantile paper is still scarce, the increase in the supply having thus far been comparatively trifling. Stock Exchange business is also reduced to narrow limits, partly because prices are high and partly because there are many absentees devoting themselves to pleasure. The Jewish element has been absent a portion of the time, in consequence of some national celebration, and most of the leading members are bent on pleasure. The stock markets are, however, good in tone, and many of the changes during the week have been of a favorable character. American railroad bonds have been in fair request, and prices have had an upward tendency. The other changes in the Bank return are a small increase in the supply of bullion and a decrease in the circulation of notes, the result being that the total reserve has been augmented by £379,471. Government has repaid the Bank a sum of about £1,000,000 sterling. The proportion of reserve to liabilities at the Bank is now 52.75 per cent, against 49.80 per cent last week. The following are the present quotations for money:

Open-market rates— 6 mor	nths' bank bills 258@23 nths' bank bills 234@27 months' trade bills. 3 @31	8
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The rates of interest allowed by the joint-stock banks and discount houses for deposits are subjoined:

	Per cent
Joint-stock banks	. 112
Discount houses at call. Do with 7 or 14 days' notice	. 1 ¹ 23

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' Charing House return, compared with the three previous years:

		1880.	1879.	1878.	1877.
ı	Circulation, exclud-	£	£	£	£
8	ing Bank post bills.	26,959,760	28,365,715	26,892,965	27,706,770
	Public deposits	5,915,706	5,382,932	4,425,152	4.509.919
į	Other deposits	24,932,926	31,139,088	19,907,374	22,730,442
	Governm't securities.	15,313,792	16,337,306	13,794,031	14,174,568
	Other securities	17,685,806	17,284,718	17,947,723	19,907,560
	Res've of notes & coin	16,414,895	21,470,335	11,177,324	11,778,581
	Coin and bullion in				
	both departments	28,374,655	34,836,050	23,070,289	24,485,351
	Proportion of assets				
	to liabilities	52.70			
	Bank rate	212 p.c.	2 p. c.	5 p. c.	3 p. c.
1	Consols	97^{1}_{2}	9734	95	9558
1	Eng. wheat, av. price	43s. 3d.	48s. 2d.	45s. 4d.	60s. 6d.
1	Mid. Upland cotton	71 ₁₆ d.	6 ¹³ 16 ^d .		61 ₁₆ d.
i	No. 40 mule yarn		9^{1}_{2}	984d.	1014d.
1	Clearing-House ret'n.	87,265,000	74,407,000	77,713,000	77,868,000
- 1	The second secon	THE PROPERTY OF STREET STREET,	and the second of the second second		

The gold movements during the week have not been of an important character, and it is now believed that the probable outflow has been much exaggerated. The silver market has been much unsettled, the price having varied from 52½d. to 52 9-16d. per ounce. In Mexican dollars very little is doing, and the price is nominally 51%d. per ounce. India Council bills were sold on Wednesday at 1s. 8½d. the rupee.

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

	Bank	c Open	Bank	Open
ı	rate.	market.	rate.	market.
1	Pr. ct.	. Pr. ct.	Pr. ct.	Pr. ct.
١	Paris 212	248	Genoa 4	3^{1}
١	Amsterdam 3	$2^{3}8$	Geneva 4	312
١	Brussels 3	238	Madrid, Cadiz &	
١	Berlin 5 ¹ 2	3120334	Barcelona 4	6
1	Hamburg 5^{1}_{2}	3422334	Lisbon & Oporto. 512	54
	Frankfort 512		Copenhagen 312@4	312
	Vienna 4	314	New York	5@512
	St. Petersburg 6	5	Calcutta 4	

According to an official return, the number of telegraphic messages transmitted during the first six months of last year was less than in the corresponding period of 1878; but there was much activity in the telegraph department during the last six months of 1879. The total number of messages sent was 26,547,137, against 24,459,775 in 1878, being an increase of 2,087,362. About 313,500,000 words were sent to newspapers, clubs, &c. In 1869 the number of messages was only 6,500,000.

Notwithstanding the dulness of trade last year, the number of deposits and the amounts deposited with the Post Office, Savings Banks show an increase over the previous year. The balance due to depositors shows an increase of rather more than one million and a half sterling. It is remarkable that of that increase £91,853 falls to the share of Ireland, and of that amount the counties chiefly affected by the distress—viz., Clare, Cork, Donegal, Galway, Kerry, Mayo, Roscommon and Sligo—

1000

183,776

953,997

{82,040

141,165

70,866

1,126,163

contributed £25,418. The distribution of depositors in the United Kingdom was as follows: Out of the total of 1,988,477, there were 1,862,944 depositors in England and Wales, or one in fourteen of the population, with an average sum of £16 2s. 4d. to each account; 53,155 in Scotland, or one in 68, with £10 15s. 5d. on each account; while in Ireland there were 72,378, or 1 in 74, with an average of £19 11s. 8d. on each account. If the Irish people could save when times were bad, they ought to be very prosperous this year, as their land has been very fruitful.

The Board of Trade returns for August, and for the eight months ended August 31, have been issued this week. They show that the increase in our trade has been less rapid, but that there is still an improvement compared with last year. The following are the leading particulars:

1880. £28,335,009 231,622,804 Imports in August. 275,632,435 255,386,491 Imports in 8 months.... 19,088,115 17.303.538 Exports in August..... Exports in 8 months...... 128,364,795 122,773,923 146,992,430

The following figures relate to the eight months ended

August 31:

	IMPORTS.		- i
, '	1878.	1879.	1880.
Cottoncwt.	8,732,877	8,370,038	9,745,969
	EXPORTS.		
4	1878.	1879.	1880.
Cottonewt.	790,626	1,105,752	1,337,688
Cotton vinne	168 436 200	149.886.900	133,800,300
Cotton piece goodsyards.2	.379,716,200	2,359,832,200	2,878,009,700
Iron and steeltons.	1,540,133	1,000,000	2001200
Linen yarnlbs.	12,666,100	11,966,700	10,602,700
Linen piece goods yards.	115,586,290	110,634,000	118,776,700
Jute manufacturesyards.	75,797,400	103,858,900	113,854,500
Silk manufactures2	1,248,061	1,160,848	1,335,197
British woollbs.	4,523,078	5,340,700	14,290,400
Colonial and foreign wool.lbs.	120,753,956		151,941,696
Woolen yarnlbs.	20,473,000		18,307,500
Woolen clothsyards.	29,780,500		33,791,700
Worsted stuffsyards.	135,317,000		139,303,300
Blankets & blanketingyds.	4,193,400		3,891,600 3,458,900
Flannelsyards.	4,821,200	3,011,300	6,454,600
Carpetsyards.	4,276,700		
	1.1.	· C · · · · · · · · · · · · · · · · · ·	on in fact in read

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

	1878.	1879.	1880.	
Exported to—	Yards.	Yards.	Yards.	
Germany	3,833,700	4,325,900	3,378,600	
Holland	2,927,000	2,444,800	3,222,700	
France	5,905,300	4,923,900	3,959,300	Г
Portugal, Azores & Madeira.	5,026,700	3,738,900	4,569,300	
Italy	4,967,300	6,633,600	4,173,200	
Austrian Territories	1,018,200	1,056,500	380,900	
Greece	5,094,900	4,006,400	2,597,100	
Turkey	34,763,300	36,129,700	32,695,100	
Egypt*	7,118,500	7,603,700	16,567,200	
West Coast of Africa	3,597,600	1,303,300	3,615,500	
United States	8,466,800	4,597,400	5,692,600	1
Foreign West Indies	10,753,700	7,548,800	9,716,600	١
Mexico	1,624,600	2,970,900	3,807,600	l
United States of Colombia	1,021,000	_,0,		ı
(New Granada)	4,630,900	2,739,700	3,270,200	ı
Brazil	13,284,600	18,220,100	20,643,800	ı
Uruguay	2,631,700	2,556,700	3,516,600	ı
	5,410,000	4,902,000	5,035,300	١
Argentine Republic	4,359,300	4,049,700	6.997.000	l
Chili	2,793,300	811,500	335,100	1
Peru	33,914,300	48,565,100	47,935,800	١
China and Hong Kong	5,013,500	5,612,100	7,567,900	1
Japan	3,541,600	6,579,300	4,698,700	ı
Java	4,213,700	1,882,500	2,238,500	١
Philippine Islands	2,357,700	2,645,700	2,906,700	١
Gibraltar	2,560,900	1,650,700	4,256,300	١
Malta	5,827,000	3,877,300	4,708,300	1
British North America	5,021,000	0,011,000	2,.00,000	١
British West India Islands &	2,922,900	4,240,400	2,930,200	1
Guiana South	2,322,300	1,210,100	2,000,200	1
British Possessions in South	2,856,000	2,739,100	2,562,700	١
Africa	2,00,000	2,100,100	2,002,.00	١
British India—	27,673,700	25,010,000	52,412,600	١
Bombay	2,880,400	6,261,400	9,038,400	
Madras	61,600,200	74,188,100	102,381,300	
Bengal	7,992,800	8,407,700	5,558,300	
Straits Settlements	1.391,200	1,257,000	2,003,700	
Ceylon	3,565,900	2,345,200	4,806,000	
Australia		25,636,500	23,806,300	
Other countries	21,446,300	20,000,000		
m. t. Iblacabad on blacabad	219.016,300	247,681,700	287,256,700	,
Total unbleached or bleached		92,448,100	124,196,000	,
Total printed, dyed, or colored	97,823,000	J2,440,100	121,100,000	
Total mixed materials, cotton	1,126,200	1,341,800	2,532,700	,
predominating	1,120,200	1,011,000	2,002,100	
Crond total	317,965,500	341,471,600	413,985,400)
Grand total	actton about	ag follows:	,	
Other manufactures of	COLLOH SHOW	as TOTTOMS.		
	1878.	1879.	1880.	

4,756,076 5,782,211 4,686,350 factures.....£ The imports and exports of gold and silver during the month and eight months have been as follows:

101,360

998,800

79,815

Lace and patent net.....£

Hosiery of all sorts....£
Thread for sewing.....lbs.

Other manufactures, unenu-

merated.....£
Total value of cotton manu-

Imports in August Imports in 8 months Exports in August Exports in 8 months	GOLD. 1878. £ 1,285,802 9,650,610 647,930 11,767,460	1879. £ 447,067 10,608,754 1,122,747 6,332,970	$1880.$ $\stackrel{\pounds}{\cancel{5}}$ $535,761$ $4,547,524$ $1,117,168$ $4,736,877$
Imports in August Imports in 8 months Exports in August Exports in 8 months.	81LVER. 468,742 8,521,577 487,245 8,307,720	663,141 7,803,545 716,261 7,4 08,909	551,955 4,485,036 494,057 5,533,094

TO	TAL GOLD AND	SILVER.	
Imports in August Imports in 8 months Exports in August	1878. £ 1,754,544 18,202,147 1,135,175	1879. 2. 1,110,208 18,412,299 1,839,008	1880. £ 1,087,716 9,031,560 1,611,225 10,069,971
Exports in 8 months	20,075,180	13,741,879	10,000,071

Millers still operate very cautiously in wheat, notwithstanding that prices are low; and the inference is that buyers do not yet believe that the lowest point has been reached. supplies of home-grown produce will soon be rapidly increasing, as the more recently harvested produce has been secured in good condition, and the majority of farmers are in want of money. It is expected that these supplies will depress the trade, and that buyers will be able to make exceedingly favorable purchases. It is still thought, however, that when the market has settled down some liberal purchases will be made, as the stocks of wheat in millers' hands and of flour in bakers' hands is very The facilities for communication, however, much reduced. make it less necessary to hold large stocks; and as there seems to be nothing calculated to cause a rise in prices, millers, after laying in a fair working supply, may be content to buy from hand to mouth.

During the week ended Sept. 4 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 16,635 quarters, against 16,570 quarters last year; while it is computed that in the whole kingdom they were 66,540 quarters, against 66,280 quarters in 1879. Since harvest the sales in the 150 principal markets have been 28,864 quarters, against 34,329 quarters; and it is estimated that in the whole kingdom they have been 66,540 quarters, against 66,280 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granery at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest, a period of two weeks. The visible supply in the United States is also given:

ı	1880.		1879.	1878.	15//.
	Imports of wheat.cwt. 3,777.2	215	3,316,448	1,878,493	1,790,345 154,451
	Imports of flour 415,9	139	337,885	184,785	194,491
	Sales of home-grown wheat	340	595,000	1,540,250	975,730
	Total	194	4,249,333	3,603,528	2,920,526
	Deduct exports of wheat and flour 46,4	112	53,518	100,665	53,774
	Result 4,435,0	082	4,195,815	3,502,893	2,866,752
	Av'ge price of English wheat for season (gr.) 43s.	8d.	48s. 1d.	45s. 6d.	61s. 3d.
	Visible supply of wheat in the U. Sbush.12,400,0	000	17,045,773	12,804,249	5,142,958
	III UII O O I O I I I I I I I I I I I I				_

The following figures show the imports and exports of cereal produce into and from the United Kingdom during the first two weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.							
	1880.	1879.	1878.	1877			
Wheatcwt.		3,316,418	1,876,493	1,790,345			
Barley	144,100	118,376	$267,892 \\ 363,563$	223,297 839,977			
Oats	710,105	410,469	99.589	36.599			
Peas	19,550	$21,184 \\ 79,868$	100.325	143,588			
Beans	48,438 $2,016,596$	1,171,825	1,671,333	1.007,875			
Indian corn	115 000	337,885	184,785	154,451			
Flour				er .			
	EX	PORTS.	2221	F1 000			
Wheatcwt.	40,631	45,235	96,614	51,996 804			
Barley	100	714	$\substack{3,762\\415}$	4.692			
Oats	2,077	$\begin{array}{c} 469 \\ 7,755 \end{array}$	852	500			
Peas	4,444	1,371	225	654			
Beans	4 3 414	86,158	6,593	7,321			
Indian corn	F 001	8,283	4,021	1,778			
Flour	-			les of our			

Annexed is a return showing the estimated value of our imports of cereal produce into the United Kingdom during the past season, viz., from September to August, inclusive, com pared with the three previous years:

1878-79. £25,452,581 3,993,069 4,012,432 589,352 649,334 10,305,014	1877-78. £32,241,960 5,839,971 4,538,446 806,525 1,141,201 12,880,523 7,268,945	1876-77. £26,959,044 4,933,567 5,221,175 565,859 1,722,176 10,648,150 5,895,101
£52,136,697	£64,717,641	£55,945,071
	£25,452,581 3,993,069 4,012,432 589,352 649,334 10,305,014 7,134,925	\$25,452,581 \$32,241,960 \$3,993,069 \$4,012,432 \$4,538,446 \$89,352 \$649,334 \$1,141,201 \$12,880.523 \$7,134,925 \$7,268,945\$

From these figures it is evident that during the past season our imports of cereal produce cost us more than in any previous season, but the outlay was only about £1,000,000 more than in 1877-8-a period of somewhat high prices, caused by the Russo-Turkish War.

The following return shows the extent of the imports of wheat and flour into the United Kingdom during the past season, viz., from September to August, inclusive, compared with the three previous seasons:

	WHEAT.		
1879-80.	1878-79.	1877-78.	1876-77.
From— Cwt.	Cwt.	Cwt.	Cwt.
Russia 4,820,758	9.398,304	8.999,607	10,606,933
United States38,138,729	29,492,691	29,424,359	16,228,107
Brit. N. America 4,788,113	3,363,177	3,582,698	1,284,274
Germany 2,386,690	4,319,289	5,605,897	3,698,180
France. 6,143	11,985	61,103	1,519,647
Chili	548,959	182,596	709,462
Turkey, &c 2,460	288,889	257,914	1,262,173
Egypt. 2,287,946	1,124.081	562,113	2,919,720
British India 2,486,182	716,281	3,880,152	5,164,675
Other countries 3,107,465	2,461,059	1,578,602	1,709,034
Total59,815,691	51,726,715	54,135,041	45,098,205
	FLOUR.		
1879-80.	1878-79.	1877-78.	1876-77.
From— Cwt.	Cwi.	Cwt.	· Cwt.
Germany 938,080	861,190	1,331,047	1,043,246
France. 266,288	355,901	337,912	1,938,361
United States 7,326,966	5,381,339	3,237,645	1,648,590
Brit. N. America 463,780	393,106	349,085	154,906
Other countries 1,736,612	2,132,854	2,195,171	1,864,957
Total10,431,726	9,124,388	8,051,660	6,650,060

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 £3,900 during the week. The decrease in the reserve of the Bank of France during the past week was £220,360 in gold and £21,400 in silver.

Sat.		Tues.	Wed.	Thurs. Sept.	Fri.
Sept 18.	s. Sept. 20.	Sept. 21.	Sept. 22.	23.	Sept. 24.
Silver, per ozd. 523	6 52316	$52^{1}8$	5218	5218	5218
Consols for money 9713	3 ₁₆ 9713 ₁₆	971316	971316	971316	
Consols for account 9715		$97^{13}16$	971316		
U: S. 5s of 18811053		10534	10534	10534	10237
U. S. 4 ¹ 28 of 1891114	114	$113^{7}8$	$113^{5}\!8$	$113\frac{1}{2}$	113
U. S. 4s of 19071127	3 113	11234	1125_{8}	$112^{1}4$	112
Erie, common stock 403	4018	4034	4118	39^{7}_{8}	$39^{5}8$
Illinois Central117	117^{1}_{2}	117^{1}_{2}	117^{1}_{2} .	116	
Pennsylvania				614	60_{8}
Philadelphia& Reading. 161		1618	16	15^{1}_{2}	145_{8}
New York Central135	135	135	134^{1}_{2}	13334	$133^{1}2$

Liverpool Breadstuffs and Provisions Markets .-

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State).100 lb	.12 6	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "	8 10	8 10	8 10	8.10	8 10	8.11
Spring, No. 2 "	8 10	8 10	8 9	8 10	8 9	8 8
Winter, West., n. "	8 8	8 8	8 8	8 8	8 8	8 8
Cal. white "	8 10	8 10	8 10	8 10	8 10	8 10
Corn.mixed.West. "	411.	411	$4\ 11^{1}_{2}$	4 1112	411^{1}_{2}	4 1112
Pork, West. mess. 3 bbl.	69 0	70 0	70 0	70 O	71 0	72 0
Bacon, long clear, cwt	42 0	42 0	42 0	42 0	42 0	42 0
Beef, pr. mess, \$\forall \text{tierce.}	62 6	62 6	62 6	62 6	62 6	62 6
Lard, prime West. Wewt.		42 3	42 6	43 0	43 0	43 0
Cheese, Am. choice "	61 0	64 0	64 0	64 0	64 0	64 0
	. , ,	C1				

Liverpool Cotton Market .- See special report on cotton.

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$12,797,557, against \$8,666,859 the preceding week and \$3,143,151 two weeks previous. The exports for the week ended Sept. 21 amounted to \$8,728,104, against \$8,718,379 last week and \$3,061,108 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 16 and for the week ending (for general merchandise) Sept. 17:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry Goods General mdse	1877. \$1,788.917 4,611,216	1878. \$1,868,253 3,783,775	1879. \$2,784,233 4,590,516	1880. \$2,912,612 9,884,945
Total week Prev. reported	\$6,400,133 237,801,924	\$5,652,028 203,411,470	\$7,374,749 224,683,055	\$12,797,557 353,838,736
Total s'ce Jan. 1.	214,202,057	\$209,063,498	\$232,057,804	\$ 366,636,293

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 21:

EXPORTS FROM NEW YORK FOR THE WEEK.

For the week	1877.	1878.	1879.	1880.
	\$7,427,911	\$7,543,295	\$8,840,466	\$8,728,104
Prev. reported	195,357,621	246,836,294	234,906,481	289,590,479

Total s'ce Jan. 1.\$202,785,532 \$254,379,589 \$243,746,947 \$298,318,583 There were no exports of specie at this port last week.

The imports of specie at this port for the week ending Sept. 18 were as follows:

Cont	
Sept. 13—Str. CelsusPorto RicoAm. silv. coin	\$1,019
For. silv. coin	3,939
Am. gold coin	2,215
13-Brig AliceBritish HondurasAm. silv. coin	127
Am. gold coin	1,291

13—Str. Britannie Liverpool For. gold coin \$680,400 13—Brig Curacoa Venezuela Am. silv. coin 600 Am. gold coin For. silv. coin 1	5. 5
Am. gold coin 778	5
Am. gold coin 778	
For, silv, coin.	3
13-Str. Bermuda British West Indies. For. gold coin. 6,08	5
13—Str. SchiedamGermanyGold bars 253,260)
13-Str. Suevia	0-
13-Str. AlvoU. S. of ColombiaFor. gold coin 570	
14-Str. St. Laurent FranceFor. gold coin 852,850	0.
14-Str. WielandFranceFor. gold coin 173,70	0
GermanyFor. gold coin 954,029	9
15—Str. City of MeridaMexicoFor. silv. coin 6,500	
15-Str. Algeria England 238,450	9₽.
17—Str. AllemaniaGermanyFor. gold coin 314,260	0
17-Str. MoselGermanyFor. gold coin. 252,440	0
Gold bars 243,320	0
18-Str. Clyde	£
Am. gold coin 85	5
For. silv. coin 75	3
Gold dust 78,00	0
Silver bullion 1,10	6
Total for the week (\$15.226 silver and \$4.327.585 gold) \$4.342.81	-

Total for the week (\$15,226 silver and \$4,327,585 gold)......\$4,342,811 Previously reported (\$3,796,371 silv. and \$18,195,436 gold)..21,991,807

Tot. since Jan. 1,'80 (\$3,811,597 silv. and \$22,523,021 gold).\$26,334,618

Same time in—	Same tim	e in—	Same tim	e in—
1879\$32,015,512 187815,072,938 187711,510,431 18764,062,384	1875 1874 1873	\$9,013.045 4,786,987 3,899,854 2,961,288	1871 1870 1869	\$7,802,913 8,239,889 11,202,442 5,772,969

Texas & St. Louis.—The Stock Exchange Committee has admitted to the list the first mortgage 6 per cent gold bonds of this company, to the amount of \$1,040,000, dated June 1, 1880, and maturing June 1, 1910. The company's statement says that the road is a narrow gauge railroad extending from the terminus of the St. Louis & Iron Mountain Railroad at Texarkana, Texas, in a southwesterly direction to Corsicana, Texas, and thence to Waco. The road is completed from Texarkana to Tyler, a distance of 125 miles, the division Tyler-Corsicana-Waco being now under construction. The company is entitled to 102,400 acres of land for each completed 10 miles section, except on 36 miles, on which it will receive only 51,200 acres (less 21 miles) of which certificates have been sold. The capital stock and the bonded debt of the company stand as follows: Capital stock authorized on road from Texarkana to Waco (\$8,000 a mile), \$2,000,000; land grant bonds authorized on road from Texarkana to Waco (\$8,000 a mile), \$2,000,000. No securities can be issued except upon completed road. Up to July 17, 1880, 130,110 miles were completed from Texarkana to Tyler, and first mortgage 6 per cent gold bonds \$1,040,000 have been issued on account of road already completed, No. 1 to 1,040, each \$1,000, and \$8,000 to the mile will be issued as the road is hereafter constructed from Tyler to Waco, about 130 miles. The present authorized issue on 250 miles from Texarkana to Waco is \$2,000,000. The trustees are Mr. H. G. Marquand, of this city, and Henry Wheeler, of Philadelphia. The company has no floating debt.

—Messrs. Winslow, Lanier & Co. are offering the 5 per cent fifty-year sinking fund bonds of 1879 of the Chicago & Northwestern Railway Company at 105 and interest. The bonds are the direct obligation of the Chicago & Northwestern Railway Company, and are secured by first mortgage bonds, issued at \$15,000 per mile of completed road built and acquired by that company; they are of the following denominations: Coupon bonds of \$1,000 and registered certificates of \$5,000 each.

—The partnership heretofore existing under the firm name of James W. Walsh, Jr., & Co., expired September 15, by limitation. Mr. James W. Walsh will continue the transaction of a general commission business in stocks, bonds, &c., at the office, 19 Broad Street. Mr. Walsh has had a long experience in Wall Street, and has been for some years a member of the New York Stock Exchange.

—The card of Messrs. Lummis & Day will be found in our advertising columns this week. The members composing this firm are well known on the "street" and on the Stock Exchange as capable and energetic business men.

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

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

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

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

FISK & HATCH.

The Bankers' Gazette.

NATIONAL BANKS ORGANIZED.

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

The First National Gold Bank of Santa Barbara, California, has been converted into the First National Bank of Santa Barbara, under Act of February 14, 1880.

DIVIDENDS.

The following dividends have recently been aunounced:

Name of Company.	Per Cent. When Payable.		Books Closed. (Days inclusive.)			
Railroads. Chic. Mil. & St. P., com. and pref. Delaware Lack. & Western(quar). Union Pacific (quar). Miscellaneous.	$1^{1}2$	Oct. 20	Oct. 1 to Oct. 20. Oct. 1 to Oct. 20. Sept. 21 to Oct. 1.			
American District Tel. (quar) Oregon Railway & Nav. (quar)	$^{13}_{2}$	Oct. 15 Nov. 1	Oct. 2 to Oct. 19. Sept. 29 to Nov. 4.			

* Also 10 per cent in scrip.

FRIDAY, SEPT. 24, 1880-5 P. M.

The Money Market and Financial Situation .- The markets this week were sluggish and irregular, until Thursday, when a weakness in tone was developed which became still more decided to-day. The decline in Government bonds in the past two days amounts to about 34 per cent, and from the highest point before the election news 1% per cent. Aside from any attempts to make capital out of this for political purposes, it is generally attributed by the dealers in Government bonds to the considerable sales by parties who could realize a handsome profit at the high prices ruling, and who have thought it desirable to market some of their bonds, in view of a possible change in the administration of the government. In fact, it has been rather a surprise to bankers and other careful observers that the four per cent bonds held up so long at the very high price of 110@110½. It was almost a foregone conclusion that the election excitement would shake the markets a good deal, whichever party might be ultimately successful, and a decline in bonds after midsummer would not have been at all extraordinary. The general stock market has been decidedly weak the past few days, and to-day the fall was quite precipitate in some of the leading speculative stocks. The earnings for the second week of September are even more favorable than for the first week, and we are now comparing too with very heavy earnings in 1879; so it is apparent that the turn in stocks comes rather from the feverish condition of the market than from any less favorable prospects for dividends. It is also to be added that dividends of 3½ per cent on each class of the St. Paul stocks and 1½ per cent on Delaware Lackawanna & Western are practical evidences of improvement which are calculated to give strength to the respective classes to which they belong.

The money market is very easy, and 2@3 per cent is quoted on call loans, with 5@5½ per cent as the rate on prime commer-

cial paper.

The Bank of England statement on Thursday showed a decrease of £3,900 for the week, and the reserve was 53½ per cent, against 53 per cent last week; the discount rate remains unchanged at 2½ per cent. The Bank of France lost £220,360 in gold and £21,400 in silver.

The last statement of the New York City Clearing House banks, issued September 18, showed a decrease of \$398,050 in the surplus over legal reserve, the total surplus being \$5,302,825, against \$5,700,875 the previous week.

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

		r'nces fr'm cous week.	1879. Sept. 20.	1878. Sept. 21.	
Loans and dis. Bpecie Circulation Net deposits . Legal tenders.	66.517,300 19,344.500 298,928,700	Inc. Dec. Inc.	\$407,300 $177,000$ $9,100$ $578,200$ $430,500$	$\begin{array}{c} 19,942,000 \\ 21,384,900 \\ 228,271,000 \end{array}$	19,616,300 217,304,000
Legal reserve. Reserve held.			\$144,550 253,500		
Surplus	\$5,302,825	Dec.	\$398,050	\$4,903,650	\$12,535,200

United States Bonds.—The decline in governments this week is noticed above, and the closing price to-day was 108%, a decline from 110 last week. There has been an absence of strong buyers lately, and this accounts for the decline quite as much as the free offerings of bonds. At the Treasury purchase on Wednesday the offerings to sell bonds amounted to \$6,324,700, of which \$2,500,000 were accepted, including \$2,458,000 5 per cents, at 102.67@102.72, and \$48,000 6s of 1880, at 102.54@102.60.

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

	Sept.	Sent	Sent	Range since	Jan. 1, 1880.
	10.	17.	24.	Lowest.	Highest.
U. S. 58 of 1981 U. S. 4 ¹ 28 of 1891 U. S. 48 of 1907	1144	1137	113	10978 Jan. 2	11478 Aug. 3

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

· .	Interest	Sept.	Sept.	Sept.	Sept.	Sept.	Sept.
ţ	Periods.	18.	20.	21.	22.	23.	24.
6s, 1880reg.	J. & J.	*1024	*1024	*1024	$*102_{2}$	*1024	*1024
6s. 1880 coup.	J. & J.	*1024	*10214	*1024	*10212	*1024	*1024
6s. 1881reg.	J. & J.	*10458	1045_{8}	*10458	*10434	10412	10442
6s. 1881 coup.	J. & J.	*10.158	10458	*1015g	1045_{8}	*10412	*10412
5s. 1881reg.	QFeb.	*10234	10258	*10258	*10234	10258	*10212
5s, 1881coup.	QFeb.	*10258	*10258	*10258	10258	*10212	*10212
4 ¹ ₂₈ , 1891reg.	OMar.	110%	*11010	*11038	*11014	*110	10919
4 ¹ 28, 1891 coup.	QMar.	*1101	+11012	*11038	*11014	1110	*10912
4s, 1907reg.	Q-Jan	*10910	10919	109	*1091	10838	*10838
4s, 1907coup.	O-Jan	*1101	*11010	11010		1094	
6s, cur'cy, 1895reg.	T & I	*195	*125	*125	*125	*125	*124
6s, cur'cy, 1896reg.	T & T	*126			*126	*126	*124
08, cur cy, 1030 reg.	T & T	*197	*127		*127	*127	*124
6s, cur'cy, 1897reg.	J. & J.	1100				+128	*124
6s, cur'cy, 1898reg.	J. & J.	*125	*128	*128			
6s, cur'cy, 1899reg.	J. & J.	*129	129	*129	*129	*129	*124

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	e 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 102 ⁵ 8 Aug. 106 ³ 8 Jan. 103 Jan.	7 104% May 20 9 107% May 26 4 104% Apr. 28 2 111% Aug. 2 2 110% Sept. 3 1 130 Sept. 9	162,653,800	51,204,400 181,283,250 77,908,500 205,999,000		

Railroad and Miscellaneous Stocks. — The stock market has been irregular and towards the close very weak. There has not been at any time this week a tone of decided strength in the market, and finally with the decline in Government bonds, and the sharp downward turn in such leading stocks as Western Union Telegraph, the Wabashes and Union Pacific, the whole list fell off. The fact that the Gould stocks rather took the lead in this movement has led to the conclusion by many that Mr. Gould was not unwilling to see lower prices for the time being. After the middle of September, when the drift of feeling in the street had become pretty well known and the influence of the elections was carefully estimated, it is quite possible that some of the leading operators inclined to the bear side as more profitable for the immediate future than the attempt to make a higher range of prices. After the Western Union books closed, it was rumored that the American Union party would obtain control; but this has recently been denied very positively by the friends of the old management. The declaration of a dividend of 1½ per cent by Del. Lackawanna & Western marks a new era with the coal road stocks, and except for the present temper of the market would be much talked of.

