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# SATURDAY, OCTOBER 9, 1880.

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THE COMMERCIAL TIMES.

# The Chronicle.

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express statute on part of the trustees. By the existing law of 1875, a bank building must be suitable for revenues-i. e., it must be one whose construction permits renting of some portions-and its total cost must not exceed one-half the net surplus. But no such law existed in 1873, and bank trustees had a legal right to expend depositors' funds in a building; as trustees, they were chargeable with only the duty of ordinary judgment and diligence, and the ground of action in this case was-and could only have been-that they failed in this duty, and were guilty of such negligence and incapacity as made them rightfully responsible in their own persons for the result.

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Whether this proposition was well taken opens a wide field for inquiry and for variance of opinion. It is entirely clear now, and was so in 1875, and probably in 1874, that the matter of the building was an unfortunate one; but the defendants urge, with unquestionable force, that it is not fair to permit a jury to pass upon their action in the light of events which followed it. Very great stress and consideration should be given to such a plea, for it is so easy and common to be wise after the event that few of us have not rather forgotten how we felt in 1872. A few men, seers among the vast majority, foresaw the trouble, and acted accordingly; but which of us could not turn back to some investment or expenditure, made before the break, which proved unfortunate and would gladly have been undone when too late? Yet every such step was made according to the best light and judgment of each one of us who made it at the time, and certainly no man can be fairly held to a greater degree of diligence,

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ARE TRUSTEES BOUND TO BE ALWAYS WISE?

The Court of Appeals has recently rendered a decision in the case of the Central Park Savings Bank of this city, which is of much interest as bearing upon the question of the personal responsibility of directors in financial institutions. The bank was organized in 1867, did a rather small and unremunerative business, and failed in 1875. Finding that a bank building was in course of erection, upon an up-town corner lot, which was bought in 1873, the receiver brought suit against such of the trustees as had voted to take the step of putting up this building, for recovery of the resulting loss. The case was first tried in the Supreme Court at Special Term; the verdict then obtained by the receiver was upheld by the General Term, and the Court of Appeals has now re-affirmed it. The grounds for the decision are an interesting subject to examine.

care, prudence, and good judgment, when acting as a trustee, than when acting for himself.

In fact, it is the highest standard of action in a fiduciary capacity, that a man should care as well for others' interests as for his own. The law wisely restricts trustees of corporations and estates somewhat, on the ground that some risks which a man might take with his own property he may not take with that of others; but in open action, where individual judgment is allowed free play, it is obvious that any man will do for himself the best he knows how. The bank receiver in this case claims only that the trustees were bound to act as a prudent business man would act if he should find his business affairs in a bad state, and that there could be no valid excuse for their purchasing real estate at a troubled period in the bank's career. Judge Earl, who delivered the Court of Appeals decision, considers it fairly inferable that their object was to improve the It is not claimed that there was any violation of bank's condition by attracting deposits. He says :

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# THE CHRONICLE.

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Their project was to buy this corner lot and erect thereon an imposing edifice, to inspire confidence, attract attention, and thus draw deposits. It was intended as a sort of advertisement of the bank—a very expensive one, indeed. \* \* \* It is not legitimate for the trustees of such a bank to seek deposits at the expense of present depositors. It matters not that the trustees purchased this lot for no more than a fair value, and that the loss was occasioned by the subsequent general decline in the value of real estate. They had no right to expose their bank to the hazards of such a decline. If the purchase was an improper one when made, it matters not that the loss came from the unavoidable fall in the value of the real estate purchased. \* \* We conclude, therefore, that the evidence justified a finding by the jury that this was not a case of mere error or mistake of judgment on the part of the trustees, but that it was a case of improvidence, of reckless and unreasonable ex-travagance, in which the trustees failed in that measure of reasonable prudence, care and skill which the law requires.

Now the law did not and could not require more care and skill than this-in other words, more than that a man should use the best judgment he had. Giving the best there was in him, he necessarily exhausts the possibilities in his own case. Of course, there must be admitted a liability for the grossest negligence; and yet it seems undeniable that the question of negligence must be determined by the question of fact as to the exercise of the individual's best faculties, and this question must depend upon the individual. For illustration, suppose a case of trusteeship of any sort, all specific limitations upon action by statute being absent, and that a trustee makes some obviously foolish investment. Does not the question whether his estate should be held responsible, depend largely or chiefly upon who and what he is? If he is some business man of proved capacity, everybody will say that it is useless for him to plead having acted as well as he could, and that he must have known better; but if he is a man just legally capable of administering his own affairs, the case is obviously different. This is only saying-what nobody can reasonably deny-that one man is not to be required to use the judgment of some other man; the contrary would lead to the proposition that every man is bound to be as wise and successful as the wisest man, and to make as few mistakes. Probably a thousand men could be found in this city who would have foreseen, in the beginning of 1873, that it was not judicious for this savings bank to attempt erecting a building, and that liquidation at once would have been wiser; but the trustees who voted for the building were not such men. If a man thought, at that time, that the apparent general prosperity was going straight on, what a multitude there are who have no right to fling a stone at him; if these trustees thought that to crowd on all sail, put on appearances, and attract business by a tasteful building, was the way to put the bank on a substantial footing, does that prove more than that their judgment was less sound than that of others? This was before savings banks had begun breaking; the tide was beginning to ebb; but, because some are prophets in their generation, are all under obligation to be? Moreover, it is not to be overlooked that this decision tends towards the doctrine-not yet enunciated, but clearly following from it-that trustees are to be responsible in their own persons for the results of their official action. Such a doctrine is of course equivalent to putting them in the position of general partners as respects the institution they have in charge. It is obviously inconsistent with existing restrictions of law upon fiduciary action. Thus, by law, savings bank trustees are rigidly and minutely tied up as to investments, and bills were proposed, last winter, which would have tied them more tightly still; there is no corporation of a public character in the country whose directors are entirely free, as they are in their own affairs. The theory is that the trust will be protected by certain restrictions, but this is inconsistent with additional protection from unlimited personal responsibility of directors. We have repeatedly objected to some restrictions severe drought in the sections mentioned ripened the

proposed, as going too far, because, if trustees are to be made automata, without any scope for their judgment, they will decline to act, and the result will be to deprive trust funds of the services of the persons who are most desirable to secure. This result would even more surely be accomplished were the doctrine to be established that trustees must make good any losses arising from their own errors of judgment, for responsibility without power, at least, will not be accepted. Such a doctrine the country cannot afford to establish.

# COTTON CONSUMPTION AND OVERLAND MOVEMENT FOR SEPTEMBER.

Northern spinners close the first month of the new cotton year under much less favorable conditions as to profit than prevailed the last of September, 1879. Wages are higher, cotton is higher, and the prices of goods are lower-in truth, every element which affects the net balance has changed to the disadvantage of the spinner. But, notwithstanding all this, spindles are still in most cases profitably employed, though apparently the margin is a narrow one. That we may present in an intelligible manner the details of the situation in which the cotton industry of the country is placed to-day, we shall give-first, the overland movement for September; second, the total takings of spinners during the month; and third, the more prominent features of the trade for the first month of the two years.

### OVERLAND MOVEMENT FOR SEPTEMBER.

We have perfected arrangements by which we shall hereafter receive by telegraph, the first of each month, all the overland figures, and we shall give them in the earliest issue of the CHRONICLE for which they can be prepared. Below is the September movement in our usual form.

-	
	Bales.
Shipments in September from St. Louis.	14,624
Carried North over Illinois Central RR. from Cairo, &c	524
Carried North over Cairo & Vincennes RR	950
Carried North over Caire & Vincennes R.L.	6,281
Carried over Mississippi River above St. Louis.	0,201
Carried North over St. Louis & Southeastern RR.	140
Carried North over Evansville & Terre Haute RR.	
Carried North over Jeffersonville Madison & Indianapolis RR	3,146
Carried North over Ohio & Mississippi Branch	919
Shipped through Cincinnati by Louisville Cin. & Lexingt'n RR.	1,073
Possinte at Cincinnati hy Ohio River, &C	1,919
Corried North otherwise or over other routes	3
Shipped to mills adjacent to river and to points above Cincinnati	497
	00.050
Total carried overland, September, 1830	30,076
Deduct-	
Receipts overland at New York, Boston, Philadelphia, Balti-	
Dentiond Dentiond	
Shipments from St. Louis, Louisville, &c., to Louisville,	
St. Louis, New Orleans, &c	
Shipments North over inland routes from—	
Shipinents North over infant routes from	1 C C C C C C C C C C C C C C C C C C C
New Unitality	
Savannah	5 e g^
Charleston	•
North Carolina ports	
Virginia ports	)
Total to be deducted	12,033
Total to be deducted	12,000
Leaving the direct overland movement not elsewhere counted	1 *18,043

\*This total includes shipments to Canada by rail, which are this month 866 bales.

In September, 1879, the gross railroad shipments North were 45,681 bales and the net direct to manufacturers were 28,123 bales; hence, the foregoing statement shows a falling off in gross rail shipments this year of 15,605 bales and of net direct to manufacturers of 10,080 bales. We should not, however, conclude from this fact that the year's movement overland is this season to be less than in 1879-80. The present decrease is not due to any change in the actual currents of the trade, but first and mainly, to a difference in the date of maturity of the plant in Texas and at other points in the Southwest, and second to continuous storms in the same district, which have checked the picking and marketing of even that portion of the crop which was in condition to be prepared and sent to market. It will be remembered that last season an unusual and

1879.

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cotton very rapidly and very early. This difference in the two seasons is important to remember, because it leads to the natural inference that another month will see this movement fully under way again and resuming its usual volume.

### NORTHERN SPINNERS' TAKINGS.

While the overland thus shows a falling off in September, the receipts at the ports are largely in excess of a year ago. This is the result chiefly of a more advanced condition of the crop in the Atlantic States, but in part also of the unusual stimulus under which the cotton movement has been hastened this year;-we refer to the cornered condition of the market. The port receipts and foreign shipments during September, together with the stock at the close of the month, are given in the following table.

		Expo	Stocks			
September.	Receipts.	Great Britain.	France.	Conti- nent.	Total.	Oct. 1.
Galveston	65,050	7,648	3,570		11,218	32,921
Indianola, &c		00.005	01.000	700	EL CEO	54 014
New Orleans Mobile	58,240 20,112		21,869	796	51,650	54,014 9,816
Florida	472					
Savannah	121,913	22,016		1,507	23,523	78,753
Brunsw'k, &c Charleston	$1,389 \\ 91,911$	21,421			21,421	60,208
Pt. Royal,&c.		21,421			21,421	3,466
Wilmington	14,608					7,259
Moreh'd C,&c	1,311	0.000			8,806	05 110
Norfolk City Point,&c	61,690 8,707	8,806			8,800	25,112 141
New York	569	52,030	5,257	6,678	63,965	50,186
Boston	7,173				5,109	
Baltimore Philadelp'a,&c.	$1,282 \\ 1,479$	13,964 2,614		1,100	$15,064 \\ 2,614$	
Total	458.478	162.593	30,696	10:081	203.370	332.404

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and through Southern consumption, in September this year and last year, is as follows.

	1880.	1879.
Receipts at the ports in Septemberbales.	458,478	333,643
Net shipments overland in September	18,043	28,123
Total receipts	476,521	361,766
Southern consumption in September	9,000	7,000
Total bales for September	485,521	368,766

The increase marketed during the first crop month of 1880 is thus found to be 119,755 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following. Total in September, 1880, as above .... ...bales. 485,521

 

 Total in September, 1880, as above.

 Stock on hand commencement of year (Sept. 1, 1880)

 At Northern ports.

 At Northern ports..... 77.310-137.419 At Southern ports. 141,418

At Providence, &c., Northern interior markets .. 3.999 -

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### THE GOODS TRADE IN SEPTEMBER.

We have already stated that spinners are not now in as favorable a position with regard to profit as they were a year ago. An outward sign of this is seen in the disturbance, during the past month at Fall River, of the pleasant relations which have for some time existed between the mill hands and their employers. Very severe criticism has been expressed by a portion of the press and even by Fall River stockholders and clergymen upon the injustice of the officers in lowering wages. Without passing upon the question of ethics presented, it is perfectly safe to say that the most of the criticisms published are coupled with a great lack of information. In the first place, wages in September, 1880, were 10 per cent higher than in the same month of 1879. As a second fact, low middling cotton on the last day of the month was one cent per pound higher than the same day last year, while sheetings—and in fact all other cotton goods except print cloths (which are simply kept up by the threatened strike)—are from  $\frac{3}{2}$  (a) 1c. or more lower than at the same time a year ago. With, therefore, 10 per cent higher wages and 10 per cent higher cotton (that is about 10 per cent increase in the cost of goods), it does not require any great acuteness to see that 10 per cent lower prices for the manufactured article must, at best, come pretty near leaving an unfavorable balance sheet. To show the course of values through the month, we give the following statement.

	1880.				1879.		1878.			
Septemb'r		ing	Sheet- ings, stand- ard.	low mid-	Print- ing cloths. 64x64	Sheet- ings, stand. ard.	Co't'n low mid- dling.	Print- ing cloths. 64x64	Sheet- ings, stand- ard.	
$\begin{array}{c} 1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 8 \\ 9 \\ 10 \\ 11 \\ 12 \\ 13 \\ 14 \\ 15 \\ 16 \\ 17 \\ 18 \\ 19 \\ 20 \\ 21 \\ 22 \\ 23 \\ 24 \\ 25 \\ 26 \\ 27 \\ 28 \\ 29 \\ 30 \\ \ldots \end{array}$	$\begin{array}{c} 1114\\ 1114\\ 1114\\ 1118\\ 1118\\ 1118\\ 1138\\ 1136\\ 11316\\ 11316\\ 11516\\ 11516\\ 11516\\ 1158\\ 1138\\ 1138\\ 1138\\ 1158\\ $	378 4 S. 4 4 4 4 4 5. 4 4 4 4 4 5. 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	77777 3333353 77777 77777 777777 77777777	$\begin{array}{c} \hline 111316\\ 111316\\ 111316\\ 111316\\ 111316\\ 111316\\ 1176\\ 111516\\ 12116\\ 1$	$\begin{array}{c} 4^{3}_{16} \\ 4^{3}_{16} \\ 4^{3}_{16} \\ 4^{3}_{16} \\ 8^{1}_{2} \\ 4^{3}_{16} \\ 8^{1}_{2} \\ 4^{1}_{2} \\ 4^{1}_{2} \\ 4^{1}_{2} \\ 4^{1}_{3} \\ 4^{1}_{3} \\ 4^{1}_{3} \\ 3^{5}_{3} \\ 8^{5}_$	14444444 8822828282828282828888888888888	S. 111516 1178 1114 1114 1114 1114 1114 1114 1114 1114 1114 1114 1078 1078 1034 1034 1058 1058	369 31116 31116 31116 31116 31116 31116 31116 31116 3337 3337	734 734 734 734	
The above		1		1	122	]				

Sent to Canada direct from West	f V
Total takings by spinners in September, 188088,799Taken by Southern spinners	f   ł
Taken by Northern spinners in September, 1880.79.799Taken by Northern spinners in September, 1879.89,148	t
Decrease in takings by northern spinners this year. bales. 9,349	1
It will be noticed in the above that the actual September	1
takings of Northern spinners were 9,349 bales less this year	1
than for the same month of 1879. This, however, does	t
not really measure the extent of their decreased new supply	lı
in September, since there were on Sept. 30 about 10,000	1
bales more in course of water transit, and therefore tem-	1
porarily out of sight, than at the same date a year ago;	t
hence, the actual arrivals at mill were nearly 20,000 bales	1
less than in September, 1879. This circumstance furnishes	I
positive proof, if any were needed, of the fact stated in our	1
crop report-that spinners carried into September, 1880,	8
somewhat larger stocks than they began the previous sea-	t
son with.	ļ٤

or printing cloths, manufacturers' prices; for sheetings, which are subject to an average discount of 5 per cent.

Of course the quotations for the first 20 days of September, when cotton receipts are small, are not expected to be a guide or business calculations; but by the closing week in Septemper prices of the raw material and of goods usually assume heir true relationship. Last year, however, a great specuation set in about this time, and within a few weeks the whole situation had changed; for while cotton was going up 10 per cent goods went up 30 per cent, and they coninued during the most of the year to hold about that relation the one to the other. Spinners claim that the values ruling September 30, 1879, for printing cloths parely covered cost; if that is true, it is evident that now he condition is decidedly worse. Any person, therefore, who criticises their action very severely, ought first to present a statement showing that the ruling figures net a reasonable profit. Besides that, one further thing must be accepted in the discussion, and that is that there is to be his year no repetition of last year's frenzy. We look for a steady and increasing home and foreign consumption for

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our goods, and for steady and remunerative prices, but no extravagant profits. Such a condition is, we believe, much better for the country, and will best secure a healthful development of the cotton-manufacturing industry.

In consequence of the lower prices which now rule for all cotton manufactures, it is satisfactory to know that the export movement of goods has already again begun to increase. There are no official figures for all the ports, but we have obtained returns showing the number of packages exported from the larger cities-New York, Boston, &c.--and they reach 16,692 packages for September, 1880, against 12,195 packages for September, 1879, which shows an increase of 4,497 packages over last year. This would have been further added to, had it not been that the supply of the productions required by shippers was so light as very considerably to restrict the takings. We see in this an illustration of the truth of our remark of last month, that the decrease in our export of cotton goods during the year was only a temporary set-back resulting from our unnatural speculation, and that our manufacturers would be in a condition to engage in this business profitably, largely and permanently as soon as values resumed their old relations to one another. Now, therefore, as we are likely to have a steady home trade, instead of the excitement of last year, we may reasonably anticipate a steady development in this department. Of course also, as the raw material declines our position for competing with other nations improves.

The bearing of all these facts on the cotton market seems to us to be evident. So far as our home spinners are concerned, the present promise is that they will find consumers for all the goods their spindles will turn off. They ought to require at fair prices some increase in their supply of cotton, but not a large increase over last year's takings. While, therefore, planters are likely to realize a comfortable profit from this year's crop, neither prices of goods nor the temper of the country would seem to encourage or warrant any return of last year's cotton mania. We think it is reasonable to look for a much steadier trade in both goods and the raw material.

### BOSTON'S NEW TRUNK LINE.

The Boston Hoosac Tunnel & Western Railroad is to be extended from Mechanicsville, its present terminus, to Schenectady. Contracts for building the extension have already been given out, and the work is to be completed by July 1 next.

In itself the construction of this little piece of road—the

existed there for some time. Another indication of the growth of the traffic movement is furnished by the monthly reports of earnings of the Delaware & Hudson Canal roads. For the eight months ending August 31 the earnings were \$3,285,114, or pretty nearly \$600,000 more than during the corresponding time last year, when they were \$2,685,305. The figures are given in detail on a following page, in our table of net earnings, but we may say here that there is an increase of \$215,192 on the Albany & Susquehanna, an increase of \$268,488 on the Rensselear & Saratoga, an increase of \$151,813 on the New York & Canada, and a decrease of \$35,684 on the Pennsylvania Division road. The increase on the Albany & Susquehanna, in the face of a decline on the Pennsylva. nia Division, is significant. May it not be taken as indicating that some of the coal formerly supplied to New England by the Delaware & Hudson Canal is now being supplied by the Erie? The Pennsylvania Division would be the only division affected by such a change. The Albany & Susquehanna would not suffer any, as what were lost in traffic from the Delaware & Hudson would be gained in traffic from the Erie, which has to use the same line.

The Tunnel Line is also proving of great advantage to the people of Boston. That city no longer has to depend exclusively upon the Boston & Albany. The utility of the new connection seems now all but established. After spending pretty nearly 19 millions upon the route, chiefly on the Tunnel, it appeared at one time as if Massachusetts were to reap little practical benefit in return for her money. But new proofs of its usefulness are being received every day, and when the route becomes better known and the distance between Mechanicsville and Schenectady is shortened, the advantages will be even more apparent. Aside from the fact that through it Boston gets another all-rail line to the West, the Tunnel route can be used to advantage in connection with the Erie Canal. The Boston Journal says that several large shipments of grain have recently been made to Boston, via the canal and tunnel, and it has information of a shipment of 70,000 bushels of corn now on the way in one consignment. This opens up a field capable of large development in the future, and to the cultivation of which it may be expected Boston will devote herself with much energy.

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### THE SITUATION IN IRELAND.

It required no very large amount of prescience to be convinced when the Disturbance Compensation Bill was thrown out by the Lords that the circumstance would be turned to account by Mr. Parnell and his associates. It is doubtful, indeed, whether if the bill had had a different fate it would have had the effect of allaying the excitement, and making an end of the agitation. As we have shown before in these columns, contentment under English rule, or in connection with the Imperial Government of Great Britain, does not appear to be among the points of ambition aimed at by the class of men who periodically take the lead in Irish politics, and who strain liberty into license and even into open rebellion. However this may be, it is not to be denied that the failure of the Ministerial Land Bill, named above, has furnished Irish malcontents with an opportunity for the wildest kind of political agitation. Without doubt Ireland has had her grievances. Unhappily for itself, it was a conquered country. It was brought under English rule by force of arms at a time when the science of government, as we now know it, was but imperfectly understood, and when the wishes of

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distance is only about 17 miles—would not amount to much. Taken, however, as a link in the chain of railroad communication with New England, and particularly with Boston, it is deserving of more than a passing notice. The Boston Hoosac Tunnel & Western is part of the Hoosac Tunnel route, made up of that road and the Troy & Greenfield and Fitchburg roads, and, in connection with the Albany & Susquehanna from Binghamton to Schenectady, and the Rensselaer & Saratoga from Schenectady to Mechanicsville via Ballston, gives the Erie Railway an outlet to New England from the West. The projected extension will dispense with the use of the Rensselaer & Saratoga, and will shorten the distance between Schenectady and Mechanicsville by about 9 miles.

This line has been in operation only a short time and already the Erie finds it a very desirable connection. The business over the route is steadily increasing. Recent reports in the Boston papers state that so rapid has been the increase in traffic that the facilities for handling it at North Adams have proved inadequate and a blockade has

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will of the monarch. It was held in subjection for centuries by the same instrumentality. In this respect the position of Ireland has always differed from that of Scotland, which was never a conquered country, and which entered into union with the larger sister kingdom on equal terms. It was not wonderful if under such circumstances the arrangements made by the conqueror for the government of Ireland were not all of them quite agreeable to the Irish people. It was not wonderful that the Irish people should have fretted under the syoke, or that their resistance to authority should have increased rather than alleviated their miseries.

It is now, however, many years since British statesmen felt that if they had a right to claim Irish allegiance, they were bound to do Ireland justice. Reform has followed reform during the last sixty odd years, with amazing rapidity. Catholic disabilities have been removed; relief measures have been passed, relative to encumbered estates; the educational system of the country has been improved and made co-extensive with the wants of the people; important changes have been made as to the tenure of land-changes mainly in the interest of the tenant; an alien church has been robbed of its exclusive privileges; and means have been adopted for the establishment of a national university. It is difficult, indeed, to point to anything which may justly be called a grievance in Ireland, the counterpart of which might not be found in Scotland or in England. But certain portions of the Irish people refuse to be satisfied; and Irish politicians have discovered a radical cure for the ills of their distracted countrymen in the dispossession of the landlords and in the establishment of Home Rule.

It is no evidence of wise states manship to aim at the impossible. It is a matter of grave doubt whether, if the present landowners were dispossessed and the entire soil of Ireland divided among peasant farmers, the country enjoying at the same time all the advantages of selfgovernment, the general situation would be improved and the last Irish grievance buried. But is there any likelihood that the gentlemen of Ireland, who have held their estates for centuries, will abandon these estates at the call of Mr. Parne'l or under the threats of an Irish mob? Is it to be expected that the landowners of Great Britain will consent to a legislation in regard to Ireland, which, if applied to themselves, in Scotland or England, would compel them to part with their estates at a valuation? Then, again, where is the money to be found, even if Parliament did so legislate? Does Mr. Parnell expect to raise the requisite funds in the United States? Or are we to conclude that Scotland and England are to be impoverished by taxation for the special purpose of giving free farms to the Irish peasantry? The whole thing is preposterous. And what greater chance is there that the British Parliament will allow itself to be ruled by this new Irish brigade, and forced into an arrangement by which Ireland will be allowed to govern itself, apart from and independent of the Imperial government? If there is any fixed principle in the minds of British statesmen, whether of the Whig or Tory school, it is this-that Ireland shall and must continue an integral part of the British Empire; and we may rest assured that while there is a sovereign in the British treasury, or a soldier in the British army, this principle will never be abandoned. The leaders of the Land League and the leaders of the Home Rule forces alike are aiming at the impossible. "The doctors," to quote the pointed language of M. de Molinari, in the Journal des Debats, "are killing Irelan d." The cure for Ireland's

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troubles, whatever they may be, is not to be found by using the prescriptions of either section of the present agitators or of both.

This, however, is not all. The Land-Leaguers and the Home-Rulers have not hitherto been quite agreed. It would appear now as if there were a prospect of an alliance between the two. It would also appear as if the Fenians, having taken courage from the impunity with which Parnell and his associates are allowed to comport themselves, in the almost open encouragement of sedition, were about to emerge from their seclusion and swell the united ranks. There is no denying the fact that the tendency of the present agitation, with its monster meetings and its inflammatory harangues, is to provoke insurrection. There are many indications that the country is ripe for it, and that a rising is imminent. There can be but one conclusion to the whole matter. Law and order will be preserved. But how much sorrow will such a collision between the British government and the Irish people occasion. We know what happened in 1848. We know also the result of the later Fenian demonstrations. A similar result will close this aimless agitation.

### RAILROAD EARNINGS IN SEPTEMEER, AND FROM JANUARY 1 TO OCTOBER 1.

Thirty-nine railroads in the table below report gross earnings in September, 1880, of \$15,486,860, against \$12,713,665 in the corresponding month of 1879. This is an increase in 1880 of \$2,773,195, or about 22 per cent. The only road of any prominence which shows a decrease is the Missouri Kansas & Texas, and that only the insignificant amount of \$11,693. The mileage is largely increased on several of the large roads, and it is well known that the great consolidated lines are operating much more than they did in 1879; indeed, on such roads as Denver & Rio Grande the comparison amounts to nothing; but the new road acquired is so different in traffic from the old lines with an established business that the mere question of mileage, if known, is far lessimportant to stockholders than the expenses and net earnings. since the larger roads are reporting And now their gross earnings regularly, let them follow the ex ample of such corporations as Pennsylvania Railroad, Erie, Chicago Burlington & Quincy, and others, which furnish also their expenses and net earnings. Many of the railroads, however, operating only the same number of miles as last year, show a very handsome increase over September, 1879, although that was a month of enormous traffic.

The list from January 1 to October 1 shows what may be termed a clean bill of health, and no road is found among the thirty-five reporting which has earned less money than in the corresponding nine months of 1879-With economy in management, and not too much spreading in the capital account, the railroads have every prospect of doing well.

GROSS EARNINGS IN SEPTEMBER.

	- 1880. \$	1879. \$	Increase.	Decrease.
Burl. Cedar Rap. & No	179.804	154,795	25,009	
Central Pacific	1.957.000	1.649.429	307,571	
Chicago & Alton	733.234	628,811	104.423	
Chicago & East. Illinois.	131,904	82,049	49,855	
Chic. Milw. & St. Paul.	1,257,000	1.018.806	238,194	
Chicago & Northwest	1,957,951	1,716,409	241,542	
Chic.St.P.Minn.& Omaha	144,771	117,810	26,961	
Cincinnati & Springfield.	81,488	89,373		7,885
Clev. Col. Cin. & Ind	410,103	410,064	39	
Denver So. Pk. & Pacific	127,532	95,532	32,000	
Des Moines & Ft.Dodge*	24,774	18,475	6,299	
Detroit Lans. & No.*	75,036	75,092		56
Denver & Rio Grande	400,990	112,823	288,167	
Flint & Pere Marquette.	146.032	107,350	38,682	
Grand Trunk of Canadat	893,241	800,857	92,384	
Great West'n of Canadat	436,705	367,376	69,329	
Hannibal & St. Joseph	209,058	176,810	32,248	

Three weeks only of September in each year.
† For the four weeks ended October 2.
‡ For the four weeks ended September 24.

[Ver. XXXI.

Jan. 1 to Aug. 31.– 1880. 1879.

	1880.		Increase. D		•
1	\$	\$	\$	\$	Des Moines & Fort Dodge-
<b><u>Illinois</u></b> Central (Ill. line). <b>Do</b> (Iowa leased lines)	$625,709 \\ 171,523$	$582,350 \\ 153,715$	$43,359 \\ 17,808$		Gross earnings
Internat'l & Gt. North	195,057	178,949	16,108		Operating expenses
Lake Erie & Western*	75,944	48,597	27,347		Net earnings
Louisville & Nashville	891,000	527,214	$363,786 \\ 32,219$		Houston & Texas Central-
Marq. Hought. & Ont.*.	82,918 104,734	$50,699 \\ 35,395$	69,339		Gross earnings
Memphis & Char eston Minneapolis & St. Louis*	59,319	28,460	30,859		· Operating expenses& taxes
Missouri Kansas & Tex	369,065	380,758		11,693	
Mobile & Ohio	179.191	161,253	17,938		Net earnings
N. Y. & New England* Northern Pacific	$172,120 \\ 332,810$	$163,411 \\ 270,893$	8,709 61,917		Louisville & Nashville-
St. L. A.&T.H. main line.	129,603	114,229	15,374		Gross earnings Operating expenses
Do do (branches)*	44,460	40,762	3,698		
St. L. Iron Mt. & South'n.	661,400	591,076	70,324		Net earnings
St. Louis & S. Francisco.	277,817 152,700	199,129 110,433	$78,688 \\ 42,267$		Marquette Houghton & Ont
St. Paul & Sioux City St. P. Minn.& Manitoba.	274,145	224,830	49,315		Gross earnings
Scioto Valley	31,733	28,125	3,608		Operating expenses
Texas & Pacific*	184,627	152,930	31,697		Net earnings
<b>Foledo P</b> eoria & Warsaw	127,228	112,374 036,992	$14,854 \\ 240,912$		Missouri Kansas & Texas-
Wabash St. Louis & Pac.	1,177,134	936,222	240,912		Gross earnings
Total	15,486,860	12,713,665	2,792,829	19,634	Operating expenses
Net increase	NGS FROM JA	N. 1 TO SEPT			Net earnings
GROSS BAILIN	1880.	1879.	Increase. 1	Decréase.	Northern Central-
	\$	\$	\$	\$	Gross earnings
Burl. Cedar Rap. & No	1,465.742	1,039,436	426,306		Operating expenses
Central Pacific	14,186,760	12,520,127	1,666.633 1,673,746	· · · · · · · · · ·	Net earnings
Chicage & Alton Chicage & East. Illinois.	$5,607,146 \\910,542$	5,933,400 611,979	298,563		Pennsylvania (all lines east
Chicago Milw. & St.Paul	8,721,000	6,560,×73	2.160.127		Gross earnings
Chicago & Northwest	13,910,229	11,317,929	2,592,300	· · · · · · · · · · · · · · · · · · ·	Operating expenses
Chic.St.P.Minn.& Omaha	1,079,554	835,108	244.446		Not comings
Cincinnati & Springfield.	631,335 3,092,335	541,835 2,551,913	$89.500 \\ 540,422$		Net earnings
Clev. Col. Cin. & Ind Denver 30. Pk. & Pacific	1,494,876	495,419	999,457		Philadelphia & Erie- Gross earnings
Des Moines & Ft. Dodge*	214,936	153,995	60,941		Operating expenses
Detroit Lans. & North*.	834,908	747,514	87,394		
Flint & Pere Marquette.	1,133,622	793,530	340,092		Net earnings
Grand Trunk of Canadat	7,700,685 3,596,289	6,410,872 3,045,139	1,289,813 551,150		Philadelphia & Reading-
Great West'n of Canada; Hannibal & St. Joseph	1,803,004	1.311,212	496,792		Gross earnings
Ill. Central (Ill. line)	4,553,731	4,073,531	480,200		Operat. exp. and rentals.
Do (Ia. leased lines).	1,187,769	1,065,663	122,106		Net earnings
Internat'l & Gt. North	1,173.449	1,083,980	89,469 2,497,583		Pittsburg Titusville & Buff
Louisville & Nashville	6,516,547 623,098	4,018,964 421,920	2,497,585	· · · · · · · · · · · ·	Gross earnings
Marq.Houghton & Ont*. Memphis & Charleston	752,677	533,692	218,985		Operating expenses
Minneapolis & st. Louis*	516,119	305,216	210,903		v
Missouri Kansas & Tex	3,025,770	2,188,567	837,203		Net earnings
Mobile & Ohio	1,463,350	1,234,470 1,393,577	228,830 324,482		St. Louis Iron Mt. & South
Northern Pacific St.L.A.& T. H. main line.	1,708,059 1,027,507	1,383,577 712,487			Gross earnings
Do do (branches)*	448,04	370,070			Operat. and extr. expense
St. L. Iron Mt. & South'n.	4,278,410	3,255,653	1,022,757		Net earnings
St. Louis & S. Francisco.	1,876,055	1,027.373			
St. Paul Minn. & Man	2,214,330	1,851,785 785.036			* Estimated.
St. Paul & Sloux City Scioto Valley	$1,035,546 \\ 232,820$	785,936 205,529			The following July fi
Toledo Peoria & Warsaw	1,027,399	892,765	134,634		
Wabash St. Louis & Pac.	8,741,398	6,068,029	2,673,369		Grand Trunk of Canada-
Total	108,790,037	84,349,488	21,440,549	·····	Gross earnings
Net increase		••••••	21,440,549		Operating expenses
* Three weeks only of S	eptember in e	each year.			
+ From January 3 to Oc	etober 2.		5		Net earnings
† From January 2 to Se				· · ·	
The statement bel	low gives th	he gross ea	rnings, oj	perating	THE DEBT ST.

Des Moines & Fort Dodge—	\$	\$	\$	\$
Gross earnings Operating expenses	26,925 14,472	22,032 11,819	$190,162 \\ 110,902$	135,520 83,875
Net earnings	12,453	10,213	79,260	51,645
Houston & Texas Central— Gross earnings Operating expenses& taxes	289,380 138,375	$232,122 \\ 133,710$	1,977,892 1,297,158	1,621,644 1,135,737
Net earnings	151,005	98,412	680,734	485,907
Louisville & Nashville— Gross earnings* Operating expenses	795,800 503,340	443,749 288,942	5,625,547 3,336,299	3,491,750 2,116,408
Net earnings	292,460	154,807	2,289,248	1,375,342
Marquette Houghton & Onton Gross earnings Operating expenses	nagon— 133,600 46,983	90,439 28,451	540,180 245,500	371,221 183,068
Net earnings	86,617	61,988	294,680	188,153
Missouri Kansas & Texas— Gross earnings Operating expenses	350,701 197,346	306,335 162,120	2,656,705 1,489,236	1,807,809 1,297,664
Net earnings	153,355	144,215	1,167,469	510,145
Northern Central— Gross earnings Operating expenses	453,923 330,966	$316,716 \\ 260,489$	3,120,011 2,146,815	2,475,661 1,896,626
Net earnings		56,227	973,196	579,035
Pennsylvania (all lines east o Gross earnings Operating expenses	3 723 355	2.982.718	26,607,070 15,655,676	21,179,682 13,077,215
Net earnings	1,554,480	1,256,998	10,951,394	8,102,467
Philadelphia & Erie— Gross earnings Operating expenses	347,532 206,909	275,907 203,188	2,431,020 1,570,668	1,371,011 1,383,548
Net earnings	140,623	72,719	860,362	487,463
Philadelphia & Reading- Gross earnings Operat. exp. and rentals	1,531,813 1,042,162	1,462,280 982,528	11,004,115	9,460,470
Net earnings		479,752	*	
Pittsburg Titusville & Buffal		07 500	970 679	308,198
Gross earnings Operating expenses		37,526 19,596	372,672 198,103	
Net earnings	27,700	17,930	174,569	115,972
St. Louis Iron Mt. & South'n Gross earnings Operat. and extr. expens.	565,869	403,316 229,943	3,617,010 2,523,446	2,664,577 1,891,653
Net earnings	194,283	173,373	1,093,564	772,924
* Estimated.				
The following July fig				
Grand Trunk of Canada—	1880. £	uly. 1879.	<i>−-Jan.</i> 1 t 1880. £	o July 31. 1879. £
Grand Trunk of Canada		100 000		

Aug.

1880.

1879.

133,886 110,150 78.319 122.403

> 23,736 55,916

expenses and net earnings for the month of August, The statement below gives the gr and from January 1 to August 31, of all such railroad companies as will furnish monthly exhibits for publication. NINGS, EXPENSES AND NET EARNINGS

	GROSS EARNINGS,	GROSS EARNINGS, EXPENSES AND NET EARNINGS.						INTEREST-BEARING DEBI.			
	Atlantic Miss. & Ohio-	1880. \$	1879. \$	-Jan. 1 to 1880.	1879. \$	Clauraton (	Author-	When	Interest Periods.	Amount Out	standing.
1	Gross éarnings Oper'g exp. (incl. extr'y)	179,947 110,890	$\frac{134,955}{83,726}$	1,228,046 661,043	$988,665 \\ 612,649$	Characler of Issue.	izing Act,	Payable.	Inte Per	Registered.	Coupon.
	Net earnings	69,057	51,229	567,003	376,016	68 of 1880.	Feb. 8,'61	Dec. 31, '80	J.&J.	\$11,020,000	\$2,586,000
	Burl. Cedar Rap.& North'n- Gross earnings Expenses	160,160 98,858	122,827 87,814	<b>1,285,938</b> 834,491	884,641 602,903	6s,Or.War.	Mar. 2,'61	July 1, '81 June 30, '81 June 30, '81 May 1, '81 Sent 1 '91	J.&J.	111,369,900	712,450 38,299,450 12,007,100 175,490,500
	Net earnings	61,302	35,013	451,447	281,738	1 LOS OT 1891	LINIV 14. 10	INCHU, I, UI	1 4	1 10,1 10, 100	76,256,600 205,701,850
	Chesapeake & Ohio- Gross carnings Operating expenses	259,110 152,562	215,695 137,193	1,756,381 1,341,085	1,201,886 989,460	4s of 1907	July 14,'70	1907	QJ.	\$1,174,560,600	\$511,053,950
	Net carnings	106,548	-78,502	415,296	212,426	4s, ref. cus. 3s,navy p.fd	July 23,'68			14,000	0,000
	Chicago Burlington & Quincy Gross carnings	610.168	$1,315,559 \\ 601,954$	$11,325,592 \\ 5,446,471$	8,819,621 4,828,365			st-bearing de			
×	Net earnings					over-due an	d not yet ca	lled for. Th	e total	otal of \$2,401,80 current accrue	d interest to
	Delaware & Hudson Canal Co Albany & Susquehanna-	ompany's	roads:			date is \$15,	732,693. I WHICH I	NTEREST H	TAS C	EASED SINCE M	ATURITY.
	Gross earnings Operat'g expenses	$128,346 \\ 73,101$	92,552 49,129	$896,\!142 \\ 555,\!824$	680,950 406,393	There is	a total of c	ver-due deb	t yet	outstanding, whi	ch has never
	Net earnings		43,423	340,318	274,557	interest. O	f this intere	st, \$633,086	18 01 20g of	f 1862 \$380.65	0: do 1864.
	Delaw. & Hud.—Penn. Div. Gross carnings Operating expenses	89,388		741,846 458,431	777,530 407,278		do 1868, \$	597,550; 10-	40s of	1864, \$1,599,75	
	Net earnings	18,887	47,911	283,415	370,252		DEI	BT BEARIN	g no	INTEREST.	
	New York & Canada— Gross earnings Operating expenses	55,617 23,232	45,185 31,629	428,110 239,526	276,297 193,408	Character				ng Act.	Amount.
>	Net carnings				82,889	I Logal-tende	rnotes	July 17, '61; Feb. 25, '62;	July L	1, '02; mar. 5, 05	\$60,825 346,681,016 9,965,000
	Kensselaer & Saratoga— Gross earnings Operating expenses	205,321	178,852	1,219,011	950,523 534,274	Gold certificates	cates	March 3, '63	,78		7,511,700 18,521,960
	Net earnings Total of Delaware & Huds	125,020		558,979	416,249	Fractional	currency {	'63; June lestr'yed, act	30, '	$\left\{\begin{array}{c}3,\\64\\64\end{array}\right\}$ \$15,557,874 ,79 8,375,934	7,181,940
	Gross carnings Operating expenses	478,673	412,547	3,285,114 1,913,819	2,685,305 1,541,356	Agenog	to of debt	hearing no it	terest		\$389,922,441
	Net earnings	231,536	3 229,163	1,371,295	1,143,949	Unclaimed	racine kall	roau mieresi			
										r	

# THE DEBT STATEMENT FOR SEPT., 1880.

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

INTEREST-BEARING DEBT.

