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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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SUPPLY OF CURRENCY.

We have often referred to the vast volume of currency which is at present in use in the United States. The recent estimate of the gold and silver in the country October 1, prepared by Mr. Burchard, Director of the Mint, brings up this question anew. We gave his figures in detail two weeks since, but the result of his compilation is, that there is now \$369,881,003 gold coin in the country, and \$149,799,335 silver coin, in addition to \$68,040,540 gold bullion and \$5,557,759 silver bullion in the Treasury uncoined. A recapitulation would make total gold and silver, Oct. 1, 1880, as follows.

	Coin in Circulation and in Banks.	Coin in Treasury.	Total coin in United States.	Uncoined Bullion in Treasury.	Total coin and Bullion.
Gold	\$ 302,676,709 77,344,735	\$ 67,204,294 72,454,600	\$ 369,881,003 149,799,335	\$ 68,040,540 5,557,759	\$ 437,921,543 155,357,094
Total.	380,021,444		519,680.338		

There is no reason to question the substantial accuracy of this statement. Those who criticise it do so simply on the ground that a considerable part of this stock of gold is not visible. That argument has lost whatever force it had, in the disappearance during the past two years of the larger portion of the country's new supply. For with equal force it can be asked, where have the two years' net imports and production gone. We have, however, all along felt that with a population closely approaching 50 millions, and with very large districts having no banks, it is easy to find probable holders for say 185 millions or more of gold coin, that being about the total which this statement shows is in the country, but invisible.

Accepting, then, these figures for the existing gold and silver circulation, we have all the data for indicating the present total currency of the country, though the amount in active use is not so easily determined. To show the situation more clearly, we make a comparison for the years 1830, 1860, 1870, 1880, in respect to population, foreign trade, currency, &c. First we give the details of the actual currency in the country at about the present date of the years named.

	1830.	1860.	1870.	1880.
Legal tenders Fractional cur'ney Bank notes Gold in banks Gold in circula'n { Silver in circula'n } Gold in Treasury Silver in Treasury	80,000,000 20,000,000 75,000,000	207,000,000	\$ 356,000,000 39,763,000 299,904,000 *48,345,000 {† †	7,182,000 343,905,000
	175,000,000	435,000,000	744,012,000	1,290,861,000

* This is from bank statement of January 22, 1870, and as this item was then counted as part of the reserve, we include it as circulation at that time.

* As gold and silver were not in circulation in 1870 of course these

† As gold and silver were not in circulation in 1870, of course these items are omitted.

We have omitted in making up the foregoing, gold and silver certificates and some other minor items. Deducting from the above column for 1880 the silver now in the Sub-Treasury, we still have left a total of \$1,212,000,000. For the years indicated, the currency, population and foreign trade compare as follows.

	1830.	1860.	1870.	1880.
Population Increase, p.c.		31,443,000 144	39,558,000	50,000,000 29 ¹ 2
Foreign trade.	\$144,727,000	\$762,300,000	\$913,300,000	\$1,614,000,000
Currency Increase, p.c.	\$175,000,000	\$435,000,000 148 ¹ ₂	\$744,000,000	\$1,212,000,000 6234
Currency, per capita	\$134	13%	\$194	\$2414

Mr. Comptroller Knox has this week published the National Bank returns for the first of October. These figures, taken in connection with the same returns for the previous year, as given in his annual report, furnish us some of the more important items for estimating the portion of this currency in sight and the changes in this particular which have taken place We give below simply the items showing the holdings of the various kinds of currency at the dates mentioned, as found in these returns.

×	Jan. 1, 1879.	Oct. 2, 1879.	Oct. 1, 1880.
Bills of other national banks Fractional currency Specie—		\$16,70 7 ,550 396,065	\$18,210,942 367,172
Gold coin	41,499,797	42,173,731	47,512,589 7,175,560 48,167,000 5,326,240
Silver Treasury certificat's Legal tender notes	70,561,233	69,196,696 26,770,000	1,165,120 56,640,458 7,655,000

It appears from the foregoing, that the actual gold the national banks now hold is about 96 millions. The gold in the State banks, last year, as given by the Comptroller, was \$1,971,362. The total the same institutions at present hold may possibly reach, say, eighteen millions, making the total gold in banks, Oct. 1, 1880, about 114 millions, against, say, 44 millions a year ago and 45 millions on the 1st of January, 1879. Accepting these as facts, we may state the currency in sight, at the dates mentioned, about as follows.

	Oct. 1, 1880.	Oct. 1, 1879.	Jan.1, 1379.
Gold in banks. Silver in banks. Gold in Treasury*.	\$ 114,000,000 5,000,000 135,200,000	344,000,000	\$ 45,000,000 135,400,000
Total gold	254,200,000 56,600,000 18,600,000 29,000,000 30,400,000	69,200,000 16,500,000 37,000,000	20,000,000 37,000,000
,		175,000,000	
Total gold and legal tenders	388,800,000	388,600,000	386,000,000

^{*} We do not include the silver in the Treasury, as we have deducted it in previous statement.

This statement discloses the fact, upon which we have often commented, that notwithstanding the large increase, during the past two years, of gold, by import and production, and of silver which has been put into circulation, our currency actually in sight remains about the same.

RAILROAD EARNINGS THIRD WEEK OF OCTOBER.

Railroad earnings for the third week of October make a very favorable showing, though the percentage of increase is not as large as it was last week. Twenty-four roads reporting show an increase in the aggregate of $25\frac{1}{2}$ per cent, against 30 per cent for the second quarter of October and 26 per cent for the first quarter.

Taking the roads individually, and comparing their figures with those for the previous week, we find that pretty nearly all have a smaller percentage of increase and a few again report a decrease. As far as we know, there is no especial cause to which this can be attributed, other than the fact that last October's traffic receipts were exceptionally heavy—so heavy, indeed, that very many have confidently predicted that this year's receipts would fail to equal them. Notwithstanding, earnings have continued to increase. It will be seen, therefore, that the gain for the third week is less favorable only when compared with the percentages of the preceding week, and not when compared with the very large figures of last year. Following is the table.

EARNINGS	THIRD	WEEK	OF	OCTOBER.	

	1880.	1879.	Increase.	Decrease.
Burl. Cedar Rapids & Northern. Chicago & Alton Chicago & Eastern Illinois Chicago & Grand Trunk * Chicago Milwaukee & St. Paul. Chicago St. Paul Minn. & Omaha Cincinnati & Springfield Clev. Col. Cin. & Indianapolis	\$ 42,528 205,034 35,988 36,802 341,000 41,902 19,261 102,221	\$ 34,860 165,074 23,247 14,455 292,135 36,779 18,462 90,018	\$ 7,668 40,010 12,741 22,347 48,865 5,123 799 12,203	\$
Cleveland Mt. Vernon & Del Denver & Rio Grande Flint & Pere Marquette Grand Trunk of Canada * Great Western of Canada † Hannibal & St. Joseph International & Gt. Northern Louisville & Nashville Memphis & Charleston	$\begin{array}{c} 7,990 \\ 111,795 \\ 37,362 \\ 244,789 \\ 123,362 \\ 53,579 \\ 66,967 \\ 222,500 \\ 31,469 \end{array}$	31,762 27,268 220,230 113,789 53,699 52,080 135,009 16,924	80,033 10,094 21,559 9,573 14,887 87,491 14,545	120
Missouri Kansas & Texas. St. Louis Alton & T.H. (main line) St. Louis Iron Mt. & Southern. St. Louis & San Francisco. St. Paul Minn. & Manitoba. Scioto Valley Wabash St. Louis & Pacific	155,700 72,471 69,346 6,697 404,000	24,715 182,576 46,845 62,694 6,418 283,000	4,865 25,626 6,652 279 121,000	26,876
Total Net increase (25.59 per cent)	2,555,693	2,034,920	549,360 520,767	

^{*} Week ended Oct. 23.

As concerns mileage, we repeat our previous statement, corrected to date. The Wabash St. Louis & Pacific now includes the Toledo Peoria & Warsaw earnings in both years' returns.

MILEAGE THIRD WEEK OF OCTOBER, 1880 AND 1879.

* ")
	1880.	1879.	Increase.
Burlington Cedar Rapids & Northern	492	435	3 57
Chicago & Alton	840	840	
Chicago & Eastern Illinois	220	152	68
Chicago & Grand Trunk	335	281	154
Chicago & Grand Trunk Chicago Milwaukee & St. Paul	3,047	2,256	791
Chicago St. Paul Minneapolis & Omaha	292	261	31
Cincinnati & Springfield		80	. 01
Cincinnati & Springfield Cleveland Columbus Cincinnati & Ind	391	391	
Cleveland Mt. Vernon & Delawara	156	156	
Denver & Rio Grande	551	337	214
Flint & Pere Marquette		293	18
Grand Trunk of Canada	1.273	1,271	2
Great Western of Canada		823	-
Hannibal & St. Joseph	292	292	
International & Great Northern		529	
Louisville & Nashville	1.840	1,107	733
Memphis & Charleston		330	
Missouri Kansas & Texas.	786	786	
St. Louis Alton & Terre Haute (main line)	195	195	
St. Louis Iron Mountain & Southern	686	686	
St. Louis & San Francisco	593	473	120
St. Paul Minneapolis & Manitoba		656	120
Scioto Valley	100	100	,
Scioto Valley	2,054	1,794	260
Wabasi St. Douis & Lacino	2,001		200
Total	16,872	14,524	2,348

Against an increase of $25\frac{1}{2}$ per cent in earnings, allowance has thus got to be made for an increase of 161 per cent in mileage. This leaves a margin of 9 per cent due directly to a larger volume of business. This will without doubt be considered satisfactory, when it is remembered that even to do no better than last year is to be doing well. All roads do not by any means show like results. Some that have largely increased their mileage, fail to make a corresponding increase in earnings. The Chicago Milwaukee & St. Paul is a conspicuous example of this class. Others, with the same mileage as last year, report handsome gains. But, as said two weeks ago, statements of mileage and earnings, when unaccompanied by an exhibit of expenses and annual charges, do not make a complete record for the investor. And we hope the day will soon come when more companies will recognize the wisdom of publishing, from time to time, these important details.

THE SITUATION IN EUROPE.

At the present moment Europe is in a peculiarly unsettled condition. Some two years ago, it seemed as if we were on the verge of a long era of peace, prosperity and contentment. A great war on European soil had been brough to a close; another threatened war on a much more gigantic scale had been averted; and a congress of the great Powers of Europe had so arranged affairs that it seemed as if nothing was likely, at an early day, to disturb the

[†] Week ended Oct. 22.

internal tranquillity of the different States and nations.

The prospect opened up by the Berlin Congress has not been realized. At the end of two years, the provisions of the Berlin treaty have not all been carried out; and we have been permitted to witness the strange and unexampled spectacle of moribund Turkey defying the joint naval strength of the Powers and checkmating their counsels. There is a reasonable presumption now that Montenegro will be satisfied with the cession of Dulcigno; but there is no evidence that the Sultan is disposed to yield to the advice of the Powers in the matter of Greece, while there is every evidence that Greece is resolute in pressing her demand, and that the Powers are unwilling to take any further steps in the way of coercing the Sultan into compliance with their wishes. Considering the state of feeling which prevails among the Slavic tribes of the Peninsula as well as among the Greeks, we do not consider that it would be matter for wonder or surprise if the breaking up of the so-called European concert and the abandonment of the naval demonstration were followed by a general rising of the non-Mohammedan population, from the Adriatic to the Sea of Marmora.

It is not, however, in European Turkey alone that the prospect is not cheering. From Lendon to Vienna, from St. Petersburg to Rome and Madrid, an evil spirit seems to be brooding over the nations; and internal discontent is taxing the skill of the ablest and most experienced statesmen of the time. The British Government is again brought face to face with an Irish rebellion. We are hardly permitted any longer to doubt that there will be an open collision; nor can we doubt the result. In considering this English-Irish difficulty we are influenced by no partisan views. There must be some reason, doubtless, for this deep-rooted and irreconcilable hatred which a certain large section of the Irish people cherish towards English rule. As we have already, on more than one occasion, shown in these columns, this reason, whatever its value, is based on the things of the past, rather than on the things of the present; and this apparently ineradicable feeling of these Irish Irreconcilables is a something which finds all its nourishment and sustenance in memory and tradition far more than in any present injustice or any immediate wrong.

It is undeniable that the men now in power in Great Britain, the men whose management of affairs these Irish malcontents are seriously embarrassing, have repeatedly proved themselves, both by purpose and by action, by promises made and by promises fulfilled, the friends of Ireland and her people. It is notorious that in the last session of Parliament, they staked both reputation and power, in their efforts to bring about a better state of relationship between the Irish landlord and the Irish farmer. It is equally notorious that Mr. Gladstone and his friends in the Ministry have, by their patient endurance of the undisguisedly revolutionary conduct of Parnell and his associates, sacrificed much of their influence with the British people generally, and probably imperilled their position as ministers of the crown.

The government, however, can no longer afford to wink at the present condition of affairs in Ireland. Mr. Gladstone, unwilling as he is to take action, has no The law is being trampled longer any choice. upon; it must be upheld; and if in upholding the law the blow should be heavy the government will not be to blame. If Ireland has still a solid grievance the remedy is to be found, not by rebellion, but by peaceful and persistent agitation.

good understanding of the different governments, or the | Parnell and his associates, no matter what their intention may have been, have so far proved themselves the enemies rather than the friends of their own people We have little fear that the British government will ex perience any difficulty in preserving order and in enforcing authority; but we regret that, through unwise counsels, there should be the necessity of severe repressive measures, and all the more so that the innocent are as liable to suffer as the guilty.

On the Continent, if we keep away from the East, there is nothing so immediately alarming as that which we see in Ireland. But what with the government movement against the unauthorized religious orders in France, the growing republican sentiment in Spain, the perplexing questions which still divide the opinions of Italian statesmen, the rival and conflicting forces which still mar the unity of the German empire, the nationality questions, apparently destined to grow in number, which vex and harass the House of Hapsburg and the statesmen of Vienna, and, above all, the social, political and imperial-household questions which distract the attention of the Czar and his subjects, we are prevented from regarding the general European prospect as one altogether free from cloud and shadow. Europe has evidently much to do and to undo before she reaches that desired condition of contentment and repose, so long hoped for, so long deferred.

AMERICAN PETROLEUM.

The importance of the discovery and production of American petroleum is only in part reflected in the statistics showing the extent of the relation which it bears to the aggregate of the foreign commerce of the United States. Great as are the value of the exports of this staple and the amounts employed in transporting, refining, and otherwise preparing it for consumption, they bear no relation to the saving which is effected to large masses of the community in America as well as in Europe and Asia, in the matter of the cost of light. It has relieved us from a sole reliance upon gas companies and made us independent of the whale fisheries. In the reduction of the cost of light, it amounts to more than all its direct and indirect salable values. Anything, therefore, affecting this great staple has a special interest.

The movement for the summer and fall presents some peculiar features. A sharp advance in prices has been established and is maintained. Refined in barrels is now quoted at 12 cents, whereas a year ago 7½@8 cents were the best possible figures. Many assert that there is nothing in the state of affairs here or in Europe to warrant so marked an advance, and declare it to be due solely to the cohesive and well-organized power of the large refining companies.

It is true that the daily production of the Pennsylvania oil regions now averages 70,000 barrels per day as against 60,000 barrels during the months of December, 1879, and January, 1880. It is also a noticeable fact that the exports from January 1, 1880, up to October 22, 1880, were 263,294,432 gallons of crude equivalent, whereas during the same period in 1879 they were Exporters, however, assert that 284,153,962 gallons. Europe turned the new year with large surin a measure, stocks; but these, been reduced by greater demands for consumption from the interior. It is a statistical fact that the deliveries from the seven principal ports of Europe-Hamburg, Bremen, Rotterdam, Amsterdam, Antwerp, Stettin, and Dantzic-for the week ending October 7 were 111,682 barrels, against 46,983 barrels during the same period in 1879. The latest compilation of stocks in Europe (October 7) showed a supply of 1,601,361 barrels, against 1,367,197 barrels at the same time in 1879.

The higher prices, in the face of the statistics of production, cannot be adequately accounted for by the combination of refiners. They must be supported, if supported at all, by the improved state of industry and the better earnings of the laboring classes, not only in the United States but throughout Europe. All people who are interested in cheap light are better employed, better paid, and better able to supply themselves with the comforts of life; and, therefore, an increase in production will have little effect in depressing prices so long as the improved position of labor is maintained.

IMPORTS AND EXPORTS FOR SEPT., AND FOR TWELVE MONTHS ENDING SEPT., 30, 1880.

[Prepared by the Bureau of Statistics.]

Below is given the third monthly statement for the fiscal year 1880-81 of the imports and exports of the United States. The excess of exports of merchandise, stated in specie values, was as follows:

Month ended Sept. 30, 1880	\$17,968,385
Month ended Sept. 30, 1879	21,219,177
Nine months ended Sept. 30, 1880	73,760,430
Nine months ended Sept. 30, 1879	161,498,336
Twelve months ended Sept. 30, 1880	163,819,193
Twelve months ended Sept. 30, 1879	257,450,367

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

Month ended Sept. 30, 1880.	\$19,095,089
Month ended Sept. 30, 1879	27 130 587
Nine months ended Sept. 30, 1880	29 529 705
Nine months ended Sept. 30, 1879	25.481.732
Twelve months ended Sept. 30, 1880	71 423 933
Twelve months ended Sept. 30, 1979	27,164,821

The total values of imports and of domestic and foreign exports for the month of Sept., 1880, and for the nine and twelve months ended Sept. 30, 1889, are presented in the following tables, all in specie values:

[Corrected to October 26, 1880.]
MERCHANDISE.