The daily highest and lowest prices have been as follows:

									(TT)		T. 22.4	
	Satur Sept.		Mon Sept.		Tues Sept.	21.	Wedr Sept.		Sept.	3day, 23.	Frid Sept.	
Am. Dist. Tel.	751/2	.76	7636	761/2	76%	7716	7614	77	74	74	74	74%
Atl.&Pac.Tel.	41	4116	41	41	4138	4116	4014	4014	40	401/8	3934	4016
Canada South.	*5734	60	60	6)	60	60%	59	6)	585%	5-561	58	58%
Cent. of N. J	7534	7614	76	7638	75%	7636	731/4	781/4	7216	7418	69%	7336
Cent. Pacific	7316	7316	٩		73	74161	73	73%	7814	7354	2445	****
Ches. & Ohio	*1914	1934	20	20	*1916	2014	1914	1958	19	19	17%	1814
Do 1st prf.	*21	26	*25	26	26	26	2434	2434	2414	2416	2314	24
Do 2d prf	21	2:	*20	22	2034	21	2016	2016	*10	20/2	*19%	21
Chic. & Alton.	117	117	1151/2	11614		115		1161/2		114	113	1141 <u>6</u> 129
Chic Bur & Q.	135		135	135%	134	13454	129	131	12314	007/		927/
Chic.M.&St.P.	9116	93	913%	9238	9214	9314	9178	933%	9178	$92\frac{7}{8}$ $112\frac{3}{4}$	911/8	1121
Do pref.	1124	11214	1001	1037	11216	11318	1003	11256	10914	10314	10132	1031
Chic. & N. W.	103%	10418	101379	1031/8	10358 122	$104\frac{1}{8}$ $122\frac{1}{2}$	11834	1911	1021	121		120
Do pref.	1101	1179/	117	$122 \\ 1174$	117	1174	11714	117%				21634
C.R.I.&P.new	117%	9012	3916	39%	40	40	38	38	3716	371/6	*36	381
Ch.St.J.&N.O.	4216	4234	4214	4316	42	42%	4136	42	41	415	3934	41
Ch.St.P.M.&O Do pref.	82	8214	8214	8214	8234	8234	81	8212	81	41½ 81%	801	8016
Clev. C. C. & I.	*7:16	0.0/4	7218	72%	7178	7178	701/8	7134			6816	69
Col.Chic.&I.C.	19	1938	19	1918	19	19	18	1876	16	18	1638	174
Del.& H.Canal	1	86	85%	8612	86	8636	841/2	85%	84	8534	82	845%
Del.Lack.&W.	9014	901/2	9036	514	9034	$91\frac{1}{4}$	9016	9116	891	91	881/2	9018
Denver& R.G.			7216	7278 4078	7214	7278	7158	723%	70	7118	6819	70
Han.& St. Jo	3878	4038	39%	407/8	391/8	4034	381/8	39%	381/8	38 14	3638	3814
Do pref.		8314	8214	84 .	821/2	833/8	8134	$83\frac{1}{4}$	- 81	821/4	794	8134
Hous.&Tex.C.	*	65		- ::::	. :::::			110	1117	1101	11192	110
Illinois Cent	11314	1135%	113	1131/4	113%	1131/2	112	113	11176	925/	1113%	112
Lake Erie&W.		$\frac{347}{8}$ 10858	3334	347/8	341/8	347/8	331/2	341/4	33¼ 106¾	335% 1073%	1051	33½ 107
Lake Shore	108	10898	10778	10838	108	108½ 151	19634	$108\frac{1}{8}$ 152	150	251.	148	150
Louisv.&Nash	14479	143%	3034	1485%	$ 147 \\ 30 \%$	31	31	31%	30%	3116		31
Manhattan	3 34 5%	31	534	31	51/2	57%	47%	534	434	5	434	434
Mar.&C.1st pf. Do 2d prf.	414	57/8	0/4	578	41/6	416	312	3%	-/-		216	3
Mich.Central		95	95	95	95	9518	93	951/8	9314	94	9216	93%
Mobile & Ohio.			*22	231/	2116	2115	*221/4	231	2218	221/8 327/8	2116	2218
Mo.Kans. & T.		341/8	331/2	23¼ 34¼	3234	34	323%	23½ 33¼	311/2	327/8	30%	3178
Mor.& Essex.		/0	11016	111	11016	1101/2	11012	110%				11034
Nash.Ch.&StI	60	6534	60	60	60/2	61/2	61	61	56	60	50	5614
NewCent.Coa			27	27						:::	26	26
N.Y.C. & H. R	. 1304	1301/2	129%	1301/8	130	13014	129	129%	1287/8	129%	12318	129
N.Y.L.E. & W	. 38%	3918	3838		3916	3938	381/8	3934	3814	$\frac{38\%}{70}$	3738	385% 69
Do pref	6734	68	6716	6814	6812	6938	6916	71¾ 24	231/4	231	871/2 221/2	
N.Y.Ont. & W	2314	237/8	23%	24	237/8	24	23⅓ 30			2934	2734	2918
Northern Pac	3018	3038	3014		*30½ 55	31 55%	531/4	. 30½ 55	53	5334	5114	53
Do pref		55/2	54¾ *21	55 221⁄4	*21	221/6	0074	00	21	21	2116	
Ohio Central.	35	3634	35	35%	3458	353	34	351/4		34	3116	335%
Ohio & Miss		3074	00	00/4	0178	0078	01	00/4			73	74
Pacific Mail		4034	4014	403/	4014	41	391/8	401	381/8	3914	3734	387%
Panama	1 2078	2074	1				1				*	195
Phil. & Read's	3034	3110	31	311/2	31	31	2934	311/2	281/8		2516	2534
St.L.A.& T.H		/2	1						21	21		
Do pref								2:::	7514		1 4411	
Do pref St.L.I.M. & So	. 53%	551/8	5334	55	54	551/8	521/8	541/4	511/4	521/4	4614	51
St.L.&S.Fran		35	1 35	35	*	35	*::	35	136	401	1000	431/2
Do pref		4616	*45	46	*45	46	41	4134	4316	43%		43/2
Do 1st prf	. 75	76%			*75	761	75%	75%		751/2	1112	iiż
Sutro Tunnel	. 15%	15/8	1.00	156	11/2	11/2	110	90%	881/8	89	85	8812
Union Pacific		93	+9216	93	x91 37	911	8534 36	371	351/8	361/8		353%
Wab.St.L.& P	3614	3736	36%	3534 6714	6636			66%	6412	653		6514
West. Un. Tel			1621		x0114		9716	10:14				
* These are	the pr	ices b	oid an	d aske	d: no	y sale	was m	iade a	it the	Boar	a.	

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

+ Sales were also made ex-div. at 91@914.

Total sales of leading stocks for the week ending Thursday, and the range in prices for the year 979 and from Jan. 1, 1880, to date, were as follows:

	Sales of	Range since Jan. 1, 1880.						Range for Year 1879.	
	Weck, Shares.	Lo	west.		Hi	ghest		Low.	High
Canada Southern	1,225	40	May	17	7412	Jan.	14	454	7812
Central of N. J	54,021	45	May			Mar.		3312	8978
Chicago & Alton	200		Jan.		113	Aug.		75	1004
Chic. Burl. & Quincy	5.181	113	June	2	152	Jan.	26	11118	13412
Chic. Mil. & St. P	139,345		May			Sept.		3438	
Do do pref.	1,970	99	May		11378			7434	10234
Chic. & Northw	29,615	8718	July		106	Sept		4958	9412
Do do pref.	4,455	104	Feb.	10	12612	Sept	4	7678	108
*Chic. Rock I. & Pac	4,099	10012			204	June		119	15012
Col. Chic. & Ind. Cent.	3,355			11	2518	Jan.	26	5	28
Del. & Hudson Cana!	8,635	60	May	25		Sept.		38	8948
Del. Lack. & Western	107.700		May	25		Mar.		43	94
Hannibal & St. Jo	23,510		May	25	4458	Sept.	2	134	
Do do pref.	28,850		May	25	8678	Sept.	. 2	34	7018
Illinois Central	3,659	9912		2					10034
Lake Erie & Western	23,425		May			Mar.	4	116	2812
Lake Shore	49,720	95	June		11148	Mar.	4	67	108
Louisville & Nashy	5,400		Jan.		16412		2	35	8912
Manhattan	9,327	21	July			Mar.		35	724
Michigan Central	9,276	75	May	17		Aug.	2	7334	98
Missouri Kau. & Tex.	35,715		May	25	494	Jan.		538	3534
Morris & Essex	699	100	May	24	11212	Sept.	-9	7518	10412
Nashv. Chatt. & St. L.	9,600		June	1	128	Mar.	5	3512	83
N.Y. Cent.& Hud.Riv	10,454	122	May		137	Mar.			139
N.Y. Lake E. & West.	110,500	30	June	-1	4878	Feb.	$\bar{2}$	2118	49
Do do pref.	17,336	47		25	7378	Feb.	2	371_2	784
Northern Pacific	2,385	20	May	11	36	Jan.	14		1012
Do pret.	7,427		May	24	60	Jan.	13	: 4414	
Ohio & Mississippi	114,205	23	May	25		Mar.	6	734	3338
Pacific Mail	22,360		May	17		Mar.	8	1038	3912
Panama	22,000	168	Jan.	2		Sept.		123	182
Phila. & Reading	18,030	1312		$\bar{2}$	7238		3		
St.L. Iron Mt. & South.	29,665		May	25	$6\overline{6}$	Feb.		13	56
St. L.& San Francisco			May	11	48	Feb.	$\dot{2}$	318	53
Do pref.	1,330	33	May	11		Mar.	8	418	6012
Do 1st pref.	400	60	May	11		Mar.	$\check{9}$	934	7812
Union Pacific	16,660	80	May	îī		Jan.	19	5712	95
Wab. St. L. & Pacific	28,400		May	$\hat{25}$	48	Jan.	27		
Do do pref.			May	25		Aug.			
Western Union Tel	77,577		June		11612	Feb.		8858	116
TO SOUTH OHIOL TOIL	,	, 00 4							

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

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

Latest earnings reported.———Jan. 1 to latest date.— Week or Mo. 1880. \$58,701 1879. \$34,807 \$390,993 \$254,949 Ala.Gt. Southern August 301,272 89,356 516,765 138,224 Atl. & Gt. West....June..... 368,456 2,421,668 1,584,409 Albany & Susq July 105,472
Atch. Top. & S. Fe. August 673,000
Atl. Miss. & Ohio. July 145,585
Atl. & Char. Air-L. July 59,693
Bur. C. Rap. & No. 2d wk Sept. 45,498 767,796 588,398 197.464 21,050 19,228 86,071 245,060 27,543 18,274 Cin. Sand. & Clev.12 dys July Cin. & Springf: ...2d wk Sept. Clev. Col. Cin. & I.2d wk Sept. Clev. Mt.V. & Del. 1st wk Sept Del. & H.Can., Pa. Div. July. 593,660 2,875,165 488.866 96,363 10,517 2,313,680 10,001 280,947 652,458 92,903 105,355 2,079,882 1,367,344 Denver & Rio Gr 3d wk Sept. Denv.S.P'k& Pac. August.... 91,352 25,922 128,811 • 9,436 23,768 28,149 281,842 91,204 6,157 20,941 21,804 399,887 148,816 Des M.& F.Dodge.2d wk Sept. Det. Lans. & No. 1st wk Sept. Dubuque&S.City.2d wk Sept. 205,776 656,526 587,936 Eastern July Flint & Pere Mar. 1st wk Sept 247,633 1,613,051 31,885 21,147 1,019,475 91,482 197,244 91,390 Gal. Har. & San A. June.... 92,452 Grand Trunk. Wk.end. Sep. 18 231,886
Gr't Western. Wk.end. Sep. 10 105,452
Hannibal & St. Jo. 2d wk Sept. 48,983
Houst. & Texas C. July 227,679 7,256,397 5.999.986 3,366,475 1,666,708 2,851,618 41,162 1,216,725 186,848 1,688,512 Illinois Cen. (Ill.) August...
Do (Iowa) August...
Indiana Bl. & W. 1st wk Sept 566,489 491,701 3,928,022 3,491,181 107,273 28,728 42,125 58,182 911,948 747,947131,898 1,016,246 27,406 47,551 86,596 817,280 Int. & Gt. North. 2d wk Sept.

Iowa Central. July

K. C. Ft. S.& Gulf. 4th wk Aug

Kans. C. Law. & So. 4th wk Aug 979,967 1,063.854 718,806 457,245 522,549 28,609 22,632 13,154 296,201 15,417 Lake Erie& West. August.... Louisv. & Nashv. 2d wk Sept. 67,055 115,092 90,439 8,423 6,828 6,003,447 540,180 695,172 3,712.480 371,221194,300 Marq. H. & On.'n. August.... Memp. & Charl... 2d wk Sept. Minn. & St. Louis .3d wk Aug. 133,600 23,975 513,986 15,356 Mobile & Ohio ... 3 wks Sept. 116,697 94,496 1,397,310 1,167,713 Nashv. Ch. & St. L. August ... 169,326 142,182 1,345,625 1,113,659 N. Y. & Canada ... July ... 48,519 41,981 372,493 231,112 N. Y. Cent. & Hud. August ... 3,022,355 2,546,029 21,625,649 17,898,419 N. Y. L. Erie & W. July ... 1,580,976 1,273,533 10,672,040 8,938,625 N. Y. & N. Engl'd. 24 wk Sept. 49,457 49,023 Northern Central. August ... 452,000 200,000 2 2,821,216 1,973,561 1,397,310 1,167,713 1,345,625 1,113,659 372,493 231,112N.Y. & N. Engl'd. 2d wk Sept. 49,457 49,023

Northern Central. August... 453,923 316,716 3,120,011 2,475,661

Northern Pacific August... 208,300 210,927 1,353,579 1,112,493

Ogd. & L. Champ. August... 54,863 54,187 344,530 267,150

Pad. & Elizabetht. August... 34,303 27,331 244,358 184,114

Pad. & Memphis... 1st wk Sept 3,819 2,414 134,124 102,931

Pennsylvania... August... 3,723,355 2,982,718 26,607,070 21,179,682

Peoria Dec. & Ev. 1st wk Sept 8,648 3,359 304,319

Philadel. & Erie. August... 347,532 275,907 2,431,630 1,871,011

Phila. & Reading. August... 1,531,813 1,462,280 11,004,115 9,460,470

Pitts. Titusv. & B. August... 55,500 37,526 372,672 308,198

Ports. Gt. F. & Con. July... 18,596 14,709

Rensselaer & Sar. July... 176,452 149,371 1,013,690 771,671

St. L. Alt. & T. H... 2d wk Sept. 32,302 25,054 957,834 648,366 100 (brehs): 2d wk Sept. 16,160 14,210 431,890 354,920 Phila. & Reading August ... 1,531,813
Pitts. Titusv. & B. August ... 55,500
Ports. Gt. F. & Con. July ... 18,596
Rensselaer & Sar. July ... 176,452
St. L. Alt. & T. H. .. 2d wk Sept. 232,302
Do (brchs): 2d wk Sept. 16,160
St. L. Iron Mt. & S. 2d wk Sept. 173,800
St. L. & San Fran. 2d wk Sept. 173,800
St. P. Minn. & Man. 2 wks Sept. 121,045
St. Paul & Duluth. July ... 56,630
St. Paul & S. City ... 2d wk Sept. 122,045
Scioto Valley ... 3d wk Sept. 122,05 957,834 431,890 3,939,796 14,210 156,165 46,778 2,963,415 1,726,068 922,567 103,027 2,063,714 313,160 21,671 722,189

Latest carnings reported--Jan. 1 to latest date. Week or Mo. 1880. 1879. 1880. 1879. South. Pac. of Cal. August \$508,000 \$237,263 \$3,266,097 \$1,930,680 Texas & Pacific ...4th wk Aug 53,148 42,131
Fol.Peoria & War. 2d wk Sept. 30,180 23,391
Union Pacific ...July1,988,000 1,431,000
Wab. St. L. & Pac. 2d wk Sept. 306,788 222,040 42,131 23,391 960,788 831,479 222,040 8,116,177 5,556,670

State and Railroad Bonds.—There has been very little activity either in State or railroad bonds, and prices of the investment securities show little change. Even the bonds dealt in on speculation have not been as active as usual, and have not yet shown close sympathy in selling down with the stocks of the railroads to which they belong

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

Shares. 23 Central N. J. Land Impr. 10 Commercial Fire Ins.....100

Shares. 10 Park Fire Ins......11318

Bonds. \$161 Cent. N. J. Land Impr. Camp Ground Asso. 7 p. c. mort. bonds, due Oct. 1,

Exchange.—Foreign exchange remains dull, with very little change. The best authorities here and in London seem to anticipate a decline in our specie imports from this time forward. To-day the actual rates for prime bankers' sterling are 481@481% for sixty days' bills and 483%@483% for demand. Cable transfers are 4 84@4 841/4.

The following were the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah, buying 36, selling 1/3@1/4 off; Charleston, buying 3/8@7-16 discount, selling par; New Orleans, commercial \$1 discount, bank par; St. Louis, 1-10 discount; Chicago, 75@80 discount; Boston, 40@ 45c. discount.

Quotations for foreign exchange are as follows:

Sept. 24.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort (reichmarks) Bremen (reichmarks)	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 4 \ 83^{1}2 @ 4 \ 84^{1}3 \\ 4 \ 82^{1}2 @ 4 \ 83 \\ 4 \ 81^{1}2 @ 4 \ 82^{1}2 \\ 5 \ 25 \ @ 5 \ 21^{7}8 \\ 39^{3}1 @ \ 40 \\ 94^{3}8 @ \ 94^{5}8 \\ 94^{3}8 @ \ 94^{5}8 \end{array}$

The following are quotations in gold for various coins: | Silver $^{1}48$ and $^{1}28$. — $99\frac{3}{4}$ @ par. | Five francs...... — 92 @ — 95 | Mexican dollars... — 88 @ — 89 | Do uncommerc'l. — 87 @ — 88 | English silver.... 4 70 @ 4 80 | Prus. silv. thalers. — 67 @ — 69 | Trade dollars.... — $99^{1}4$ @ — 99 | New silver dollars — $99^{3}4$ @par. $^{1}28$ Span'h Doubloons. 15 60 @ 15 75 Mex. Doubloons. 15 50 @ 15 60 Fine silver bars ... 1 1234@ 1 134Fine gold bars ... par@4 prem. Dimes & 12 dimes. — 9934@ par.

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.		
	\$	\$		*		
Sept. 18	2,195,019 50		81,916,279 21	5,759,422 40		
" 20	1,195,549 96		81,313,966 56	5,457,593 33 5,393,207 14		
$\begin{array}{ccc} "&21\\ "&22 \end{array}$	1,048,06480 $780,45471$	2,176,618 72 827,425 09	80,228,946 81	5,367,113 28		
" 23	1,789,831 83	$2,034,565 \ 45$ $1.165,752 \ 87$	79,995,005 00 $79,982,158$ 56	5,356,321 47 5,955,744 06		
" 21	1,752,328 94	1,100,702 87	79,962,136 30	3,333,744 00		
Total	8,761,249 74	9,388,764 64				

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

ı		Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
١	1880.	8	- **		\$	\$	8
١	June 7	141,831,900	6,202,800	2,717,200	54,125,300	31,144,800	56,670,704
I	" 14	141,179,800	6,203,200	3,368,300	54,175,300	31,172,400	53,567,387
I	" 21	140,837,600	6.115.900	3,693,700	53,873,800	30,689,200	53,630,062
١	" 28	141.880,400	6.078,800	3,978,200	53,878,800	30,664,600	54,328,137
I	July 5	143,799,100	6,308,000	4.131,900	53,701,800	30,730,500	65,016,453
ı	12	144,541,600	5.830,900	4.377.800	-53,650,100	30.573,400	53.228,399
ĺ	" 19	145,258,100	6,256,400	4.124.000	54,727,500	30,497,400	58,347,774
I	26	145,518,200	6,617,900	4,124,200	55,220,800	30,514,600	56,346,126
١	Aug. 2	145,795,500	6,365,200	4.093,500	54,579,400	30,344,200	50,882,884
I	7.43. 9	140,955,800	6,178,400	3.547.100	54,020,300	29,640.100	62,616,237
I	" 18	148,056,800	6,349,000	3.182.900	55,688,100	30,496,200	58,477,792
I	" 23	147,343,400	5,901,100	2,991,900	56,002,600	30,378,300	58,143,856
١	" 39	146,627,900	6,002,000	3.128,600	55,228,200	30,514,900	48,801,889
۱	Sept. 6	147,259,200	6,231,800	2,945,200	55,495,300	30,508,500	53,202,766
I	13	146,749,700	6,871,600	2.982,500	56,089,500	30,569,800	54,247,417
١	. " 90	148 074 800	7.032.300	2.843,500	56.342,900	30,468,300	55,287,976

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

Loans.

196,561

6,341

224,102

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

L. Tenders. Deposits. Circulation. Agg. Clear.

1880.	\$	*	*	*	•
June 7	67,623 233	17.857.324	57,672,685	12,087,538	47,734,704
14	67,333,982	18,359,302	57.674.977	12,085,893	38,537,916
' 21	67,542,597	18.198.787	57,479,261	12.093.024	42,948,135
" 28	67,663,460	19.120.748	58,974,381	12.219.634	41,410,608
	67.873.399	19,674,612	59,331,205	12,208,661	46,852,023
July 5	68,022,417	20,088,598	59,619,666	12.203.979	34,654,641
" 12 " 19	67.736,302	20.573.774	60,634,603	12.183.931	39,599,262
" 26	67,444,957	20,911,911	60,112,851	12 189,649	42,801,363
		21,237,201	60,288,773	12,199,880	36,101,306
Aug. 2	68,359,368	20,666,346	60.351.479	12,154,016	45,720,122
9	00 140 000	20,216,899	60.880.934	12,122,670	39,159,731
20111111111		19.625.220	60.653.997	12,138,642	38,304,761
20	20 000 400	19,755,665	61.109.690	12,161,925	33,465,504
30	ma 0 1 4 000	19.352.411	61.532.113	12.1 4,778	36.143.128
Sept. 6	70,254,008	20,676,935	63.010.452	12,178,215	36.873.476
	70,563,376		64,683,179	12,209,230	41,444,519
. 29	70,782,054	21,300,239	01,000,118	10,000,000	21,122,010

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. 18, 1880:

Merchants			Average amount of							
New York	Banks.	Capital.		Specie.		other				
New York. 2,000,000 9,626,660 1,855,000 196,000 8,940,000 495,000 495,000 495,000 495,000 495,000 495,000 494,000 4495,000 445,000 5,037,400 51,314,000 50,414,000 544,500 44,500 7,111,000 536,000 6,507,900 544,500 44,500 7,313,000 540,000 44,500 537,400 51,356,000 44,500 7,313,000 1,328,400 28,500 4,135,600 7,733,900 1,1100 28,500 1,312,600 7,733,900 1,100 1,000 9,000 9,773,900 1,100 1,000 9,000 9,521,600 2,893,900 50,000 1,411,300 200 1,100 1,000 1,000 9,000 1,500,400 1,000,400 4,213,800 1,232,400 228,900 13,310,800 200,000 1,100 4,000 1,000,400 4,213,800 1,232,400 2,290 2,243,700 2,270 2,272,800 1,241,000 1,100 4,000 1,244,000 1,244,000 1,244,000 1,244,000 1,244,000 <td></td> <td></td> <td>3.</td> <td>8</td> <td>\$</td> <td>*</td> <td>\$</td>			3.	8	\$	*	\$			
Manhattan Co. 2,050,000 3,930,800 998,800 28,800 3,7400 514,700 Mechanics 2,000,000 7,791,600 1,711,100 588,000 6,907,900 44,500 Mechanics 2,000,000 7,791,600 1,334,400 588,000 6,907,900 44,500 America 3,000,000 9,598,100 2,155,800 316,200 7,733,900 287,000 City 1,000,000 3,30,000 757,000 50,000 3,831,000 267,000 City 1,000,000 3,430,500 562,200 52,900 3,831,000 267,000 Fulton 600,000 1,800,400 369,000 135,700 1,411,300 468,000 Merch'nts' Exch 1,000,000 4,138,800 617,400 487,500 3,711,400 646,000 Butchers'& Drov 300,000 1,458,800 287,700 65,500 1,293,300 2143,500 Greenwich 200,000 1,023,900 20,500 224,100 1,077,001 Beyenth Ward 800,000	New York	2,000,000	9,626,600	1,855,000	196,000	8,940,000	495,000			
Mechanics' 2,000,000 7,393,000 1,314,000 538,000 6,507,900 44,500 1,000,000 1,200,000 1,324,000 2,850,000 1,334,000 1,300,000 1,324,000 2,155,800 316,200 7,333,900 1,100,000 1,000,000 2,853,000 2,155,800 36,000 10,402,000 267,000 1,000,000 1,000,000 2,803,000 2,803,000 10,402,000 2,803,000 1,000,000 2,803,000 1,000,000 1,000,000 1,2403,000 1,257,000 135,700 13,110,800 1,000,000 1,403,000 1,403,000 1,403,000 1,403,000 1,403,000 1,403,000 1,403,000 1,403,000 1,403,000 1,000,000 1,004,000 1,004,000 1,000,000 1,004,000 1	Manhattan Co	2,050,000								
Pheenix			7,891,000	1.314.000	536 000	6.507 9001				
Pheenix			4.637.800	1.328.400	28,500	4,135,600				
Pheenix		3,000,000	9.598.1001	2,155,800	316,200	7.733,900	1,100			
Fulton		1,000,000	3, 30,000	757,000	51,000	3,381,000	267,000			
Fulton	City	1,000,000	9,521,600	569 200	52 900	2 463 700	799 400			
Gallatin Nation¹ 1,000,000	Tradesmen's	1,000,000	1 800 400	369 000	135,700	1 411 300				
Gallatin Nation¹ 1,000,000	(!hamical	300,000	12.403.006	4,265,100	286,900	13,310,800				
Gallatin Nation¹ 1,000,000	Merch'nts' Exch.	1.000.000		617,400	487,500	3,771.400	646,000			
Greenwich Cather Man'f'rs 600,060 2,997,000 535,300 156,300 791,500 38,800 2,424,400 480,000 370,500 370,500 571,300 396,900 12,424,000 450,000 15,423,000 15,423,000 3,730,500 522,400 4,670,700 420,700 422,700 2,521,900 366,400 165,800 2,432,700 12,420,000 12,420,000 12,432,000 12	Gallatin Nation'l	1,000,000	4,108.000		125,700	2,572,600	244 800			
Greenwich Cather Man'f'rs 600,060 2,997,000 535,300 156,300 791,500 38,800 2,424,400 480,000 370,500 370,500 571,300 396,900 12,424,000 450,000 15,423,000 15,423,000 3,730,500 522,400 4,670,700 420,700 422,700 2,521,900 366,400 165,800 2,432,700 12,420,000 12,420,000 12,432,000 12	Butchers'&Drov.	300,000	1,458,800	151 (100)		1 077 000				
State of N. York. American Exch. 5,00,000 15,432,000 3,327,000 270,000 12,442,000 450,000 12,71,200 3237,000 270,000 12,442,000 12,71,200 450,000 12,71,200 450,000 12,442,000 12,442,000 12,442,000 12,442,000 12,71,200 450,000 12,442,000		200,000	1.023.900	20.500	224.100	972.3001	2.700			
State of N. York. American Exch. 5,00,000 15,432,000 3,327,000 270,000 12,442,000 450,000 12,71,200 3237,000 270,000 12,442,000 12,71,200 450,000 12,71,200 450,000 12,442,000 12,442,000 12,442,000 12,442,000 12,71,200 450,000 12,442,000	Leather Man'f'rs	600.060	2,997,000	535,300	186,300	2,424,400	480,000			
State of N. York. American Exch. 5,00,000 15,432,000 3,327,000 270,000 12,442,000 450,000 12,71,200 3237,000 270,000 12,442,000 12,71,200 450,000 12,71,200 450,000 12,442,000 12,442,000 12,442,000 12,442,000 12,71,200 450,000 12,442,000	Seventh Ward	300,000	874,900	139,500	65.300	791,500	36,800			
American Exch. 5,000,000 15,730,100 3,730,500 430,400 11,242,200 1,271,200 900,000 12,712,200 1,271,200 900,000 12,712,200 1,271,200 900,000 1,271,200 1,271,200 900,000 1,271	State of N. York.	800,000	3,705,300	571 3000	98,900		450,000			
Pacific. 422,700 2,521,900 300,400 153,800 2,525,000 1,125,000 Chatham 450,000 476,000 494,600 190,700 2,652,600 1,125,000 People's 412,500 1,483,100 135,700 155,400 1,440,700 5,400 Morth America. 700,000 2,305,30c 112,800 159,800 2,195,100 5,400 Hanover 1,000,000 2,997,000 656,700 247,500 3,003,100 423,000 Ivring 500,000 2,997,000 658,700 227,500 7,982,900 80,000 1,044,006 45,000 Massau 1,000,000 2,341,900 295,800 227,500 1,924,000 269,200 Shoe & Leather 500,000 2,341,700 12,2600 88,200 2,141,000 3,900 Shoe & Leather 500,000 3,387,500 771,700 114,200 3,415,000 Continental 1,000,000 3,884,000 1,411,900 187,800 6,030,500 Marine	American Exch.	5,000,000	15,425,000	3,237,000	490.400	11.243.200	1.271.200			
Pacific. 422,700 2,521,900 300,400 153,800 2,525,000 1,125,000 Chatham 450,000 476,000 494,600 190,700 2,652,600 1,125,000 People's 412,500 1,483,100 135,700 155,400 1,440,700 5,400 Morth America. 700,000 2,305,30c 112,800 159,800 2,195,100 5,400 Hanover 1,000,000 2,997,000 656,700 247,500 3,003,100 423,000 Ivring 500,000 2,997,000 658,700 227,500 7,982,900 80,000 1,044,006 45,000 Massau 1,000,000 2,341,900 295,800 227,500 1,924,000 269,200 Shoe & Leather 500,000 2,341,700 12,2600 88,200 2,141,000 3,900 Shoe & Leather 500,000 3,387,500 771,700 114,200 3,415,000 Continental 1,000,000 3,884,000 1,411,900 187,800 6,030,500 Marine		1,000,000	5.723.300	652,300	522,400	4,670,700	900,000			
Pacific. 422,700 2,521,900 300,400 153,800 2,525,000 1,125,000 Chatham 450,000 476,000 494,600 190,700 2,652,600 1,125,000 People's 412,500 1,483,100 135,700 155,400 1,440,700 5,400 Morth America. 700,000 2,305,30c 112,800 159,800 2,195,100 5,400 Hanover 1,000,000 2,997,000 656,700 247,500 3,003,100 423,000 Ivring 500,000 2,997,000 658,700 227,500 7,982,900 80,000 1,044,006 45,000 Massau 1,000,000 2,341,900 295,800 227,500 1,924,000 269,200 Shoe & Leather 500,000 2,341,700 12,2600 88,200 2,141,000 3,900 Shoe & Leather 500,000 3,387,500 771,700 114,200 3,415,000 Continental 1,000,000 3,884,000 1,411,900 187,800 6,030,500 Marine		1.000.000	3,949,800	797,300	164,900	3 803 8061	180,000			
People's 412,500 1,463,100 135,700 155,400 1,440,700 5,400 North America 1,000,000 2,305,36C 112,800 199,800 2,195,100 800,000 Irving 3,000,000 2,997,000 656,700 247,500 3,001,100 423,000 Metropolitan 600,000 1,944,300 298,800 297,500 1,942,000 424,000 Nassau 1,000,000 2,344,700 122,600 88,200 2,144,000 429,700 St. Nicholas 500,000 2,662,100 572,500 94,800 2,914,000 429,700 Shoe & Leather 500,000 3,327,500 771,700 114,200 3,415,000 429,700 Continental 1,000,000 3,874,400 363,600 110,000 25,53,800 780,30 Marine 1,500,006 3,368,000 1,411,90 187,800 6,030,500 780,30 Marine 20,000 2,985,200 5,985,700 432,100 23,137,350 1,100,100 Mech. Bkg.	Pacific	422,700	2,521,900	300.400	165,800	2.432.700	1 195 000			
People's 412,500 1,463,100 135,700 155,400 1,440,700 5,400 North America 1,000,000 2,305,36C 112,800 199,800 2,195,100 800,000 Irving 3,000,000 2,997,000 656,700 247,500 3,001,100 423,000 Metropolitan 600,000 1,944,300 298,800 297,500 1,942,000 424,000 Nassau 1,000,000 2,344,700 122,600 88,200 2,144,000 429,700 St. Nicholas 500,000 2,662,100 572,500 94,800 2,914,000 429,700 Shoe & Leather 500,000 3,327,500 771,700 114,200 3,415,000 429,700 Continental 1,000,000 3,874,400 363,600 110,000 25,53,800 780,30 Marine 1,500,006 3,368,000 1,411,90 187,800 6,030,500 780,30 Marine 20,000 2,985,200 5,985,700 432,100 23,137,350 1,100,100 Mech. Bkg.	Republic	1,500,000	4,976,000		208 500	3 791 300				
Irving.	Chatham	450,000	1 483 100	135,700	155.400	1.440.7001	5,400			
Irving.	North America		2.305.360	112,800	199,800	2,195,100				
Irving.	Hanover	1.000.000	7,967,500	1,382,906	55 S,800	7,882,900	800,000			
Citizens' 600,000 1,924,300 283,000 283,000 283,000 283,000 283,000 283,000 283,000 288,200 2,314,400 429,700 Bt. Nicholas 500,000 500,000 2,273,200 443,900 64,000 1,944,300 450,000 Corn Exchange 1,000,000 3,327,500 771,700 114,200 2,583,800 400,000 Continental 1,000,000 5,762,000 1,411,900 187,800 6,030,500 780,30 Continental 300,000 1,688,500 39,300 310,100 1,569,900 780,30 Marine 400,000 3,368,000 1,430,000 133,000 4,066,000 780,30 Importers' & Tr. 1,500,006 20,985,200 5,885,706 432,100 23,137,350 1,100,100 Mech. Bkg. Ass'n 1,000,000 888,600 14,400 166,800 17,040,200 158,300 Mech. Bkg. Ass'n 240,000 888,600 14,400 166,800 170,760,000 224,800 17,548,200	Irving	500,000	2,997,000	000,700		3,008,100	423,000			
St. Nicholas 500,000 2,273,200 443,900 64,000 1,984,300 450,000 Shoe & Leather 500,000 3,327,500 771,700 114,200 3,415,000 450,000 Continental 1,000,000 5,762,000 1,411,900 187,800 6,030,506 780,300 Marine 400,000 3,368,000 1,433,900 187,800 6,030,506 780,300 Importers' & Tr. 20,000,000 1,569,000 20,955,200 5,985,706 432,100 23,137,350 1,100,100 Mech. Bkg. Ass'n 1,500,000 890,800 149,400 11,200 532,500 583,000 Morth River 240,000 888,600 41,400 168,800 1,040,200 158,300 East River 250,000 930,600 113,000 85,100 777,700 224,800 Central Nat. 20,000,000 4,940,000 3,980,000 477,000 479,000 239,000 27,078,600 810,000 N. Y. Nat. Exch. 300,000 4,902,900 1,181,100 <	Metropolitan	3,000,000	13,419,000	2,339,000	22.500	1 932 000	269,200			
St. Nicholas 500,000 2,273,200 443,900 64,000 1,984,300 450,000 Shoe & Leather 500,000 3,327,500 771,700 114,200 3,415,000 450,000 Continental 1,000,000 5,762,000 1,411,900 187,800 6,030,506 780,300 Marine 400,000 3,368,000 1,433,900 187,800 6,030,506 780,300 Importers' & Tr. 20,000,000 1,569,000 20,955,200 5,985,706 432,100 23,137,350 1,100,100 Mech. Bkg. Ass'n 1,500,000 890,800 149,400 11,200 532,500 583,000 Morth River 240,000 888,600 41,400 168,800 1,040,200 158,300 East River 250,000 930,600 113,000 85,100 777,700 224,800 Central Nat. 20,000,000 4,940,000 3,980,000 477,000 479,000 239,000 27,078,600 810,000 N. Y. Nat. Exch. 300,000 4,902,900 1,181,100 <		1 000,000	2 344 700	122,600	88.200	2.111.000	3.900			
St. Nicholas 500,000 2,273,200 443,900 64,000 1,984,300 450,000 Shoe & Leather 500,000 3,327,500 771,700 114,200 3,415,000 450,000 Continental 1,000,000 5,762,000 1,411,900 187,800 6,030,506 780,300 Marine 400,000 3,368,000 1,433,900 187,800 6,030,506 780,300 Importers' & Tr. 20,000,000 1,569,000 20,955,200 5,985,706 432,100 23,137,350 1,100,100 Mech. Bkg. Ass'n 1,500,000 890,800 149,400 11,200 532,500 583,000 Morth River 240,000 888,600 41,400 168,800 1,040,200 158,300 East River 250,000 930,600 113,000 85,100 777,700 224,800 Central Nat. 20,000,000 4,940,000 3,980,000 477,000 479,000 239,000 27,078,600 810,000 N. Y. Nat. Exch. 300,000 4,902,900 1,181,100 <	Market		2,662,100	572.500	94.800	2,310,400	429,700			
Shoe & Leather. 500,000 3,327,300 38,3600 110,000 2,553,800 4,600 780,300 110,000 1,509,900 1,400,900 1,400,900 1,400,900 1,400,900 1,400,900 1,400,900 1,213,900	St. Nicholas	500,000	2,273,200	443,900	61,000	1,984,300				
Continental 1,000,000 5,762,300 1,411,800 300,100 1,589,900 1,589,900 Marine 400,000 3,368,000 1,043,000 133,000 4,046,000 1,500,000 1,500,000 1,500,000 1,500,000 20,95,200 5,385,700 432,100 23,137,350 1,100,00 500,000 500,000 890,800 149,400 11,200 532,500 500,000 500,000 240,000 888,600 41,400 166,800 1,40,200 713,100 224,000 224,000 930,600 119,000 85,100 713,100	Shoe & Leather	500,000	3,327,500	711,100		9,583,800	450,000			
The properties T. 1,500,006 20,985,200 3,670,300 797,700 20,230,000 540,000 17,244,000 3,670,300 11,200 1,040,206 158,300 180,000 1,040,206 1,	Corn Exchange	1,000,000	5.874,400	1 411 900	187 800	6.030.500	780.30			
The properties T. 1,500,006 20,985,200 3,670,300 797,700 20,230,000 540,000 17,244,000 3,670,300 11,200 1,040,206 158,300 180,000 1,040,206 1,	Oriental	300,000	1.688.500	39.300	310.100	1.569.900				
The properties T. 1,500,006 20,985,200 3,670,300 797,700 20,230,000 540,000 17,244,000 3,670,300 11,200 1,040,206 158,300 180,000 1,040,206 1,	Marine		3,368,000	1,043.000	133.000	4.006,000	180,000			
Mech. Bkg. Ass'n North River. 500,000 240,000 888,600 888,600 41,400 11,200 1,040,200 11,240,240,240,240,240,240,240,240,240,240	Importers' & Tr	1.500.006	20,955,200	5,385,700	432.100	23,137,360	1,100,100			
North River 240,000 888,600 41,400 166,800 1,940,200 224,800 Fourth National 3,200,000 17,548,200 3,660,300 682,000 17,076,600 224,800 Central Nat 2,000,000 9,344,000 2,399,000 777,000 10,031,000 1,487,000 Second National 750,000 4,902,900 1,181,100 213,700 5,341,700 90,000 First National 500,000 14,815,500 3,258,900 190,800 15,822,700 800,000 N. Y. Nat. Exch 300,000 1,491,500 27,000 309,000 1,213,000 223,10 N. York County 200,000 1,329,830 16,800 388,400 1,339,900 180,00 Germ'n Americ'n 750,000 2,376,700 367,000 65,200 2,140,700 Chase National 300,000 1,353,800 271,200 100,400 1,393,700	Park	2,000,000	17,244,000		797,700	532 500				
Fourth National. 2,000,000 17,348,200 3,860,300 82,000 17,77,000 10,031,000 1,487,000 2,900 1,181,100 1,181,	Mech. Bkg. Ass'n	500,000	888 800	41 400	188 800	1.040.200	100,000			
Fourth National. 2,000,000 17,348,200 3,860,300 82,000 17,77,000 10,031,000 1,487,000 2,900 1,181,100 1,181,		250,000	930,600	118,000	85.100	713,100	224,800			
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Fourth National.			3,660,300	082,000	17,076.600	810,000			
Ninth National 750,000 4,902,900 1,181,100 213,700 5,341,700 90.00 First National 500,000 14,515,500 3,259,900 190,800 15,822,700 450,000 N. Y. Nat. Exch 300,000 1,416,400 200,400 104,000 1,127,600 270,000 N. York County 200,000 1,329,830 16,500 388,400 1,439,900 223,100 Chase National 300,000 3,535,660 622,600 252,800 3832,500 154,80 Fifth Avenue 100,000 1,353,800 271,200 100,400 1,393,700	Central Nat	2.000.000	9.344.000	2,309,600	777,000	10,031,000	1,497,000			
Third National . 1,000,000 9,30,000 2,573,300 30,200 10,30 00 270 00 00 00 00 00	Second Nation'l.	300,000	2,457,000	1 191 100	239,000	5 941 700	40,000			
Third National . 1,000,000 9,30,000 2,573,300 30,200 10,30 00 270 00 00 00 00 00	First National	500,000	14 815 500	3.259,900	190,800	15.822.700	450,000			
N. York County. 200,000 1,329,830 16,800 388,400 1,409,900 180,000 Germ'n Americ'n 750,000 2,376,700 867,000 65,200 2,140,700 154,800 1,000 1,353,800 271,200 100,400 1,393,700 154,800 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1	Third National	1.000.000	9,350.000	2,873,300	396.200	10,783,000	800.000			
N. York County. 200,000 1,329,830 16,800 388,400 1,409,900 180,000 Germ'n Americ'n 750,000 2,376,700 867,000 65,200 2,140,700 154,800 1,000 1,353,800 271,200 100,400 1,393,700 154,800 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1	N. Y. Nat. Exch	300,000	1.416,400	200,400	104,000	1.127,600	270.000			
N. York County. 200,000 1,329,830 16,800 388,400 1,409,900 180,000 Germ'n Americ'n 750,000 2,376,700 867,000 65,200 2,140,700 154,800 1,000 1,353,800 271,200 100,400 1,393,700 154,800 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1,393,700 1.00,400 1	Bowery National	250,000	1,491,500			1,213,000	223,100			
Fifth Avenue 100,000 1,353,800 271,200 100,400 1,393,700	N. York County	200,000	1,329,800	16,800	85 200	1.439.900	180,000			
Fifth Avenue 100,000 1,353,800 271,200 100,400 1,393,700	Chase National	200,000	3 595 860	622 600	252.800	8 832 500	154.800			
			1,353,800	271,200	100,400	1,393,700	101,000			
Total[60,475,200]814,123,500]86,517,300]13,517,700]298,928,750[19,844,50										
	Total	60,475,200	314,123,300	66,517,300	13,517,700	298,928,70	119,844,500			

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

		Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Ags. Clear.
13	880.		- 8	8	-8	\$	\$
Fel		7290,381,600	52,994,600	16,437,900	264,404,200	21,683,200	720,978,130
		14290,445,200	54,746,500	16,686,000	267,128,100	21,599,600	683,453,357
		21290,091,200	59,887,200	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		6297,135,500	58,055,000	12,130,400	271,483,400	21,002,100	895,014,025
		13297,256,900	57,927,900	11,652,400	270,381,000	20,967,100	827,801,84)
6		20294,41.7,400	55,440,100	11,555,100	264,538,200		748,481,804
6		27290,866,700	54,773,800	11,272,500	260,340,500	20,995,200	644,453,967
An		3290,639,500	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		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	720,947,846
Ma		1280,436,300	49,406,500		252,572,200		697,435,051
MIG	3	8281,137,700	53,391,500	17,257,100	258,323,000	20,572,900	790.386,569
		5278,571,200	56,278,000	19,229,300	261,075,900	20,498,400	867,632,049
		22272,250,800	56.831.900	21,669,500	258,325,700	20,304,000	759,515,331
	. :	29273,216,400	59.271.700	22,547,400	262,762,600	20,238,100	795,990,673
Ju		5276,056,000	61,109,000	21,934,800	286,839,000		639,336,131
o u		12279,265,700	63,192,700	22,221,300	271,628,500	19,682,500	737,534,533
		19286 075,100	61,450,000	22,084,300	278,146,700		616,148,241
	. :	285.905,100	65,210,100	21,715,800	277,770,800	19,620,000	607,558,981
Ju		3291,784,300	66,168,600	20,684,600	283,078,300	19,572,000	
a u			70.822,100	19,624,800	290,714,700	19,525,800	711,472,517
		10293,428,500	70,615,500	20.915.400			452,751,881
		17292,309,500		20,311,200	292,238,500	19,488,700	560.483.032
6		24294,517,800	69,058,900		291,270,000	19,463,500	625,916,274
		81297,779,300	68,037,700	20,631,300	291,306,500	19,477,600	586,540,682
Αų		7304,765,800	68,706,600	17,115,900	297,024,200	19,430,400	644,309,967
		14308,491,309	88,330,900	16,312,000	298,691,600	19,381,600	551,923,441
		21310,666,300	66,717,500		298,615,100		480,785,189
		28310,735,100	65,413,800	15,335,500	296,422,900	19,396,500	522,899,382
Sej	pt.	4311,942,500	65,434,700		297,186,800	19,342,300	603,877,203
		11313,716,200	68,340,300	13.948.200	298,350,500	19,353,600	625,650,183
		18314,123,500	66,517,300	13,517,700	298,928,700	19,344,500	623,375,655

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.	-		Old Colony, 7s		
Atch. & Topeka 1st m.7s do land grant 7s do 2d 7s	•••	116%	Omaha & S. Western, 8s Pueblo & Ark. Valley, 7s Rutland 6s, 1st mort Vermont & Canada, new 8s	11234	
do land inc. 8s Boston & Maine 7s Boston & Albany 7s do 6s	122	1071 <u>6</u> 124	STOCKS. Atchison & Topeka		110
Boston & Lowell 78do 68			Boston & Albany Boston & Lowel! Boston & Maine	150% 89¼ 133	l
Burl. & Mo., land grant 7s do Nebr. 6sEx do Nebr. 6sEx Conn. & Passumpsic, 7s, 1897.	115 10934 104	10414	Boston & Providence Cheshire preferred. Chic. Clinton Dub. & Min Cin. Sandusky & Cley		55 14½
Kastern, Mass., 4, s, new Fitchburg RR., 6sdo 78	98	99	ConcordConnecticut River	90 1475 69	91
Fort Scott & Gulf 7s	3-56	109 38¾ 	Eastern (Mass.) Eastern (New Hampshire) Fitchburg Fort Scott & Gulf, pref		132
K. City Lawrence & So. 4s Kab. City, St. Jo. & C. B. is Little B'k & Ft. Smith, 7s.1st	95 11414	115	do common. K.C. Law. & Southern.Ex.R Little Rock & Fort Smith	891/2	54 90 53
New York & New Eng. 78 Ogdensburg & Lake Ch. 48	1101	110%	Manchester & Lawrence	116	

BOSTON, PHILADELPHIA, Etc.-Continued.

Chesapeake & Delaware. 335, 236, Delaware Division. 335, 235, Lenigh Navigation. 50	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Sorveich & Wordender 184	Northern of New Hampshire	100		Phil. & Read. scrip, 1882 do In. m. 7s, cp, 1896	52	
Old Colony Troutenum is 500 per land again 1999 per land again	Norwich & Worcester Ogdensb. & L. Champlain	23	2316	do cons. m. 78, cp.,1911 do cons. m. 78, rg.,1911	11516	
Pallia Palocco Car.	Old Colony			ro en. m. 64, 1903	7019	71
Vermont & Measure *** 58 PHH LADEL PHH A. *** 58 STATE AND ONY AGNESS *** 58 GO S., Cur., reg. 1935 *** 59 GO S., Preg., 1947 *** 59 GO S., Law, r., reg. 1935 *** 59 GO S., Law, r., reg. 2009 *** 59 Go S., Law, r., reg. 1935 *** 59 GO S., reg., reg. 400, 1935 *** 59 Go S., Law, r., reg. 1935 *** 59 GO S., reg., reg. 400, 1935 *	Pulluia : Palace Car	26	121	do conv. 78, 1893* do 78, coup. off, '93		35
Penna S. 197 (all. 1. r. 196 of 19 belta o	Vermont & Massachusetts	122		do deb. 78. cps.off		40
### STATE AND CITY ADDRESS. ### Common City And	PHILADELPHIA.			Phila. Wilm. & Balt. 68, '84		
do S. nor. 783, 1392, 10014 do S. nor. 783, 1392, 10014 do S. nor. 783, 1392, 1001 do S. nor. 783, 1392, 1002 do T. nor. 783, 1002 do T. nor. 783, 1392, 1003 do T. nor. 783, 1003 do T. n	STATE AND CITY BONDS.		l	do do 7, reg., 1984 Shamokin V.& Pottsv. 7s. 1901	119 112%	2 2 2 2
Go S. 17. Planer, 193, 1939 Go S. 17. Planer, 193, 1939 Go S. 17. Planer, 1938 Go S. 17. Planer, 19	do 58, cur., reg do 58, reg., 1:82-1892	10214	1	Steubenv. & Ind. 1st, 6s, 1884. Stony Creek 1st m. 7s 1907		
do 6, 11, Frince, resp. 1912 do 12, Frince, resp. 1912 do 13, Frince, resp. 1912 do 14, Frince, resp. 1912 do 15, Frince, resp. 1912	do 68, 10-15, reg., 1577-82	108		Sunbury & Erie 1st m. 78, '97	114	
Allegheny City Turn pere, 1905 Allegheny City Se, coupon Allegheny City Se, coupo	a se in Plane, reg. 101			Texas & Pac. 1st in ,68, g.,1905	9316	
Additional Company 1988	do 6s, old, reg do 6s, n., rg., prior to 9	125	125	do inc.& l. gr. 78 1915		
Allegeleny 54 Coup. 1913 100	do 4s, various		104	Warren & F. 1st m.7s, '96	12!34	
10	Allegheny City 18, 16g			West Jersey 6s, deb., coup.,'85 do lst m. 6s, cp., '96.	100	
10	do 58, reg. & cp., 1915	•] · · · ·				::::
Chesan, & Dela, 1st 6s, 7s, 7s, 3s	ilo 7s, str.imp., reg., 83-86		1	do 68 P. B., '96.	10514	
Canded a	do exempt, rg. & coup			Chesap. & Dela 1st 6s, rg., '86	80	
STALEMOLD STOCKS-1 Canade State	Camden City 68, coupon		125	Lehigh Naviga. m., 6s, reg., '84 do mort. RR., rg. '93	iio	
STALEMOLD STOCKS-1 Canade State	Harrisburg City 68, coupon.		130	do m. co v. g., reg., 94 do mort. gold, '97	107 105%	
Catawissa	damdon & Atlantic.			Morris, boat loan, reg., 1885	140	.80
Compared to the pref. Comp	Catawissa	10 46		Schuylk. Nav.1st m.68.rg., '97. do 2d m. 68. reg., 1307	70%	71
East Penaylylands of Pref. 51. East Penaylyland S. 60. East P. M. Joy & Lancaster, Huntingdon & Broad Top. 10. Lehg Valley. 60. 77. Lehg Valley. 60. 77. Lehg Valley. 60. 78. All S. 60. 79. 79. Nequeboning Valley. 60. 79. Norpistown. 79. 79. Nequeboning Valley. 60. 79. Norpistown. 79. 79. Norpistown	do new pref	44%		do 6s, boat&car,rg.,1915 do 7s, boat&car,rg.,1915		75
An	East Pennsylvania Elmira & Williamsport	33			,	
Lehigh Valley	do P Mt. Joy & Lancaster			Maryland 6s, defense, J.& J do 6s, exempt, 1887	110	::::
Mittel Schuylist 100	Tobleb Valley	52	521	do 6s, 1890, quarterly do 5s, quarterly	95	::::
Sorristown sylvania	1 ttrle Schuvikill	1 = 0		do 60 '866 1 & 1	110	
Pennaylvania		48		do 68, park, 1590, Q.—M.	115	117
1436 Philladelphila & Treaton. 1509 Philladelphiladelp	Pennsylvania	15	1514	do 68, exempt, 35, M.&S do 68, 1900, Q -J	120	
Phila. Wilming. & Bailling. 1595 1516	Philadelphia & Reading	160%	1144	do 68, 1902, J. & J do 58, 19.6, new	120	
United N. J. Companies. West Unester consol. pref. West Unester consol. pref. West Unester consol. pref. West Unester consol. pref. West Jersen S. Chesspeake & Delaware. 32 Chesspeake & Delaware. 33 Delaware Division. 3396 Morris. Lenigh Navigation. 50 do pref. Peansylvania. Schuyikill Navigation. 50 do pref. Peansylvania. Schuyikill Navigation. 50 do pref. Susquehans. Schuyikill Navigation. 50 do fr. S. Chesspeake. Schurikill Navigation. 50 do fr. S. Chesspeake. 50 do	Phila. Wilming. & Battimore Pittsburg Titusv. & Buff	1034		DAILPOAD STOCKS. PAR.	1	174
United N. J. Companies 100 West Usreey Ser. 50 863 37 101 101 102 102 103 10	St. Paul & Duluth R.R. Com	32	35	11 110 Zu Ditlessessesses	1/4	
Western Maryland.	United N. J. Companies West Chester consol. pref	: 170		do Parkersb'g Br50	000	97
Delejan Navigation	West Jersey			Western Maryland50	45	
Ball. & Ohio 88, 1883. A. & C. 100 110 1	Delaware Division	335	3354 3354	RAILEOAD BONDS.		
Schuylkill Navigation pref. 698	Morris			Balt. & Ohio 68, 1885, A.&C		110
Susquehanna	Pennsylvania	1		Northern Central 68, '85, 3 & 68, 1900, A.&O	. 115	(109
Allege	Susquehanna	• • •	1	11 do 68, 210, 1900, J.02J	. 112	
Belvidere Dela, 1st m., 98, 1902. do 2d m. 68, 63, 104 do 3d m. 68, 77, 100 Camden & Amboy 68, coup, 78, 110 do mort. 68, 63 110 Cam. & Atl. 1st m. 78, g. 130 Cam. & Burlington Co. 68, 97, 106 Catawissa 1st, 78, Coup, 78, 107 do chat. m., 108, 109 do chat. m., 108, 112 Connecting 68, 68, various. 112 Connecting 68, various. 112 Belaware nort. 68, v	1 - 1 - 1 - 1 - 1 7 9-109 1896	0 108	1	11 do 18t m., 890, J. & J	. 110	112
do	Dolmidera Dela 18t m. 68.190			do 2d m., prei	1100	1
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Chartiers Val., ist.m., 78, C., 1901 10934 11094	Connecting 68, 1900-1904	1111	::::	do South, RR. 1 308.	11981	
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H. & B. T. 1st m. 78, 10, 30	do 58, perp	85		Cin. Ham. & D. cons.6s, 19 5	105	
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Lehigh Valley, 181, 08 cp., 1933. 11859 do 2d m. 78, reg., 1910. 128 do con. m., 68, rg., 1923 1144 do do do 68, cp., 1933 1144 Little Schuylkill, 1st m. 78, '82 108 North. Penn. 1st m. 6s, cp., '96. 116 do 2d m. 78, cp., 1903. 114 do gen. m. 78, reg., 1903. 114 do gen. m. 78, reg., 1903. 114 do gen. m. 78, coup., '82. 1025 Pa.& N. Y. C. & RR. 78, 1905. 1025 do gen. m. 6s, cp., '80. 1015 do gen. m. 6s, cp., 1903. 117 do gen. m. 6s, rg., 1905. 1175 do gen. m. 6s, rg., 1905. 1175 do cons. m. 6s, rg., 1905.	do 2d m. f t.gcrlp g	81		I Gin & Indiana lat m 78	FIRES	
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Pittsb. Titusv. & B., 78, cp., 96 do Scrip	do gen. m. 7s. reg., 190	3	115	do 8. p.c. st'k, gua	129	1130
Pennsylv., 1st m., 6s, cp., '80 120do gen.m. 6s, cp., 1910. 122do do gen.m. 6s, rg., 1905. 1177do gen.m. 6s, rg., 1907do gen.m. 107do gen.m.	Pittsb. Titusv. & B., 78, cp., 78	6 75		LOUISVILLE.		1
do gen.m.6s, cp., 1910 122 do water 6s, 87 to '89 + 104 106 do gen.m. 6s, rg., 1910 122 do water stock 6s, '97. 104 106 do water 6s, cp., 1905 107.4 do water 6s, Co. 1907 104 106 do water 6s, Co. 1907 107.4 108 do water 6s, Co. 1907 108 107.4 108 109.4	Pa.& N.Y.C. & RR. 78, 1896	$\frac{120}{122}$	123	do 68,'82 to '87	† 104°	106
do cons. m. 6s, rg., 1905. 117 do spec'l tax6s of '89t 104 106 los pec'l tax6s of '89t 104 los pec'l tax6s				do water 6s,'87 to '89.	104	106
do Navy Yard 68, rg, '81 105½ do water 68, Ce. 1907 † 10734 108 Penklomen 1st m. 68, coup., '81 86 104 104 100 100 101 101 101 101 101 101 101 101 107½ 108½ 108½ 108 107½ 108½ 107½ 108½ 108 107½ 108 107½ 108 107½ 108 107½ 108 107½ 108 107½ 108 107½ 108 107½ 108 108 107½ 108 107½ 108 109 107 107½ 108 109 107 107½ 108 109 107 107 108 108 108 108 108 108 108 108 108 108 108 108 108 112 108 108 108 112 108 108 112 108 112 108 112 108 112 108 112 108 112 115 108 112 115 116 108	do cons.m. 6s, rg., 190 do cons.m. 6s, cp., 190	5. 1171	6	do wharf 6s	104	10 6
Perklomen 1st m. 6s, coup., '9', 88 Phila. & Erie 1st m. 6s, cp., '8t. 104 do 2d m. 7s 1107/s 108/s Phila. & Erie 1st m. 6s, '43. '44 Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1114/s 115/s Phila. & Read. 1st m. 7s, 1906 1114/s 115/s Phila. & Read. 1st m. 7s, 1906 1114/s 115/s Phila. & Read. 1st m. 7s, 1906 1114/s 115/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1114/s 115/s Phila. & Read. 1st m. 7s, 1906 1114/s 115/s Phila. & Read. 1st m. 7s, 1906 1114/s 115/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1114/s 115/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. 1st m. 7s, 1906 1107/s 108/s Phila. & Read. Phila	do Navy Yard 68, rg,	31	1075	do water 68, Co. 1907	1100	1003
Phils. & Read. 1st m. 6s, '43-'44 110 110 110 110 110 110 110 110 110 1	Perkiomen 1st m. 68.coup	1. 101	::::	do 20 m., 18	+ 114	6 1083 6 1153
do do '48-49 110 Louisv. & Nashville - 1045t 1055 do deben., cp., '23' 25 do do cps of 32 40 Leb. Br. Ex. 78, 80-85, 1045t 1055 Lou. In. do 68, '93 105 Louisv. & Nashville - 1045t 1055 Leb. Br. Ex. 78, 80-85, 1045t 1055 Lou. In. do 68, '93 105 Jefferson Mad. & Ind. stock. 103 Leb. Br. Ex. 78, 80-85, 1055 Lou. In. do 68, '93 105 Lou. In. do 68, '93 105 Lou. In. do 68, '93 105 Leb. Br. Ex. 78, 80-85, 1045t Leb. Br. Ex. 78, 80-85,				Louisv. C. & Lex. 1st m.7s, '97 Louis. & Fr'k., Louisv. ln, 6s, '8	+1119	TIP
do do cps of 100 Lou. In. do os, 55 103 105	1 00 20 111 48. CD9	7-14-16		Leb. Br. 6s, '86	† 1049 † 1049	411054
	do do cps of			Jefferson Mad. & Ind. stock	11200	100/
	In default. Per share.	1.	1 2	H † And interest.	<u>!</u>	<u></u>