GROSS EARNINGS,						TTA 1	LEIGEST-DEL	LIGITIC		
Atlantic Miss. & Ohio-	A1 1880. \$	1879. \$	<i>–Jan.</i> 1 to . 1880. \$	1879. \$	·		W72	rest ods.	Amount Out	standing.
Gross earnings. Oper'g exp. (incl. extr'y)	179,947 110,890	134,955 83,726	1,228,046 661,043	$988,665 \\ 612,649$	Characler of Issue.	Author- izing Act,	When Payable.	Interest Periods.	Registered.	Coupon.
Net earnings	69,057	51,229	567,003	376,016	6s of 1880	Feb. 8,'61	Dec. 31, '80	J.&J.	\$11,020,000	\$2,586,000
Burl. Cedar Rap.& North'n— Gross earnings. Expenses.	<b>160,160</b> 98,858	122,827 87,814	<b>1,285,938</b> 834,491	884,641 602,903	6s,Or.War 6s of 1881	Mar. 2,'61 July 17,'61 Mar. 3.'63	July 1, 81 June 30, 81 June 30, 81	J.&J. J.&J. J.&J.	$111,369,900 \\ 46,821,150$	712,450 38,299,450 12,007,100 175,490,500
Net earnings	61,302	35,013	451,447	281,738	$4\log of 1891$	Luly 14.70	May 1, '81 Sept. 1, '91	QM.	173,743,400	76,256,600 205,701,850
Chesabeake & Ohio- Gross earnings Operating expenses	259,110 152,562	215,695 137,193	1,756,381 $1,341,085^{\circ}$	1,201,886 989,460	4s of 1907			QJ.	\$1,174,560,600	\$511,053,950
Net carnings	106,548	-78,502	415,296	212,426	4s, ref. ctfs. 3s,navy p.fd	Feb. 26,79 July 23,'68	}		14,00	0,000
Chicago Burlington & Quincy Gross carnings Operating expenses	1.610.168	1,315,559 601,954	$11,325,592 \\ 5,446,471$	8,819,621 4,828,365	Aggrega	ate of intere	st-bearing de	ebt	\$1,700,63	the second se
Net earnings					On the ab	ove issues of d not yet ca	lled for. Th	e total	otal of \$2,401,80 current accrue	d interest to
Delaware & Hudson Canal C					data is \$15	732.693.	1 · · ·		EASED SINCE N	
Albany & Susquehanna— Gross earnings Operat'g expenses	$128,346 \\ 73,101$	92,552 49,129	$896,142 \\ 555,824$	680,950 406,393	There is	a total of o	over-due deb	t yet	outstanding, wh	and $\$764.356$
Net earnings		43,423	340,318	274,557	interest. O	f this intere	st, \$633,080		1969 \$380 65	0: do 1864.
Delaw. & Hud.—Penn. Div Gross earnings Operating expenses	89,388	95,958 48,047	741,846 458,431	777,530 407,278		do 1865, \$1	597,550; 10-	40s of	1864, \$1,599,73	
Net earnings	18,887	47,911	283,415	370,252		DEI	BT BEARIN	G NO	INTEREST.	
New York & Canada— Gross earnings Operating expenses	55,617 23,232	45,185 31,629	428,110 239,526	276,297 193,408	1	of Issue.			ng Act.	Amount. \$60,825
Net carnings		13,556	188,581	82,889					12, '62. 1, '62 ; Mar. 3,'63	346,681,016
Kensselaer & Saratoga– Gross earnings Operating expenses	. 205,321	178,852	1,219,011	950,523 534,274	Certificates	s of deposit	June 8, '72.			7.511.700
Net carnings Total of Delaware & Huds	125,020	) 124.274	558,979	416,249	Fractional	currency {	'63; June lestr'yed, act	30, '	$3, \\ 54 \\ 515,557,874 \\ 379 \\ 8,375,934$	7,181,940
Gross earnings Operating expenses	. 478,673	3 412,547	3,285,114 1,913,819	2,685,305 1,541,356	Aganog	teh to of debt	hearing no it	nterest		\$389,922,441
Net earnings	. 231,530	5 229,163	1,371,295	1,143,949	Unclaimed	Pacific Rail	road interes		•••••••••••••••••••••••••••••••••••••••	
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# THE CHRONICLE.

### 373

RECAPITULATION.								
2044 June - Constant - Const	Amount Outstanding.	Interest.						
Interest-bearing debt— Bonds at 6 per cent Bonds at 5 per cent Bonds at 4 <sup>1</sup> <sub>2</sub> per cent Bonds at 4 per cent Refunding certificates Navy pension fund	\$222,819,050 474,531,550 250,000,000 738,263,950 1,083,850 14,000,000	-						
Total interest-bearing debt Debt on which int.has ceas'd since mat'rily Debt bearing no interest— Old demand and legal-tender notes Certificates of deposit Gold and silver certificates Fractional currency		764,356						
Total debt bearing no interest Unclaimed Pacific Railroad interest	\$389,922,441	8,077						
Total. Total debt, principal and interest, to interest due not presented for payment Total cash in Treasury.	date, including	\$18,906,936 \$2,115.539,443 199,945,260						
Debt, less cash in Treasury, Oct. 1, 188 Debt, less cash in Treasury, Sept. 1, 188	0 0	\$1,915,594,182 1,924,569,074						
Decrease of debt during the past mon Decrease of debt since June 30, 1880 CURRENT LIABILITIES— Interest due and unpaid Debt on which interest has ceased Interest thereon	cates of deposit.	26,578,112 \$2,401,809 6,011,665 764,356						
Total AVAILABLE ASSETS— Cash in the Treasury		\$199,945,260 \$199,945,260						
BONDS ISSUED TO THE PACIFIC		OMPANIES.						

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue,	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U. S.
Central Pacific Kansas Pacific Union Pacific Central Br., U. P. Western Pacific Sioux City & Pac.	1,970,560	$\begin{array}{r} \$18,793,233\\ 4,994,793\\ 20,055,278\\ 1,261,808\\ 1,313,548\\ 1,171,199\end{array}$	$\begin{array}{r} \$3,278,108\\ 2,474,168\\ 7,894,909\\ 59,522\\ 9,367\\ 108,578\end{array}$	$\substack{\$14,866,852\\2,520,625\\12,160,368\\1,195,358\\1,304,181\\1,062,621}$
Total	\$64,623,512	\$47,589,861	\$13,824,654	\$33,110,007

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

### UNITED STATES TREASURY STATEMENT.

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

LIABILITIES, OCTOBER 1, 1880.	
Fund for redemption of certificates of deposit, June 8,	
1872	\$9,975,000 00
Post-office Department account.	2,540,606 48 21,849,909 23
Disbursing officers' balances. Fund for redemption of notes of national banks "failed,"	21,049,909 23
"in liquidation," and "reducing circulation"	19,746,955 25
Undistributed assets of failed national banks Five per cent fund for redemption of national bank	616,560 21
	15 400 610 00
notes Fund for redemption of national bank gold notes	$\begin{array}{r} 15, 428, 010 \ 82 \\ 475, 965 \ 00 \end{array}$
Currency and minor-coin redemption account	2,753 60
Fractional silver-coin redemption account	67.390 05
Interest account. Interest account, Pacific Railroads and L. & P. Canal	99,927 00
Interest account, Pacific Railroads and L. & P. Canal	0 100 00
Co. Treasurer U. S., agent for paying interest on D. C. bonds.	$8,400 \ 00$ $366,532 \ 59$
Treasurer's transfer checks outstanding	2,790,467 42
Treasurer's general account—	-,,101 14
Interest due and unpaid	
Called bonds and interest	
Old debt         \$16,585 07           Gold certificates         7,511,700 00	
Silver certificates	
Refunding certificates 1.083,850 00	1
Refunding certificates	and the set of the set of the set of
	\$193,303,778 84
	\$193,303,778 84 \$267,272,256 49
ASSETS, OCTOBER 1, 1880.	\$267,272,256 49
ASSETS, OCTOBER 1, 1880. Gold coin and bullion	\$267,272,256 49 \$135,244,833 65 47,654,675 00
ASSETS, OCTOBER 1, 1880. Gold coin and bullion Standard silver dollars. Fractional silver coin.	\$267,272,256 49 \$135,244,833 65 47,654,675 00 24,799,925 40
ASSETS, OCTOBER 1, 1880. Gold coin and bullion Standard silver dollars. Fractional silver coin. Silver bullion	\$267,272,256 49 \$135,244,833 65 47,654,675 00 24,799,925 40 5,557,759 74
ASSETS, OCTOBER 1, 1880. Gold coin and bullion Standard silver dollars. Fractional silver coin Silver bullion. Gold certificates.	\$267,272,256 49 \$135,244,833 65 47,654,675 00 24,799,925 40 5,557,759 74 31,600 00
ASSETS, OCTOBER 1, 1880. Gold coin and bullion Standard silver dollars. Fractional silver coin Silver bullion Gold certificates. Silver certificates	\$267,272,256 49 \$135,244,833 65 47,654,675 00 24,799,925 40 5,557,759 74 31,600 00 6,318,769 00
ASSETS, OCTOBER 1, 1880. Gold coin and bullion Standard silver dollars. Fractional silver coin. Silver bullion Gold certificates. Silver certificates. Silver certificates. National bank notes.	\$267,272,256 49 \$135,244,833 65 47,654,675 00 24,799,925 40 5,557,759 74 31,600 00 6,318,769 00 27,148,612 89 3,355,314 57
ASSETS, OCTOBER 1, 1880. Gold coin and bullion Standard silver dollars. Fractional silver coin. Silver bullion. Gold certificates. Silver certificates. United States notes. National bank notes. National bank gold notes.	\$267,272,256 49 \$135,244,833 65 47,654,675 00 24,799,925 40 5,557,759 74 31,600 00 6,318,769 00 27,148,612 89 3,355,314 57 220,125 00
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ASSETS, OCTOBER 1, 1880. Gold coin and bullion Standard silver dollars. Fractional silver coin. Silver bullion. Gold certificates. Silver certificates. Silver certificates. National bank notes. National bank notes. Fractional currency. Deposits held by national bank depositories. Nickel and minor coin. New York and San Francisco exchange. One and two-year notes, &c. Redeemed certificates of deposit. June 8, 1872.	$\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} $
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or FRASER

Digitized

\$267,272,256 49

# Monetary Commercial English News

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

### EXCHANGE AT LONDON-Sept. 25. [] EXCHANGE ON LONDON.

On-	Time.	Rate.	Latest Date.	Time.	Rate.
Paris		25.3212@25.45	Sept. 24	Short.	25.3614
Paris Antwerp	3 mos.	$25.52^{1}225.60^{\circ}$ $25.55^{\circ}225.60^{\circ}$	Sept. 25		25.40
Amsterdam . Amsterdam .	Short.	$\begin{array}{c} 12 \cdot 4^{1} 2 & @12 \cdot 5 \\ 12 \cdot 2^{1} 9 & @12 \cdot 3^{1} 2 \end{array}$	Sept. 25		12.14
Berlin Hamburg	66	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Sept. 25 Sept. 25	Short.	20·46 20·46
Frankfort Vienna		$20.67  @20.71 \\ 12.02 \ 2 \ @12.07 \ 2 \ 2 \ 2 \ 2 \ 0 \ 2 \ 2 \ 2 \ 0 \ 2 \ 2$	Sept. 25 Sept. 25		20 <b>·46</b> 118 <b>·30</b>
St.Petersb'rg Madrid	-64	24 <sup>1</sup> 4024 <sup>1</sup> 8 47 <sup>1</sup> 8047			
Cadiz Lisbon		4738@474 $529_{16}@527_{16}$			
Genoa Copenhagen.		28.60 @28.25 18.40 @18.45	Sept. 25	3 mos.	27.80
Alexandria			Sept. 24	Short.	4 81
Bombay Calcutta		1s. 8 <sup>1</sup> 8d. 1s. 8 <sup>1</sup> 8d.	Sept. 25 Sept. 25	4 mos.	1s. 8 <sup>3</sup> 16 <sup>d</sup> . 1s. 8 <sup>1</sup> 6 <sup>d</sup> .
Hong Kong Shanghai			Sept. 25 Sept. 25		3s. 9 <sup>3</sup> sd. 5s. 2 <sup>3</sup> 4d.

### [From our own correspondent.]

LONDON, Saturday, September 25, 1880.

The week just concluded has been one of remarkable quietude, and very little of interest has transpired in any department. The weather is very favorable for agriculture, and the temperature is high for the period of the year. The pastures are luxuriant, and the root crops are certain to be very abundant. Large quantities of produce are arriving at our various markets, and very moderate prices are obtainable. Wheat, however, has somewhat improved in value. Millers have been making more liberal purchases, and have been compelled to pay about 1s. per quarter more money; but as even so small an improvement is calculated to bring larger supplies to market, buyers have been cautious, and the trade closes with a quieter appearance. During the next six weeks or two months, a good deal of wheat will be on offer in the various markets of the kingdom, as farmers will from necessity be compelled to make free sales. The increase in the home deliveries for the current season is already considerable, it being estimated at 160,000 quarters, or say 50,000 quarters weekly. Compared with the years 1878 and 1877, however, there is a falling off ; but the season has been somewhat late, and farmers have very little but new wheat to send to market. The latest average for English wheat is only 39s. 11d. per quarter, and there seems to be a probability that during the season the average quotation will not vary much from 40s. This indicates a continuance of a cheap loaf of bread; but flour is dear, in proportion to wheat, and, as usual, the public are not deriving the full benefit which should result from abundance. There is, however, not much reason to complain of the price of food. The comparison is an extremely favorable one compared with a quarter of a century ago. Butchers' meat and dairy produce are certainly dear; but, in spite of the augmented consumption, caused by the increased wages of the working classes, and of a higher style of living generally, the upward movement in the value of meat and dairy produce has not only of late years been checked, but, owing to the competition of co-operative stores, and to the receipt of large quantities of food from the United States and Canada, purchases can, in many cases, be effected on reduced terms. Taken as a whole, the working classes can, with judgment, obtain full value for their money, and without much exertion in making a selection. We still hear, however, of threatened strikes, which will be a misfortune for the country if they take effect, as trade does not show just now any distinct indication of becoming active. The quieter feeling which prevails may probably be due to the state of affairs in the East and to some apprehensions which exist that the result aimed at will not be attained without war; and, as the Eastern Question is a very delicate one, Europe becomes alarmed, even when disputes are confined to Turkey and Montenegro and Albania. The absence of so many business men from town is also a drawback to active trade; but the holiday season will soon be approaching its termination. The political situation, both as regards Eastern affairs and the internal affairs of France, are undoubtedly the chief cause of the prevailing quietness in business; but Europe hopes for a speedy settlement. The movements in gold have attracted very little attention, Paris having, it is understood, chiefly met the American demand. A sum of £100,000 was, however, taken out of the Bank of England yesterday for transmission to New York, but

the Bank is in a good and sound position, the proportion of reserve to liabilities being 53¼ per cent. The supply of bullion is £28,323,600, which, though comparing with £35,100,527 last year, is fully, if not above, the average. The total reserve is also satisfactory, being nearly £16,700,000, against £22,374,587; and that is also above the average. There has been no increase in the supply of mercantile paper, and in the absence of any important demand for financial purposes the money market has been greatly wanting in animation. The rates of discount have been declining during the week, and any expectation of money becoming dearer is difficult to foresee. Short and three months' bills are now taken at 2 per cent; and unless there should be an extensive demand for gold for export, it is scarcely likely that the value of money will be forced up to any higher point. Business requires but little accommodation, and consequently floating balances are large and bankers experience difficulty in employing them. The savings of the country during the present agricultural year will be considerable; but doubts are entertained respecting an active autumn trade. We have been doing a large business of late, certainly for a period of twelve months; and as trade is conducted with greater judgment and caution than in past years, merchants begin to think that a pause is not undesirable, as large amounts of goods have to be consumed in our colonies before further shipments can be safely made. The following are the present quotations for monev :

money.	
Per cent.	Open-market rates— Per cent.
Bank rate 212	4 months' bank bills $2^{1_8} \partial 2^{1_4}$
Open-market rates-	6 months' bank bills 238 $\tilde{\sigma}^{2}$
30 and 60 days' bills 2	4 & 6 months' trade bills. $2^{1}2\bar{a}3$
3 months' bills 2 @218	

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

	cent.
Joint-stock banks	12
Discount houses at call	112
Do with 7 or 14 days' notice	$1_{3_4}$

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Concols, the average guotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

with the bit of prov	rous years.			
	1880.	1879.	1878.	1877.
Oirculation, exclud-	£	£	£	£
ing Bank post bills.	27,624,530	27,725,940	26,592,030	27,393,950
Public deposits	6,629,861	6,003,043	4,674,065	5,274.794
Other deposits	21,469,251	31,479,076	20,037,459	21,736,577
Governm't securities.	15,377,851	16.336,224	13,754,031	14,121,093
Other securities	17,575,975	17,326,317	17,333,054	19,532,952
Res've of notes & coin	16,699,077	22,374,537	12,254,265	11,895,257
Coin and bullion in	100 - 100 • 10 - 100 • 100 • 100 • 100	· · · · · · · · · ·		
both departments	28,323,607	35,100,527	23,846,345	24,239,207
Proportion of assets		, ,		
to liabilities	53.23			
Bank rate	212 p.c.	2 p. c.	5 p. c.	3 p. c.
Consols	9734	9731	9434	9558
Eng. wheat, av. price	39s. 11d.	478. 4d.	43s. 2d.	578. 6d.
Mid. Upland cotton	7116d.	67;6d.	63 <sub>16</sub>	638d.
No. 40 mule yarn		912	9121.	10 <sup>1</sup> 2d.
Clearing-House ret'n.	111.139.000	69.752.000	71.120.000	71.517.009

The amount of business doing in gold for export has not been sufficiently extensive to attract much attention. About £170,-000 has been withdrawn from the Bank for export; but some purchases have been made in the open market for shipment to New York. The silver market has remained dull, and prices have further declined; but the value of Mexican dollars, owing to restricted supplies, is almost nominal. The following prices

the rate of  $4\frac{1}{2}$  per cent per annum. No tender will be received under £101 10s. per £100 bond.

During the week ended Sept. 18 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 44,524 quarters, showing a considerable increase over last year's deliveries, when they were only 13,214 quarters for the corresponding period. The total sales in the whole kingdom are estimated at 178,000 quarters against 52,800 quarters in 1879. Since harvest the sales in the 150 principal markets have been 101,534 quarters, against 61,188 quarters; and it is computed that in the whole kingdom they have been 406,150 quarters, against 245,000 quarters last year. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply in the United States is also given :

1880. Imports of wheat.cwt. 7,540.094 Imports of flour 854,966	$\begin{array}{r} 1879. \\ 6,522,308 \\ 720,712 \end{array}$	1878. 4,032,585 - 417,646	1877. 3,702,959 443,534
Sales of home-grown produce 1,726,600	1,060,600	3,499,700	2,817,000
Total10,121,660	8,303,620	7,949,931	6,963,493
wheat and flour 99,423	132,463	213,613	154,515
Result	8,171,157	7,736,318	6,803,978
Av'ge price of English wheat for season (qr.) 423. 4d.	47s. 10d.	448. 9d.	593. 9.1.
Visible supply of wheat in the U. Sbush.14,200,000	17,356,050	12,539,391	7,502,163

The following return shows the extent of our imports and exports of cereal produce into and from the United Kingdom during the first four weeks of the season, compared with the corresponding period in the three previous seasons:

TM	PO	RT3.

	IMP	ORT3.		
	1880.	1879.	1878.	1877.
Wheatcwt.	7.540.094	6,522,308	4,032,585	3,702,959
Barley	626,079	617,814	798,571	631,203
Oats	1,303,060	1,122,193	609,850	1,261,376
Peas.	61,745	42,945	141,008	63.707
Beans	115,902	161, 447	130,073	353,705
Indian corn	4,314,876	1,856,156	3,028.159	2,050,438
Flour	854,966	720,712	417,646	443,534
	EXI	PORTS.		
Wheatewt.	85,829	117,561	205,882	151,096
Barley	1.032	920	5,006	6,438
Oats	5,461	903	1,950	7,110
Peas	7,272	9,715	1,488	1,825
Beans	3,861	1,681	312	815
Indian corn	18.074	182,567	13,646	18,073
Flour	13,599	14,902	7.731	3,419

The public sales of colonial wool were brought to a conclusion this evening. Messrs. Hoaré & Hudson write as follows with regard to the sale :

"The third series of sales for the year, which commenced on August 17th, was brought to a close this day. The following are the quantities catalogued, held over and withdrawn, viz.:

			Held
		Catalogued.	over, about.
	Sydney and Queenslandbales.	84.327	6,000
	Victoria	51.350	8,000
	South Australia	14,375	750
	Swan River	731	
	Tasmania	14,874	250
1	New 28 118 10.	01,144	10,000
	Capp	41,896	10,000
	Falkland Islands	1,791	
1		space-and - constants	35,000
		293,456	,
	Sundries	2,262	
			×
	Total	295,718	

"On the opening night we reported a decline of ½d. to 1d. per

of bullion are from Messrs. Pixley & Abell's circular :

	GOLD.	<b>s</b> .	đ.	<i>s</i> .	<i>d</i> .
Bar gold, fine	per oz. standard.	77	9 2	2.	
Bar gold, containing 20 dwts	. silver, per oz. standard.	77	10122	).	]
Spanish doubloons		74	0 7	ð.	
South American doubloons	per oz.	<b>73</b>	9 0	ð .	
United States gold coin	per oz.	<b>76</b>	3127	ð.	
German gold coin		<b>76</b>	342	ð.	
	SILVER.		d.	<i>.</i> *:	d.
Bar silver, fine			5248	0	
Bar silver, contain'g 5 grs. go	ldper oz. standard, near	est	$521_{2}$	a	!
Oake silver		OZ.	554	Ø	
Mexican dollars	per	07.	5118	Ø	
Chilian dollars	per	03.		0	
Quicksilver, £7	Os. Od. Discount. 3 pe	r oer	nt.		1

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

Bank	Open	Bank Open
rate.		rate. market.
. Pr. ct.	Pr. ct.	Pr. ct. Pr. ct.
Paris 212	238	Genoa 4 312
Amsterdam 3	23,03	Geneva 4 312
Brussels 312	258	Madrid, Cadiz &
Berlin 512	5	Barcelona 4 5
Hamburg 512	5	Lisbon & Oporto. 512 514
Frankfort 51	5	Copenhagen 31201 342
Vienna 4	312	New York 5@512
St. Petersburg 4	6	Caloutta 4

A loan for Victoria (Australia) to the amount of £2,000,000 being the balance of an authorized issue of £5,000.000, has been announced during the week. It will be in amounts of £100, \$500 and £1,000 each, and the debentures will bear interest at about 50,000 capes, are likely to be offered."

lb. on all descriptions, compared with the closing or lowest rates of last series; but on the second day a decidedly better tone was evinced-combing sorts gradually improved and were soon on a par with June closing rates, the result of keen competition and large purchases on account of Continental buyers, who throughout were the chief support of the market. Home buy-ers, whose business has been for some months, and is still, in a very unsatisfactory position-machinery to a great extent being only partially employed, operated sparingly for some weeks, and, although orders became more plentiful towards the close of the series, the quantity taken on their account is below an average at this season.

"The better classes of shafty merino combing, scoured, fleece and greasy, and fine crossbreds were in good demand, and occasionally sold at an advance on June sales - coarse crossbreds, in sympathy with English wools, remained steady until about the middle of the series at about ½d. to 1d. per lb. decline, but eventually sold freely at June rates. All crossbreds were materially affected by the exceptionally strong demand on Continental account. Faulty and superfine clothing sorts met with indiffer-ent competition throughout the whole series, at prices barely on an average with previous sales' closing quotations. Capes sold freely at all times-the decline noticed the first day being quickly recovered, and with slight variation they remained steady to the close. Lambs sold at low prices throughout. "It is estimated that 150,000 bales were taken for export. The

fourth and last series for the year is fixed to commence on Nevember 23rd, when about 120,000 to 125,000 bales, including

# THE CHRONICLE.

### 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 £783,000 during the week. The reserve of the Bank of France during the same time decreased 25,471,000 francs in gold and 56,850,000 francs in silver.

Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Ocl.	Oct.	Oct.	Oct.	Oct.	Oct.
2.	4.	5.	6.	7.	8.
Silver, per ozd. 52 <sup>1</sup> 4	524	524	524	$52^{1}4$	524
Consols for money 971316	971316	971516	971516	971516	971516
Consols for account 971316		9818	9818	371518	971516
U. S. 5s of 188110558	10558	$105_{4}$	10534	10558	10558
U. S. 4 <sup>1</sup> <sub>2</sub> s of 1891112	112	112	11134	11134	11248
U. S. 4s of 1907111	111	111	11034	$1103_{4}$	11118
Erie, common stock 4058	4138	4034	4113	4058	4058
Illinois Central 11512		11612	116	11513	11534
Pennsylvania	61	6058	60 <sup>1</sup> 2	6012	
Philadelphia & Reading. 154	1618	1534		1512	
New York Central135	13512	1354	135		13434
Timer and Decendence and	Thursday's	inna M.	Testa		

Liverpool Breadstuffs and Provisions Markets.-

8	Sat.	Mon.	Tucs.	Wed.	Thurs.	Fri	.
0	s. d.	s. d.	s. d.	s. d.	s. d.	S. (	d.
Flour (ex. State). 100 lb	.12 6	12 6	12 6	$12 \ 6$	$12 \ 6$		6
Wheat, No. 1, wh. "	8 11	8 11	90	9 0	9 1	9	3
Spring, No. 2 "	8 10	8 10	8 11	8 11	8 11	9	1
Winter, West., n. "	8 10	8 10	811	8 11	9 0	9	2
Cal. white "	8 10	8 10	8 11	8 11	8 11	9	0
Corn, mixed, West. "	41112	5 0	5 013	5 012	50	5	012
Pork, West. mess #bbl	.72 0	72 0	72 0	72 0	70 0	70	0
Bacon, long clear, cwt.	43 0	43 0	43 0	43 0	43 0	43	0
Beef, pr. mess, # tierce	62 6	62 6	62 6	62 6	62 6	62	6
Lard, prime West. Bewt		41 6	42 0	42 6	43 6	44	6
Cheese, Am. choice "	64 0	64 0	65 9	65 O	65 0	65	0
	r			manh an		1000	
Liverpool Cotton M	arkst	-See sr	ecial re	port on	cotton.		(

## Commercial and Miscellaneous News.

CHANGES IN NATIONAL BANK OFFICERS .- The following changes have been made in the officers of ational banks:

Attica National Bank, Attica, N. Y.-J. H. Karcher, Acting Cashier dur-

lng absence of Cashier. National Union Bank of Fall River, Mass.—Daniel Wilbur, President, in place of C. Borden.

Black River National Bank of Lowville, N. Y.—Charles P. Leonard, President, in place of De Witt C. West. Bundy National Bank of New Castie, Ind.—John C. Swezey, Cashier, in

First National Bank of Owego, N. Y.—Orin Truman, Cashier, in place of

J. B. Brush. First National Bank of Wilkesbarre, Pa.-James L. McLean, Acting

Cashier during illness of Cashier. Wyoming National Bank of Wilkesbarre, Pa.—Charles Dorrance, Jr.,

Cashier, in place of L. W. Jones.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$6,318,359, against \$7,503,779 the pre-ceding week and \$12,797,557 two weeks previous. The exports for the week ended Oct. 5 amounted to \$8,247,529, against \$9,131,409 last week and \$8,728,104 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 30 and for the week ending (for general merchandise) Oct. 1:

							NAME AND ADDRESS OF
FOREIGN	IMPORTS	AT	NKW	YORK	ROR	THE	WEEK.
T. O. TOTOTOTO	THEF OFFICE			A CALL			SAA WAYNER

Dry Goods General mdse	1877. \$1,378.679 4,351,090	1878. \$1,274,809 5,919,693	$1879. \\ \$2.244.144 \\ 5,097,514$	1880. \$1,705,132 4,613,227
Total week	\$5,729,769	\$7,194,502	\$7,341,658	\$6,313,359
Prev reported	249,400,542	214,713,878	239,954,122	374,140,072

Total s'ce Jan. 1.\$255,130,311 \$221,908,380 \$247,295,780 \$380,458,431 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

Year.	Exports.	Imports.	Year.	Exports.	Imports.
1880 1879 1878 1877 1876	\$5,913,273 12,676.881 10,663,912 23,774,719 40,490,653	15,442,758 11,778.249	1874 1873 1872	\$63,898,317 43,563,430 43,405,711 60,233,983 56,717,537	5,060,939 9,961,206 4,994,302

--Messrs. Winslow, Lanier & Co. are now offering the fortyyear first mortgage six per cent gold bonds of the Cedar Rapids Iowa Falls & Northwestern Railway Company. The road ex-tends from Holland, Iowa, on the Pacific Division of the Bur-lington Cedar Rapids & Northern Railway Company, in a northwesterly direction through Iowa Falls to Clarion, Iowa, a dis-tance of about fifty-five miles, all under construction and to be completed and in operation early in December; the issue of the bonds is limited to \$15,000 per mile. Nearly the entire capital stock of the company is owned by the Burlington Cedar Rapids & Northern Railway Company, which leases the road for the term of its chartered existence, and guarantees the payment of the principal and interest of each bond by a special indorsement. The bonds are offered at par and interest. while the five per cent bonds of the Burlington Cedar Rapids & Northern Railway Company are now selling at 95.

-Attention is called to the notice of the N.Y. & New Jersey Riparian Land & Dock Improvement Co. in our advertising columns. This company is now offering to the public a limited portion of its working capital. It has been organized to con-struct docks, wharves, piers and warehouses for the storage of coal, oil and general merchandise. It will have a dock front-age of 4,000 feet, besides solid land front for railroad depots, as it is situated in the limits of the situated provided to the storage of the situated in the limits of the situated of Percentage and the situated in the limits of the situated of the situated in the limits of the situated provided to the situated of the situated of the situated in the limits of the situated of the situated in the limits of the situated of the situated of the situated in the limits of the situated it is situated in the limits of the city of Bayonne and is accessible on the Jersey side of the North River. The entire capital is \$2,000,000, divided into shares of \$25 each. The following wellknown and influential gentlemen are officers of the companys President, Elisha W. Andrews; Vice-Presidents, Grenville M. Dodge, Anson G. McCook; Treasurer, Thomas L. James; Secretary, John N. Abbott.

-The thirtieth half-yearly report of the Hong Kong & Shanghai Banking Corporation for the six months ending June 30, 1880, has just been received by Mr. A. M. Townsend of 59 Wall Street, the agent in New York. The actual net profits of the half-year, including \$25,451 brought forward, and deducting every possible charge, were \$345,547; of this amount a dividend £1 5s. per share absorbs \$222,222; \$100,000 is carried to the reserve fund, and the balance of \$23,325 is carried forward. The capital of this company is \$5,000,000 and the reserve fund now \$1,600,000.

-The American Law Review for October contains the third and concluding article on the Law of Collateral Securities by Mr. Leonard A. Jones of the Boston Bar. The pledge of stock, and the pledge of negotiable paper, have been treated of in former numbers. The present article discusses the remedies for enforcing negotiable collaterals.

-Three million of dollars have now been paid in dividends by the Ontario Silver Mining Company, which announces its usual payment for September at the office of Wells, Fargo & Co., on the 15th inst. Transfers close on the 9th.

-Savannah & Memphis Railroad bondholders who have not proved their bonds in the foreclosure proceedings are invited to correspond with Messrs, Renfro Brothers, Opelika, Ala.

### BANKING AND FINANCIAL.

### OFFICE OF FISK & HATCH, NO. 5 NASSAU STREET, NEW YORK, Oct 9, 1880.

We are receiving so many letters of inquiry as to the terms on which we receive deposit accounts of Banks, Bankers, Business Firms and individuals, that we find it necessary, in order to save clerical labor in replying to each separately in manuscript, to issue this circular for the general information of those who may desire to open accounts with a private banking house in this city.

specie) f	rom t	he port	of	New	York	to	foreign	ports	for the	L
week end	ding O	ctober 5		*				-	*	

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

	1877.	1878.	1879.	1830.
For the week	\$6,373,639	\$7,183,567	\$9,420,882	\$8,247,529
Prev. reported	209,561,156	261,444,405	251,873,907	307,449,992

Total s'ce Jan. 1.\$215,934,795 \$268,627,972 \$261,294,789 \$315,697,521

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 2.

·	Exports from	New York.	Imports at N	Tew York.
· · · ·	Gold.	Silver.	Gold.	Silver.
Great Britain	·····	\$96,400	\$165,461	\$12,166
France. Germany			907,100 2,140,100	
West Indies Mexico			1,297	6,151
South America All other countries			2,900	233
Total		\$96,400	\$3.216,858	\$18,550

Of the above imports \$2,007 were American gold coin and \$17.994 silver coin.

The movement from January 1 to date includes the export of \$2,151,023 gold and \$3,762,250 silver, and the import of \$30,218,544 gold and \$3,897,681 silver. The total exports and imports of specie at New York in the present and several previous years have been as follows:

We are prepared, on the terms mentioned below, to receive the accounts of responsible parties in good standing:

- 1. Except in the case of Banks, Savings Banks, or other well-known Corporations, or of individuals or firms whose character and standing are already known to us, we require satisfactory reference before opening an account.
- 2. We allow interest at the rate of 3 per cent per annum on the average monthly balances, when the same amount to \$1,000 or over. On accounts averaging less than \$1,000 for the month we allow no interest.
- 3. We render accounts current, and credit interest as above, on the last day of each month.
- 4. For parties keeping regular deposit accounts with us we collect and credit United States, Railroad, and other Coupons and Dividends payable in this city without charge; make careful inquiries and give the best information we can obtain respecting investments or other matters of financial interest to them, and in general serve their interests in any way in which we can be of use to them in our line of business.

5. We do not discount or buy commercial paper, but are at all times prepared to make advances to customers and correspondents on United States bonds or other first-class and marketable securities.

6. All deposits are subject to check at sight without notice.

One of our firm is a member of the New York Stock Exchange, and we give particular attention to orders by mail, telegraph, or in person, for the purchase or sale, on commission, of Investment bonds and Stocks. We continue to buy and sell direct, without commission, all issues and denominations of United States Bonds, for immediate delivery, at our-rent market rates. Very respectfully, FISK & HATCH. rent market rates. Very respectfully,

VOL. XXXI

# The Bankers' Gazette.

### NATIONAL BANKS.

Information in regard to National Banks organized and changes in their officers will hereafter be found under "Commercial and Miscella-neous News," on a preceding page.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per	When	Books Closed.			
	Cent.	Payable.	(Days inclusive.)			
Railroads. Boston Clin. Fitch. & N. B. pref. Louisville & Nashville (in stock). Miscouri Pac. (in new stock only). Portsmouth & Dover. Raleigh & Gaston. Vermont & Massachusetts. Insurance. North River.	100	Dec. 1 Oct. 15 On dem. Oct. 1 Oct. 7	Oct. 8 to Oct. 17. Nov. 14 to Nov. 30. Oct. 11 to Oct. 15. Oct. 1 to Oct. 10.			

### FRIDAY, OCT. 8, 1880-5 P. M.

The Money Market and Financial Situation. .... The Stock Exchange markets continue to show much irregularity, and the general appearance of affairs in financial circles confirms our previous reports that the present tone is one of hesitation. The current of feeling at the moment is the influence which most affects the markets, and if a large majority of bankers and brokers and their customers unite at one time in thinking that there is an element of uncertainty in the near future which renders heavy operations inadvisable, this in itself is sufficient to put a check on transactions. What the events of the future may actually turn out to be has little to do with the subject; the spirit of inaction sets in as the policy for the time being.

There has been little change this week in the general outlook. The political campaign is becoming more engrossing, and it is conceded that a very decided victory for one party or the other in the Ohio and Indiana elections of next Tuesday would virtually settle the question of the Presidential election. Government bonds hold their own at the decline. The railroad earnings for September, as reported at length on another page, present a very strong exhibit. The declaration of another 100 per cent scrip dividend-this time by the Louisville & Nashville Railroad-is a fresh sensation, and these dividends are calculated, in time, to awaken a new granger agitation, with a demand for lower freight rates. The imports of specie keep up pretty well; the total import from August 1 to Oct. 2 was \$28,388,557, against \$38,098,017 in the same period of 1879.

The money market has been very easy, and opinions are much divided as to the probability of any stringency in rates during this year. Some contend that if the import of specie should fall off, rates for money would rise immediately, and in support of this idea the low reserve of the banks is pointed to, and the notable fact which has been so conspicuous for a year past, that currency of all sorts flowing out of the banks in our Eastern cities does not speedily come back again. This is greatly accounted for by the increased demand for money among laborers and others in those parts of the country where there are few banks, and where money is kept and hoarded by small holders. Thus the demand from the prosperous farm laborers of the South and West, from the miners in the remote districts of the States and Territories, and from the railroad builders far west of the Mississippi and Missouri rivers, is sufficient to account for a good part of this semi-permanent demand for currency.

Our local money market continues quite easy, and call loans are quoted at 2@3 per cent, according to the collaterals. Prime commercial paper sells at 5@5½ per cent.

The Bank of England statement on Thursday showed a decrease of £783,000 in specie for the week, and the reserve was down to 45 per cent of liabilities, against  $50\frac{34}{12}$  last week; the discount rate is unchanged at  $2\frac{34}{22}$  per cent. The Bank of France lost 25,471,000 francs gold and 56,650,000 francs silver. The closing prices at the New York Board have been as follows:

	Interest Periods.		Oct. 4.	0ct. 5.	0ct. 6.	Oct. 7.	<i>Oct.</i> 8.
6s, 1880reg. 6s, 1880coup.	I & I	41024	1024	*1024	*1024	1024	1028
68, 1881reg.	J. & J.	*1044	*1044	*10438	*1044	*104-2	*104-9
$5_8, 1881reg.$ $5_8, 1881reg.$ $4_{28}, 1891reg.$	QFeb. O-Mar	*10212	*10242	10242	*10848	*102%	*1084
4128, 1891 coup.	QMar. QJan.	10838 10738	*10838 10738	*1084	108-8	10718	100%
4s, 1907coup. 6s, cur'cy, 1895reg. 6s, cur'cy, 1896reg.	J. & J. J. & J.	*125	*125 *125	*125	*125 *125	*125 *125	*125 *125
6s, eur'cy, 1897reg. 6s, eur'cy, 1898reg. 6s, eur'cy, 1899reg.	J. & J. J. & J.	*125		*125 *125 *125	*125 *125 *125		*125 *125 *125

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

The range in prices since January 1, 1880, and the amount of each class of bonds outstanding Oct. 1, 1880, were as follows:

	Range since	Jan. 1, 1880.	Amount Oct. 1, 1880.			
*	Lowest.	Highest.	Registered.	Coupon.		
6s, 1880cp. 6s, 1881cp. 5s, 1881cp. 4 <sup>1</sup> 2s, 1891cp. 4s, 1907cp. 6s,cur'ncy.reg.	1037 <sub>8</sub> July 9 102 <sup>1</sup> 2 Sept. 28 106 <sup>3</sup> 8 Jan. 2 103 Jan. 2	10748 May 26	$\begin{array}{r} \$11,020,C00\\158,194,050\\299,041,050\\173,743,400\\532,562,100\\64,623,512\\\end{array}$	50,306,550 175,490,500 76,256,600 205,701,850		

Railroad and Miscellaneous Stocks, - The stock market has been rather unsettled, showing at times much strength and even buoyancy, and again sagging off to lower figures. Among the leading classes of speculative stocks, those of the two great roads of the Northwest have been conspicuous for strength, and the Gould stocks-Union Pacific and Wabash-have been among those which declined most easily on each relapse in the market. The railroad earnings for September, as reported so fully on another page, are all that could be desired. Louisville and Nashville stock has fluctuated moderately on

the declaration of the 100 per cent stock dividend and closes at 157%@160. The Manhattan elevated stock has been very strong in face of the disagreement about consolidation and the fact that the company had a deficit in the year ending Sept. 30, 1880, of \$478,750. But there has been very strong buying by able parties and the theory is held that they may intend to control the company and carry its guarantees for the sake of future profits. The elevated roads might possibly earn more than their full charges in 1880-'81. The collapse in Sutro Tunnel stock has been a surprise to holders, and recent manipulation is suspected. The reports about Philadelphia & Reading affairs are quite diverse, and some of them almost amusing —particularly that one which stated that the \$17,000,000 of floating debt would be taken up with preferred stock which should come in for dividends after the present common stock. This new sort of stock would probably be quoted at the Board as "Philadelphia & Reading preferred-deferred."