	For the month of September.	For the 9 months end- ed Sept. 30.	
1880.—Exports—Domestic Foreign	\$70,173,467 1,021,353	\$612,542,769 9,512,085	\$857,687,613 12,285,308
Imports	53,226,435		706,153,798
Excess of exports over imports Excess of imports over exports	\$17, 968,385	\$73,760,430	\$163,819,123
1879.—Exports—Domestic Foreign	\$64,729,450 714,605	\$509,511,911 7,729,847	\$709,339,890 11,054,664
Imports	44,224,878	\$517,241,758 355,743,422	\$720,394,554 462,944,187
Excess of exports over imports Excess of imports over exports	\$21,219,177	\$161,498,336	\$257,450,367

GOLD AND SILVER-COIN AND BULLION.					
1880.—Exports—Domestic Foreign	\$256,807 309,037	\$4,085,974 5,886,544	\$7,158,799 7,596,854		
Total	\$565,844 19,660,933	39,502,223			
Excess of imports over exports Excess of exports over imports	\$19,095,089	\$29,529,705	\$71,423,933		
1879.—Exports—Domestic Foreign	\$896,603 331,397	\$15,597,473 5,436,390	\$18,896,842 7,042,887		
Total	\$1,231,000 28,361,587	\$21,033,863 46,515,595	\$25,939,729 53,104,550		
Excess of exports over imports Excess of imports over exports	\$	\$ 25.481.732	\$		

TOTAL MERCHANDISE AND SPECIE.

Foreign	1,330,390	15,398,629	\$864,846.412 19,882,162
imports	1.72.887,368	\$632,027,372 587,796,647	\$984,728,574 792,333,384
Excess of exports over imports Excess of imports over exports	3. 1,126,704	\$44,230,725	\$92,395,190
1879.—Exports—Domestio Foreign	\$65,626,053 1,049,002	\$525,109,384 13,166,237	\$728,236,732 18,097,551
imports	12,080,400	\$538,275,621	\$746,334,283 516,043,737
Excess of exports over imports Excess of imports over exports	5 ,911,410	\$136,016,604	\$230,235,546

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

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.
Baltimore, Md	\$1,295,115	\$5,907,546	\$826
Boston, &c., Mass	4,688,308	6,278,011	75,171
Brazos, &c., Texas	56,906	69,269	48,286
Buffalo Creek, N. Y	298,127	26,463	133
Champlain, N. Y	334,248	254,749	
Charleston, S. C.	31,874	1,598,537	
Chicago, Ill	86.174	560,445	4,522
Corpus Christi, Texas	8,359	25,081	4,008
Cuyanoga, Ohio	10.335	60,269	.,
Detroit, Mich	131,379	547,863	4,629
Galveston, Texas	125.274	1,161,622	
Huron, Mich	168,701	914,040	107,654
Key West. Fla	45,647	115,749	
Miami, Ohio	1,499	393,517	
Minnesota, Minn	126,616	62,258	
Mobile, Alabama	39,738	26,933	
New Haven, Conn	42,424	5,024	
New London, Conn	69,031		
New Orleans, La.	293,515	4.803,993	4,939
New York, N. Y.	36,733,870	36,785,577	689,998
Niagara, N. Y	215,264	5,729	9,447
Noriolk, &c., Va	1,137	885,501	
Oregon, Oregon.		351,507	
Oswegatchie, N. Y.	112,952	28,633	
USWEGO, N. Y	842,803	190,839	8,266
Passamaquoddy, Me.	·101,690	32,576	9
Pensacola, Fla.	32,941	35,240	
Philadelphia, Pa.	2,107,288	3,591,096	5,880
Portland, &c., Me. Puget's Sound, W. T.	53,846	55,826	11,693
Piger's Sound, W. T	3,250	33,651	
Richmond, Va.	3,454	193,758	*******
San Francisco, Cal	4,227,691	2,436,185	44,145
Savannah, Ga	45,824	2,065,540	
Vermont, Vt.	500,285	72,350	•••••
Willamette, Oregon	132,239	48,069	• • • • • • • • • • • • • • • • • • • •
Wilmington, N. C.	236	191,162	
All other districts	257,845	358,854	1,747
Total	\$53,226,435	\$70,173,467	\$1,021,353

Monetary Commercial English News

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

EXCHANGE	AT LO	NDON-Oct. 16.	EXCE	IANGE	ON LONDON.
On-	Time.	Rate.	Latest Date.	Time.	Rate.
Paris Paris Antwerp Amsterdam Amsterdam Berlin Hamburg Frankfort Vienna St.Petersb'rg Madrid Cadiz Lisbon Genoa Copenhagen		$\begin{array}{ c c c c c c }\hline 25.32 & \varnothing 25.42^{1}_{2} \\ 25.55 & \varnothing 25.62^{1}_{2} \\ 25.57^{1}_{2} \varnothing 25.62^{1}_{2} \\ 25.57^{1}_{2} \varnothing 25.62^{1}_{2} \\ 12.4^{1}_{4} & \varpi 12.4^{3}_{4} \\ 12.2 & \varpi 12.2^{1}_{4} \\ 20.66 & \varpi 20.68 \\ 20.66 & \varpi 20.68 \\ 20.66 & \varpi 20.68 \\ 12.00 & \varpi 12.05 \\ 233_{8} \varnothing 23^{1}_{2} \\ 463_{4} \varnothing 46^{1}_{2} \\ 47^{1}_{8} \varnothing 46^{7}_{8} \\ 52^{1}_{2} \varnothing 52^{3}_{8} \\ 23.25 & \varpi 28.35 \\ 18.40 & \varpi 18.45 \\ \hline \end{array}$	Oct. 16	Short. Short.	25·35 25·40 12·12 20·42 20·42 20·42 118·50
Alexandria New York Bombay Calcutta Hong Kong Shanghai		1s. 8¹sd. 1s. 8¹sd.	Oct. 16 Oct. 16	Short. 4 mos. "	4 81 ½ 1s. 83 ₁₆ d. 1s. 83 ₈ d. 3s. 9½d. 5s. 2¼d.

|From our own correspondent.|

London, Saturday, October 16, 1880.

The principal feature in the money market during the present week has been a rise of 1 per cent—or to 3½ per cent—in the Bank of France rate, in consequence of the further exports which have been made of gold, and chiefly to London. The Bank of England has received a considerable amount of French coin during the week, and the Bank of France return shows that the supply of bullion has been diminished by 80 millions of francs. The advance in the rate of discount in Paris has not. however, had at present much effect here. The Bank return is of a satisfactory character, and is certainly not indicative of immediately dearer money. It shows, indeed, changes incidental chiefly to the payment of the dividends, the treasury balance having fallen off to the extent of £1,340,841, while the Government have repaid the Bank a sum of £200,000, and loans and discounts show a decrease of £944,565. The increase in the supply of bullion amounts to £249,734, against a recorded influx from foreign and colonial sources of £738,000. The difference is due to withdrawals of coin for provincial and Scotch circulation. There is a small decrease in the circulation of notes, and the total reserve has been augmented by £400,294. The proportion of reserve to liabilities is now 47.27 per cent, against 44.98 per cent last week.

The question now arises—How long will it be before our money market will be affected, and when is it probable that an advance in the Bank rate will be found to be necessary? This is a question very difficult to answer, and even the leading authorities are unprepared with a reply. It is quite evident that any increase in the value of money is not likely to arise from an improved trade demand. The amount of business in progress is not of an unsatisfactory character; but the mercantile demand for money is on a very moderate scale, and it will

not probably increase during the present year. The season is now becoming too advanced to anticipate any great improvement, but there are well-founded hopes that, if the Eastern difficulty should be arranged before the new year commences, the trade of 1881 will compare very favorably with the current year. The steady process of improvement which is in progress is undoubtedly a very satisfactory feature, as it shows that there is little, if any, desire on the part of merchants to depart from legitimate and sound trading. We may hope, therefore, that the nucleus of a sound and healthy trade has been formed, and that early in the new year a further expansion of our commerce will take place. As we can certainly expect very little effect to be produced on the money market during the current year, we must look chiefly to the movements in gold and securities for a change. The London market being now the cheapest in Europe, it is but natural that bills will be sent here for discount, and money borrowed on securities on easier terms either than in Paris or Berlin. The Bank of England directors may therefore be compelled to raise their rate of discount, though of such a movement there are no present indications. With so large an amount of securities affoat as is now the case, gold movements are uncertain. Paris, which has for a long time been a buyer of securities may, if the necessity arise, become a seller, and may quickly turn the exchanges in her favor. The French exchange will be watched with much attention during the next few weeks; but the improvement in the New York exchanges leads to the belief that further large supplies of gold will not be immediately required for the United States.

The demand for discount accommodation during the week has been very moderate; but in consequence of the Stock Exchange settlement, short loans have been rather more in request. They have, however, been obtainable at the rate of 13/4 to 2 per cent per annum. The following are the present quotations for money:

Per cent.	Open-market rates-	Per cent.
	4 months' bank bills	. 218 @ 214
Open-market rates—	6 months' bank bills	. 238@212
30 and 60 days' bills 178@2	4 & 6 months' trade bill	
3 months' bills $2 \bar{\omega}$		_

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

	CC161.
Joint-stock banks	142
Discount houses at call	112
Do with 7 or 14 days' notice	1 34

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

	1880.	1879.	1878.	1877.
Circulation, exclud-	£	£	£	£
ing Bank post bills.	27,282,580	28,839,760	29,836,830	28,304,500
Public deposits	5,315,988	5,077,552	3,156,132	5,147,500
Other deposits	26,794,525	33,676,097	27,321,433	20,629,635
Governm't securities.	17,165,070	19.370,528	16,937,672	15,718,604
Other securities	17,556,465	17,771,748	23,024,358	18,575,244
Res've of notes & coin	15,328,742	19,591,042	8,517,315	9,478,439
Coin and bullion in				
both departments	27,611,322	33,430,802	23,354,145	22,782,939
Proportion of assets				
to liabilities	47.27			
Bank rate	21 ₂ p.c.	2 p. c.	6 p. c.	5 p. c.
Consols	984	9778	9439	96
Eng. wheat, av. price	41s. 0d.			52s. 2d.
Mid. Upland cotton	634d.		6_{1} 8	6^{1} 8d.
No. 40 mule yarn			912d.	10½d.
Clearing-House ret'n.	93,374,000	103,031,000	102,827,000	115,364,000
				_

Messrs. Pixley & Abell announced that the American exchange being no longer favorable, the demand for gold for export to the United States has to a great extent subsided, and the Bank of England has in consequence purchased £1,083,000, the greater part of which consists of 20-franc pieces. The week's imports have been £1,041,830, exclusive of the receipts of coin from Paris. In silver rather more business is doing, chiefly for the Continent, but in the market for Mexican dollars there has been no important movement. The following are the present prices for bullion:

	The state of the s				-
*	GOLD.	8.	d.	8.	d.
Bar gold, fine					
Bar gold, containing 20 dwts. silve	er, per oz. standard.	77	10122	D.	
Spanish doubloons	per oz.	73	9 7	ີ້ .	
South American doubloons	per oz.	73	9 6	D.	
United States gold coln	per oz.	76	3127	D .	
German gold coin	per oz.	76	3147	0 .	
	SILVER.		d.		d.
Bar silver, fine		d.	52516	0	
Bar silver, contain'g 5 grs. gold	per oz. standar	d.	5211_{1}	60	
Cake silver	per c	Z.	56716	0	
Mexican dollars	per oz. last pri	ce	5118	0	
Chilian dollars	per o	Z.		0	
Quicksilver, £6 17s. 6	d. Discount, 3 per	cen	ıt.		

Advices from Paris state that a further rise in the Bank rate is regarded as probable. Since the date of the last return it is

understood that further supplies of gold have been taken out for export, but the latest report is that the movement has been checked. The demand has been not only for the United States, the amount sold for export, in addition to 30 millions of francs to the United States and 15,000,000 to England, being 10,000,000 francs to Egypt, and about 10,000,000 to Austria, and it is expected that gold will also soon be required by Spain and Italy.

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

k.	Bank rate.	Open market.	Bank rate.	Open market.
	$Pr.\ ct.$	Pr. ct.	Pr. ct.	Pr. ct.
Paris	3^{1}_{2}	314	Genoa 4	312
Amsterdam		23,03	Geneva 4	5
Brussels	. 3	258	Madrid, Cadiz &	,
Berlin	. 5	412	Barcelona 4	. 5
Hamburg	. 5	412	Lisbon & Oporto. 512	514
Frankfort	. 5	419	Copenhagen 312@4	312
Vienna	. 4	312	New York	. 5@512
St. Petersburg	. 4	6	Calcutta 4	

Several new companies have been introduced to public notice during the week, but they are chiefly connected with the gold-mining interest in India, and it is doubtful if they will be taken kindly to by the investing public. Some discoveries of gold would undoubtedly be of benefit, as that metal is being more generally used as a standard of value, and is annually becoming relatively more scarce.

The most important financial operation of the week has been the success of the 3½ per cent loan of the Corporation of Liverpool. The amount required was £2,000,000, and the applications amounted to £4,200,000. Tenders at par will receive about 55 per cent, and above that price in full. The highest tender was £105.

The Crown Agents for the Colonies invite applications for £535,400 in 4 per cent debentures, at a minimum price of £101 10s. per £100 bond.

The Midland Railway Company announce an issue of £2,500,-000 new 4 per cent capital, in shares of £10 each; and the Minas & Rio Railway Co. of Brazil, limited, ask for £450,000 in £20 shares—interest, at 7 per cent per annum, which is guaranteed by the Brazilian Government—with a view to extend the company's system.

The stock markets were dull in the early part of the week, but on the announcement being made that the Turkish Government had decided on surrendering Dulcigno to the Montenegrins, a better feeling prevailed, and a moderate recovery in prices took place. There being some uncertainty with regard to the future course of the money market, business is conducted with considerable caution.

A considerable amount of business has been transacted in wheat during the week and prices have further advanced 1s. to 2s. per quarter. Millers are evidently disposed to accumulate a moderate stock, but they are buying with a certain degree of caution, as they believe that present prices are sufficiently high to attract supplies large enough for our requirements. Holders, however, are very firm, and are by no means inclined to press sales. The Continent is still a large importer of wheat. The deficiency in the rye crop in Germany is calculated to lead to an increased demand. There is also a considerable inquiry for Indian corn, partly on German account.

During the week ended October 9 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 50,110 quarters, against 19,361 quarters last year; and it is estimated that in the whole kingdom they were 200,440 quarters, against 77,450 quarters in 1879 and 240,500 quarters in 1878. Since harvest the sales in the 150 principal markets have been 253,507 quarters, against 109,896 quarters last year; while it is computed that in the whole kingdom they have been 1,014,030 quarters, against 439,500 quarters in 1879 and 1,617,000 quarters in 1878. 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:

1	110	—		
	1880. Imports of wheat.cwt.10,643,319 Imports of flour 1,472,193	1879. 9,985,998 1,452,311	1878. 7,594,454 860,759	1877. 7,297,203 838,992
	Sales of home-grown produce 4,394,120	1,905,000	7,007,400	5,935,200
		13,313,309	15,462,613	14,066,395
	Deduct exports of wheat and flour 213,001	178,892	401,571	290,250
		13,164,417	15,061,042	13,765,875
	Av'ge price of English wheat for season (qr.) 41s. 5d.	47s. 8d.	42s. 11d.	58s. Od.
	Visible supply of wheat in the U. Sbush.14,400,000	20,797,000		

The following return shows the extent of our imports and exports of grain into and from the United Kingdom during the first seven weeks of the season, compared with the three previous years:

	IMP	ORTS.		_						
	1880.	1879.	1878.	1877.						
Wheatcwt.	10,643,319	9,985,998	7,594,454	7,297,203						
Barley	1,693,078	2,007,441	2,085,527	1,560,859						
Oats	1,943,046	2,234,828	1,345,182	1,941,470						
Peas	186,614	62,641	228,737	133,173						
Beans	206,742	343,380	201.397	635,788						
Indian corn	6,511,197	3,363,937	5,460.658	3,992,988						
Flour	1,472,193	1,452,311	860,759	838.992						
	EXPORTS.									
	1880.	1879.	1878.	1877.						
Wheatcwt.	192,535	153,090	388,224	285,999						
Barley	1,563	3,459	11,123	18.596						
Oats	18,932	1,807	10,221	18,021						
Peas	15,850	13,404	2,842	2,538						
Beans	7,012	3,273	629	1,743						
Indian corn	35,028	236,594	44,691	22,256						
Flour	20,466	25,802	13,347	4,521						

The following return shows the extent of our exports of British and Irish produce and manufactures, and of colonial and foreign wool, to the United States, during the month of September and during the nine months ended Sept. 30, compared with the previous year:

-	EXP	ORTS.		
	-In Septe		-In Nine	Months
	1879.	1880.	1879.	1880.
Alkalicwt.	285,850	209,117	2,083,480	2,514,084
Apparel and slops£	6,875	5.969	45,327	58,219
Bags and sacksdoz.	39,658	54,648	246,324	304,950
Beer and alebbls.	1,287	1,365	16,782	16,193
Cotton piece goodsyds.		4,525,300	40,419,800	66,933,500
Earthenw.& porcelain.&	66,379	77,331	493,824	692,798
Haberdashery and mil-	00,000			
linery£	40,125	63,440	230.304	396,605
Hardware and cutlery. &	30,243	42,663	243,354	264,762
Iron-Pigtons.	32,036	26,061	76,643	564,043
Bar, &ctons.	605	1,170	3,290	47,039
Railroadtons.	8,431	14,531	22,107	173,775
Hoops, sheets and		-		
boiler platestons.	798	2.184	3,042	38,163
Tin platestons.	13,342	13,865	109,909	124,156
Cast or wroughttons.	1,210	2,983	6,037	14,915
Old for remanuft.tons.	26,549	4.571	59,849	189,154
Steel-Unwrought.tons.	531	1,304	4,260	32,974
Lead-Pigtons.	176		565	205
Jute yarnlbs.	43,500	235,200	931,300	4,660,200
Linen piece goodsyds.	6,950,800	5,752,300	65,431,500	75,636,100
Jute manufactures.yds.	6,574,600	5,132,400	39,081,700	62,468,400
Machinery—stm.eng's. €	103	80	3,242	5,176
Other descriptions £	15,669	25,612	117,997	267,516
Paper-Writing or print-			4.040	
ingcwt.	186	152	1,310	3,413
Other kindsewt.	224	199	3,133	2,919
Salttons.	42,344	23,054	192,725	182,695
Silk broad stuffsyds.	27,820	26,543	262,307	268,637
Ribbons	277	17	4,328 .	2,017
Other articles of silk	1 000	0.055	17.000	00.000
only£	1,280	2,255	17,666	26,068
Spirits — Britishgals.	15,155	17,912	54,428	59,498
Stationery-Other than	F 101	0.005	40.000	E1 004
paper£	7,491	6,285	49,283	51,994
Tin-Unwrought cwt.	3,645	422	17,896	14,224
Wool-Britishlbs.	1,819,500	11,800	3,274,400	9,762,500
Colonial & foreign.lbs.	170,600	635,688	15,582,900	19,553,306
Woolen cloth yds.	170,600	319,700	1,501,800	3,576,600 31,263,300
Worsted stuffsyds.	3,860,600	2,433,200	22,588,900	01,200,000
Carpets, not being	92,900	259,000	308.400	2,208,400
rugsyds.	34,300	200,000	000,200	2,200,200

The following return shows the extent of the imports of wheat and flour into the United Kingdom during the first month of the season—September—compared with the three previous seasons, it also shows the countries whence those supplies were derived:

•		WHEAT.		
	1880.	1879.	1878.	1877.
From-	Civt.	Cwt.	Cwt.	Civt.
Russia	88.185	385,459	1,126,605	1,225,991
United States	4,294,749	4,248,305	2,195,823	1,078,380
Brit. N. America	325,338	874,544	542,618	321,786
Germany	17,323	90,422	305,997	383,258
France	131	5,000		12,549
Chili	246,955	202,724	49,994	84,825
Turkey, &c	4,000	348	3,808	96,209
Egypt	67,568	289,721	43,313	160,315
British India	325,338	74,126	74,447	578,876
Other countries	*1,012,164	299,245	250,015	94,460
			4 800 000	1 222 212
Total	7,036,478	6,469,904	4,592,620	4,036,649
		FLOUR.	,	
	1880.	1879.	1878.	1877.
From-	Cwt.	Cwi.	Cwt.	Cwt.
Germany	72,040	59,271	81,931	83,526
France	12,381	27, 562	16,293	55,725
United States	573,088	720,899	232,323	160,506
Brit. N. America	103,404	60,728	40,017	17,723
Other countries	202,784	124,993	123,691	192,821
Total	963,697	987,153	494,261	510,301

* Including 990,065 cwt. from Australia.