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bia.	Ask.	SECURITIES.	Bid.			Bid.	Ask.
Alabama—Class A, 2 to 5 Class A, 2 to 5, small Class B, 5s Class C, 2 to 5 Arkansas—6s, funded. 7s, L. Rock & Ft. Scott iss. 7s, Memp. & L. Rock RR. 7s, L. R P. B. & N. O. RR. 7s, Miss. O. & R. R. R. 7s, Arkansas Central RR. Connecticut—6s Georgia—6s. 7s, endorsed. 7s, endorsed. 7s, gold Louisiana—7s, consolidated Michigan—6s, 1883 7s, 1890.	68 14 7½ 8½ 7 7½ 103¼ 109 11:1½ 47¾ 104	70 70% 9	Missouri—6s, due 1882 or '83 6s, due 1886 6s, due 1887 6s, due 1889 or '90 Asylum or Univ., due '92. Funding, 1894-95 Hannibal & St. Jo., 1886. do do 1887. New York—6s, gold, reg., '87 6s, gold, coup., 1887 6s, do 1891 6s, do 1892 6s, do 1893. North Carolina—6s, old, J&J 6s, old, A.& O	107% 108 108 109 110 111 106 107		do A.& O do coup. off, J. & J. do coup. off, A.& O. Funding act, 1866. do 1868. New bonds, J. & J. do A.& O. Chatham RR. Special tax, class 1. do class 2. do class 3. Consol. 4s, 1910. Small. Ohio—6s, 1881.	11 19 19 234 3 77 76 103	13 13 13 5 5 5 4	Non-fundable	334 41 31 25 26 90 59 26 74 98 98 198	

1	Jouisiana—7s, consolidated Michigan—6s, 1883	11136 4784 104 115	49	6s, do 1898 North Carolina—6s, old,J&J 6s, old, A.& O	31 31	::::	Ohio—6s, 1881	103	:::	Registered Funding 5s, 1899do registered	98½ 196 106	
•	7s, 1890		RA	AILROAD AND MI	SCEI		EOUS STOCKS AND	D BO				
	Railroad Stocks.	<u> </u>		Ch.Mil.& St.P.—Continued. 1st m., La C. Div., 1893	114%	11556	Mo. Kan. & T.—Continued. H. & Cent. Mo., 1st., 1890. Mobile & Ohio—New m., 6s.	1031/8 1	13	Laf. Bl.& Mun.—Inc. 7, 1899 Mobile& O.—1st pref. deben 2d pref. debentures	6716 80 4916	69½ 50
1	Albany & Susquehanna Boston & N. Y. Air L., pref. Burl. Cedar Rapids & No	107	1111/€	ist m., I. & M., 1897 ist m., I. & D., 1899 ist m., C. & M., 1903	‡115 117	::::	Nash. Chat. & St. L.—1st 7s N. Y. Central—6s, 1883 6s, 1887	110 1 106¼ 111¾ 1	1036	3d do 4th do N.Y.LakeE.&W.Inc. 6s.1977	‡37 ‡35 71	40 76
(Cedar Falls & Minnesota	63 \$ 30 1/2	64	Con. sinking fund, 1905 2d mortgage, 1884 1st m., 7s, I.& D.Ext., 1908	\$100 113	11416	6s, real estate	106 106 130	::::	N.O. Mob. & Tex. deb.sc., 1930 Ohio Central—Inc., 1920 Peoria Dec & E'ville—Incs.	50 59	6216
٠.	do 1st pref do 2d pref Chicago & Alton, pref			1st 5s, LaC. & Dav., 1919. 1st So. Minn. div. 6s, 1910.	90	100	do lst m., reg Huds. R., 7s, 2d m., s.f., '85 Canada South., 1st, int. g.		3114	Evansy, div. Inc. 1920 St.L.I.M.&S.—1st 7s,prf.int. 2d int., 6s, accum'lative	851/8	8614 8058
9	Jin. Ind. St. L. & Chic Clev. & Pittsburg, guar Dubuque & Sioux City	\$ 86½ 120 67	124 70	lst m., H. & D., 7s, 1910 Chic. & Pac. div., 6s,1910 Chic. & Northw.—Sink. f'd.	+1 K L	112 112	Harlem, 1st m., 7s, coup do 1st m., 7s, reg N. Y. Elevated—1st, 7s, 1908	129 129 1121/4		Miscellaneous List.		
1	Frankfort & Kokomo Harlem Ind Bloom & Western	\$ 2834	200	Int. bonds	126	111	Nevada Central—1st m. 6s. Ohio & Miss.—Consol. s. f'd	100		RAILROADS. Atch.&P.P'k—7s,gld Bost. & N Y Air-L—1st m.	100 106	105
	Intern'l & Gt. Northern Keokuk & Des Moines do do pref.	\$ 10 \$ 261/2	39	1st mortgage Coupon gold bonds	\$11936 \$119	110%	2d consolidated			Chic. & Can. So.—1st m.,g.,781 Chic. & E. Ill.—S. F.c'y 1907	35 100 90	45 102 95
	Long IslandLouisv. N. Alb. & Chicago		1	Sinking fund	12014		Ohio Cent., 1st m., 6s, 1920. Peoria Dec. & E'ville, 1st 6s Evansy. div.,1st 6s, 1920.		• • • • • • • • • • • • • • • • • • • •	Income bonds	1051/2	11i''
	Metropolitan Elevated N. Y. Elevated N. Y. New Haven & Hartf.	91½ 109½ 169	931/6 1111/6 171	Galena & Chicago, exten- Peninsula, 1st m., conv Chic. & Mil., 1st	1101	103	Pacific Railroads— Central Pacific—Gold bds. San Joaquin Branch	11134	• • • • • • • • • • • • • • • • • • • •	Chic.& Southwest.—7s, guar Cin. Lafayette & Ch.—1st m Cin.& Spr.—1st, C.C.C.&17s	107 100	10812
	N. Y. Ontario & West., pref. Peoria Decatur & Evansv Pitts. Ft. W. & Chic., guar.	\$ 241% 122	::::	Winona & St. P., 1st m do 2d m C. C. C. & Ind's—1st, 7s, s. f	114	110	Cal. & Oregon, 1st State Aid bonds Land grant bonds	\$105½ \$105¼	::::	1st m., g'd L.S. & M.S., 7s. Denver Pac.—1st, 7s, ld. gr., g Erie & Pittsburg—1st m., 7s	90 101	104
	do do spec'l. Pitts. Titusville & Buffalo	\$ 3216	1	Consol. mortgage	111136		Western Pacific bonds South Pac. of Cal.—1st m. Union Pacific—1st mort	10056 112	100%	Con. mortgage, 7s	104 90 104	107
	Rensselaer & Saratoga Rome Watertown & Ogd St. Paul & Duluth	::::	1	1st con. 7s	981		Land grants, 7s Sinking fund Registered, 8s		11616 11616 11616	Flint & Pere M.—8s, 1'd gr't Consolidated 8s Stock	102 85 18	89 20
	do do pref. Stonington Terre Haute & Indianapolis	§ 129		N.Wisc., 1st M., 6s., 1930. St. P.& Sioux C.1st 6s.1919 Del. Lack. & W.— 2d mort	106	1061/	Collateral Trust, 6s Kansas Pac	1 . 1	,	Galv. Hous. & H.—7s, gld, '71 Gr'nd R. & Ind.—1st, '7s, l.g. gu 1st, '7s, ld. gr., not guar	110 105	95 115 110
	Texas & Pacific			7s, convertible Mortgage 7s, 1907 Syr. Bir gh. & N. Y., 1st, 7s	118 ‡116	1011	1st m., 6s, '95, with cp.ctfs 1st m., 6s, '96, do Den. Div. 6s ass. cp.ctf	\$118½ 110 9636	11036	lst, ex. l. gr.,7s Indianapolis & St.L.—1st, 7s	85	95 60
	United N. J. RR. & Canal Warren	::::		do 2d mort do bonds, 1900	1118	13116	do lst consol. 6s Pacific RR. of Mo.—ist m. 2d mortgage	10914	107%	2d mortgage Indianap.& Vinc.—1st,7s, gr Kansas & Nebraska—1st m.	105 65 27	110 70 31
3	Adams Express American Express	116 59 49	117 60 4914	do construct'r do 7s of 1871	115		Income, 7s	94 78	97% 78	2d mort Long Island—1st mortgage. do 2d mortgage.	110 70	80 70
	United States Express Wells, Fargo & Co American Coal American Union Telegraph	110	111	Del.& Hud.Canal—1st m.,'s 1st mortgage, 1891 do extended.	1127	113	do 3-6s, class C. do 3-6s, class B. do 1st 6s, Peirce, C&O.	7816 ±102	79	Midland of N. J.—1st, new. Income, "A"do"B"	11 61/2 35	12
	Boston Land Company Boston Water Power	\$ 661	: :::	do Coup., 7s, '9- do Reg. 7s, '94	11184	120	South Pac. of Mo.—1st m. Texas & Pac.—1st. 6s. 1905	1031	104	N.Y.&Greenw. L.—1st, s, n. do 2d New Jersey So.—1st, 6s, new	85	15 90 79
8.18	Canton Co., Baltimore Caribou Consol. Mining Central Arizona Mining	\$ 2 \$ 6 k	52	Albany & Susqueh., 1st m do 2d mort.	‡113 ‡110	120	1st Construction, 9s, 1930.		65 82	St. Joseph & Pacific—1st m. 2d mortgage St. Jo. & Western stock	32 18	37 21 118
1	Central N. J. Land Imp Climax Mining Colorado Coal & Iron		1 1	do 1st con., gua Rens. & Saratoga, 1st, cou do 1st, reg	‡128		Pennsylvania RR— Pitts.Ft.W.& Chic., 1st m. do do 2d m	136 126	130	St.L. Vandalia& T.H.—1st m 2d mortgage, guar South Side (L. I.)—1st mort	104	105
	Consolidation Coal of Md Cumberland Coal & Iron Deadwood Mining	\$34 10 \$13	30	Denv.& R. Grande—1st,190 do 1st cons. 7s, 191 Erie—1st mort., extended.	0 1074	985%	do do 3d m Cleve. & Pitts., consol., s.f. do 4th mort	123	115	Union & Logansport—7s U. Pac.—South Branch Southern Securities.	105	110
	Excelsior MiningGold & Stock Telegraph Homestake Mining	\$33		2d mortg., ext'n 5s. 1919. 3d mortgage, 7s, 1883	1063	10656 10656	Col. Chic. & I. C., 1st con do 2d con do 1st Tr't Co.ctfs.ass.	\$90 \$9236		(Brokers' Quotations.) STATES.		
	Leadville Mining Little Pittsburg Mining	\$21	8	5th mortgage, 7s, 1888 1st cons, gold 7s, 1920 Long Dock bonds	11113 120 \$119		do 2d do ass. do 1st do suppl. St.L.Va.&T.H., 1st g.7s, 97	‡115	9212	So.Carolina—Con., 6s (good) New imp't cons Texas—6s, 1892 M.& S.	975 95 +104	100 100 116
	Mariposa L'd & Mining Co do do pref. Maryland Coal	11	19	Buff. N.Y.& E, 1st m., 191 N.Y.L. E.&W.,n.2d,con.,6 do 1st, con., f, cp.,7	8 \$883	6 124 8 8816	do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st.	106	111 110 641/4	7s, gold, 1892-1910J.& J. 7s, gold, 1904 J.& J. Virginia—New 10-40s	+112 +115 4116	113
	Montauk Gas Coal N.Y.&StraitsvilleCoal&Iron Ontario Silver Mining		::::	do 2d,con.,f.cp.,5s,6	1073	1 10834	St. I. & Iron Mount'n—1st m 2d mortgage Arkansas Br., 1st mort	104 1041	117 105	Past-due Coupons.— Tennesssee State coupons.	10	20
	Oregon Railway & Nav. Co. Pennsylvania Coal Pullman Palace Car	\$ 1385	8	Hous.& Tex. C.—1st, m.1.,7 ist mort., West. Div., 7s. 1st mort., Waco & N., 7s	1053		Cairo & Fulton, 1st mort. Cairo Ark. & T., 1st mort.	11078		South Carolina consol Virginia coupons do consol. coupons	10	20 92
	Quicksilverdo pref	10	12	2d C., Main line, 8s 2d Waco & N., 8s Inc. and ind'y, 7s	105	1	2d mortgage, pref do income Belleville & So. Ill., 1st m.	96	1137/8 98/2	RAILROADS. "Ala.&Chat.—Rec'rs ctfs,var	102	
	Standard Cons. Gold Mining Railroad Bonds.	\$29		Ill.Cent.—Dub.&Sioux C.1s Dub. & Sioux C., 2d div. Cedar F. & Minn., 1st m.	1083	é	St. P. M. & Manit'a—1st, 7s. 2d mort., 6s, 1909 Tol. Peo. & W.—	1095 ₈ 102	111	Atlantic & Gulf—Consol Cent. Georgia—Cons. m., 78 Stock	1 90	110 113 98
	Stock Exchange Prices. Balt. & O.—1st 6s, Prk. b. 1919 Bost. H. & Erie—1st m	113	ź	2d mort., 1909	. 04	76%	Pur. Com. rec'pts, 1st, E.D.	133	136 135	Charl'te Col.& A.—Cons., 7s 2d mortgage, 7s Stock	413	10614 99 43
	Bur. Ced.R. & North.—1st,5s Minn. & St. L., 1st, 7s, guar	937		Ind's Decatur & Sp'd 1st 7 Int. & Gt. North. 1st 6s,gld Lake Shore—	1. 103		1st pref. inc. for 2d mort. 1stpref. inc, for consol	07.	68 99	East Tenn. & Georgia—6s E.Tenn. & Va.—6s, end. Tenn E. Tenn. Va. & Ga.—1st, 7s.	1110	102 114
	Iowa City & West'n,1st 7s Central Iowa, 1st m.7s, 1896 Chesap. & O.—Pur. m'y fund	105		Mich S. & N. Ind., s. f., 7 Cleve. & Tol., sink. fund do new bonds	109	• • • • •	Wab. RR.—Mortg. 7s of '79 T.&Wab., 1st ext.7s, 1st St. L. div.7s,ex mat.cp	110 10356	10436	Stock	115	100 118 104
	6s, gold, series B, int. def 6s, currency, int. deferred Chicago & Alton—1st mort	.1 007	8916 3834	Buffalo & Erie, new bds. Buffalo & State Line, 78			2d mortgage ext., ex cour Equipment bonds, 7s, 188 Consol. conv., 7s	1021	41	StockGreenville & Col.—7s, 1st m	. LUO	107
	Income	: 112	8		6 117 1201	122	Gt. Western, 1st m., ex cr do 2d m.,7s, '93,ex cr Q. & Tol., 1st, 7s, '90,ex cp Ill. & So. Ia., 1st m. 7s, ex cr	100	104 107 106	Macon & Aug.—2d, endors Memphis& Cha'ston—1st,7s 2d, 7s.	+99	100
	Louis'a & Mo., 1st m., guar do 2d 7s, 1900 St. L. Jack. & Chic., 1st m	104	113	do cons. coup., 1st	124 1. 1175	119	St.L. K.C. & N.R. E.& R.,7	107%		Stock	105	38 107 110
	Miss.Riv.Bridge,1st,s.1,6 Chic. Bur. & Q.—8 p.c., 1st n	109	111i	do cons. reg., 2d Louisv.& Nash.—Cons.m.,	78 117	121	Omaha Div., 1st mort., 7st Clarinda b., 6s, 1919 St.Chas.B'dge,1st, 7s, 190	\$ ±	92 110	Miss. & Tenn.—1st m., Ss, A 1st mortgage, 8s, B N. O. & Jacks.—1st m., 8s	127 108 109	132 112 111
	Consol. mort., 78 5s, sinking fund Chic. Rk. I.& P.—6s, cp.,191	121		Cecilian Branch, 78	101	1013	11 1900 registered	116	::+:	Certificate, 2d mort., 8s Norfolk & Petersb.—1st, 8s 1st mortgage, 7s	103	117
36	6s, 1917, registered Keok.& Des M., 1st, g., 5s Central of N. J.—1st m., '90	. 99	99%	L. Erie & West.—1st 6s, 19	19 101 19 103	103%	Spring.V'yW.Works—1st 6 Oregon R. & Nav.—1st, 6s. INCOME BONDS.	1	1063	Northeast., S. C.—1st m., 8s		
	do assented Convertible	106		Manhattan Beach Co. 7s, 'N.Y. & Man. Beach 1st 7s,' Marietta & Cin.—1st mort		125	Central of N. J.—1908 Chic.St.L.&N.O.—2d m. 190 Col.Chic.&Ind.C.,inc.7s,189	0	1 44	2d mortgage, 8s Rich.& Dan.—1st consol., & Southw. Ga.—Conv ,7s, '86	1063	
	do assented Adjustment, 1903 Lehigh & W. B., con., g'd.	108	110	1st mort., sterling Metropolit'n Elev—1st,19 do 2d 6s. 1899.	102	46	Cent. Iowa coup. debt certs. C.St.P.& M's L. Gr.,In.6s.'9	8 107	112	Stock	105	110 15 85
	Am. Dock & Impr. bonds	‡110	1111	Mich. Cent.—Cons., 7s, 19 1st mort., 8s, 1882, s. f Equipment bonds	108		Ind's Bl. & W'n—Inc., 1919. Ind's Dec. & Sp'd, 2d Inc	65 c 77:4	49 67 7734	7s, 1902, non-enjo aed Non-mortg, bonds West Ala.—Ist mor ., 8s	113	114
	Chic.Mil.& St.P.—1st.8s,P.1 2d mort., 73-10, P.D.,189 1st m., 7s, \$ g'ld, R.D.,190	8 115 2	119	6s, 1909 Mo.K.& T.—Cons.ass1904 2d mortgage, inc., 1911.	-6 102 59	1 593	Lake Erie & W'n-Inc.7s,'9	8 70 651	667	West Ala.—Ist mort., car. 2d mort., 8s, guac Western N. C.—Ist m., 7s, quotation to-day; latest sale	99,	veek
				terest + No price to-day	44		test anotations made this W	eek.	No	CHOCKTION Many 1 197 GOT BOTTO	ATTEN A	

¹st m., 7s. \$ g'ld, R.D., 1902 119 2d mortgage, inc., 1911.... 59 | 59% Lake Erie & Will-Inc. 18, 55 cold to the second interest. \$ No price to-day; these are latest quotations made this week. \$ No quotation to-day; latest sale this week.

NEW YORK LOCAL SECURITIES.

			1	1		t.		1 .	
COMPANIES.	C	APITAL.	Surplus at latest		1,1,	VIDEN	ID8	PR	ICE
lark'd thus (*)	Par	Amount	dates. §	Period	1878.	1879.	Last Paid.	Bid.	As
merica*	100	3,000,000	1,649,300	J. & J.	8	71/2	July, '80. 31	ź	١.,
m.Exchange.	100	250,000	202 000	M.&N.	6	10	May, '80. 31 July, '80. 5		
roadway utchers & Dr.	25	1,000,000	1,272,500	J. & J.	18	16	Liuly, '8), 8	1.:::	1::
utchers'& Dr.	25 100	2,000,000	92,700	J. & J.	7	6	Ju y, '80. 31 July, '80. 4		
entralhase		300,000	74.100	9.000.		3	July, '80. 4 ept. '80. 3	117	1::
hatham	20	450,000	189.800	J. & J.	8	6	July, 80. 3		
hemical	100 25	600,000	3,881 100	J. & J.		100	Sept. '80.15 July, '80. 35	1:02	}
1tv	100	1.000.000	1.488 COL	M.&N.	10	10	M y. 80.10	1107	1:
ommerce	100	0,000,000	12.904.100	1. & J.	.8	8	July, '80, 4	144	
ontinental orn Exch'ge*.	100	1,000,000 $1.000,000$	922,500	J. & J. F. & A.	10	1 7()	July, '80. 31 Aug. '80. 5		
ast River	25	250,000	70.300	1. & J.	31/2	17	Inly 'SO SL	ź	1:::
ith Ward	25 100	100,000 150,000	16,100	1. & J.		6	July '76. 3		
ifth Avenue*.	100	100,000	226.100				July, 80. 3		1
Trot.	16111	500,000	2 184 700	()-1	12	120	July, '80 5		
ourthulton	36	600,000	374 800	J. & J. M. & N.	10	7	July, 80. 31 May, 50. 31	6 111 -	11
allatin	50	1.000.000	754.600			716	Apl '80. 4	}	1::
erman Am. *	75	750,000	81 300	F. & A.	5	2,6	Aug., 80. 25	78	8
	100 100	200,000 200,000		Мау.	Э	5 3	May, 80. 5	,	1
reenwich*	25	200,000	17 100	M.&N.	6	6	May. '80. 3	1::::	1.:
anover	100	1,000,000	289,000	11. & J.	7	7	lu y, '80. 31		
mp.& Traders'	50	500,000	153.830	1. & J	14	148	July, '80. 7 July, '80. 4		}
rying	50	100,000	1 7,500	J & .]	8		Ju y '80. 3		1:1
eather Manuf.	100	000,000	1 441.800	1 & .1	11	 8 7	July, '80. 5		1
lanhattan*	100	400,000		J. & J.	8	3	Aug., 80. 31		13
larketlechanics'	100	500,000	295.000	1. & J.	7	772	July, 80. 4		1
lechanics' lech. Assoc'n	25	500,000	1,032,100	M.&N.	8 2	8	July, '80. 4 May, '80. 21		
lech'ics & Tr.		200,000	41,800	M.a.N.		250	Tirty 779 2L	74	1
lercantile	100	1,000,000	188.100	M & N	В	1 3	May. 79. 3	1	
lerchants' lerchants' Ex.	50	2,000,000 1,000,000	178 100	J. & J.	672	514	July, '80. 3	128	in
letropolis*	100	300,000	41,900	1. & J		7	July, '50. 35		10
ietropolitan	100	3,000,000	11,231,200	1. 2 .1	10	9	Juiv. 780. 5	151	
lurray Hill*	100	1.000,000	60.700	J. & J. M. & N.	12	12 5	July, '80. 3 May. '80. 3	\	1
ew York	100	2,000,000	802.100	1 8 1	5	8	July, '80. 4		1.
Y. County Y. N. Exch.	100	200,000 300,000	47,300	1. & J.	8	8	July, 80. 4 Ang. 80. 31		1
inth	100	750,000	149.700	F. & A. J. & J.		572	Ju v. 80. 35	107	1:
inth	70	700,000	1 100.900	1 10		7	July, '80. 3		1.
orth River.	S0 25	240,000 300,000	183 100	J. & J.	10	2	July, '80. 39 July, '80. 4	1	1
acinc'	50	422,700	223,500	Q-F.	10	10	100 01	1	1::
ark		2,000,000	531.300	Q-F.	6	6	July, '80. 3 July, '80. 3 July, '80. 3 July, '74. 3	123	
eople's*	25	412,500 1,000,000	218 600	J. & J. J. & J.	8	3	7-1- 100 3	٠٠٠٠	1
roduce*	50	119.60 6		!			July, '80. 3		1.:
epublic	100	1,500,000	714,900	F.& A.	6	676	Aug., '80. 4	128	
t. Nicholas eventh Ward.	$\frac{100}{100}$		135.600 58.600	J. & J.	3	3	July, '80. 35		1.
econd	100	300,000	120 000	J. 00 J.	9	8	July, '89. 5		1:
10e & Leather	100	500,000	173,200	J. & J.	10	8	Ju. v. '80. 4		1
tate of N. Y.	100	200,000 800,000	273.500	J. & J. M.&.N.	7	7	July, '80 3 May, '80. 33	113	1
hird	100	1,000,000	192,000	J. & J. J. & J.	3		July, '80, 35	6	1:
radesmen's	40	1,000,000	279 100	J. & J. M. & N.	10	7 8	July, '80. 31 M y. '80. 5	é	1

§ The figures in this column are of date June 11, 1880, for the National banks and of date June 12, 1883, for the State banks.

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

Par. Amount. Period. | Date. | Bid. Ask. GAS COMPANIES.

				2	*	5	MOA.
Brooklyn Gas Light Co	25	0.000.000	Won		2500		
Citizens' Gas Co (Bklyn)	20	2,000,000		5	May, '80	110	112
_ do bonds	1,000	1,200,000		276	Aug., '80	100	64
Harlem	50	1.850,000	A. & O.		1898 Feb. '78	100	105
Jersey City & Hoboken	20		J. & J.				
Manhattan	50	4,000,000		8	July, '80 June, '80	190	160
Metropolitan	100	2,500,000		5	Aug., '80		185 135
do certificates	Var.	1.000.000			Aug., '80	100	104
Mutual, N. Y	100	5,000,000		146	Ju.y, '80	70	75
do bonds	1,000	1.000.000		-/2		100	104
Nassau, Brooklyn	25	1,000,000			Feb., 70		50
do acrip	Va.	700,000		316	May, '80		85
New York	100	4,000,000			June, '80		107
People's (Brooklyn)	10	1,000,000	1. & J.	316	Jap., '76	34	35
Bonds	1,000			7	1997	95	100
Bonds	Var.	125,000		6	1900	75	85
Central of New York	50		F.& A.		Ju y, '80		63
Williamsburg	50	1,000,000			July. '80		70
do bonds	1,000	1,000,000		n'	1900	101	104
Metropolitan, Brooklyn	100	1,000,000		21/6	July, '80	60	62
Municipal	100	1,500,000	*****	5.	Sept., '80		
do bonds	****	750 000			1888	105	110
Fulton Municipal	100	71,500,000			1	1 65	75
[Onotations by H	L Gr	NAME BEO	tor 145	Bro	I wawh		

fulton Municipal					65	75
[Quotations by H.	L. GR.	ANT, Brok	ter. 145	Broa	dway.]	
Bleecker St. & Fult. Ferry-St'k	100	900,000	J. & J.	84	July, 10 18	21
1st mortgage	1,000		J. & J.	7	J'ly,1900 98	102
Broadway & Seventh AvSt'k	100	2,100,000	Q-J.	2	Ju y, '60 100	105
1st mortgage	1,000	1,500,000		7	July, '84 103	105
Brooklyn City-Stock	10	2,000,000	Q-F		Aug., '80 160	170
1st mortgage	1,000	300,000	M.&N.	7	Nov '80.109	110
Broadway (Brooklyn)—Stock	100	200,000	0-1	3	Nov., '89 102 July, '89 140 Apr., '80 95	150
Brooklyn & Hunter's PtSt'k	100	400,000	A. & O.	2	Apr '80 95	100
1st mortgage bonds		300,000	J & J	7	1888 10216	
Bushwick Av. (B'klyn)-Stock.	100	500,000	J. & J.		July, '80 80	100
Central Pk. N. & E. nivStock		1,800,000		2	July, '90 100	105
Consolidated mort. bonds	1.000	1,200,000		7	Dec.1902 10814	110
Christopher & Tenth St.—Stock		650,000		214	Aug., '80 70	75
Bonds	1.000	250,000	J. & J.	7	1898 100	110
Dry Dock E.B.& Batt'ry-Stock	100	1,200,000		3	Aug '80 110	125
1st mortgage, consolidated	500&c.	900,000	I & D	7	June '09 110	115
Eighth Avenue-Stock	100	1.000,000		3	Aug., '80 119 June, '93 110 July '80 160	175
1st mortgage	1,000	203,000		7	Jau., '84 1100	110
42d St. & Grand St. Ferry-St'k	100		M.&N.		May, '80 165	175
1st mortgage	1.000	236,000		3		115
Central Cross Town-Stock	100	600,000				30
1st mortgage	1,000		M.& N.		Nov.1904 160	105
Houst. West St. & Pav. F'y-St'k	100	250,000			1 02	
1st mortgage	500		J. & J.	7	July, '94 100	105
Second Avenue-Stock		1,199,500			July, '80 62	65
3d mortgage			A.&U.	7	Apr 355 100	10216
Consol. convertible		1,050,000		7	Apr, '85 100 May, '88 99 Sept'83 9716	100
Extension	:00&c.		M.& S.	7	Sent '89 071/	100
Sixth Avenue—Stock			M.&N.	5	May, '77 125	
1st mortgage	1,000		J. & J.	7	July, '90 110	115
Third Avenue-Stock		2,000,000			Aug., 80 180	
1st mortgage	1.000	2,000,000	I & I		July, '90 104	175 106
Twenty-third Street-Stock	100	600,000	F. &A.		Ang 190 115	125
1st mortgage	1,000	250,000	M.& N.	7	Aug.,'80 115 May, '93 105	
* This column shows last div	1,000			٠. •	may, 80:100	112

Insurance Stock List.