The daily highest and lowest prices have been as follows:

	Saturday, Oct. 2.	Monday. Oct. 4.	Tues Oct.	day, 5.	Wedn Oct.		Thur Oct.		Frid Oct.	lay. 8.
Am. Dist. Tel.			7334	7334	7314	73%	78	734	78	73
Atl.&Pac.Tel.	*4014 41	40 40	*391	41	*3916	41	40	40	*39%	40%
Canada South.	*58% 59%	5974 5978			59%	60	*58%	60	*58	60
ent. of N. J	74% 75%	73% 75%	734	7458 73	73%	7458	7216	7334	7216	73
ent. Pacific	7316 73%	73% 73%	13		734	73%	7314	7314	7254	78
hes. & Ohio	*19 194	19 19	19%	1910	19	19	1934	20	19%	191
Do 1st prf.	*2414 26	26 26	*94	26	2316	25:4	25%	2614	*251	261
Do 2d prf	21% 22%	2012 2:14	*19%	201/2	205	2014	21	21 .	*20	213
hic. & Alton.	*114 115	115 115	*115	116	118%	114%	1131	1133	113%	113
hic.Bur.& Q.	13456 13914	136 13/34	1361/2	138%	138	138%	137	13834	136	1889
This M Rot D	0216 0316	93 94,2	8216	9418	931/2	944	9234 16958	9358	925	93
Do pref. Chic. & N. W.	110% 111	111 .111	11014	110%	110	1105%	16918	1091%	109	1093
bic. & N. W	105 108	108 108	106	109	1.84	10914	10714	10834	10798	1083
Do pref.	12276 1244	1211/2 12434	124'2	126	125%	128	124	125	124%	125
R.I.&P.new	1183 11834	11816 119	11856	1185	x1174	\$ 1714	117	117%	117	117
h.St.L.&N.O.	*36 38	364 374	*35	3711	*35	37	35	30	*34%	36
h.St.P.M.&O	4216 43	43 441/1	43	43%	-43	4334	4134	4238	4112	412
Do pref.	8236 827/8	8234 84	827/8	8316	83	8334	821/4	82%	81%	817
lev. C. C. & L.	*70 71	*70 71%	*69	7034	701/2	7456	70	70	71	71
Col.Chic.&I.C.	1836 1836	1836 1881	1818	184	1818	1838	174	18	17%	173
Del.& H.Canal	85 86	8434 854	841	847/8	81	85%	8334	8414	84	84
Del.Lack.&W.	89% 9034	8956 91	89%	90%	90%	90%	89%	9012	89%	903
Denver& R.G.	70% 70%	7016 71	7014	7014	7050	70 M	70	70	0.000	
Han.& St. Jo	3834 3936	3816 3936	3834	39	384	38%	38	385	3794	38
Do pref.	8134 834	8134 83	8134	82	8114	8214	811%	8159	8058	81
Ious.&Tex.C.	64 70	6878 70	67	67	6516	661/4			65	653
llinois Cent	11216 11234	1123/ 113	*1124	118		1121	*1113	124	*111	112
ake Erie&W.	33% 33%	33 3354	3234	<b>S</b> 3	33	8314	32¼ 108¾	325%	3134	323
Lake Shore	108% 109%	108% 109%	1034	10938	109	11014	10894	1091/2	108%	109
Louisv.&Nash	155 15618	158 16)	160	16412	157	164	157%	262	157%	161
Manhattan	3116 33%	34 3614	351/8	361	35	36%	3414	35%	34%	36
Mar.&C.1st pf.		476 478					4	414	1	
Do 2d prf.		254 3					234	2%		
Mich.Central .	9656 9836 2236 2236	9658 98%	9676 2216	98	9756 2258	98%	97	97%	965%	97
Mobile& Ohio.	1 2236 2236	22 224	2216	2234	225%	2234	*22	2234		
Mo.Kans. &T.	35% 36% 111% 111%	3516 37	8608	36%	35%	36%	853% 1113%	85%	3518	369
Mor.& Essex	35% 36% 111% 111%	1111% 111%		112		111	1113/8	1113%	1111	1113
Nash.Ch.&StL	6136 63%	60 64	60	611/2	61	61	60%	61%	61	61
NewCent.Coal									1.000	190
N.Y.C. & H. R.	1301/ 1305/6	1801 1314	13016	130%	130%	131	130	130%	13)	150
Y.Y.L.E. & W.	3936 40%	3936 4036	393%	40	393%	897/8	39	39%	38%	39
Do prof.	70 71	70% 7:34	71	71	71	7136	70	70%	1	óô'
Y.Y.Ont. & W.	2216 2234	2256 23	22%	2216	22	2244	2034	22	2116	228
Northern Pac.	2834 2834	28 29	204	2734	2814	28%	2734	28	6194	KO
Do pref.	5238 5314	52% 53%	51%	52%	52	525%	5184	52%	52	52
Dhio Central.:	1* 2216		21%	21%	22	23	2234	23	2284	33
hio & Miss	3436 8518	33% 35%	34	34%	3358	3418	331/8	34		70
Do pref.	751 76	76 76	78	76	74%	75%		4182	72	419
Pacific Mail	3914 39%	3916 42	4138	4312	41%	421/8	41	41% 198	41	
Panama	1 195			000		01	001	30%	29%	299
Phil. & Read'g	29% 30%	30 314	301/3	3034	2934	81	29%	18	2078	207
st.L.A.&T.H.	terrare and the second second second	21 21			7012	moi	18	*0		
Do pref.	77 78%	1012 111	79	79	79%	794	1052	5052	ARIA	50
t.L.I.M. & So.	50% 01%	49% 51%	49%	50%	50	514	4956	505% 83%	48%	821
t.L.& S.Fran.	32 3%	*31 33	94	<b>94</b>	83	88	324	43	1	
Do pref.	4316 44	43 43	43	43	43%	43%	49	40		
Do 1st prf.	75 73	*:4 75%	*74	7514	*74	75	*74	il	'i''	1
utro Tunnel.	*1% 15%		114	110	11/8	11/2	88	88%	87%	88
Union Pacific.	89 89%	R460 R400 I	8818	88%	8816	8874	3614		361	884
Wab.St.L.& P.	361 37	1 1440.6 4736	36	3736	3614	8736		36% 68%	68	864 68
Do pref. West. Un.Tel.	68 69 9814 9914	6716 6936 9716 9956	67% 97%	385%	6814	6936 99	.07%	98%	90%	879
				98%	9756					

The last statement of the New York City Clearing House banks, issued October 2, showed a decrease of \$243,325 in the surplus over legal reserve, the total surplus being \$4,399,750, against \$4,643,075 the previous week.

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

5 æ	1880. Oct. 2.	Differ'nces fr'm previous week.						1879. Oct. 4.	1878. Oct. 5.
Loans and dis. Specie Circulation Net deposits. Legal tenders.	63.256,300 18,636,700 295,611,400	Inc. Dec. Inc.	\$880,400 108,700 245,800 804,500 150,900	$\begin{array}{r} 20,149,100\\ 21,932,400\\ 231,920,700 \end{array}$	19,577,500 214,103,400				
Legal reserve. Reserve held.	\$73.902,850 78,302,600		\$201,125 42,200						
Surplus	\$4,399,750	Dec.	\$243,325	\$262,425	\$7,436.050				

United States Bonds .-- Government securities have been irregular in tone, but have held their prices at or near the decline of last week. It was rumored at one time that Mr. Vanderbilt was a seller, but this is probably without any foundation, and his bankers were rather buyers than sellers at the lower prices At the Treasury purchase on Wednesday, the offers to sell bonds amounted to \$5,366,350, of which \$2,500,000 were accepted, including \$1,492,350 5s of 1881, at 102.58 to 102.64; \$867,650 6s of 1881, at 104.35@104.56 and \$140,000 6s of 1880, at 102.35@102.56.

\* These are the prices bid and

ed for FRASER

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70,804,827

21,463,516

Oct.

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

to date, were as for	10 ws.								
	Sales of Week,	Ran	Range since Jan. 1, 1880.					Rang Year	1879.
8	Shares.	Lowest.		Highest.			Low.	High	
Canada Southern	1,000	40	May	17	7412	Jan.	14	454	7812
Central of N. J.	106.303	45	May	25	9014	Mar.	8	3312	8978
Chicago & Alton	941	9912		2	118	Aug.	7	75	1004
Chic. Burl. & Quincy	18,212		June	2	152			11118	1341
Chic. Mil. & St. P	129,054	6612	May	25	9518	Sept.	30	3438	
Do do pref.	2,735	99	May	10	114	Sept.			$1023_{4}$
Chic. & Northw	108,765	8718	July	9	1094	Oct.	6		9412
Do do pref.	5,700	104	Feb.	10	12612	Sept.		7678	108
*Chie. Rock I. & Pac	3,480	10012	June	11	204	June	8	119	15012
Col. Chic.& Ind.Cent.	7,050	912	May	11	2518	Jan.	<b>26</b>	5	<b>28</b>
Del. & Hudson Cana!	7,108			25	8818	Sept.	9	38	8918
Del. Lack. & Western	120.090	6812		<b>25</b>	9478	Mar.	22	43	94
Hannibal & St. Jo	6.750		May	25	4458	Sept.	2	134	412
Do do pref.	8,320		May		8678	Sept.	2	34	7018
Illinois Central	1,100	9912	Jan.	2	1164	Sept.	7	794	10034
Lake Erie & Western	5,330	204	May			Mar.	4	116	2812
Lake Shore	104,420	95	June	2	11118		4	67	108
Louisville & Nashv	11,924	8618			16412		2	35	8912
Manhattan	52,132	21	July		5712	Mar.	16	35	724
Michigan Central	34,750		May	17	98%		4	7334	98
Missouri Kan. & Tex.	47,670		May	25		Jan.	27	538	3534
Morris & Essex	1,703	100	May	$\overline{24}$	11212	Sept.	8		10412
Nashy. Chatt. & St. L.	8,800		June		128	Mar.	5	3512	83
N.Y. Cent.& Hud.Riv			May		137	Mar.	31	112	139
N.Y. Lake E. & West.	127,130		June		4878		2	2118	49
Do do pref.			May		7378	Feb.	2	3712	
Northern Pacific	1,710	20	May	11	36	Jan.	14		4012
Do pref.	5,739	3930	May	$\overline{2}\overline{4}$		Jan.	13		65
Ohio & Mississippi	20,325		May	$\overline{25}$		Mar.	6		
Pacific Mail	58,745		May	17	62	Mar.	8	1038	3912
Panama	00,120	168	Jan.	$\mathbf{\tilde{2}}$	195	Sept.		123	182
Phila. & Reading	35,000	134	July	$\overline{2}$		Jan.	3		
St.L.Iron Mt. & South.			May			Feb.		13	56
St. L.& San Francisco			May	ĩĩ		Feb.	2	318	
Do pref.		33	May	îî		Mar.		418	
Do 1st pref.		60	May	ii		Mar.			7812
Union Pacific		80	May	11		Jan.			
Wab. St. L. & Pacific			May			Jan.			
Do do pref.		511	May	25		Aug.			
Western Union Tel			June	2	1164	Feb.	24	8858	
WOSUGILL ULIUL TOL.	40,000	1 00.4	ouno	-	1210 2	- 0.0.		1 00 0	

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

State and Railroad Bonds.—Among the State bonds Vir-ginias are firmly held, and the bankers at Richmond think that the readjusters will not succeed in unsettling the debt. North Carolina fours are quoted at 78@79.

The Tennessee bonds, since the decision in favor of the rail-road companies, have been weaker, and the old bonds are quoted at 36@38 and new bonds at 31½@32. Of the Louisiana consols only a few bonds have been exchanged for new—less than \$300,000—and in the suit before the Supreme Court of the State a decision is expected in November.

Railroad bonds are in good demand as usual, and the invest-ment inquiry at anything like moderate prices—say 100 to 105 for 6 per cent bonds—runs far ahead of the supply. There was quite an active movement in the Rome Watertown & Ogdensburg first consolidated bonds, which advanced sharply, and at the close to day sold at 6714 and at the close to-day sold at 67½. Messrs. A. H. Muller & Son sold the following securities at

auction:

shares.	Shares.
500 People's Gaslight Co. of	50 Tradesmen's Ins107-2
Brooklyn	45 Stuyvesant Ins120
44 Brooklyn Gaslight Co106	100 Broadway Bank243
13 Metropolitan Gaslight Co.133	100 Pacific Fire Ins228 <sup>1</sup> 2@230
300 B'klyn City RR16734@168	6 Pacific Fire Ins230
50 Brooklyn Gaslight Co10812	12 Broadway Bank244
40 Bank of Manhattan Co. 138	Bonds.
10 Frank. & Empo. Fire Ins. 116	\$1,000 Terre Haute & Ind.
72 Lenox Ins	RR. 7s, due 1893 1124
50 United States Ins 125	

Exchange.-The market for foreign exchange continues dull and only steady. The imports of specie still keep up, and this week the Banks of England and France both show  $a_{\circ}$  large decrease, though how much was for America is not reported. To-day the leading drawers of sterling are selling at 4 81 for 60 days and 4 83½ for demand. Cable transfers are 4 83¾@4 84. The following were the rates of domestic exchange on New York at the undermentioned cities to-day : Savannah, buying %, selling ½@¼ off; Charleston, buying ¾@7-16 discount, selling par; New Orleans, commercial \$2 discount, bank par; St. Louis, 75c. discount; Chicago, 50@60 discount; Boston, 40@ 45 discount.

Railroad Earnings. 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.

to, and including					
	-Latest earn			-Jan. 1 to la	lest date.
Ala.Gt. Southern.A		.880. 58,701	1879. \$34,807	1880. \$390,993	1879. \$254,949
Albany & Susq A		28,346	92,552	896,142	680,950
Atch.Top. & S. Fe. A	ugust 6'	73,000	516,765		
Atl. & Gt. WestJ			301,272 134,955	2,421,668 1,228,046	1,584,409 988,665
Atl. Miss. & Ohio.A Atl. & Char.Air-L.A		79,947 35,044	51,955	525,887	433,893
Bur.C.Rap.& No4	th wk Sep.	56,032	51,130	1,465,742	1,039,436
Cairo & St. Louis. 1	stwkSept	10,251	8,072	262,419	167,062
Central PacificS Ches. & OhioA	ingust 2	59,110	215.695	1,756,381	1,201,886
Chicago & Alton .4	thwkSep. 1'	75.084	162,098	5,607,146	3,933,400
Chic. Burl. & QA	ugust1,6	10,1681,	315,559 ]	1,325,592	8,819,621 611,979
Chic. & East. Ill4 Chic. Mil. & St. P.4		31,426 97,000	$21,341 \\ 332,076$	910,542 8,721,000	6,560,873
Chic. & NorthwS	eptember.1,9	57,951 1,	716,409	13,910,229 1	1,317,929
Chic.St.P.Min&O.4	th wk Sep.	44,230	40,106	1,079,554	$835,108 \\ 426,835$
Chic. & W. Mich2 Cin. Ham. & DJ		19,958 45,060	15,229 197.464	563,071	420,000
Cin. Sand. & Clev.1	2 dys July	27.543	21,050		
Cin. & Springf4	th wk Sep.	30,363	33,058	631,335	541,835 2,551,913
Clev. Col. Cin. & I.4 Clev. Mt.V. & Del. 1		34,64 <b>4</b> 10,517	$145,421 \\ 10,001$	3,092,335 280,947	252,009
Del.& H.Can., Pa. D	DivAug.	39,388	95,958	741,846	777,530
Denver & Rio Gr 4	thwkSep. 14	12,373	36,819	2,222,257	405 410
Denv.S.P'k& Pac.S Det. Lans. & No3	d wk Sept	27,532 25,316	95,532 28,685	1,494,876 834,908	495,419 747,514
Des M.& F.Dodge.3	d wk Sept.	9,160	5,179	214.936	153,995
Dubuque&S.City.3		<b>9,160</b> 29,721	23,314	686,247	611,250
Eastern	th wk Sen	02,389 47.654	264,601 35,026	1,915,440 1,133,622	$1,628,426 \\793,530$
Gal. Har.& San A.J		92,452	91,482		
Grand Trunk. Wk. e	and. Oct. 2 2	26,508	210,817	7,700,685	6,410,872
Gr't Western.Wk.e. Hannibal & St. Jo. 4	nd.Sep. 24 1	15,545 63,781	98,692 53,326	3,596,289 1,808,004	3,045,139 1,311,212
Houst. & Texas C.A	ugust 2	<b>39,330</b>	232,122	1,977,892	1,621,644
Illinois Cen. (Ill.).S	eptember. 6	25,709	582,350	4,553,731	4,073,531
Indiana Bl. & W2		71,523 24,881	153,715 28,244	1,187,769 842,161	1,065,663 776,191
Int. & Gt. North4		62,504	58,158	1,173,449	1,083,980
Iowa CentralJ	uly	86,596	58,182	756 049	559,210
K. C. Ft. S.& Gulf.2 Kans.C.Law.& So.2	d wk Sept.	20,583 18,374	$17,871 \\ 9,842$	756,012 488,088	315,885
Lake Erie& West.3	d wk Sept.	24,825	15,652		
Louisv. & Nashv.4	thwk Sep. 2	76,700	150,152	6,516.547 623,098	4,018.964 421,920
Marq. H. & Ont'n.3 Memp. & Charl4		$82,918 \\ 22,438$	50,699 9,837	752,677	533,692
Minn. & St. Louis.3	d wk Sept.	19,502	10,480	516,119	305,216
Mo. Kan.& Texas.4	thwkSep. 1	17,730	125,823	3,025,770 1,463,350	2,188,567 1,234,470
Mobile & OhioS Nashy. Ch.& St.L.A		79,191 69,326	161,253 142.182	1,345,625	1,113,659
N.Y. & Canada	nenst	55.617	45.185	428,110	276,297
N.Y. Cent. & Hud. A	ugust3.0	22.8552	546,029	21,628,649	8,938,625
N.Y. L. Erie & W.J N.Y. & N. Engl'd.3	uly	61,898	57,194	10,072,040	
Northern Central.A	ugust 4	53,923	316,716	3,120,011	2,475,661
Northern Pacific .S		32,810	270,893 13,518	1,708,059	1,383,577
Ogd. & L. Champ.4 Pad. & Elizabetht. A		14,923 34,303	27,331	244,358	184,114
Pad & Memphis 1	st.wkSent	3.819	2.414	134,124	102,931
Pennsylvania A	ugust3,7	23,355 2,	982,718 3,339	26,607,070	21,179,082
Peoria Dec. & Ev.3 Philadel. & ErieA		9,532 47,532	275,907	2,431,030	1,871,011
Phila. & Reading. A	ugust 1,5	31,8131,	462.280	11,004,115	9,460,470
Pitts. Titusv. & B.A	ugust	55,500	$37,526 \\ 19,275$	372,672	308,198
Ports.Gt F.&Con.A Rensselaer & Sar.A		22,891 05,321	178,852	1,219,011	950,523
St.L.Alt.&T.H4	th wk Sep.	42,355	39,067	1,027,507	712,487
		$16,150 \\ 61,400$	15,150 591,076	448,040 4,278,410	370,070 3,255,65 <b>3</b>
St. L. Iron Mt.& S.S. St. L. & San Fran.4		86,023	60,790	1,876,055	1,027,373
33.P.Minn.& Man.4	th wk Sep.	83,000	70,400	2,214,330	1,851,785
St.Paul & Duluth.		64,537 58 804	41,092	377,697 1,035,546	785,936
St. Paul & S. City4 Scioto Valley4		58,804 8,719	8,968	232,820	205,529
South. Pac. of Cal.	August 5	08,000	237,263	3,266,097	930 <b>,680</b>
Texas & Pacific		62,773 33,050	$61,641 \\ 30,493$	1,027,399	892,765
Fol.Peoria & War.4 Union PacificJ	uly1.9	88,000 1	,431,000	********	
Wab. St. L. & Pac.4	thwkSep. 3	09.225	280,384	8,741.398	6,068,029
Wisconsin Cent	August	86,994	56,389	699,308	504,692
Boston Bank	The fol	lowing	are the t	OTAIS OI LI	Te Doston
hanks for a surie	A OF WOOLG	DASL .			

Quotations for foreign exchange are as follows :

Oct. 8.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort (reichmarks). Bremen (reichmarks).	$\begin{array}{c}4 \ 79^{1}2 \ \overline{0}4 \ 80 \\4 \ 78^{1}2 \ \overline{0}4 \ 79^{1}2 \\5 \ 28^{3}4 \ \overline{0}5 \ 25^{5}8 \\39^{3}8 \ \overline{0} \ 39^{3}4 \\93^{3}4 \ \overline{0} \ 94^{1}8\end{array}$	$\begin{array}{r} 4 83^{1} @ 4 84 \\ 4 82 @ 4 82^{1} \\ 3 81 @ 4 82 \\ 5 25^{5} & 30^{5} & 23^{1} \\ 39^{5} & 30^{5} & 40 \\ 94^{1} & 94^{3} \\ 94^{1} & 20 & 94^{3} \\ \end{array}$

U. S. Sub-Treasury .- 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:

	1			* Balan	nces.		
		Receipts.	Payments.	Gold.	Currency.		
Oct. "	2 4 5 6 7	\$ 999,120 99 2,802,480 76 1,247,589 59 1,456,191 34 1,300,557 85	$\begin{array}{c} 1,630,409 \ 10 \\ 1.640,266 \ 82 \\ 1,615,560 \ 10 \end{array}$	76,068,523 94	\$ 5,286,181 97 5,142,625 56 5,223,928 23 5,659,921 31 5,404,796 82		
	8	840,713 66		73,174,231 45	5,328,836 16		
Total		8.676.654 19	12,358,055 15				

for FRASER

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		tonowing a			
banks for a se	ries of week	s past :			
Loan		L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1880. \$	\$	8 -		8	8
June 7., 141,821	.900 6.202.800	2,717,200	54,125,300	31,144,800	56,670,704
" 14 141,179			54,175,300	31,172,400	53,567,387
" 21 140,837			53,873,800	30,689,200	53,630,062
" 28 141,880	400 6,078,800		53,878,800	30,664,600	54,328,137
July 5 149,799			53,701,800	30,730,500	65,016,458
12. 144,541			53,630,100	30.573,400	53,228,399
" 19., 145,258			54.727.500	30,497,400	58,347,774
" 28. 145,518			55,220,800	30,514,600	56,946,126
Aug. 2., 145,795			54,579,400	30,344,200	50,882,884
9. 140,955		3,547,100	54,020,300	29,640.100	62.616,237
* 16. 148,056	,800 6,349,000	3,182,900	55,688,100	30,496,200	58,477,792
" 23 147,343		2,991,900	56,002,600	30,378,300	58,143,856 48,801,889
" 30 146,627	900 6,002,000	3,128,600	55,228,200	30,514,900	
Sept. 6 147,259	200 6,281,800	) 2,945,200	55,495,300	30,508,500	53,202,766
13 146,749	,700 6,871,600		56,089,500	30,569,800	54,247,417 55,287,976
. 20. 148,074	,800 7,082,300	2,843,500	56,342,900	30,468,300	57,676,524
" 27 145,508	500 7,615,000		58,3-1,800	30,503,800	
Oct. 4 145,099	,500 8,333,400	2,875,300	59,827,700	30,577,200	62,080,700
	a	· · ·	~ T		
* Other than G	overnment an	d hanks, less	(llearing-H	onse checks	
		u builling 1000	Clouting		his hasha
Philadelph	ia Banks.	The tota	als of the	Philadelpl	hia banks
Philadelph	ia Banks.	The tota	als of the	Philadelpl	hia banks
Philadelph are as follows	ia Banks. :	The tots	als of the	Funadaibi	
Philadelph are as follows	ia Banks. :	The tots	als of the Deposits.	Philadelpl Circulation.	hia banks Agg. Clear.
Philadelph	ia Banks. : Loans. I	The tots 	Deposits.	Circulation.	Agg. Clear.
Philadelph are as follows	ia Banks. : Loans. I \$ 67,623.238	The tots 4. Tenders. \$ 17,857.324	Deposits. 57,672,685	Circulation.	Agg. Clean.
Philadelph are as follows 1880.	ia Banks. : Loans. I \$ 67,623,238 67,833,982	The tots Tenders. 	Deposits. \$ 57,672,685 57,674,977	Circulation. \$ 12,087,538 12,085,896	Agg. Clear. 47,734,704 38,537,916
Philadelph are as follows 1880. June 7 21	ia Banks. : Loans. L 67,623,238 67,839,982 67,542,597	The tots 	Deposits. \$ 57,672,685 57,674,977 57,479,261	Circulation. \$ 12,087,538 12,085,896 12,093,024	Agg. Clear. 47,734,704 98,537,916 42,948,195
Philadelph are as follows 1880. June 7. 	Lia Banks. : Loans. L \$ 67,623,238 67,532,982 67,542,597 67,663,460	The tots 	Deposits. \$ 57,672,685 57,674,977 57,479,261 58,974,381	Circulation. 12,087,538 12,085,596 12,093,024 12,219,634	Agg. Clear. 47,734,704 98,537,916 42,948,135 41,410,608
Philadelph are as follows 1880. June 7 " 14 " 21 " 28 July 5	ia Banks. : Loans. I 67,623,238 67,542,597 67,663,460 67,873,399	The tots Tenders. \$ 17.857.324 18.359,302 19.196,787 19.120,748 19.679,612	Deposits. \$ 57,672,685 57,674,977 57,479,261 58,974,381 59,331,205	Circulation. \$ 12,087,538 12,085,896 12,093,024 12,219,634 12,205,661	Agg. Clear. 47,734,704 95,537,916 42,948,135 41,410,608 41,410,608
Philadelph are as follows 1880. June 7. 	ia Banks. : Loans. L 67,623,238 67,839,982 67,542,597 67,663,460 67,873,399 68,022,417	The tots 	Deposits. 57,672,685 57,674,977 57,479,261 59,6391,205 59,619,666	Circulation. \$ 12,087,538 12,087,538 12,085,896 12,093,024 12,219,634 12,205,661 12,203,079	Agg. Clear. 47,734,704 38,537,916 42,948,135 41,410,608 46,852,088 34,654,644
Philadelph are as follows 1880. June 7. 	Loans. L 5 67,623,238 67,623,238 67,542,597 67,663,460 67,673,399 1 68,022,417 67,736,802	The tots . Tenders. \$ 17.857.324 18.359.302 19.120,748 19.679.612 20.088.506 20.573,774	Deposits. \$ 57,672,635 57,674,977 57,479,261 58,074,381 59,331,205 59,619,666 60,6334,603	Circulation. \$ 12,087,538 12,085,896 12,099,024 12,219,634 12,205,661 12,205,661 12,205,979 12,184,961	Agg. Clear. * 47,734,704 38,537,916 42,948,135 41,410,608 46,852,088 34,654,644 39,599,262
Philadelph are as follows 1880. June 7. 	Loans. I toans. I toans. I 67,623,238 67,542,597 67,662,460 67,873,399 168,022,417 67,796,302 67,796,302 67,44,957	The tots . Tenders. \$ 17,857,324 18,359,802 18,196,787 19,120,748 19,679,612 20,088,506 20,573,774 20,911,011	Deposits. \$ 57,672,685 57,674,977 57,479,261 58,974,381 59,331,205 59,619,666 60,634,603 60,112,851	Circulation. \$ 12,087.538 12,085.896 12,093,024 12,219,634 12,208,661 12,208,661 12,184,961 12,189,649	Agg. Clear. * 47,734.704 98,537.916 42,948,135 41,410,608 46,852,088 34,654,644 39,599,269 42,804,968 36,101,306
Philadelph are as follows 1880. June 7. 	Loans. L 5 67,623,238 67,623,238 67,542,597 67,663,460 67,873,399 168,022,417 67,736,802 67,444,957 67,591,981	The tots . Tenders. \$ 17.857.324 18.359,302 19.120,748 19.120,748 19.679.612 20.088,506 20.573,774 20.911,011 21.237,201	Deposits. 57,672,685 57,674,977 57,479,261 58,974,981 59,331,205 59,619,666 60,634,603 60,112,851 60,2x8,773	Circulation. \$ 12,087,538 12,087,538 12,093,024 12,219,634 12,205,661 12,203,979 12,184,961 12,189,649 12,189,860	Agg. Clear. * 47,734,704 38,537,916 42,948,135 41,410,608 46,852,088 34,654,644 39,599,262 42,804,968 36,101,306 45,720,132
Philadelph are as follows 1880. June 7. 	ia Banks. : Loans. L 67,623,238 67,839,982 67,542,597 67,663,480 67,873,399 168,022,417 67,796,802 67,796,802 67,591,981 68,359,368	The tots . Tenders. \$ 17,857,324 18,359,302 19,120,748 19,679,612 20,088,506 20,573,774 20,911,011 21,237,201 20,666,346	Deposits. \$ 57,672,685 57,674,977 57,479,261 59,331,205 59,619,666 60,694,603 60,112,851 60,2×8,773 60,351,479	Circulation. \$ 12,087,538 12,085,896 12,095,024 12,219,634 12,205,661 12,205,661 12,205,661 12,189,649 12,189,580 12,154,016	Agg. Clear. 5 47,734,704 98,537,916 42,948,135 41,410,608 46,852,088 34,654,644 39,599,269 42,804,368
Philadelph are as follows 1880. June 7. "14. 21. 28. July 5. "12. "19. "28. Aug. 2. "9. "16.	Loans. I Loans. I 67,623,238 67,542,597 67,642,597 67,643,460 67,873,399 168,022,417 67,796,302 67,796,302 67,591,981 67,591,981 69,148,060	The tots . Tenders. \$ 17,857,324 18,359,302 19,120,748 19,679,612 20,088,506 20,573,774 20,911,011 21,237,201 20,616,346 20,216,899	Deposits. \$ 57,672,685 57,674,977 57,479,261 58,974,381 59,391,205 59,619,666 60,634,603 60,112,851 60,2851,479 60,850,934	Circulation. \$ 12,087,538 12,085,896 12,093,024 12,219,634 12,203,079 12,184,961 12,184,961 12,189,649 12,192,860 12,154,016 12,122,670	Agg. Clear. * 47,734,704 38,537,916 42,948,135 41,410,608 46,852,088 34,654,644 39,599,262 42,804,968 36,101,306 45,720,132
Philadelph are as follows 1880. June 7. "14. "28. July 5. "12. "19. "28. Aug. 2. "9. "16. "23.	Loans. I 5 67,623,238 67,623,238 67,542,597 67,603,460 67,873,399 168,022,417 67,736,302 67,736,302 67,444,957 67,591,981 68,359,368 69,148,060 69,591,147	The tots . Tenders. \$ 17.857.324 18.359,302 19.196,787 19.120,748 19.679,612 20.088,506 20.573,774 20.911,011 21.237,201 20.921,011 20.921,011 20.921,011 20.921,201 20.921,011 20.921,201 20.	Deposits. 57,672,685 57,674,977 57,479,261 58,974,977 58,974,581 59,331,205 59,619,666 60,634,603 60,288,773 60,288,773 60,850,934 60,653,997	Circulation. \$ 12,087,538 12,085,896 12,093,024 12,219,634 12,205,661 12,205,661 12,184,961 12,189,649 12,154,016 12,154,016 12,138,642	Agg. Clear. $\frac{112}{5}$ Clear. $\frac{12}{5}$ Clear.
Philadelph are as follows 1880. June 7. "14. 21. 28. July 5. "12. "28. July 5. "28. July 5. "28. July 5. "28. "28. "28. "28. "30. "30. "30.	Loans. L \$ 67,623,238 67,535,982 67,542,597 67,63460 67,873,399 68,022,417 67,736,302 67,736,302 67,736,302 67,591,981 68,359,368 69,148,060 69,591,147 (9,967,170	The tots . Tenders. \$ 17.857.324 18.359,302 19.120,748 19.120,748 19.0748 19.0748 19.675 20.088,506 20.573,774 20.911,011 21.237,201 20.606,346 20.216,899 19.625,220 19.625,220 19.625,5665	Deposits. 57,672,685 57,674,977 57,479,261 58,074,381 59,331,205 59,619,666 60,634,603 60,112,851 60,285,773 60,285,773 60,351,479 60,653,997 61,109,690	Circulation. \$ 12,087,538 12,085,896 12,093,024 12,219,634 12,205,661 12,205,661 12,205,661 12,189,649 12,184,961 12,192,880 12,154,016 12,122,670 12,138,642 12,161,925	Agg. Clear. * 47,734,704 38,537,916 42,948,135 41,410,608 46,852,088 34,654,644 39,599,262 42,804,968 36,101,306 35,101,306 45,720,132 39,159,731 38,904,761 33,465,504 36,143,128
Philadelph are as follows 1880. June 7. "14. 21. 22. July 5. July 5. "22. "19. "28. July 5. "20. "19. "28. Aug. 2. "9. "16. "23. "30. Sept. 6.	Loans. L 	The tots . Tenders. \$ 17.857.324 18.359.302 19.120.748 19.120.748 19.679.612 20.573.774 20.573.774 20.573.774 20.911.011 21.237.201 20.663.466 20.216.899 19.625.220 19.755.665 19.352.411	Deposits. \$ 57,672,685 57,674,977 57,479,261 58,974,381 59,391,205 59,619,666 60,634,603 60,112,851 60,251,479 60,880,934 60,850,997 61,109,690 61,532,113	Circulation. \$ 12,087,538 12,085,896 12,093,024 12,219,634 12,205,661 12,205,661 12,189,649 12,189,860 12,154,016 12,123,670 12,138,642 12,161,925 12,14,778	Agg. Clear. $\frac{112}{5}$ Clear. $\frac{12}{5}$ Clear.
Philadelph are as follows 1880. June 7 " 14 " 28. July 5 " 19. " 28. Aug. 2 " 9. " 16 " 30. Sept. 6 " 13	Loans. I Loans. I 67,623,238 67,542,597 67,653,460 67,873,399 67,643,460 67,873,399 67,644,467 67,96,302 67,796,302 67,444,957 67,591,981 68,359,368 69,148,060 69,591,147 (9,967,170 70,254,008 70,563,376	The tots . Tenders. \$ 17.857.324 18.359.802 18.196,787 19.120.748 19.679.612 20.088.506 20.573.774 20.911.011 21.237,201 20.916.899 19.625,220 19.755.665 19.352.411 20.676.935	Deposits. \$ 57,672,685 57,674,977 57,479,261 58,974,381 59,331,205 59,619,666 60,634,603 60,112,851 60,288,773 60,851,479 60,880,934 60,653,997 61,109,690 61,532,113 63,010,452	Circulation. \$ 12,087.538 12,085.896 12,093,024 12,219,634 12,208,661 12,208,661 12,188,661 12,189,649 12,188,649 12,154,016 12,158,642 12,138,642 12,161,925 12,14,778 12,178,215	Agg. Clear. * 47,734,704 38,537,916 42,948,135 41,410,608 46,852,088 34,654,644 39,599,262 42,804,968 36,101,306 35,101,306 45,720,132 39,159,731 38,904,761 33,465,504 36,143,128
Philadelph are as follows 1880. June 7. "14. 21. 22. July 5. July 5. "22. "19. "28. July 5. "20. "19. "28. Aug. 2. "9. "16. "23. "30. Sept. 6.	ia Banks. : Loans. L \$ 67,623,238 67,542,597 67,542,597 67,663,460 67,873,399 67,873,399 67,241,957 67,796,302 67,444,957 67,591,981 68,359,368 69,591,147 (19,967,170 70,254,008 70,563,376 70,786,305 4 5 5 5 6 5 5 5 5 5 5 5 5 5 5 5 5 5	The tots . Tenders. \$ 17.857.324 18.359,302 19.196,787 19.120,748 19.679,612 20.988,506 20.573,774 20.911,011 21.237,201 20.966,346 20.216,899 19.625,220 19.755,665 19.352,411 20.676,935 21.300,239	Deposits. \$ 57,672,685 57,674,977 57,479,261 58,974,381 59,391,205 59,619,666 60,634,603 60,112,851 60,251,479 60,880,934 60,850,997 61,109,690 61,532,113	Circulation. \$ 12,087,538 12,085,896 12,093,024 12,219,634 12,205,661 12,205,661 12,189,649 12,189,860 12,154,016 12,123,670 12,138,642 12,161,925 12,14,778	Agg. Clear. 5 47,734,704 38,537,916 42,948,135 41,410,608 46,852,088 34,654,644 39,599,262 42,804,368 36,101,306 45,720,122 39,150,731 39,150,731 35,304,761 33,465,504 36,183,128 36,878,476

64,822,802

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# THE CHRONICLE.