The estimated value of our imports of cereal produce into the United Kingdom in September, compared with the three previous years is as follows:

	1880.	1879.	1878.	1877.
Wheat	£3,574,332	£3,381,268	£2,361,250	£2,538.181
Barley	475,421	488,722	503.285	375,061
Oats	364,271	506,851	246,913	419,748
Peas	47,647	10,373	46,165	27,301
Beans	54,725	90,759	26,172	145,708
Indian corn	1,359,727	575,581	848,610	754,405
Flour	775,883	751,656	418,676	476,490
Total	£6.652,006	£5,805,210	£4,451,071	£4,736,894

There is an increase, therefore, of nearly £200,000 in an outlay for wheat, but the principal feature is the large expenditure for Indian corn, viz., £1,359,730, against £575,580 last year.

The stocks of grain, &c., in London on the 1st of October, 1880 and 1879, were as follows:

	1880.		1879.
	Quarters.		Quarters.
Wheat	271,383		371,902
Barley	21,296		15,632
Malt	13,083		6,454
Oats			254,544
Rye	193		137
Beans			14,866
Peas			11,078
Indian corn	63,471		120,675
Tares	741		844
Linseed	5.954		4,665
Sundry			16,418
Flour, bbls			85,587
Flour, sacks		200	94,590

English Market Reports-Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has increased £339,000 during the week. The specie in the Bank of France during the same time decreased 7,830,-000 francs in gold and 32,000 francs in silver.

Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Oct.	Oct.	Oct.	Oct.	Oct.	Oct.
23.	25 .	26.	27.	28.	29.
Silver, per ozd. 521_{16}	52	52	5178	5178	5178
Consols for money 99316	995_{16}	99316	99316	99516	99716
Consols for account 993 ₁₆	99516	99316	99316	995_{16}	99716
Fr'ch rentes (in Paris) fr.85.8712	86.1212	85.90	86.07	86.12	86.10
U. S. 58 of 18811041_2	$104\frac{1}{2}$	104^{1}_{2}	10412	104_{8}	10434
U. S. 4 ¹ 28 of 1891114	1135_{8}	$113_{}^{1}_{2}$	113₺	11334	11334
U. S. 4s of $1907 \dots 1127_8$	112^{1}_{2}	$112\frac{1}{2}$	1125_{8}	1123_{4}	11234
Erie, common stock 4518	4518	4518	$45^{7}8$	463_{8}	46
Illinois Central118	11734	1173_{4}	1181_{2}	$121\frac{1}{2}$	121_{2}
Pennsylvania	6158	6114	61	62	6234
Philadelphia& Reading. 20	22	$23^{\mathbf{1_2}}$	$23^{1}\!4$	23	213_{4}
New York Central1383	13834	13834	139	$139\frac{1}{4}$	142

Liverpool Breadstuffs and Provisions Markets.-

Sa	t.	Mon	2.	Tue	8.	Wee	d.	Thu	rs.	Fr	i	
	d	8.	d.	8.	d.	8.	d.	8.	d.	8.	d.	
Flour (ex. State) . 100 lb.12	6	12	6	12	6	12	6	12	6	12	6	
Wheat, No. 1, wh. " 9	2	9	2	9	2	9	2	9	2	9	2	
Spring, No. 2 " 9	2	9	2	9	2	9	2	9	2	9	2	
Winter, West., n. "9	1	9	1	9	1	9	1	9	1	9	2	
Cal. white " 9	2	. 9	2	9	2	9	2	9	2	9	2	
Corn, mixed, West. " 5	312	5	310	5	312	. 5	4	5	4	5	5	
Pork, West. mess. #bbl.69	0	69	0	68	0	68	0	68	0	68	0	
Bacon, long clear, cwt44	6	45	0	44	6	44	6	44	6	44	6	
Beef, pr. mess, \$\forall \text{tierce.62}	6	61	0	60	0	60	0	60	0	60	0	
Lard, prime West. Bcwt. 45	0	44	9	44	3	44	0	44	0	45	3	
Cheese, Am. choice " 66	6.	66	0	66	0	65	6	65	6	65	6	

Liverpool Cotton Market .- See special report on cotton.

Commercial and Pliscellaneous Pews.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$9,339,665, against \$8,182,832 the preceding week and \$8,340,258 two weeks previous. The exports for the week ended Oct. 26 amounted to \$8,324,715, against \$9.273,799 last week and \$8,525,621 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 21 and for the week ending (for general merchandise) Oct. 22:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry Goods General mdse	1877. \$929,015 3,914,758	\$1,155,107 4,408,409	\$1,776,894 6,021,423	\$1,837,289 7,502,377
Total week Prev reported	\$4,873,773 266,061,927	\$5,563,516 232,152,829	\$7,798,317 260,719,283	\$9,339,665 396,981,521
Total s'ce Jan. 1.	\$270,935,700	\$237,716,345	\$268,517,600	\$406,321,186
In our monout	of the dry o	roods trade v	vill he found	the imports

of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the

week ending October 26:

EXPORTS FROM NEW YORK FOR THE WEEK.

For the week Prev. reported	1877. \$7,808,369 228,499,408	1878. $$5,696,537$ $282,942,869$	1879. \$7,910,906 278,791,659	
Total s'ce Jan. 1.	236,307,777	\$289,639,106	\$286,705,565	\$341,821,636

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. 23.

	Exports from	New York.	Imports at New York.		
	Gold.	Silver.	Gold.	Silver.	
Great Britain France Germany West Indies Mexico South America All other countries.		\$308,727 6,400 1,480	\$338,996 2,343,985 3,414,474 53,611 4,195 10,060	\$5 23,470 38,069 10,283 1,400	
Total	\$1.100	\$316,707	\$6.165,321	\$73,227	

Of the above exports \$1,100 were American gold coin and \$2,100 silver coin. Of the imports \$224,042 were American gold coin and \$28,806 silver coin.

The movement from January 1 to date includes the export of \$2,164,123 gold and \$4,622,343 silver, and the import of \$42,168,395 gold and \$4,140,041 silver. The total exports and

imports of specie at New York in the present and several previous years have been as follows:

Year.	Exports.	Imports.	Year.	Exports.	Imports.
1880 1879 1878 1877		12,572,691	1874 1873 1872	\$65,232,517 44,766,895 44,551,850 63,149,464 58,221,222	5,322,555 13,720,787 5,206,549

New York City.—The proposals for the new 4 per cent loan of the city (the amount of the loan, which is to run thirty years, being only \$2,800,000) amounted to very nearly \$31,000,000. The proposals ranged from par to 105.79, and the highest offers were as follows:

	Amount.	Autte.
National Bank of Commerce	\$500,000	105.79
National Bank of Commerce	500,000	105.56
Williamsburg Savings Bank	200,000	105.10
R. L. Stuart.		105.10
R. L. Stuart	50,000	105.05
Greenwich Savings Bank	100,000	104.79
Greenwich Savings Bank	100,000	104.59
National Bank of Commerce	1,800,000	104.54

Pennsylvania Railroad.—The Philadelphia North American says: "In less than a fortnight the directors of the Pennsylvania Railroad Company will meet to decide the rate of dividend to be paid to the stockholders in November. The dividend will certainly be as much as 3 per cent, making at least 6 per cent for the year; but there is a considerable pressure in favor of an increase. That pressure comes from abroad, where railroad construction is finished, and it is the custom to divide nearly all the earnings, without regard to the possibilities of the future, and that feeling is participated in by those who have bought the stock for speculative purposes. They realize that an increase in the rate of dividend would prevent any decline in the stock, and might send it one or two points higher, while a failure to divide more than three per cent would have a depressing influence and lead many speculative holders to drop out. On the other hand, some of the large holders, who retain their stocks as an investment, are indifferent in the matter, while some are opposed to any increase."

Philadelphia & Reading.—The Receivers give notice that they will purchase the November interest and coupons of the following bonds, at the rate set opposite the names of the respective tracts and loans in the following table, it being understood and agreed to on the part of the Receivers that the principal of all of the said bonds, and all after-accruing interest thereon, shall retain priority of lien over the coupons and interest so purchased.

		zouto por tere
Name of tract.	When due.	num at which
Phila. & Read. C. & I. Co.		purchased.
John A. Lessig	November	Six per cent
J. Van Reed	November	Five per cent
Samuel Houston and others	November	Five per cent
Peter A. Ahl.	November	Four per cent
Helfenstein	November	Four per cent
Schuylkill Navigation Co.		
Boat and Car Loan, 1913	November	Five per cent
Boat and Car Loan, 1915	November	Five per cent
Improvement Loan, 1880		Five per cent

"As the Receivers are not yet prepared to enter into any permanent agreement with the holders of the bonds above mentioned, they propose the above plan as Receivers of the guarantor company for adjusting the coupons and interest mentioned, without requiring or proposing at present the surrender of any rights on the part of the bondholders beyond the

coupon or interest as above."

—The Fidelity Trust Insurance & Safe Deposit Company, the trustees of the consolidated mortgage bonds of the Philadelphia & Reading Railroad Company, filed a petition in the United States Circuit Court in Philadelphia, Oct. 28, asking for an injunction restraining the Receivers of the Philadelphia & Reading Railroad Company from appropriating the funds in their possession to the payment of interest on the general mortgage bonds of the company, until certain specified sums shall be set aside in the sinking fund for the redemption of the consolidated mortgage bonds, which take precedence of the general mortgage loan. The Court ordered the masters appointed under the receivership to take testimony pertinent to the issues, and directed further that in the proceedings under the petition leave is given for holders of the general mortgage and improvement bonds of the company to intervene.

Scioto Valley.—Work on the extension of the Scioto Valley Road, running from Portsmouth to Ashland, is progressing rapidly, and the road will probably be opened for traffic by the end of the year. Mr. Huntington's road, from Huntington, W. Va., to Ashland, will also be completed. The Scioto Valley crosses the M. & C. at Chillicothe, and the M. & C. runs to Cincinnati. There will thus be formed a through line from Cincinnati to Huntington, and thence over the Chesapeake & Ohio to tide-water.

Virginia Land Company.—The Baltimore Sun reports that an association of New York capitalists, under the title of "The Old Dominion Land Company" has been formed. The incorporators are Messrs. C. P. Huntington, Harvey Fisk, A. S. Hatch, James H. Storrs and J. E. Gates. Mr. Huntington is President of the company and Mr. Frank Storrs is Secretary. The capital stock is restricted by the terms of the act of incor-

poration to \$4,000,000. The stated object of the company is to own, mine and develop land in the State of Virginia. Some of the lands belonging to the company are on the line of the Chesapeake & Ohio Railway, which begins at Richmond, and has its terminus at Huntington, W. Va., on the Ohio River; but the larger part lies on the peninsula which divide the waters of the York and James Rivers. The land will be divided into small farms and sold or leased to settlers. There is no railroad on the peninsula proper, and a part of the company's scheme is to build a road from Fortress Monroe to a point on the Richmond & York River Railway. The organization of a line of steamships is also contemplated.

Wabash St. Louis & Pacific.—A circular from General Ticket Agent George H. Daniels gave the following statement of the lines worked by this company from Oct. 1:

		, •	
	Miles.		Miles.
Toledo, O., to St. Louis, Mo.	435.7	Roseberry, Mo., to Clarinda,	
Decatur, Ill., to Quincy, Ill.	150.7	Ia	21.5
Bluffs, Il., to Hannibal, Mo.	49.8	Moberly, Mo., to Ottumwa,	
Maysville, Ill., to Pittsfield,		la	130.9
M	6.2	North Lexington, Mo., to St.	
Clayton, Ill., to Keokuk, Ia.	42.5	Joseph. Mo	76.3
Edwardsville, Ill., to Ed-		Centralia, Mo., to Columbia,	
wardsville Crossing, Ill	10.2	Mo	21.8
Logansport, Ind., to Butler,		Salisbury, Mo., to Glasgow,	
Ind	93.0	Mo	15.0
Chicago, Ill., to Altamont,		Ferguson. Mo., to Biddle	
Ill	215.5	Street, St. Louis, Mo	10.4
Streator, Ill., to Streator		Quincy, Mo., to Milan, Mo	105.2
Junction, Ill	40.8	-	
Shumway, Ill., to Effing-	,		882.3
ham, Ill	8.5	Peoria & Iowa Division:	
Urbana, Ill., to Havana, Ill.	100.0	State Line, Ind., to Burling-	
White Heath, Ill., to Deca-		ton, Ia	215.0
tur, Ill	31.0		
		III	32.0
. 1	.183.9	Keokuk, Ia., to Van Wort, Ia.	148.0
Western Division:	,	Centreville, Ia., to Albia, Ia.	26.0
St. Louis, Mo., to Kansas			
City, Mo	276.8	i .	421.0
Brunswick, Mo., to Council			
Bluffs, Ia	224.4	Grand total	2.487.5
77.		7	

Wisconsin Valley.—Mr. Charles Merriam, gives notice that "Pursuant to a vote of this corporation, passed on the 19th of October, 1880, the road and property of this company has been transferred to the Chicago Milwaukee & St. Paul Railway Company. By the terms of the contract of transfer, stockholders who shall, on or before the 18th day of November next, cause the transfer of their shares to said Chicago Milwaukee & St. Paul Railway Company, through the undersigned or otherwise, shall receive in full payment therefore eighty-five per cent of the par value of his said shares of preferred stock, and seventy per cent of the par value of his said shares of common stock, in the six per cent mortgage bonds of said railway company, secured by a mortgage upon the property thus sold and conveyed to said railway company; and further, that said railway company shall agree to deliver and shall deliver to each shareholder of this company who shall, after the 18th day of November next, at any time, transfer his shares to said railway company, eighty per centin cash, and not in bonds, of the par value of his said shares of preferred stock, and sixty-five per cent in cash, and not in bonds, of the par value of his said shares of common stock

—Attention is called to the list of interest and dividend payments on November 1 at the banking house of Messrs. Winslow, Lanier & Co.

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.

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 current market rates.

Very respectfully, FISK & HATCH.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads. Atch'n Topeka & Santa Fe (quar.) Cincin. Hamilton & Dayton	2 2 5		Nov. 2 to Nov. 10,
Concord. Lynn & Boston. Manchester & Lawrence.	\$6 5	Nov. 8 Nov. 1	
Nashua & Lowell. N.Y.Prov. & Bos. (Stening.) quar *anks.	2	Nov. 1 Nov 10	Nov. 1 to Nov. 10.
American Exchange Nat. Nat. Bank State of N. Y. Nat. City.	312	Nov. 1 Nov. 10 Nov. 1	Oct. 23 to Oct. 31. Nov. 1 to Nov. 10.
Nat. Mechanics' Bkg. Ass'n. Union Nat.	5 3 5	Nov. 1	Oct. 23 to Oct. 30. Oct. 27 to Oct. 30.

FRIDAY, OCT. 29, 1880-5 P. M.

The Money Market and Financial Situation.—The general tone in the financial markets remains decidedly strong. There has been much irregularity at the Stock Exchanges in New York and Philadelphia, but this has come from the extraordinary rise in prices of certain stocks which occurred from time to time with such feverish rapidity that the whole advance could not be sustained. Notwithstanding the possibilities of the election next week, the result seems to be accepted as a foregone conclusion, and the effects thereof are discounted. Indeed, so palpably is this the course of affairs that some of the shrewd and cautious brokers are suspecting that there will be a heavy selling movement after the election, even in case of a Republican victory, as they say that the large operators will regard that as a particularly favorable time to unload their stocks without causing too great a depression in prices. This view is worthy of a passing notice, although it prove in the end not to have been well founded.