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

	COMPANIES.	CA	PITAL.	Net Surplus, Ju y 1,		D	IVIDE	NDS.	PRI	CE.
		Par.	Amount	1880.*	1877	1878.	1879.	Last Paid.	Bid.	Ask.
	American+	50	400,000	509,510	15	14	10½	July. '80. 4	120	
1	American Exch	100	200,000	70,598		10	10	July, '80. 5	100	
١	Bowery	25	300,000	421.286	20	20	20	June, '80.10	195	• • • •
١	Broadway Brooklyn	25 17	200,000	310,746	20 20	20 20	18 20	Aug., '80. 8	190 - 185	195
١	Citizens'	20	153,000 300,000	218,712 487,598	20	20	20	July, '80.10	195	100
١	City	70	210,000	171,737	1716	10.72	10	Aug., '80. 5	120	125
١	Clinton	100	250,000	171,757 103,725		12	11	July, '80, 5		140
١	Columbia Commercial	30 50	300,000	2,860	5	N'ne		July, '77. 5 July, '80. 4	97	60 105
ì	Continental †		200,000	83,872 1,159,661	25 12:50	18 13·40	19:65	July, '80. 4 July, '80.6.92		103
١	Eagle	40	1,000,000	596,418		50 40	15	Apr., '80, 716	195	
ł	Empire City	100	200,000	72,970	14	10	10	July, '80. 312	95	100
1	Exchange	30	200,010	91,889	15	10	10	Aug., '80. 5	100	105
1	Farragut	50 17	200,000	137.200 70,602		15 10	15	July, 80. 716 July, 80. 35	120 95	100
1	Firemen's Tr	10	204,000 150,000	73,789		11	816	July, '80 5	100	100
١	Franklin&Emp	100	200,000	144,427			7 .	(July, '80, 6	105	120
	German-Amer.	100	1,000,000	926,950		10	10	July, '80. 5	145	17:00
1	Germania	50 50	1,000,000	837,368		22	14	July, '80. 5 July, '80. 5	140	145
1	Globe	25	200,000		$\frac{20}{40}$	10 30	10 30	July, '80. 5 July, '80. 716	250	115
١	Guardian	100	200,000	23,833	10	.7	7	july, '80. 3"	60	70
1	Hamilton	15	150,000	132,682	20	1716	121/2	July, '80. 5	130	135
١	Hanover	50	500,000	730,285	10	10	20	July, '80. 5	160	170
ł	Hoffman	50 100	200,000	43,714 1,366,888	10 10	10 10	10	July, '80. 5 July, '80. 5	180 180	90 134
1	Home	25	3,000,000 150,000	2,244	10	iŏ	31/2	an., '79. 35	50	
1	Howard	50	500,000	150,228	12	10	5	July, '80 5	100	
١	Importers'& T	50	200,000	74,418		10	10	July, '80. 5	1 87	70
١	lrving	$\frac{100}{30}$	200,000	11,179	13	$10 \\ 10$	10	July, '80. 4 Mar., '80 5	130	141
1	Jefferson + Kings Co.(Bkn)	20	200,010 150,000	292,229 197,196	20	žŏ -	20	July, '80.10	170	
1	Knickerbocker	40	280,006	7.817	10	5	5	Jan., '79. 5	55	
١	Lafavette(Bkn)	50	150,006	115,730	20	16	14	Ju y, '80. 5	110	105
١	Lamar	100 25	200,000	67,097 12,480	10 10	10	10 10	July, '80. 5. July, '80. 4	80	90
1	Lenox Longisl. Bkn, †	50	150,000 300,000	243,251	20	16	13	July, '80. 5	112	120
١	Lorillard	25	300,000	30,208	10	10	5	July, '80. 4	75	83
1	Manuf. & Build.		200,000	198,563	12	12	12	July, '80. 6	130	140 105
١	Manhattan	100	250,000	140,812 $211,480$		10 20	10 20	July, '80. 5 July, '80. 6	103 (145	155
١	Mech.&Trad'rs' Mech'ics'(Bkn)	25 50	200,000 150,000	166,213	20	20	20	Ju y. 80. 7	150	
١	Mercantile	50	200,000	36,101	10	10	10	July, '80. 5	75	
١	Merchants'	50	200,000	174,024	20	16	13	July, '80. 5	120	1271
١	Montauk (Bkn)	50	200,000	103,656 168,505	18	12 20	10 20	July, 80, 5	115 155	160
١	Nassau (Bklyn) National	50 371g	200,000	. 102,509	14	10	10	July, '80. 5	100	109
١	N.Y. Equitable	35	210,000	318,877	20	20	15	Juy, '80 5	150	160
١	New York Fire	100	200,000	120,420	17	N'ne	12	Aug., '80. 5	105	120
1	N. Y. & Boston		200,000		10	N'ne	5	July, '80. 316	50 60	66
1	New York City Niagara	50	\$300,000 5 00,000			11	12	July. '80. 7	155	160
1	North River	25	350,000		îĩ	10	8	Δpl , '80. 4 July, '80.10	110	
1	Pacific	25	200,000	409,086	20	30	20	uly. '80.10	205	
١	Park	100	200 000		20	$\frac{12}{20}$	12 20	July. '80. 6	108 180	1114
١	Peter Cooper People's	20 50	150,000 200,006	98,114	18	12	12	1.111 - 120 K	105	113
I	Phenix	50	1 000,000		20	15	10	July, '80. 5	150	125
1	Relief	50	200,000	34,660		10	10		75	80
	Republic †		300,000	23,118		5 20	20	July '80. 314 Ju y '80.10	155	75
	Rutgers'	25 25	200,000			9	10	Fe , '80, 3	50	60
	St. Nicholas Standard	50	200,000	170,301	12.35	6.23	9.73	July, '80.6.23	125	130
	Star	100	500,000	135.014	1736	1216	12	July, '80. 5	105	110
	Sterling	100	200,000	35,182	10	10 14	816	Auz., '80. 314	70 115	80
	Stuyvesant		200,000 300,000	143,352 94,865	20	10	10	July, '80 5 July, '80. 5	100	
	Tradesmen's United States		250,000	221.374	118	12	11	July, '80. 5	120	1?5
	Westchester	10	300,000	122,964	10	10	10	Aug., '80. 5		110
	Williamsh'g C.		250,000	437 314	130	50	20	July. '80.10	1200	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.]

v		INTEREST.	Bonds	PE	OR.
, , , , , , , , , , , , , , , , , , , ,	Rate.	Months Payable	due.	Bid.	Ask.
New York: Water stock	5 5 6 7 6 7	Feb., May Aug. & Nov do do do do do do May & November. Feb., May, Aug. & Nov do do May & November.	1880 1890 1883-1890 1884-1911 1884-1910 1907-1911 1898 1895 1901 1898	100 106 104 108 112 118 108 115 125 115	101 167 109 120 125 120 109 116 126 116
Market stock	676769.	May & November. do January & July. do do Quarterly. May & November.	1894-1897 1889 1890 1901 1888 1882 1896 1894 1925 1884	127 107 115 122 107 102 115 122 107 102	128 108 116 123 108 105 116 128 109 108

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

do 7 do 10 1853-1891 197 Water loan bonds 7 do do 10 1915-1924 192 Bridge bonds 7 do do 1900-1924 128 Bridge bonds 7 do do 1904-1912 129 Water loan 6 dc do 1886-1902 109 City bonds 6 do do 1881-1890 102 Kings Co. bonds 7 May & November 1880-1843 106 do do do 1880-1843 106 Park bonds 6 January & July 1924 119 Bridge 6 do do 1907-1910 116	108 118 135 130 131 118 116 111 116 121
--	--

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

Jersey City— Water loan long	7	January & July. January & July. J. & J. and J & D. January and July.	1899-1902 189 1-94	110	103 111 106 105
Deigon boatas	, ,		20.2		

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

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

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ANNUAL REPORTS.

Pullman's Palace Car Company.

(For the fiscal year ending July 31, 1880.)

The annual report to stockholders furnishes the following information:

INCOME ACCOUNT.

Earnings (leased lines included) \$2,051,299 Our proportion of earnings of other Sleeping Car Associations controlled and operated by this company 527,902-	-\$2,579,202
Patent royalties	14,022 42,243
Disbursements. Operating expenses, including legal expenses, general taxes	\$2,635,468
and insurance (leased lines included)	\$636,777
Maintenance of upholstery and bedding (l'sed lines incl'ded) Our proportion of operating expenses and maintenance of upholstery and bedding in cars of other Sleeping Car As-	139,134
sociations controlled and operated by this company	179,136
Rental of leased lines	\$955,047 264,000
Interest on bonds	
Surplus for the year—being excess of revenue over	\$1,860,902
ordinary disbursements	
Balance of account for rebuilding and remodeling cars into latest standard Pullman cars.	33,623
Balance of surplus for the year carried to credit of income account.	740,942
	\$2,635,468

For six years past a comparative exhibit of the receipts, expenses, profits, and surplus applicable to dividends, shows as follows:

	expenses, follows:	profits, an	d surplus	applicable	to dividends	s, shows	as
	ionows:				Interest.		
		Revenue.	Expenses.	Profits.	rentals, &c.	Surplu	S.
	1874-75 9	\$2,558,647	\$983,346	\$1.575.301	\$530,357	\$1,024,9	
	1875-76	2.555.011	990,210	1,564,801		1.050.5	
	1876-77	2,570,639	985,072	1,585,567		1,091.9	
	1877-78	2.160,830	878,578			830.3	
	1878-79	2,196,734	958.465			808,3	
	1879-80	2,635,468	955,047			1,247,4	
	2010 00			MENT JULY 3		1,21,1	
		2.4112841		Assets.	, 1000.		
	472 cars an	d equipmen			, cost	\$8,588,6	21.4
	Detroit Car	r Works, cos	t.	ig 11 autonibos	, 0080	364,4	
					n, including	004,	100
	300 acres	of land—ex	nended to	data		230,1	103
	Patents III	nited States	and foreign	navo	• • • • • • • • • • • • • • • • • • •	184.3	
	Furniture 9	and fixtures	in the sever	ral offices of i	the company,	104,0	,00
	52 in nun	the Hatties	III UII BOVO	an offices of	mo company,	63.6	355
	Real estate	Chicago o	10t			22,0	
	Amount in	agted in ot	har Car Ac	anaiationa ao	ntrolled and	-2,0	,OI
	operated	hy this com	non Val As		ntion.ea and	2,440,6	201
٠	Construction	n material	and apone	ting aumplic	s, including	2,440,0)41
	omount n	oid on core i	n process	f construction	s, including	7100	70
	Ralanco of	and on Cars i	n process o	1 constructio	n	718,8	
	Coch on hor	entreut acc	ounts	• • • • • • • • • • • • • •	····	385,1	
	Cash on hai	uu ana m ba	шк			282,3	100
	-					\$13 280 3	213

Capital stock issued, 59,902 shares, par value, \$100 each \$5,990,200 Outstanding bonds— 8 per cent currency debenture bonds—
Second series, due May 15, 1881
7 per ct. cur'cy deben. b'nds, due Oct. 15, 1888 767,000 7 per ct. sterling deb. conv. bds, due Apr. 1,'85 116,000— 2,476,000 Amount received from sale of old cars leased from Central
Transportation Company
Surplus—invested in the assets of the company.\$4,478,273 Less written off during the year for loss on cars sold and destroyed, replaced by new cars
Less written off in settlement of claims against Allegheny County for cars, &c., destroyed in Pittsburg riots of 1877 18,608 Less doubtful accounts written off 29,868— 83,163— 4,395,109
Embraced in the following accounts—
Guarantee fund account. \$15,728 Depreciation account (formerly sinking fund account) to provide for possible depreciation in
value of franchises and patents

Liabilities.

\$13,280,313

\$4,395,109

GENERAL INVESTMENT NEWS.

American Union Telegraph Company.—The stock of this company to the amount of \$10,000,000, in shares of \$100 each, has been admitted to the New York Stock Exchange. The company was organized May 15, 1879, and the statement submitted to the Exchange Committee contains the following:

"The bonds of the company are a series of 5,000, of the par value of \$1,000 each, in all \$5,000,000, bearing interest at the rate of 6 per cent per annum, payable January 1 and July 1. The date of issue is July 1, 1880. The date of maturity is July 1, 1905. * The lines of the company reach the most important towns and cities of the United States and Canada, and, together with the lines covered by working contracts and leases, will form a system of 75,000 miles of wire, of which about 55,000 miles are now in operation, and the balance is being rapidly constructed. The company has an exclusive connection with the new French Atlantic cables. In addition to its lease of the lines of the Dominion Telegraph Company of Canada, 5,766 shares of the capital stock of that company are owned by the American Union Telegraph Company. The company also controls valuable patents that are essential to the rapid and efficient handling of its business. The Farmers' Loan & Trust Company has been appointed register of the stock."

The officers of the company are: President, General Thomas T. Eckert; Frst Vice-President, Mr. D. H. Bates; Second Vice-President, Mr. Thomas Swinyard; Treasurer, Mr. G. P. Morosini; Secretary, Mr. Thomas F. Clark, and General Superintendent of Construction, Mr. D. Doren. Following are the directors: Messrs. Jay Gould, Sidney Dillon, W. E. Connor, Robert Garrett, Levi L. Leiter, Thomas Swinyard, Nathaniel Niles, Russell Sage, J. J. Slocum, Frederick L. Ames, Thomas T. Eckert, T. Gordon Dexter and D. H. Bates.

Anthracite Coal Tonnage.—The statement of the anthracite coal tonnage for the month of August and for the eight months of the year to August 31, is given below:

-Au	rust.	E	ight months.	
1879.	1880.			Decrease.
677,075	470,222	4,774,550	3,494,882	1,279,668
346,572	368,929	2,758,494	2,610,546	138,948
329,341	277,027	2,414,487	2,020,051	394,435
359,477	280,247	2,408,342	2,118,728	289,614
272,307	183,578	1,914,643	1,608,838	305,805
161,821	204,937	1,089,824	1,100,022	*10,198
131,987	81,465	950,269	631,009	319,260
52,822	29,107	312,674	251,354	61,320
	1879. 677,075 346,572 329,341 359,477 272,307 161,821 131,987	1879. 1880. 677,075 470,222 346,572 368,929 329,341 277,027 359,477 280,247 272,307 183,578 161,821 204,937 131,987 81,465	1879. 1880. 1879. 677,075 470,222 4,774,550 346,572 368,929 2,753,494 329,341 277,027 2,414,487 359,477 280,247 2,408,342 272,307 183,578 1,914,643 161,821 204,937 1,089,824 131,987 81,465 950,269	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

Total.........2,331,405 1,895,515 16,623,286 13,844,431 2,778,854

* Increase.

The stock of coal on hand at tide-water shipping points August 31, 1880, was 619,899 tons; on July 31, 755,081 tons; decrease, 136,182 tons.

Boston Water Power Company.—The Transcript reports that this company has completed the arrangements for the sale of all its remaining lands north of the Boston & Albany Railroad for \$700,000. This will cancel one-quarter of the debt, leaving it about \$2,100,000.

Chicago & Eastern Illinois.—The income bonds to the amount of \$1,000,000 have been placed on the New York Stock Exchange list. These bonds are dated Dec. 1, 1877, and mature Dec. 1, 1907, with such annual interest to be paid thereon (not in any event to exceed 7 per cent per annum, and to be non-cumulative) as shall be yearly fixed and declared payable by the directors. The denominations are \$1,000, Nos. 1 to 800, both inclusive, and \$500, Nos. 1 to 400, both inclusive. The company obtained its rights under the foreclosure and sale of the Illinois Division of the Chicago Danville & Vincennes Railroad, under decree of the United States Court of the Northern District of Illinois, Feb. 7, 1877, and under foreclosure and sale of the Indiana Division of the same railroad, under decree of the United States Court for the District of Indiana, Feb. 9, 1877. The length of road from Dalton to Danville, Ill., is 107 miles, and from Bismarck, Ill., to Coal Creek, Ind., 24 miles. a total of 131 miles. The first mortgage bonds amount to \$3,000,000. The capital stock is \$500,000. By arrangement with the Pitts-

burg Cincinnati & St. Louis Railway Company freight trains of this road are at present run between Dalton and Chicago over their tracks. A lease has been entered into between this company and the Chicago & Western Indiana Railway Company, which is at present constructing a line from Dalton to Chicago, by which this company acquires in perpetuity an independent entrance into Chicago, with suitable depots, yards, &c. Passenger trains of this road are now being run between Dalton and Chicago over this line.

Chicago Milwaukee & St. Paul.—At a meeting of the directors, on Thursday, dividends of 31/2 per cent each were declared upon the common and preferred stocks. No statement of earnings and expenses was published, but it was stated that the earnings were sufficient to authorize the company's payment of a 3½ per cent dividend on the preferred stock in addition to that declared to-day, and, if the rate of increase in earnings continued, a dividend of 3½ per cent on the common stock could be declared on November 1.

The following bonds have been admitted to the New York

Stock Exchange list:

Chicago Milwaukee & St. Paul, Chicago & Pacific Division,

6 per cent bonds, to the amount of \$2,000,000; and
Hastings and Dakota Division, first mortgage, due 1910, 7
per cent bonds, to the amount of \$525,000.

The bonds cover the line from Chicago to the Southwestern Division of the St. Paul Road, a distance of about ninety miles, and the bridge, which is now almost completed, across the Mississippi River at Sabula, Iowa. It is expected that the entire line from Chicago to Sabula—forming the Chicago & Pacific Division of the St. Paul Road—will be completed by the end of

Flushing & North Side.—Thomas Messinger, Esq., of Great Neck, has been appointed by the Supreme Court Receiver of the Flushing & North Side Railroad, of which the bondholders are foreclosing the mortgages.

Houston & Texas Central.—The following is the comparative statement of the earnings and expenses of the road for the month of July:

1880. \$227,679 Increase. Gross earnings. \$186,848 Operating expenses. 135,914 \$40,830 27,043 162,958

..... \$50,933 \$64,720 Central road, to Hico, Texas, 80 miles from Waco and 70 miles from Ross, the end of the old Waco branch and the beginning of the road built by the Texas Central Company. Work is of the road built by the Texas Central Company. Work is progressing toward the proposed terminus in Eastland County, 60 miles from Hico.

Memphis City Bonds.—The New York Times reports that the conference between the commission appointed by the Tennessee Legislature and the New York holders of Memphis bonds, relative to patching up a compromise of the debt of Memphis, was held at No. 39 Pine Street. T. B. Turley and Dr. A. T. Porter were the only members of the commission present. R. B. Snowden, John Overton, Jr., Judge John M. Lee, John R. Goodwin, F. S. Davis and F. S. Cossitt were the only bondholders who appeared. The proceedings were secret, and all information was subsequently refused, except that the commission has concluded their business here and that a satisfactory

arrangement will probably be arrived at. -The Baltimore Sun states that at the meeting held last week in Baltimore. Receiver Latham reported the debt of Memphis, January 1, 1879, at \$4,554,000. Taking the compromise bonds at their par value, \$1,054,000, the total indebtedeness January 1, 1881, would be \$5,600,000, or with interest \$6,000,000. This, with other claims, would make it \$6,600,000. The assets were nominally \$1,400,000, which embraced back taxes for 22 years, and of which not more than \$500,000 would be realized, leaving the total indebtedness of Memphis, January 1, 1881, at about \$6,000,000. The assessed valuation of Memphis was \$14,942,480, and \$2,500,000 was delinquent for State, county and city taxes, the county and State taxes being a prior lien for nearly \$527,000 before the city was paid. The question was, what amount of taxes could the property bear? State and county taxes would be 75 cents and city taxes \$1 50, and the utmost limit the property could bear was 3 per cent. When the old city government was repealed there was not a cent of public property. Since then they were getting their streets and sewers in working condition. The idea was to raise \$100,000 or \$120,000 each year, which would pay the interest on and provide a sinking fund for part of the debt. Any settlement the bond-owners would agree to would suit, either to take a small bond with large interest or a large bond with short interest. The intention was to place the bondholders who had already compromised at one-half on an equal footing with these who had not. Mr. Sellman took exceptions to the low valuation of property in Memphis, and Mr. Turley explained that the value of the real estate was \$12,000,000, which was fully up, in view of the fact that Memphis had lost over 10,000 people in ten years by epidemics out of a population of 40,000, and that one-half the people remaining were colored, and owned no property.

There was considerable more discussion, and one of the commission stated that the idea was to scale the \$6,000,000 indebtedness down to a point where the amount raised by the additional 75 cent tax (\$100,000 to \$120,000) would pay the interest. In other words, at 6 per cent it would pay interest on \$2,000,000 or one-third the debt. At 3 per cent it would pay interest on about \$4,000,000 or two thirds.

Midland of New Jersey.—The earnings of this railroad for 000; total, \$10,000,000.

the three and one-half months from May 16 (the time the road was turned over by the Receivers) to September 1 were \$199,881 134,039

This company is laying 800 tons new steel rails and is putting on all its cars the Westinghouse automatic brakes; 40 new freight cars and two new locomotives have been recently added to its rolling stock. The bridge over the Erie at West End has just been rebuilt. Passenger cars, as well as freight are now run to connect with New York Ontario & Western Railroad.

Minneapolis & St. Louis.—A dispatch to the Chicago Tribune from St. Paul, Minn., September 20, said: "The report of the Minneapolis & St. Louis Railway Company to the State Railroad Commissioner, for the year ending June 30, 1880, was filed today. The total bonded indebtedness of the company is \$2,405,-000; the total cost of construction and equipment is \$4,750,606. The whole length of the line is 369 miles. The branch from Albert Lea to Fort Dodge was opened to the State line in November, 1879, and completed to Fort Dodge the last of June 1880. The total earnings for the year were \$582,463; the total operating expenses of the entire line were \$339,930, or 58.36 per cent of the earnings. The excess of earnings over the operating expenses and taxes is \$230,920. The total payments, in addition to the operating expenses, were \$1,095,641.

Missouri Pacific.—The stockholders of the Missouri Pacific Railroad Company met in St. Louis to ratify articles of agreement and consolidation between the Missouri Pacific and the following roads: St. Louis & Lexington, Kansas City & Eastern, Lexington & Southern, St. Louis Kansas City & Arizona, Kansas City Leavenworth & Atchison. The consolidation of these roads, which practically existed, was unanimously ratified, and the combined roads will hereafter be known as the Missouri Pacific Railway Company.

Mobile City Finances.—A press dispatch from Mobile, Ala., Sept. 23, says: "At a meeting of the Commissioners of the City of Mobile, bondholders and taxpayers, to-day, the following was adopted:

"Resolved: As citizens and taxpayers of Mobile, we desire that the Commissioners of the City of Mobile shall make a settlement with the creditors of the late City of Mobile as favorable to them as practicable on the basis of a taxation on the property within the limits of the late City of Mobile of one per centum on the value of said property.

"The Commissioners will meet the creditors in New York

on October 14."

Nashville Chattanooga & St. Louis.—The stockholders of this railway elected the following directors for the ensuing year: James A. Porter, J. W. Thomas, E. P. Alexander, G. M. Fogg, A. M. Quarrier, E. L. Jordan, J. W. Childress, H. C. Murrell, Thomas W. Whiteside, Thomas Lipscomb, George A. Washington, V. K. Stevenson, Thomas W. Evans, B. F. Guthrie and C. C. Baldwin.

Eleven of these gentlemen were members of the old board,

eight being Tennesseeans.

The board then met and elected Hon. James A. Porter, President; F. de Funiak, General Manager; J. W. Thomas, General Superintendent.

New Orleans Mobile & Texas.—The following have been placed on the New York Stock Exchange, viz.:

Capital stock, \$4,000,000; shares, \$100 each. scrip, \$3,000,000, dated May 8, 1880, and payable May 8, 1930, or after, secured by a mortgage, subject only to a \$5,000,000 first mortgage of the Louisville & Nashville Railroad Company, and entitled to all the net earnings in any one year not exceeding 6 per cent. \$5,000,000 first mortgage 6 per cent gold bonds, dated May 8, 1880, and payable January 1, 1930, issued by the Louisville & Nashville Railroad Company, upon this road, as its Naw Orleans and Mobile Division its New Orleans and Mobile Division.

The company is a reorganized corporation, and its road is leased to the Louisville & Nashville Company. The official

statement says:

"The road is located in and between the cities of New Orleans and Mobile. The length is 141 miles, with a branch to Lake Ponchartrain of six miles, making a total of 147 miles main line; sidings are about twenty miles. * * The road was completed and put in operation in 1870. The gross earnings of the main line in 1872 reached about \$960,000, or about \$7,000 per mile. During and since 1873, in consequence of the general depression in business throughout the country, and the return at occasional periods of yellow fever, the average receipts for the last seven years have been a little in excess of \$700,000 per annum, or about \$5,000 per mile on the main line. With the return of business activity everywhere now apparent, no less with this property than of others of the same description, it is confidently expected the receipts upon this road will very soon reach, if not exceed, those of 1872, above referred to, in which even the debenture scrip issued under the second mortgage, amounting to \$3,000,000, will be assured the full amount of interest provided for from the net earnings, namely, 6 per cent per annum, and any further increase will inure to the stock issued, amounting to \$4,000,000. Prior to the company's default of interest, July 1, 1874, there was outstanding, issued for costs of construction and for property belonging to the then existing company, of first mortgage 8 per cent bonds, \$4,000,000; second mortgage 8 per cent bonds, \$2,000,000; capital stock, \$4,000,-

"In consequence of the default then made the property passed into the possession of the trustees of the first mortgage bonds, E. D. Morgan and J. A. Raynor, during January, 1875, and by them was operated under the order of the United States Court until its reorganization in April last. Owing to the worn out condition of the property at the time of their entry into possession, it became necessary to renew every portion of the same, bridging, crossties, rails, rebuilding of equipment, raising of road bed, and the making of embankments where before bridges had been used. All this was done during the time at an expenditure, including the allowances made for the administration, of about or nearly \$3,000,000, nearly two of which was derived from net earnings; balance was furnished by the lessees—nearly \$1,000,000—to pay trustees' certificates for expenses, allowances, etc. The equipment has been entirely overhauled and rebuilt—made as good as new. The bridges have all been rebuilt of creosoted timber, except some 6,000 lived for the most important atmosphere where iron was lineal feet of the most important structures, where iron was used; several miles of embankment substituted, where before wooden trestle was used; the roadbed raised from 2 to 3 feet for about thirty miles; all renewals of rail have been of steel, amounting to something over 100 miles; station houses, shops, and depot buildings rebuilt and put in repair. The property was sold under decree of court, at the instance of the first mortgage bondholders, on April 24 last, upon which there was due, with accrued interest, about \$6,500,000; upon the second mortgage bonds, \$3,000,000; capital stock, \$4,000,000; a total of about \$13,500,000 of about \$13,500,000.

"It was purchased by a committee appointed for the purpose of perfecting a reorganization, which should make a lease of the property, with its franchises, to the Louisville & Nashville Railroad Company, which was done on May 8 last, and the property is now operated, and has been since about the middle property is now operated, and has been since about the middle of May, by the Louisville & Nashville Railroad Company, making a through line, under its management, from Louisville, Ky., to New Orleans, La. A condition precedent to making of said lease was that the Louisville & Nashville Railroad Company should issue its own bonds, secured by mortgage upon this property, for the amount of \$5,000,000, to be used in the purchase of \$4,000,000 of old first mortgage bonds outstanding, and to provide \$1,000,000 for mortgage bonds outstanding, and to provide \$1,000,000 for preferential charges, under the order of the United States Court. This was done by a tripartite mortgage of the New Orleans Mobile & Texas Railroad Company, made to the Farmers' Loan & Trust Company, to secure the Louisville & Nashville Railroad Company for such issue of bonds."

New Orleans Pacific.—A mortgage of the New Orleans Pacific Railroad for \$7,100,000 was recorded September 8 at Shreveport, La. The lines specified are a main line from New Orleans to Shreveport, and branches to Texas, to Opelousas and to Baton Rouge. The contract for constructing the road from New Orleans to Shreveport was ratified August 22, and work on that portion of the road between Shreveport and Lecompte Station was to be begun within thirty days after the ratification of the contract, and to be completed by August 1, 1881. The work on the road will probably be commenced about Oct. 1.

New York Central & Hudson River.-Messrs. J. S. Morgan & Co. publish in London the following statement of gross receipts and estimated net earnings. The latter are estimated, as we understand, by taking the average per cent of operating expenses of the road for ten years past as the basis for calculating net earnings this year:

For the month ending August 31, 1880 For the same period last year	Gross $Earnings$. $$3,023,000$ $2,546,000$	Estimated Net Earnings. \$1,330,120 1,120,240
Increase	\$477,000 \$30,175,000	\$209,880 \$13,277,000
For same period last year	25,474,000	11,208,560
Increase	\$4,701,000	\$2,068,440

New York City Elevated Roads.—The directors of the Metropolitan Elevated Railway Company adopted resolutions approving the award of the Board of Arbitration, and recommending its adoption by the stockholders. A meeting was called for September 25 for the purpose of ratifying the award. Jose F. Navarro was appointed a committee to confer with those of the New York and Manhattan Companies upon the best means of carrying the provisions of the award into effect.

Northern Central (Pennsylvania and Maryland).—The comparative statement of earnings and expenses for the month

of August is as follows: Gross earnings Expenses	1879.	1880.	Increase.
	\$316,716	\$453,923	\$137,207
	260,489	330,966	70,476
Net earningsFollowing are the earn	\$56,226	\$122,956	\$66,730
	ings for the	e year to Augu	1st 31, 1879
and 1880: Gross earnings	1879.	1880.	Increase.
	32,475,661	\$3,120.012	\$644,350
Expenses	\$579,033	\$973,195	\$394,161

Oregon Railway & Navigation Co.—This company gives notice, in a circular dated the 16th inst., that a special meeting of the stockholders will be held at the office of the company at Portland, Oregon, on the 20th of October next, for the purpose of voting on a proposition submitted by the directors to increase the capital stock from 60,000 shares, the present issue, to 120,-

000 shares, of \$100 each, stockholders of record September 28, 1880, to have the option of subscribing for 30,000 shares at par, and 30,000 are to be offered for public subscription at such later time as the directors may determine. The President, in his annual report, estimates that the amount required for construction purposes during the years 1880 and 1881 will be about \$3,000,000; and it is proposed to raise the needed amount by sales of stock rather than increase the bonded debt.

Peoria Decatur & Evansville.—This company has had its bonds admitted to the New York Stock Exchange list as follows: \$750,000 first mortgage 6 per cent bonds; \$750,000 income bonds. The statement submitted reports that the line of road mortgaged to secure the above-named issues of bonds extends from Mattoon, Ill., to the city of Evansville, Ind., on the Ohio River, a distance of about 135 miles, 75 miles of which are fully completed and equipped and trains are running regularly, forming a continuous line from Peoria, Ill, to Evansville, Ind., about 250 miles in length. The total issue of first mortgage bonds on this division will be \$1,470,000, dated September 1, 1880, and maturing September 1, 1920. Par value of each bond, \$1,000. The trustees are Mr. H. L. Morrill and the Central Trust Company, New York. The whole issue of income bonds on this division will be \$1,230,000, dated September 1, 1880, and maturing September 1, 1920. Par value of each bond \$1,000, and hearing interest at the rate not to exceed 6 per cent in any and bearing interest at the rate not to exceed 6 per cent in any one year, as the net income for the particular year, after deducting interest on the first mortgage bonds, taxes and rentals, and all expenditures for betterments, will pay, and such interest is to be non-cumulative. The trustees are Mr. H. L. Morrill and the Central Trust Company, New York. The balance of bonds will remain in abeyance until the remaining 60 miles of partially-finished road are completed. The company has no floating debt. The equipment is new and ample for operating the whole line successfully. The funded debt on the road will be as follows: First mortgage 6 per cent bonds, line from Pekin to Mattoon, \$1,287,000; first mortgage 6 per cent bonds, Evans-ville division, \$1,470,000; income bonds, line from Pekin to Mattoon, \$255,000; income bonds, line from Pekin to Mattoon, \$255,000; income bonds, line from Pekin to Mattoon, \$858,000; income bonds, Evansville Division, \$1,230,-000. Total, \$4,845,000.

Pennsylvania Railroad.—The statement of increase in earnings in the month of August has been issued in the usual form. The mere publication of increase or decrease in earnings is insufficient and obscure, and we bring forward our complete statement of both gross and net earnings during each month of the year. In August the increase in gross earnings was \$740,637 and in net earnings \$297,482. For the eight months, January 1 to August 31, the increase in gross earnings was \$5,427,398 and in net earnings \$2,848,992. The Pennsylvania Railroad on all its lines east and west has made \$4,628,289 more profit in eight months of 1880 than in the same time last year.

ALL LINES EAST OF PITTSBURG AND ERIE.