35

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 Oct. 2, 1880:										
			Aver	age amour	ut of					
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dopt's other than U.S.	Circula- tion.				
	8	8 000	\$ 100 000	\$ 222,000	9,018,000	\$ 495,000				
New York Manhattan Co	2,000,000 2,050,000	9,600,000 6,308,200	2,168,000 728,300	311.500	4 566 500	400				
Merchants	2,000,000	7.771.100	$1,442,100 \\ 1,052,000 \\ 1,304,500 \\ 1,300,500 \\ 1,300,500 \\ 1,300,500 \\ 1,300,500 \\ 1,30$	464.700	6,739,900	360,000				
Mechanics'	2,000,000	7.668.000	1,052,000	591,000	6,508.000	44,500				
Union	1,200,000	4,388,200 9,408,700	2,262.800	53,000 220,000	3,868,400 7.684,400	1.100				
America Phœnix.	<b>3,000,000</b> <b>1,000,000</b>	3, 77,000	858,000	162,000	3,670,000	267,000				
City	1,000,000	9 802 5001	2,968.600	33,000	10,276,100	798,300				
Tradesmen's	1,000,000 1,000,000	3,323.200 1,777.630	589,600	49,500	2,353.500 1,304,000	198,500				
Fulton Chemicul	600,000	13,108,000	231,900 3,914,800	120,300	13,788.500					
Merch'nts' Exch.	300,000 1,000,000	4,451.800	641,500	475.000	3 971 200	642.700				
Gallatin Nation'l	1,000,000	4,180.500	571.200	352,000 475.000 120,100	2,467.000 1.3 2.500	703,900				
Butchers'&Drov.	300,000	1,449,000	311.700	46,200 185,000	1,106,000	242,500				
Mechanics' & Tr. Greenwich	200,000 200,000	1,056.000 974.800	147,600 20,900	211,100	971,700	180.000 2,700 476,900				
Leather Man'f'rs	600,000	2,970,900	520,900	243,500	2,441,200					
Beventh Ward	300.0001	742,100 3,564,100	150,400 503,700	63.800	813,900	38.500				
State of N. York.	800,000	3,564,100	503,700	162,600 234,000	2,839.400 12,483,000	585,000 449,000				
American Exch	5,000,000 5,000,000	15,302,000	3,332,000 3,025,100	500,300	10,548,100	1,271,100				
Commerce Broadway	1,000,000	5.730.600	715.100	527.300	4.807,900	1.271,100 897.800				
Mercantile	1,000,000	3,915,000 2.497,100	730,800	168,800	3.699.700	178,830				
Pacific	1,000,000 422,700 1,500,000	2.497,100	255.600	201,300 107,500	$2.3 \pm 1.700$ 2.473,300	1,122,200				
Republic	1,500,000	4.910,600 3,414,900	532,000 751,500	175 900	3.741.200	45,000				
People's	412,500	1.542.400	59.200	175.900 114.100	1.410.600	5,400				
North America	412,500 700,000	2.382.600	195,000	200,000	2,335.800	800 000				
Hanover	$\begin{array}{r} 1,000,000\\ 500,000\\ 3,000.000\end{array}$	8,252,400	1,438,300	552 000	8,195,600 2,750,000	800,000 423,000				
Irving Metropolitan	3 000,000	3.043,000 12,708,600	381,700 2.941,000	223,700 70.000	12,114,000	40.000				
Oltizens'	600,000	1.836.900	279.500	<b>23</b> 0 000	1,911,490	267,000				
Nassau	1,000,000	2.286,500	237.600	81,000 135,700	2,113,100	3.9.10				
Market	500,000	2,616.000	628.000	135.700 65.000	2,259.900 1,741.500	444,000 446,30				
St. Nicholas Shoe & Leather	500,000 500,000	<b>2</b> .122.000 <b>3</b> ,378,000	895,000 786.000	111.000	3,447.000	450,000				
Corn Exchange	500,000 1,000,000 1,000,000	4.003.600	414,000	73.000	2.782,200	4.600				
Continental	1,000,000	6,003,100 1,597,100	1,448,800	162.600	6,251,400	779,000				
Oriental	300,000 400,000	1.597,100 3.332,000	39.100 770.000	285,200 143.000	1,573,700 3 828,000	180,000				
Marine Importers' & Tr	1,500,000	19,784,300	5 616 500	398.700		1,098,300				
Park	2,000,000	16,074,800	4.845 000	314.300	20.180.9.)	45,000				
Mech. Bkg. Ass'n	500,000	876.300	148,500	12,000	568,600	112,830				
North River Dast River	240,000 250,000	875.600 913,500	49,300 110.600		1,000,500 679,400	223,10)				
Fourth National.	3,200,000	17.152.300	3.625.000	73.200 658,800	16.657.900	810,000				
Central Nat	2.000.000	9,080,000	2,112,000	832,000	9,704,000 2,764,000	1,489,000				
Second Nation'l.	300,000	2,443.600	412.000	254.000	2,704,000 5,511,000	45,000 90,000				
Ninth National First National	750,000 500,000	4.847.500	<b>1,413,200</b> <b>3 098,800</b>	237.100 181,500		450.000				
Third National.	1,000,000	9,304,300	2,396,500	372.400	10.371 600	794.9.00.				
N. Y. Nat. Exch Bowery National N. York County	1,000,000 300,000	1.415,000 1.427.000		102.800	$\begin{array}{c c} 1.077.100 \\ 1.174.000 \\ 1.382500 \end{array}$	267 1 10				
Bowery National	250,000	1.427.000	22.000 22.100	298,000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	223,100 180,000				
Germ'n Americ'i.	200,000 750,000	1,327,100 2,468 000	<b>22.400</b> <b>406 100</b>	306,400 25,200	2.230 100	100,000				
Chase National	300,000	3,409,800	821 3 0			154,800				
Fitn Avenue	100,000	1,447,900		86,400						
Total	60,475,200	309,323,600	65.256,300	13,048,300	295,611,4·H	18,636,700				

The deviations from returns of previous week are as follows: \$801.500 243,800

\$850,400 Net deposits ......Inc.. 105,700 Circulation.....Dec. 150,900 i

		_			CANAL STOCKS.	32		Central Ohio	441	40%	
	The following an	e the tota	als for a s	series of weeks past	:	Chesapeake & Delaware Delaware Division.	3436	343	Pittsburg & Connellsville50	5	
	Tormo	Questo	T Man Jana	Demonite <i>Clineviation</i>	Ana Channe	Lehigh Navigation	33%	31%	RAILBOAD BONDS.	ľ	
	Loans. 1880. \$	specie.	L. Tenaers.	. Deposits. Circulation	. Agg. Olear.	MOTTIR	50		3alt. & Ohio 68, 1885, A.&O N. W. Va. 3d m.guar., '85, J&J	103/8	110
	Feb. 21290,091,200	59.587.200	15.505.500	271,601,000 21,282,200	795.314.114	do pref	160		Pittsb.& Connellsv.is,'98, I &J	116	117
	··· 28293,545,600	57.413.300	14,168,000	271,012,800 21,174,000	725,419,855	Ponnsvivania.		••••	Northern Central 68, '85. J&J	109	
	Mar. 6297.155,500			271,483,400 21,002,100		Schuyikill Navigation	6	7	1 do 68, 1900, A. CO.	11278	113%
		57,927,900	11,652,400	270,381,000 20,967,100		do prei Susquehanna			do 68, gld, 1900, J.&J.	112	
-	<b>20</b> 291,4 7,400 <b>27</b> 290,866,700	54,773,800	11,555,100 11,272,500	264,538,200 20,975,800 260,340,500 20,995,200	$748.481.804 \\ 644.453.967$	BAILROAD BONDS.			Cen. Ohio 6s, 1st in., '90, M.& S.	1:0	111
	April 8 290,639,500		10,847,500			Allogheny Val., 73-108, 1890	·	122	W. Md. 6s, 1st m., gr., '90, J. & J. do 1st m., 890, J. & J	10916	1114
	<sup>10</sup> 10285.470.900	52,023,600	11,935,900	256,267,800 20,987,900		10 18. E. ext., 1910	103		do 2d m. guar. J. & J.	115 1	
	" 17284,250,800 " 24 975 958 900	50,050,800	13,866,000	253,519,800 20,843,000		do inc. 78, end '94	itta	33	do 2d m. pref	104%	110
	A4					Belvidere Dela. 1st m., 68, 1902.	104		do 2d m.gr. by W.Co.J&J	110	
	May 1281,436,300 8281,137,700					do 3d m. 68, '37	100		do 6s, 3d m., guar., J.& J. Mar. & Cin. 7s, '92, F. & A	110	115
	·· 15278.571.200	56, 78.000	19,229,300	261,075,900 20,493,400		Gamdon & Amboy 69 Coup. '83	103		do 2d, M. & N	79	80
	··· 22272,250,800	58,831,900	21,609,500	258,325,700 20,304,000	759,515,331	do 6s, coup., '89 do mort. 6s, '89.	110	!	do \$5.3d. J. & J	41	41%
	** 29273,216,400			262,762,600 20,238,100		do mort. 68, 89	115	122	Union RR. ist, guar., J. & J.	110	
	June 5276,056,000 12279,263,700		21,934,800 22,221,300			Cam. & Atl. 1st in 7s. g., 1.93 do 21 m. cur. 7s, 274			do Can on endorsed.	115	
	· 19286 075,100	61,450,000	22,064,300			from & Rurlington Co. 68, 91.	106		CINCINNATI.		
	· 23285.905,100	65,210,100	21,715,800	277,770,800 19,620,000	607,558,981	Catawissa 1st, is, conv., 'o2			Cincinnati 68, 10ng	109	
	July 3291,784.300	66,168,600	20,684,600	283,078,300 19,572,000		Catawissa 1st, is, conv., '32 do chat. m., 10s, '88 do new 78 1900	119		do 78	115	
	10293,428,500			290,714,700 19,525,800	452,751,881	do new is 1900-1904	110		do 7.308 do South. RR. 7.308.1	125	:05
	<b>17</b> 292.309,500 <b>24</b> 294,517,800	70,615,500 69,058,900		292,238,500 19,488,700 291,270,000 19,463,500	530.485.032 625,916,274	Chartiers Val. 18t In. 15. C. 1901	100%		do do 68. gold T	114	115
	* 31297.779.300	68.037.700	20,631,300			Doluware mort. 68. Various.	113		Hamilton Co., O., 68. long	107	
	Aug. 7304,765,800	63,706,600	17,115,900	237,024,200 19,430,400	644,309,967	Dal & Round Br., 181, 18, 1900	1110	118	do 78,1 to 5 yrs	105	
			16.312.000	298,691,600 19,381,000		East Penn. 1st mort. 7s, '88 E1.& W'msport, 1st m., 7s, '80.	105	•••	do 7 & 7308, long. Cin.& Cov. Bridge st'k, pref.		
	<b>21310,6 6,300</b> <b>28,310,735,100</b>	65,413,800	15,234,200 15,335,500	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	480,785,189 522,899,382	El.& Winsport, ist in., is, bo	85	89	Cin. Ham. & D. co is.6; 19 5 + do 75, 1905 +	100	108
r	Sept. 4311,942,500	65,434,700	14.541.400	297.186.800 $19.342.300$		do 5s, perp Harrisburg 1st mort 6s, '83	103		do 73, 1905 +	110	113
	<b>**</b> 11313,716,200	66,340,300	13,948,200	293.350.500 19.353.600	625,657,183	LI & R T 1st m. (8, 2)10, 50.	110		do 20 m. 78, 35 r	104	
	18 314.123.500	66,517,300	13,517,700	298,928,700 19,344,500	623 375,655	do 1st m. 18, 11. g. 09	100		Cin. Ham. & Ind., 78, guar		108
	* 25	65,147,600	13,197,200	294,806,900 18,882,500 295,611,400 18,636,700	573,355,801		108		Cin. & Indiana ist m. 7s	103	105%
	2	05,250,500	13,040.300	203,011,400 18,000,700	103,398,100	do 3d m cons. 75, '95".		8412	Colum, & Xenia, 1st m. 78, '90	+107	104
						Ithaca& Athens 1st g (1, is.,'S)	10314		Dayton & Mich. 1st m. 78, '814	10156	102
	ODOTATIONS IN 1	BOSTON.	PHILADE	LPHIA AND OTHE	R CITIFS	Ithaca& Athens 1st g d, is.,'S	10314 10452	10122	do 2d m. 78, '17, 4 Colum. & Xenia, 1st m. 78, '90 Dayton & Mich. 1st m. 78, '81, do 24 m. 78, '81, 7	1105	102
	QUOTATIONS IN 1	BOSTON.	PHILADE	LPUIA AND OTHE	R CITIES,	Ithaca& Athens 1st g (1, 18., 'S) Junction 1st mort. 64, '82	10314	101/2	do 20 m. 78, '881	105	
	QUOTATIONS IN 1	· .	1 11	LPHIA AND OTHE	1 1	Ithaca& Athens 1st g (1, is., 'S) Junction 1st mort. 64, '82 do 2d mort. 68, 19.0 tobiob Valley, 181.68. Cp., 1896	1031/4 1045/2 118	10122	do 3d m. 78, '881	105	
	QUOTATIONS IN ]	· .	PHILADE	LPHIA AND OTHE SECURITIES.	Bia. Ask.	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6s, '82 do 2d mort. 6s, 19.0 Lehigh Valley, 1st.6s, cp., 1895. do 2d mort. etc., 1893 do 2 m. 7s. reg., 1910	10314 10452 118 118	13056	do 20 m. 18, 63. 7 do 30 m. 78, '884 Dayton & West. 1st m., '81 do 1st m., 1905. 1 do 1st m., 68, 190	105	· • • • • • • •
		· .	Ask.	SECURITIES.	Bid. Ask.	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 64, '82 do 2d mort. 68, 19.0 Lehigh Valley, 1st, 68, cp., 1898. do do reg., 1893 do 21 m. 78, reg., 1910 do con, ni., 65, rg., 1923	10314 104½ 118 118 118	130>4	do 3d m. 78, 784 do 3d m. 78, 784 Dayton & West. 1st m., '811 do 1st m., 1905. 1 do 1st m. 68, 1905 Ind. Cin. & Laf. 1st m. 787	105 103  †104	
	SECURITIES.	· .	Ask.	SECURITIES.	Bid. Ask.	Ithaca& Athens 1st g d, is., 'S) Junction 1st mort. 6', '82 do 2d mort. 6', '82 Lehigh Valley, 1st, 6's, cp., 1898. do do reg., 1893 do 2 i m. 7s, reg., 1910 do con. m., 6's, rg., 1928 do do 6's. p., 1928	$103\frac{1}{4}$ $104\frac{1}{2}$ 118 118 118 $114\frac{1}{2}$ $114\frac{1}{2}$	13056	do 3d m. 78, 884 do 3d m. 78, 784 Dayton & West. 1st m., 'd't do 1st m., 1905. f do 1st m. 68, 1905 Ind. Cin. & Laf. 1st m. 78t do (I.&C.) 1st m. 78, '854	105 103  †104 105 105	105 106
	BOSTON.	Bid	Ask.	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s	Bid. Ask.	Ithaca& Athens 1st g d, is., 'S) Junction 1st mort. 6', '82 do 2d mort. 6', '82 Lehigh Valley, 1st, 6's, cp., 1898. do do reg., 1893 do 2 i m. 7s, reg., 1910 do con. m., 6's, rg., 1928 do do 6's. p., 1928	$103\frac{1}{4}$ $104\frac{1}{2}$ 118 118 118 $114\frac{1}{2}$ $114\frac{1}{2}$	130>6	do 3d m. 78, 884 do 3d m. 78, 784 Dayton & West. 1st m., 'd't do 1st m., 1905.† do 1st m. 68, 1905.† Ind. Cin. & Laf. 1st m. 78t do (I.&C.) 1st m. 78, '854 Little Miami 68, '83t	105 103 104 105 105 105	105 106 104
	BOSTON.	Bid	Ask.	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s Dolo & Ark. Valley, 7s	Bid. Ask.	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st, 6s, cp., 1896 do do reg., 1895 do 21 m. 7s, reg., 1910 do con. ni., 6s, rg., 1928 do do 6s, p., 19.8 Little Schuylkill, 1st m. 7s, *2 North. Penn. 1st m. 6s, cp., '85.	103 <sup>1</sup> / <sub>4</sub> 104 <sup>1</sup> / <sub>2</sub> 118 118 118 114 <sup>1</sup> / <sub>2</sub> 114 105 107 110	13056	do 3d m. 78, 884 do 3d m. 78, 784 Dayton & West. 1st m., 'd1t do 1st m., 1905. t do 1st m. 68, 1903 Ind. Cin. & Laf. 1st m. 78t do (1.&C.) 1st m. 78, 'd54 Little Miami 68, 'd3t	105 103 +104 105 105 103 ±3	105 106 104 95
	BOSTON. Atch. & Tcpeka 1st m. do land g	78 1161/ rant 7s	Ask. Old Old Old Pue But	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s land 6s. 1st mort.	Bid. Ask.	Ithaca& Athens 1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '80 Lehigh Valley, 1st, 6*, cp., 1898. do do reg., 1893 do 2 i m. 78, reg., 1910 do con. m., 6*, rg., 1928 do do 6*, p., 19.3 Little Schuylkill, 1st m. 7*, '2 North. Penn. 1st m. 6*, cp., '85. do 2d m. 78, cp., '96. do gen. m. 78, cp., '903.	$103\frac{1}{4}$ $104\frac{1}{2}$ $118$ $118$ $114\frac{1}{2}$ $114$ $107$ $110$ $114$	13056	10         20 III. 18, 83.4           do         3d m. 7s, 78.4           Dayton & West. 1st m., 'd11         d0           ist m., 1905. 1         d0           do         1st m. 6s, 190.5           Ind. Cin. & Laf. ist m. 7s1         d0           ido         1st m. 7s, '854           Little Miami 6s, '83        1           Columbus & Xenia stock         Columbus & Xenia stock           Dayton & Michigan stock         Coker	105 103  104 105 105 103 ±3  54	105 106 104 95 135 55
	BEOURITIES. BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 76	78 1161 rant 7s 120	Ask. Old Old Old Old Pue Rut 12216 Ver	SECURITIES. Colony, 7s. Colony, 6s. aha & S. Western, 8s. blo & Ark. Valley, 7s. land 6s./st mort mont & Canada, new 8s.	Bid. Ask.	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st, 6s, cp., 1898 do do reg., 1893 do 21 m. 7s, reg., 1910 do con. ni., 6s, rg., 1928 do do 6s, p., 19.3 Little Schuylkill, 1st m. 7s, 's2 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., 1903. do gen. m. 7s, cp., 1903.	$103\frac{1}{4}$ $104\frac{1}{2}$ $118$ $118$ $114$ $208$ $107$ $114$ $107$ $114$ $113\frac{1}{5}$	13056	do 3d m. 78, 884 do 3d m. 78, 884 Dayton & West. 1st m., 'd't do 1st m., 1905 f do 1st m. 68, 1905 Ind. Cin. & Laf. 1st m. 78, '854 Little Miami 68, '63t Columbus & Xenia stock Dayton & Michigan stock do 8. p.c. st'k, guar	105 103 103 105 105 105 105 105 105 105 105 105 105	105 106 104 95 135 55 130
	BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 78 do land find boston & Maine 78	Bid           78         1163,           rant 7s         120           1c. 98         123	Ask. Old Old On Pue Rut 12216 Ver 10516 Ver	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s land 6s. 1st mort.	Bid. Ask.	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2i mort. 6*, 19.0 do 2i m. 7s, reg., 1895 do 2i m. 7s, reg., 1910 do con. m., 6*, rg., 1923 do do 6*, p., 19.3 Little Schuylkill, 1st m. 7s, '82 North. Penn. 1st m. 6*, cp., '85. do 2d m. 7s, cp., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903.	$\begin{array}{c} 1031_{4} \\ 1041_{5} \\ 118 \\ 118 \\ 118 \\ 114 \\ 108 \\ 107 \\ 116 \\ 1114 \\ 1131_{5} \\ \dots \end{array}$	13056	do 2d m. 18, 8. do 3d m. 78, 884 Dayton & West. 1st m., 'd't do 1st m., 1905.† do 1st m. 68, 1905.† Ind. Cin. & Laf. 1st m. 78.'854 Little Miami 68, '63t Columbus & Xenia stock Dayton & Michigan stock do 8. p.c. st'k, guar Little Miami stock	105 103 103 105 105 105 105 105 105 105 105 105 105	105 106 104 95 135 55
	BOSTON. BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 7s do land in Boston & Maine 7s Boston & Maine 7s	Bid           78         116½           rant 7s         120           1c. 8s         122	Ask. Old Old Old Old Old Old Old Old Old Old	BECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s land 6s, 1st mort mont & Canada, new 8s. mont & Mass. RR., 6s STOCKS.	Bid. Ask.	Ithaca& Athens1st g d, ia., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st.6s, cp., 1895. do do reg., 1893. do 2i m. 7s, reg., 1910. do con. ni., 6s, rg., 1928 do do 6s, p., 19.3 Little Schuylkill, 1st m. 7s, 's2 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96. do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, coup., '81. Pittsb. Titusv. & B., 7s, cp., '96.	10314 10412 118 118 118 118 114 105 107 116 114 11312 	13052  13054    13054    13054    13054  	do 2d m. 78, 884 do 3d m. 78, 784 Dayton & West. 1st m., '81t do 1st m., 1905. f do 1st m. 68, 1905. Ind. Cin. & Laf. 1st m. 78t do (1.&C.) 1st m. 78, '854 Little Miami 68, '83t Cin. Ham. & Dayton stock Dayton & Michigan stock do 8. p.c. st'k, guar Little Miami stock	105 103  †104 105 105 105 103 ±8  54 129 131	105 106 101 95 135 55 130 132
	BOSTON. BOSTON. Atch. & Tcpeka 1st m.' do land gr do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s	Bid           78         1194           rant 7s         120           10. 88         122           115         115	Ask. Old 014 014 014 014 014 014 014 014 014 014	SECURITIES. Colony, 7s Ana & S. Western, 8s blo & Ark. Valley, 7s land 6s, 1st mort mont & Canada, new 8s. mont & Mass. Rik., 6s STOCKS.	Bid. Ask.	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 Lehigh Valley, 1st, 6s, cp., 1898 do do reg., 1893 do 2 i m. 7s, reg., 1910 do con. m., 6s, rg., 1923 do do 6s, p., 19.3 Little Schuylkill, 1st m. 7s, '22 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96. do gen. m. 7s, reg., 190? Oll Creek 1st m. 7s, coup., '82. Fittsb. Titusv. & B., 7s, cp., '96 do Scrip	$\begin{array}{c} 103!_{4}\\ 104!_{5}\\ 118\\ 118\\ 118\\ 118\\ 107\\ 114\\ 107\\ 110\\ 111\\ 113!_{2}\\ \dots\\ \dots\\$	13052  13054   101 177 121 123	do 2d m. 78, 884 do 3d m. 78, 784 Dayton & West. 1st m., '81t do 1st m., 1905. t do 1st m. 68, 1905. t do (1.&C.) 1st m. 78t do (1.&C.) 1st m. 78, '854 Little Miami 68, '83t Columbus & Xenia stock Dayton & Michigan stock do 8. p.c. st'k, guar Little Miami stock LOUISVILLEE. Louisville 78t	105 103  104 105 105 103 £3  54 129 131	105 106 106 101 95 135 55 130 130 132
	BEOUBITIES. BOSTON. Atch. & Tcpeka 1st m.' do land gi do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do 5s	Bid           78         1163,           rant 78         120           1c. 58         122            115	Ask. Old Old Oma Pue Rut 12216 Ver 10516 Ver 124  Atc	SECURITIES. Colony, 78. Colony, 78. Colony, 78. Sectors and a sectors and a sector	Bid. Ask.	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 Lehigh Valley, 1st, 6s, cp., 1898 do do reg., 1893 do 2 i m. 7s, reg., 1910 do con. m., 6s, rg., 1923 do do 6s, p., 19.3 Little Schuylkill, 1st m. 7s, '22 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96. do gen. m. 7s, reg., 190? Oll Creek 1st m. 7s, coup., '82. Fittsb. Titusv. & B., 7s, cp., '96 do Scrip	$\begin{array}{c} 103!_{4}\\ 104!_{5}\\ 118\\ 118\\ 118\\ 118\\ 107\\ 114\\ 107\\ 110\\ 111\\ 113!_{2}\\ \dots\\ \dots\\$	13052  13054    13054    13054    13054  	10         20 III. 18, 85.1           do         3d m. 78, 78.4           Dayton & West. 1st m., 78, 78.4         1           do         1st m., 1905.1           do         1st m., 68, 1905.1           do         1st m. 68, 1905.1           do         1st m. 78, 78.4           Little Miami 6s, 783	105 103  104 105 105 103 103 103 103 103 103 103 103 104 107 104 104 107	105 106 106 135 135 130 132 132
	BEOUBITIES. BOSTON. Atch. & Tcpeka 1st m.' do land gi do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do 5s	Bid           78         1163,           rant 78         120           1c. 58         122            115	Ask. Old Old Oma Pue Rut 12216 Ver 10516 Ver 124  Atc	SECURITIES. Colony, 78. Colony, 78. Colony, 78. Sectors and a sectors and a sector	Bid. Ask.	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6s, '82 do 2d mort. 6s, 19.0 Lehigh Valley, 1st.6s, cp., 1895. do do reg., 1893 do 2i m. 7s, reg., 1910 do con. ni., 6s, rg., 1928 do do 6s, p., 19.3 Little Schuylkill, 1st m. 7s, 's2 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96. do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do Scrip Pa.& N.Y.C. & BR. 7s, '893 do Pansylv., 1st m., 68, cp., '80	103:4 104:5 118 118 118 114 105 107 116 114 113:5 	10752  13054     101 77 121 12352 12352	do         2d in. 78, 884           do         3d m. 78, 784           Dayton & West. 1st m., '8't         do           ist m., 1905. f         ist m. 68, 1905. f           do         1st m. 78, '854           Little Miami 6s, '83	105 103  †104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 135 130 132 11636 10636 10636
	BOSTON. BOSTON. Atch. & Tcpeka 1st m.' do land gr do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s d', Boston & Providence 7 Burl. & Mo., land grant	Bid           78         1194,           rant 7s         120           10         122           115         15           178         115	Ask. Old Old Old Om Pue Rut 12216 Ver 10516 Ver 124 Natc 117 Bos Bos Bos Bos	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s land 6s, 1st mort. mont & Canada, new 8s. mont & Mass. Rk., 6s STOCKS. STOCKS. Mison & Topeka ton & Albany ton & Albany ton & Maine ton & Maine.	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2i mort. 6*, 19.0 do 2i m. 78, reg., 1895 do 2i m. 78, reg., 1910 do con. m., 6*, rg., 1923 do do 6*, p., 19.3 Little Schuylkill, 1st m. 78, '22 North. Penn. 1st m. 6*, cp., '85. do 2d m. 78, cp., 1903. do gen. m. 78, cp., 1903. do gen. m. 78, coup., '82. Pittsb. Titusv. & B., 78, cp., '96 do Scrip Pa.& N.Y.C. & BR. 78, '893 do 1906 Pennsylv., 1st m., 6*, cp., 1903. do gen. m. 6*, cp., 1910.	103/4 104/2 118 118 118 114/2 114 114 113/2  1018/4 122 119/4	13052  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  101 77 121 12354 123555 123555 123555 123555 1235555 123555 1235555 1235555 123555 1235555 1235555 1235	do         3d m. 7s, 884           do         3d m. 7s, 784           Dayton & West. 1st m., '811           do         1st m. (905.1           do         1st m. (89.190)           Ind. Cin. & Laf. ist m. 784           do         1st m. 6s, 1900           Ind. Cin. & Laf. ist m. 784           do         (1.&CL) 1st m. 7s, '854           Little Miami 6s, '834           Columbus & Xenia stock           Columbus & Xenia stock           Dayton & Michigan stock           do         8. p.c. st'k, guar           Little Miami stock           do         6s, '82 to '87t           do         6s, '82 to '87t           do         6s, '87 to '94t           do         water 6s, '87 to '89 +           do         water stock 6s, '97.10	105 103 +104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 135 130 133 106 106 106 106 106 106 106 106 106 106
	BOSTON. BOSTON. Atch. & Tcpeka 1st m.' do land gi do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s d. 5s Boston & Providence 7 Burl. & Mo., land grant do Nebr. 6s	Bid           78         1191,           rant 7s         120           ic. 58         122           il15         115           i78         115	Ask. Old Old Om Pue Rut 12216 Ver 10516 Ver 10516 Ver 10516 Ver 10516 Ver 124 Atc 117 Bos Bos 11516 Bos 10834 Che	SECURITIES. Colony, 7s. Ana & S. Western, 8s blo & Ark. Valley, 7s. and 6s, 1st mort. mont & Canada, new 8s. mont & Mass. RR., 6s. STOCKS. STOCKS. his on & Topeka. ton & Albany. ton & Albany. ton & Maine. ton & Maine. ston & Providence. shire preferred.	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st.6s, cp 1895. do 2 im. 7s, reg., 1910 do con. m., 6s, rg., 1928 do do 6s, p., 19.8 Little Schuylkill, 1st m. 7s, 's2 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96. do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, coup., '82. Fittsb. Titusv. & B., 7s, coup., '82. do Scrip Pa.& N.Y.C. & RR. 7s, '895 do gen. m. 6s, cp., '80 do gen. m. 6s, cp., 1910. do gen. m. 6s, cp., 1910. do gen. m. 6s, cp., 1910.	103/4 104/2 118 118 118 114/2 114/2 114/2 107 110 114 113/2  10154 122 1197	130%  130%   130%  101 77 121 123% 123%  123%	do         3d m. 7s, 884           do         3d m. 7s, 784           Dayton & West. 1st m., '811           do         1st m., 1905.1           do         1st m., 6s, 190.5           Ind. Cin. & Laf. ist m. 7s1           do         1st m. 6s, 190.5           Ind. Cin. & Laf. ist m. 7s1           do         1st m. 7s, '854           Little Miami 6s, '83        1           Columbus & Xenia stock         Dayton & Michigan stock           Dayton & Michigan stock         do           bayton & Sock         do           bayton & Sock         do           bayton & Michigan stock         do           bayton & Sock	105 103  104 105 105 105 105 105 105 105 105 129 131 107 104 14 104 104 104 104 104 104 104 104	105 106 106 135 135 130 132 11634 10634 10634 10634 10634
	BEOUBITIES. BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do 6s Boston & Providence 7 Burl. & Mo., land grant do Nebr. 6s do Nebr. 6s	Bid           78         116½           rant7s         120           nc. 9s         122           i15         125           i78         115           i78	Ask. Old Old Old Old Old Old Old Old Old Old	SECURITIES.         Colony, 7s.         Colony, 6s.         aha & S. Western, 8s.         blo & Ark. Valley, 7s.         land 6s.!st mort.         land 6s.!st mort.         mont & Canada, new 8s.         mont & Mass. El?., 6s.         STOCKS.         chison & Topeka         ton & Albany.         ston & Maine.         shire preferred.         e. Clinton Dub. & Min.	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st.6s, cp., 1895 do 2i m. 7s, reg., 1910 do con. ni., 6s, rg., 1928 do do 6s, p.,19.3 Little Schuylkill, 1st m. 7s, 's2 North. Penn. 1st m. 6s, cp., '85 do gen. m. 7s, cp., '96 do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, cp., '96 Pa.& N.Y.C. & BK. 7s, '893 do gen. m. 6s, cp., '80 do gen. m. 6s, cp., 1910. do gen. m. 6s, cp., 1905	103/4 104/2 118 118 118 114 107 114 107 116 114 113/2  101% 122 119%	130½  130½   130½  101 77 121 123½ 123½ 123½  118½	do         3d m. 7s, 884           do         3d m. 7s, 784           Dayton & West. 1st m., '81t         do           lst m., 1905. 1         do           do         1st m. 6s, 1905           Ind. Cin. & Laf. ist m. 78f         do           do         1st m. 6s, 1905           Ind. Cin. & Laf. ist m. 78f         do           do         (I.&C.) 1st m. 7s, '854           Little Miami 6s, '83        f           Columbus & Xenia stock         Dayton & Michigan stock           Dayton & Michigan stock         do           bayton & S. p.c. st'k, guar         Little Miami stock           Little Miami stock	105 103 +104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 135 130 132 11634 10634 10634 10634 10634
	BOUBITIES. BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s d. 5s Boston & Providence 7 Burl. & Mo., land grant do Nebr. 6s Conn. & Passumpsic, 77 Eastern. Mass 4×8. pe	Bid           78         1161,           rant 7s         120           ic. 58         122           ic. 58         115           ic. 58         108           ic. 58         103           ic. 103         1114           ic. 891         1148	Ask. Old Old Old Old Oma Pue Rut 12216 Ver 124 Atc 117 Bos  Bos 11516 Bos 10834 Chd Chd	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s. land 6s, 1st mort mont & Canada, new 8s. mont & Canada, new 8s. mont & Canada, new 8s. Mort & Mass. RR., 6s STOCKS. hison & Topeka ton & Albany ton & Albany ton & Albany ton & Maine schne preferred e. Clinton Dub. & Min Sandusky & Cley	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2i mort. 6*, 19.0 do 2i m. 78, reg., 1895 do 2i m. 78, reg., 1910 do con. n., 6*, rg., 1923 do do 6*, p., 19.3 Little Schuylkill, 1st m. 78, '22 North. Penn. 1st m. 6*, cp., '85. do 2d m. 78, cp., '96. do gen. m. 78, cp., 1903. do gen. m. 78, cp., 1903. do gen. m. 78, coup., '82. Pittsb. Titusv. & B., 78, cp., '96 do Scrip Pa.& N.Y.C. & RK. 78, '893 do gen. m. 6*, cp., '806 do gen. m. 6*, cp., '806 do gen. m. 6*, rg., 1910. do cons. m. 6*, rg., 1905. do cons. m. 6*, rg., 1905. do Navy Yard 6*, rg., '805	103/4 104/2 118 118 118 114/2 114 107 116 114 113/2  1018/4 119/6 117 118/6 	130½  130½   130½  101 77 121 123½ 123½ 123½  118½	do         3d m. 7s, 884           do         3d m. 7s, 784           Dayton & West. 1st m., '81t         do           lst m., 1905. 1         do           do         1st m. 6s, 1905           Ind. Cin. & Laf. ist m. 78f         do           do         1st m. 6s, 1905           Ind. Cin. & Laf. ist m. 78f         do           do         (I.&C.) 1st m. 7s, '854           Little Miami 6s, '83        f           Columbus & Xenia stock         Dayton & Michigan stock           Dayton & Michigan stock         do           bayton & S. p.c. st'k, guar         Little Miami stock           Little Miami stock	105 103 +104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 135 130 133 106 106 106 106 106 106 106 106 106 106
	BEOURITIES. BOSTON. Atch. & Tcpeka 1st m.' do land gi do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do, 6s Boston & Providence 7 Burl. & Mo., land gran do Nebr. 6s Conn. & Passumpsic, 7 Eastern, Mass., 4%, s. ne Mitchburg RR., 6s	Bid           78         116½           rant 7s         120           1c. 5s.         122           115         115           t 7s         115           t 89,         103           t 189,         103           t 99,         104	Ask. Old Old Old Old Old Old Old Old	SECURITIES.         Colony, 7s.         Colony, 6s         aha & S. Western, 8s         blo & Ark. Valley, 7s.         land 6s.!st mort.         land 6s.!st mort.         mont & Canada, new 8s.         mont & Mass. El2., 6s.         STOCKS.         chison & Topeka         ton & Albany.         ston & Maine.         shire preferred.         e. Clinton Dub. & Min.         Sandusky & Clev.         meord.	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st.6s, cp., 1895 do 2i m. 7s, reg., 1910 do con. ni., 6s, rg., 1928 do do 6s, p., 19.3 Little Schuylkill, 1st m. 7s, 's2 North. Penn. 1st m. 6s, cp., '85 do gen. m. 7s, cp., '96 do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, coup., '82 Pa.& N.Y.C. & BK. 7s, '893 do gen. m. 6s, cp., '80 do gen. m. 6s, cp., 1910. do cons. m. 6s, cp., 1905 do Navy Yard 6s, rg, '31 Penn. Co, 6s, reg	1034 1041/2 118 118 118 114 107 114 107 116 114 113/2  101% 122 119% 117 118% 86	13052 13054  13054  13054  13054  101 121 123 12354 12354 12354 12354  13054 	do 2d m. 78, 834 do 3d m. 78, 834 Dayton & West. 1st m., '31t do 1st m., 1905. t do 1st m. 68, 1905. Ind. Cin. & Laf. 1st m. 78t do (1.&C.) 1st m. 78t Cin. Ham. & Dayton stock Columbus & Xenia stock Dayton & Michigan stock Dayton & Michigan stock do 8. p.c. st'k, guar Little Miami stock <b>LOUISVILLEE.</b> Louisville 78t do 68, '87 to '94t do water 68, '87 to '89 do water 68, '87 to '89 do water 68, '67.15 do spec'l tax 68 of '89 do water 64, Ce. 1907 t do 53t	105 103 104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 135 130 130 130 130 130 130 130 130 130 130
	BOURITIES. BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do 6s Boston & Providence 7 Burl. & Mo., land grant do Nebr. 6s do 7s do 7s	Bid           78         1191,           rant 7s         120           ic. 58         122           ili         122           ili         115           i         Ex           i.8         115           i.8         108           i.03         1118           i.04         1118           i.05         1118           i.08         109	Ask. Old Old Old Old Old Old Old Old	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s. land 6s, 1st mort mont & Canada, new 8s. mont & Canada, new 8s. mont & Canada, new 8s. Mison & Canada, new 8s. STOCKS. thison & Topeka ton & Albany ton & Albany ton & Lowel ton & Maine schnie preferred e. Clinton Dub. & Min Sandusky & Clev necticut River n. & Passumpsic	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2i mort. 6*, 19.0 do 2i m. 78, reg., 1910 do 2i m. 78, reg., 1910 do con. ni., 6s, rg., 1923 do do 6s, p., 19.3 Little Schuylkill, 1st in. 7s, 's2 North. Penn. 1st m. 6s, cp., '85. do 2d m. 78, cp., '96. do gen. m. 6, cp., 1903. Pa.& N.Y.C. & RH. 7s, '83 do gen. m. 6s, cp., '80 do gen. m. 6s, cp., '80 do gen. m. 6s, cp., '90. do gen. m. 6s, cp., '90. do cons. n. 6s, rg., 1910. do cons. m. 6s, rg., 1905. do Navy Yard 6s, rg, '19	103/4 104/2 118 118 118 114 107 116 114 113/2  10154 1122 119/2 117 118/2 106 8.6.	13052 13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  13054  121 12354 12354  12354  12354  12354  12354  12354  12354  12354  100754 	do         3d m. 7s, 884           do         3d m. 7s, 884           Dayton & West. 1st m., '81t         do           ist m., 1905. f         do           do         1st m. 6s, 1905           Ind. Cin. & Laf. ist m. 78        f           do         1st m. 6s, 1905           ind. Cin. & Laf. ist m. 78        f           do         (I.&C.) 1st m. 7s, '854           Little Miami 6s, '83        f           Columbus & Xenia stock         Dayton stock           Dayton & Michigan stock        do           bayton & Michigan stock         do           bayton & S. p.c. st'k, guar         Little Miami stock           do         8. p.c. st'k.guar           Little Miami stock            do         6s, '82 to '87t           do         6s, '82 to '87t           do         6s, '87 to '94t           do         water 6s, '87 to '89.t           do         water 6st           do         spec'l tax 6s of '89.t           do         water 6st           do         spec'l tax 6s of '89.t           do         53           do         spec'l tax 6s of '89.t     <	105 103 104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 135 130 132 106 133 132 106 106 106 106 106 106 106 106 106 106
,	BOSTON. BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 7s do land in Boston & Maine 7s boston & Aibany 7s do 6s Boston & Lowell 7s do 6s Boston & Providence 7 Burl. & Mo., land grant do Nebr. 6s do Nebr. 6s Conn. & Passuupsic, 7t Eastern, Mass., 4 > s, ne Fitchburg IR., 6s do 78 Fort Ecott & Gulf 7s	Bid           78         1194,           rant7s         120           1c. 9s         122           115         15           t7s         115           t7s         115           t7s         115           t7s         115           t7s         115           t7s         115           t7s         103           t03         104           tww	Ask. Old Old Old Om Pue Rut 12216 Ver 1256 Ver 124 Atc 117 Bos 0834 Chd 194 Chd Chd Chd Con 201 Ver 10552 Ner 1056 Che Cha Cha Cha Cha Cha Ver 1056 Cha Ver 10572 Cha Cha Cha Cha Cha Cha Cha Cha Cha Cha	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s. land 6s, 1st mort. mont & Canada, new 8s. mont & Canada, new 8s. mont & Canada, new 8s. Mort & Canada, new 8s. STOCKS. Mort & Canada, new 8s. Mort & Canada, new 8s. STOCKS. Mort & Canada, new 8s. Mort	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6', '82 do 2d mort. 6's, '82 do 2d mort. 6's, '82 do 2d mort. 6's, 19.0 do coreg., 1893 do 2i m. 7s, reg., 1910 do con. m., 6's, Fg., 1923 do do 6's, p., 19.3 Little Schuylkill, 1st m. 7s, '22 North. Penn. 1st m. 6's, cp., '85. do 2d m. 7s, cp., '96. do gen. m. 7s, coup., '85. do gen. m. 7s, coup., '85. do gen. m. 7s, coup., '85. do Scrip Pa.& N.Y.C. & Rk. 7s, '85 do gen. m. 6's, cp., '90. do cons. m. 6's, rg, 1905 do cons. m. 6's, rg, 1905 do cons. m. 6's, rg, 1905 do Navy Yard 6's, rg, '910. do Navy Yard 6's, rg, '94. Penkiomen 1st m. 6's, cp., '81. Pon's 20, '81. Pon's 20, 1st m., 6's, cp., '94. do Scrip	103/4 104/2 118 118 118 114 107 116 114 107 116 114 113/2  101% 1122 119/6 86  105 113/2 113/2	13052 13054  13054  13054  13054  13054  13054  13054  101 77 121 12354 12354 12354  13054  123 12354  12354 12354  12354  12354  12354  12354  12354  12354  12354  12354  12354  12354  12354  12354  12354  1007  12354  1007   1007  1007       	do 2d m. 78, 884 do 3d m. 78, 884 Dayton & West. 1st m., '81t do 1st m., 1905. 1 do 1st m. 68, 1905. Ind. Cin. & Laf. 1st m. 78t do (I.&C.) 1st m. 78, '854 Little Miami 68, '83t Columbus & Xenia stock Dayton & Michigan stock Dayton & Michigan stock do 8. p.c. st'k, guar Little Miami stock do 68, '82 to '87t do 68, '82 to '87t do 68, '82 to '87t do 68, '87 to '94 do water 63, '87 to '89 do water 63, '67 to '89 do water 63, '67 to '89 do water 63, co. 1907 t do 53 Jeff. M.&L1stm. (1&M) 75, '81t do 18t m. 78. 19061	105 103 +104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 135 130 132 106 133 132 106 106 106 106 106 106 106 106 106 106
	BOURITIES. BOSTON. Atch. & Tcpeka 1st m.' do land gi do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do Nebr. 6s do Nebr. 6s Conn. & Passuupsic, 76 Eastern, Mass., 4×s. ne fitchburg IR., 6s do 7s Fort Scott & Guif 7s Hartford & Erie 7s.	Bid           78         116½           rant7s         120           1c. 9s         122           115         115           t 7s         108           t 90         107           3-5         3-5	Ask. Old Old Old Old Old Old Old Old	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s. land 6s, 1st mort mont & Canada, new 8s. mont & Canada, new 8s. mont & Canada, new 8s. Mison & Topeka ton & Albany ton & Albany ton & Albany ton & Maine schne preferred e. Clinton Dub. & Min Sandusky & Clev n. & Passunpsic tern (Mass.). tern (New Hampshire)	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st.6s, cp., 1895 do 21 m. 7s, reg., 1910 do con. ni., 6s, rg., 1928 do do 6s, p., 19.3 Little Schuylkill, 1st in. 7s, 's2 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96. do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, coup., '82. Pittsb. Titusv. & B., 7s, cp., '96 do Scrip Pa.& N.Y.C. & BH. 7s, '893 do gen. m. 6s, cp., 1910. do gen. m. 6s, cp., 1910. do gen. m. 6s, cp., 1905. do sen. m. 6s, rg., 1910. do sen. m. 6s, cp., 1905. do Navy Yard 6s, rg, '31 Penn. Co, 6s, reg Pen'kiomen 1st m. 6s, coup., '34 Phila. & Erie 1st m. 6s, coup., '34 Bo Scrip. A Nowt'r f N V 1st m.	1034 1041/2 118 118 118 114 107 114 107 116 114 113/2  1015/4 117 118/2 119/2 1	13052 13054 13054 13054 13054 13054 13054 101 177 121 123 12354 12354 12354 11854 1007 11854 1007 1102 114	do 3d m. 7s, 8s4 do 3d m. 7s, 8s4 Dayton & West. 1st m., 'd1t do 1st m., 1905. f do 1st m. 6s, 1905. f do (1.&C.) 1st m. 7st do (1.&C.) 1st m. 7s, '8s4 Little Miami 6s, '83t Columbus & Xenia stock Dayton & Michigan stock Dayton & Michigan stock do 8. p.c. st'k, guar Little Miami stock tittle Miami stock do 6s, '87 to '94t do 6s, '97 to '94t do water 6s, '87 to '89 do water 6s, '87 to '89 do water 6s, '87 to '89 do water 6s, '68t do 53t do 1st m., 7s, 1906t Louisv. C. & Lex. 1st m. 7s, '97 Louisv. C. & Lex. 1st m. 7s, '97	105 103 104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 135 135 130 133 116 133 106 133 106 106 106 106 106 106 106 106 106 106
,	BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 7s do land ri Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do 6s Boston & Providence 7 Burl. & Mo., land grant do Nebr. 6s do 7s do 7s	Bid           78         1194,           rant 7s         120           1c. 9s         122           115         122           115         115           178         115           189         113           19         103           10         103           10         103           10         3:5           s, 18t	Ask. Old Old Old Old Old Unit Pue Rut 12216 Ver 124 Atc 117 Bos 0834 Che 10534 Che 104 Chi Con 200 014 Ver 10512 Bos 11516 Bos 10536 Che Con Con Con Con Con Con Con Con Con Con	SECURITIES. Colony, 7s. Colony, 6s aha & S. Western, 8s blo & Ark. Valley, 7s. land 6s, 1st mort mont & Canada, new 8s. mont & Canada, new 8s. mont & Canada, new 8s. Mison & Topeka ton & Albany ton & Albany ton & Albany ton & Maine schne preferred e. Clinton Dub. & Min Sandusky & Clev n. & Passunpsic tern (Mass.). tern (New Hampshire)	Bid. Ask. 	Ithaca& Athens1st g d, is., 'S) Junction 1st mort. 6', '82 do 2d mort. 6's, '82 do 2i mort. 6's, 19.0 do 2i m. 7s, reg., 1910 do con. n., 6's, rg., 1923 do do 6's, p., 19.3 Little Schuylkill, 1st m. 7s, '22 North. Penn. 1st m. 6's, cp., '85. do 2d m. 7s, cp., '96. do gen. m. 7s, cp., 1903. do gen. m. 7s, cp., 1903. do gen. m. 7s, coup., '82. Pittsb. Titusv. & B., 7s, cp., '96 do Scrip Pa.& N.Y.C. & Rk. 7s, '85 do gen. m. 6's, cp., '90. do gen. m. 6's, cp., '90. do gen. m. 6's, cp., '90. do scrip Pa.& N.Y.C. & Rk. 7s, '85 do gen. m. 6's, cp., '90. do cons. m. 6's, cp., '90. do and the st m. 6's, cp., '81. Penn. Co, 6's, reg Per'kiomen 1st m. 6's, cp., '81. do 2d yn 7s, cp., '95. hila. & Erie 1st m. 6's, cp., '81. do 2d yn 7s, cp., '95.	103/4 104/2 118 118 118 114/2 118 114/2 117 116 114 113/2 107 116 113/2 107 116 113/2 119/6 86 113 110 110 110 110 111 111 111	13052 13054 13054 13054 13054 13054 13054 101 177 121 123 12354 12354 12354 11854 1007 11854 1007 1102 114	do         3d m. 7s, 884           do         3d m. 7s, 884           Dayton & West. 1st m., '81t         do           ind. Cin. & Laft. ist m., 1905. 1         do           ind. Cin. & Laft. ist m. 78t         do           Columbus & Xenia stock         do           Dayton & Michigan stock         do           bayton & Stock         do           bayton & Sec. st'k, guar         Little Miami stock           ido         8. p.c. st'k, guar           Little Miami stock         ido           do         6. '82 to '87t           do         6. '87 to '84t           do         water 6s. '87 to '89.t           do         water 6st           do         spec'1 tax 6s of '89.t	105 103 104 105 105 105 105 105 105 105 105 105 105	105 106 106 135 155 130 132 132 132 132 132 106 133 106 106 106 106 106 106 106 106 106 106
,	BOUBITIES. BOSTON. Atch. & Tcpeka 1st m.' do land g: do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 68 Boston & Lowell 7s do Seston & Providence 7 Burl. & Mo., land grant do Nebr. 6s do Nebr. 6s do Nebr. 6s do Nebr. 6s fitchburg RR., 6s do 78 fort Scott & Gulf 7s Martford & Erie 7s Kan. City Top. & W., 7a do 0 7 K. City Lawrence & Sc	Bid           78         1191,           rant 7s         120           ic. 9s         122           il15         122           il5         108           iva         108           iva         199,           il5         103           iva         99,           iva         99,           iva         107           s. 18t            iva         3:5           s. 18t	Ask. Old Old Old Old Old Old Old Old	BECURITIES. Colony, 7s. Colony, 6s. aha & S. Western, 8s. blo & Ark. Valley, 7s. land 6s.'st mort. mont & Canada, new 8s. mont & Mass. Eld., 6s. STOCKS. blison & Topeka. ton & Albany. ton & Albany. ton & Lowel. shire preferred. e. Clinton Dub. & Min Sandusky & Clev necticut River n. & Passumpsic ttern (Mass.). ttern (Mew Hampshire). cbburg do common	Bid. Ask. 	Ithaca& Athens 1st g d, is., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2i mort. 6*, 19.0 do 2i m. 78, reg., 1910 do con. m., 6*, rg., 1923 do do 6*, p., 19.3 Little Schuylkill, 1st m. 78, '22 North. Penn. 1st m. 6*, cp., '85. do 2d m. 78, cp., '96. do gen. m. 78, cp., 1903. do Scrip Pa.& N.Y.C. & BK. 78, '893 do 1906 Pennsylv., 1st m., 68, cp., 1800. do gen. m. 68, cp., 1910. do cons. m. 6*, rg., 1905. do cons. m. 6*, rg., 1905. do Navy Yard 6*, rg, '905. do Navy Yard 6*, rg, '910. do 2d m. 78, cp., '98. Mo 2d m. 78, cp., '98. do 2d m. 78, cp., '98. do 2d m. 78, cp., '98. do 2d m. 78, cp., '94. do 2d m. 78, cp., '94.	103/4 104/2 118 118 118 114/2 114 107 114 107 116 114 113/2 107 113/2 119/6 117 118/6 113 119/6 86 113 110 110 110	130% 130% 130% 130% 130% 130% 130% 101 101 177 123 123% 124%	do 3d m. 7s, 8s do 3d m. 7s, 8s Dayton & West. 1st m., 'd1t do 1st m., 1905. t do 1st m. 6s, 1905. t do (1.&C.) 1st m. 7s, 'ds+ Little Miami 6s, 'd3t Columbus & Xenia stock Dayton & Michigan stock do 8., p.c. st'k, guar Little Miami stock <b>LOUISVILLEE.</b> Louisville 7st do 6s, '37 to '94t do 6s, '82 to '87t do water 6s, '87 to '89 t do water 6s, '87 to '89 t do water 6s, '67 to '89 t do water 6s, '68 to '89 t do water 6s, '68 to '89 t do water 6s, '6t do spec'l tax 6s of '89 t do 2d m., 7st do 1st m., 7s, 1906t Louisv. C. & Lex. 1st m.7s, '97 Louis. Fr'k., Louisv. 1n, 6s, '84 Louisv. & Nashville- Leb Br 6s, '82 tot	105 103 104 105 105 105 105 105 105 105 105 107 104 104 104 104 104 104 104 104 104 104	105 105 106 135 135 130 132 11634 10634 10634 10634 10634 10634 10634 10634 10634 10634 10634 10034 101 10834 100 101 10834 100 101 10834 100 100 100 100 100 100 100 100 100 10
,	BOURITIES. BOSTON. Atch. & Tcpeka 1st m.' do land gi do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do 6s Boston & Providence 7 Burl. & Mo., land grant do Nebr. 6s do Nebr. 6s Conn. & Passumpsic, 76 Eastern, Mass., 4%s, ne Fitchburg RR., 6s do 78 Fort Scott & Guif 7s Hartford & Erie 7s Kan. City Top. & W., 73 do 78 K. City Lawrence & Sc	Bid 781193, rant78 120 10. 58. 120 122 115 123 125 125 125 125 125 125 125 125	Ask. Old Old Old Old Old Old Old Old	BECURITIES. Colony, 7s. Colony, 6s. aha & S. Western, 8s. blo & Ark. Valley, 7s. land 6s.'st mort. mont & Canada, new 8s. mont & Mass. El2., 6s. STOCKS. bison & Topeka. ton & Albany. ton & Lowel. ton & Maine. shire preferred. • Clinton Dub. & Min. Sandusky & Clev. neord. necticut River. n. & Passumpsic. ttern (Mass.). ttern (Mass.). ttern (Mass.). too & Common J. Law. & Southern. Ex.]	Bid. Ask. 	Ithaca& Athens1st g d, ie., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st.6s, cp., 1895 do 2i m. 7s, reg., 1910 do con. ni., 6s, rg., 1928 do do 6s, p., 19.3 Little Schuylkill, 1st in. 7s, 's2 North. Penn. 1st m. 6s, cp., '85 do gen. m. 7s, cp., '96 do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, coup., '84 Pittsb. Titusv. & B., 7s, cp., '96 do gen. m. 6s, cp., '86 do gen. m. 6s, cp., '80 Pa.& N.Y.C. & BR. 7s, '893 do gen. m. 6s, cp., '80 do gen. m. 6s, cp., 1910. do gen. m. 6s, cp., '80 Pennsylv., 1st m., 6s, cp., '80 do gen. m. 6s, cp., '81 do cons.m. 6s, cp., '81 Per'klomen 1st m. 6s, coup., '94. Phila. & Erie 1st m. 6s, coup., '94. Phila. & Erie 1st m. 6s, cp., '81 do 2d m. 7s, cp., '82 do 2d m. 7s, cp., '83 do 2d m. 7s, cp., '83 do 2d m. 7s, cp., '84 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '83 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '85 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '85	1034 1041/2 118 118 118 114 107 114 107 116 117 113/2 107 116 113/2 119/2 107 116 113/2 119/2 107 116 117 118 118 107 116 117 118 118 107 116 117 118 118 107 116 117 118 118 118 118 118 118 118	130% 130% 130% 130% 130% 130% 130% 101 101 171 123 123% 123% 123% 123% 123% 123% 123% 123% 123% 130% 123% 130% 130% 130% 123% 130% 130% 123% 130% 130% 123% 130% 130% 130% 130% 123% 130% 123% 130% 130% 130% 130% 123% 130% 130% 130% 130% 123% 130%	do 3d m. 7s, 8s do 3d m. 7s, 8s Dayton & West. 1st m., 'd't do 1st m., 1905. f do 1st m. 6s, 1905. f do (1.&C.) 1st m. 7s,t do (1.&C.) 1st m. 7s, '8s+ Little Miami 6s, '33t Columbus & Xenia stock Dayton & Michigan stock Dayton & Michigan stock do 8. p.c. st'k, guar Little Miami stock tittle Miami stock do 8. p.c. st'k, guar Little Miami stock do 6s, '87 to '94t do 6s, '97 to '94t do water 6s, '87 to '89 do water 6s, '87 to '89 do water 6s, '65t do 53 Louisv. Latt. (1&M) 7b, '81t do 1st m., 7s, 1906t Louisv. C. & Lex. 1st m. 7s, '97 Louis. Fr'k, Louisv. In, 6s, '87 Louisv. & Nashville- Leb. Br. 6s, '86t	105 103 103 105 105 105 105 105 105 105 105 107 104 104 104 104 104 104 104 104 104 104	105 106 106 135 155 130 132 132 132 132 132 106 133 106 106 106 106 106 106 106 106 106 106
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	BOURITIES. BOSTON. Atch. & Tcpeka 1st m.' do land gi do 2d 7s do land in Boston & Maine 7s Boston & Aibany 7s do 6s Boston & Lowell 7s do 6s Boston & Providence 7 Burl. & Mo., land grant do Nebr. 6s do Nebr. 6s Conn. & Passumpsic, 76 Eastern, Mass., 4%s, ne Fitchburg RR., 6s do 78 Fort Scott & Guif 7s Hartford & Erie 7s Kan. City Top. & W., 73 do 78 K. City Lawrence & Sc	Bid           781191,           rant7s           120           122           115           122           115           120           115           120           115           120           115           120           115           120           115           120           115           120           115           107	Ask. Old Old Old Old Old Old Old Old	BECURITIES. Colony, 7s. Colony, 6s. aha & S. Western, 8s. blo & Ark. Valley, 7s. land 6s.'st mort. mont & Canada, new 8s. mont & Mass. El2., 6s. STOCKS. bison & Topeka. ton & Albany. ton & Lowel. ton & Maine. shire preferred. • Clinton Dub. & Min. Sandusky & Clev. neord. necticut River. n. & Passumpsic. ttern (Mass.). ttern (Mass.). ttern (Mass.). too & Common J. Law. & Southern. Ex.]	Bid. Ask. 	Ithaca& Athens1st g d, ie., 'S) Junction 1st mort. 6*, '82 do 2d mort. 6*, '82 do 2d mort. 6*, 19.0 Lehigh Valley, 1st.6s, cp., 1895 do 2i m. 7s, reg., 1910 do con. ni., 6s, rg., 1928 do do 6s, p., 19.3 Little Schuylkill, 1st in. 7s, 's2 North. Penn. 1st m. 6s, cp., '85 do gen. m. 7s, cp., '96 do gen. m. 7s, reg., 1903. do gen. m. 7s, reg., 1903. do gen. m. 7s, coup., '84 Pittsb. Titusv. & B., 7s, cp., '96 do gen. m. 6s, cp., '86 do gen. m. 6s, cp., '80 Pa.& N.Y.C. & BR. 7s, '893 do gen. m. 6s, cp., '80 do gen. m. 6s, cp., 1910. do gen. m. 6s, cp., '80 Pennsylv., 1st m., 6s, cp., '80 do gen. m. 6s, cp., '81 do cons.m. 6s, cp., '81 Per'klomen 1st m. 6s, coup., '94. Phila. & Erie 1st m. 6s, coup., '94. Phila. & Erie 1st m. 6s, cp., '81 do 2d m. 7s, cp., '82 do 2d m. 7s, cp., '83 do 2d m. 7s, cp., '83 do 2d m. 7s, cp., '84 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '83 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '85 do 2d m., 7s, cp., '85 do 2d m., 7s, cp., '84 do 2d m., 7s, cp., '85	1034 1041/2 118 118 118 114 107 114 107 116 117 113/2 107 116 113/2 119/2 107 116 113/2 119/2 107 116 117 118 118 107 116 117 118 118 107 116 117 118 118 107 116 117 118 118 118 118 118 118 118	130% 130% 130% 130% 130% 130% 130% 101 77 121 123 123%	do 3d m. 7s, 8s do 3d m. 7s, 8s Dayton & West. 1st m., 'd't do 1st m., 1905. f do 1st m. 6s, 1905. f do (1.&C.) 1st m. 7s,t do (1.&C.) 1st m. 7s, '8s+ Little Miami 6s, '33t Columbus & Xenia stock Dayton & Michigan stock Dayton & Michigan stock do 8. p.c. st'k, guar Little Miami stock tittle Miami stock do 8. p.c. st'k, guar Little Miami stock do 6s, '87 to '94t do 6s, '97 to '94t do water 6s, '87 to '89 do water 6s, '87 to '89 do water 6s, '65t do 53 Louisv. Latt. (1&M) 7b, '81t do 1st m., 7s, 1906t Louisv. C. & Lex. 1st m. 7s, '97 Louis. Fr'k, Louisv. In, 6s, '87 Louisv. & Nashville- Leb. Br. 6s, '86t	105 103 103 105 105 105 105 105 105 105 104 104 104 104 104 104 104 104 104 104	105 106 106 106 135 155 130 132 132 132 132 132 132 132 132 132 132