The great sensations of the period now are stock dividends. Only eighteen months ago the idea of a stock dividend on the best railroad stock in the market would have been considered preposterous, and now there are few stocks so poor that the possibility of a stock dividend on them is not talked of. The prediction of a stock dividend, too, is always a good rumor, because it can never be positively denied. The proposal to pay a cash dividend on certain stocks is easily proved absurd by the entire absence of cash to pay it, either in the past or present. But the wherewithal to make stock distributions can never fail so long as printing presses run or printers' ink shall continue to

The money market has been quite easy within a limit of 2½@ 4 per cent for call loans, according to the collaterals. Prime

commercial paper is quoted at 4½@5 per cent. The Bank of England statement on Thursday showed a gain in bullion of £339,000 for the week, and the reserve was up to 50 9-16 per cent of liabilities, against 46¾ per cent last week; the discount rate remains at 2½ per cent. The Bank of France lost in the week 7,830,000 francs gold and 32,000 francs silver.

The last statement of the New York City Clearing House banks, issued October 23, showed a decrease of \$1,192,125 in the surplus over legal reserve, the total surplus being \$3,565,450, against \$4,757,575.

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

. *	1880. Oct. 23.	Differ'nces fr'm previous week.	1879. Oct. 25.	1878. Oct. 26.
Loans and dis. Bpecie Circulation Net deposits . Legal tenders.	65,613,900 18,700,600 300,831,000	Inc.\$1,231,400 Dec. 1,750,400 Inc. 71,500 Dec. 1,735,900 Inc. 124,300	27,682,600 22,448,700 231,668,000	19,860,500 19,889,700 211,096,700
Legal reserve. Reserve held.		Dec. \$433,975 Dec. 1,626,100		\$52,774,175° 59,823,000
Surplus	\$3,565,450	Dec.\$1,192,125	Def.\$82,700	\$7,043,825

The following is an abstract of reports made to the Comptroller of the Currency, showing the condition of the national banks of the United States, banks, at the close of business on June 11, 1880, and October 1, 1880.

Resources. Loans and discounts. Overdrafts. United States bonds to secure circulation United States bonds to secure deposits. United States bonds on hand. Other stocks, bonds and mortgages. Due from approved reserve agents. Due from State banks and bankers. Beal estate, furniture and fixtures. Current expenses and taxes paid. Premiums paid. Checks and other cash items. Exchanges for Clearing House. Bills of other national banks. Fractional currency. Gold certificates.	June 11, 1880. \$991,143,126 \$1 3,569,520 359,512,050 14,7: 7,000 28,604,800 44,948,345 115,935,668 56,578,444 13,861,582 47,979,244 6,778,829 3,702,354 9,980,179 122,330,409 21,908,193 387,226 43,622,509 8,139,560	3,915,826 $357,789,350$ $14,777,000$ $28,843,400$ $48,863,150$ $134.562,778$ $63.023,796$ $15,881,197$ $48,045,832$ $6,386,182$ $3,489,470$ $12,726,601$ $121,097,650$ $18,210,942$ $367,172$ $47,512,589$
Exchanges for Clearing House. Bills of other national banks. Fractional currency.	122,330,409 21,908,193	$121,097,650 \\ 18,210,942$
Gold corn. Gold certificates. Gold clearing-house certificates.	43,622,509 8,439,560 41,087,000	47,512,589 7,175,560 48,167,000
Silver coin. Silver certificates. Legal tender notes. United States certificates of deposit for	5,862,035 $495,400$ $64,480,717$	5,326,240 1,165,120 56,640,458
legal-tender notes. Five per cent redemption fund. Due from United States Treasurer	$\substack{12.500,000\\15,920,010\\1,079,073}$	7,655,000 15,921,740 1,182,125
Total\$	2,035,493,280 \$2	,105,786,625

,		
Liabilities.	June 11, 1880.	Oct. 1, 1880
Capital stock paid in	\$455,909,565	\$457,553,985
Surplus fund	118,102,014	120,518,583
Other undivided profits	50,443,635	46,139,690
National bank notes outstanding	318,088,562	317,350,036
Amount on hand	4,450,139	3,933,524
State bank notes outstanding	290,738	270,045
Dividends unpaid	1,330,179	3,452,504
Individual deposits	833.701.034	873,537,637
United States deposits	7,680,905	7,649,995
Deposits of U.S. disbursing officers	3,026,757	3,534,856
Due to other national banks	171,462,131	192,032,532
Due to State banks and bankers	67,938,795	75,536,922
Notes and bills rediscounted	2,268,769	3,178,232
Bills payable	5,250,192	5,031,604
**************************************	0,200,102	0,001,001

.....\$2,035,493,290 \$2,105,786,625 Number of banks....

United States Bonds .- The Government bond market has been a little irregular on a fair business. A leading institution dealing in governments issued a circular advising banks to charge off their 4 per cents for bonds sooner maturing, on the prospect that a new bond at 3@3½ per cent would probably be issued at par. The matter was talked over with some animation by other dealers. At the Treasury purchase on Wednesday the total offerings amounted to \$6,249,650. There were accepted \$2,500,000 bonds, including \$2,058,950 6s of 1881, at 104.90@105.05, and \$441,050 6s of 1880, at 102.70@102.79.

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

	Interest Periods.		Oct. 25.	Oct. 26.	Oct. 27.	Oct. 28.	Oct. 29.
6s, 1880reg.							
6s, 1880coup. 6s, 1881reg.	J. & J.	1025_{8}	1025_{8}	10258	*10258	$^{*1025_{8}}_{*1047_{8}}$	*10258
6s, 1881coup. 5s, 1881reg.	J. & J.	*10434	10478	*105	*105	1047_{8}	*1047 ₈ *1017 ₈
5s, 1881coup. 4 ¹ 2s, 1891reg.	QFeb.	*10278	*103	*103		103	*103
4 ¹ 28, 1891coup. 48, 1907reg.	QMar.	110	110	*110 *109	11014	$^{+11014}_{-10938}$	110-2
4s, 1907coup. 6s, cur'cy, 1895reg.	QJan.	109	109	*109		1091_{2}	10912
6s, cur'cy, 1896reg. 6s, cur'cy, 1897reg.	J. & J.	*125	*125	*125	*127	*12614 *12738	*12512
6s, cur'cy, 1898reg. 6s, cur'cy, 1899reg.	J. & J.	*125	*125	*125	*129	*1231 ₂ *1293 ₄	*12612

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

State and Railroad Bonds.—There have been only moderate transactions in State bonds. Railroad bonds have been very active—more active than in any previous week of the Fall season. Several issues of bonds have been dealt in very heavily, and the advance in prices has rivaled the buoyancy in active speculative stocks. At the New York Stock Exchange, Erie second consolidated sold up to 97½ on large purchases. Texas & Pacific firsts, Rio Grande Division, on large sales reached 92, and the Missouri Kansas & Texas first consolidated sold at 1111/4 and the seconds at 68¾ this afternoon.

The Ohio & Mississippi Railway Company will pay one coupon on the second mortgage bonds on November 1 and another on the 12th of November. One coupon on the Springfield Division bonds will be paid November 1 and another on the 5th.

The bids for New York City consolidated stock at 4 per cent amounted to nearly \$31,000,000, although only \$2,800,000 were offered; the highest bids ran up to 105.79. Messrs. A. H. Muller & Son se

Shares.	
195 Lykens Valley RR. & Coal	
Co138	ı
106 N. Y. N. H. & Hartford	
RR. Co., \$100 each170	
156 Pennsylvania Coal Co200	ĺ
70 N. Y. Floating Dry Dock	
Co 78	
286 Central Gas Light Co. (for-	ŀ
merly Westchester) 60	
216 Harlem Gas Light Co. 7234-7012	
10 Manhattan Life Ins. Co414	i
70 Wells-Fargo Express Co.11134	
114 Home Ins. Co13312	ĺ
20 Republic Fire Ins. Co 75	
42 United States Warehouse	ı
Co 69	İ
200 Nat. Bank of Republic125	
10 Corn Exchange Bank14812	٠.
15 Metropolitan Nat. Bank. 150.	
100 Cent. N. J. Land Imp. Co. 2012	1
70. 1	

591 American Mutual Ins. Co.

40 Newark City Gaslight Co.133

r	
C	old the following at auction:
1	Shares.
	30 Buffalo Mutual Gaslight
1	C_0
-	85 Stuyvesant Insurance119
1	21 Howard Insurance114
1	20 Manhattan Fire Ins10212
	50 Hanover Insurance166
	17 Star Fire Insurance108
1	20 Hoffman Insurance 85
	10 Kings County Insurance. 191
	8 Tradesmen's Insurance105
	165 Central Park, North and
	East River RR10512
-	60 N. Y. N. H. & Hartford
	RR173
	60 Island City Bank 85
	Bonds.
	\$1,000 Chicago & Atchison
1	Bridge Co., 1st mortg. 7s,
١	gold bonds, due 1892 96
Ì	\$3,000 Syracuse Bingham-
١	ton & N.Y. RR., 1st mortg.
ł	consol. 7s, due 1906119
1	\$1,000 Winona & St. Peter
-	RR., 7s, due 1907117
1	\$3,346 50 fundable past-due
i	coupons from bonds of the
1	State of South Carolina 40

Railroad and Miscellaneous Stocks. - The stock market has been excited and very irregular in its movements. Instead of a large and continuous advance throughout the whole list, particular stocks have jumped up on certain days by strides of ½@1 per cent at a time, and without any known cause for such remarkable buoyancy. In the early part of the week Reading was the great feature, and bounded up above 48 in New York and to corresponding figures in Philadelphia. The reason for this has not been fully explained, but it seems to be concerned that the purchases were for English account, and the rise was not well sustained, as the price sagged back and closes at 42. New York Central & Hudson was very strong on Thursday, selling above 138; but, with the rest of the market, closes lower to-day. Chicago & Alton common has made a jump of about 14 points in the week, and the talk is now of increased dividends in cash out of the large net earnings. The two Delawares are strong among the coal stocks, and as little is known to the public regarding their finances, it is the more possible to gain credence for the reports of large amounts of cash in their respective treasuries. To-day the Wabash stocks showed more animation and strength in prices than at any previous time, the preferred

reaching the highest prices ever touched. Until now the Wabash stocks have rather been conspicuous for their small advance, as compared with the rest of the market. Among other stocks notably strong were Kan. Tex., Han. & St. Joseph, St. Louis & San. Fran., C. C. C. & I. and Houston & Texas Central. With two of our leading stocks which are largely held in London—Pennsylvania. Railroad and Erie preferred—there is considerable discussion as to the dividends. It is the custom in England to divide the clear net income of a railroad to the stockholders and pay for permanent improvements out of capital account. It is now claimed that the dividend of 6 per cent on Erie preferred, having been fully earned for the past year, should be paid; and also that on the large exhibit of earnings by the Pennsylvania Railroad the semi-annual dividend should be at least 4 per cent. The Northwest and St. Paul stocks close near the prices of last week, and in regard to the payment of a stock dividend on St. Paul preferred, it is stated that about \$31,000,000 of the bonds are convertible, on certain terms, into the preferred stock. The daily highest and lowest prices have been as follows:

Monday. Oct. 25. Tuesday, Oct. 26. *These are the prices bid and asked: no sale was made at the Board.

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

	Sales of Week,	Range since J	Range for Year 1879	
	Shares.	Lowest.	Highest.	Low. High
Canada Southern	13,850	40 May 17	741 ₂ Jan. 14	4514 7812
Central of N. J.	108,344	45 May 25	904 Mar. 8	3312 8978
Chicago & Alton	14,275		136 Oct. 28	75 1004
Chic. Burl. & Quincy	16,002		152 Jan. 26	
Chic. Mil. & St. P	96,350	6612 May 25	106½ Oct. 28	3438 824
				$743_{4} 1023_{4}$
	9,125 $59,005$			105- 011-
Chic. & Northw Do do pref.	12,270	104 Feb 10	11738 Oct. 21	$495_8 941_2$
		104 Feb. 10	14214 Oct. 26	767_{8} 108
*Chic. Rock J. & Pac	7,585	100½ June 11		$119 150^{1}_{2} $
Col. Chic.& Ind.Cent.	3,835	9 ¹ 2 May 11	25½ Jan. 26	5 28
Del. & Hudson Cana!	22,900	60 May 25		38 8948
Del. Lack. & Western	224,153	68 ¹ ₂ May 25		43 94
Hannibal & St. Jo	15,300	227 ₈ May 25	4458 Sept. 2	$13^{1}4$ $41^{1}2$
Do do pref.		63½ May 25	901 ₂ Oct. 29	$34 70^{1}8 $
Illinois Central	16,033		11934 Oct. 27	7914 10034
Lake Erie & Western	9,864	20 ¹ 4 May 11	3838 Mar. 4	116 2842
Lake Shore	86,865		1174 Oct. 28	67 108
Louisville & Nashv	9,045		17313 Oct. 28	$35 \mid 89^{1}_{2} \mid$
Manhattan	15,435	21 July 22	5712 Mar. 16	35 724
Michigan Central	39,789	75 May 17	110 Oct. 28	7334 98
Missouri Kan. & Tex.	46,465	2818 May 25	4914 Jan. 27	538 3534
Morris & Essex	8,595	100 May 24		7518 10412
Nashv. Chatt. & St. L.	5,400	4712 June 1	128 Mar. 5	3512 83
N.Y. Cent.& Hud.Riv	43,835			112 139
N.Y. Lake E. & West.	256,980	30 June 1	4878 Feb. 2	2118 49
Do do pref.	19,156	47 May 25	76 Oct. 28	3712, 7818
Northern Pacific	11,805	20 May 11		16 4012
Do pref.	11,855	3938 May 24	60 Jan. 13	4414 65
Ohio & Mississippi	47,285	23 May 25	4412 Mar. 6	734 3338
Pacific Mail	38,300	27 ¹ 2 May 17	62 Mar. 8	1038 3912
Panama	200		196 Oct. 18	123 182
Phila. & Reading	97,960	13 ¹ 2 July 2	7238 Jan. 3	120 1102
St.L.Iron Mt.&South.		34 ¹ 2 May 25	66 Feb. 17	13 56
St. L.& San Francisco		254 May 11	48 Feb. 2	318 53
Do pref.	2,450	33 May 11	60 ¹ 4 Mar. 8	418 6012
F7	150	60 May 11	83½ Mar. 9	934 7812
Union Pacific.	31,127	80 May 11	9738 Jan. 19	$57\frac{1}{2}$ 95
Wab. St. L. & Pacific	43,070	26 ¹ ₂ May 25	48 Jan. 27	
Do do pref.	93,637	51 ¹ 4 May .25	7678 Oct. 29	
Western Union Tel	89 310	8634 June 21	1164 Feb. 24	225-1116

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

——Latest earnings reported.——Jan. 1 to latest date.—

Week or Mo. 1880. 1879. 1880. 1879.

Ala.Gt. Southern. September. \$62,541 \$10,049 \$453,534 \$294,998

Albany & Susq. August... 128,346 92,552 896,142 680,950

Atch. Top. & S. Fe. September. 809,000 593,311 5,841,000 4,332,551

Atl. & Char. Air L. August... 65,044 51,955 525,887 433,893

Atl. Miss. & Ohio. August ... 65,044
Atl. Miss. & Ohio. August ... 179,947
Bur. C. Rap. & No.. 3d wk Oct. 42,528
Cairo & St. Louis. 1st wk Oct. 12,848
Central Pacific. September 12,848 51,955 134,955 34,860 10,036 525,887 1,228,046 433,893 1,228,046 1,604,064 303,249 197,717 Bur.C.Kap.& No. 3d wk Oct. 42,528 34,860 1,604,064 1,147,806 Cairo & St. Louis 1st wk Oct. 12,848 10,036 303,249 197,717 Central Pacific... September. 1,957,000 1,649,429 14,186,760 12,520,127 Ches. & Ohio September. 240,628 224.092 1,997,009 1,425,978 Chicago & Alton 3d wk Oct. 205,084 165,074 6,230,077 4,437,258 Chic. Burl. & Q... August... 1,610,168 1,315,559 11,325,592 8,819,621 Chic. & G.Tr'k. Wk.end. Oct. 23 36,802 14,455 Chic. & East. Ill. .3d wk Oct.. 35,988 Chic. Mil. & St. P.3d wk Oct.. 341,000 Chic. & Northw. September.1,957,951 1,716,409 13,910,229 11,317,929 Chic. & Northw. September.1,957,951 1,716,409 13,910,229 11,317,929 Chic. & N. Mich. 1st wk Oct. 41,902 36,779 1,199,194 926,001 Chic. & W. Mich. 1st wk Oct. 18,163 16,319 621,524 478,593 Cin. Ind. St. L. & C.1st wk Oct. 57,166 45,567 Cin. Sand. & Clev.12 dys July 27,543 21,050 Cin. & Springf. ..3d wk Oct. 19,261 18,469 Co. 2020 Co. 2020 Chev. Col. Cin. Sand. & Clev. 12 dys July 27,543 21,050 Cin. & Springf. ..3d wk Oct. 19,261 18,469 Co. 2020 Cin. Sand. & Clev. Col. Cin. Sand. & Clev. 12 dys July 27,543 21,050 Cin. & Springf. ..3d wk Oct. 19,261 18,469 Co. 2020 Cin. Sand. & Clev. Col. Cin. Sand. & Clev. Col. Cin. Sand. & Clev. Col. Cin. Sand. & Col. Cin. Cin. & Springf. . 3d wk Oct.. 19,261 Clev. Col. Cin. & I. 3d wk Oct.. 102,221 Clev. Mt. V. & Del. 3d wk Oct.. 7,990 Del. & H. Can.. Pa. Div... Aug. 89,388 Denver & Rio Gr 3d wk Oct.. 111,795 2,820,477 310,498 777,530 916,337 3,399,264 334,554 741,846 90,018 9,468 95,958 2,541,884 Denv.S.P'k& Pac.September. 127,532 1,494,876 495,419 6,402 25,872 25,527 Des M.& F.Dodge.2d wk Oct.. 8,916 240.447 170,573 Det. Lans. & No. 2d wk Oct.. Dubuque&S.City. 2d wk Oct.. Eastern ... August ... Flint & Pere Mar. 3d wk Oct.. 27,099 32,011 922,845 775,011 1,915,440 842,003 691,360 1,628,426 302,389 264,601 1,242,666 7,057,540 220,230Grand Trunk. Wk. end. Oct. 23 8,407,565 Gr't Western.Wk. end.Oct.22 113.789 53,699 232,122 4,083,413 1,969,383 3,488,534 1,472,307 1,621,644 123,362 Hannibal & St. Jo. 3d wk Oct..