Gross Earnings.			-Net Ear	
	1880.	1879.	1880.	1879.
January	40 000 000	\$2,543,424	\$1,366,298	\$1,019,531
	0 0 4 4 FEG	2,538,039	1,232,182	1,172,986
February	0 0-0 100	2,603,068	1,511,248	987,223
March		2,630,022	1,495,582	1,031,028
April	O 44 M () 1 . 1	2,708,695	1.476.852	1,034,092
May	0 001 470	2,390,810	1,012,247	600,994
June	0 110 011	2,782,906	1,302,505	999,615
July		2,982,718	1,554,480	1.256,998
August	3,723,355	2,302,710	1,004,400	1,200,000
			4.00 0 0 0 1	40 100 100

Total 8 mos. \$26,607,070 \$21,179,682 \$10,951,394 As to the lines west of Pittsburg and Erie, there is a discrepancy in the figures published, as compared with the statements issued in 1879. The net surplus over liabilities for the eight months of 1880 is reported by the company just as we give it in the table below—at \$1,879,249—but it is said to be an increase over the corresponding eight months of 1879 of \$2,116,103. Our table for each month of 1879, however, compiled below, shows that there was then a net surplus of \$99,952, making the gain this year only \$1,779,297. The discrepancy, as explained by the Treasurer, results from charging at the end of the year certain interest on bonds of the Papagalaguia Company and the Pitts interest on bonds of the Pennsylvania Company and the Pittsburg Cincinnati & St. Louis Railway Company, and not charg ing the pro rata for each month in 1879.

ALL LINES WEST OF PITTSBURG.

Net Surplus above all Liabilities, including Rentals, Interest, &c.

	1880.	1879.	Gain in 1880.
January	\$305,304	\$204,149	\$101,155
	116,710	25,846	90,864
February	557.171	73,703	483,468
March	312,269	deficit 82,178	394.447
April	11.201	deficit 158,090	169,291
May	8.471	deficit 269,182	277,653
June		52,732	248,095
July	300,827	252,972	14,324
August	267,296	202,012	11,021
	1 050 010	\$99,952	\$1,779,297
Net for eight months	31,879,249	, \$99,90 <u>2</u>	φι,πο,μοι

Philadelphia & Reading.—The official comparative statement of the gross receipts, tonnage and passengers of the Philadelphia & Reading Railroad Company for the month of August and for nine months (not eight months) of its fiscal year is as follows:

· ·	GROSS 1	RECEIPTS.		
Railroad traffle Canal traffle Steam colliers Coal barges	47,630	9 months. \$9,191,503 560,386 482,756	43,283	9 months. \$11,495,798 444,911 433,660
Total Railroad P. & R. Coal & Iron Co	\$1,462,280 805,686	1,120,440	010,012	
Total of all	\$2,267,967	\$17,465,573	\$2,450,384	\$20,226,840

TONNAGE AND PASSENGERS.					
	187	9.——	188	0	
	August.	9 months.	August.	9 months.	
Coal on railroadtons.	730,214	5,707,371	557,614	4,785,760	
Merchandisetons.	545,930	3,273,988	483,571	4,403,360	
PassengersNo.	820,270	5,555,816	900,147	7,125,553	
Coal by steam col. tons.	55,111	440,997	54,752	408,692	
Coal mined by Coal &		1917-0010000 • HE DESTRUCTION			
Iron Cotons.	413,270	3,021,254	244,335	2,265,788	
Mined by tenantstons.	113,942	898,957	105,311	799,663	
		0.000.010	0.10.010	0.005.455	
Total minedtons.		3,920,212	349,646	3,065,451	
The statement of res	ceipts and	expenses of	the rail	road com-	
pany for the month of					
1,	-1879		188	0	
Gross recipts from Auguall sources \$1,462	ust. 9 m	onths.	August.	9 months. 12,446,703	
Gross expenses, in-			1		

cluding rentals... 982,528 7,703,756 1,042,162 9,528,245 Net profit \$479,752 \$2,638,370 \$489,651 \$2,918,457 Following is the statement of the Philadelphia & Reading Coal & Iron Company for the month:

	18	79	1880		
Receipts Expenses	August. \$805,686	9 months. \$7,123,446 7,877,485	August. \$918,571 845,261	9 months. \$7,780,137 7,765,903	
	†\$171,784	†\$754,038	*\$73,309	*\$14,233	
Total net profit	. \$307,968	\$1,884,331	\$562,961	\$2,932,690	

* Profit. † Loss.

Pittsburg Titusville & Buffalo.—The earnings of this road for the month ending Aug. 31, 1880, compared with the same month in 1879, are as follows:

August, 1880		Expenses. \$27,800 19,596	Net profits. \$27,700 17,930
Increase	\$372,672	\$8,203 \$198,103 192,226	\$9,769 \$174,569 115,972
Increase	\$64,473	\$5,877	\$58,596

Gross expenses in 1879 were 62:37 per cent of gross receipts for the eight months; gross expenses in 1880 were 53 16 per cent of gross receipts for the eight months.

Richmond & Allegheny.—Work on this railroad between Richmond and Lynchburg is advancing rapidly. On Sept. 21 the road was opened for travel and traffic between Richmond and Maiden's Adventure, 27 miles, between which points there has been no communication for several weeks owing to the closing of the canal.

Rochester & State Line.—At Rochester, September 23, the suit of the City of Rochester against Isaac S. Waterman, of Philadelphia, Henry A. Taylor, Thomas Leighton, and others, to recover \$600,000 for the non-delivery of that amount of the capital stock of the Rochester & State Line Railway Company, was decided against the city, and the complaint dismissed with costs. The case was tried in May and submitted to the full bench in July. Judge Rumsey rendered the decision. This case was mentioned last April as causing Mr. Vanderbilt's withdrawal from the Directory of the State Line Road, which defaulted on its interest payments in January, and is now in the hands of a Receiver-S. J. Macy. The road runs to Salamanca.

Schuylkill Navigation Company.—The Philadelphia Ledger has the following:

Financial Editor of Public Ledger: Will you please answer a constant reader through the columns of your money article:

1. What are the general terms of the lease of the Schuylkill Navigation Company to the Reading Railroad Company?

2. What interest does the Railroad Company guarantee to the holders of the preferred stock of the Schuylkill Navigation?

3. When is the interest payable?

4. Will the terms of the lease be likely to be carried out by the present receivers of the Reading?

INQUIRER.

The lease of the Schuylkill Navigation property to the Philadelphia & Reading Railroad Company is dated July 12, 1870, is for 999 years, and provides for the quarterly payment of an annual sum sufficient to pay full interest on all the indebtedness of the lessor company and dividends of 1½ per cent on the preferred and 34 per cent on the common stock. The original rental was \$655,000 per annum, which has, under the terms of the lease, been somewhat reduced by the reduction of some of the indebtedness of the Navigation Company. In addition to the obligations of the lease, the Philadelphia & Reading Railroad Company directly guarantees the principal and interest of four of the loans of the Navigation Company, and guarantees the interest of two others; but there is no guarantee by the Railroad Company of any dividend to the shareholders of the Navigation Company beyond the covenant in the lease to pay a fixed rental, which is sufficient, if paid, to enable the Navigation Company to declare the dividends above named. As the canal has for many years entailed a loss to the Reading Rail-road Company, we should presume that the present receivers (who have already furnished the means to pay the interest upon the first and second mortgage debts) would ask for some reduction of rental, which would necessarily be borne by the later bondholders and the shareholders.

Shenandoah Valley.—This road is now in full operation from Hagerstown to Milford, in Page County, Va. It is expected to connect with the Chesapeake & Ohio Railroad at Waynesburg in December, and will thence go on to Lynchburg. At Hagerstown it unites with the Cumberland Valley Road, and thus with the main stem of the Pennsylvania Road. The new Shenandoah Valley Road is seventy-six miles long as already completed, and is designed to be eventually one hundred and forty-three miles in length. Thus there are two railroads now

in operation up the Valley of Virginia from the Potomac that connect with the Baltimore & Ohio Railroad at Harper's Ferry, as well as this one running to Hagerstown and thence connecting with the Pennsylvania system.—Baltimore Sun.

Tennessee State Bonds.—A press dispatch from Memphis, Sept. 21, says that, in the U. S.Circuit Court, Judge Hammond overruled a motion for the dismissal of suits against certain railroads of the State made by the attorney representing the holders of Tennessee State bonds, deciding the defendants entitled to a hearing on the merits, and set the cases for trial next Monday. These cases bring up the responsibility of the railroads to the State for a portion of the State debt, and practically involved the same questions argued before Judge Withey at Nashville last May, and still held under advisement

Titusville & Oil City.--This road, from Oil City to Petroleum Centre, on the opposite side of the river from the Pittsburg Titusville & Buffalo, has been completed. The new road has cost a little over \$40,000, for though it is nine miles long it is laid with old rails, and there was very little grading left to be done, so that the cost of the sleepers and the labor were the principal items.

Toledo Delphos & Burlington.—The last rail was laid September 17 on this railroad, connecting Dayton and Versailles, a distance of fifty miles. This portion of the road will be ballasted and ready for use in a few weeks. Work is progressing rapidly on the remainder of the road, and by November will probably be completed to Toledo.

Wabash St. Louis & Pacific.—A special meeting of the Wabash stockholders has been called for November 20, at St. Louis, for the purpose of confirming certain important agreements recently made by the directors. Two of the principal of these are contracts with the Great Western Railway of Canada, whereby the Wabash is to secure the use of that road, with the Delaware Lackawanna & Western and its Buffalo extension for the exchange of traffic.

The agreement which occupies apparently the most significant place in the notice may also prove to be one of the most important—this is the contract with the Wabash St. Louis & Pacific Railway Company of Nebraska. This company is being organized for the purpose of constructing a road from some point on the Missouri River towards Red Cloud, about 200 miles west of that river. This road will enter the Republican Valley, and take away business from the Chicago Burlington & Quincy Company's Nebraska line.

The official notice to the Wabash St. Louis & Pacific stock-

holders is as follows:

holders is as follows:

A special meeting of the stockholders of this company will be held at the office of the company, at St. Louis, Mo., on Saturday, November 20, 1880, commencing at 10 o'clock A. M., to act upon the following agreements, made by the board of directors of said company:

An agreement to issue the bonds of this company to the amount of \$1,000,000, dated December 1, A. D. 1880, payable thirty years after date, with interest at 6 per cent, payable semi-annually and secured by mortgage upon the railroad formerly belonging to the Champaign Havana & Western Railway Company, as required by the terms of consolidation with said company.

An agreement with the Missouri Iowa & Nebraska Railway Company, whereby this company accepts a lease in perpetuity of the Missouri Iowa

whereby this company accepts a lease in perpetuity of the Missouri Iowa whereby this company accepts a lease in perpetuity of the Missouri Iowa & Nebraska Railway, and covenants to issue in payment therefore the 6 per cent bonds of this company heretofore authorized and secured by its present general mortgage, or other bonds of this company of like tenor and effect, secured by mortgage on the said Missouri Iowa & Nebraska Railway, to an amount not exceeding \$2,250,000, and also to issue, partly in further payment of said lease and partly in exchange for the stock of said Missouri Iowa & Nebraska Railway Company, the common and preferred stock of this company to the extent of not exceeding \$750,000 each, being an increase of the capital stock of this company to that extent. company to that extent.

company to that extent.

An agreement with the Iowa Missouri & Nebraska Railway Company, providing for the construction of the railway of said company from the terminus of the railway of the Missouri Iowa & Nebraska Railway Company at Centreville, Iowa, westward to the Missouri River, the lease thereof to this company in perpetuity of said railway, and the payment thereof by this company, in 6 per cent bonds of this company, now issued and secured by its general mortgage, or in other bonds of like tenor or effect, secured by mortgage on the railroad of the said Iowa Missouri & Nebraska Railroad Company. The said agreement provides also for the exchange of the capital stock of the Iowa Missouri & Nebraska Railroad Company for the capital stock of the Iowa Missouri & Nebraska Railroad Company for the capital stock of this company noon Nebraska Railroad Company for the capital stock of this company, upon terms therein defined, being an increase of the preferred and common stock of this company to an amount not exceeding seven hundred and fifty thousand dollars each.

An agreement with the Attica Covington & Southern Railway Company, of Indiana, for the construction of the railway of that company,

and for the lease of the same in perpetuity to this company, and for the lease of the same in perpetuity to this company.

An agreement for the construction of an extension of the railway formerly owned by the Champaign Havana & Western Railway Company, from Havana, Ill., to Quincy, Ill., and payment for the same by the issue of bonds of this company, secured by its general mortgage to an amount not exceeding \$15,000 per mile of such constructed road.

An agreement between this company, and the Greet Beilly of the construction of the railway for the same by the constructed road.

An agreement between this company and the Great Western Railway Company of Canada for carrying the traffic of this company over the railway of that company during a term of years upon terms therein defined.

An agreement between this company, the New York Lackawanna & Western and the Delaware Lackawanna & Western, securing to this company certain rights of traffic over the railroads of the two com-

panies last named. An agreement between this company and the Chicago & Western Indiana Railroad Company, providing for the lease by that company to this company of certain terminal facilities in the City of Chicago, and the guarantee by this company of the bonds of that company, bearing interest equal to the rental named in said agreement.

An agreement for the construction of a branch of the Chicago division of the railway of this company, commencing at a point near the intersection of the Mazon River with said railway, and extending westward through the Braidwood coal region to a connection with the Toledo Peoria & Warsaw Railway at Washington, Ill. The construction of such branch railroad to be paid for in bonds secured by the general mortgage of this company to an amount not available fifteen thousand dollars. of this company to an amount not exceeding fifteen thousand dollars per mile.

An agreement with the "Wabash St. Louis & Pacific Railway Company of Nebraska" for the construction of the railroad of said company in Nebraska and the transfer of said railroad to this company by lease or consol dation, as the stockholders of this company may determine.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 24, 1880.

There is very little that is really new to report regarding the state of mercantile affairs. The excitement attending the can-vass for the approaching election of President and Vice-Presi-dent of the United States shows some increase; and, partly from special effort, with the purpose of affecting the result, and partly as a natural incident, business circles feel the diversion of public interest to political matters. There is a serious drought in the Middle States beyond the Alleghanies, and it may have important results unless rain shall fall soon. The temperature in the middle latitudes is quite low, but no injurious frosts are reported as yet. At the South there is happily a partial cessation of excessive rains.

There was a dull and weak market for provisions, in sympathy with the general advices from the West and the lack of speculative support here. Pork sold to-day on the spot at \$15 25@\$15 50; options were quoted at \$15 15 for September and October and \$13 30@\$13 70 for seller year. Bacon sold in a fair way at 6.85c. for long and short clear together, December delivery at Chicago. Cut meats were irregular. Lard opened steady, but soon a weak feeling set in, and marked declines took place; prime Western quoted on the spot at 8.35c. and to arrive at 8.27½c.; September options sold at 8.40c., closing at 8.35c.; October 8:37½@8:30c.; November at 8:32½@8:25c.; December 8:27½@8:22½c.; seller year 8:25@8:17½c.; buyer year 8:42½c.; January 8.25@8.22½c.; refined to the Continent quoted 8.65c. Beef hams sold at \$16 50. Butter and cheese are firm and selling fairly. The following is a comparative summary of aggregate exports from November 1 to September 18:

1879-80. 63,127,800 731,889,926 346,602,024 1878-79. 66,249,800 699,743,106 304,390,562 Increase. Pork.....lbs. 3,122,000 $32,146,820 \\ 42,211,462$ Baconlbs. Lardlbs.

Total...lbs.1,141,619,750 1,070,383,468 74,358,282 Rio coffee has shown a material decline during the week, with only a very moderate business at the lower prices. To-day fair cargoes were quoted steadier at 15@15½c.; mild grades have been dull and more or less depressed. The supply of both Brazil and mild coffees is at present liberal. Rice has met with a fair demand at essentially the same quotations as last week. Molasses has been very dull for refining stock at 32@ 33c. for 50 degrees test; but a very fair business in grocery grades has transpired at about steady prices. Raw sugar has been active latterly at decidedly lower prices. The stock held by importers is excessive, and refiners hold a considerable supply of their own importation. There have latterly been sales at as low as 81/4c. for 96 degrees test centrifugal, and the quotatations for fair to good refining muscovado at the close are 7% @7½c. The following shows the statistical position:

Melado.

 Hnds.
 Boxes.
 Bags.
 Metado.

 Stock Sept. 1, 1880.
 110,142
 9,364
 825,725
 7,151

 Receipts since Sept. 1, 1880.
 24,279
 6,900
 209,579
 29

 Sales since Sept. 1, 1880.
 30,890
 2,030
 47,194

 Stock Sept. 22, 1880.
 103,531
 14,234
 988,210
 7,160

 Stock Sept. 24, 1879.
 66,823
 23,611
 500,635
 2,849

 Refined was dull until a few days ago when a decline led to a better business.
 The refiners throughout the country to-day

 decided to reduce their production one third.
 Prices close at

 decided to reduce their production one-third. Prices close at 10%c. for crushed and 10%@104c. for powdered, with a moderate trade.

The market for Kentucky tobacco shows another very active week, but with less buoyancy to prices. The demand has been mainly for speculation, very little having been done for export or home consumption, and, therefore, stocks accumulate. The sales for the week are 3,550 hhds., of which 400 for export and 3,150 for speculation. Lugs are quoted at 5@6%c. and 7@12%c. for leaf. The movement in seed leaf tobacco has also been large and sales aggregate 3,105 cases, as follows: 1,100 cases 1879 crop, Pennsylvania, including assorted, 14@22c.; fillers, 7@3c., and wrappers 16@37½c.; 100 cases 1878 crop, Pennsylvania, private terms; 850 cases 1879 crop, New England, including seconds, 10@15c, wrappers, 10@35c., and Housatonic assorted, 22@25c.; 50 cases 1878 crop, New England, wrappers, 14@20c.; 255 cases 1879 crop, State, private terms; 450 cases 1879 crop, State "Flats," 12½@16c.; 55 cases 1879 crop, Ohio, private terms; 45 cases 1879 crop, Wisconsin, private terms, and 200 cases sundries, 9@22½c. Also 900 bales Havana, 85c.@\$1 27½.

A better business has been reported in ocean freight room, and rates are generally on the improvement. The engagements to-day included: grain to Liverpool, by steam, 5 4@ 5½d.; bacon, 25@30s.; cheese, 35@40s.; grain to London, by steam, 63/4d.; cheese, 50s.; grain to Glasgow, by steam, 51/4d.; grain to Cork, for orders, by sailing vessel, 5s. 3d.@5s. 6d.; do. to Antwerp, 4s. 10½.@5s.; do. to Marseilles or Cette, 5s. 3d.; do. by steamer 5s. 4½d.; to Cork, for orders, 5s. 9d.; do. to the

Continent, by sail.

A very fair business has been reported in naval stores. The offerings have been quite reserved, and the Wilmington advices have ruled strong; strained to good strained rosins, \$1 50@ \$1 55; spirits turpentine, 38½@39c. bid and asked. Petroleum has been strong and advancing in sympathy with the European advices and heavy export demands. Toward the close a reaction set in, and refined here was resold on the spot at 11%c. Crude certificates have sold up to \$1 08¾, but closed easy at 96¼c. bid. All metals were quiet, and pig iron can be quoted a trifle easier. Wool has been in better sale at about late prices. Tallow sells in a free way at 6 5-16@6 7-16c. for prime. Ingot copper steady at 1834@1878c. for prime.

COTTON.

FRIDAY, P. M., September 24, 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. 24), the total receipts have reached 136,413 bales, against 102,695 bales last week, 61,117 bales the previous week and 42,082 bales three weeks since; making the total receipts since the 1st of September, 1880, 321,443 bales, against 248,636 bales for the same period of 1879, showing an increase since September 1, 1880, of 72,807 bales. The details of the receipts for each day of this week (as per telegraph) are as

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
New Orleans	3,150	6,526	2,421	2,584	1,623	2,302	18,606
Mobile	978	2,617	276	395	580	1,176	6,022
Charleston	5,079	4,342	3,961	4,470	4,390	6,265	28,507
Port Royal, &c.						57	57
Savannah	3,416	6,156	5,434	4,799	5,845	7,002	32,652
Brunswick, &c.			^			776	776
Galveston	2,447	6,584	1,712	1,484	2,941	2,295	17,463
Indianola, &c			-/	·	, '	131	131
Tennessee, &c	297	821	500	465	539	448	3.070
Florida				. 8		219	219
Wilmington	659	117	1,195	386	863	695	3,915
Moreh'd City,&c			2,200			361	361
Norfolk	2,444	3,143	4,550	3,166	2,703	3,885	19,891
City Point, &c	~, LLL	0,110	2,000	5,200	_,,,,,,	4,743	4,743
-							
Totals this week	18,470	30,306	20,049	17,749	19,484	30,355	136,413

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	18,606	19,872	8,373	5,472	19,400
Mobile	6,022	9,776	3,798	2,915	7,549
Charleston	28,507	18,911	22,251	6,793	14,276
Port Royal, &c	157	100	376	787	
Savannah	32,652	30,438	33,849	11,327	18,549
Galveston	17,463	21,541	13,524	9,122	17,224
Indianola, &c	131	485	524	274	138
Tennessee, &c	3,846	3,493	2,842	913	2,769
Florida	219	147	501	10	486
North Carolina	4,276	4,096	4,009	1,896	3,124
Norfolk	19,891	16,259	5,214	3,321	12,021
City Point, &c	4,743	2,611	3,599	298	309
Total this week	136,413	127,729	98,863	43,128	95,845
Total since Sept. 1.	321,443	248,636	246,458	83,071	221,952

The exports for the week ending this evening reach a total of 59,122 bales, of which 42,022 were to Great Britain, 13,757 to France and 3,343 to rest of the Continent, while the stocks as made up this evening are now 255,173 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

Week	EXP	ORTED TO)—	Total	Same	STO	CK.
ending Sept. 24.	Great Britain.	France.	Conti- nent.	this Week.	Week 1879.	1880.	1879.
N. Orl'ns	6,488	8,393	796	15,677	4,105	42,579	24,520
Mobile						7,163	8,626
Charl't'n						46,401	22,034
Savan'h.					••••	62,158	38,160
Galv't'n-	7,648	3,570		11,218		27,737	34,737
N. York.	15,701	1,791	2,547	20,042	12,093		50,305
Norfolk	6,011		••••	6,011		14,945	9,923
Other*	6,174			6,174	2,773	11,000	9,000
Tot. this						222.150	107.007
week	42,022	13,757	3,343	59,122	18,971	255,173	197,305
Tot.since		, ,					
Sept. 1	126,816	24,444	5,859	157,119	47,164		

*The exports this week under the head of "other ports" include, from Balmore, 5,169 bales to Liverpool; from Boston, 671 bales to Liverpool; from Philadelphia, 305 bales to Liverpool: and from San Francisco, 29 bales to

I'rom 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 40,151 bales, while the stocks to-night are 57,868 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	or	Laguina			
SEPT. 24, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock
New Orleans Mobile	7,242 2,600 7,300 22,000 3,867 3,000 4,500	5,531 None. 1,000 None. None. 200 None.	574 None. 5,775 4,600 1,771 1,000 None.	153 None. 450 4,500 4,310 2,000	13,500 2,600 14,525 31,100 9,948 * 5,200 6,500	29,079 4,563 31,876 31,058 17,789 37,990 19,445
Total	50,509	6,731	13,720	11,413	83,373	171,800

* Included in this amount are 1,000 bates at presses for foreign ports,

the destination of which we cannot learn.

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Sept. 17, the latest mail date:

		f					
	RECEIPT	S SINCE	EXPOR	TED SINC	E SEPT.	1 то—	Giosza
PORTS.	SEPT	r. 1.	Great		Other	Total.	Stock.
	1880.	1879.	Britain.	France.	Foreign	10tat.	
N.Orlns	13,069	16,738	17,069	8,684		25,753	
Mobile.	7,655	5,205					4,592
Char'n*	35,218	18,014	9,832			9,832	21,804
Sav'h	56,285	35,134	14,932		20	15,002	35 681
Galv.*.	35,639	31,076					24,122
N. York	53	1,347	29,748	2,003	2,496	34,247	47,008
Florida	72	1,193			•••		
N. Car.	5,953	3,921					3,532
Norf'k*	21,511	5,636					8,185
Other	4,575	2,613	13,163			13,163	8,500
This yr.	185,030		84,794	10,687	2,516	97,997	185,140
Last ye	ar	120,907	26,581	1.567	45	28,193	104,852

*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.

There has been, the past week, an active speculation in cotton for future delivery, at widely varying prices, an early decline having been pretty nearly recovered. Prices gave way steadily during Saturday and Monday, under the return of better weather at the South and the anxiety of the previous buyers to close out and secure profits. There was some effort on Tuesday morning to check the decline, but with only momentary results; On Wednesday, however, with less favorable weather reports, an active demand sprang up, causing a material advance in values. Thursday was less buoyant-quite variable, closing irregular, with a slight advance except for Sept. This morning, with better accounts from Liverpool, though in a great measure anticipated, there was an advance, favored by the lowering aspect of the weather at the South, and for the later months the best prices of the week were made, with a strong tone. Cotton on the spot has been moderately active for export and consumption. There was a decline of 1-18c. on Tuesday, with nominally an equal reduction on Wednesday; but to-day the market was very strong, with a good general demand, middling uplands closing at 11% c. There has been a large business this week in short notices for September, and it will be observed that these advanced while other futures declined.

The total sales for forward delivery for the week are 582,000 bales, including — free on board. For immediate delivery the total sales foot up this week 8,417 bales, including 2,729 for export, 5,019 for consumption, 669 for speculation, and — in transit. Of the above, 1,263 bales were to arrive. The following are the official quotations and sales for each day of the past week:

						11			
Sept. 18 to	UI	PLANI	os.	NEW	ORLE	ANS.		EXAS	
Sept. 24.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. W To	918	918	9116	918	918	9116	918	918	9116
Strict Ord	958	958	9918	934	934	91118	934	934	911, 1
Good Ord	1012	10^{1}_{2}	10716	$10^{5}8$	1058	10918	1058	1058	1111110 1
Btr. G'd Ord		1078	101316	11	11	101516	11		10101-1
Low Midd'g		1138	11516	1112	1112	11716	1143	1149	11610
Str. L'w Mid		1158	11916	1134	1134	111116	1134	1134	11111111111
Middling	11^{7}_{8}	1178	111316	12	12	111516	12	12	111200
Good Mid		124	12316	1238	123_{8}	12516	12^{3}_{8}	1238	12018
Str. G'd Mid		1212	12716	1258	12^{5}_{8}		1258	1208	12918
Midd'g Fair	13	13	121516		13 ¹ 8	13116	1348	1318	13116
Fair	1358	135_{8}	13916	1334	1334	131116	13%	1334	131116
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. W b	9	9	9	9	9	9	9	9	9
Strict Ord.	912	942	912	958	958	958	958	958	958
Good Ord		1038	1038	1012	1012	1012	1012		1012
Str. G'd Ord	1034	1034	1034	1078	1078	1078	1078	1078	1078
Low Midd'g	114	114	1114	1138	1138	1138	11^{38}	1138	1138
Str.L'w Mid	1112	1112	1112	1158	1158	115	1158	1158	1158
Middling	1134	1134	1134	1178	1178	1178	1178	1178	1178
Good Mid	1218	1218	1218	124	124	124	1214	124	124
Str. G'd Mid	1238	1238	1238	1212	1212	1212	1212	12^{12}	1212
Midd'g Fair	1278	1278	1278	13	13	13	13	13	13
Fair	13^{1}_{2}	1312	13^{1}_{2}	1358	1358	1358	1358	1358	1358
8	TAIN	ED.		Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordin	OTT		#O Th	815-	81516	878	81316	81316	913.
Strict Good	Ording	WY	18 m.	9916	9916	912	9716	9716	81316
Low Middle	D C CITIES	T. A		10718	10716	1038	10516	10516	97 ₁₆ 105 ₁₆
Low Middli Middling	πg	•••••		11510	11516	1114	11316	11316	11316
ariaming	******	••••••	******	.11018	1-1-18	11.4	111018	1-1-18	111016

	MARKIEL AND SADES.										
		SALE	S OF S	FUTURES.							
-	SPOT MARKET CLOSED.	Ex- port.	Con- sump.		Tran- sit.	Total.	Sales.	Deliveries.			
Mon . Tues .	Steady Steady Easy at ¹ 16 dec Steady at ¹ 16 dec	574 94 900	448 880 1,123	69	::::	2,023	117,500 116,700	600 4,200			
Thurs	EasierSteady	700 54 407	729 599 1,240	600		1,429 653 2,247					
Total		2,729	5,019	669		8,417	582,000	11,800			

MARKET AND SALES

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

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

	Sales since Sept. 1, 1880.	'Total sales this week.	Friday, Sept. 24— Sales, total Prices paid (range) Closing, bid and asked	Thursday, Sept. 23— Sales, total Prices paid (range) Closing, bid and asked	Wednesday, Sept. 22— Sales, total	Tuesday, Sept. 21— Sales, total Prices paid (range) Closing, bid and asked	Monday, Sept. 20— Sales, total Prices paid (range) Closing, bid and asked	Saturday, Sept. 18— Sales, total Prices paid (range) Closing, bid and asked	. 1 (-	Market, Prices and	The state of the s
-		ek	Firmer.	Irregular.	Excited.	Lower	Lower.	Lower.	Market.	Tone of the-	
-			Steady.	Steady.	Firm.	Weak.	Weak.	Easy.	Closing.	tho-	
	590,200	63,000	3,800 11.64 <i>æ</i> 11.73	5,400 11.54@11.70 11.55—11.57	14,400 11.40@11.63 11.62——	16,600 11.47@11.60 11.46—11.47	11.000 11.62@11.72 11.64—11.65	11,800 11.65@11.75 11.67—11.68	September.		Action of the last
	549,700	165,200	23,200 11.17@11.25 11.20—11.21	23,800 11·10@11·17 11·12——	25,000 10.98@11.09 11.08—11.09	39,500 11.00@11.08 11.01—11.02	26,600 11:06@11:16 11:07—	26,700 11·12 <i>æ</i> 11·23 11·14—	October.		
	352,000	80,600	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	17,200 10.82@10.91 10.82—10.83	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	20,100 10.94@11.04 10.93—10.94	November.	DAILY PI	
5 5 5	402,700	114,400	11.0.11	21,200 10.91@11.01 10.93—10.94	16,3 10.82 2 1 10.91—1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	December.	PRICES AND	
	254,700	105,800	14,600 11°09@11·15 11·11—11·13	18,100 11.01@11.12 11.04—11.05	$\begin{array}{c} 300 & 18,100 & 2,300 & 2,500 \\ 0.92 & 10.92 & 01.03 & 11.07 & 011.16 & 11.22 & 011.33 & 11.36 & 011.48 \\ 0.92 & 11.02 & 11.03 & 11.16 & 11.18 & 11.32 & -11.33 & 11.47 & -11.49 \end{array}$	17,500 10.95.211.04 10.96— —	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 9,500 & 1,600 & 900 \\ 11\cdot06\#11\cdot17 & 11\cdot20\#11\cdot29 & 11\cdot40\#11\cdot41 & 11\cdot53\#11\cdot60 \\ 11\cdot06\#-11\cdot07 & 11\cdot20\#11\cdot21 & 11\cdot37\#-11\cdot38 & 11\cdot52\#-11\cdot54 \end{array}$	January.	SALES OF	الجوز أند والتاريب والمتوامي والتوام
) 1 1	48,900	18,700	2,800 11:25@11:31 11:27—11:28	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2.300 11.07 <i>æ</i> 11.16 11.16 <i>—</i> 11.18	2,100 11·12@11·18 11·25@11·33 11·41@11·49 11·10—11·12 11·25—11·27 11·40—11·42	5,100 11·16@11·23 11·15—11·17	1,600 11.20@11.29 11.20—11.21	February.	FUTURES	
- 5	46,600	13,400	2,100 11:39@11:44 11:56@11:61 11:42@11:44 11:57—11:58	3,400 11.34@11.42 11.34—11.35	2,500 11.22 <i>@</i> 11.33 11.32—11.33	1,800 11.25@11.33 11.25—11.27	2,700 11·30@11·39 11·29—11·30	900 11.40@11.41 11.37—11.38	March.	FOR EACH	
6 6 6	36,800	18,300	4,500 11.56@11.61 11.57—11.58	3.000 11·49@11·57 11·49—11·50	1,800 11.36@11.48 11.47—11.49	4,100 11.41@11.48 11.40—11.42	2,100 11.47@11.54 11.45—11.48	$\substack{2,500\\11.58@11.60\\11.52-11.54}$	April.	MONTH.	
6	3,200	1,900	11.72@	11.64.9.11.65	300 11·50æ11·53	200 11.56 <i>æ</i> 11.5	500 1 100	11.70@	Мау.		
	1 ¶ 2,685,500	582,000	78,700 10.97 <i>a</i> 11.73 10.99—11.58	\$ 90,000 10.90@11.70 10.91—11.57	300 11.50@11.53 10.79@11.63 10.90—11.62	†116,700 710.82@11.60 10.82—11.47	*117.500 10.89@11.72 10.89—11.65	89,000 10.94æ11.75 10.93—11.68	Total Sales and Range.		
	1 -	neli		or June, 18	81, at 10.7			or June, 1	881, at	11.81.	