BOSCON, PHIL	10	8 L P	all. EtcContinue	d.	
SECURITIES.	Bid.	Ask.	BEOURITIES.	Bid.	Ask.
New York & New England	364	37	Phil. & Read. scrip, 1852 do In. m. 78, cp.1896	35	
Northern of New Hampshire Norwich & Worcester.	141		do cons. m. 78. cp.,1911	110 1	
Ogdensb. & L. Champlain do pref	22	221/2	do cons. m. 78, rg., 1911		1073
Old Colony Portland Saco & Portsmouth	118%	117	do in p. m. 63 g., 1897		72 65
Dulla Dula ('ar		1184	do conv. 7s, 1893* do 7s, coup. off, '93	34	34
Rutland, preferred	119/2	120	Phil.& R.Coal& Iron deb. 78,92	[	
Worcester & Nashua		57	do deb. 7s. cps.off. do mort., 7s, 1892-3 Phila. Wilm. & Bult. 6s, '84		40
PHILADELPHIA.			Phila. Wilm. & Balt. 68, '84 Pitts.Cin.&St. L. 78, cou., 190	108	119
STATE AND CITY BONDS. Penna.5s, g'd, int., reg. or cp.			do do 73, reg., 194 Shamokin V.& Pottsv. 78, 1901		118%
do 58, cur., reg	1021		Steubenv. & Ind. 1st. 6s. 1884.1	103	105
do 51 new reg. 1094-190.	114%	115	Stony Creek 1st m. 7s 1907 Sunb. Haz. & W.,1st m.,5s,'23. Sunbury & Erie 1st m. 7s, '97		85
do 68, 10-15, reg., 1.77-'82. do 68, 15-25, reg., 1882-'92	1108 1	10114	Sunbury & Erie 1st m. 78, '97. -yra.Gen.& Corn'2,1st, 78,1915	114	84
do 6s, In. Flane, reg., 1515			Texas & Pac. 1st m ,6s, g.,1905 do cons. m.,6s,g.,1905		106 98
do 6s, old, reg do 6s, n., rg., prior to '95		112	do inc.& l. gr. 78 1915	67 84	
do 65, n., rg., 1895 & over do 43, varicu <sup>4</sup>		127	United N. J. cons. m. 68, '94.		115
Allogheny County 55, coup		106 105	Warren & F. 1st m. 7s, '96 West Chester cons. 7s, '91	101 115	
I Hoghony CILV (8, FEP		90	West Jersey 68, deb., coup., '8 do 1st m. 68, cp., '96.	100	
Allegheny ds, coup., 1913 Pittsnurg 4s, coup., 1913 do 58, reg. & cp., 1913.			uo 180 m. 18, 33		105
10 68, gold. reg 10 78, w't'r ln.rg. &cv. 10 78, str.Imprez., '38-86.	122 105		Western Penn. RR. 68.cp. 3 X	1021	
INT TOMODY NO FEEL ALLU UUUUU			do 6s P. B.,'96. OANAL BONDS.		••••
do exempt, rg. & coup.			Chesap. & Dela. 1st 6s, rg.,'8. Delaware Division 6s, cp.,'78.	80 90	
Camden City 63, coupon do 78, reg. & coup		125	Lehigh Naviga. m., 6a, reg., 84 do mort. RR., rg ., 95 do m. conv. g., 1* g., 94 do mort. goid, '97	107	
Delaware 68, coupon Harrisburg City 68, coupon		130	do m. conv. g., reg., 94	163	
RAILROAD STOCKS.		100	1 00 0016.10.18,15,15,101.		
and on & Atlantic.		80 35	Morris, boat loan, reg., 1885. Pennsylvania 68, conp., 1910.		89
do do pref	1 10		Schuylk. Nav.1st m.6s.rg.,'97.	98%	
do prei	414	47	do 68, boat&car,rg.,1918		72 75
		9934	do 7s, boat&car.(g.,1915 Susquehanna 6s, coup., 19.8.*		
East Penesylvania Eunira & Williamsport do do pref	31 52	·	BALTIMORE.	1001	
Har. P. Mt. Joy & Lancuster. Huntingdon & Broad Top		-	Maryland 65, defense, J.& J do 68, exempt, 1887	ILLU .	109
do do pref. Lehigh Valley	10 52	10.6	do 62, 1890, quarterly do 53, quarterly Baltimore 63, 1891, quarterly do 63, 1886, J.& J	100	
Little Schuyikill			Baltimore 6s, 1891, quarterly.	107	
Minehill	1 -14	56½ 55	do 68. 189J. quarteriy	1110	110%
Norristown North Pennsylvania	48	4816	do 68, park, 1590, QM. do 68, 1893, M. & S		
Pennsylvania. Philadelphia & Erie	58	5:18	do 68, exempt, 33. M. &S.	120	122
Dettodoinhig & Kegu UK	1	15%	do 68, 1902, J. & J do 58, 19.6, new	120	1181
Philadelphia & Trenton Philadelphia & Trenton Phila.Wilming. & Baltimore.	60		Norfolk water. 88	121%	123
Pittsburg Titusv. & Buil	25	16 25	RAILROAD STOCKS. Par. Balt. & Ohio	165	170
st. Paul & Duluth R.R. Com		35 65			
United N. J. Companies West Chester consol. pref		176	do Wash. Branch.100 do Parkersb'g Br50	5	
West Jersev			Northern Central	3148	950
CANAL STOCKS. Chesapeake & Delaware	32	3434	Central Ohio	2478	45%
Delaware Division.	33%	31%	BAILROAD BONDS. Balt. & Ohio 68, 1835, A.&O		1
do pref	160		N. W. Va. 3d m.,guar.,'85,J&J Pittsb.& Connellsv.18,'98,J&J	105	110
Ponnsvivania			Northern Central 68, '85, 4 & J do 68, 1900, A. & U.	109	117
Schuylkill Navigation do prcf Susquehanna	6	7	do 68, gld, 1900, J.&J.	112	
BAILROAD BONDS.			Cen. Ohio 6s, 1st m., '90, M.& S. W. Md. 6s, 1st m., gr., '90, J.&J.	1:0	111
Allegheny Val., 73-108, 1895 do 78, E. ext., 1910	103	122	do 1st m., 890, J. & J do 2d m., guar., J. & J	109%	1111
do inc. 78, end '94 Belvidere Dela, 1st m., 68, 1902.	110	33	do 2d m., pref do 2d m., gr. by W.Co.J&J	104%	110
$d_0$ 20 III. 08. 63.	104		do 68, 3d m., guar., J.& J.	115	115
Camden & Amboy 6s, coup, '83	103		do 6s, 3d m., guar., J.& J. Mar. & Cin. 7s, '92, F. & A do 2d, M. & N	79	80
do mort. 68, '89	1110	122	Union RR. ist, guar., J. & J	115	41%
Cam. & Atl. 1st in 7s. g., 1.93 do 21 m. cur. 7s, 774.	1		do Can on endorsed.	115	
Cam. & Burlington Co. 68, 97. Catawissa 1st, 78, conv., '32 do chat. m., 108, '88	106		CINCINNATI. Cincinnati 68, 10ng	109	
do new 18 1910	1110		do 78	115	1
Connecting 68, 1900-1904	10616	1	11 do South. RR. 7.308.1	11-286	
Delaware mort., 68, various. Del. & Bound Br., 18t, 78, 190	1110	118	do do 6s, gold Hamilton Co., O., 6s. long do 7s, 1 to 5 yrs	107	115
1 Fast Punn, 181, 111011, 18, 00.	1100		11 do 7 & 7:308, long, 1	1190	
El.& W'msport, ist m., 7s, '80, do 5s, perp Harrisburg 1st mort 6s, '83	1100	89	Cin.& Cov. Bridge st'k, pref. Cin. Ham. & D. cols.6; 195+ do 73, 1905+	150	108
Harrisburg 1st mort bs, 83	1115		do 23, 1900 *	110	118

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# THE CHRONICLE.

### 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. Bid. Ask. SECURITIES. Bid. Ask Bid. Ask. SECURITIES. Ask SECURITIES. Bid. SECURITIES. Missouri-6s, due 1882 or '83 6s, due 1886 ..... 6s, due 1887 .... 6s, due 1889 ... 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 1893 ... North Carolina-6s, old, J&J N. Carolina.—Continued... No. Car. RR., J. & J.... do A.& O.... do coup. off, J. & J. do coup. off, A.& O. Funding act, 1866... do 1868... New bonds, J. & J. do A.& O. Chatham RR. Special tax, class 1. bdo class 2. do class 3. Consol. 4s, 1910... 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. RR... 7s, Arkansas Central RR. Connecticut-6s... Georgia-6s. 7s, new... 115 103 69 67 69% . . ... 115 1091/2 ... 90 90 11 19 19 .... . . . 771 1085 ... ... 38 32 36 109 15 . . . 3114 315 15 8% 9 8 8 8 8 107 104 12 9 110% 6s, new. 6s, new series. Virgina—6s, old. 6s, new, 1866. 6s, new, 1887. 6s, consol. bonds. 6s, ex matured coupon. 6s, consol., 2d series. 6s, deferred. D. of Columbia—3.65s, 1924. Registered. 32 12 .. 8% 1061 107 ... ... .... 24 .... .. 9 3 122 24 90 ... .... ... .... ... •• 5 79 60 .... 104... ... 7s, new. 7s, endorsed. 7s, gold. Louisiana-7s, consolidated. Michigan-6s, 1883. 7s, 1890. 2 27 10934 109 111 11 .... 98 ... ... Consol. 4s, 1910..... Small.... Ohio—6s, 1881..... 6s, 1886.... 97% 97% 78 77 ... •• ... ... North Carolina-6s, old.J&J 6s, old, A.& O..... 104 9734 4836 104 81 49% ... 110 31 ... ....

### **RAILROAD AND MISCELLANEOUS STOCKS AND**

Railroad Stocks.

(Actaoe previously quoted.) (Actaoe previously quoted.) Albany & Susquehanna .... \$111 Boston & N. Y. Air L., pref. Surl. Cedar Rapids & No.... Cedar Falls & Minnesota... do 1st pref..... do 2d pref..... Chicago & Alton, pref..... Clar. Ind. St. L. & Chic ..... Sciev. & Pittsburg, guar.... Dubuque & Sioux City.... Frankfort & Kokomo..... ... 65 624 ... ... • • • ... 122 200 \$ 27 35 30 25 ... ... 98 1124 177 \$24 \$ 120% \$33 125 \$ 20% do do prei. Stonington.... Terre Haute & Indianapolis Texas & Pacific ..... do do trust certif. Toledo Peoria & Warsaw... United N. J. RR. & Canal ... Warren... ... \$ 31 \$ 31 108 Warren.... Miscellaneous St'ks. Miscellaneous St'ks. Adams Express. American Express. United States Express. Wells, Fargo & Co. American Coal. American Union Telegraph Boston Land Company. Boston Vater Power. Canton Co., Baltimore. Caribou Consol. Mining. Central Arizona Mining. Central Arizona Mining. Central Arizona Mining. Consolidation Coal & Iron. Consolidation Coal & Iron. Deadwood Mining. Excelsior Mining. Homestake Mining. La Plata Mining. 116 48½ 112 ... 41 \$1 \$21 ... \$ 33% Homestake Mining ..... La Plata Mining .... Leadville Mining .... Little Pittsburg Mining ... Mariposa L'd & Mining Co.. do do pref. Maryland Coal..... Montauk Gas Coal.... N.Y.&StraitsvilleOcal&Iron Ontario Silve : Mining ... \$2 \$2% ...

Ontario Silve: Mining...... \$60 Oregon Railway & Nav. Co. \$130% Pennsylvania Coal....... 200 Pallman Palace Car....... 117% 

99 114 180 • • • ... 130 •• •• ... ... . . . ... ... ... 117 58% 49% ... 61% . . . 50 21/2 73% ... ... 25 834 ... ... ... ... 16 19 ... ... ... 211 119 200 117½

..

Mo. Kan. & T.-Continued 

1 :14 :11

	,	do registered	106	
DB	OND	S.		
+ 103 11046 ±10642 ±112 ±106 ±106 ±106 13078 13078 13078	113  107 1815	Laf. Bl.& Mun.—Inc. 7, 1899 Mobile& O.—Ist pref. deben 2d pref. debentures 3d do N.Y.LakeE.&W.Inc. 6s. 1977 N.O. Mob.& Tex.deb.sc., 1930 Ohio Central—Inc., 1920 Peoria Dec & E'vil'e—Incs. Evansy, div. Inc. 1920	83 53 39 87 73 65 75 75 62 62 62	8334 5314 4012 3812 75 5236 6216
110 95¼ 130¼ 130½ 112¼ 90 115 115 115 115 115 115 43	131 11252 11652 11634 95	St. L. I. M. & S Ist 78. prf.int. 2d int., 6s, accum'lative Miscellaneous List. (Brokers' Quotations.) BAUE DOADS	100 +105 100	88% 76 105 45 102 93
101 <sup>3</sup> / <sub>4</sub>  112 104 105 105 105 108 97 112		Land grant income, 6s Chic. & Southwest.—7s, guar Cin. Lafayette & Ch.—1st m Cin.& Spr.—1st, C.C.&I7s Ist m., g'd L. S. & M. S., 7s. Denver Pac.—1st, 7s, ld. gr., g Erie & Pittsburg—1st m., 7s Con. mortgage, 7s 7s. equipment	110 112 95 108 115 85 +100 106 90	110 105 1071/2 108
113 1165 115 104 104 104 1015 905 1075	117 117  9614 10758	Evansv. & Crawfordsv7s. Flint & Pere M8s, 1'd gr't Consolidated 8s Stock	$     \begin{array}{r}       874 \\       20 \\       60 \\       110 \\       105 \\       85 \\       85 \\       85     \end{array} $	
1111/4 95 76 7834 1029/6 103/9 1019/4 93	97 97 77 79*	Kansas & Nebraska-lst m. 2d mort do 2d mortgage. Midland of N. Jlst, new. Income, "A" N.Y.&Greenw. Llst, s, n. do 2B. New Jersey Solst, 6s, new	$ \begin{array}{c} 66\\ 27\\ 110\\ 65\\ 70\\ 10\frac{1}{2}\\ 5\\ 37\\ 10\\ 85\\ \end{array} $	70 80 113 75 72 113 5 40 16 90
685% +135 +115 123 +94%	69 84 130  112 96	St. Joseph & Pacific-1st m. 2d mortgage St. Jo. & Western stock St. L. Vandalia& T.H1st m 2d mortgage, guar South Side (L. I.)-1st mort. Union & Logansport-7s U. PacSouth Branch Southern Securities. (Brokers' Quotations.)	107	79 96 19½ 108½ 108 108 100 110
+94% 94 +115 +107% 65% 116% 105%		STATES. So.Carolina—Con., 6s (good) Brown cons Texas—6s, 1892M.& S. 7s, gold, 1892-1910J.& J. 7s, gold, 1904J.& J. Virginia—New 10-40s Past-due Coupons.—	+113 +115 41	100 100 106 114 116 42
*105% 108% 104% *111% 95	106¼ 108½  98 	Tennesssee State coupons. South Carolina consol Virginia coupons do consol. coupors RAILROADS. Ala.&ChatRec'rs ctfs.var Atlantic & Gulf-Consol	10 40 10 90½	20 20 93

Bandara Cons. Gold Mining         27.6         28         Dub. & stork C. 21 uit         100         Rest Current Construction         Rest Current ConstCurent Construction         Rest Current Constr		311ver Cliff Mining			III.CentDub.&Sioux C.1st	4100		1095 112	Atlantic & Gulf-Consol	105 /108
Railrond Bonds, Stock Exchange Price.         Center Price.         Stock Exchange Price.         Stock		Standarg Cons. Gold Mining	274	28	i Dub. a bioux o., sa arrive	100		100% 112	Atlantic & Gun-Consol	
Ind. Bill Wold       Dollards       Charles V 184, pret. 78       73       100, ECO., W Cotas, 1st, E.D. 1335       Charles V 184, pret. 78       73       100, ECO., W Cotas, 1st, E.D. 1335       Charles V 184, pret. 78       73       100, ECO., W Cotas, 1st, E.D. 1335       Charles V 184, pret. 78       734       100, ECO., W Cotas, 1st, E.D. 1435       Charles V 184, pret. 78       735       111       135       Charles V 184, pret. 78       735       100, ECO., W Cotas, 1st, 100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 135       100, 155			~					60		
Stock Exclamme Prices.       Ist mort., 78, 1900		Kailroad Bonds.	3		Ind. Bl'm & W1st, pref. 7s		Tol. Peo. & W	1107	Stock	
Balt, & Qjett 68, Prk. b.1916       110		Stock Exchange Prices		· ·	1 1st mort., 78, 1900,	1 77 1 78	Pur. Com. rec'pts, 1st, E.D	:135	Charl'te Col.& ACons., 78	
Bost, H. & Erle-1st m		Balt & O _let He Prk h 1919	1±110		2d mort. 1909	6334	1st mortgage, W. D	13316		
13t       1		Dort II & Unio 1st m	1	4!	Ind's Decutur & Sn'd 1st 78	1013/102	Burlington Div.		Stock	
Barr. Cod. R. & North Sit. 5s         9434         943.         Lake Shore		bust. H. & Elle-ist m			Int & C+ North 1st Be ald		1st pref, inc. for 2d mort.		East Tenn. & Georgia-6s.	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		1st mort., guar	0484	0472	Lint. & Gr. Hortin. 180 08,gru.		1storef inc for consol		E Tenn & Va6s.end.Tenn	
Image: Additional and the set of th		Bur. Ced.R.& North1st.58			Mich Q & N Ind a F Ma	111			E Tenn, Va. & Ga1st. 7s.	113 1115
10% Clip & West In. Fis. E69       1065		Minn.& St. L., 1st, 78, guar						111 /		
Central lowa, 1st m.7s, 1899       104%		Iowa City & West'n, 1st 78	1 10:00			1001/1		1042	Goorgia BR -78	116 118
$ \begin{array}{c} \text{Chesep, & 0,Pur, m, y fund, def} & 7196, 22 \\ \text{6s, ourrency, int. deferred} & 4094, 4120, 60, 914, 120, 121, 121, 4120, 60, 914, 120, 121, 121, 4120, 60, 914, 120, 121, 121, 4120, 4094, 112, 112, 113, 40, 60, 60, 118, 1214, 410, 113, 40, 60, 118, 40, 114, 120, 40, 113, 40, 60, 60, 118, 50, 1a, 1st m, 7s, 93, 98, ex cp, 104, 106, 113, 40, 60, 1st m, 7s, 90, ex cp, 104, 113, 40, 60, 60, 114, 120, 113, 40, 60, 60, 116, 121, 414, 120, 40, 113, 40, 60, 60, 114, 121, 414, 120, 40, 113, 40, 60, 60, 114, 121, 414, 120, 40, 60, 60, 61, 61, 61, 61, 61, 61, 61, 61, 61, 61$		Central Iowa, 1st m.79, 1899						1048	Ba	100
6s. gold, series B, int. def.       112       Buffalo & Erie, neW 03s, 110       110<		Chesap.& OPur. m'y fund	100%							
6s, ourrency, int. deferred Ohicago & Alton-lst motor.       40/3<		6s. gold. series B, int. def.	1 1198		Buffalo & Erie, new bds				Creammillo & Col _7g let m	104
Chicago & Alton-1st mort.       121       (Alt 200 & W. F. 18t, 7s. 1906)       (Alt 200 & W. F. 18t, 7s. 1906)       (Intermediate intermediate interm		6s. currency, int. deferred	4014	4034	Buffalo & State Line, 7s.					101
Income		Chicago & Alton-1st mort.	121		Kal'zoo & W. Pigeon, 1st.	2100	Gu. Western, 1st hit, ca op		78, guar	
Sinking fund		Income	1:03%		Det.Mon.&T., 1st, 7s, 1906		do 2d m.,7s,'93,ex cp	104% 100%	Macon & Aug20, endors.	
Joliet & Chicago, 1st. m., 1104			112	115	Lake Shore Div. bonds	1	Q. & Tol., 1st, 7s, '90, ex cp.			
Louis & Mo., 1st m., guar do 2d 7s, 1900, 103/2 do cons. coup., 2d. 118 do cons. coup., 2d. 118 do cons. coup., 2d. 119 do cons. coup., 2d. 110 log do cous. coup. log do cous. coup. do cous. 100 log do cou		Toliot & Chicago 1st m	:104		do cons. coup., 1st	12312 126	Ill.& So. Ia., 1st m.7s,ex cp			
do       20.75, 1000.       103%		Joine a children of a set		113	do cons. reg., 1st.,	121%	Hannibal & Naples, 1st 78		Stock	
St. L. Jack. & Chio., 1st m.       111/2			1034			118		107 109	Mississippi Cent -1st m. 78	
Miss. Riv. Bridge, 1st. s. f. 63       1.1.2       1.1.2       1.1.5		GAT Jock & Chia let m				120			2d mort., 8s	
Miss. Riv. Dirker, 192, 100       1002, 110       2d mort., 7s, gold       106        106        108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       118       108       108       118       108       108       118       108       108       108       118       108       108       108       118       101       114       108       108       108       108       108       108       101       114       103       108       103       103       103       103       103       103       103       103       103       103       103       103       103       103 </td <td></td> <td>St. L. Jack. &amp; Onic. 1st m.</td> <td></td> <td></td> <td>I onier &amp; Nash -Cons m 78</td> <td></td> <td></td> <td></td> <td>Miss. &amp; Tenn1st m., St. A</td> <td></td>		St. L. Jack. & Onic. 1st m.			I onier & Nash -Cons m 78				Miss. & Tenn1st m., St. A	
Consol. mort., 75				110	ad most to gold	100			1 1st mortgage, 8s. B.	
b.s. sinking fund			1 104		Cacilian Branch 79	105	North Missouri 1st m. 78		N. O. & Jacks1st m., 8s	
Des, Siking fund		Consol. mort., 78					Wost IIn Tol -1900 coun		Certificate, 2d mort., 8s	110 1114
6. thill, i.e. 1. this, i.e		be, sinking fund				1113/	1000 registered	11816	Norfolk & Petersh,-1st, 8s.	102
6s, 1917, registered		Chic. Rk. I.& P68, Cp., 1917							1st mortgage 7s	
Keok & Des M., 1st, g., 58.       70        Jat. Bl. & Mill 18t 05. 1972       105 10722       Otegoin R. & R. 18t. Br. & Mill 18t 05. 1972       Northeast., S. C1st m., 83.       124          Ist consolidated        116        1174       Manhattan Beach Co. 7s, '90       105       111       Central of N. J1908        2d mortgage, 8s       115          do       assented       105½       106½       Marietta & Cin1st mort       ±112       117       Chic.St. L.&N.O2d m. 1907       75        Rich.& Dan1st consol., 6s       107½       106        115        116        116        116        117       110       110        110       110        110       110        110       110        110        110        110       110        107½       106        110        107½       106        107½       100        107½       100        107½       100        107½       100        107½       100        11		<b>5s</b> , 1917, registered			1. Erie & West18008, 1918		Oregon D & Nor 1st Ba	1043/ 1051/	9d mortgage 8s	110
Central of N. JIst m., '90.       110       1172       Mannattan Beach Co. 78, '90'       02       60       105/2       105/2       106/2       111       Central of N. J1908       82/2        2d mortgage, 8s       115         do       assented.       105/2       106/2       Marietta & Cin1st mort       ±112       117       Chic.St.L.&N.O2d m. 1907       75        Rich.& Dan1st or nsol6s       107/2       106         do       assented.       107/2       108/4        105/2       106       107/2       106         do       assented.       107/2       108/4        1025/6       103       Central of N. J1908       82/2        Rich.& Dan1st or nsol6s       107/2       106        106        106        106         106         106         106         106        106         106         106         106         106         106         106		Keok.& Des M., 1st, g., 58.			Lar. Bl.& MunIst 05. 1919		Oregon R. & NavIst, US.	10174 100/4	Northoast S C _1st m 88	104
1st consolidated		Central of N. J1st m., '90.						001	ad mortgage 8	117
do       assented.       103/2 100%       Martetta & Cill1st mort., string       111		1st consolidated	1		N.Y. & Man. Beach 1st 78, 97			06.72	Dich & Don _let or neol field	
Convertible       1074       1084       Ist mort., sterling       102%       103       102%       103       45       South W. GaConv, r.s., con., r.s., r.s			105%	106%	Marietta & Cin.—1st mort	1112 1117			Rich. & Dan 1st & isol., 0s	
do       assented       107½ [108]4       Metropolit'n Elev-1st. 1905       10296 [103       Cent. 10wa coup. debt Certs.       101       Stock       100         Adjustment, 1903       410       110       do       2d 6s. 1899       ±89        Cent. 10wa coup. debt Certs.       112%       Stock       110       110         Lehigh & W. B., con., g'd        Mich. CentCons., 7s, 1902       124/4        Chic.& East'n Ill., Inc., 1907.       ½2       93/2       Stock       111/2       14         do       assent'd       96       96/4       1st mort., 8s, 1882, s. f       ±       107/2       Ind's Bl. & W'n-Inc., 1919       41       41       7s, 1902, non-enjo wed       45       90         Am. Dock & Impr. bonds. ±110        Equipment bonds        Ind's Bl. & W'n-Inc., 1919       41       41       7s, 1902, non-enjo wed       45/2       45         do       assented       110       112       6s, 1909		Convertible	1		11 1st mort., sterling			43% 40		105
Adjustment, 1903       \$\frac{110}{10}\$       10       2d 6s. 1899       \$\frac{159}{10}\$        C.St. P.& M's L. Gr., 10.63.98       \$\frac{112}{16}\$       S. Carolina R.R. 95        114         Lehigh & W. B., con., g'd        Mich. Cent.—Cons., 7s, 1902       124½        Chic.& East'n Ill., Inc., 1919       \$\frac{112}{16}\$       S. Carolina R.R. 95        114       14         do       assent'd       96½       1st mort., 8s, 1882, s. f       \$\frac{1}{10}\$       107½       Ind's Bl. & W'n - Inc., 1919       41       41       7s, 1902, non-enjo sed       \$\frac{1}{35}\$       90         Am. Dock & Impr. bonds.        Equipment bonds         Int. & Gt. Northern-2d Inc.       65       66½       Non-mortg. bonds       43½       45         do       assented       110       112       65, 1909        Int. & Gt. Northern-2d Inc.       78       73½       West AlaIst mor:       110       112		do assented	1 1071/2	108:1	Metropolit'n Elev-1st.1908					
Lehigh & W. B., con., g'd,, Mich. Cent., Cons., 78, 1902, 124%,, Chick & East in int. int.,		Adjustment, 1903	1110	110	do 2d 6s. 1899	1 \$59 1				
do assent'd 96 96% Ist mort., 88, 1882, 8. 1 4 10/20 Ind's Dec. & Sp'd. 2d Inc 65 66% Non-mortg. bonds 43/2 45 3 Am. Dock & Impr. bonds. \$110 Equipment bonds Ind's Dec. & Sp'd. 2d Inc 65 66% Non-mortg. bonds 43/2 45 3 do assented 110 112 68, 1909 Ind's Gt. Northern-2d Inc. 78 73/8 West AlaIst mort., 85 110 112		Lehigh & W. B., con., g'd.,			Mich. CentCons., 7s, 1902	12414	Chic.& East'n Ill., Inc., 1907.			
Am. Dock & Impr. bonds. 2110 Equipment bonds Ind's Dec. & Sp'd. 2d Inc 65 66/2 Non-mortg. bonds 45/2 43 do assented 110 112 65, 1909 Ind's Dec. & Sp'd. 2d Inc 65 66/2 Non-mortg. bonds 110 112	c	do assent'd	96	96%	1 1st mort., 8s, 1882, s. f	\$ 10712	Ind's Bl. & W'n-Inc., 1919			
do assented 110 112 / 65. 1909		Am Dock & Impr. bonds.	1:110		To make and honda		Ind's Dec. & Sp'd, 2d Inc			
		do assented	1 110		68, 1909	1				
This will be $P = 10001 + 0001 + 0001 + 00000000$		Chic.Mil.& St.P1st.8s,P.D			Mo.K.& TCons.ass 1904-6	106 107	Leh. & Wilkes B.Coal-1888	70	2d mort 8s. gua	
2d mort., 7 9-10, P.D., 1898 116 117:6 2d mortgage, inc., 1911 6134 6114 Lake Erie & W'n-Inc. 78, 99 645% 65% Wostorn N. C1st m., 78 99 109		2d mort 7910 P D 1898		11756	2d mortgage, inc., 1911		Lake Erie & W'n-Inc.7s.'99	6456 6576	Wostorn N. CIst m. 74	144 1112
at more, row in the strange of mon						State of the state			in shall an ta dam latast sala	this much

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or FRASER

Prices nominal. + And accrued interest. + No price to-day; these are latest quotations made this week.

i No quotetion to-day; latest sale this week.