Houst. & Texas C. August...

Illinois Cen. (Ill.) September.

Do (Iowa) September.

Indiana Bl. & W. 2d wk Oct...

Let. & Cit. North. 2d wk Oct... 53,579 289,3801,977,892 532,350 4,553,731 625,709 4,073,531 1,065,663 $\frac{28,379}{66,967}$ 26,612 901,846 52,080 74,341 18,289 47,223 Int. & Gt. North..3d wk Oct.. 1,359,970 1,222,022 Iowa Central....August... K. C. Ft. S.& Gulf.1st wk Oct. Kans.C.Law.& So.September. Lake Erie& West.2d wk Oct. 80,079 23,214 631.024 850,534 537,669 994,224 76,890 346,035 14,956 514,762 Little Rk. & Ft. S. September. 32,578 7,191,247 4.409,635 Louisv. & Nashv.3d wk Oct., Marq. H. & Ont'n.2d wk Oct., Memp. & Charl...3d wk Oct., Minn. & St. Louis.3d wk Sept., Mo. Kan. & Texas.3d wk Oct., Mobile & Obio. September. 222,500 19,215 31,469 19,502 135,009 13,283 16,924 700,697 846,029 479,361 578,782 10,480 305,216 2,440,807 3,302,930 Mo. Kan. & Texus. ou wa Good.

Mobile & Ohio... September. 179,191
Nashv. Ch. & St. L. September. 167,473

V. & Canada August... 55,617 Mo. Kan. & Texas. 5d wk Oct. 93,300 93,419 3,502,930 2,440,507 Mobile & Ohio. . . September. 179,191 161,253 1,463,350 1,234,470 Nashv. Ch. & St. L. September. 167,473 157,363 1,513,098 1,271,022 N. Y. & Canada . August 55,617 45,185 428,110 276,297 N. Y. Cent. & Hud. September. 3,000,627 2,922,376 24,629,276 20,820,795 N. Y. L. Erie & W. August . . . 1,606,873 1,450,223 12,278,913 10,388,848 N. Y. & N. Engl'd. 3d wk Sept. 61,898 57,194 N. Y. & N. Engl'd. 3d wk Sept. 61,898 Northern Central. September. 464,093 426,837, 70,253, 13,518 2,902,498 1,453,830 3,584,104 88,500 14,923 9,430 1,796,559 Northern Pacific .1st wk Oct. Ogd. & L. Champ. 4th wk Sep. 14,923 13,518

Pad. & Elizabetht. 2d wk Oct. 9,430 8,739 301,160 230,651

Pad. & Memphis. . 2d wk Oct., 6,165 2,650 161,134 116,671

Pennsylvania . . . September 3,647,543 3,336,528 30,254,613 24,516,210 Philadel. & Erie. September. 322,737
Phila. & Reading September. 2,089,256 1
Pitts. Titusv. & B.September. 54,000
Ports. Gt F. & Con. August 22,891
Rensselaer & Sar. August 200 4,652 350,350 319,770 2,753,767 2,190,781 ,374,013 13,093,371 10,834,483 347,198 39,000 426,672 Renselaer & Sar. August....
St.L.Alt.&T.H. ..3d wk Oct..
Do (brchs) .2d wk Oct..
St. L. Iron Mt.&S. 3d wk Oct..
St. L. & San Fran .3d wk Oct.. 950,523 178,852 24,715 16,087 1.219,011 1,126,120 496,500 4,785,810 2,094,061 786,631 416,818 3,791,285 29,580 17,570 155,700 72,471 182,576 46,845 1,168,953 St.Paul & Duluth. August 62,694 2,441,243 2,047,229 87.P.Minn.& Man.3d wk Oct... 841.557 224.738 St. Paul & S. City. 2d wk Oct... Scioto Valley3d wk Oct... South. Pac. of Cal. September. Texas & Pacific ... 1st wk Oct. Fol. Peoria & War. 1st wk Oct. 27.220 6,418 1,121,095 251,76138,063 6,697 447,000 63,794 239,905 3,713,097 2,170,585 63,563 926,905 1,060,518 283.000 56,389 9,897.239 699,308 6,900,446 Wab. St. L. & Pac. 3d wk Oct.. 404.000 Wisconsin Cent...August.... 504,692 86,994

Exchange.—The market for sterling bills has been somewhat variable, and prices close nearly the same as last week on actual transactions. Gold continues to arrive, and it is evident that the outflow of securities from this country has had much to do with the import of specie. To-day the rates for sterling bills were about 4.81\(\frac{1}{4}\)@4.81\(\frac{3}{4}\) for prime bankers' 60 days and 4.83\(\frac{1}{2}\)@ 4.84 for demand. Cable transfers are 4.84@4.84%.

The following were the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah, buying, 3-16 off, selling, 1-16@par; Charleston, shade easier, buying, 5-16@3% discount, selling par; New Orleans commercial \$1 50 discount, bank, par; St Louis, ½ discount; Chicago, 60 to 80 discount; and Boston, about 5c. discount.

New York City Banks .- The following are the totals of the New York City Clearing House Banks' returns for a series of weeks past:

		_	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	1880).	*	*	*	*		. \$
	May	15	.278.571.200	56,278,000	19,229,300	261,075,900	20,498,400	867,632,049
1			.272,250,800	56,831,900	21,669,500	258,325,700	20,304,000	759,515,331
1	. 46		.273,216,400	59,271,700	22,547,400	262,762,600		795,990,673
1	June		.276,056,000	61,109,000	21,934,800	266,839,000		639,336.131
-1	**		.279,265,700	63,192,700	22,221,300	271,628,500		737,534,533
1	••		.286.075,100	64,450,000	22,064,300	278,146,700	19,694,900	616,148,241
1	••		.285,905,100	65,210,100	21,715,800	277,770,800	19,620,000	607,558,981
1	July	3	.291,784,300	66,168,600	20,684,600	283,078,300		711,472,517
1		10	.293,428,500	70,822,100	19,624,800	290,714,700	19,525,800	452,751,881
1	. 66	17	.292,309,500	70,615,500	20,915,400	292, \$38,500	19,488,700	560.485,032
1	4.6	24	.294,517,800	69,058,900	20,351,200	291,270,000		625,916,274
1	"	31	.297,779,300	68,037,700	20,631,300	291,306,500	19,477,600	586,540,682
1	Aug.		.304,765,800	68,708,600	17,115,900	297,024,200	19,430,400	644,309,967
-			.306.491,×00	68,330,900	16,312,000	298,691,600		551,423,441
1		21	.310,666,300	66,717,500	15,254,200	298,615,100		480,785,189
١	4.6	23	.310,738,100	65,413,800	15,335,500	296,422,900		522,899,382
1	Sept.	4	.311,942,500	65,434,700	14,541,400	297,186,800		603,877,203
1	**	11	.313,716,200	68,340,300	13.948.200	298,350,500	19,353,600	625,659,183
1	66	18	.314.123.500	66,517,300	13,517,700	293,923,700	19,344,500	623.375,655
1	. 44	25	.310,201,000	65,147,600	13,197,200	294,806,900	18,882,500	573,355,801
-	Oct.	2	.309,323,600	65,256,300	13,046.300	295,811,400	18,636,700	705,598,708
1	**	9	.313,521,200	86,992,200	12,829,600	301,013,600		651,169,020
1	- 66		.315,811,900	67,354,300	13,035.000	302,566,900		693,917,360
	66	23	.317.043.300	65.613.900	13.159.300	300,831,000	18,700,600	872,895,695

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on October 23, 1880:

			Aver	age amour	nt of	
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U. S.	Circula- tion.
			9	8	8	8
New York	2,000,000	9,780,000	2.195,000	310,000	9,130,000	495,000
Manhattan Co	2,050,000	8 384 800	664,700	340,900	4,764,900	400
Merchants	2,000,000	7,678,700	1,223,200	414.80C	6,585,600	360,000
Mechanics'	2,000,000	7,678,700 8,287,000 4,578,700	1,696,000	513,000 16,000	7,715,700 4,178,000	44,500
Union	1,200,000	9,797,100	1,436,400 1,491,400	232,400	7.240,300	1,100
America	3,000,000 1,000,000	3,979,000	900,000	145,000	4,040,000	267,000
Phœnix	1.000,000	8,201,400	2,148,600	243,000	8,493,700	
City Tradesmen's	1,000,000 1,000,000	3.411.500	621,300	60,500	2,524,600	793,000
Fulton	600,000	1,762,100	383,900 3,339,100	91,200 281,700 449,700	1,347,100 13,319,400	•••••
Chemical	800,000	13,190,406	430,900	281,100	3,819,400	670 100
Merch'nts' Exch.	1,000,000	4,548,100 4,317,800	743,700	130,100	2,784,400	670,100 754,300
Gallatin Nation'l Butchers'& Drov.	1,000,000 300,000	1,420,900	808.3001	73,600	1,264,300	260,900
Mechanics' & Tr.	200.000	1,098,600	173.6001	167.000	1 153 0001	180,000
Greenwich	200,000	1,096,600 1,008,000	22,500 445,900	198,000 200,306	289,200 2,643,800 835,700	2,700 476,400 38,500
Leather Man'f'rs	600,000	3,304,100	445,900	200,306	2,643,800	470,400
Seventh Ward	300,000	912,900 3,888,700	152,200 486,100	61.800 172,500	3,156,700	585,000
State of N. York. American Exch	800,000 5,000,000 5,000,000	14,722,600	3,222,000	255.000	12,029,000	447,000
Commerce	5,000,000	16.126.900	3.151.600	507,300	10.928.800	1,255,900
Broadway	1,000,000	16,126,900 6,166,700	863,100	485,300	5.268,600 3.817,000	900,000
Mercantile	1.000.000	3.931.700	889,900	134,800	3.817.000	180,000
Pacific	422,700 1,500,000	2.334,700	507,300	228,600 213,200	2.440.300 2,812,200	1,125,000
Republic	1,500,000	5,298,000 3,624,300	509,800 885,700	151,300	4.068,300	45,000
Chatham People's	450,000 412,500	1.496.500	211.2001	126.500	1.567.000	5,400
North America	700,000	2,358,260	279,000 1,811,006	158,000 472,700	2,406,500 8,727,300	
Hanover	1,000,000	8,502,600	1,811,006	472,700	8,727,300	800,000
Irving	E(M) (MM)	2,837,300	349,300	284,400	2,000,000	431,000 45,000
Metropolitan	3,000.000	13,239,600	3,178,000 318,600	$\frac{114.000}{222,300}$	12,995,000	270,000
Citizens' Nassau	1 000,000	1,860,300 2,510,000	359,000	112:000	2.622.800	3.900
Market	3,000,000 600,000 1,000,000 500,000	2.510,000 2,745.500	359,000 764,300	112,000 123,100	2,012,100 2,622,800 2,404.300	439,600 448,000
St. Nicholas	500,000 500,000 1,000,000 1,000,000 800,000	2.012.100	389,200	03,400	1,702,000	448,000
Shoe & Leather.	500,000	3,293,000	690,000	102.000	3,290,000	450,000
Corn Exchange	1,000,000	4.084,300	221,800	80,000 167,400	2,639,900 6,944,200	4,600 780,300
Continental Oriental	1,000,000	6,537,000 1,697,900	1,599,400 33,500	290.400	1,575,500	100,000
Marine	400,000	3,499,000	954.000	290,400 198,000 386,700	4,112,090	180,000
Marine Importers' & Tr	1,500,000	21,209,800	5,379,900	386.700	22,943,900	1,123,300
Park	2 000 000	16,713,000	4,833.000	340,200	20,301,600	45,000
Mech. Bkg. Ass'n	500,000 240,000 250,000	940.200	179,000	8,800 273,300	590,800	41,900
North River East River	240,000	893,700 933,800	35,900 107,800	78 400	1,142,000 711,000 17,150,700	224,600
Fourth National.	3,200,000	17.605.200	3,764,400	78.400 575,600	17.150.700	810,600
Central Nat	2.000,000	10,112,600	1.251,000	837,000	9,504,000	1,500,000
Second Nation'l	300,000 750,000	2,634,600	499,000	240,000	3,020,600	45,000
Ninth National First National Third National	750,000	4.689,700	1.118.000	248,200 169,700 269,700	5,060,700	90,000
Third National	500,000 1,000,000	14.064.200 9,337,400	3.911,900 2,466,700	289,700	15,731,300 10,357,400	450,000 800,000
N. Y. Nat. Exch	300,000	1.431,400	251,800	107,400	1.196.600	269,600
Bowery National	250,000	1,334,100	31,000	304,000	1,202 300	220,800
Bowery National N. York County Germ'n Americ'n	200,000	1.352.430	39.400	377,300	1.458.300	180.030
Germ'n Americ'n	750,000	2,409,500 3,428,500	403,300 817,800	42,600	2,224,800 3,756,100	151.000
Chase National	300,000	3,428,560	817,800	191,000 88,400	1,509,200	154,800
Fifth Avenue	100,000		296,100		-	
Total						
The deviation	ns from	returns o	f previo	us week	are as fo	llows:

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

Loans. Specie. L. Tenders. Deposits. Circulation. Agg. Clear.

	Loans.	Specie.	L. Lenaers.	Deposits.	Circulation:	Agg. Clear.
1880.	8	-8	\$	8	. 8	*
July 26	145,518,200	6,617,900	4,124,200	55,220,800	30,514,600	56,346,126
Aug. 2	145,795,500	6,365,200	4,093,500	54,579,400	30,344,200	50,882,884
9	140,955,800	6,178,400	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	147,343,400	5,901,100	2,991,900	56,002,600	30,378,300	58,143,856
" 30	146,627,900	6,002,000	3.128,600	55,228,200	30,514,900	48,801,889
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	2,962,500	56,069,500	30,569,800	554,247,417
" 20	146,074,800	7,082,300	2,843,500	56,342,900	30,468,300	55,287,976
" 27	145,506,500	7,615,000	2,962,800	58,331,800	30,503,800	57,676,524
Oct. 4	145,099,500	8,333,400	2,875,300	59,827,700	30,577,200	62,080,700
·· 11	146,721,200	8,706,800	2,745,400	60,612,100	30,621,200	64, 974, 226
** 18	145,700,700	8,652,000	2,713,000	61,220,900	30,498,600	64,329,418
** 25	147,836,900	8,472,400	2,896,900	100.464.500	30,503,200	
* From	Oct. 23 the it	em "due t	o other tan	ks," is inch	uded in depo	sits.

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

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

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1880.	*	. 8	- 8	. \$	× .
July 26	67,444,957	20,911,011	60,112,851	12 189,649	42,801,368
Aug. 2	67,591,981	21,237,201	60,288,773	12,199,880	36.101.306
9	68,359,368	20,666,346	60,351,479	12,154,016	45,720,122
" 16	69,148,060	20,216,899	60,880,934	12,122,670	39,159,731
" 23	69,591,147	19,625,220	60,653,997	12,138,642	38,304,761
" 30	69,967,170	19,755,665	61,109,690	12,161,925	33,485,504
Sept. 6	70,254,008	19,352,411	61,532,113	12,154,778	36,143,128
" 13	70,563,376	20,676,935	63,010,452	12,178,215	36,873,476
" 29	70,782,054	21,300,239	64,683.179	12,209,230	44,444,519
27	70,627,677	21,583,986	64,420,111	12,215,485	39,199,700
Oct. 4	70,804,827	21,463,516	64,822,802	12,195,371	42 653,645
** 11	70,741,570	21,442,750	61,832,766	12,186,549	42,963,778
" 18	71,455,947	21,108,723	65,740,522	12,213,234	42.851.693
" 25	71,763,515	20,533,198	65,329,678	12,243,730	45,341,760

QUOTATIONS IN BOSTON. PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
			Old Colony, 7s	120	1221
BOSTON.			Old Colony, 6s	1115/	1:42/
Atch & Wanche lat m Ca	700		Pueblo & Ark. Valley, 78	97	93
Atch. & Topeka 1st m.7s	123		Rutland 6s, ist mort		
do land grant 7s do 2d 7s	1111/2	::::	Vermont & Mass. RR., 6s		• • • •
do 2d 7s do land inc. 8s	15875		Vermont & mass. Ith., os		
			gmo gyrg		-
Boston & Maine 7s			STOCKS.	1009/	1007
do do dibany 7s			Atchison & Topeka	12934 15334	154
				91	
Boston & Lowell 78			Boston & Lowel!		142
Boston & Providence 78		,	Boston & Maine	14136	
Burl & Mo land grant 72	110		Boston & Providence	52	
Burl. & Mo., land grant 78	110	100	Cheshire preferred		
	193	109	Chic. Clinton Dub. & Min	83	511
Conn. & Passumpsic, 76, 1897.	108/	• • • •	Chic. & W. Michigan		711
Pastorn Mass 4 now	11092	100	Cin. Sandusky & Clev	92	1918
Eastern, Mass., 4%s, new	28,86		Concord		
Fitchburg RR., 68	•••		Connecticut River	100	
Fort Scott & Gulf 78	• • • •	in	Conn. & Passumpsic	69	70
Herriford & Buto To	1234	109	Eastern (Mass.)		
Hartford & Erie 78	42%	4234		100	
Kan. City Top. & W., 78, 1st.	1074	1	Fitchburg	133	
	1207		Fort Scott & Gulf, pref		
K. City Lawrence & So. 48	80%	96	do common.		521/
Kan. City. St. Jo. & C. B. is.	****	115	K.C. Law. & Southern.Ex.R	-01	
Little R'k & Ft. Smith, 78,1st	100	10514		563%	57
New York & New Eng. 18	110%	1:::	Manchester & Lawrence	157	
Opdenshurg & Lake Ch. 8s	85	90	Nashua & Lowell	1127%	1

BOSTON, PHILADELPHIA, Etc.-Continued.