* Includes 100 for June, 1881, at 10.75. † Includes 100 for June, 1881, at 11.72. † Includes 300 for June, 1881, at 11.74. † Includes 500 for Aug., 1881, at 11.50.

Transferable Orders—Saturday, 11.70; Monday, 11.65; Tuesday, 11.50; Wednesday, 11.65; Thursday, 11.60; Friday, 11.75.
Short Notices for September—Saturday, 11.41.211.43; Monday, 11.43; Tuesday, 11.54; Wednesday, 11.40.211.61; Thursday, 11.54.211.67.

The following exchanges have been made during the week:

11 pd. to exch. 100 Dec. for Jan. 39 pd. to exch. 200 Oct. for April. 38 pd. to exch. 500 Oct. for April. 36 pd. to exch. 500 Jan. for Sept. 3. n. 20th.

35 pd. to exch. 700 Jan. for Sept. s. n. 20th.
35 pd. to exch. 100 Jan. for Oct.
15 pd. to exch. 200 Feb. for Mar.
41 pd. to exch. 500 Dec. for Mar.
20 pd. to exch. 500 Dec. for Oct.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Sept. 24), we add the item of exports from the United States, including in it the exports of Friday only.

 Stock at Liverpool
 1880.
 1879.
 1878.
 1877.

 Stock at London
 534,000
 246,000
 387,000
 598,000

 52,900
 62,695
 23,000
 29,000

 Total Great Britain stock
 586,900
 308,695
 410,000
 627,0

	1880.	1879.	1878.	1877.
		110,130	143,250	193,250
Stock at Havrebales.	72,300	110,130	1,250	10.500
Stock at Marseilles	8,540	1,830		57.750
Stock at Barcelona	40,100	14,262	14.000	
Stock at Hamburg	4.200	2,400	5,000	12.000
Stock at Bremen	26.700	16,649	29.000	60.250
Stock at Amsterdam	18.100	27,972	41,000	35,750
	2,530	1,938	7.750	11.000
Stock at Rotterdam	981		4,500	6.750
Stock at Antwerp		3,494	11,250	10,750
Stock at other conti'ntal ports.	11,000	0,201	11,200	
Matal continental nexts	184.451	188,660	257,000	398,000
Total continental ports	104,401	100,000		
Total European stocks	771,351	497,355	667,000	1,025,000
India setten effect for Furone	90,000	153,891	149,000	130,000
India cotton affoat for Europe.	126,000	47,016	29,000	16.000
Amer'n cotton afloat for Eur'pe	17,000	3,653	6,000	17,000
Egypt, Brazil, &c., afit for E'r'pe		197.305	170,723	126,690
Stock in United States ports	255,173		20,578	11,805
Stock in U. 8. interior ports	34,894	16,182		11,000
United States exports to-day	12,000	1,000	1,500	
m / 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	206 418	918 432	1,043,801	1.326.495
Total visible supply	1,500,415	ther descri	ntions are:	as follows-
Of the above, the totals of Amer	ican and o	THOI GOODII	potons are	AU LOILO W.D
American—				
Liverpool stock	344,000	96,000	229,000	307,000
Continental stocks	95,000	94,000	203,000	289,000
American affoat for Europe	126,000	47,016	29,000	16,000
American anoat for Europe	255,173	197,305	170,723	126,690
United States stock	34,894	16,182	20,578	11.805
United States interior stocks	12,000	1,000	1,500	
United States exports to-day	12,000	1,000	2,000	
Matal Amaniaan	007.007			
	807.007	451.533	653,801	750,495
Total American	867,067	451,533	653,801	750.495
East Indian, Brazil, &c				
East Indian, Brazil, &c.— Liverpool stock	190,000	150,000	158,000	291,000
East Indian, Brazil, &c.— Liverpool stock London stock	190,000 52,900	150,000 62,695	158,000 23,000	291,000 29,000
East Indian, Brazil, &c.— Liverpool stock London stock Continental stocks	190,000 52,900 89,451	150,000 62,695 94,660	158,000 23,000 54,000	291,000 29,000 109,000
East Indian, Brazil, &c.— Liverpool stock London stock	190,000 52,900 89,451 90,000	150,000 62,695 94,660 153,891	$158,000 \\ 23,000 \\ 54,000 \\ 149,000$	291,000 29,000 109,000 130,000
East Indian, Brazil, &c.— Liverpool stock London stock Continental stocks	190,000 52,900 89,451	150,000 62,695 94,660	158,000 23,000 54,000	291,000 29,000 109,000
East Indian, Brazil, &c.— Liverpool stock London stock Continental stocks India afloat for Europe Egypt, Brazil, &c., afloat	190,000 52,900 89,451 90,000 17,000	150,000 62,695 94,660 153,891 3,653	158,000 23,000 54,000 149,000 6,000	291,000 29,000 109,000 130,000 17,000
East Indian, Brazil, &c.— Liverpool stock London stock Continental stocks India afloat for Europe. Egypt, Brazil, &c., afloat Total East India, &c	190,000 52,900 89,451 90,000 17,000	150,000 62,695 94,660 153,891 3,653 464,899	158,000 23,000 54,000 149,000 6,000	291,000 29,000 109,000 130,000 17,000
East Indian, Brazil, &c.— Liverpool stock London stock Continental stocks India afloat for Europe Egypt, Brazil, &c., afloat	190,000 52,900 89,451 90,000 17,000	150,000 62,695 94,660 153,891 3,653	158,000 23,000 54,000 149,000 6,000	291,000 29,000 109,000 130,000 17,000
East Indian, Brazil, &c.— Liverpool stock. London stock. Continental stocks India afloat for Europe. Egypt, Brazil, &c., afloat. Total East India, &c. Total American	190,000 52,900 89,451 90,000 17,000 439,351 867,067	150,000 62,695 94,660 153,891 3,653 464,899 451,533	158,000 23,000 54,000 149,000 6,000 390,000 653,801	291,000 29,000 109,000 130,000 17,000 576,000 750,495
East Indian, Brazil, &c.— Liverpool stock London stock Continental stocks India afloat for Europe. Egypt, Brazil, &c., afloat Total East India, &c	190,000 52,900 89,451 90,000 17,000 439,351 867,067	150,000 62,695 94,660 153,891 3,653 464,899 451,533	158,000 23,000 54,000 149,000 6,000	291,000 29,000 109,000 130,000 17,000 576,000 750,495

The above figures indicate an increase in the cotton in sight tonight of 389,986 bales as compared with the same date of 1879, an increase of 252,617 bales as compared with the corresponding date of 1878, and a decrease of 20,077 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.

towns in the proceding there	•			
American— Liverpool stockbales Continental stocks American afloat to Europe United States stock United States interior stocks United States exports to-day	1880. 344,000 95,000 126,000 255,173 61,009 12,000	1879. 96,000 94,000 47,046 197,305 40,774 1,000	1878. 229,000 203,000 29,000 170,723 37,872 1,500	1877. 307,000 289,000 16,000 126,690 20,510
Tota American	893,182	476,125	671,095	759,200
East Indian, Brazil, &c.— Liverpool stock London stock Continental stocks India afloat for Europe Egypt, Brazil, &c., afloat	190,000 52,900 89,451 90,000 17,000	150,000 62,695 94,660 153,891 3,653		291,000 29,000 109,000 130,000 17,000
Total East India, &c Total American	433,851 893,182	464,899 476,125	390,000 671,095	576,000 759,200
Total visible supply1	.,332,533	941,024	1,061,093	1,335,200

These figures indicate an increase in the cotton in sight to-night of 391,509 bales as compared with the same date of 1879, an increase of 271,438 bales as compared with the corresponding date of 1878, and a decrease of 2,667 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 end	ding Sept.	24, '80.	Week ending Sept. 26, '79.			
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.	
Augusta, Ga	10.175	7,908	5,573	7,933	6,838	3,076	
Columbus, Ga	4,136	2,732	4,800	3,079	2,706	1.985	
Macon, Ga	4,205	3,696	3,733	3,089	3,079	1,680	
Montgomery, Ala		3,298	5,753	7,483	6,310	2,466	
Selma, Ala	3,682	2,077	3,420	6,988	5,286	5,634	
Memphis, Tenn	5,612	2,166	10,783	25	40	400	
Nashville, Tenn	542	392	832	935	184	941	
Mashvillo, Londi.					04.440	10100	
Total, old ports.	34,574	22,269	34,894	29,532	24,443	16,182	
	660	687	360	2,152	2,137	926	
Dallas, Texas			369	500	500	400	
Jefferson, Tex	143	893	1,514	2,586	2,295	1,986	
Shreveport, La	1,419	659	1,000	1,802	1,647	744	
Vicksburg, Miss.	1,216	37	336	7776	697	356	
Columbus, Miss	211		1,148	1,307	962	1,477	
Eufaula, Ala	1,905	1,635	1,103	300	250	100	
Griffin, Ga	1,834	1,130	8,111	5,176	2,797	2,629	
Atlanta, Ga	7,045	2,387	3,073	2,218	731	1,537	
Rome, Ga	3,344	1,425	591	2,047		213	
Charlotte, N. C.	2,899	3,008	7,246	16,412	8.973	12,930	
St. Louis, Mo	4,382	2,809		973	1,386	1,294	
Cincinnati, O	1,079	857	1,264				
Total, new p'rts	26,137	15,527	26,115	36,249	24,460	24,592	
Total, all	60,711	37,796	61,009	15,781	48,903	40,774	

The above totals show that the old interior stocks have increased during the week 12,305 bales, and are to-night 18,712 bales

more than at the same period last year. The receipts at the same towns have been 5,042 bales more than the same week last year.

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

RECEIPTS FROM PLANTATIONS.

. 1879. 15 1,335	1880.
1	10,917
131	4 000
19 2,154	1
2,059	
10 3,028 19 1,890	
829	2,787
	1
23 35,019	64,897
	115,239
3° 18 48 76	378 4,713 136 16,217 423 35,019

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1880 were 357,509 bales; in 1879 were 282,109 bales; in 1878 were 278,678 bales.

2. That the receipts at the out ports the past week were 136, 413 bales, and the actual movement from plantations 159,328 bales, the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 144,607 bales, and for 1878 they were 110,358 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been less rain almost everywhere this week. In portions of the Southwest, however, especially in Texas, there is still complaint from this cause. But in general the outlook is more favorable now than it has been for some weeks back.

Galveston, Texas.-We have had rain on four days the past week, and it is raining now. We are having too much rain. The surface is thoroughly saturated, streams are overflowed, and there has been no picking done for more than a fortnight. The rain has not been accompanied by wind, and consequently there is very little complaint about open cotton being beaten out; but there is much complaint about sprouting and rotting of bolls. The prospect is still, however, that if the rains cease we will make more cotton than last year; but if they continue the prospect is very precarious. Caterpillars have stripped the plant of foliage in all the lower half of the State, notwithstanding the vigorous application of poisons, and the opinion now seems to be that if the season be wet caterpillars will devour the crop despite all poisons that can be applied. The rains west of the Colorado River have been tremendous, resulting in great damage, but have been worse beyond the cotton region. Throughout the State the weather has been showery and cloudy, giving the ground no chance to dry. The thermometer has averaged 80, the highest being 87 and the lowest 72, and the rainfall has reached two and fifty-three hundredths inches.

Indianola, Texas.—We have had showers on four days and the balance of the week has been cloudy, the rainfall reaching one inch and twenty hundredths. Rains have been very heavy west and northwest of here. Picking has been interfered with, and much damage has been done by rotting of bolls and sprouting of seed. Average thermometer 83, highest 92 and lowest 73.

Corsicana, Texas. - We have had one shower, the rainfall reaching fifty hundredths of an inch, and the balance of the week has been cloudy. The ground is still too wet for picking, and there is some complaint of damage. The thermometer has ranged from 66 to 90, averaging 78.

Dallas, Texas.—It has rained on one day, a shower, and the rest of the past week has been cloudy. Picking is making very poor progress, and there is considerable complaint of boll worms, caterpillars, rot, and sprouting. On the whole crop accounts are decidedly less favorable. It must be remembered, however, that the increased acreage in this section is thirty to thirty-five per cent. The thermometer has averaged 78, with an extreme range of from 65 to 90, and the rainfall has reached fifty hundredths of an inch.

Brenham, Texas.—We have had rain on three days during the past week, very unwelcome showers, and the remaining portion has been cloudy. Picking suspended in all but sandy lands and crop accounts less favorable, principally from rot and sprouting. Average thermometer 80, highest 91 and lowest 68, and rainfall

one inch. Waco, Texas. -There has been rain at this point on three days,

he rainfall reaching one inch and thirty-five hundredths. The rest of the week has been cloudy. We are having too much rain and much damage has been done. Picking has been interfered with and bolls are rotting and sprouting. Westward and northward rains have been tremendous and all streams out of banks.

Average thermometer 79, highest 90 and lowest 66.

New Orleans, Louisiana.—It has rained on two days of the past week, the rainfall reaching eighty-five hundredths of an

inch. The thermometer has averaged 78.

Shreveport, Louisiana.-The weather was fair and dry the first part of the past week, but has been cloudy and rainy the latter portion. Roads in fair condition. Average thermometer 77, highest 86, and lowest 68. The rainfall is eighty-eight hundredths of an inch.

Vicksburg, Mississippi.—The earlier part of the past week the weather was clear and pleasant, but the latter portion has been

rainy, rain having fallen on three days.

Columbus Mississippi.—We have had rain on two days the past week, the rainfall reaching fifty-eight hundredths of an inch. The thermometer has averaged 78, the highest being 86 and the lowest 68. Over half the cotton here is open, and if rains continue great damage is feared.

Little Rock, Arkansas.—The weather during the week has been disagreeable, with rain on three days to a depth of one inch and eighty-one hundredths. Average thermometer 68, highest 87

Last week was cloudy-Sunday, Monday, Tuesday and Wednesday—with rain on Sunday, the rainfall reaching eleven hundredths of an inch. Average thermometer 66, highest 81 and lowest 51.

Nashville, Tennessee.-It has rained during the past week on one day, the rainfall reaching sixteen hundredths of an inch. The hermometer has ranged from 54 to 86, averaging 69.

Memphis, Tennessee. - Rain has fallen during the week on four days, to a depth of fifteen hundredths of an inch. No reason to change crop condition, except the extreme humidity, which largely prevents picking and conduces to much rot in bottom lands. The thermometer has ranged from 55 to 85, averaging 70.

Mobile, Alabama.—The earlier part of the past week was clear and pleasant, but the latter portion has been rainy, the rainfall reaching thirteen hundredths of an inch. The thermometer has averaged 77, the highest being 89 and the lowest 64. Picking is making excellent progress.

Montgomery, Alabama.—We have had no rainfall during the week, and consequently picking has made fine progress. The thermometer has ranged from 58 to 88, averaging 75.

Selma, Alabama.—It has rained on one day, but the rest of the week has been pleasant. Picking is progressing finely.

Planters are sending their crop to market freely.

Madison, Florida.—There has been no rainfall at this point during the week. The thermometer has ranged from 70 to 76, averaging 73. The bottom crop of this section will be poor. Picking is progressing finely and planters are sending their cotton to market freely.

Macon, Georgia. - There has been no rainfall du ing the past

week. The thermometer has averaged 73.

Columbus, Georgia. - We have had no rainfall the past week. The thermometer has averaged 80. Picking is progressing finely. Savannah, Georgia.—Rain has fallen on two days, the rainfall reaching ninety-six hundredths of an inch, but the balance of the week has been pleasant. The thermometer has ranged from 65 to 84, averaging 73.

Augusta, Georgia. - The weather during the week has been warm and dry, and accounts are good; but rain is needed. Picking is progressing finely and planters are sending their crop to market freely. Average thermometer 75, highest 87 and low-

Charleston, South Carolina.-It has been showery one day during the week, the rainfall reaching forty-three hundredths of an inch. Average thermometer 75, highest 84 and lowest 62.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 23, 1880, and September 25, 1879.

	Sept. 2	3, '80.	Sept. 2	5. '79.
	Feet.	Inch.	Feet.	Inch.
New OrleansBelow high-water mark	. 12	1	13	0
MemphisAbove low-water mark	. 6	. 0	4	5
NashvilleAbove low-water mark	. 1	0	ĩ	8
ShreveportAbove low-water mark	. 7	3	$\tilde{2}$	ĭ
Vicksburg Above low-water mark		ing.	10	$\hat{5}$

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

1871, or 16 feet above low-water mark at that point.

ELLISON'S CIRCULAR FOR THE MONTH OF AUGUST .- We have this week received the circular of Mr. Thomas Ellison, issued September 9, and are disappointed to find that our cable figures (published September 11) with regard to English spinners' total takings, and therefore total consumption, were erroneous. The actual takings to September 1 were 2,729,840 bales, whereas our cable read 2,749,840—that is 20,000 bales of 447 lbs (or 22,000 bales of 400 lbs.) more than the actual takings. We especially regret this, because it necessarily led us into the important but erroneous statement that Mr. Ellison had added 22,000 bales of 400 lbs. each to previous months' consumption. Of course, no such addition was made. We have sent such directions to our Liverpool correspondent this week as will, we believe, enable us to detect any error in future should one be made. Below we give in full Messrs. Ellison & Co.'s circular;

COURSE OF THE LIVERPOOL MARKET, AUGUST 10 TO SEPTEMBER 8.

Our last report was issued on the 10th ult. The market was very steady during the subsequent week, and a fair business was done without change of moment in prices. Between the 17th and 23d there was a distinct improvement in the demand, especially for near deliveries. There were visions of an August "squeeze" and a September "corner." Operators who were "short" became alarmed, and prices were forced up to 7 3-16d. on the spot, 71/4d. for August and 7 5-32d. for August-September. Meanwhile new crops did not rise beyond 6%d. to 6 7-16d. During the interval an enormous business was done. Then came a reaction, which resulted in a decline of 3-16d. on the spot, 3/8d. for near futures and 3-16d. to 1/4d. for distant cotton. The downward movement was helped by the greatly increased receipts at the American ports, and by the indifference with which the previous rise had been regarded by Manchester. Since the opening of the current month there has been renewed steadiness, and the current month's deliveries have almost recovered the discount between them and the spot quotations. Distant cotton has also hardened a little. The confidence of operators has been strengthened during the past day or two by the receipt of unfavorable crop accounts, there being complaints of injury from excessive rains in the Mississippi Valley and from the ravages of worms there and in other districts.

The principal fluctuations in the prices of middling uplands on the spot and for forward delivery are shown in the following

								Jan Feb.
Aug. 9	$\begin{array}{c} 613_{16} \\ 73_{16} \\ 7 \\ 71_{16} \end{array}$	63 <u>4</u> 71 <u>4</u> 67 ₈	$\begin{array}{c} 6^{11}_{16} \\ 7^{5}_{32} \\ 6^{25}_{32} \\ 7^{1}_{32} \end{array}$	$\begin{array}{c} 615_{32} \\ 625_{32} \\ 615_{32} \\ 65_{8} \end{array}$	$\begin{array}{c} 6^{1}\!$	$\begin{array}{c} 6^{5}_{32} \\ 61^{1}_{32} \\ 6^{3}_{16} \\ 6^{9}_{32} \end{array}$	$\begin{array}{c} 6^{5}32 \\ 6^{11}32 \\ 6^{3}16 \\ 6^{9}32 \end{array}$	65 ₃₂ 61132 63 ₁₆ 69 ₃₂

Showing first a rise of %d. for spot, %d. for August, 15-32d. for September, 5-16d. for September-October and 3-16d. for other positions; then a reaction of 3-16d. for spots, 3/8d. for August and August-September, 5-16d. for September-October and 5-32d. to 3-16d. for other positions; and subsequently a recovery of 1-16d. for spots, 4d. for September, 5-32d. for September-October and 3-32d. for other positions. The net advance for the month is therefore 4d. on the spot, 11-32d. for September, 5-32d. for September-October and 1/6d. for

other positions.

In spot cotton, compared with the rates ruling a month since, there is an advance in American of \(\frac{1}{2} \)d. for good ordinary, \(\frac{1}{2} \)d. for low middling to good middling uplands, Mobile and Texas, and 3-16d. for the same grades of Orleans. In Brazils there is an advance of 1-16d. for Maranham and 1/8d. to 3-16d. for Pernams and Maceio. The only change in Egyptians is a reduction of 1/8d. in good fair white. In Surats there is an advance of %d. in "good" Broach; and a decline of 1-16d. in "good" Dhollerah, "good" Oomrawuttee, "fair" and "good fair" Comptah. In Bengals there is an advance of 1-16d. for "good." The principal quotations compare as follows with those of this time last year:

Tomas	Uplands.		Pern'm.	Egypt'n.	Broach.	Dhol.	Bengat.
rears.	G. O. Mid.	Fafa.	G. Fair.	Good.	G. F.	G. F.	
1880 1879	d. 618 612	$\frac{d.}{\substack{71_{16} \\ 67_8}}$	d. 634 718	678 8	$\begin{array}{c} d. \\ 6^{5}_{16} \\ 6^{1}_{4} \end{array}$	d. 5 ¹ 4 5 ⁹ 16	d. 49 ₁₆ 43 ₄

Showing a decline of 3/6d in good ordinary uplands, but an advance of 3-16d. in middling; a decline of 36d. in Pernam, 146d. in Egyptian, 3-16d. in Dhollera and Bengal and an advance of 1-16d. in Broach.

COURSE OF THE MANCHESTER MARKET, AUG. 9 TO SEPT. 8. For about a fortnight after the issue of our last report the Manchester market was very firm, and prices advanced %d. to 4d. in yarn and 1%d. per piece in 84lb. shirtings, in partial sympathy with the upward movement in cotton. The high prices asked, however, soon checked the demand, and when cotton reacted, the advance in yarns and goods was promptly lost. The final prices are about the same as those of a month since. In occasional instances there is a slight decline, but in others there is a slight advance. The new business done lately has not equaled the rate of out-turn at the mills, but the deliveries and shipments made against forward contracts have prevented any accumulation of stocks, and enabled producers to resist any decline of moment in prices. The Eastern demand has not been so good during the past fortnight as it was during the first half of the month; but there has been more doing for miscellaneous markets and a little more for the home trade.

MOVEMENT DURING THE SEASON, OCTOBER 1 TO AUGUST 31. The deliveries to English and Continental spinners during the first eleven months of the season compare as follows with the figures for the corresponding months of last season:

	Great 1	Britain.	Continent.		
	1879-80.	1878-79.	1879-80.	1878-79.	
	1,220,238,480	437	2,449,440 421 1,031,214,240	2,330,210 420 978,638,000	
Bales of 400 lbs	3,050,500	2,590,700	2,578,000	2,446,700	

The average rate of consumption for Great Britain remains at about 65,000 bales of 400 lbs. per week, making about 260,000 bales for the past four weeks; but about 10,000 bales were saved by the holidays in connection with the Oldham

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"wakes," &c., leaving 250,000 for actual consumption, and making, with the 2,775,000 bales previously consumed, a total of 3,025,000 bales for the first eleven months of the season.

The rate of consumption on the Continent we still estimate at 52,000 bales of 400 lbs. per week, but it may be a little more. At 52,000 lbs. per week the consumption for four weeks would be 208,000 bales, and these added to the 2,276,000 previously consumed give 2,484,000 bales as the consumption for eleven months.

On the basis of the foregoing estimates, the movements for the forty-eight weeks were as follow in bales of the uniform weight of 400 lbs.:

	Great	Britain.	Continent.		
	1879-80. Bales.	1878-79. Bales.	1879-80. Bales.	1878-79 Bales.	
Surplus stock Oct. 1. Deliveries to Aug. 31	27,000 3,050,000	35,000 2,590,000	94,000 2,578,000	117,000 2,447,000	
Supply	3,077,000	2,625,000	2,672,000	2,564,000	
weeks 48	3,025,000	2,550,000	- 2,484,000	2,390,000	
Surplus st'k Aug. 31.	52,000	75,000	188,000	174 000	

COTTON SHIPMENTS FROM INDIA.

The following account of the exports of cotton from all India in the first half of this year and last is from Messrs. Wallace & Co.'s report:

	1880.			1879.		
	Great Britain	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.
Bombay. Kurrachee Calcutta. Rangoon. Madras. Tuticorin Masulipatam.	332,151 15,457 93,384 1,006 13,399 5,884 4,152	$egin{array}{c} 4,087 \ 21,845 \ 4,297 \ 1,284 \ 2,500 \end{array}$	19,544 115,229 5,303 14,683 8,384	5,824 $109,417$	8,381 $41,503$ $2,905$	150,920 $7,767$ $14,753$ $20,804$
Total	465,433	467,607	933,040	382,852	364,344	747,196

PROSPECTS.

We have nothing really new under this head to add to our observations of a month ago. For the immediate future the market will continue in a more or less artificial condition, in consequence of the scarcity of the medium and better grades of American, which are in good demand both for consumption and for declaration against contracts; and it may be that prices will experience a further advance during the course of the current month. So far, there are no signs of what is termed a "corner," inasmuch as "contracts" are still lower in price than "spots." The late rise in prices is due, therefore, more to the action of consumers than to the operations of speculators; and the present quotations for the better grades of American would have been witnessed even if less business had been done in futures. A different state of things would have existed if spinners had used a smaller proportion of the higher grades, which are scarce, and a larger proportion of the lower grades, which are plentiful; but it is evident that they have not found it compatible with their requirements and engagements to adopt this policy. Whether a corner shall be established or not before the end of the month remains to be seen. Everything depends upon the extent to which September deliveries are oversold, and on this point it is impossible to speak with authority. Meanwhile spinners are purchasing as little cetton. authority. Meanwhile, spinners are purchasing as little cotton as possible, which is only another way of saying that they are rapidly using up their surplus stocks. Business in Manchester is also similarly temporarily circumscribed. This putting on of the brake, so to speak, will, no doubt, moderate the advancing tendency of prices for the time being; but will not the removal of the brake also moderate the decline when the squeeze is over? Touching the probabilities of supply and demand for the new season, we can only repeat what we stated last month, namely, that with good trade a crop of 6,000,000 bales will be wanted. though probably at a lower average range of prices than that of the past season. We may observe, however, that, if anything, it appears less certain now than it did a month since that the crop will reach 6,000,000 bales; while it appears more certain now than it did then (owing to the brilliant weather for the home harvest, and the favorable accounts of most of the Continental crops) that we shall experience a good state of trade throughout the season.

Gunny Bags, Bagging, &c.—Bagging has been taken quite freely, though the parcels have been mostly for present wants. There is a firm tone to the market, and holders are not offering except at full figures, and are now quoting 10½c. for 1¾ lbs., 11½c. for 2 lbs. and 12½c. for standard grades. Butts have not been very active, there being only a few orders in market, and there is a disposition shown to accept lower figures. The sales are 600 bales at 2¾@3½c., according to quality, and these figures are quoted at the close.

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	r Beginnin	ng Septemb	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			
Novemb'r	942,272	779,237	822,493			,
Decemb'r	956,464	892,664	900,119			
January .	647,140	616,727	689,610			
February.	447,918	564,824	472,054			383,324
March	264,913	302,955	340,525	1		
April	158,025	166,459	197,965			,
Мау	110,006	84,299	96,314			
June	88,455	29,472	42,142			
July	54,258	13,988			29,422	
August	67,372	18,081	34,564		,	,
Corret'ns.	42,714	458	52,595			9,709
Total year	5,001,672	4,447,276	4,345,645	4,038,141	4,191,142	3.497.169
Perc'tage o	ftot. port			, , , , , , , , , , , , , , , , , , , ,	_,,	0,201,200
receipts A	Aug. 31	99.99	98.79	98.36	98 28	99.72
Corrections	3	00.01	01.21	01.64	01.72	00.58
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			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		1,691	
" 3	10,512	1,391				1,734
" 4	6,474	2,264				
4 5	s.	4,927			_,	
" 6	14,754	2,104		,		
" 7	9,315		4,108			
" 8	8,616	5,454		1,655		
" 9	11,096		13,115		4,708	,
" 10	10,862	4,878				3,928
" 11	15,646	4,858	6,258			
" 12	S.	7,636		, ,	4,788	8.
" 13	20,842	7,069	8,537	,	7,752	7,119
" 14	15,117	s.	10,714	2,524	6,085	
" 15	13,999	15,628		2,459	7,899	5,417
" 16	16,191	12,215	15,127		7.538	5,404
" 17	20,900	12,995	10,425	5,063	s.	6,209
" 18	18 470	11,071	10,032	4,109	13,925	5,327
" 19	s.	14,955	11,125	3,555	10,417	8.
" 20	30,306	17,082	16,933	2,735	10,364	
" 21	20,049	8.	11,302	6,340	9,876	8,8 45 6,821
" 22	17,749	26,420	S.	4,019	12,112	8,173
" 23	19,484	23,729	17,905	8.	13,538	
" 24	30,355	21,382	18,579	9,470	8.	8,149
					В.	10,015
Total	321,443	209,520	195,381	56,947	139,667	104,370
Percentage				1		
p'rt rec'pts	Sept. 24.	04.18	01.39	01.31	03.46	02.49

This statement shows that the receipts since Sept. 1 up to to-night are now 111,923 bales more than they were to the same day of the month in 1879 and 126,032 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 24 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 23.

. BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.			Shipm	ents since	Receipts.		
Year	Great Brit'n.	Conti- nent.	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1880 1879 1878 1877	1,000		1,000	$249.000 \\ 309.000$	483,000 341,000 392,000 409,000	590,000 701,000	1,000 7,000 3,000 1,000	

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 6,000 bales, and an increase in shipments of 1,000 bales, and the shipments since January 1 show an increase of 249,000 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.	Continent.	Total.	Great Britain.	Conti- nent.	Total.
1880 1879 1878	1,000 2,000	1,000	1,000 3,000 1,000	200,000 199,000 114,000 79,000	80,000 104,000 58,000 51,000	280,000 303,000 172,000 130,000

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales less than same week of last year. For the whole of India, therefore, the total shipments this week and since January 1, 1880, and for the All other p'rts.

corresponding weeks and periods of the two previous years, are as follows.

	EXPORT	S TO EURO	PH FROM	ALL INDI	Α.	
Shipments to all Europe from—	18	80.	18	79.	1878.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	1,000 1,000	839,000 280,000		590,000 303,000		701,000 172,000

3.000

893,000 1.010

2,000 1,119,000 This last statement affords a very interesting comparison of the total movement for the week ending Sept. 23, 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. 23.	1880.		1879.		1878.		
Receipts (cantars*)— This week Since Sept. 1		150 150	10,000 16,500				
-	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	500 474		1,000	2,650	400 100		
Total Europe	974	1,828	1,000	2,650	500	12,000	

* A cantar is 98 lbs. This statement shows that the receipts for the week ending Sept. 23 were 150 cantars and the shipments to all Europe were 974 bales.

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

		1880.		1879.			
,	32s Cop. 814 lbs. Shirtings.		Mid. Uplds	328 Cop.	814 lbs. Shirtings	Cott'n Mid. Uplds	
July 23 30 Ang. 6 " 13 " 20 " 27 Sept. 3 " 10 " 24	93801014 93801014 91401018 9180 978 9180 978 9180 978 9180 978 9180 978	6 71207 9 6 71207 9 6 71207 9 6 71207 9 6 9 07 9 6 9 07 9 6 9 07 9 6 9 07 9	d. 61316 61316 61316 61316 7116 7316 7116 7316 7116	8½09½ 8¾09¼ 8¾09¼ 8¾09½ 8¾095 87609½ 87609½ 87609½ 87609½	5 41207 6 11207 6 11207 6 11207 6 11207 6 3 07 6 3 07 6 3 07 6 3 07	d. d. 6916 412 6516 412 6516 412 6516 412 6516 61316 6 61316 6 61316 6 6916 6 658	

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 20,042 bales, against 17,879 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, 1880, 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 period
Exported to—	Sept.	Sept.	Sept. 15.	Sept. 22.		previ'us
Liverpool Other British ports		12,071	14,779	15,701	45,449	30,025 350
TOTAL TO GREAT BRITAIN		12,071	14,779	15,701	45,449	30,375
Havre Other French ports	968	1				1,764
TOTAL FRENCH	968	199	1,804	1,794	3,797	1,764
Bremen and Hanover Hamburg Other ports.		675 406 119	540	915	1,861	
TOTAL TO NORTH. EUROPE	50	1,200	1,296	2,547	5,043	20
Spain, Op'rto, Gibralt'r, &c.	200					: ::::::
TOTAL SPAIN, &c	200					
GRAND TOTAL		13,470	17.879	20.042	2 54,289	32,159

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

Deptember 1, 1000									
New York.		Bos	Boston.		Philadelphia		more.		
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	717	4.560							
Texas Sayannah	7,725	15.151 13,846	709	709	1,167	1,750	1,111	2,954	
Mobile								•••••	
Florida S Car'lina		7,478	1				825 171	$\frac{2,044}{250}$	
N.Car'lina Virginia			934				2,825	5,105	
North. pts	123	263	1,152	1 7 055		1,171			
Tenn., &c. Foreign		443		1					
This year.	20,661	57,231	2,795	5,572	1,966	2,921	4,932	10,353	
Lastyear			3,305	6,527	727	1,145	1,248	2,315	

SHIPPING NEWS .- The exports of cotton from the United States the past week, as per latest mail returns, have reached 53,729 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week. Total bales

1010	te outer-
New York—To Liverpool, per steamers Malabar, 5,431Bes-	
gol 1 050 England, 813Adriatic, 703Novada,	
2,714Britannic, 2,764Algeria, 1,194per bark	
Annot 1 17 A 87	15,701
To Havre, per steamers St. Laurent, 1,015Ville de Alger,	
	1,794
To Bremen, per steamers Main, 222K. B. F. Wilhelm,	and the design
	1,534
To Hamburg per steamers Suevia, 516, Wiciand, 399	915
To Dottondom nor staamer Schaldall, 25.	98
NEW ORLEANS—To Liverpool, per steamers Commander, 2,250	
Collogo 5 200 Drator 3 200	10,800
To Havre, per steamer Alverton, 3,881per ship Alice M.	
Winort 2 903	7,784
To Dough per hark Annie Burr, 900	900
CHARLESTON—To Liverpool, per steamer Dilston Castle, 4,485	
GARANNAU To Liverpool per steamer Airy, 5.282 Upland	5,282
BALTIMORE—To Liverpool, per steamers Manuela, 795Feder-	
ing 1 979 - Dodgo 500	2,012
Poston To Livernool per steamers Callobus, 5/5Parting,	
940 Rragillan 39 Herian, 500 Luato, 972	,
SAN FRANCISCO—To Liverpool, per ship Cashmere, 29 (foreign)	29
Total	53,729
my to law of there chinments arrenged in our	usual
The particulars of these shipments, arranged in our	Carp Carp A
1 /A 00 00 00 11 00 00 00 00 00 00 00 00 00	

form, are as follows: Rotter-Ham- Bre-Liver-Total. pool. New York..... 15,701 Havre. Rouen. burg. men. dam. 98 20,042 1,794 915 1,534 19.484 New Orleans ... 10,800 7,784 900 4,531 Charleston Savannah 2,671 Baltimore 2,671

1,690 1,690 Boston..... San Francisco... 915 1,534 53,729 98 900 Total 40,704 9,578 Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d .	5 ₁₆ ā 3 ₈	516@38	14	14	14	14
Do sail d .			732	732	732	732
Havre, steamc.	58	B _B	916@58	916@58	916258	916@58
Do sailc.			12	12	12	12
Bremen, steamc.	}	58	916	916	916	916
Do sail c .			12	12	12	13
Hamburg, steam d.		58	58	58	58	58
Do sail d .			12	12	٠- يو-	12
Amst'd'm, steam.c.		1116	58701116	5821116	58@1116	58201116
Do saild.			12	12	12	19
Baltic, steamd.		38	36	. 38	38 .	38
Do sailc.	1	1	····	1	1	

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

	Sept. 3.	Sept. 10.	Sept. 17.	Sept. 24.
Sales of the weekbales.	46,500		57,000	
Sales American Of which exporters took	5,300	3,600		4,300
Of which speculators took Actual export	1,460 5,600			5,200
Forwarded Total stock—Estimated	3,300 617,000	4,800		534,000
Of which American—Estim'd		379,000	356,000	345,000
Total import of the week Of which American	12,500	17,000	17,500	19,000
Amount afloat	115,000 38,000		'	
				J of the

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 21, and the daily closing prices of spot cotton, have been as follows:

~	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Spot. Market, (12:30 p.m.) Mid. Upl'ds Mid. Orl'ns.	Quiet and un- changed.	Quieter. 718 7516	Tasier. 718 7516	Weak.	Mod. inq. freely supplied.	Steady. 7116 714
Market. (- 10			· ,
Sales Spec.& exp.	7,000 1,000	8,000 1,000	6,000 1,000	6,000 1,000	10,000	3,000
Futures. Market, & 5 P. M.	Quiet.	Flat.	Steady.	Wk for n'i mos.; firm for late.		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, unless otherwise stated.

1.		DAIURDAI.	
-	Delivery. d.	Delivery. d.	Delivery. d.
	Cont 710 70300 1	OCL-NOV 01 32 1	DecJan
::	SeptOct62332	NovDec 61532	100 000
54		MONDAY.	
••	Delivery.	Delivery.	Delivery.
ii	Sept	DecJan67 ₁₆	May-June6316
50	Sent Oct 61116	FebMar 61532	AprMay
14 50 05	OctNov6 ¹ 2	MarApr6 ¹ 2	SeptOct 0-32 w
	NovDec6716	Manage A.W.	ı
		TUESDAY.	Deligrami
	Delivery.	Delivery.	AprMay 612
53	Sept	NovDec638	1 Cont
53	SeptOct62132	DecJan638	FebMar 61332
15	@ 58@2132	$ \begin{array}{r} \text{JanFeb.} & 6^{38} \\ \text{MarApr.} & 6^{15} \\ \end{array} $	MarApr6716
10	OctNov6716	MarApr01032	1 112021

	WEDNESDAY.	
Delivery. d.	Delivery. d.	Delivery. d.
Sept63132	Fob Mar 639 @ 1300	NovDec638
Gent Oct 650	1 Cont hlore	DecJul0980132
SeptOct658	Cont Oct 62100	lanrep0132
OctNov	OctNov67 ₁₆	MarApr6718
NovDec	OctNov	121111111111111111111111111111111111111
DecJan		l.
	THURSDAY.	w)
70 - 12	Delivery.	Delivery.
	Mar Dog 61300	June-July 61932
Sept	JanFeb61332	Dec - Jan 6718
SeptOct61116	JanFeb	Feb -Mar 61529
OctNov 61532	MarApr. 612@1732@15	1 CD11201 32
	FRIDAY.	
To Albumana	Delivery.	Delivery.
Delivery.	JanFeb61532	OctNov6916
Sept		MarApr 61932
SeptOct61116@2332	FebMar612	DecJan6 ¹ 2
OctNov61532	AprMay6916	JanFeb6 ¹ 2
$@^{1}_{2}@^{17}_{32}$	May-June 61932 20 58	FebMar617 ₃₂
NovDec61532	SeptOct634	F 60141a1
DecJan6716		

BREADSTUFFS.

FRIDAY, P. M., Sept. 24, 1880.

There has been a somewhat irregular and unsettled market for flour during the past week. Prices have not varied materially, but there have occasionally been slight concessions. The export demand has on the whole been moderate, but a fair demand from the home trade has been noticeable, the business being largely in city mill extras, the production of which is said to be sold ahead for some little time. The export demand has been mainly for South America and the West Indies. To-day there was no change.

The wheat market has been declining pretty steadily of late, and at times the downward course of prices has led to large sales for export; but latterly the transactions for foreign account have been moderate, and speculation, which in the fore part of the week was active, has within the last few days shown some falling off. There has not been that activity in Spring wheat which was so noticeable last week, and the transactions in white winter have been restricted by the scarcity of that grade. There have been sales latterly of old No. 2 Chicago spring in store at \$1 05, and No. 2 red winter has sold at \$1 06% @\$1 06% on the spot, \$1 06\(20\$1 06\% \) for September, \$1 06%@\$1 07% for October and \$1 081/4@\$1 081/2 for November; while No. 1 white has sold at \$1 08@\$1 08½ on the spot and \$1 063/4 for October. To-day the market was rather stronger, but closed flat; choice white sold at \$1 10 1/2 and choice red winter at \$1 11; No. 2 red winter closed at \$1 081/4 for October; No. 1 white \$1.08\% on the spot, \$1.08 for September and \$1 06½ for October.

Indian corn has also declined, but there has been a good business at the lower prices, especially within a day or two; and yesterday, after an active business for export and on speculation, the market closed firm. No. 2 mixed has latterly sold at 50\\@51c. on the spot, 51\\cdot4c. for October and 52\%@52\\cdot4c. for November. To-day the market was slightly easier; a boat-load of No. 2 white sold at 52½c.

Rye, after showing some decline, has latterly ruled firm. Yesterday there were moderate sales at 95@96c. on the spot and for September; but to-day was dull and depressed, with carloads selling at 91c. Barley more active; two boat-loads of six-rowed State sold at 86@90c., to arrive.

. Oats have fluctuated widely, with a brisk trade—mainly on speculation. Yesterday prices were back to about the quo ations of a week ago, but the market was much less active. To-day there was a sharp decline, No. 2 mixed closing at 44c. on the spot, 38½c. for October and 38½c. for November.

The following are closing quotations:

	_	, ,				
Flour.		Ī	Grain.			
No. 2 \$ bbl. 8	\$2 707	3 45	Wheat-			
Winter superfine	3700		No. 3 spring, 爭 bu.\$	95		98
Spring superfine	3 35 a	3 73	No. 2 spring	104		
Spring wheat extras	3857	4 25	Red winter	95		11
do XX and XXX	4 40 %	6 25	Red winter, No. 2			0634
Winter shipp'g extras.	4 10 æ	4 40	White	1 00		1013
do XX and XXX	4 500	6 50	Corn-West. mixed	50		51
Patents	600ϖ	8 25			58 @	51
Western "rye mix"	4500		West. yellow	51	1000	56
City shipping extras.	390ϖ	5 50	West. waite	50		53
Southern, bakers' and			Rye	91		94
family brands	5 25 T	6 50	Oats-Mixed	40		46
South'n ship'g extras.	4 650	5 00	White	43		17
Rye flour, superfine	4 50 @	5 00		85		95
Corn meal—			State, 4-rowed	85	0	90
Western, &c	2 60 7	3 00	State, 2-rowed			
Brandywine, &c	3 200	3 25	Peas—Can'da,b.&f.	81	0	95
				10000		

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

Beceipts of flour and grain at Western lake and river ports for the week ending Sept. 18, 1880:

Chicago Milwaukee Toledo Detroit Cleveland St. Louis	43.337 850 6,433 2,664 36,795	109,655 599,594 223,851 116,700 402,057	$21,000 \\ 95,020$	9,894 1, 11,200 186,400 113,	h. bush. bs.) (56 lbs.) 925 43,085 505 23,150 9,489 834 500 2,500 225 13,320
St. Louis Peoria Duluth	865	402,057 $22,575$ $177,600$	95,020 190,925 59,000		500 44,100

Total 124.011 1,963,737 3.276,230 1,329,377 384,489 135,644 Same time '79. 133,157 3,483,814 1,813,728 614,741 486.966 169,164

Total receipts at same ports from Jan. 1 to Sept. 18, inclusive

for four year	1880.	1879.	1878. 3,992,758	1877. 3,010,255
Flourbb	ls. 4,329,778	4,589,439	3,992,705	5,010,200
Wheat bus	sh. 50,548,608	62,897,025 72,006,857	57,732,333 74,619,639	25,424,122 $61,421,906$
Oats	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	22,037,849	23,397,442	16,450,802
Barley		3,920,567 $3,262,322$	$5,032,249 \\ 3,650,931$	4,187,769 4,036,697
Watel main	100 100 020	161 974 620	161 432 497	111.521.296

Total grain.... 196,168,830 161,874,620 161,432,497 111,521,2

Total receipts (crop movement) at the same ports from Aug. 1 to Sept. 18, inclusive, for four years:

Flourbbls.	1880. 960,416	1879. 844,500	796,099	776,413
Wheat bush. Corn Barley Rye	17,597,883 24,069,415 6,884,631 1,089,037 870,389	22,899,150 16,217,641 5,675,782 1,479,830 1,350,781	23.725,346 22,115,487 9,736,401 2,101,398 1,591,525	15,132,597 18,751,311 5,804,935 1,468,585 1,096,770
Total grain	50,511,355	47,623,181	59,270,157	42,257,197

Comparative shipments of flour and grain from the same ports from Jan. 1 to Sept. 18, inclusive, for four years:

Flourbbls.	3,248,761	4,980,313	4,034,199	3,181,738
Wheat bush. Corn Oats Barley	49,283,046 98,012,087 20,113,921 2,030,989 1,934,100	55,554,831 64,897,606 16,544,236 2,507,754 3,057,810	42,772,789 63,618,706 16,047,397 2,091,498 2,721.184	22,221,988 54,165,034 12,462,765 2,645,546 1,845,331
Total grain	171,374,143	142,562,236	127,251,570	93,340,664

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

Flourbbls.	1880. Week Sept. 18. 104,504	1879. Week Sept. 20. 112,878	1878. Week Sept. 21. 89,820	Week Sept. 22. 108,205
Wheat bush. Corn Oats Barley Rye	460,362 514,232 747,618 185,894 56,130	578,168 285,896 251,466 139,923 43.849	387,023 243,149 245,888 96,137 21,921	194,631 296,918 467,567 107,371 15,641
metal :	014 936	1 299 312	994.118	1.082.128

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

Week	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye.
ending-	bbls.	bush.	bush.	bush.	bush.	bush.
Sept. 181	33,343	1,630,300	2,291,870	762,095	155,894	88.350
Sept. 111	34,361	1,731,200	2,404,175	822,779		123,036
Sept. 41	34,502	1.849,543	3,310,268	993.933		111,517
Aug. 281	43,855	1,708,128	3,710.539	984,925	44,140	118,074
_						1100===

Tot., 4 wks.551,061 6,919,17; 11,716,872 3,563,784 332.889 440.977 4 w'ks'79..564.095 11,416,947 8,057,655 2,991,000 368.674 725,792 Receipts of flour and grain at seaboard ports for the week

ended Sept. 18: Flour, Wheat, Barley, Corn, bbls. bush. 103,708 1,075,135 1, bush. bush. bush.bush. 263,450 208,350 5,450 55,084 500 New York ... 1,500 239,557 154,450 Boston..... 19,800 40,000 3,200Portland 800 209,923 212,800 362,200 500 Philadelphia.... 2,100 Baltimore..... 412,023 164,424 15,670 New Orleans.....

Total week.... 231,110 2,636,481 2,197,002 497,712 8,967 58,994 (or. week 79.... 250,994 4,493,993 1,398,980 314,010 29,877 190,094 And from Jan. 1 to Sept. 18, inclusive, for four years:

1880. 1879. 6,336,289 5,032,039 7,374,175 Flour....bbls. 7,057,263 16.746.350 Wheat.... bush. 88,270,593 95,751,817 71,468,391 64,752,699 13,333,002 2,282,697 82,237,753 17,083,809 2,557,277 Corn..... 109,174,419 81,646,156 15,892,422 1,809,535 16,830,122 Oats..... 1,601.567 Barley 2,979.130 3,111.304 1.538,612 1,359,914 Куе

Total grain 217.239.615 193.079.160 176.792.537 93 653,360 Exports from United States seaboard ports and from Montreal for week ending Sept. 18:

		Flour,	Wheat,	Corn,	Oats,	Rye,	Peas,
Ī	From-	bbls.	bush. *	bush.	bush.	bush.	bush.
N	lew York	98,314	992,226	1,588,073	7,347	27,498	9,791
	Boston	26,483	65,325	26 493	40		•••••
	ortland			37,125			-:
	Toutreal		255,625	314.527	10,815		31,946
	hiladelphia		301.319	207,201	40		
	Raltimore	4	713,442	108,609	200		84
	lew Orleans		486,328	. 198,271			
	Total for w'h	155 593	2.814.765	2.749.35)	18,122	27.498	41,821

Same time 79, 155,363 5,382,810 1.323,586 8,196 170,516 3,696

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. 18 was a follows:

Digitized for FRASER

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116:

332

					Name and Address of the Owner, where the Person of
	Wheat,	. Corn,	Oats,	Barley,	Rye,
In store at—	bush.	bush.	bush.	bush.	bush.
New York	3.287,758	2,215,339	46,323	17,256	62,550
Do. afloat (est.).	564,000	1,337,000	72,000		149,000
Albany	16,000	54,000	25,000	19,500	53,700
Buffalo	427,673	1,472,337		3,987	2,240
Chicago	1,305,892	4,134,889	95,605	55,549	50,019
Milwaukee	156,323	13.861	5,171	92,590	13,333
Duluth	196,000	32,000			
Toledo	1,036,869	310,085	74,482	6,700	3,080
Detroit	276,869	2.782	5,598	2,633	
Oswego	50,000			58,000	
St. Louis	1,288,147	521,397	50,273	3,819	19,848
Boston	39,313	259,632	45,724		
Toronto	16,195		3,000	15,352	490
Montreal	48,562	7,732	42,827	5,537	3,259
Philadelphia	1,080,686				
Peoria	13,625	189,900		2,133	79,326
Indianapolis	253,500	75,500		-,	1,000
Kansas City	164,403	43,689	30,623		1,051
Baltimore	1,381,808	260,251			
On rail	460,362	514,232	747,618	135,894	56.130
On lake (est.)	1,644,000	2,408,000		38,000	48,000
On canal (est.)	1,712,000	2,973,000		68,000	84,000
On Canal (Cot.)	1,712,000	2,010,000			02,000
Total Sept. 18, '80	15 419 985	17 303 970	1.484.594	524.950	627,026
Sept. 11, '80	15 147 013	18,700,809	1.513.861	334,215	651.672
Bept. 4, '80	14 715 497	19,011,298	1.625.853	264,407	573,613
Aug. 28, '80	14 405 380	19 183 342	1.591.960	255,896	665,744
Aug. 21, '80	14 536 688	16 788 059	1,329,882	186,646	463,890
Sept. 20, '79	17 366 050	11 942 589	2,218,370	730,375	905,656
Dopt. 20, 13	17,000,000	11,042,000	2,210,070	100,010	000,000

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 24, 1880.

There has been lessened activity in the dry goods market the past week, but the volume of business was by no means unsatisfactory, a more than average trade having been transacted by package houses and jobbers alike. There was a steady demand at first hands for moderate parcels of goods adapted to the fall and winter trade, but operations were almost wholly governed by immediate wants, and there was not the least tendency toward speculation. The jobbing trade exhibited less buoyancy than of late, but there was a very fair movement in staple and department goods, and sales were probably larger in the aggregate than at a like period in former years. There was an improving feeling in the cotton goods market, accompanied by a slight advance in prices of brown cottons; but clothing woolens remained quiet, and there was only a moderate inquiry for other descriptions of woolen goods.

Domestic Cotton Goods.—The exports of domestics during the week ending September 21 were comparatively light, having been only 941 packages, which were shipped as follows: Great Britain, 365; Hayti, 241; Havre, 65; Venezuela, 53; Central America, 48; British North American Colonies, 41; U.S. of Colombia, 40, &c. The tone of the cotton goods market was obviously firmer, and while such makes of brown cottons as Appleton R and XX, Boott M and C, Lawrence LL, Mystic River, &c., were advanced 1/4c. per yard, agents declined to accept orders for various makes of brown and colored cottons save "at value" on the date of delivery. There was a fair hand-to-mouth demand for all seasonable makes of plain and colored cottons by package buyers; and the jobbing trade, though less active, was of considerable proportions. Print cloths ruled active and strong at 4c. for 64x64's and 3½c. for 56 x60's. Prints were in steady request and ginghams continued active; but price concessions were found necessary in order to move accumulations of figured cotton dress goods.

Domestic Woolen Goods.—There was little, if any, improvement in the demand for men's-wear clothing woolens at first hands, but a fair business in heavy-weight fabrics was reported by jobbers. There was some inquiry for spring cassimeres, worsted coatings, &c., by the clothing trade, but transactions were unimportant because samples are not generally shown by manufacturers' agents as yet. Cloakings continued quiet, but there was a steady inquiry for moderate parcels of repellents. Kentucky jeans were in irregular demand, but leading makes of heavy doeskins were more sought for by interior jobbers. Flannels and blankets were taken in small parcels to a fair amount, and prices ruled steady. Carpets were in moderate request, and there was a fair hand-to mouth demand for worsted dress fabrics, shawls and skirts. Shirts and drawers were sluggish, and price concessions were freely offered by agents in order to quicken their movement.

Foreign Dry Goods.—There was a moderate demand for imported goods at first hands, and a fair business was reported by jobbers. Dress goods were in steady demand, and there was a fair inquiry for fine black and colored silks and satins; but low grade silks were so quiet in private hands that continued large offerings were made through the auction rooms with poor results. Millinery goods were in steady demand, and there was a light inquiry for linen and white goods, embroideries, laces and imported woolens.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 23, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPT. 23, 1880.

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkas.	Value.
Manufactures of-		*				8
Wool	834	324,393	1,072	409,135	964	386,882
Cotton	673	194,415	975	253,654	1,007	297,098
Silk	754	501,026	1,171	700,553		609,081
Flax	978	186,102	1,004	208,255		162,083
Miscellaneous	555	114,549	819	144,997	618	163,046
Total	3,794	1,320,485	5,011	1,716,594	4,226	1,618,190
WITHDRAWN FROM	WAREH	OUSE AND	THROW	N INTO TH	E MAR	KET DUR-

ING THE SAME PERIOD.

35		,				
Manufactures of—						
Wool	581	218,414	501	194,898	789	305,053
Cotton	213	52,317	138	38,466	361	104,699
Silk		80,684	172	125,403	277	217.342
Flax	365	71,734	367	71,240	615	
Miscellaneous		47,162	751	57,333	1,043	
Total	1,671	470,311	1,929	487,340	3.085	822,405
Ent'd for consumpt.		1,320,485	1.5	1,716,594		1,618,190
Total on market	5,465	1,790,796	6,970	2,203,934	7.311	2,440,595

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

Manufactures of—	1			,	1	7
Wool	276	107,460	334	135,778	619	246,322
Cotton	110	28,057	. 139	40,650	246	68.143
Silk	82	62,629	149	143,616	262	213,584
Flax	185	52,857	426	101,779	979	124,651
Miscellaneous	338	43,212	272	17,071	420	
Total						
Ent'd for consumpt.	3,794	1,320,485	5.941	1,716,594	4,226	1,618,190
Total at the port	4,785	1,614,700	6,361	2,155,488	6,752	2,309,767

Imports of Leading Articles.

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

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

	1880.	1879.]	1880.	1879.
China, &c			Metals, &c-		
China	15,320	11,514	Lead, pigs.	42,507	9,576
Earthenw.	41,148	29,442	Spelter, 1bs	4.880.479	1.335,003
Glass	531,836	156,558	Steel	405,306	59,445
Glassware.	40,122	34,184	Tin, boxes.	1,234,722	1,066,321
Glass plate.	5,199	3,506	Tin slbs.,lbs		11,361,494
Buttons	10,202	7,582	Paper Stock.	244,560	107,218
Coal, tons	45,935	42,140	Sugar, hhds,	,	
Cocoa, bags.	32,899	23,778	tcs., & bbls.	530,186	542,954
Coffee, bags.	1,799,916	1,670,474	Sugar, boxes		
Cotton, bales	5,247	10,179	and bags	2,522,784	1,158,410
Drugs, &c-	7 %		Tea	616,772	581,168
Bark, Peru.	27,140	31,274	Tobacco	55,501	
Blea. powd.	23,815	14,032	Waste	984	
Cochineal	3,186	2,858	Wines, &c		
Gambier	83,187	37,276	Champ'gne		
Gum, Arab.	5,128	4,169		107,907	79,501
Indigo	5,966	4,438	Wines	159,760	131,982
Madder, &c	1,081	2,075	Wool, bales.	90,648	38,679
Oil, Olive	39,173	34,595	Reported by		
Opium	1,409	852	value.	\$ -	\$
Soda, bi-cb.	9,152	12,965	Cigars	1,089,376	934,880
Soda, sal	46,181	42,371	Corks	95,123	52,734
Soda, ash	76,469	52,872	Fancy goods	1,030,150	730,985
Flax	5,060	2,146	Fish	387,970	345,635
Furs	9,886	6,733	Fruits, &c		
Gunny cloth	2,114	663		1,435,639	1,095,265
Hair	10,132	3,360		1,369,654	1,449,796
Hemp, bales	186,611	135.208		640,038	468,059
Hides, &c			Raisins	666,875	443,179
Bristles	2,423	1,065	Hides, undr.	17,504,439	7,918,664
Hides, dr'sd	6,371	3,931	Rice	251,848	245,247
Indiarubber	49,807	34,215	Spices, &c		
[vory	1,814	1,289	Cassia	202,911	228,407
Jewelry,&c-			Ginger	98,377	112,583
Jewelry	2,688	2,049	Pepper	472,996	388,802
Watches	772	502	Saltpetre	292,874	234,868
Linseed	379,830	308.114	Woods-		
Molasses	72,099		Cork	491,727	363,191
Metals, &c-			Fustic	64,064	96,224
Cutlery	5,681	3,589	Logwood	649,969	532,837
Hardware	950	467	Mahogany.	186,772	141,842

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending Sept. 25, 1880, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese,	Tallow,
		-				
London	114	163	97,200		229,320	
Liverpool	757	832	1,671,000	5,562,164	2,207,250	95,700
Glasgow	178	502	45,000	712,720	582,850	
Hull		.16	100,500	660,250		22,400
Bristol		27	95,000			38,100
Newcastle	75	150		7,600		55,000
Havre	179	3	485,100			392,340
Marseilles				263,150		90,000
Hamburg	310	285	1,127,920		4,200	25,800
Bremen	38	176	1,503,450	221,825	2,200	20,500
Antwerp	14	16	199,250	351,975		
Rotterdam		25	452,400		*****	566,000
Stettin			560,000			22,000
Dantzic			376,000	•••••		55,000
Italy			57,600	•••••		00,000
Medit.Counts			3,200	1,200		•••••
Brazil			160,200	1,200		,
S. & C. Amer.	229	38	149.095	21,421	2,927	22,921
Cuba	65	10		126,050	2,521	22,021
			922,080			
Hayti	772	21	35,712	6,158		1,589
West Indies	1,270	369	222,380	39,166	18,578	
British Col	583	468	6,400		119,088	•••••
Other count's	433	367	3,589	5,339		
Total week	5,017	3,468	8,273,076	11,789,398	3,466,178	1,442,050
Prev's week .	5,030	2,854	5.210,986	10,724,820	4.086.142	1,512,104