# 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 D cember, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

### ANNUAL REPORTS.

### Indiana Bloomington & Western Railway.

(For the year ending June 30, 1880.)

The first annual report, lately issued, states that this (reorganized) company entered into possession August 9, 1879; but, for the purposes of a clear statement, the operations for the full year ending June 30, 1880, are given :

EARNINGS AND EXPENSES.

Earnings.		Operating expen	ses.	
Freight	\$766,011	Maintenance of way	\$217,946	1
Passenger		Maintenance of rolling		l
Express	8,551	stock	82,891	
Mail	19,413	Transportat'n expenses	245,113	
Chair car	5,376	Traffic and general ex-		
Miscellaneous and rents	20,592	penses	149,309	
Mileage	10,273			L
-		Total operating ex-		l
Total earnings	\$1,186,347	penses	\$695,260	l
Earnings over operating	\$491,086			

The operating expenses, as shown by the Auditor's statement, decreased \$152,402 from 1878-9, and within the year 3,000 tons of steel rails, costing about \$159,000, less the amount realized for the old rails, were paid for and laid, the cost of which is included in operating expenses.

#### INCOME ACCOUNT.

Net earnings, as above\$491,086	
Track rental\$37,624	1
Taxes	10
Administration	1
Car reufal 6.000	11
Interest first mortgage preferred 42,000	
Interest first mortgage107,625	10
Interest second mortgage 46,125	1
Purchase account	
	1.
Surplus	
OLD LIENS AND NECESSARY IMPROVEMENTS TO PROPERTY, ETC.	
O. Adams' contract	
Right of way 4,612	
Real estate liens. 10,000	11
Purchasers' account	1
Furchasers account	
	11

Surplus.....\$140,251 During the year ending June 30th, 1879, the mileage earned on cars on foreign roads—to wit, \$86,390—was credited to earnings; but the car rental was not charged in operating expenses, which will explain the fact that while the total gross earnings for the past year show an increase of only \$14,018 over those of the year ending June 30th, 1879, as reported for that year, yet they are actually, as stated, \$100,408 greater. In other words, the gross earnings for the year ending June 30th, 1879, were not actually as much by \$86,309 as the amount shown by the books kept under the charge of the Receiver, while the property was in the hands of the Court-i. e.:

Actual gross earnings, year ending June 30th, 1879, less for-

eign mileage..... 1,186,347 \$100.408 Actual increase. The earnings increased over previous year : from freight, \$31, 380; passenger, \$59,200; express, \$1,822; chair car, \$590; miscellaneous and rents, \$7,413; total, \$100,408.

The following statistics will give a fair idea of the amount of

good condition; but it is absolutely necessary that many improvements and repairs should be made upon the property, especially in view of the fact that within a few years the fixed charges will be larger, and the property should be placed in proper condition to pay such greater interest. We have no terminal facilities at Indianapolis, except over other roads, and involving great expense. It is necessary to build a bridge across the White River, and a track from there to the Union Depot in Indianapolis. This we have arranged to do in connec-tion with the I. D. & S. Railway Company, each sharing the expense. We have also arranged for the purchase of grounds sufficient for our local freight purposes. Our present yard at Indianapolis is too small for our business; and we shall either be obliged to buy more land and add to it, or else sell what we have and move the yard to some other location."

"These matters are all of them of absolute necessity. The General Manager estimates the necessary expenditures during the year at \$153,000.

"In addition to this, the board of directors have in contemplation a measure which will greatly facilitate the operations of the road and reduce the operating expenses, which, if adopted, will involve an outlay of \$100,000, which, added to the above, will require a total disbursement during the year of \$253,000. All of the above disbursements are absolutely necessary for the preservation of the property and the economical operation of the road; and, in addition, there is the constantlyrecurring question of the necessity of lowering the heavier grades. The General Manager claims that with an expenditure of \$300,000, involving an annual interest charge of \$18,000 to \$21,000 per annum, from \$50,000 to \$60,000 per annum can be saved in expenses. But leaving the matter of altering the grades out of the question for the present, it is evident that the expenditures upon the property absolutely necessary will absorb the entire surplus for that purpose, and prevent any interest on incomes or dividend on stock being paid at present.'

### Nashville Chattanooga & St. Louis.

(For the year ending June 30, 1880.)

The annual report lately issued does not refer at all to the chief event of the year-namely, the purchase by the Louisville & Nashville of a controlling interest in the stock of this company.

The relations with other roads and branches embraced the operation of the Nashville & Tuscaloosa Road, from Dickson to Graham, from December, 1879; also a lease of the Duck River Valley Narrow Gauge Road, from October 2, 1879. This road is to be extended thirteen miles, to Fayetteville, and the report says : "The creditors of the Duck River Valley Narrow Gauge Railroad have assumed that this company is liable for its floating debt, and have threatened suit for its recovery. The ques-tion of the liability of this company under the lease has been referred to the company's attorneys, Messrs. East & Fogg, who are of opinion that the contract only requires the payment of the debts of the Duck River Valley Railroad out of its own assets. These assets consist of one hundred and forty second mortgage bonds of \$1,000 each, carrying 6 per cent, the mini-mum price of which was fixed by the board of directors of the Duck River Railroad at 85 cents; a few of them will be disposed of to creditors, but they cannot be placed on the market at this rate so long as Tennessee securities are objects of suspicion to capitalists. How to meet the debts of the Duck River Railroad is a question for your consideration. The resident engineer estimates the expenditure necessary for its completion to Fay-etteville at \$85,156."

### OWENSBORO & NASHVILLE RAILROAD COMPANY.

"With a view of obtaining direct connection with the Ohio River, your company, on the 13th of May, 1879, purchased a majority of the stock of the Owensboro & Nashville RR. Co., securing thereby control and possession of that road, which was completed and in operation from Owensboro to Owensboro Junction, Kentucky, a distance of 37 miles, and partially graded from Owensboro Junction to Adairville, Ky., about 50 miles more, together with its equipment. Its charter, privi-leges, rights, franchises, etc., extending to Nashville and various other points in Tennessee, also passed under the control of your company. "The total amount of stock in the Owensboro & Nashville Railroad Company is \$1,156,500, of which your company pur-chased from T. S. Anderson \$738,000 for \$145,000, and subsequently purchased \$215,479 more for \$46,569, making the total amount of stock bought \$953.479, costing \$191,569. The comamount of stock bought \$953,479, costing \$191,569. The com-pany also purchased O. & N. railroad bonds, which are convertible into stock, amounting to \$178,000, for \$7,439. There was also expended upon the grading of the Owensboro & Nashville Railroad, between Owensboro Junction and Adairville \$149,227, and for a lot of ground in Owensboro, floating debt and other expenses incidental to the purchase, \$62,447, making the total cost of the road \$410,683. "Under resolutions of the stockholders and directors of this company, the Owensboro & Nashville Railroad was sold to the Louisville & Nashville Railroad Company on the 3rd of March, 1880, the latter company agreeing to reimburse your company for all expenditures of every kind incurred by it on account of the Owensboro & Nashville Railroad, and in pursuance of this sale the road was turned over to the Louisville & Nashville Railroad Company from that date, and operated by it since that time."

business transacted by the road. The reduction of the ratio of operating expenses to the gross earnings from 72.30 to 58.65 is especially gratifying.

#### FREIGHT EARNINGS.

For year ending June 30th, 1880	8776.011
For year ending June 30th, 1879	734,630

Increase	
Tons carried one mile	61.314.095
Receipts per ton per mile	.01251,000
Cost ner ton ner mile	.00797
Net per ton per mile	$.00464_{1000}$

While the freight earnings for the year ending June 30th, 1880, are only in excess of those of 1879 \$41,380, the passenger earnings increased \$59,200, of which \$13,486 was in cash collections made by conductors, showing a gain of over 100 per cent and also a gain of about 20 per cent in local ticket sales.

Mr. Austin Corbin, the President, remarks in his report that "the \$77,253 received on through passenger business shows that the road is advantageously located, as this business has come to us, notwithstanding the inability to form any arrangement with either eastern or western connections which would facilitate our working through business to advantage. Neither the express nor mail business shows any considerable increase for last year; but new arrangements have been made by which, from July 1, the express earnings are at the rate of \$16,000 per annum and the mail \$24,224, being an increase upon express business of \$7,448 and upon mail business of \$4,811. At present, we have 62 miles of steel rails, and the road-bed is in of the St. Louis & Southeastern Railway—extending from

#### ST. LOUIS & SOUTHEASTERN RAILWAY.

Evansville. Ind., to St. Louis, Mo., a distance of 160.8 miles, with branches from Junction to Shawneetown, Ill., 41.5 miles, and from Belleville, Ill., to O'Fallon, Ill., 5'9 miles, a total length of 208'20 miles—for the purchase of that road for the sum of \$6,500,000, payable \$3,500,000 in forty-year 6 per cent gold bonds of the Nashville Chattanooga & St. Louis Railway, secured by a first mortgage on the St. Louis & Southeastern Railway, and \$3,000,000 in 99 year 3 per cent gold bonds of the Nashville Chattanooga & St. Louis Railway, secured by a second mortgage on the St. Louis & Southeastern Railway. It was subsequently ascertained that the sale could not be made immediately, and until this could be done the road was leased from the Receiver on the 26th of December, 1879, at a rental of \$300,000 per annum, under which lease possession was given your company on the 1st of January, 1880, and the road was operated by it until the 1st of April, 1880, when it was turned over to the Louisville & Nashville Railroad Company, as per an agreement entered into on the 3rd of March, 1880, by which all the interest that your company had in the St. Louis & Southeastern Railway was transferred to the Louisville & Nashville Railroad Company, the latter being substituted for the former in all its transactions in regard to the St. Louis & Southeastern

Railway.' The following statistics have been prepared for the CHRONICLE :

ROAD AND EQUIPMENT. 1876-7. 1879-80 1878-9. 1877-8 454 454 454349 Miles owned..... Locomotives ..... Pass., mail and exp. cars ... Freight cars..... Other cars.... 83 86 86 87 44 1,025 3 37 44  $\mathbf{46}$  $1,0\overline{25}$ 3 1,184 949 3 FISCAL RESULTS. 1877-8. 1878-9. 1879-80. 1876-7. \$ 441,545 ,231,171 64,007 \$ 530,387 \$ 516,384 Earnings-\$ 435,667 Passenger ..... 1,504,088 Freight...... 1,133,208 Mail, express, rents, &c... 63,401 1,287,323 1 64,680 68,102 Total gross earnings... 1,632,276 1,871,809 1,736,723 2,099,155 \$ 317,475 374,419 260,190 Operating expenses— Maintenance of way, &c.. Maintenance of equipment Transportation expenses.. Miscellaneous ..... \$ 342,352 403,763 261,956 62,198 \$ 376,141 440,460 \$ 274,192 356,638 231,223 288,662 69.505 79,495 64,180 **1,184,748** 914,407 56·43 1,021,589 926,233 1,070,269 Total expenses..... 801,540 57·18 715,134 Net earnings. P. ct. oper. exp. to earnings 706,043 56.74 59.82 INCOME ACCOUNT. 1877-8. \$ 1878-9. 1879-80. 1876-7. \$. 715,134 \$ Receipts-914,407 706,043 801,540 Net earnings ..... \$ 464,630 \$ 452,400 Disbursements— Interest on debt ..... \$ 438,120 475,320 23,741 23,543 22.079 Taxes. Dividends McMinn. & Duck R. Exten. 232,020 164,161 131,505 196,033 54,605 48,286 24,280 16,627 28,094 Miscellaneous interest..... 110,560 New equipment, &c.... Diff.in cost of rails & ex.ties 37,397 25,000 30,611 32,865 36,728 Bonds endorsed ..... ..... ..... 11,763 ..... ..... Bridges. 2,645 12,196 Miscellaneous..... . . . . . . ..... 
 Total disbursements...
 723,012
 740,746
 708,015

 Balance, surplus or deficit.def.16,969 sur. 60,794
 sur. 7,119
 923,436 def. 9,029 GENERAL BALANCE, JULY 1, 1880. Assets available-Real estate not used for depot or right of way 93,875 purposes. Balance due from individuals, agents and con- 
 Cash on hand.
 92,150

 Cash in banks in New York.
 211,011 976,180 \$15,515,673

### Liabilities.

\$6,848,899 ..... Capital stock.....

From private advices received here yesterday from Boston, it appears that negotiations have just been successfully concluded between the Atchison Topeka & Santa Fe and the Kansas City Lawrence & Southern (formerly the Leavenworth Lawrence & Galveston), by which the former is to take possession at once of the latter road. The Santa Fe Company issues its 5 per cent bonds for all the stock of the Kansas City Lawrence & Southern, which it accepts at 95. The Kansas Lawrence & Southern is one of the old Nettleton roads, and runs from Kansas City & Law-rence in a southwesterly direction to Wellington, Kan., near the line of the Indian Territory, with branches to Coffeyville and Hunnewell. The distance from Lawrence to Hunnewell is 255 miles, to Wellington 237 miles. The Kansas City Branch to Law-rence is 53 miles long and the Coffeyville Branch 16 miles. The object of the Santa Fe Company in securing this property was, no doubt, for the Durness of securing a line that will be able to doubt, for the purpose of securing a line that will be able to compete with the Missouri Kansas & Texas, which is controlled by Jay Gould. It is the intention of the Santa Fe people to extend the line as soon as possible through the Indian Territory to a connection with the Texas roads."

-The Boston Transcript reports: "The Atchison Topeka & Santa Fe Railroad is now completed to San Marcial in New Mexico. The New Mexico line is 374 miles long, including the Santa Fe branch, and is bonded for \$15,000 per mile. The remainder of the \$5,610,000 7 per cent bonds is now being issued, and the second New Mexico subscription settled up. Another company has been organized to built to El Paso."

Atlantic Mississippi & Ohio.—At Richmond, Va., Oct. 7, in the United States Circuit Court, the petitions of the cities of Petersburg and Lynchburg, asking for a postponement of the sale of the Atlantic Mississippi & Ohio Railroad, were refused. The sale, it is reported, will take place on November 1, as heretofore ordered.

Boston & New York Air Line .- The N. Y. World says that "article 5 of the contract between the Boston & New York Air Line Railroad Company and the New York New Haven & Hartford Railroad provides that, in case of a disagreement between the contracting parties before October 1, 1880, in regard to the proportionate share of the gross earnings allotted to each, the matter shall be left to the decision of three arbitrators, to be chosen in the usual way. The article does not, however, state whether the decision of the arbiters shall be unanimous or only a majority, and there is a prospect of a lawsuit, since the New York & New Haven Road has given notice of dissatisfaction. By the terms of the contract six parts of the gross earnings of the two roads after March 1, 1879, were to go to the Boston & N. Y. Air Line and ninety-four parts to the New York New Haven & Hartford Railroad."

Central Railroad of Georgia.—The annual report of this company for the year ending August 31 shows the following results : 

Chicago Burlington & Quincy-Wabash St. Louis & Pacific.-The World of October 8 reports that, "at an informal meeting yesterday between Mr. Perkins, of the Chicago Bur-lington & Quincy, and Messrs. Russell Sage and Jay Gould, representing the Wabash & Pacific, the subject of the new preferred Wabash extension was discussed at length, and a disposition was shown on both sides to arrange the differences between the companies amicably. Enough took place to show that a general understanding would be eventually reached, and a call was accordingly issued by Mr. Gould for a meeting on Sepcall was accordingly issued by Mr. Gould for a meeting on Sep-tember 19 of the following roads, each to be represented by committee with full power. The meeting is to be held at the Union Pacific offices in this city. The roads to be represented are the Wabash St. Louis & Pacific, Chicago Burlington & Quincy, Missouri Pacific, Atchison Topeka & Santa Fe and Union Pacific. These committees are to arrange all territorial

Bonded debt		14,300,033
Profit and loss		206,178
Other lightliting		
Bills payable	404.222	
Bills payable	54,139	
	01,100	<i>y</i>
15 annuity bonds, running 15 years for \$1,500	22,500	
each paid annually	22,500	
Balances due individuals, agents and connecting		
The second s	34,534	
Interest coupons due July 1st, 1880	212,315	
Uncalled for dividends	14,248	
Uncalled for dividends	53,034-	- 794,994
June, 1880, pay-rolls.	00,001	101,001
Interest accruing during the war on bonds held		159 000
by the U. S. Government		153,600
	-	in the second se

\$15,515,673

#### GENERAL INVESTMENT NEW3.

Allegheny Valley.-This company gives notice to the holders of its income bonds that the cash fund applicable to the payment of the October interest on these bonds is not sufficient to pay over \$9 50 for each \$35 coupon, and that it will be distributed pro rata, the remainder being paid in bonds of the same issue, or in scrip convertible into such bonds, as has been done heretofore.

Atchison Topeka & Santa Fe-Kansas City Lawrence & Southern .- The Chicago Tribune of the 30th ult., says: "The Atchison Topeka & Santa Fe Railroad has just made an important addition to its extensive system of roads-one that will enable it to compete with the Missouri Kansas & Texas Railroad on business from the Indian Territory and Southern Kansas.

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disputes between the Chicago Burlington & Quincy and the ,178 Wabash and the Union Pacific.

Chicago Pekin & Southwestern.-The Receiver has filed a report showing all receipts and disbursements during the month of August. The exhibit is as follows :

Balance on hand last report Receipts of the month	\$8,996 37,581
icoorpus of the manual states and the states of the states	

Dishumamonta	Disbursements	۹ •••••••••••••••••••••••••	27,836
	Dispursemente	-	

Balance on hand.....\$18,741

District of Columbia.-Washington despatches this week report that the quarterly statement of the funded indebtedness of the District of Columbia, issued by Treasurer Gilfillan, shows a decrease in the debt by the operations of the sinking fund since July 1, 1878, of \$618,750, and a reduction in the annual interest charge since that date of \$38,981.

The first lot of coupon 3.65 bonds for the conversion of Board of Audit certificates (of the District) was issued Oct. 7. The bonds were all of the denomination of \$500, the amount aggregating \$39,500.

Flint & Pere Marquette.—General Manager Potter has issued the following circular, announcing the reorganization of the Flint & Pere Marquette Railroad Company :

EAST SAGINAW, Oct. 1, 1880. The foreclosure proceedings begun in June, 1879, by the holders of the consolidated bonds of the Flint & Pere Marquette Railway Com-pany, under which the property was placed in the hands of a Receiver

On the 1st of July, 1879, resulted in the sale of the property on the 18th of August, 1880, which was confirmed by the Court on the 21st of 8eptember, 1880. The purchasers have organized a new company under the name of the Flint & Pere Marquette Railroad Company. The new company will take possession of and operate the road on and after October 1, 1880, under the following-named officers: Second Vice-President and General Manager, H. C. Potter. Superintendent, Sanford Keeler. Treasurer and Secretary. H. C. Potter. Assistant Treasurer, L. C. Storrs. Auditor, G. W. Ledlie. General Freight Agent, David Edwards. General Ticket Agent, J. P. Nourse. All agents and employees in the employ of the Receiver will be continued until otherwise advised. The accounts of the Receiver will be closed on the evening of September 30, 1880, and reports and remittances will be made thereafter to the proper officers at East Saginaw, Mich., for account of the new organization. H. C. Potter..—A dispatch from Pales-

International & Great Northern.—A dispatch from Palestine, Texas, October 2, says : "Yesterday the purchase of the Henderson & Overton Railroad by the I. & G. N. Company was consummated, and that road will hereafter be operated by the present management of the I. & G. N. RR. This branch, when extended a few miles south of Henderson into the pine forest, will be an important division to the main line of the International."

Louisville & Nashville.—The press dispatches from Louisville, Oct. 6, give a report of the annual meeting of the stockholders of the Louisville & Nashville Railroad. The annual report for the year ending June 30 was submitted by President Newcomb. The number of miles of road operated to date of last annual report was 970, since which period there has been acquired by purchase and lease about 1,400 miles, making a total of nearly 2,400 miles operated by the Louisville & Nashville Company. The road earned a net profit for the year of about 17 per cent, and paid a cash dividend to the stockholders of 8 per cent, after meeting all expenses and fixed charges upon the entire system. President Newcomb recommended the extension of the Louisville & Nashville Railroad system into Arkansas and Texas. The report states that negotiations are now on foot looking toward securing an independent route into these States. The net earnings of the whole line operated for the fiscal year 1878-79 were \$2,231,771, or 41.43 per cent of the gross earnings. For 1879-80 they were \$3,227,643, or 43.41 per cent of the gross earnings.

The following directors were unanimously elected for the ensuing year: H. Victor Newcomb, E. H. Green, E. P. Alexander, Geo. C. Clark, C. C. Baldwin, Clarence H. Clarke, B. F. Guthrie, George A. Washington, Henry C. Murrell, Logan C. Murray and Joseph T. Woodward. The following officers were re-elected for the ensuing year: H. Victor Newcomb. President; Edward H. Green, First Vice-President; General E. P. Alexander, Second Vice-President; Willis Ranney, Secretary; A. M. Quarrier, Assistant Secretary. President Newcomb announced to the directors that because of continued ill-health he desired no longer to officiate as President. He hoped his resignation would be accepted at as early a date as possible—not later, he trusted, than December 1. A committee was appointed to take action upon his resignation. It is Mr. Newcomb's desire that Mr. E. H. Green shall succeed him. A recommendation that the present stock of the Louisville & Nashville RR. be increased by a dividend of 100 per cent was adopted.

dividend of 100 per cent was adopted. —On October 7 the board of directors adopted the measures voted upon by the stockholders to increase the capital stock 100 per cent and to distribute the new stock to the holders of stock at the next closing of the stock books, which has been fixed for November 13.

Manhattan Elevated.—Mr. Cyrus W. Field has apparently become dissatisfied with the reports circulated about the earnings and resources of this company. He has furnished for publication a statement made up by Mr. Body, the Treasurer, which shows a large deficit for the year ending September 30, 1880, after paying the interest and guaranteed dividends on the stock of the leased roads. The figures are as follows. On October 1, 1880, after the payment of \$325,000 quarterly dividends of 2½ per cent on \$13,000,000 stock, the Manhattan Company had cash on hand of \$318,5:9. The amount of accrued interest on bonds guaranteed by the Manhattan Company was:

The Manhattan Company also has on hand \$150,000 second mortgage bonds of the Metropolitan Company unhypothecated, but it is intended to use \$30,000 of these bonds as security for a new loan of \$20,000 for construction purposes. The Manhattan Company can call upon the Metropolitan at any time for \$310,000 second mortgage bonds. There have been only \$55,000 Metropolitan second mortgage bonds marketed.

-Mr. F. E. Worcester, Secretary of the Manhattan Railway Company, at the request of Mr. Cyrus W. Field, furnished the following statement of the business of the elevated roads for the fiscal year ending Sept. 30, 1880, September being partly estimated.

Passengers carried by each line during the year ended Oct. 1, 1880:

,	Second Avenue-7 months
•	Second Avenue—7 months
- 1	

Total Metropolitan lines. Third Avenue	25,949,215
Total New York lines.	
Total all lines.	1. A. M

Allowing for estimated transfers at Chatham Square, the traffic was distributed as follows:

Metropolitan lines ....... 24,306,715 | New York lines....... 36,533,955 The following is an estimate of the business of the Manhat-

tan Company during the year:

Third Avenue         \$2,205,176           Ninth Avenue         387,489	\$1,120,200 307,000	\$1,084,976 80,489
Total New York \$2,592,665	\$1,427,200	\$1,165,465
Second Avenue	\$247,300 959,200	\$78,433 736,361
Total Metropolitan \$2.021,294	\$1,206,500	\$814,794

The total net earnings are thus seen to be \$1,980,259; but by the estimated transfers at Chatham Square, the net earnings would be changed by \$65,700.

These were equal to 9 79-100 per cent on the stock of the New York Company and to 3 16-100 per cent on that of the Metropolitan Company. Mr. Worcester estimated the net earnings of the Manhattan Company for the year to be \$1,980,-000, and the deficiency to meet fixed charges for the same time to be \$478,750, against a surplus brought over Oct. 1, 1879, of \$582,466.

The difference between this deficit and that published yesterday upon the authority of Mr. Field is said to arise in part from including in the payments for the year the accrued interest on the funded debts of the companies at the beginning of the fiscal year (Oct. 1, 1880.) In this statement the interest payments for fifteen months were taken from the revenue for twelve months.

Missouri Iowa & Nebraska.—A despatch dated Centreville, Iowa, October 1, says: "The United States Circuit Court, Judge Low, has to-day enjoined the Chicago Burlington & Quincy Railroad from trespassing upon the surveyed line of the Iowa Missouri & Nebraska Railroad, and from hereafter interfering with their extension. Contracts to build the extension of the Iowa Missouri & Nebraska Railroad will be let to-day."

Missouri Kansas & Texas.—Statement for the eight months of the year :

Gross earnings from January 1 to August 31, 1880 .... \$2,656,710

080	On New York Company first mortgage\$148,750 On Metropolitan Company first mortgage	Gross earnings from January 1 to August 31, 1879	1,807,808
	On Metropolitan Company second mortgage 13,200–\$323,950	Increase in 1880	\$848,901 1879.
e	Deficit. \$5,401 Add September pay rolls unpaid. 150,000	Operating expenditures*	\$1,070,052 227,611
	Total deficiency	Improvements, rentals and equipments 280,275	146,668
	The results of the business of the company for the fiscal year ended September 30, 1880, are shown by adding to the	Totals	\$1,444,332
	above deficiency the cash on hand October 1, 1879, viz.: \$582,- 466, making the total deficiency for the year, \$737,867.	Ratio of expenditures to earnings first eight months.	80 per cent
	It is also stated that the Manhattan Company owes the		6623 per cent
	following sums borrowed on construction account on ten-day	Net proceeds for the first eight months, 1830	\$888,198 363,476
	notes :	Increase in 1880.	\$523,721
	Face value of collateral		φ020,721
	Lender. Loans. pledged.	* Does not include taxes.	
	Jose F. Navarro	Missouri Pacific.—At a meeting of the directors	s of the Mis-
	Park Bank	souri Pacific Railway Company held in New You the following statement of the business for the cur	rk Uctoper 1,
	Loan & Improvement Company 100,000 220,000 150,000	was presented, and a quarterly dividend of $1\frac{1}{2}$	per cent was
	Total	declared, payable October 15 :	per conte mas
	The collateral pledged in these loans consists of the following		Net carnings.
	bonds in the possession of the Manhattan Company for con-	July	\$284,422
	struction purposes, the market value being affixed in the table.	August         547,298         306.123           September         503,830         275,000	
	To Jose F. Navarro (\$600,000) 900 second mortgage Metro- politan bonds at 90		
	To Jose F. Navario (\$88,000) 98 first mortgage Metropolitan	Totals\$1,590,830 \$836,359 Net carnings three months	\$754,421 \$754,471
	bonds at 102 <sup>1</sup> 2 To Park Bank (\$200,000) 220 first mortgage Metropolitan	Interest charges, taxes three months	386,872
	bonds at 102 <sup>1</sup> 2. 225,000	Loaves	\$367.59
		2 ×	

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### One and one-half per cent of dividend on \$12,416,000 stock...\$186,240

Surplus for the quarter.....\$181,359

The consolidated company is made up of the following roads, viz.: Missouri Pacific, Kansas City & Eastern, Lexington & Southern, St. Louis Kansas City & Arizona, and Kansas City Leavenworth & Atchison Railroad and the St. Louis & Lexington Railworth & Atchison Ranfoad and the St. Bodis & Berngton Ran-road. The total mileage of the new company and the bonded debt and capital stock are as follows: Total mileage, 691 miles; total bonded debt, \$19,261,000; capital stock, \$12,416,000. The officers of the new company are: Jay Gould, President; S. H. H. Clark, Vice-President; A. H. Calif, Secretary and Treasurer.

Oregon Pacific.-One of the prominent railroad enterprises of the day is the Oregon Pacific. The prospectus of the company has recently been issued, and copies may be obtained at the office of the New York, New England & Western Investment Company, the financial agents. A very good summary of the history and plans of the company is given in the New York Times as follows:

Times as follows: "About seven years ago a charter was granted to the Willamette Valley & Coast Railroad Company, and to aid in its construction the Legislature gave it a land grant of nine hundred thousand selected acres on both sides of the military road, from east to west, across the entire centre of the State, together with all the tide and marsh lands in the County of Benton. This includes forty miles of beach and the water front of the two great bays known as Alsea and Yaquina. The company was also granted immunity from taxation for twenty years. At present about ten miles of line is finished, from Corvallis, on the Willamette River, westward. Recently the project was taken up by Eastern capitalists, and the Oregon Pacific Railroad Company was formed. This has absorbed the Willamette Valley & Coast Railroad Company, with all its rights and franchises, and it is proposed to go to work at once and finish the line from Corvallis to Yaquina Bay, a dis-tance of sixty miles, and to construct seventy miles from Corvallis eastwork at once and thist the line from Corvains to Yaquina Bay, a dis-tance of sixty miles, and to construct seventy miles from Corvalis east-ward, the entire 130 miles to be equipped and in running order by Sep-tember 1, 1381. A line of steamers will then be put on to run from Yaquina Bay to San Francisco. Congress at its last session made an appropriation to deepen the entrance to this harbor, which is said to be of ample extent to afford shelter to the navies of the world. A corps of United States coast surveyors are at present engaged in surveying the barbor and under date of September 10 the engineers report the dis-United states coast surveyors are at present engaged in surveying the harbor, and under date of September 10 the engineers report the dis-covery of a new channel at the south side of the bar, which affords, at low tide, a depth of fourteen feet of water, with a mean tide of seven foct, making twenty one feet of water on the bar. This will afford an entrance for any vessel that can enter the mouth of the Columbia River. "The intention is to carry the line eastward along the military road through the Sweet Home Valley and Mount Jefferson Pass, claimed to be the only accessible pass in the Cascade Range. Another advantage

through the Sweet Hone valley and Mount Jenerson Fass, claimed to be the only accessible pass in the Cascade Range. Another advantage is that the pass has an elevation of but 3,500 feet, less than half that of the summit passes of the Union and Central Pacific Railways. The eastern terminus is to be Boise City, in Idaho. A branch will run from a point near the intersection of the Crooked, Squaw and Des Cautes rivers, in a northeasterly direction to Uma-tilla on the Columbia River, where connection will be made with the Oregon Builway & Navigation Company's main line. Another branch tilla on the Columbia River, where connection will be made with the Oregon Railway & Navigation Company's main line. Another branch will run from a point near Silver City southerly to Winnemucca on the Central Pacific Railroad. The length of the main line and branches will be about 600 miles. The projectors say that they intend to fix the rate of freight on wheat from the Willamette Valley to San Francisco at \$350 per ton, and to cut down passenger fares also to one-half the amount now charged by the monopoly. They assert that they will be well able to afford this. An immense revenue is expected from the lumber district at the foot hills of the Cascade Range. The early completion of the exten-sions of the Chicago Burlington & Quincy and Chicago & Northwestern lines to Boise City is also looked forward to, thus practically adding two more trans-continental routes to the transportation facilities of the con-tinent."

The New York New England & Western Investment Com-pany, as financial agent, are now offering \$3,250,000 of the first mortgage six per cent land grant sinking fund gold bonds of this company, the subscriptions to which will be payable in instalments, beginning with the 10th and 25th of November.

Oregon Railway & Navigation Company.-The gross and

net earnings for September, 1880, are r	eported as fo	ollo	ws:
<b>0</b>	Gross		Net
	earnings.		earnings.
River Division	\$294,662		\$194,000
Ocean Division	. 85,000		43,000
Rallroad Division	43,000	*	33,000
Totals	\$423.662		\$270,000
Net earnings September, 1879			\$270,000 196,117
Increase in 1880			\$73,883

RECEIPTS.		
Cash on hand May 1 May earnings. June earnings. July earnings. August earnings. September earnings.	•	150,659 195,276 153,257 190,157
Total		
• DISBURSEMENTS.		
For May. For June. For July. For August. For September. Balance on hand October 1. <b>Union Pacific.</b> —The earnings and e	145,99 134,58 129,23 116,83	$\frac{19}{77} - 651,793$ $\frac{19}{5227,897}$
Pacific Railway for July, 1880, were as f		
Gross earnings. Union Division and branches\$1,668,937 Kansas Division and branches530,315	Operating expenses. \$598,277 306,732	Net carnings. \$1,070,660 223,613
Totals	\$905,009	\$1,294,273
July, 1879— Union Division and branches\$1,212,983 Kansas Division and branches 421,507	\$574,391 261,769	\$638,5 <b>91</b> 159,7 <b>38</b>

Totals	51,634,491	\$\$36,160	\$798,330
Total increase	\$561,792	\$68,849	\$195,943
RECAPI Increase in Union Pacific and bran Increase in Kansas Pacific and br	TULATION. nches anches		\$132,068 63,875

Total..... Wabash St. Louis & Pacific-Toledo Peoria & Warsaw-Missouri Iowa & Nebraska.-The Toledo Peoria & Warsaw and the Missouri Iowa & Nebraska railroads have ceased to exist as independent corporations, and will hereafter be known as the Peoria & Iowa Division of the Wabash St. Louis & Pacific Railway Company, as appears by the circular issued by General Marager Gault of the Wabash:

"The Wabash St. Louis & Pacific Railway Company will take possession of the Toledo Peoria & Warsaw Railway Oct. 1, under a lease made between the two companies. From and after this date it will be operated as a part of this road, and, in connec-tion with the Missouri Iowa & Nebraska Railway, will be called the Peoria & Iowa Division. Mr. W. F. Merrill has been appointed General Superintendent of this division, in charge of the operating department. Until further notice his office will be at Peoria.

Western Union Telegraph-American Union.-The argument of the suit at St. Louis between these companies was referred to last week. The decision was rendered on Oct. 2, and Justice Miller says in his opinion: "We are both of the opinion that the railroad company has the right, as it always had, to the exclusive use of the first wire on the telegraph poles, and we are of the opinion that, as the matter stands at this stage of the proceedings, the company should have the right, pending further litigation of the case, to use that wire not only for the ordinary business of the road, but for the purpose of transmitting commercial and paid messages for the public in general; that it has no right to interfere with the Western Union Telegraph Company in the use of the other two wires for purposes of carrying all messages of whatever class it may choose to carry over those wires, and that it is proper that an order should be made which shall stand to rep-resent this principle." The following is the text of the order entered by Judge Miller of the United States Circuit Court.

This cause having been fully heard upon motion of defendants to dissolve or modify the injunction hereinbefore allowed, it is ordered that the said injunction be amended and modified so as to stand and read as follows—to wit: It is ordered that the said defendants, and each and all of them, and their several servants, agents and employees, be severally enjoined and restrained until a flual hearing of this cause from in any manner cutting any wires heretofore used by complainant along the railroad described in the bill, and from running of them into the office or offices of the defendants, or any of them, and from hindering or office or offices of the defendants, or any of them, and from hindering or obstructing or interfering with the complainant in the management of its said lines of telegraph as it has heretofore existel, and now exists, and from disconnecting said wires from the offices or batteries of complainant, or attaching them or any of them to any other or different offices or batter-ies. Provided, however, that nothing herein shall prevent the respondent, the Union Pacific Railway Company, from transacting by the use of its own batteries paid or commercial business over its one wire now erected along said line of telegraph. And provided, further, that not more than one additional wire shall, pending this suit, be created by complainant; and the respondent, the Union Pacific Railway Company, may complete the erection of a fourth wire, now partly erected, to be used only for its own, and not for commercial or paid business, and, with this exception, no additional wires shall be erected or appropriated by either party until the final determination of this suit. It is further ordered that the respondent, the American Union Telegraph Company, have leave to file an answer and cross bill herein, and that the respond-ent, the Union Pacific Railway Company, have leave to amend its ent, the Union Pacific Railway Company, have leave to amend its answer. SAMUEL F. MILLER. Western Union Telegraph.—The Wall Street News reports the following as an authentic list of the Western Union proxies held by President Greene in the Vanderbilt interest (500 share heid by President Greens in the vanderbit interest (500 share lots and over): Agnew, 1,200 shares; Barger, 2,00'; J. H. Banker, 1,500; Baylis, 1,000; Beams, 2,100; R. Berry, 1,500; Bishop, 3,700; H. Carey, 3,000; Cronise, 1,500; Crawford, 3,500; Duff, 17,000; Durkee, 13,500; Freeman, 12,000; Greene, 1,000; W. G. Hunt, 8,000; Knickerbocker, 2,000; Laidlaw, 10,000; D. O. Mills, 12,000; E. C. Martin, 2,500; E. D. Morgan, 9,000; L. P. Martin, 12.000; E. C. martin, 2,000; E. D. morgan, 9,000; D. F. Morton, 2,000; F. A. Munson, 10,000; Phelps, 3,000; Pullman, 3,000; E. D. Morgan's brokers, 7,000; Sidney Sheppard, 6,500; Amasa Stone, 4,000; the Vanderbilt family, 70,000; S. W. Boocock, 3,000; Vermilye & Co., 6,000. Total about 210,000 shares. There are also a large number of additional small proxies held by Mr. Greene, aggregating about 45,000 shares.