BOSTON, PHII	1	1	HII. Etc.—Continue	. 1	
New York & New England	Bid. 40	Ask. 4016	Phil. & Read. scrip, 1882	Bid.	Ask. 50
Northern of New Hampshire Norwich & Worcester	105 150	110	do In. m. 7s, cp, 1826 do cons. m. 7s, cp., 1911	58 120	••••
Ogdensb. & L. Champlain do pref Old Colony	231/2	12314		103	120 1/2
Portland Saco & Portsmouth Pullman Palace Car	122 27	28	do imp. m. 6 g., 1897 do conv. 7s, 1893*	40 45	65
Rutland, preferred Vermont & Massachusetts Worcester & Nashua	58	57	Phil.&R.Coal&Iron deb. 78.921	38	••••
PHILADELPHIA.		1.0	do deb. 7s. cps.off do mort., 7s, 1892-3 Phila. Wilm. & Balt. 6s, '84 Pitts.Cin.&St. L. 7s, cou., 1900	108	••••
STATE AND CITY BONDS.			do do 73, reg., 1944 Shamokin V.& Pottsv. 78, 1901	118	1181/4
do 58 new reg. 1892-1902	102¼ 115		Steubenv. & Ind. 1st, 6s, 1884. Stony Creek 1st m. 7s 1907	80	84
do 68, 10-15, reg., 1571-782. do 68, 15-25, reg., 1882-792.	1081	10134	Syra.Gen.& Corn'z,1st,76,1905	0814	84
Philadelphia, 5s reg		112	Texas & Pac. 1st m ,6s, g.,1905 do cons. m.,6s,g.,1905 do inc.&l. gr., 7s 1915	951 <u>6</u> 99. 68	99 100
do 6s,n.,rg.,prior to 95 do 6s,n.,rg.,1895 & over do 4s, various	To	108	Union & Titusv. ist m. 7s, '90.	5734 112 105	••••
Allegheny County 58, coup		105	Warren & F. 1st m.7s, '96 West Chester cons. 7s, '91 West Jersey 6s, deb., coup., '88 do lst m. 6s, cp., '96.	117 104	
Pittsburg 48, coup., 1913 do 58, reg. & cp., 1913.		80	do 1st m. 6s, cp., '96. do 1st m. 7s, '99 do cons. 6s, 1909	107	105
do 78, w't'r ln,rg. &cp.	105		Western Penn. RR. 68,cp. 39x do 68 P. B., 96.	106 105	••••
N. Jersey 6s, reg. and coup do exempt, rg. & coup. Camden County 6s, coup			CANAL BONDS. Chesap. & Dela 1st 6s, rg., '86 Delaware Division 6s, cp., '78.	80	••••
Camden City 6s, coupon	:	125	Lehigh Naviga. m., 6s, reg., 84 do mort. RR., rg., 97 do m. conv. g., reg., 94	108	
Delaware 6s, coupon Harrisburg City 6s, coupon	1261/2		do m. conv. g., reg., 94 do mort. gold, '97 do cons. in. 7s, rg., 191!	108 107%	10814 10814
RAILROAD STOCKS.‡ Camden & Atlantic do do pref	•••	25 261/4	Morris, boat loan, reg., 1885 Pennsylvania 6s, coup., 1910	140	.80
do pref	47 44	10	Schuylk. Nav.1st m.6s.rg., '97. do 2d m.6s. reg., 1907 do 6s, boat&car, rg., 1918	7316 60	
do new pref Delaware & Bound Brook East Penasylvania		9934	do 7s, boat&car.rg.,1915. Susquehanna 6s, coup 1918.*	60	75
do do pref do pref	51		BALTIMORE. Maryland 6s, defense, J.&J	109	
Huntingdon & Broad 10p	1216	8¼ 54	do 6s, exempt, 1887 do 6s, 1890, quarterly do 5s, quarterly	110 110 100	
Lehigh ValleyLittle Schuylkill	4714 5614		Baltimore 6s, 1884, quarterly. do 6s, 1886, J.& J	107 111 116	108
Nesquehoning Valley.	104	56	do 68, 1890, quarterly do 68, park, 1890, Q.—M. do 68, 1893, M. & S	116 116	116% 117 121
Pennsylvania	6018	60¼ 17¼	do 6s, exempt, '93, M.&S.	$\frac{118}{120}$	121 121 122
Philadelphia & Reading Philadelphia & Trenton Phila.Wilming. & Baltimore.	160%	20% 162	do 5s, 1916, new Norfolk water, 8s	116 122	117
Pittsburg Titusv. & Buff do pref. st. Paul & Duluth R.R. Com	1	171/8 25	Balt. & Ohio	169 118	170 120
United N. J. Companies	16214	61	do 2d prefdo Wash. Branch.100	115 150 616	716
West Chester consol. pref West Jersey CANAL STOCKS.			Northern Central50 Western Maryland50	38%	3814
Chesapeake & Delaware	1 3378	351⁄4	Central Ohio	45 5	4514
Lenigh Navigation Morrisdo pref	163	1631	Balt. & Ohio 6s, 1885, A. & O N. W. Va. 3d m., guar., '85, J&J	106% 107%	110
Pennsylvania Schuylkill Navigationdo pref	834	914	Northern Central 68, '85, J&J do 68, 1900, A.&O.	113	115
Susquehanna			do 6s, gld, 1900, J.&J. Cen. Ohio 6s, 1st m., '90, M.&S. W. Md. 6s, 1st m., gr., '90, J.&J.	117	iii
do 78, E. ext., 1910 do inc. 78, end., '94. Belvidere Dela. 1st m., 68, 1902.			do 1st m., 1890, J. & J do 2d m., guar., J. & J do 2d m., pref	105	112
3d m. 68. 37	100		do 2d m or hy W.Co.J&J	110 119	
Camden & Amboy 6s, coup., '89 do 6s, coup., '89	105 110 116	105%	do 6s, 3d m., guar., J.& J. Mar. & Cin. 7s, '92, F. & A do 2d, M. & N do 8s, 3d, J. & J Union RR. ist, guar., J. & J	80½ 40½	81
Cam. & Atl. 1st m. 78. g., 1893		122	do Canton endorsed.	115%	: ::
Cam. & Burlington Co. 68, '97. Catawissa 1st, 78, conv., '82 do chat. m., 108, '88	108		CINCINNATI.	115	
do new 7s 1900 Connecting 6s, 1900-1904 Chartiers Val., 1st m. 7s, C., 1901	1.074	117	do 7.308	125	
Del. & Bound Br., 1st, 7s, 1905 East Penn. 1st mort. 7s, 286.	III		Hamilton Co., O., 68. longT	107	115
El.& W'msport, 1st III., 4s, 60.	108 109 85	89	do 7 & 7.30s, long.† Cin. & Cov. Bridge st'k, pref. Cin. Ham. & D. cons.6s, 19.5 +	120 150	106
Harrisburg 1st morf. 6s, '83 H. & B. T. 1st m. 7s, gold, '90. do 1st m. 7s, fd. g. '89	108 120	;	do 2d m. 7s, '85 †	104	118
do 2d m. is, gold, so.	100	8214	Cin. Ham. & Ind., 78, guar† Cin. & Indiana 1st m. 78	10516 106 108	108
do 3d m. cons. 7s, '95". Ithaca& Athens 1st g d, 7s., '93".	10314	1041/2	Colum. & Xenia, 1st m. 7s, '90 Dayton & Mich. 1st m. 7s, '81† do 2d m. 7s, '84.†	†107 10156 105	
do 2d mort. 68, 1900	119%		Davton & West. 1st m., '81	103	
do 2d m. 7s, reg., 1910 do con. m., 6s, rg., 1923	128	116%	do 1st m., 1905.† do 1st m. 6s, 1905 Ind. Cin. & Laf. 1st m. 7s†	110546	106
do do 68,cp.,1928 Little Schuylkill, 1st m. 78,'82 North. Penn. 1st m. 68, cp., '85. do 2d m. 78, cp., '96.	111470	1	Little Miami 68, '83	103	104
do gen. m. 78, cp., 1905.	1114	117	Columbus & Xenia stock Dayton & Michigan stock	135 54	55
do gen. m. 7s, reg., 1905 Oil Creek 1st m. 7s, coup., '82. Pittsb. Titusv. & B., 7s, cp., '96	82	100	Little Miami stock		132
Pa.& N.Y.C. & RR. 78,1896	120 123	1001/2	Louisville 7st	104 104	106 106
Pennsylv., 1st m., 6s, cp., '80 do gen. m. 6s, cp., 19:0.	102	122	do 68, '97 to '98† do water 68, '87 to '89.†	104	106 106 106
do gen. m. 68, rg., 1910. do cons. m. 68, rg., 1905. do cons. m. 68, cp., 1905.	119	123	do wharf 6s	104 104	106 106
do Navy Yard 6s, rg, 81		107¼	do water 6s, Co. 1907 † do 53 Jeff. M.&I.1stm. (I&M) 7s, 81†	100	101
Penn. Co, 6s, reg	101%	102 115	do 2d m., 7s do 1st m., 7s, 1906	11514	116 116 116
Phila. & Read. 1st m. 6s, '43-'44 do do '4849.	110 100		Louis.& Fr'k.,Louisv.ln,6s,'8! Louisv. & Nashville—	105	106
do 2d m., 7s, cp., 94 do deben., cp., '23' do do cps oz.	25	120 32	1st m. Leb. Br. Ex. 7s, '80-85.† Lou. ln. do 6s. '93†	105 105	105%
• In default. ‡ Per share.	2		Jefferson Mad. & Ind. stock. † And interest.	103	105

d for FRASER

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—Class A, 2 to 5 Class A, 2 to 5, small 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.	7014 911/2 77 121/2 81/2 9	80 9 10 9	6s, due 1887 6s, due 1888 6s, due 1889 or '90 Asylum or Univ., due '92. Funding, 1894-95 Hannibal & St. Jo., 1886. do do 1887.	1071/4 108 108 109 111 1071/4 1071/4	11014	No. Car. RR., J. & J	115 115 90 90 11 11 19	::::	0	27/s 38 321/s 321/s 26 26	40
7s, Arkansas Central RR. Connecticut—6s Georgia—6s 7s, new 7s, endorsed. 7s, gold. Louisiana—7s, consolidated Michigan—6s, 1883. 7s, 1890	106 110 110 112 4(1/8	4914	6s, Ioan, 1883. 6s, do 1891. 6s, do 1892. 6s, do 1893. North Carolina—6s, old.J&J 6s, old, A.& O.	111		Special tax, class 1 do class 2	7834 7834 10314 110	21/2	6s, consol. bonds	91 60 27 81/4 989/4 107	99