......\$195,943

Pullman's Palace Car Company .-- In the United States Circuit Court at Baltimore, in the case of the Pullman Palace Car Company against the Baltimore & Ohio Railroad Company, the hearing of the motion for a preliminary injunction to restrain the defendants from an infringement of the patents of the Pullman Company was postponed to October 21; and it was further ordered that the defendants file their answer and affidavits on or before October 16.

Philadelphia & Reading.—The Receivers of the Philadelphia & Reading Railroad Company and the Coal & Iron Company gave notice that they would pay 10 per cent of the first million of Receivers' certificates, bearing 6 per cent, on the 5th of October; and make another payment of 10 per cent on the same issue of certificates on October 12, 1880. The first million of certificates issued are 6 per cents and the last million 4 per cents.

Toledo Delphos & Burlington.—The last rail of the gap between Holgate and Grand Rapids, on the Toledo Delphos & Burlington Railroad, was put down October 3, giving a continuous line from Toledo to Warren, a distance of 175 miles. From Warren the track is laid to Marion, a distance of eighteen miles, thus increasing the length of the line to 193 miles. From Marion to St. Louis a large portion of the road is completed, and nearly the whole of the remaining gap not yet completed is under contract, and work is being pushed as rapidly as possible.

Toledo Peoria & Warsaw.—Mr. A. L. Hopkins, Receiver of this company, filed reports lately for the months of May, June, July, August and September, which are in brief as follows:

Digitized for FRASER

VOL. XXXI.

# The Commercial Times.

# FRIDAY NIGHT, Oct. 8, 1880.

The political excitement growing out of the approaching elections has become very great. Old observers say they have never seen so much feeling in mercantile circles. Of course, business suffers to some extent. Manufacturers are active, however, and general trade is very fair. But the season will have nearly passed when the elections are held, and the influence of political matters will therefore hardly be overcome this autumn. The weather is excellent. There are no longer complaints of drought nor excessive rains. Light frosts are reported, but it is believed they have done no serious injury.

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

	18	380.	1879.
1	Sept. 1.	Oct. 1.	Oct. 1.
Porkbbls.	41,882	30,194	69,104
Beeftcs. and bbls.	3,900	3,359	146
Lardtcs.	53,967	17,875	123,826
Tobacco, foreign bales.	23,410	22,418	15,789
Tobacco, domestichhds.	44,505	48,762	50,694
Coffee, Riobags.	78,933	129.146	46,214
Coffee, otherbags.	74,455	40,100	26,827
Coffee, Java, &cmats.	138,841	138,533	42,389
Sugarhhds.	110.142	90,668	65,365
Sugarboxes.	9,364	13,065	24,823
Sugarbags, &c.	825,000	804,000	519,000
Meladohhds.	6,686	7,284	2,474
Molasses, foreignhhds.	2,100	3,931	1,359
Molasses, domesticbbls.	2,500	2,000	4,000
HidesNo.	185,600	217,000	43,900
Cottonbales.	68,358	46,805	75,208
Rosinbbls	46,551	49,507	30,642
Spirits turpentinebbls.	2,375	1,800	2,515
Tarbbls.	723	417	4,807
Rice, E. Ibags.	5,970	5,300	6,400
Rice, domesticbbls. and tcs.	1,600	2,100	
Linseedbags.	52,600	53,477	
Saltpetrebags.	9,500	9,500	12,250
Jutebales	5,000	5,400	2,107
Jute buttsbales.	63,500	59,100	18.900
Manila hempbales.		26,000	14,033

The past week in the provision market has been characterized by a sharp advance in lard and a heavy speculative movement. Pork has not been as strong, though at times a fair business has been reported. In fact this market has been but the reflection of those West. To-day pork on the spot was quite active at \$16 for mess; October contracts quoted at \$16@ \$18; November, \$12 50@\$13 80 bid and asked. Lard advanced 7½c. per 109 pounds, but at the close the tone was slightly irregular; prime Western sold on the spot at 8.80c., and to arrive from the West, 8.72½c.; October contracts realized 8.72½ @8.75c.; November, 8.52½@8.60c.; December, 8.37½@8.47½c.; seller year, 8.37½@8.40c.; January, 8.37½@8.45c.; February, 8.47½c.; seller six months 8.35@8.42½c.; refined to the Continent, 9.10c. Bacon has declined and sold at the close at 8¼c. on the spot, 7.65c. at the West, and 6¾c. for December at the West. Cut meats are unsettled. Beef hams are quiet and without quotable changes. Tallow quiet at 6¾c. for prime. Butter is about steady, but cheese closed weak and dull. Bio soffee has continued to decline and the alosing quotation

Rio coffee has continued to decline, and the closing quotation for fair cargoes is 14c; there has been little business. Mild grades have been dull and weak, and to a great extent nominal. The supply of both Rio and mild has been liberal. Rice has been in pretty good demand at a shade easier prices. Molasses has been very quiet for all kinds, and prices have been for the most part nominal; 50-degrees test refining has latterly been quoted at 28@30c. Raw sugar has sold freely within a few days at a further decline in prices. The stocks con-tinue large and refiners have a considerable supply of their own importation as well. Fair to good refining muscovado is quoted at the close at 7@7/4c., and 96 degrees test centrifugal at Sa. Befined has been integrables and lower with trade slow at 8c. Refined has been irregular and lower, with trade slow most of the time. The reduction in the refiners' product of one-third has failed to have the desired effect in stimulating trade and causing an advance in prices; and Louisiana sugar will soon crowd soft yellow refined out of the Western markets. The market for Kentucky tobacco has been quieter, and the sales for the week are only 500 hhds. about equally divided between the export trade and home consumption. Prices, however, remain quite firm; lugs are quoted at 5@6½c.; leaf. 7@14c. The movement in seed leaf has again been liberal, and sales for the week aggregate 2,885 cases, as follows: 1,400 cases 1879 crop, Pennsylvania, 8@21c.; 950 cases 1879 crop, New England, 10½@35c.; 85 cases 1879 crop, State, part private terms and 13c.; 400 cases 1879 crop, Ohio, 7½@11c.; and 50 cases 1879 crop, Wisconsin, private terms. Also 900 bales Havana fillers. 82c.@\$1 15. Naval stores have had a good movement, at materially higher prices. Rosins have sold largely for export at \$1 60@\$1 65 for strained to good strained, and spirits turpentine closed at 42@ 42½c. Petroleum also has advanced, and to-day a fair business was reported at 121/3c. for refined, in bbls. Crude certificates closed stronger at 99%c. Metals have had a better business; owing to some irregularity in the values for pig iron, both American and Scotch, many speculative lots have been thrown on the market. Ingot copper steady at 1934c. for Lake. Wool steady and moderately active.

### OOTTON.

### FRIDAY, P. M., October 8, 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 (Oct. 8), the total receipts have reached 199,094 bales, against 172,221 bales last week, 136,413 bales the previous week and 102,695 bales three weeks since; making the total receipts since the 1st of September, 1880, 692,758 bales, against 580,347 bales for the same period of 1879, showing an increase since September 1, 1880, of 112,411 bales. The details of the receipts for each day of this week (as per telegraph) are as follows:

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
New Orleans	5,404	9,727	7,200	5,267	4,941	7,305	39,844
Mobile	3,400	1,950	1,546	1,528	1,084	1,962	11,470
Charleston	5,663	7,155	7,677	4,839	3,700	3,408	32,442
Port Royal, &c.						3,686	3,686
Savannah	7,154	8,943	7,554	5,154	8,082	6,668	43,555
Brunswick, &c.					·	830	850
Galveston	2,642	4,898	1,450	2,251	1,445	1,582	14,268
Indianola, &c						527	527
Tennessee, &c	1,576	749	891	1,311	1,124	1,374	7,025
Florida	_,					431	431
Wilmington	1,250	940	1,173	656	1,023	571	5,613
Moreh'd City,&c						474	474
Norfolk	4,812	4,689	6,061	4,368	3,765	6,361	30,059
City Point, &c		2,000	0,001			8,850	8,850
							100.004
Totals this week	31,901	39,051	33,555	25,374	25,164	44,049	199,094

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 al-	1880.	1879.	1878.	1877.	1876.
New Orleans	39,844	42,416	12,191	19,617	32,381
Mobile	11,470	17,147	3,955	10,301	10,171
Charleston	32,442	20,580	32,908	19,242	23,265
Port Royal, &c	3,686	2,388	419	496	480
Savannah	43,555	30,741	39,411	21,714	18,090
Galveston	14,268	16,108	22,272	19,123	16,907
Indianola, &c	527	89	699	205	1,075
Tennessee, &c	7,875	8,686	6,870	350	2,864
Florida	431	377	. 509	128	342
North Carolina	6,087	4,401	5,763	4,629	5,358
Norfolk	30,059	20,142	18,855	9,061	24,386
City Point, &c	8,850	6,333	4,306	1,398	755
Total this week	199,094	169,408	148,158	109,264	136,074
Total since Sept. 1.	692,758	580,347	525,606	262,375	480,205

The exports for the week ending this evening reach a total of 132,009 bales, of which 108,500 were to Great Britain, 9,555 to France and 13,954 to rest of the Continent, while the stocks as made up this evening are now 358,081 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	STOCK.		
ending Oot. 8.	Great Britain.	France.	Conti- nent.	this Week.	Week 1879.	1880.	1879.	
N. Orl'ns	18,257	2,366		20,623	30,544	71,493	85,177	
Mobile	4,025			4,025		12,674	11,276	
Charl't'n	16,748	7,189	4,200	29,137	5,743	60,990	38,31	
Savan'h.	28,306		5,900	34,206	13,424	72,229	61,060	
Galv't'n-			3,804	14,217	18,133	28,380	41,88	
N. York.		1 1	50	9,819	28,555	53,211	48,14	
Norfolk-				11,765	13,745	30,104	16,11	
Other*	9,217			9,217	7,603	29,000	18,00	

In ocean freight room a very good business in grain vessels has been reported. Berth rates have advanced. Petroleum vessels have been quiet.

for FRASER

rot. this week	108,500	9,555	13,954	132,009	117,747	358,081	319,974
Tot.since	288.868	46,442		371,078			

\* The exports this week under the head of "other ports" include, from Balmore, 3.542 bales to Liverpool; from Boston, 3,747 bales to Liverpool; from Philadelphia, 1,928 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 14,262 bales, while the stocks to-night are 38,107 bales *more* than they were at this time a year ago.

In addition to above exports, our telegrams to-night also give as 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	Shipboo	urd, not c	lcared-f	or	Leaving	
Ост. 8, АТ-	Great Britain. France.		Other Foreign	Coast- wise.	Total.	Steel.	
New Orleans Mobile Unarleston Savannah Salveston New York Other ports	3,179 1,000 3,700 9,500 7,920 3,000 8,000	5.592 Noue. 500 1,000 225 None. None.	2,854 None. 2,321 1,000 4,911 600 1,000	260 None. 2,725 3,000 None. None, 5,000	$11,885 \\ 1,000 \\ 9,246 \\ 14,500 \\ 13,056 \\ * 5,300 \\ 14,000$	59,608 11,674 51,744 57,729 15,324 47,911 45,104	
Total	36,299	7.317	12,686	10,985	68,987	289,094	

THE CHRONICLE.

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

				and the second se			
1	RECEIPT		EXPOR	TED SINC	E SEPT.	<u>то</u>	~ .
PORTS.	SEPT	. 1	Great	_	Other	Total.	Stock.
	1880.	1879.	Britain.	France.	Foreign	10100.	
N.Orlns	63,172	67,190	32,868	26,616	2,447	61,931	49,357
Mobile.	21,508	29,673				• ••••	10,475
Char'n*	98,009	59,780	21,421		4,600	26,021	60.272
Sav'h	129,894	102,343	29,134		6,989	36,123	71,576
Galv.*.	71,473	71,042	7,648			11,218	35,280
N. York	448	9,278	51,748		6,678	63,683	46,805
Florida	562	1,731					
N. Car.	15,912	1 A S S S S S		1,444		1,444	The lost " "At size line
Norf'k*	79,468		15,345			15,345	
Other	13,218	8,846	22,204		1,100	23,304	10.000
This yr.	493,664		180,368	36,887	21,814	239,069	311,548
Last ye	ar	410.939	91,234	4,784	8,235	104,253	298,919

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

The speculation in futures the past week has been moderately active, but prices have not varied so widely as usual, though showing some degree of irregularity. The opening on Saturday last was weak. Monday and Tuesday mornings saw brisk advances on the better accounts from Liverpool and the reported return of wet weather in the Mississippi Valley, which brought out an active demand to cover contracts. From Tuesday afternoon to the close of Wednesday prices were declining, but there was a prompt recovery on Thursday, favored by an improvement in Liverpool, in the face of weak Southern accounts and gener ally good weather. To-day, on reports of frost at the South, there was a further advance, the distant months selling at the best prices of the week ; but the close was dull. Cotton on the spot declined <sup>1</sup>/<sub>5</sub>c. on Monday and 1-16c. on Wednesday and Thursday. These reductions were attended with a fair business for export, but the trade for home consumption was moderate. To-day there was a recovery of 1-16c., middling uplands closing at 11 5-16c., but the extreme low grades were reduced 3-16c.

The total sales for forward delivery for the week are 612,700 bales, including —— free on board. For immediate delivery the total sales foot up this week 6,930 bales, including 3,285 for export, 3,645 for consumption, —— for speculation, and —— in transit. Of the above, 3,040 bales were to arrive. The following are the official quotations and sales for each day of the past week:

0.4.0.4	U	PLANI	DS.	NEW	ORLE	ANS.	]	EXAS	
Oct. 2 to Oct. 8.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y, % b Striet Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	$9^{1}_{4}$ $10^{1}_{8}$ $10^{1}_{2}$ $11$ $11^{1}_{4}$ $11^{1}_{2}$ $11^{7}_{8}$ $12^{1}_{9}$ $12^{5}_{8}$	$\begin{array}{r} 8^{5_8} \\ 9^{1_8} \\ 10 \\ 10^{3_8} \\ 10^{7_8} \\ 11^{3_8} \\ 11^{3_4} \\ 12 \\ 12^{1_2} \\ 13^{1_8} \end{array}$	$\begin{array}{r} 8^{5} 8 \\ 9^{1} 8 \\ 10 \\ 10^{3} 8 \\ 10^{7} 8 \\ 11^{3} 8 \\ 11^{3} 4 \\ 12 \\ 12^{1} 2 \\ 13^{1} 8 \end{array}$	$10^{58} \\ 11^{18} \\ 11^{38} \\ 11^{58} \\ 12 \\ 12^{14} \\ 12^{34}$	$\begin{array}{r} 8^{5_8} \\ 9^{1_4} \\ 10^{1_8} \\ 10^{1_2} \\ 11 \\ 11^{1_4} \\ 11^{1_2} \\ 12^{1_8} \\ 12^{1_8} \\ 12^{1_8} \\ 13^{1_4} \end{array}$	$10^{1}_{2}$ 11 11 <sup>1</sup> _{4} 11 <sup>1</sup> _{9} 11 <sup>7</sup> _{8} 12 <sup>1</sup> _{8} 12 <sup>5</sup> _{8}	$\begin{array}{r} 8^{3}4\\ 9^{3}8\\ 10^{4}4\\ 10^{5}8\\ 11^{1}8\\ 11^{3}8\\ 12\\ 12^{1}4\\ 12^{3}4\\ 13^{3}8\end{array}$	$\begin{array}{r} 8^{5_8} \\ 9^{1_4} \\ 10^{1_8} \\ 10^{1_2} \\ 11 \\ 11^{1_4} \\ 11^{1_2} \\ 12^{1_8} \\ 12^{1_8} \\ 12^{1_8} \\ 13^{1_4} \end{array}$	$\begin{array}{r} 8^{5_8} \\ 9^{1_4} \\ 10^{1_8} \\ 10^{1_2} \\ 11 \\ 11^{1_4} \\ 11^{1_2} \\ 12^{1_8} \\ 12^{1_8} \\ 12^{5_8} \\ 13^{1_4} \end{array}$
	Wed		Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. 8 D Strict Ord. Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	$\begin{array}{r} 91_{16} \\ 915_{16} \\ 10^{5}_{16} \\ 1013_{16} \\ 11^{1}_{16} \\ 115_{16} \\ 111_{15}_{16} \\ 111_{5}_{16} \\ 127_{16} \end{array}$	$     \begin{array}{r}       10^{1} \\       10^{3} \\       11 \\       11^{1} \\       11^{5} \\       8     \end{array} $	$10^{5}16$ $10^{13}16$ $11^{1}16$ $11^{5}16$	$10^{1}16$ $10^{7}16$ $10^{15}16$ $11^{3}16$ $11^{7}16$ $11^{13}16$ $12^{1}16$ $12^{9}16$	1149     1138     1134     12     1212     1318     1318	$107_{16} \\ 1015_{16} \\ 113_{16} \\ 117_{16} \\ 1113_{16} \\ 121_{16} \\ 129_{16} \\ 133_{16} \\ 133_{16} \\ 1000$	$\begin{array}{r} 8^{9}16\\ 9^{3}16\\ 10^{1}16\\ 10^{7}16\\ 10^{15}16\\ 11^{3}16\\ 11^{7}16\\ 11^{3}16\\ 12^{1}16\\ 12^{9}16\\ 13^{3}16\\ \end{array}$	$     \begin{array}{r}       11^{1_8} \\       11^{3_8} \\       12^{1_2} \\       12^{1_2} \\       13^{1_8}     \end{array} $	$\begin{array}{r} 8^{5}16\\ 9^{1}16\\ 10^{2}16\\ 10^{7}16\\ 10^{15}16\\ 11^{3}16\\ 11^{7}16\\ 11^{13}16\\ 12^{1}16\\ 12^{9}16\\ 13^{3}16 \end{array}$
STAINED.			Sat.	Mon	Tues	Wed	Th.	Fri.	
Good Ordinary				$93_{16}$	$9^{1}_{16}$ $9^{1}_{516}$	$91_{16}$ $915_{16}$	978	8 <sup>5</sup> 16 81 <sup>5</sup> 16 91 <sup>3</sup> 16 1011 <sub>16</sub>	978

Sales since Sept. 1, 1880.	Total sales this week.	Thursday, Oct. 7–       Ir         Sales, total.          Prices paid (range)          Closing, bid and asked          Friday, Oct. 8–          Bales, total.          Prices paid (range)          Prices paid (range)          Prices paid (range)          Prices paid (range)		Wednesday, Oct. 6– Sales, total Prices paid (range) Closing, bid and asked	Tuesday, Oct. 5– Sales, total Prizes paid (range) Closing, bid and asked	Monday, Oct. 4– Sales, total Prices paid (range) Closing, bid and asked	Saturday, Oct. 2– Sales, total Prices paid (range) Closing, bid and asked	Sales of FUTURES.	Market, Prices and
	ek	Firmer.	Irregular.	Lower.	Variable.	Irregular.	Lower.	Market.	Tone of the-
		Dull.		Dull.	Dull.	Steady.	Steady.	Closing.	the-
830,800	125,600	$\begin{array}{c c} 13,100 \\ 11.00 @ 111.10 \\ 11.02 - 11.04 \\ 10.86 - \end{array}$	18,200 10.86@10.98 10.96—	22,000 10·94@10·92 10·85— —	10,500 10 <sup>.</sup> 97 <i>2</i> 11.11 10 <sup>.</sup> 98–10.99	$\begin{array}{c} 20,300\\11\cdot01@11\cdot07\\11\cdot05-11\cdot06\\10\cdot87-11\cdot06\end{array}$	41,500 0.96@11.12 10.98— —	· October.	
440.900	103,000	17,700 10.85@10.90 10.86— —	19,500 10-73@10-81 10-80—10-81	21,900 10-70@10-76 10-70—10-71	17,900 10 <sup>.</sup> 78 <i>@</i> 10 <sup>.</sup> 94 10 <sup>.</sup> 80- 10 <sup>.</sup> 81	16,500 10:80@10:92 10:87— —	9,500 10·77@10·84 10·76—10·77	November.	
642,200	133,400	$\begin{array}{c ccccc} 13,100 & 17,700 & 27,300 \\ 1\cdot00 & 11\cdot10 & 10\cdot85 & 10\cdot90 & 10\cdot87 & 10\cdot92 & 11\cdot0 \\ 1\cdot02-11\cdot04 & 10\cdot86 & - & 10\cdot89 & - & - & 11\cdot0 \end{array}$	$10.75 \% 10.84 \\ 10.82 - 10.83 \\ 10.82 - 10.83 \\ 10.82 - 10.83 \\ 10.82 - 10.83 \\ 10.82 - 10.83 \\ 10.83 + 10.8$	$29,600 \\ 10.72 @ 10.79 \\ 10.74 - 10.75$	$\begin{array}{c} 20,300\\ 10.81 @ 10.94\\ 10.82 - 10.83\end{array}$	$\begin{array}{r} 24,100\\ 10.81@10.92\\ 10.88- & -\end{array}$	15,900 10·76@10·84 10·75—10·76	December.	DAILY PH
548,900	163,600	$27,500 \\ 11.01 @ 11.05 \\ 11.02 - 11.03 \\ 11.02 - 11.03 \\ 11.$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	January.	PRICES AND
116,400	35,900	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4,300 11.04@11.10 11.10	8,500 11.02@11.06 11.01—11.03	6,200 11·09@11·21 11·10	7,300 11.07@11.18 11.15—11.16	4,900 11.01@11.10 11.00-11.01	February.	SALES OF
109,100	36,100	9,300 11.33@11.36 11.33—11.34	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5,900 11·18@11·22 11·18—11·19	5,300 11.26 $@11.40$ 11.26 $-11.27$	$9,400\\11.22@11.32\\11.31-11.32$	3,700 11·16@11·22 11·17—11·18	March.	OF FUTURES FOR EACH MONTH.
56,300	7,800	600 11.49 <i>æ</i> 11.52 11.49 <i>—</i> 11.50	$700 \\ 11.37 @ 11.41 \\ 11.42 - 11.44$	1,400 11·33@11·38 11·33—11·35	2,000 11.40@11.48 11.41—11.42	2,600 11·39@11·46 11·47—11·48	500 11·33@11·39 11·32-11·33	April.	FOR EACH
14,000	5,900	$11.64 \ 1,200 \\ 11.64 \ 11.69 \\ 11.64 \ -11.66 \\$	1,800 11.52@11.58 11.57—11.58	$1,100 \\ 11.48 @ 11.52 \\ 11.48 - 11.50 \\ 11.48 - 11.50 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\$	$11.56 \% - 100 \\ 11.53 - 11.55$	$1,200 \\ 11.56 @ 11.61 \\ 11.62 - 11.63 \\$	500 11·51@11·53 11·47—11·48	May.	MONTH.
2,800	1,600	   0:   1:		11.65 <i>æ</i> –	$\begin{array}{c c}800\\11.70 & 11.76\\- & - & -\end{array} \begin{array}{c}86.3\\10.78 & 11.7\\10.80 & -11.7\\10.80 & -11.7\end{array}$	118	1   00	June.	
*3,382,3	612,9	101,4 10.85@11. 10.86—11.	91,4 10.73 @11. 10.80—11.	124,7 10.70@11. 10.70—11.	86,3 10.78@11. 10.80—11.	114,10 10.80@11.0 10.87—11.0	10.76 % 11.6 $10.75 % 11.4$	Total Sales and Range	

MARKET AND SALES.

		HAL	S OF S	ANSIT.	FUTURES.			
÷	SPOT MARKET CLOSED.	Ex- port.	Con-	Spec-	Tran-		Sales.	Deliv- eries.
Mon . Tues . Wed . Thurs	Dull and easy Easy at <sup>1</sup> 8 dec Quiet at <sup>1</sup> 16 dec Steady at <sup>1</sup> 8 dec. Steady at rev.quo	263	742 788 823			$1,682 \\ 788 \\ 1.086$	$114,100 \\ 86,300 \\ 124,700$	1,900 900 700 500
Total		3,285	3,645			6,930	612,700	7,800

The daily deliveries given above are actually delivered the day pre-vious 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 :

.76 63800 0 00 609 5500 50 8 8 8 8 8 8 8

\* Includes for August, 1581, 500 at 11.50; also sales in September, 1830, for September, 621,400.

Transferable Orders-Saturday, 11.00; Monday, 11.10; Tuesday, 11.00; Wednesday, 10.85; Thursday, 11.00; Friday, 11.05. Short Notices for October-Saturday, 10.90; Wednesday, 10.78@10.90; Thursday, 10.87@10.90; Friday, 10.88@10.98.

The following exchanges have been made during the week: ·01 pd. to exch. 500 Dec. for Nov. | ·28 pd. to exch. 200 Dec. for Feb. ·27 pd. to exch. 300 Dec. for Feb. | ·13 pd. to exch. 200 Dec. for Jan.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Oct. 8), we add the item of exports from the United States, including in it the exports of Friday only.

Stock at Liverpoolbales. Stock at London	1880. 439,000 50,900	1879. 213,000 59,334	1878. 335,000 30,500	1877. 484,000 28,250
	489,900 65,900 8,640 37,900 4.200 25,600 13,600 2,390	$\begin{array}{r} \hline 272.334 \\ 111,250 \\ 1,169 \\ 11,949 \\ 2,300 \\ 26,541 \\ 24,422 \\ 1.883 \end{array}$	$\begin{array}{r} 365,500\\ 131,000\\ 1,750\\ 9,000\\ 4,250\\ 28,000\\ 32,250\\ 6,750\end{array}$	$512,250 \\ 170,000 \\ 8,500 \\ 51,000 \\ 12,250 \\ 54,250 \\ 29,750 \\ 10,250 \\ \end{array}$

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Stock at Antwerpbales. Stock at other conti'ntal ports.	1880. 981 16,500	1879. 3,528	1878. 4,000 8,230	1877 6,750 9,750
Total continental ports	175,711	183,642	223,250	352,500
Total European stocks India cotton afloat for Europe. Amer'n cotton afloat for Eur'pe Egypt,Brazil,&c.,aflt for E'r'pe Stock in United States ports Stock in U. 8. interior ports United States exports to-day	665,611 91,000 125,000 19,000 358,081 59,626 27,000	455,376 116,463 142,965 15,188 319,974 22,069 36,000	590,750 111.000 93,000 11,000 317,549 27.131 5,000	864,750 103.000 48.000 31.000 207.747 23,863
Total visible supply Of the above, the totals of Ameri American— Liverpool stock Continental stocks American afloat for Europe United States stock		ther descrip 69,000		

358,081 59,626 27,000	319.974 22,069 36,000	$     \begin{array}{r}       317,549 \\       27,131 \\       5,000 \\     \end{array} $	207.747 23,863
923,707	666,008	787,630	779.610
172,000	144,000	172,000	249,000
50,900	59.334	30,500	28,250
91,711	107.042	43,250	87,500
91,000	116,463	111,000	103.000
19,000	15,188	11,000	31,000
424.611	442,027	367,750	498,750
923,707	666,008	787,680	779,610
	59,626 27,000 923,707 172,000 50,900 91,711 91,000 19,000 424.611	358.081         319.974           59,626         22,069           27,000         36,000           923,707         666,008           172,000         144,000           50,900         59.334           91,711         107,042           91,000         116,463           19,000         15,188           424.611         442,027	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$

**Total visible supply......1**,348,318 1,109,035 1.155,430 1,278,360 **Price** Mid. Upl., Liverpool ....  $6^{11}_{16}d$ .  $6^{11}_{16}d$ .  $6^{5}_{16}d$ .  $6^{9}_{16}d$ .

On account of the non-arrival of our cable dispatch, we are compelled to repeat most of our last week's figures in the above table.

The above figures indicate an *increase* in the cotton in sight tonight of 240,233 bales as compared with the same date of 1879, an *increase* of 192,833 bales as compared with the corresponding date of 1878, and an *increase* of 69,958 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 preceding table				
American-	1880.	1879.	1878.	1877.
Liverpoel stock bales	267,000	69,000	163,000	235,000
Continental stocks	84,000	76,000	182,000	265,000
American afloat to Europe	128,000	142.965	93,000	48,000
United States stock	358.081	319,974	317,549	207,747
United States interior stocks	103.036	68 913	59,823	41,891
United States exports to-day	27,000	36,000	5,000	
Tota American East Indian, Brazil, &c.—	967,167	712,852	820,372	797,633
Liverpool stork.	172.000	141.000	172,000	249,000
London stock	50,900	59,334	30,500	28,250
Continental stocks	91,711	107,042	43,250	87,500
India afloat for Europe	91,000	116,463	111,000	103,000
Egypt, Brazil, &c., afloat	19,000	15,188	11,000	31,000
Total East India, &c	424,611	442,027	367,750	498.750
Total American	937,167	712,852	820,372	797,633

Total visible supply ......1,391.778 1,154,379 1,183,122 1,296,383 These figures indicate an *increase* in the cotton in sight to-night of 236,899 bales as compared with the same date of 1879. an *increase* of 03,653 bales as compared with the corresponding date of 1878, and an *increase* of 95,300 bales as compared with 1877.

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

	Week er	nding Ocl.	8, '80.	Week ending Oct. 10, '79.			
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.	
Augusta, Ga	10.839	9,706	9,123	5,946	5.500	3.183	
Columbus, Ga	4,976	3,583	8,548	2,327	2,263	2,216	
Macon, Ga	3,263	2,519	4,753	2,152	1,606	2,655	
Montgomery, Ala	6,407	3,424	9,518	5,574	5,531	3,036	
Selma, Ala*	5,891	2.635	6,996	4.287	2,191	5,834	
Memphis, Tenn	12,010	9,166	17,903	1,067		2,229	
Nashville, Tenn	*3,594	1,675	2,885	3,100	2,332	2,916	
Total, old ports.	46,970	32,738	59,626	24,453	19,423	22,069	
<b>5</b> . 11. <b>17</b>	0.501	1 500	1 004	- 100		-	
Dallas, Texas	2,761	1,560	1,994	1,499	1,561	1,356	
Jefferson, Tex	227	31	631	400	402	135	
Shreveport, La	2,025	1.233	2,442	2.626	2,150	3,825	
Vicksburg, Miss.	2,292	1,782	1.900	4,524	4,237	1,979	
Columbus, Miss	727	180	1,117	1.137	765	1,082	
Eufaula, Ala	2.253	2,010	1,424	1,434	1,151	1,343	
Griffin, Ga	2,026	1,856	1,470	1,324	678	946	
Atlanta, Ga	6,113	5,193	9,983	5,083	5,065	4,314	
Rome, Ga	4,222	3,241	7.427	2,895	2,613	2,701	
Charlotte, N. C.	3,398	3,091	1,660	1,868	2.016	214	
St. Louis, Mo	9,294	5,673	11,639	20,861	11.709	27,136	
Cincinnati, O	3,484	2,803	1,773	1,365	993	1,813	
Total, new p'rts	38,822	29,683	43,460	45,016	33,340	40,844	
Total, all	85,792	61,441	103,086	69,469	52.763	68.913	

times misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. 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.

	Veek	Receip	ts at the	Ports.	Stock at	Interio	r Ports	Rec'pts	from P	lant'ns.
en	ding-	1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.
July	23	4,086	3,272	13,148	12,527	14,410	56,662	1,119	2,154	3,612
**	30	3,671	2,503	10,859	11,005	13,966	49,631	2,149	2,059	3,828
Aug.	6	3,069	3,945	8,982	8,346	13,049	41,507	410	3,028	858
	13	4,657	3,462	8,691	6,238	11,477	35,473	2,519	1,890	2,857
**	20	5,699	4,843	8,396	5,999	7,463	29,864	5,460	829	2,787
**	27	15,784	4,875	21,123	6,593	7,301	27,762	16,378	4,713	19,021
Sept	3	28,750	13,920	42,082	9,979	9,598	21,770	30,136	16,217	36,090
**	10	47,431	30,054	61,117	18,971	14,563	23,550	56,423	35,019	64,897
**	17	74,955	76,938	102,695	26,377	23,896	38,024	81,761	86,266	115,239
	24	98,863	127,729	136,413	37,872	40,774	61,009	110,355	144,607	159,328
Oct.	1	130,930	162,303	172,221	47,208	52,207	78,735	140,323	173,736	189.947
**	8	148,158	169,408	199,094	58,823	68,913	103,036	160,773	186,114	223,445

The above statement shows-

1. That the total receipts from the plantations since Sept. 1 in 1880 were 770,901 bales; in 1879 were 641,959 bales; in 1878 were 579,777 bales.

2. That the receipts at the out ports the past week were 199,094 bales, and the actual movement from plantations 223,445 bales, the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 186,114 bales, and for 1878 they were 160,773 bales.

WEATHER REPORTS BY TELEGRAPH.—Although it has rained on one or more days at almost all points during the past week, yet the rainfall has in general been slight, so that the progress made towards gathering the crop has been more satisfactory. Our Texas telegrams report improved weather there, and a probability that the crop will equal the ability of the labor to gather it.

Galveston, Texas.—We had showers on two days the earlier part of the past week, but they were confined to the coast. The latter portion of the week has been clear and pleasant. Picking is making fine progress, and despite all drawbacks it seems probable that the State will make as much cotton as can be picked. Roads are greatly improved. The cause of the small receipts this week is the strike of railroad hands at Houston. Average thermometer 72, highest 83 and lowest 62, and rainfall eighty-six hundredths of an inch.

Indianola, Texas.—It rained tremendously on one day the past week, the rainfall reaching one inch and eighty-three hundredths, but extended only a short distance inland. Picking is progressing. Competition for labor is running up the rate of wages for picking, and in many sections Mexicans are being imported. The thermometer has averaged 68, the highest being 80 and the lowest 56.

Corsicana, Texas — There has been no rainfall during the past week, and picking is making excel ent progress. The crop here still promises remarkably well. Average thermometer 65, highest 85 and lowest 44.

Dallas, Texas.—There has been no rainfall during the week, and picking is progressing. Northward they have had a frost, but not a killing frost. Up to the present time the picking season has been a bad one, but nevertheless we will make considerably more cotton than last year. Labor very scarce. Average thermometer 65, highest 85 and lowest 44.

Brenham, Tecas.—It has not rained here during the week, and picking is progressing finely. Pickers in great demand and unable to keep up with the opening cotton. The thermometer has ranged f om 50 to 85, averaging 66.

Waco, Texas.—There has been no rain at this point during the past week. Picking progressing finely. The crop of this section will be much larger than last year, if we are able to save it. Labor scarce. Average thermometer 65, highest 85 and lowest 48.

New Orleans, Louisiana.-Rain has fallen during the past week

• Of which 2,000 belong to the previous two weeks.

The above totals show that the old interior stocks have inereased during the week 14,212 bales, and are to-night 37,557 bales more than at the same period last year. The receipts at the same towns have been 23,517 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 some-

on two days, to a depth of twenty hundredths of an inch. The thermometer has average 72.

Shreveport, Louisiana.—The weather during the week has been cool and clear, and very favorable for picking. Roads in good condition. Average thermometer 64, highest 79 and lowest 49, and rainfall thirty one hundredths of an inch.

Vicksburg, Mississippi. - It has rained at this point on two days of the past week.

Columbus Mississippi.--It has rained during the past week on one day, the rainfall reaching seventy-three hundre the of an inch. The thermometer has ranged from 63 to 72, averaging 67. Little Rock, Arkansas.-The weather during the week, excepting on Sunday, has been clear. On Sunday we had a light rain, the rainfall reaching this een hundredths of an inch. "The thermometer has ranged from 46 to 79, averaging 62.

Nashville, Tennessee.—I.ain has fallen on one day the past week, the rainfall reaching eighty-nine hundredths of an inch. The thermometer has averaged 64, the highest point touched having been 77 and the lowest 4d.

Memphis, Tennessee.—It has rained here on two days of the week, the rainfall reaching seventy-six hundredths of an inch; the rest of the week has been pleasant. Deficit in acreage yield from last year approximates close to 30 per cent in Memphis district. Thermometer, highest 83; lowest 48; average 62.

Mobile, Alabama.—It has been showery two days, the rainfall reaching thirty-five hundredths of an inch, and the balance of

the week has been cloudy. The thermometer has averaged 70, the highest being 84 and the lowest 53. Accounts from the interior are conflicting. We are having too much rain. *Montgomery, Alabama.*—It has been showery two days of the

Montgomery, Alabama.—It has been showery two days of the past week and is raining again. Planters are sending their cotton to market freely. Average thermometer 70, highest 83 and lowest 51. The rainfall is eleven hundredths of an inch.

Selma, Alabama.—We have had rain on one day, but the balance of the week has been pleasant. Picking is progressing finely.

Madison, Florida.—Rain has fallen during the past week on four days. The thermometer has averaged 67, the highest being 70 and the lowest 65.

Macon, Georgia.—It has rained at this point on four days during the week. The thermometer has ranged from 53 to 82, averaging 67.

Columbus, Georgia.—It has rained lightly on two days the past week, the rainfall reaching ninety-one hundredths of an inch. The thermometer has averaged 72.

Savannah, Georgia.—It has rained on four days, with a rainfall of two inches and seventy one hundredths, and the rest of the week has been cloudy. Average thermometer 70, highest 80 and lowest 57.

Augusta, Georgia.—The weather during the week has been cool and cloudy, with light rains on four days, the rainfall reaching thirty-eight hundredths of an inch. Picking is progressing finely, and planters are sending cotton to market freely. Average thermometer 69, highest 83 and lowest 47.

Charleston, South Carolina.—It has rained on three days the past week, within rainfall of ninety-six hundredths of an inch. The thermometer has averaged 70, the highest being 80 and the lowest 58.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 7, 1880, and October 9, 1879.

*		Inch.		Inch.
ew OrleansBelow high-water mark	13	2	13	3
Memphis	6	6	2	0
Nashville	1	2	1	1
ShreveportAbove low-water mark	7	3	Miss	ing.
Vicksburg Above low-water mark	Miss	ing.	Ŧ	6

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.

OVERLAND COTTON SPINNERS' TAKINGS.—We have made arrangements under which we expect to receive all the overland figures by telegraph the first of each month, and shall give them in the CHRONICLE as early as they can be prepared. The September movement, together with a review of the cotton-spinning industry for September, will be found in our editorial columns to-day. We shall hope to make this monthly review of decided interest to manufacturers as well as to the cotton trade.

GUNNY BAGS, BAGGING, &c.—Bagging has not changed, and but little increase is to be noted in the demand, the only transactions being for present wants. Prices continue firm, and we quote 10%@10%c. for 1%@11%c. for 2 lbs. and 12%@12%c. for standard grades. Butts are moving rather slowly, and the market is quiet. Holders are not anxious to shade quotations, and they are still asking 2%@2%c., as to quality, with some asking a shade above these figures.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.— A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since Sept. 1 has been as follows: This statement shows that the receipts since Sept. 1 up to to-night are now 171,536 bales more than they were to the same day of the month in 1879 and 242,279 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 October 8 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 October 7.

BOMBAY BECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.			Shipm	ents since	Reocipts.		
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.
1880 1879		3,000			491,000 347,000			1,085,000
1378 1877			1,000	312,000	$386,000 \\ 411,000$	C98.000	2.000	

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 4,000 bales, and an *increase* in shipments of 3,000 bales; and the shipments since January 1 show an *increase* of 252,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, 3 NGOON AND KURRACHEE.

Shipm	ents this	week.	Snipments since January 1.			
Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.	
1,000 2.000 2,000	1,000 1,000	2,000 3,000 2,000	$\begin{array}{r} 201,000\\ 202,000\\ 124,000\end{array}$	81,000 107,000 59,000	282,000 309,000 183,000 130,000	
	Great Britain. 1,000 2.000	Great Britain.         Conti- nent.           1,000         1,000           2.000         1,000	Britain.         nent.         Totat.           1,000         1,000         2,900           2.000         1,000         3,000	Great Britain.         Conti- nent.         Total.         Great Britain.           1,000         1,000         2,000         201,000           2.000         1,000         3,000         202,000	Great Britain.         Conti- nent.         Total.         Great Britain.         Conti- nent.           1,000         1,000         2,000         201,000         81,000           2,000         1,000         2,000         107,000         59,000	

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

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	18	380.	18	379.	1878.	
to all Europe from—	This week.	Since Jan. 1.			This week.	Since Jan. 1.
Bombay All other p'rts.	3,000 2,000	848,000 282,000	3.000	596,000 309,000		
Total	5,000	1,130,000	3,000	905,000	3,010	881,000

This last statement affords a very interesting comparison of the total movement for the week ending Oct. 7, 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.