### ALIDOO AND PRISCELLANDOUS STOCKS AND BOXDS. All Control of the principle of the prin		78, 1890	1	1		-		37	·	<u> </u>	do legistered	100	· · · · ·
Amery & Sequench street. 1967. 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				R	AILROAD AND MI	SCE	LLA	NEOUS STOCKS AN	ID H	BONI)S.		
Abert Count Parish A. 19		Railroad Stocks.	1	1		100	1102		1		Ind's Dec. & Sp'd, 2d Inc	83	65
Bart Capter Particles and 196 60 ed. m. C. & P. Dender 196 100 ed. m. C. & P. Dender 196 100 ed. m. C. & P. Dender 196 ed. m. C. & P. De		(Actine prepiously quoted.)			lst m., La C. Div., 1893	120		6s, 1909			Leh. & Wilkes B.Coal-1888	78	80
Continue		Boston & N. Y. Air L., pref.	5 42		ist m., I. & M., 1897	120		2d mortgage, inc., 1911	687		Laf. Bl.& Mun.—Inc. 7, 1899	1	7112
Contract A Land Contract Contr			68 194	69	lst m., C. & M., 1903			H. & Cent. Mo., 1st., 1890. Mobile & Ohio—New m., 6s.	105%			5734	573%
Comparison Com		Central Iowa	301		2d mortgage, 1884	103%		Nash. Chat. & St. L.—1st 7s	11454	••••	3d do	42	
Charles Char		do 2d pref	1	1	Swest div., 1st 6s, 1909.	103%		6s, 1887	111134	11234	N.Y.LakeE.&W.Inc. 6s.1977	80	
Particular 1975 1		Cin. Ind. St. L. & Chic	88	91	1st So. Minn. div. 6s, 1910.	10436	10416	6s. subscription	106		Ohio Central-Inc., 1920	57	5714
Company Comp		Dubuque & Sioux City	67			114		do lst m., reg	13216		Evansy, div. Inc. 1920	67	
Control of the Colores Control of the Colo		Frankfort & Kokomo.	1	200	Chic. & Northw.—Sink. f'd.			Huds. R., 7s, 2d m., s.f., 85	110	113	St.L.I.M.&S.—1st 7s.prf.int.		76
Record 1907				1	Consol. bonds	\$180		Harlem, 1st m., 7s, coup					
Application		Keokuk & Des Moines			1st mortgage	1	111	N. Y. Elevated—1st, 7s, 1906	114%	• • • • •	N N		
Memphila & Chin-beston. 106 Sanking fund. 107 108 109		Long Island	3007	1	Registered gold bonds	123	125	Chio & Miss.—Consol. s. f'd	1161		RAILROADS.		1
S. V. Chendral & West, reset. N. V. Chendral & West, reset. Control of the Chendral & West, reset. 158		Memphis & Charleston			Sinking funddo registered			2d consolidated	121		Chic.& Can. So.—1st m.,g.,7s	35	
Pitts, F. W. & Chick, gast. 19th		N. Y. Elevated	1101/6	1	Iowa Midland, 1st m., 8s		1	1st m., Springfield div Ohio Cent., 1st m., 6s, 1920.			Chic. & E. Ill.—S. F.c'y 1907 Chic. & Southwest.—7s, guar	101	
C. C. C. A. Endy—s. 1, 76. x. 1930 Petre Visuary in Social methods. 184 Roma Weignerwar & Ord. 182 Social methods. 185 Social metho		N. Y. New Haven & Hartf. N. Y. Ontario & West., pref.	173		Peninsula, 1st m., conv	120				104	Cin. Lafavette & Ch.—1st m	95	
Part		Peoria Decatur & Evansv	1		Winona & St. P., 1st m	110		Evansv. div.,1st 6s, 1920	100		1st m., g'd L. S. & M. S., 7s.	115	105
St. Paul & District. 100 101 103		do do spec'l.		1	C. C. C. & Ind's-1st, 7s, s. f.	125		Central Pacific—Gold bds.	1131		Con. mortgage, 7s	106	108
St. Poul Mon. A Man. Per . 1751. Charl. 1.4 Mul. 16 4-101. 100. 1005. 10	,	Rensselaer & Saratoga	124	127	Consol. mortgage	#112		Cal. & Oregon, 1st	\$1053g	• • • • •	Evansy, & Crawfordsy7s.	104	
Sering Mann & Alson. 1756. Check P. A. Martin & Friday 1965. 1975. 19		St. Paul & Duluth		1	C. St. P. Minn. & O'aCons.6s.	10116	1013	Land grant bonds			Flint & Pere M.—8s, I'd gr't Consolidated 8s	91	96
Percent Perc					Ch.St.P.& Min., 1st 6s. 1918	1081		South Pac. of Cal.—1st m.	99%		Stock		75
Tenes A Pacids Tolecto Perior & Warnaw Tolecto Perior & Warnaw North & Sassel, 1st 10 Worth & Sass		Stonington Terre Haute & Indianapolis			St. P.& Sioux C.1st 6s.1919			Union Pacific—1st mort	114	115	Gr'nd R.&Ind.—1st,7s,l.g.gu		1115
Collateral Trats, 8s. 100		Texas & Pacific	\$ 351/2		7s convertible	114		Sinking fund	1195		1st, ex. l. gr.,7s	85	
## Hiscel Incomes Stria. 109 ## Hiscel Incomes Stria. 109 ## Hiscel Incomes Stria. 108 ## Hiscel Incomes Stria. 108 ## American Express. 63 693 ## American Control Cond. 119 ## Beston Land Company. 64 60 6000, 73,64 114 ## American Control Cond. Mining. 65 60 6000, 73,64 114 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Control Cond. 119 ## Beston Land Company. 65 70 ## American Cond. 119 ## Beston Land Company. 65 70 ## Control Cond. 119 ## Beston Land Company. 65 70 ## Beston Land Cond. 65 70 ## Beston Land		Toledo Peoria & Warsaw	1	1	11 Syr. Bit 9h. & N. Y., 1st. 78	117		Collateral Trust, 6s			2d mortgage	50	60
Admark Express. 18 18 186		Warren		1	II do 2d mort			1st m., 6s, '95, with cp.ctfs	±118	100	Kansas & Nebraska—1st m.	73	75
American Express			118	11814	ll do construct'n	(#10%	1	Den. Div. os ass. cp.cti	11078	114	Long Island—1st mortgage.	110	112
American Dulon Telegraph 66		American Express	63	6334	do 1st con., g'd.,	119	1		108	103%	do 2d mortgage. Midland of N. J.—1st. new.		76
American Dulon Telegraph 66		Wells, Fargo & Co	113		Del & Hud Canal-1st m '84	#108		2d mortgage St.L. & S.F., 2d 6s.class A.	961/2	9716	Income, "A"	1016	111%
Carbiou Cond. Mining. 7 5		American Union Telegraph	1	63	do extended	1		do 3-6s, class C.	78		N.Y.&Greenw. L.—1st, 15, n.	40	18
Central Arrivan Mining. 7 8 do 1st con., gust 1165 lineome and land grt. res. 107 clorado Con. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Boston Water Power		1	11 40 Reg 19 94	1114		do 1st 6s, Peirce, C&()	1000	10376	New Jersey So1st. 6s, new	85	90 83
Contral N. J. Land Lup. Consolidation Coul of Mol. 28 Con		Caribou Consol. Mining			11 do reg., 18, 1911.	+120		South Pac. of Mo.—1st m.	104		2d mortgage	38	
Colorado Conf. 1 icon. 1928 Rena. Saratons, lat.coup. 131 Savith side (L. L.)—lat mort. 1625 Consolidation Con. 1948 Savith mortage, 184 Consolidation Con. 194		Central N. J. Land Imp	15	3	do 2d mort	108%		Consol. 6s, 1905	\$9814	98%	Ct T Wandalia & T II _ let m	115	
Dearwook Minings 14 16 16 16 16 16 16 16					Rens.& Saratoga, 1st, coup	131		1st Rio Gr, Dlv., 6s, 1930.		9178	South Side (L. I.)—1st mort	10214	105
Deadwood Mining					Denv.& R. Grande—1st,1900	111		Pitts.Ft.W.& Chic., 1st m.	‡139	1 1	I U III OII GL LIOGGII SPOIL S		
English mort, extended. 150 15		Deadwood Mining		•••••	Den. S. P. & Pac. 1st 7s.1905	10836		do do 3d m	\$119				1
Additional content of the content		Gold & Stock Telegraph			2d mortg., ext'n 5s. 1919.	106		do 4th mort	+123	116			
Martjoan Coal. Maryland Coal.		La Plata Mining			3d mortgage, 7s, 1883			do 2d con			So.Carolina-Con., 6s (good)	99	
Mortant (See Coal. 17 20 Mark NYA E. But m. 1016 1214 117 20 NYA E. E. & W. m. 3d. cond. 905 905 907 20 20 20 20 20 20 20		Little Pittsburg Mining	\$ 23%	• • • • •	oth mortgage, 7s, 1888	112			1		Texas-6s, 1892 M.& S.	+108	112
Montank Gas Coal. N.Y. Agrata ville Coal & From System Mining. Size of the Coal of t		do do pref.			Long Dock bonds	‡110		do 1st do suppl.	951/4	1	7s, gold, 1904J.& J.	+117	
Compositive Mining.		Montauk Gas Coal			N.Y.L.E.&Wn.2d.con68	80%	97	do 2d 7s, 1898	97			4032	
Peninsylvania Coal. 1296 1256 1		Ontario Silver Mining	32	34	do 2d.conf.cp58.08	\$913g	913/	Rome Wat & Og -Con 1st					
Puliman Palace Car 120 125 13t mort. Wraco & N. 7a 21084 11054 11074 1		Pennsylvania Coal	212%		Hous. & Tex. C.—1st, m.l.,7s	110	110%	2d mortgage	100%		Virginia coupons	10	5 00
Standard Cons. Gold Mining Standard Cons. Gold Mining Railroad Bonds. Stock Exchange Prices. Bait. & O.—lst 6s. Prk.b.1919 Bost. H. & Erie—lst m. 18					1st mort., West. Div., 7s 1st mort., Waco & N., 7s.	\$108 16		Cairo & Fulton, 1st mort.	1095%	110		00/8	
Railroad Bonds, Slock Exchange Prices, Bait. & O., late S. Price, 1919 Bost. H. & Erie-1st m. 142 down, 1819 Bost. H. & Erie-1st m. 155 Griss Bur. Ced. R. & North. 1815 S. Griss Bur. Ced. R. & Griss Bur. Ced. R. & North. 1815 S. Griss Bur. Ced. R. & Griss Bur. Ced. R. & Morth. 1815 S. Griss Bur. Ced. R. & Griss Bur. Ced. R. & Morth. 1815 S. Griss Bur.		do pref	••••		2d Waco & N., 8s	114		St. L. Alton & T. H.—lst m.	113			107	110
Dub. & Sloux C. 2d div. Dub. & Sloux C.	,	Standard Cons. Gold Mining	261/4	26%	Ill.Cent.—Dub.&Sioux C.1st			do income			Cent. Georgia—Cons. m., 78	114	115
Bast. & O.—lst 68. Prk.b.1919 Bost. H. & Erie—lst m					Dub. & Sioux C., 2d div Cedar F. & Minn 1st m		iii"	St. P. M. & Manit'a—1st, 7s.		112	Charl'te Col.& A.—Cons., 78	107	:10
Str. Ced. R.& North.—1st.5s 97% 11d's Decature & Sy'd 1st 's 1038/4 1038/6		Balt. & O.—1st 6s, Prk.b.1919	42	4234	Ind. Bl'm & W.—1st. pref. 78	79	791%	2d mort., 6s, 1909 Tol. Peo. & W.—			Stock	44	45
Lake Short Lak		1st mort., guar	9716		2d mort., 1909 Ind's Decatur & Sp'd 1st 7s	6616 1031	68	Pur. Com. rec'pts, 1st, E.D			E.Tenn.& Va.—6s,end.Tenn		
Cleve & Tol., sink.rund. 10		Minn. & St. L., 1st, 7s, guar	105		Int. & Gt. North. 1st 6s,gld.			Burlington Div				110	120
Octobrooks Color		Central Iowa, 1st m.7s, 1899		1081/6	Mich S. & N. Ind., s. f., 7s.	‡111¾	111	1stpref. inc, for consol			Georgia RR.—7s	106	
Chicago & Alton—1st mort 1223 103		6s, gold, series B, int. def.	7216		do new bonds.			Wab. RRMortg. 7s of '79.	101%		Stock		
Sinking fund		Chicago & Alton—1st mort.	12218		Buffalo & Erie, new bds	121		1st St. L. div.7s,ex mat.cp.	107	108	7g guar		• • • •
St. L. Jack, & Chic., 1st m, 15	•	Sinking fund			Kal'zoo & W. Pigeon, 1st.			Equipment bonds, 7s, 1883	‡30	40	Memphis& Cha ston—1st, 78		110
8t. L Jack. & Chic. 1st m. Miss.Riv. Bridge, 1st. s. f.6s		Louis'a & Mo., 1st m., guar	111i	112	Lake Shore Div. bonds	119		Gt. Western, 1st m., ex cp	111		Stock	3916	40
Miss.Riv.Bridge_lst,s.f.6s \$\frac{1}{2}\$ \$\dot{0}\$ \$\dot{cons.coup.} 2d. \$19\$ \$\dot{114}\$ \$\dot{0}\$ \$\dot{cons.coup.} 2d. \$19\$ \$\dot{118}\$ \$\dot{0}\$ \$\dot{0}\$		ao 2a 78, 1900.]	115		do cons. reg., 1st	124	,	O. & Tol., 1st. 7s. '90.ex cp.	10736		2d mort., 8s	109	110
Consol. mort., 7s		Miss Riv Bridge 1st.s. f.6s	#110		do cons. coup., 2d.	119		Hannibal & Naples, 1st 7s			1st mortgage, 8s, B	110	114
Chic. Rk. I. & P.—6s, cp., 1917 124½ 125 6s, 1917, registered 123½ 125 125½ 125½ 125½ 125 125½ 125 125½ 125 125½ 125 125½ 125 125½ 125 125½ 125 125½ 125 125½		Consol. mort., 78		128	Louisv. & Nash.—Cons.m.,78	117	117%	St.L. K.C. & N.R. E. & R.,7s Omaha Div., 1st mort., 7s	111		Certificate, 2d mort., 8s	110	114
Keok.& Des M., 1st, g., 5s. Central of N. J.—1st m., '90. 1173/2 1st consolidated		Chic. Rk. I.& P.—68, cp.,1917			Cecilian Branch, 7s	108		Clarinda b., 6s. 1919	106		1st mortgage, 7s	101	****
18t consolidated 109 1034 105		Keok.& Des M., 1st, g., 5s.		99	E. H. & Nash., 1st 6s, 1919			North Missouri. 1st m., 7s	120¼ 120		2d mortgage, 8s Northeast., S. C.—1st m., 8s.	124	
Convertible		1st consolidated			Nashv. & Decatur, 1st, 7s.	1113		1900, registered	120		2d mortgage, 8s Rich.& Dan.—1st consol., 6s	106	108
Adjustment, 1903		Convertible			Laf. Bl. & Mun.—1st 6s. 1919	1051		Oregon R. & Nav.—1st, 6s	10676	1.	Stock Stock	108	112
do assent'd 99% 100% 1st mort., sterling		Adjustment, 1903	112	11214	N.Y. & Man. Beach 1st 7s, '97		105	Central of N. J.—1908		891/2	S. Carolina RR is m. 78.	11	110 12
Am. Dock & Impr. bonds. 111 113 Metropolit's Elev-1st. 1890 103%		do assent'd	9976	100%	1st mort., sterling		.:	Col.Chic.&Ind.C.,inc.7s,1890	46		7s, 1902, non-enjoined	40	90 44
2d mort., 73-10, P.D., 1898 120 1st mort., 8s, 1882, s. f \$106 Ind's Bl. & W'n—Inc., 1919 53 53 Western N. C.—Ist m., 7s, 1012; 103		do sasented	112	113	do 2d 6s. 1899	±90		C.St.P.& M's L. GrIn.68,'98	113%	115	West Ala.—1st mort., 8s	111	
	•	2d mort., 73-10, P.D., 1898	120	::::	1st mort., 8s, 1882, s. f	‡106	::::	Ind's Bl. & W'n-Inc., 1919	53	53	Western N. C.—1st m., 7s,	1011/6	103

^{*} Prices nominal. + And accrued interest. + No price to-day; these are latest quotations made this week. 5 No quotation to-day; latest sale this week.

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NEW YORK LOCAL SECURITIES.

á			Bank	Stock	Lis	t.	(4)		
COMPANIES.	C	PITAL.	Surplus at latest		1)1.	VIDEN	DS.	Pa	CE.
Mark'd thus (*) are not Nat'l.	Par	Amount	dates. §	Period	1878.	1879.	Last Paid.	Bid.	Aşk.
America* Am.Exchange.	100	3,000,000 5,000,000	1,579,700	J. & J.	8	7½	July, '80. 3½ Nov. '80. 3½		. : ::
Bowery	100	250,000	189,500	1. & J.	11	40		116	117
Broadway Butchers & Dr.	25	1,000,000 300,000	95 0.30	J. & J.	16	16	July, '80. 5 July, '81. 8 July, '80. 31/2 July, '80. 31/2	110	120
Central Chase	100	2,000,000	78.900	J. & J.	7	3	July, '89. 4 ept. '89. 3	132	
Chatham Chemical	25 100	450,000 300,000	164,900 3,427 F00	J. & J.	1 6	100	July, '80. 3 Sept. '80.15		
Citizens'	25	600,000 1,000,000	174.600	J &	36 10	6	July, '80. 316	107	
Commerce	100	5,000,000	2,838,900	1. & J.	18	8	July, '80. 4	139	142
Continental Corn Exch'ge*.	100	1,000,000 1,000,000	8-1.400	J. & J. F. & A.	10	10	July, '80. 316 Aug. '80. 5	115	
Rast River	25 25	250,000 100,000	65,600	J. & J.	31%		July, So. 31/2 July '76. 3		
Fifth Avenue*.	100	150,000 100,000		J. & J.	6.	6	July, 30. 3		
First	100	500,000 3,200,000	2 222,300	Q-J.	12	120	July, '80. 5		
Fourth Fulton	30	600,000	387,200	M.&N.	10	6	July, 80. 31/2 Nov., 50. 81/2		
Gallatin German Am.*	50 75	750,000		A.& O. F.& A.	7.	71/6 21/6	Oct., '80. 4 Aug., 80. 21/2		80
German Exch.* Germania*	100 100	200,000 200,000	72,600 76,000	May.	5	5	May, '80. 5		
Greenwich* .	25	200,000	22 200	M.&N.	6	6	May, '80. 3		
Imp.& Traders'	100	1,000,000 1,500,000	1 946 800	11 8 1	7	7	July, '80. 7	120	••••
Irving Island City*	50	500,000 100,000	142.970	J. & J. J. & J.	8 3		July, '80. 4 July '80. 3		
Leather Manuf. Manhattan*	100	600,000 2,050,000	449,500	1. 2.1.	11 8	8	July, '80. 5		• • • • • • • • • • • • • • • • • • • •
Marine	100	400,000	124,400	J. & J.	7	. 3	Ju y, '30. 316	*:::	
Market Mechanics'	100 25	509,000 2,000,000	1,030 300	J. & J. J. & J.	8	8	July, 80. 4 July, 80. 4	::::	121
Mech. Assoc'n Mech'ics & Tr.	50	500,000 200,000	83,700	M.&N.	2	25	Nov., '80. 3		₹5 102
	100	2,000,000	208,909	M.&N.	616	21.2 3	May. '79. 3	85	98
Merchants' Ex.	50	1,000,000	177.200	J. & J.		51/6	July, '80. 3	130	100%
Metropolitan	100 100	300,000	1,078,600	J. & J.	10	9	July, '80: 31/2 July, '80: 5	151	
Murray Hill*	100	100,000	76,900	J. & J. M. & N.	12	12	July, '80. 3 May. '80. 3	100	
New York	100	2,000,000 200,000	747,700	J. & J. J. & J.	5 7 8	. 5 8 8	July, '80. 4	141	146
N. Y. N. Exch.	100	300,000	84.300	F. & A.	8	71/2	Aug. '80. 316	::::	
No. America"	100		158,900	J. & J.		5	July, '80. 3%	100	103 105
North River*. Oriental*	30 25	300,000	175.700	J. & J.	10	7 8	July, '80. 35		83
Pacific*	50	422,700 2,000,000	226,500 637,900	Q-F.	10	10			
People's*	25	412,500	122.800	1. 02 .1 .	0			128	
Phenix Produce*	50			J. & J.	6	3	July, '74. 312	102	
Republic St. vicholas	1100	1,500,000	1 1 36 300	F.&A.	6	3	July, '80. 3 July, '74. 3½ Aug., '80. 4 July, '80. 3½ July, '8). 3	110	
Beventh Ward. Becond	100	300,000	53,600	J. & J. J. & J.	3 9	8	July, '8). 3 July, '8). 5		
snoe & Leatner	1100	500,000	160.300	J. & J. J. & J	10	8	Ju.v. '80. 4		
State of N. Y.	100	800,000	287 100	MACN	7	7	July, 80 3 Nov. 80. 35	114	
Tradesmen's	100	1,000,000	176.600 279.500	1. & J.	3	7	Juy, '80. 31/2		108
Union West Side'	50	1.200.000	785,400	M.&N. J. & J.	10	8 12	July, '80. 3% Nov., '80. 5 July, '80. 6	•••	
	1.00	200,000	111,100	J. 00 J.	1	12	oury, 80. 6		

§ The figures in this column are of date Oct. 1, 1880, for the National banks and of date September 18, 1880, for the State banks.