Monthly		Year	Beginning	Septembe	r 1.	
Receipts.	1880.	1879. (	1878.	1877.	1876.	1875.
Sept'mb'r		333,643	288,848	95,272	236,868	169,077
	Bept. 30	06.67	06.49	02.19	05.87	04 03

This statement shows that up to Sept. 30 the receipts at the ports this year were 124,835 bales more than in 1879 and 169,630 bales more than at the same time in 1878. By adding to the above totals to Sept. 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the differnt years.

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	1880.	1879.	1878.	1877.	1876.	1875.
Tot.Sep30	458,478	333,643	288,848	95,272	236,869	169,077
Oct. 1	35,186	20,785	23,599	13,941	<b>S</b> .	14,531
" 2	31,901	21,495	23,283	9,741	30,714	12,096
" 3	8.	35,016	17,537	12,179	15,621	<b>s</b> .
" 4	39,051	25,784	24,181	10,720	19,854	19,503
" 5	33,555	<b>s</b> .	22,862	12,903	19,197	20,116
" 6	25,374	37,355	S.	10,210	22,115	15,078
" 7	25,164	25,809	25,800	8.	19,247	16,384
" 8	44,019	21,335	24,369	18,609	<b>S</b> .	19,445
Total	692,758	521,222	450,479	183,575	363,616	286,230
Percentage	of total					
P'rt rec'pts	Oct. 8	10.42	10.12	04.22	09.00	06.83

Alexandria, Egypt, Oct. 7.	1880. 2,000 3,500		18	879.	1878.		
Receipts (cantars*)— This week Since Sept. 1			12	15,000 00,000	77,000		
·	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	750 127	1,500 1,205	8,000 1,357		3,000 1,000	13,000 4,000	
Total Europe	877	2,705	9,357	15,401	4,000	17,000	

MAOCHESTER MARKET.-Report not received.

		1880.		e <sup>s</sup>	1879.	
	32s Cop. Twist.	8 <sup>1</sup> 4 lbs. Shirtings.	Cott n Mid. Uplds	32s Cop. Lwist.	84 lbs. Shirting	s. Oott'n Mid. Uplds
Aug. 6 " 13 " 20 " 27 Sept. 3 " 10 " 17 " 24 Oct. 1 " 8	$\begin{array}{c} 918 & 978 \\ 918 & 978 \\ 918 & 978 \\ 914 & 010 \\ 918 & 978 \\ 918 & 978 \\ 918 & 978 \\ 918 & 978 \\ 918 & 978 \\ 918 & 978 \\ 918 & 978 \\ 914 & 978 \\ 914 & 978 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{bmatrix} d, \\ 61316 \\ 61316 \\ 716 \\ 7316 \\ 7\\ 716 \\ 7316 \\ 71_{16} \\ 61316 \\ 611_{16} \end{bmatrix}$	$834 @ 914 \\ 834 @ 938 \\ 878 @ 938 \\ 878 @ 912 \\ 878 $		$\begin{array}{c ccccc} d. & d. \\ 4^{1}_{3} & 6^{5}_{16} \\ 4^{1}_{2} & 6^{3}_{8} \\ 4^{1}_{2} & 6^{9}_{16} \\ 6 & 6^{13}_{16} \\ 6 & 6^{13}_{16} \\ 6 & 6^{13}_{16} \\ 6 & 6^{9}_{16} \\ 6 & 6^{5}_{8} \\ 6 & 6^{5}_{8} \\ 6 & 6^{1}_{2} \\ 7^{1}_{2} & 6^{11}_{14} \end{array}$

VOL. XXXI

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 9,819 bales, against 9,391 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.

TEXPORTS OF COTTON (BALES) FROM	NEW YORK	SINCE SEPT.	1, 1880.
---------------------------------	----------	-------------	----------

6gi		Week e		Total	Same period	
Exported to-	Sept. 15.	Sept. 22.				previ'us year.
Liverpool Other British ports	14,779	15,701	6,299	9,769	61,517	74,745 2,130
TOTAL TO GREAT BRITAIN	14,779	15,701	6,299	9,769	61,517	76,875
Mavre Other French ports	1,804	1,794	1,460 		5,257	5,727
TOTAL FRENCH.	1,804	1,794	1,460		5,257	5,727
Bremen and Hanover Hamburg Other ports	$682 \\ 540 \\ 74$	1,534 915 98	1,235 400	50	4,1-26 2,261 341	$2,020 \\ 450 \\ 1,382$
TOTAL TO NORTH. EUROPE	1,296	2,547	1,635	50	6,728	3,852
Spain, Op'rto, Gibralt'r,&c						
TOTAL SPAIN, &c						
GRAND TOTAL	17.879	20,042	9.394	9,819	73,502	86,454

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

	New	York.	Bos	ston.	Philad	elphia.	elphia. Baltimore.		
Receipts from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
N. Orl'ans	3,836	10,789							
Texas Savannah	$7,226 \\ 6,928$	$22,377 \\ 25,831$	560	1,269	1,061	3,611	884	4,752	
Mobile Florida		106				• • • • • • • • •			
S. Car'lina N.Car'lina	$2,596 \\ 1.028$	$   \begin{array}{r}     13,345 \\     5,503   \end{array} $					703	$3,202 \\ 1,040$	
Virginia North. pts	8,250		1,227	$3,204 \\ 5,260$	•••••		2,902	12,104	
Tenn., &c. Foreign	1,859 101	2,307 603	1,354	3,527	741	3,028			
This year.				13,260	1,802	6,639	4,839	21,098	
Last year.							8,206	14,484	

SHIPPING NEWS .- The exports of cotton from the United States the past week, as per iatest mail returns, have reached \$3,995 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 Yors, we include the manifests of all vessels cleared up to Wednesday night of this week.

	l bales.
····	9,769
0	
	50
	12,328
	9,539
	1,651
and	
im	
uui,	11,589
	11,389
	6 and im,

To Barcelona, per steamer Glenrath, 4,600 Upland SAVANNAH—To Liverpool, per steamers Castello, 7,112 Upland and 6 Sea Island....Ravenhill, 4.039 Upland....Nueva Ponce, 2,995 Upland..... 4,600 14,152

Cotton	freights	the	past	week	have	been	85	follo	WS	:
--------	----------	-----	------	------	------	------	----	-------	----	---

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	14	14	9 <sub>32</sub> @11 <sub>32</sub>			
Do saild.		732	732 @ 14	732@14	7 <sub>32</sub> @14	732@14
Havre, steamc.		916@58	58	58	58	<sup>5</sup> 8
Do sailc.		12		s		2
Bremen, steamc.	9 <sub>16</sub>	916	122916	12@ <sup>9</sup> 16	<sup>1</sup> 2@ <sup>9</sup> 16	12@916
Do sailc.		12	716	716	716	716
Hamburg, steam.d.	58	58	12	12	12	, <b>1</b> 2
Do saild.		1g	· ·			
Amst'd'm, steam.c.	5801116	58@1116	58@1116	58@1116	58@1116	5871116
Do saild.	19	,1 <sub>9</sub>				
Baltic, steamd.	38	38	716	716	716	716
Do sailc.				J		

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

				1
,	Sept. 17.	Sept. 24.	Oct. 1.	Oct. 8.
Glass data mach balas	57,000	48.000	56,000	57,000
Sales of the weekbales.	40.500		37,500	
Sales American			5.100	4,700
Of which exporters took	5,500			
Of which speculators took	3,100		4,100	
Actual export	6,900	5,200	3,600	5,500
	3,800		1.210	2,700
Forwarded	E50 000		541,000	
Total stock-Estimated	558,000	004,000	463.000	
Total stock-Actual				
Of which American-Estim'd	356,000	344,000	363,000	
Of which American-Actual.			293.000	267,000
Of which American-Actual.	19,500	25,500	58,000	30,500
Total import of the week			55.000	
Of which American.	17,500			
Amount afloat	133,000		133,000	
Of which American.	1 78,000	100,000	85,000	166,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 8, and the daily closing prices of spot cotton, have been as follows:

Prot	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Spot. Market, } 12:30 p.m. } Mid. Upl'ds Mid. Orl'ns.		Mod. inq. freely supplied. 63 7	Steady. 63 <u>4</u> 7	Mod. inq. freely supplied. 634 7	$\begin{array}{c} \text{Tending} \\ \text{downw'd.} \\ \\ 6^{11} 16 \\ 7 \end{array}$	Steady. 6 <sup>11</sup> 16 7
Market. { 5 P. M.			· ·			·
Sales Spec.& exp.	6,000 500	8,000 1,000	8,000 1,000	8,090 1,000	10,000 1,000	10,000 1,000
Futures. Market, 5 P. M.	Weak.	Steady.	Weak.	Quiet.	Dull.	Steady.

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,

1	to a the aming stated		
l	unless otherwise stated.	C . TTTTT A T	
1		SATURDAY.	
	· · · ·	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Delivery. d.
Į	Delivery. d.	NovDec6516	Oct
1	Oct 610@1799	DecJan	JanFeb
	<b>3</b> <sup>2</sup> 90 <sup>11</sup> 32	May-June	MarApr638
		MONDAY.	
	Delinem	Delivery.	Delivery.
	Delivery.	Ion Fab 61100	Oct
1	Oct	MarApr	Oct-Nov 639
	OctNov638	MarApr	0001107
	DecJan 61132	OctNov61132	x .
		TUBSDAY.	
	Delivery.	Delivery.	Delivery. Oct
	Oct		Oct
	060	May-June	OctNov
	OctNov	May Julio 630	April-May 612
	DecJan638	NovDec	Apin May 2
	JanFeb638		1
		WEDNESDAY.	Dellanaur
	Delivery.	Delivery.	Delivery.
	Oct: 619	Delivery. JanFeb65 <sub>16</sub>	May-June 612
	Oct Nov 61100	Feb -Mar	MarApr
	Nor Dog 63.0	Mar - Apr	May-June 61532
	NovDec	AprMay	
	DecJan6516		
		THURSDAY.	Dellement

To Bremen, per steamer Liddesdale, 5,482 Upland	5,482	Delivery.	Delivery.	Delivery.
To Genoa, per bark Messel, 1,487 Upland.	1,487	C15	JanFeb	May-June
WILMINGTON-To Havre, per bark Saron, 1,444.	1,444	Oct Mar Gara	Rah - Mar	1
WILMINGTON-10 Havre, per bark Saton, 1, 111		NovDec	Ann May 613aa	Oct
NORFOLK-To Liverpool, per steamer William Symington, 6,523	. 9,320	NovDec	AprMay	000000
per bark Autrocrat, 2,795		DecJan	OCL-NOV	
<b>BALTMORE</b> —To Bremen, per steamer Hermann, 1,100	. 1,100	10 (.3)	FRIDAY.	
BOSTON-To Liverpool, per steamers Victoria, 547Minnesota	,	Dalinarat	Delivery.	Delivery.
320Illyrian, 517	. 1.484	Dettery.	Ech Mar 613ac	JanFeb
	Contraction in contraction	Oct	F 60Mat	Mar - Apr 61529
Total	83 995	Oct -Nov	MarApr	MarApr
Total				
mi it les of these chismonts encoding on	n nenal		1 Oot 51200	1 NOVDEC
The particulars of these shipments, arranged in ou	usual	Ion Feb 638	DecJan638	DecJan61332
form, are as follows:		Jan-105		
Torini, are as fortheres.		1		~

## BREADSTUFFS.

FRIDAY, P. M., Oct. 8, 1880.

There has been an active flour market for the past week, and prices show some further improvement; yet the advance has not been important, nor has there been any decided buoyancy of tone exhibited. The demand has run largely upon common extras for export, but the trade have replenished stocks with much freedom, and the whole business has been of a very healthy character. The demand was largely for City Mill, Minnesota and St. Louis products. Rye flour has ruled firm and corn meal is dearer. Buckwheat flour has declined. Today there was a general improvement in prices, with a good trade.

Bre- Rotter- Ant- Barce-Liver-Genoa. Total. *pool.* 9,769 Harre. men. dam. werp. lona. 9.819 23,518 50 New York... . . . . N. Orleans...12,328 9,539 1,651 .... .... 4,600 16,189 Charleston .. 11.589 .... . . . . . . . . 1,487 21,121 Savannah...14,152 5,482. . . . . . . . . . . .  $1,444 \\ 9,320$ . . . . 1,444 . . . . Wilmington . .... .... 9,320 . . . . . . . . . . . . Norfolk ..... .... . . . . 1,100 1,100 .... Baltimore ... .... . . . . .... .... Boston ..... 1,484 1,484.... . . . . . . . . . . . . .... .... 50 4,600 1,487 83,995 Total ..... 58,642 10,983 6,582 1,651

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

ISAAC BELL, steamer, 1,612 tons, side wheel, built in 1868, Hulphers, belonging to the Old Dominion Steamship Company, from New York, was burned at Norfolk, on Oct. 2. The fire broke out among some cotton in the forward hold. When the fire broke out she had on board about half her cargo, including about 800 bales of cotton. Only about 20 bales were saved, and it is doubtful if the remains of the hull will realize \$5,000. There was no insurance on the vo-sel. The fire caught among the cotton stored in the forward hold, and is supposed to have been caused by a lamp being knocked down or from friction from the iron bands on the cotton as the pales were jammed together.

tized for FRASER

THE CHRONICLE.

The wheat market has been active on the spot and for future delivery, and prices are materially higher. There has been a large demand for export, favored by an improvement in the English markets and the speculative activity growing therefrom-and stimulated by a demand to cover contracts and by continued reduction in the movement of the crop, as compared with last year-has been very great. Yesterday the transactions were nearly two million bushels, although the market was bare of spring wheat. No. 1 white sold at \$1 12@\$1 13 on the spot, \$1 11@\$1 11¼ for October and November and \$1 11% for December; No. 2 red winter, \$1 11@\$1 12, spot and early delivery, \$1 123/@\$1 13 for Dccember and \$1 14 for January. To-day No. 2 red winter was again 1c. dearer, but the close was quiet.

Indian corn has further advanced, but this is partly due to the fact that current supplies have not been freely offered, but sent to store; and this has operated as a check upon the activity of business, especially for export. Yesterday No. 2 mixed sold at 53c., spot and October, 53½c. for November and 54c. for December; also No. 2 white, 54c. on the spot. To-day there was a further advance for No. 2 mixed, to 53<sup>1</sup>/<sub>4</sub>c. on the spot and 544c. for December.

Rye has advanced; car lots of State were sold at 96c. and prime boat-loads at 98c. To-day holders of prime cargoes were firm at \$1.

Barley has been drooping, and yesterday six-rowed State sold at 83½c.; No. 1 Canada quoted at 87@88c. Oats have materially declined on the spot, and futures are somewhat lower, under the more liberal supplies at hand and coming forward. Yesterday No. 2 mixed sold at 39½c. on the spot, 38%c. for November and 39%c. for December. To-day the market was irregular; No. 2 mixed declined to 39c. on the spot, but sold at 39¼c. for November and 39½c. for December.

The following are closing quotations:

	01				
Flour.		Ī	Gra <b>in</b> .	2	
No. 2 \$ bbl. \$28	50 36	0	Wheat-		
	57 41			<b>ð</b> 1	06
	52 39	)0 i	No. 2 spring 1 09	<b>@1</b>	10
Spring wheat extras. 42	07 44	0	Red winter 106	01	17
do XX and XXX 45	00 62	25	Red winter, No. 2 1 12 <sup>1</sup> <sub>2</sub>	<b>@1</b>	13
	00 46	30 j	White 107	@1	15
do XX and XXX 47	50 65	50	Corn-West. mixed 52	a	5312
Patents 60	00 8 2	25		ð	534
Western "rye mix" 47	38 52	25	West. yellow 5312	0	57
City shipping extras. 43	00 58	30 j	West. white 53	a	55
Southern, bakers' and				@1	00
family brands 56	50 65	50 j	Oats-Mixed 38	0	41
South'n ship'g extras. 48	30 34	10	White 40	0	14
Rye flour, superfine 47	00 50	05		0	95
Oorn meal—			State, 4-rowed 83	0	88
Western, &c 27	50 31	10	State, 2-rowed 73	Ø	75
	601	1	Peas-Can'da, b.&f. 81	0	95
Buckw. fl., p. 100 lbs. 25	50 @ 26	65			

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

Receipts of flour and grain at Western lake and river ports for the week ending Oct. 2, 1880:

	LOL UNO WOOK ON	ung oco. a	, 1000.		1					,	
	The second se	Flour, Whe	eat, Corn.	Oats, Ba	rley, Rye,	follows:		8	X		
		bbls. bus		bush. bu			Wheat,	Corn,	Oats,	Barley,	Rye
		6 lbs.) (6) L		(32 lbs.) (48	lbs.) (56 lbs.)	In store at-	bush.	bush.	bush.	bush.	bush
			379 3,151,031	880,132 189		New York	2,228,321	3,272,024	449,202	19,324	55,431
		52.880 264		74,850 241		Do. afloat (est.).	754,000	1,259,000	209,000	114,000	91,000
	Toledo	1.565 810.		70,185	1.695	Albany	10,000	- 43,000	35,000	22,500	67,000
	Detroit	9,381 431			,957 20	Buffalo	210,612	1,780,006	948	7,740	
		2,879 101		67.700 18		Chicazo	1,484,493	5,539,895	335.697	89,923	157,46
						Milwaukee	161,221	6,529	19,590	180,605	21,94
				135,687 151		Duluth	163,000	5,562			
	Peoria			289,800 26	,500 41,050	Toledo	1,595,238	589,763	118,241		3,299
	Duluth	2,880 214	,497 8,654			Detroit	275.435	5,249	10,489	2.572	
	(Taba) 1	1- 000 0 01E	100 0 010 000	1 500 503 005	010 100 001	Oswego	32,000	80,000		250,000	
	10181 14	40.766 2,910	,138 3,919,362	1,529,797 635	200 172,304	St. Louis	949,520	494,097	77,583	18,485	34,89
	Same time '79.10	62,110 4,136	,860 2,479,434	817,902 755	028 165,538	Boston	6,645	90,882	68,898	1.171	41
	Matal magainta	of gama n	anta from Ta	n 1 to Oat 6	inclusive.	Toronto	23,215		3.431	220,605	5,65
	Total receipts	at same p	orus from Ja	<b>H. I to Oct.</b>	a, merusive,	Montreal	62,908	30,500	50,294		1,00
	for four years:		<u></u>			Philadalphia	626,876	308,224	00,404	5,337	1,88
	tor rour jouro.	1880.	1879.	1878.	1877.	Philadelphia Peoria	22,634	166.685	239,913	4 051	97,77
	Flourbbls.		4,909,398	4,251,277	3,312,633		235,900	79,200		4,251	
	E BOUL	1,001,401	1,000,000	- 1,401,411	0,012,000	Indianapolis	167,808	26,500	55,400		6,10
	Wheat bush.	55 076 078	70,752,267	63,174,491	32,533,355	Kansas City	1.072.762		73,285		1,60
	Corn.	199 104 497	76,243,364	78,160,165	63,120,344	Baltimore	339.181	301,749	999,387	172 000	100 100
				24,888,884	18,608,627	On rail		404,344	999,387	173,993	109,18
	Oats	27,928,474	24,250,662		12,000,02.	On lake (est.)	2,263,000	3,100,000		000 000	
	Barley		5,329,415	6,120,502	5,216,862	On canal (est.)	1,676,000	2,229,000		293,000	8,20
	<b>Ву</b> е	2,645,442	3,573,983	3,922,974	4,267,088	m	14 000 500	10.010.000	2 510 050	1 100 500	
	(Data) amaim	019 660 690	100 140 001	178 987 012	105 740 070	Total Oct. 2, '80					664,84
	Total grain	213,009,029	180,149,091	170,207,010	120,740,270	Sept. 25, '80	14,991,032	19,190,808	2,105,270	816,486	691,83
	Total receipts	laron move	mont) at the	ama norta f	rom Aner 1	Sept. 18, '80	15,419,985	17,303,970	1,481,594	524,950	627,02
				same hours r	tom Aug. 1	Sept. 11, '80	15,147,013	18,700,809	1,513,861	334,215	651,67
	to Oct. 2, inclus	ive. for fou	r vears:			Sept. 4, '80	14,715,497	19,011,298	1,625,853	264.407	573.61
			-			Oct. 4, '79	18,146,639	10,938,531	2,541,868	1,705,277	687,00
		1880.	1879.	1878.	1877.			~			· .
	Flourbbls.	. 1,224,889	1,164,459	1,054,618	1,078,791						
		00 000 050	00 551 000	00 105 501	00.041.000	TH TH	E DRY	, GOOD	S TR/	ADE.	
	Wheatbush.	23,026,253	30,754,392	29.167,504	22,241,830						
	Corn.	31,513,179	20,404,147	25,656,013	22,452,749	5		FRU	DAY. P. M.	. October 8	1880.
	Oats			11,227,843	7,932,760	Thing was on	ma mada				
	Barley	2,318.572		3,139,691	2,497,673	There was on					
	<b>Вуе</b>	1,253,088	1,662,442	1,863,665	1,327,161	week, business	having he	en interru	nted to se	me extent	thy th
140	Tatal mater	00 010 154	CO 002 0F1	F1 104 050	50 400 150						
	Total grain	08,012,134	62,893,254	71,104,676	56,482,173	increasing politi	ical exciter	nent. Mo	re inquiry	prevailed	forcer
	Comparative	shipments	of flour and	grain from	n the same	tain makes of c	otton good	s for conv	ersion nu	rposes (w	hich le
		-		•							
	ports from Jan.	1 to Uct. 2,	inclusive, for	tour years	;	to considerable	transaction	ns), and sr	oring clot	hing wool	ens wer
		•	-								

a second s		and the second	and the second se	and the second	
Flourbbls.	1880 3,537,29	). )1 5,33	1879. 30,621	1878. 4,329,836	1877. 3,511,764
Wheatbush. Corn1 Oats Barley Rye	53,084,33 03,612,45 22,415,07 2,426,15 2,127,38	58 68,27 75 17,4 56 3,1	21,231 76,845 99,592 56,230 56,561	52,139,662 67,981,137 17,287,669 2,966,132 2,918,582	28,090,253 57,220,983 14,157,332 3,160,409 1,990,162
Total grain 1	83,665,40	00 152,62	20,459	143,193,182	104,579,109
Rail shipments			lake a	nd river p	orts for the
weeks ended :					
Flour	bbls.	1880. Week Oct. 2. 115,098	18 We Oct. 129,3	4. Wee	k Week 5. Oct. 6.
Wheat. Corg. Oats. Barley. Rye.	bush.	339,181 404,344 999,387 173,993 109,185	384,9 296,2 417,1 315,1 72,4	90         318,7           260         283,0           46         348,7           106         175,9	60         162,503           92         396,369           42         158,648
Total	2,0	026,090	1,485,9	981 1,165,6	45 924,512
Rail and lake	shipment	ts from sa	me por	ts for last fo	our weeks :
Week Flour, ending— bbls. Oct. 2154,866 Sept. 25133,670 Sept. 18133,34 Sept. 11134,36	When bush 2.157,9 0 1,643,2 3 1,630,3	at, Co 5. br 994 2.62 291 2.97 300 2.29	orn, ish. 1,714 1,1 8,657 1,1 1,870	Oats, Babash. b bush. b 121.429 17 179,725 22 762,095 15	arley, Rye, ush. bush. 3,993 117,685 1,174 75,595 5,894 88,350 4,801 123,036
Tot., 4 wks.561,234 4 w'ks'79620,15	4 7,162,7	785 10,29 95 7,44	6,416 3,8 6,968 1,7	386,028 62 718,718 94	5,862 404,666 2,043 643,696
Receipts of fl	our and	grain a	t seabo	ard ports i	for the week
ended Oct. 2:	Flour.	Wheat,	Corn,		arley, Rye,
Boston. Portland Montreal Philadelphia Baltimore. New Orleans	<i>bbls.</i> 108,817 1 69,353 2,950 24,031 18,035 27,819 12,916	bush. ,208,234 10,000 236,942 298,700 652,400 289,927	bush. 1,498,600 309,550 15,000 282,538 154,200 163,900 316,263	bush. 10 0 666,610 14 0 79,750 0 3,500 3 3,402 0 74,400 0 55,300 3 36,135	bush.         bush.           3,500         49,220           2,100         1,400           424         21,186           7,500         9,000            7,100
Total week Cor. week '79	263,921 2 260,913 5	,696,203 2 ,662,210 2	2,760.05) 2,160,725	l 919,107 15 9 415,828 7	3,524 87,906 1,449 228,165

And from Jan. 1 to Oct. 2. inclusive, for four years:

And Hom san	. I to occ. 2	, merusive, re	or tour years	
Flourbbls.	1880. 7,587,863	1879. 7,889,716	1878. 6,860,408	1877. 5,519,185
Wheat bush. Corn Oats Barley	114,814,290	$\begin{array}{r} \hline 106,551,933\\85,173,562\\16,787,460\\1,892,032 \end{array}$	$77,922,728 \\85,872,223 \\18,651,369 \\2,922,445$	$\begin{array}{r} 22,610,054\\ 68,376,693\\ 14,796,506\\ 2,726,093 \end{array}$
Rye Total grain		$\frac{3,394,147}{213,798,134}$	3,785,267	$\frac{1,734,991}{110.244,342}$
Loudi grain	220,101,000	210,1 .O.10 E	100,101,004	IIU.ZII,OIZ

Exports from United States seaboard ports and from Montreal for week ending Oct. 2:

TOT WOOD ONCH	Ma OUU.	44 •				
·	Flour,	Wheat,	Corn,	Oats,	Rye,	Peas
From-	bbls.	bush.	bush.	bush.	bush.	bush
New York	92,358	1,802,916	1,249,402	2,199	152,364	3,137
Boston	27,603	30,152	316,783	210		
Portland	. 75		60			
Montreal	9,572	253,331	297,560			203,314
Philadelphia	1,765	695,589	196,794	348		
Saltimore	7,441	924,720	38.362	250		
New Orleans	611	265,201	133,991			
Total for w'k	139 425	3 971 909	9 939 959	3 007	152 364	206 431

Same time '79. 132,084 4,940,783 1,499,942 55,823 236,685 78,275

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, Oct. 2, was as

	There The	ant Cann	Onto Da	Tau Due	follows:		2			
		eat, Corn, sh. bush.		rley, Rye, ish. bush.		Wheat,	Corn,	Oats.	Barley,	Rye,
At- (1	96 lbs.) (6) l		(3.) Ihe \ (18	lbs.) (56 lbs.)	In store at-	bush.	bush.	bush.	bush.	bush.
Ohicago		,379 3,151,031	830,132 189	,271 81,500	New York	2,228,321	3,272,024	449,202	19,324	55,431
Milwaukee		,875 48,630	74,850 241		Do. afloat (est.).	754,000	1,259,000	209,000	114,000	91,000
Toledo		.065 361.189	TO 105	1,695	Albany	10,000	- 43,000	35,000	22,500	67,000
Detroit		,731 3,272		,957 20	Buffalo	210,612	1,780,006	948	7,740	
Cleveland		.350 32,400		3,700 2,000	Chicazo	1,484,493	5,539,895	335.697	89,923	157,463
St. Louis	36,265 471	,776 152,720	135,687 151	,558 18,589	Milwaukee	161,221	6.529	19,590	180,605	21,948
Peoria	2,315 19	,465 161,475	289,800 26	6,500 41,050	Duluth	163,000	5,562	110.041		0.000
Duluth	2,880 214	,497 8,654			Toledo	1,595,238	589,763	118,241	0.570	3,299
		100 0 010 000			Detroit Oswego	275,435 32,000	5,249	10,489	2,572 250,000	
Total	45.766 2,915	,138 3,919,362	1,529,797 635	256 172,304	St. Louis	949,520	494,097	77,583	18,485	34,896
Same time '79.1	162,110 4,136	,860 2,479,434	817,902 755	0,028 165,538	Boston	6,645	90,882	68,898	1,171	411
Total machint	g at same n	orts from Ja	n 1 to Oct	2 inclusive	Toronto	23,215		3,431	220,605	5,656
				a, morasro,	Montreal	62,908	30,500	50,294	5,337	1,880
for four years:					Philadelphia	626,876	308,224			
	1880.	1879.	1878.	1877.	Peoria	22,634	166,685	239,913	4,251	97,774
Flourbbls	. 4,594,251	4,909,398	4,251,277	3,312,633	Indianapolis	235,900	79,200	55,400		6,100
and have been been been been been been been be	FF 050 050	70 7F2 007	00 154 401	00 500 055	Kansas City	167,808	26,500	73,285		1,603
Wheat bush	. 55,976,978	70,752,267	$63,174,491 \\78,160,165$	32,533,355	Baltimore	1,072,762	301,749	000 007	173,993	100 105
Corn Oats		76,243,364 24,250,662	24,888,884	63,120,344 18,608,627	On rail	339,181 2,263,000	404,344 3,100,000	999,387	173,993	109,185
Barley			<b>C.120.502</b>	5,216,862	On lake (est.) On canal (est.)	1,676,000			293,000	8,200
Rye			3,922,974	4,267,088	On Canar (est.)	1,070,000	2,223,000		233,000	0,200
				-,,000	Total Oct. 2, '80	14.360.769	19.812.209	2.746.358	1.403 506	664,846
Total grain	213,669,629	180,149,691	176,267,016	125,746,276	Sept. 25, '80	14.994.632	19.190.808	2.105.270	816.486	691,837
					Sept. 18. '80	15.419.985	17.303.970	1.484.594	524,950	627,026
Total receipt	s (crop move	ement) at the	same ports i	rom Aug. 1	Sept. 11, '80	15,147,013	18,700,809	1.513.861	334,215	651,672
to Oct. 2, inclu	sive. for for	r vears:			Sept. 4, '80	14,715,497	19,011,298	1,625,853	264.407	573.613
		-			Oct. 4, '79	18,146,639	10,938,531	2,541,868	1,705,277	687,008
	1880.		1878.	1877.			~			·
Flourbbl	3. 1,224,889	9 1,164,459	1,054.618	1,078,791				-		
Wheatbush	. 23,026,253	30,754,392	29.167,504	22,241,830	TH TH	E DRY	GOOD	3 TR/	ADE.	
Corn.			25,656,013	22,452,749			17.00			
Oats			11,227,843	7,932,760		_			., October 8	
Barley			3,139,691	2,497,673	There was onl	y a mode	rate move	ment in d	rv goods (	the past
<b>Вуе</b>			1,863,665	1,327,161						
					week, business					
Total grain	. 68,012,154	62,893,254	71,104,676	56,482,173	increasing politi					
Comparative	shipments	of flour and	grain from	n the same	i tain makes of co	otton good	ls for conv	ersion pu	rposes (w]	hich led
ports from Jan	1 to Oct. 2	inclusive. for	four vears	•	to considerable	transaction	ns), and sr	oring clot	hing wool	ens were
Local and a composition		,,, _, _, _, _, _, _, _, _, _,	ar J vorto				man i man in the	B OIOL		

Digitized for FRASER tlowisfed or more sought for by clothiers; but jobbers continued to operate sparingly and in accordance with actual wants. The jobbing trade was comparatively quiet, yet a fair distribution of staple and department goods was made by firms who cater more especially for the near-by and Western trade. The auction rooms presented some important offerings of Lyons and Zurich dress silks, millinery goods, &c., and in this connection considerable sales were effected; but the prices obtained were very low (as a rule) and unremunerative to the consignors.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week ending Oct. 5 comprised 2,208 packages, distributed as follows: China, 536; Great Britain, 376; U.S. of Colombia, 314; Hayti, 290; Porto Rico, 205; British West Indies, 84; British Possessions in Africa, 64; Venezuela, 59; &c. The exports of domestics would probably have been much heavier, but for the continued scarcity of water at the mills, which has prevented manufacturers from filling their contracts at the stipulated time. There was a light demand for plain and colored cottons by the jobbing trade, and liberal sales of brown cottons were made to converters. Prices of brown, bleached and colored cottons ruled steady, and stocks in first hands are generally in good shape, and by no means redundant. Print cloths were in better demand, but at slightly reduced prices, sales of 64x64s having been made at 3%@4c. and 56x60s at 3%@3½c. owing to the lessened probability of a strike at Fall River. Prints were quiet, aside from a few specialties, but leading makes were steadily held. Ginghams and cotton dress goods were less active, but the former continued firm in price.

DOMESTIC WOOLEN GOODS.-As a whole, the woolen goods market has been very quiet. Spring cassimeres, suitings and worsted coatings were opened by manufacturers' agents at a slight advance upon last year's prices, and fair orders were recorded for a few of the most popular makes; but the general demand was less spirited than expected, and a disposition to operate cautiously was manifested by the clothing trade. For heavy-clothing woolens there was a strictly moderate inquiry, and transactions were light in the aggregate. Cloakings ruled quiet, but repellents met with fair sales. Kentucky jeans were lightly dealt in, but the best makes are steadily held. Flannels and blankets were in moderate request and generally firm in price. Carpets ruled quiet with agents, and worsted dress goods were less active.

FOREIGN DRY GOODS.-There was a sluggish and irregular demand for foreign goods at first hands, and the jobbing trade was comparatively quiet. Black and colored cashmeres were taken in moderate lots to a fair amount, but prices are low and unsatisfactory. Plain black and colored silks were in steady but moderate request, and black damasses were fairly active; but Pekins, satin de Lyon and brocades dragged heavily, even

### Receipts of Leading Articles of Domestic Produce.

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

		Week ending Oct. 5.	Since Jan. 1, 1880.	Same time last year.
	Ashesbbls.	5	2,652	4,850
	Beansbbls.	1,085	31,540	54,946
1		1,000	51,010	04,040
	Breadstuffs	06 450	9570000	2.070.000
	Flour, wheatbbls.	96,470	3,576,268	3,970,893
	Corn mealbbls.	1,909	123,311	122,199
	Wheatbush.	1,464,568	43,028,513	50,550,544
	Ryebush.	40,484	1,102,433	2,394,210
	Cornbush.	1,734,300	49,065,549	33,240,306
	Oatsbush.	507,300	10,301,980	8,401,146
	<ul> <li>Barley and malt bush.</li> </ul>	186,262	3,247,163	2,691,636
	Peasbush.	7,272	356,860	273,489
	Cottonbales.	29,860	607,982	579.500
	Cotton seed oilbbls.	241	607,982 34,009	17,779
	Flax seedbags.	43,016	206.822	230,481
	Grass seedbags.	1,202	j <u>82,892</u>	111,261
	HidesNo.	531	113.051	164,890
·	Hidesbales.	407	36.196	95,355
	Hopsbales.	1,859	17,932 3,027,433	68.237
	Leathersides.	38.498	3.027.433	3,265,937
	Leadpigs.	1,348	139,860	2,569,183
	Molasseshhds.		545	4,980
	Molassesbbls.	400	43,238	76.023
	Naval Stores-		,	
1	Turpentine, crude bbls.	20	2.459	1,638
	Turpentine, spirits bbls.	1,167	2,459 77,475	59,387
	Rosinbbls.	5,298	309,799	252,909
	Tarbbls.	355	16,467	21,344
	Pitchbbls.	30	1,857	2,726
	Oil cakepkgs.	11,072	502,228	327,229
	Oil, lardbbls.	100	8,424	12,098
	Oil, whalegalls.		181	,000
	Peanutsbush.	2,394	74,266	75,330
	Provisions—	2,001	,_ 00	10,000
	Porkpkgs.	1,270	115,500	180,139
		473	25,874	30,928
	Beefpkgs. Cutmeatspkgs.	17,107	1,302,430	1,411,513
		32,456	1,078,061	1,116,304
	Butter	107,427	1,960,986	2,023,636
	Checsepkgs.	8,625	467,055	372,398
	Eggsbbls.	13,208	484,684	552,777
	Lardtcs. & bbls.	2,453	120,122	53.154
	Lard	2,453	40,823	49,869
I	Pigs, dressedNo.	1,289	50,150	25,599
	Rice	510	51,276	65,286
	Spelterslabs.	397	15,798	21,573
	Stearinepkgs.	007	114	1,673
	Sugarbbls.		8,841	31,479
	Sugarhhds.	1,891	83,188	75.919
1	Tallow	2,081	124,139	138,808
	Tobacco boxes & cases.	3,032	80,018	77,061
	Tobaccohhds.	3,661	230,341	204,523
	Whiskeybbls.	310	65,126	98,593
	Woolbales.	510	00,120	00,000
			1	

### Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1830, to the same day, and for the corresponding period in 1379:

when offered at much less than the cost of importation. linen goods, woolens, white goods, laces and embroideries,		Week ending	1	
linen goods, woolens, white goods, laces, and embroideries				Came a time a
		Oct. 5.	Since Jan. 1, 1880.	Same time last year.
demand was chiefly confined to such small selections as are				
	LASNES, DOLS		707	1,046 144
quired for keeping up assortments, and transactions were 1	at Ashes, pearlsbbls. Beeswaxlbs.	1.025	75,635	59,960
in the aggregate.	Breadstuffs			
Importations of Dry Goods.	Flour, wheat,	76,526	3,166,522	2,473,488
The importations of dry goods at this port for the week end	g Flour, ryebbls. Corn mealbbls.	44 3,713	$\begin{array}{r} 3,342\\142,544\end{array}$	4,991 118,030
Oct. 7, 1880, and for the corresponding weeks of 1879	d Wheatbush.	1,557,526	48,710,164	$\begin{array}{c} 48,799,225\\ 3,324,120 \end{array}$
	Rvebush.	112,798	1,484,256	3,324,120
1878, have been as follows:	Oatsbush Barleybush Peasbush	1,106	356,332 262,576	470,199 120,015
ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 7, 188	Peas bush	3,191	249,544	260,812
1878. 1879. 1880.	Corn	1,417,005	39,033,598	260,812 27,731,037
	-   Candlespkgs	1,288	$44,922 \\ 41,807$	45,439 56,609
Pkys. Value. Pkys. Value. Pkos. Va	Coaltons		496,909	272, t 96
Manufactures of         \$			92,261	94,667
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	bo Hav	1,441	94,763	56,129
Silk	10 Hops bales	187	5,354	35,537
Flax         948         192,679         1,005         236,626         764         160           Miscellaneous         343         99,472         660         143,183         717         175				150
	Spirits turpentine bbls	.] 199	24,674	8.117
Total	Rosin	. 2,509	$\begin{array}{r} 163,194 \\ 5,572 \end{array}$	137,331 5.508
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET	R- farbbls Pitchbbls	45	4.373	3.888
ING THE SAME PERIOD.	- Oil cakecwt	59,226	3,801,455	1,177,299
Manutactures of 394 114,343 379 140,057 790 30	Oils—			001 565
		248	69,907 240,457	$201,565 \\ 98,004$
<b>Silk</b> 116 73,954 156 101,321 258 16'		11.141	631,323	1,048,804
Flax	Linsuca	. 880	108.666	9,480
	28 Petroleumgals	7,050,290	192,282,919	199,491,488
Total         1,442         359,583         2,017         423,534         2,661         753           Ent'd for consumpt.         3,604         1,275,319         5,196         1,720,366         4,131         1,463	93 Provisions— 50 Porkbbls	4,232	179,103	188,558
<b>Total on market</b> $5,046$ $1,034.902$ $7,213$ $2,143.900$ $6.792$ $2,210$	Beefbbls	. 673	48,167	40.865
	Beeftierces	. 697	44,115	41,817
ENTERED FOR WAREHOUSE DURING SAME PERIOD.	Cutmeatslbs	. 5,763,947 541,707	417,373,227 23,416,526	434,075,352 28,317,202
Manufactures of— Wool	Butterlbs	3,042,842	98,594,566	110,236.784 185,472,130
	30 Lard	5,778,174	216,778,697	185,472,130
Silk	Rice bbls	1 1.094	17,959	12,035 51,798,791
<b>Flax</b>	55 Tallow.	841,137	63,873,355 67,039	49,915
<b>Miscellaneous</b> $404 29,547 24 13,111 1,652 6$	Tobacco, bales and cases	1,863	39,459	26,961
Total	Topacco, manufactured. The	. 00,131	4,820,811	5,122,883 53,795
<b>Ent'd</b> for consumpt. 3.604 1.275.319 5.196 1.720.366 4.131 1.462 <b>Total</b> at the port 4.819 1.575.293 5.720 1.944.277 6.545 2.840	Whalebonelbs	4,716	.64,320	00,100
A word an the point [ 4,013 [1,070.280] 0,720 [1,044,277] 0,040 [2,84]	±0,1			

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