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

GAS COMPANIES.	Par.	Amount.	Period.	Eate.	Date.	Bid.	Ask.
Brooklyn Gas Light Co	25	2,000,000	Var.	5	May, '80	105	113
Citizens' Gas Co (Bklyn)	20	1,200,000		91/	Aug., '80	61	
do bonds	1,000	315,000	A & ()	7	1898	100	105
Harlem	50	1,850,000	f A A	3			
lersey City & Hoboken	20			21	Feb. '78	70	721/2
Manhattan		750,000		172	July, '85 Jule, '80	150	160
Manhattan	50	4,000,000	1.00 .	8	Jule, Fil	180	185
Letropolitan	100	2,500,000	M. & S.	5	Aug., '80	123	131
do certificates	V.r.	1,000,000		350	Ang Sol	100	104
Mutual, N. Y	100	5,000,000	Quar.	11/2	Ju y, 'c0 1882	65	70
do bonds	1,000	1,000,000	F.& A.		1882	10)	104
Nassau, Brooklyn	25	1,000,000	Var	216	Feb., '80 May, '80 Nov., '80 Jan., '76 1897	45	50
do acrip	Va.	700,000	MAN	312	Vav. '80	45	100
New York	100	4,000,000		A	NOV '80	105	106
People's (Brooklyn)		1,000,000		21.	1001., 776	100	
Ronda	1.000	27: 000	16 & N	7	1007	20	3)
Bonds		37:,000 125,000	VI. (VV.				100
Central of New York	Var.	125,000	M. O.N.	6	1900	75	85
OCULTARIOI NEW YORK	50	466,000		3	Ju y, '80	50	63
Williamsburg	50	1,000,000		1/2	ouly. oul	60	65
do bonds	1,000	1,000,000		n	1900	101	104
Metropolitan, Brooklyn	100	1,000,000	M. & N.	21/2	July, '80	60	62
Municipal	100	1,500,000		5	July, '80 Sept., '80	178	180
do bonds		750 000	M. & N.	8	1855	105	110
Fulton Municipal	100	1,500,000			1		1-75
						00	1.0
[Quotations by H.	L. Gr	ANT, Bro	ker. 145	Bro			
Bleecker St. & Fult. Ferry-St'k	100	900 000	J. & J.	84	Ju'y, '60 J'ly,1900	18	21
1st mortgage	1,000	841 000	J. & J.	774	1110 1900	ug.	
Broadway & Seventh AvSt'k		2,100,000	0-1	91/	110t '60	100	102
	1 000	1 500,000	1 4 1	272	Tolar 194	100	105
1st mortgage	1,000	1,500,000	J. & D.	1 6	Oct., '80 July, '84 Aug., '80 Nov., '8) Oct., '80	103	105
Brooklyn City-Stock	10	2,000,000	Q-r.	372	Aug., '80	195	170
1st mortgage	1,000		M.&N.	7	Nov., '8)	102	110
Broadway (Brooklyn)-Stock	100	200,000		3	Oct., '80 O t., '80	140	150
Brooklyn & Hunter's Pt.—St'k		400,000	A. & O.		U L. OU	95	100
1st mortgage bonds	1,000	300,000	J. & J.	7			105
Bushwick Av. (B'klyn)-Stock.	100	500,000 1,800,000 1,200,000	J. & J.	216	July, '80 Oct., '80	90	100
Central Pk. N. & E. nivStock	100	1 800 000	0-1	2	Oct., '80	10514	107
Consolidated mort. bonds	1,000	1 200 000	1 6 0	7	Dec.1902	1084	112
Christopher & Tenth StStock		650,000	FAA		Aug., '80	75	
	1 000	0.50,000	I & I	7	1 445	100	89
BondsStock	1,000	250,000	1. de	3	1498	100	110
Dry Dock E.B.& Batt'ry—Stock	100	1,200,000	T & T	3	Aug., '80 June, '93 Oct. '80	140	169
1st mortgage, consolidated	500&c	900,000	1. & D.	7	June, 93	110	115
Eighth Avenue-Stock	100	1,000,000		3	Oct. '80	:65	180
1st mortgage	1,000	203,000	J. & J.	7	1411 241	TIME	110
42d St. & Grand St. Ferry-St'k	100	748,000	M.&N.	6	May, '80	170	180
1st mortgage	1,000	236,000		3	May, '80 Apr., '93	110	115
Central Cross Town-Stock	100	600,000				30	35
		000,000	16 6 NT	7	Nov.1904		
	1.000					UU	105
1st mortgage	1,000	200,000	M. & N.	7	.101.1003	20) mighted
1st mortgage Houst.West St.& Pav.F'y—St'k	100	250,000	M.&N.		T.:::: 303	30	
1st mortgage	100 500	250,000 500,000	b. & i.		July, '94	30 100	105
1st mortgage Houst.West St.& Pav.F'y—St'k 1st mortgage Second Avenue—Stock	100 500 100	250,000 500,000 1,199,500	J. & J.		July, '94 July, '80	30 100 75	105 80
1st mortgage Houst.West St.& Pav.F'y—St'k 1st mortgage Second Avenue—Stock 3d mortgage	100 500 100 1,000	250,000 500,000 1,199,500 150,000	J. & J. A. & U.		July, '94 July, '80 Apr, '85	30 100 75 100	105 80 1024
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock. 3d mortgage Consol. convertible.	100 500 100 1,000 1,000	250,000 500,000 1,199,500 150,000 1,050,000	J. & J. J. & J. A. & O. M. & N.		July, '94 July, '80 Apr, '85 May, '88	30 100 75 100 101	105 80 1024 1024
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock 3d mortgage Consol. convertible Extension.	100 500 100 1,000	250,000 500,000 1,199,500 150,000 1,050,000	J. & J. J. & J. A. & O. M. & N.		July, '94 July, '80 Apr, '85 May, '88 Sept. '83	30 100 75 100 101 9734	105 80 1024 1024 100
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock 3d mortgage Consol. convertible Extension.	100 500 100 1,000 1,000 00&c	250,000 500,000 1,199,500 150,000 1,050,000	J. & J. J. & J. A. & O. M. & N.		July, '94 July, '80 Apr, '85 May, '88 Sept. '83	30 100 75 100 101 971/2	105 80 1024 1024 100
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock 3d mortgage Consol. convertible Extension. Sixth Avenue—Stock	100 500 100 1,000 1,000 00&c 100	250,000 500,000 1,199,500 150,000 1,050,000 200,000 750,000	J. & J. J. & J. A. & O. M. & N. M. & S. M. & N.	7 21/2 7 7 7 5	July, '94 July, '80 Apr, '85 May, '88 Sept. '83 M.V. '77	30 100 75 100 101 971/2 150	105 80 1024 1024 1024 100
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock 3d mortgage Consol. convertible Extension. Sixth Avenue—Stock 1st mortgage.	100 500 100 1,000 1,000 00&c. 100 1,000	250,000 500,000 1,199,500 1,050,000 200,000 750,000 500,000	J. & J. J. & J. A. & O. M. & N. M. & S. M. & N. J. & J.	7 21/2 7 7 7 5 7	July, '94 July, '80 Apr, '85 May, '88 Sept. '83 M.V. '77	30 100 75 100 101 971/2 150	105 80 1024 1024 100 100
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock. 3d mortgage. Consol. convertible Extension. Sixth Avenue—Stock 1st mortgage. Third Avenue—Stock.	100 500 100 1,000 1,000 00&c 100 1,000 100	250,000 500,000 1,199,500 1,050,000 200,000 750,000 500,000 2,000,000	J. & J. J. & J. A. & O. M. & N. M. & S. M. & N. J. & J.	71.6 7 7 7 7 5	July, '94 July, '80 Apr, '85 May, '88 Sept. '83 M.V. '77	30 100 75 100 101 971/2 150	105 80 1024 1024 1024 100
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock 3d mortgage Consol. convertible Extension. Sixth Avenue—Stock 1st mortgage. Third Avenue—Stock 1st mortgage.	100 500 100 1,000 1,000 00&c 100 1,000 1,000	250,000 500,000 1,199,500 150,000 1,050,000 200,000 750,000 2,000,000	J. & J. J. & J. A. & O. M. & N. M. & S. M. & N. J. & J. Q. Fr. J. & J.	7 21/2 7 7 7 5 7 5 7 5 7 5 7	July, '94 July, '80 Apr, '85 May, '88 Sept. '83 May, '77 July, '90 Aug, '80 July, '90	30 100 75 160 101 97½ 150 110 170	105 80 1024 1024 100 115
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock 3d mortgage Consol. convertible Extension. Sixth Avenue—Stock 1st mortgage, Third Avenue—Stock 1st mortgage. Twenty-third Street—Stock.	100 500 100 1,000 1,000 00&c 100 1,000 1,000 1,000	250,000 500,000 1,199,500 150,000 200,000 750,000 2,000,000 2,000,000 2,000,000	J. & J. A. & O. M. & N. M. & S. M. & N. J. & J. Q. F. J. & J. F. & A.	7 21/2 7 7 7 5 7 5 7 5 7 5 7	July, '94 July, '80 Apr, '85 May, '88 Sept. '83 May, '77 July, '90 Aug, '80 July, '90	30 100 75 160 101 97½ 150 110 170	105 80 1024 1024 100 115 106 130
1st mortgage. Houst.West St.& Pav.F'y—St'k 1st mortgage. Second Avenue—Stock 3d mortgage Consol. convertible Extension. Sixth Avenue—Stock 1st mortgage. Third Avenue—Stock Ist mortgage.	100 500 100 1,000 1,000 00&c 100 1,000 100 1,000 100 1,000	250,000 1,199,500 1,199,500 1,50,000 200,000 250,000 2,000,000 2,000,000 2,000,000 259,000	J. & J. A. & O. M. & N. M. & S. M. & N. J. & J. J. & J. F. & A. M. & N.	72% 777575747	July, '94 July, '80 Apr, '85 May, '88 Sept. 83 M. 'v. '77 July, '90 Aug. '80 July, '90 Aug. '80 May, '93	30 100 75 101 97½ 150 110 170 104 120 105	105 80 10216 10216 100 115 106 130

Insurance Stock List.

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

COMPANIES.	CA	PITAL.	Net Surplus,		D	IVIDE	NDS.	PR	OE.
	Par.	Amount	Ju y 1, 1880.*	1877.	1878.	1879.	Last Paid.	Bid.	Ash
merican+	F0					1 (Y-1- 100	100	
merican Exch	100	400,000	509,510		14	101/2	July, '80, 4 July, '80, 5	120 102	••••
Bowery	25	200,000	70,593 421,286		10 20	10	July, '80. 5 June, '80.10	195	••••
Broadway	25	300,000	310 246	20	20	20 18	Aug., '80. 8	195	
rooklyn	17	200,000	310,346 218,712	20	20	20	July '80.10	190	500
litizens'	20	153,000	487,598	20	20	20	July, '80.10	195	200
ity	70	300,000 210,000	171,737	174	10.72	10	Aug., 80. 5	120	125
linton	100	250,000		18	12	11	July. '80. 5	-20	140
Columbia	30	300,000	2,860	5	N'ne		July, '77. 5	55	60
ommercial	50	200,000	83,872		18	10	July, '80, 4	97	105
ontinental †	100	1,000,000			13.40	13.65	July. '80.6.92	180	
agle	40	300,000	596,418	20	50	15	Oct., '80. 71		
mpire City	100	200,000	72,970	14	10.	10	July, '80. 35	95	100
xchange	30	200,010	91,889	15	10	10	Aug., '80. 5	100	105
arragut	50	200,000			15	15	July, 80. 71	120	
iremen's	17	204,000	70,602	12	10	81/2	July, '80. 35		100
iremen's Tr	10	150,000	73,739	12	11	11	July, '80. 5	100	
ranklin&Emp	100	200,000	144,427			7	July, '80. 6	115	120
erman-Amer.	100	1 000.000	926,950	10	10	10	July, '80. 5	145	
ermania	50	1,000,000	807,868		22	14	July, '80. 5	140	145
lobe	50	200,000	124,407	20	10	10	July. '80. 5	110	115
reenwich	25	200,000		40	30	30	July, '80. 75	250	
uardian		200,000	23,833	10	7	7	july, '80, 3	60	70
amilton	15	150,000	132,682	120	1716	121/2	July. '80. 5	1 220	135
anover	50	500,000	730,285		10	20	July, '80. 5	160	170
offman	50	200,000	48,714	10	10	10	july, '80. 5	80	90
ome		3,000,000	1,366,888		10	10	July, '80. 5	130	135
ope	25	150,000	2,244	10	10	31%	ian., '79. 3%	50	::::
oward	50	500,000	150,228	12	10	5.	July, '80. 5	1110	114
nporters'& T	50	200,000	74,418	12	10	10	July, '80. 5	1 90	100
rving	100	200,000	11,179 292,229	13	$\begin{array}{c} 10 \\ 10 \end{array}$	10	Ju'y, '80. 4 Mar., '80 5	130	70
efferson+ ings Co.(Bkn)	30	200,010	197,196	10	50		July, '80 5	185	191
niekorhooker	20	150,000	7,817	20	5	20 5		55	101
nickerbocker	40 50	280,006	115,730	10	16	14		110	120
afayette(Bkn)	100	150,006	67,097		10	10	July, '80. 5	97	105
amarenox	25	200,000	12,480	10	10	10	July, '80. 4	70	80
ongIsl.(Bkn)†	50	150,000 300,000	243,251	20	16	13	July, 80. 5	118	120
orillard	25	300,000		10	lio	5	July, '80. 4	70	75
anuf.& Build.	100	200,000	198,563	19	12	13	July, '80. 6	135	142
anhattan	100	250,000	140,812	20	10	10	July, '80. 5	100	105
ech.&Trad'ra	25	200,000	211,480	30	20	50	July, 80. 6	145	155
lech'ics'(Bkn)	50	150,000	166,213	20	20	20	July, 80. 7	150	
fercantile	50	200,000	36,101	10	10	10	July, 80. 5	75	
lerchants'	50	200,000	174,024	20	16	13	Juy, '80. 5	120	125
lontauk (Bkn)	50	200,000	103,656	18	12	10	July. '80. 5	115	1
assau (Bklyn)	50	200,000	168,505	20	20	50	July, 80, 7	155	180
ational	3716		102,509	14	10	10	July, '80, 5	100	108
. Y. Equitable	35 ~	210,000	318,877	20	20	15	Juy, '80 5	150	160
ew York Fire	100	200,000	120,620	17	14	12	Aug., '80. 5	105	115
. Y. & Boston	100	200,000	11,882		N'ne			50	60
ew York City		300,000			N'ne	5	July, '80. 314		70
iagara	50	500,000	570,973	12	11	12	July, '80. 7	155	160
orth River		350,000		11	10	8	10ct : '80 4	108	1
acitic	25	200,000	409,086	20	30	20 12	July. '80.10	220	226
ark	100	200 000	25,537	20	12	12	DUV. NO K	1108	1114
eter Cooper	20	150,000	201,358	50	20	50	15a y. 70. 8	175	180
eople's	50	200,000	98,114	18	12	12	[Ju] . '80. 5	165	115
henix	50	1 000,000		50	15	10	July '80. 5	150	125
elief	50	200,000	34,660		10	10	July '80. 5	75	80
epublic †		300,000			5	20 2	July '80. 31	70	35
lutgers'	25	200,000	196,294	20	20		Ju y' '80.16'	155	100
t. Nicholas	25	200,000	-6,040	10	9	10	1 6 00, 0	50	66
tandard	50	200,000			0.23		july, '80.6.23		130
tar	100	500,000		1756	1216	12	July, '80. 5	107	1:00
terling	100	200,000	35,182	10	10	816	Aue., '80. 31	6 70	80
tuyvesant	25	200,000	143,3-2	16	14	10	luy, '80 5	115	
'radesmen's	25	300,000	94,865	20	10	10	July, '80. 5	102	128
Inited States	25	250,000	221,374	10	12	11	July, '80. 5	120	123
Westchester Williamsb'g C.	10 50	300,000 250,000	122,964 437,314	10	50	20	Aug., '80. 5	200	110
									1

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

City Securities.

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

		INTERE	8T.	Bonds	PRI	OE.
	Rate.	Month	Payable.	due.	Bid.	Ask.
New York:						
Water stock 1841-63.	5	Feb., May	Aug.& Nov	1880	100	101
Croton waterstock1845-51.	5	do	do	1890	106	107
do do1852-60.	6	do	do	1883-1890	104	109
Croton Aqued'ct stock. 1865.	6	do	· do	1884-1911	106	120
do pipes and mains	7	May & N	lovember.	1884-1900	112	125
to reservoir bonds	6	Feb., May	Aug.& Nov.	1907-1911	118	120
Central Park bonds1853-57.	5	do	00	1898	108	109
do ao1853-65.	5	do	do	1895	115	116
Dock bonds1870.	7		lovember.	1901	125	126
do1:75.	Ġ			1898	115	116
Market stock1865-68.	7	May & 1	November.	1894-1897	127	128
Improvement stock 1869	Ġ	do	do	1889	107	108
do do1869.	7	do	do	1890	115	116
Consolidated bondsvar.			do	1901	122	123
Street imp. stockvar.	6 g.	do	do	1888	107	108
	7	do	do	1882	102	105
do dovar.				1896	115	116
New Consolidated	g g.		y & July.	1894	122	123
Westchester County	3	do	do	1928	107	109
Consolidate1	5		rterly.		100	103
Asses ment	5	may &	November.	1 1384	102	100

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

				3
Brooklyn-Local Im Fem't— City bonds do Park bonds Water loan bonds Bridge bonds water loan. City bonds Kings Co. bonds do do Park bonds Bridge *All Brooklyn bonds flat.	7 7 7 7 7 7 7 6 6 7 8 8	January & July, do Asy & November. January & July. do do	1915-1924 132 1900-1924 128 1904-1912 129 1886-1902 109	108 118 135 130 131 118 116 111 116 121

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

Jersey City— Water loan long	7 7	January & July. January & July. J. & J. and J & D. January and July.	1899-1902 1891-94		103 112 106 105
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1878-79.

sources:

lows:

Investments

STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

Chicago & Eastern Illinois.

For the year ending August 31, 1880.

The gross earnings (main line) were from the following

	1879-80.	1878-79.
Daggangan	\$139,133	\$108,018
PassengersFreight	816,457	668,381
Express	15,700	15,600
Mail.	10,531	10,875
Miscellaneous	38,971	29,023
Total	\$1,020,794	\$831,899
Increase in gross earnings, 22 7-10 per concept with the preceding year the and taxes (main line) were as follows:	ent. e operating	expenses
e de la companya de	1879-80.	1878-79.
Operating expenses	. \$631,349	\$594,734
Taxes	. 11,315	10,744
Total (62 95-100 p. c. of earnings)	. \$642,665	\$605,478
Increase of 5 7-10 per cent. Net earning 1878-'79, \$237,164; increase, \$140,964, or The result of business in the fiscal year is	59 44-100	per cent.

Operating expenses	\$631,349	
Taxes	11.315	
Interest on bonds	173,160	
Rental of leased lines	66,700	
Rental of depot grounds	7,384	
Interest on loans	6,345	
Interess on round.		896,2

Earnings (main line).....\$1,020,794

Net earnings main line......\$124,538 Expenditures account of construction. \$77,928
Expenditures account of new equipment. \$5,849

The Evansville Terre Haute & Chicago Railway was leased by this company May 1, 1880, since which time it has been operated as the Terre Haute Division. The earnings of this division from May 1 to Aug. 31 were \$117,491; operating expenses, interest, taxes, etc., \$135,734; deficit, \$18,242. Since taking possession of this Division there have been placed in the rack 34,848 oak ties and 676 tons (7 7-10 miles) of steel rails all included in the operating expenses, as shown above. Large expenditures will be necessary on the same account the coming year to put the property on an equal footing with that of the Main Line Division. The operating expenses have been as low as could be expected, considering the largely-increased tonnage handled, there being an increase in expenses over last year's of but 5 7-10 per cent, as against an increase in tonnage handled of 25½ per cent. The expenses of maintenance of cars have been heavy, on account of the poor condition of many of the old cars and the severe test that they have been put to enable the company to handle the traffic offered during the past year.

In regard to the entrance into Chicago, the report says that, owing to the delay occasioned by the litigation between the Lake Shore and the Chicago & Western Indiana railroads over the question of crossing the tracks of the former company at Sixteenth Street, in this city, the Eastern Illinois still continues to use the Pittsburg Cincinnati & St. Louis Railway for an

entrance into the city. The company has also during the year made arrangements for the construction of a branch—seven miles—from Danville to, the valuable coal fields of Grape Creek, in Vermilion County Illinois, and a lease in perpetuity of the road. This, it is hoped, will materially add to the revenue of the main line. Arrangements have also been made with the Chicago & Western Indiana to build from South Englewood on its line to South Chicago, and to grant the right of use of the line to the Eastern Illinois. This will enable the company to reach that growing manufacturing district with its coal. Both of these lines will be shortly completed.

GENERAL	BALANCE SHI	EET, AUGUST 31, 1880.	
Cost of road	\$3,803,426	Cap.st'k iss'ed \$327,100	
New construction	182,488	do scrip 5,954-	\$333,054
New equipment	150,433	1st mort. bonds	3,000,000
1st mort, bonds owned.	75,000		
Material on hand, shops	24,852	do scrip 7,429-	
Material on hand, road.	101,977	Bills payable, etc	97,663
Fuel on hand	577	Due for current expend-	
Cash on hand	63,502	itures	99,978
Cash in transit	18,336	Due other companies	31,329
Due from agents and		Coupons matured	2,105
conductors	24,597	Sinking fund I.B.C. RR.	750
Due from other railroad		Rental E.T. H. & C. Rail-	
companies	53,985	way to Aug. 31	23,750
Due from U.S. P.O. Dep.	2,702	Excess of disbursem'ts	
Due from Am. Exp. Co.		(Receiver)	188
Bal'ce in hands Tr'st Co.	1,292	Net balance to credit of	¥ 4
Miscellaneous assets	6,906	income account	204,956
Total	\$4,511,680	Total	4,511,680

Evansville & Terre Haute (formerly Evansville & Crawfordsville.)

(For the year ending Aug. 31, 1880)

The annual report of this company shows that the main line from Evansville, Ind., to Terre Haute, 109 miles, with the Owensville Branch, 6 miles, were operated for the year, making 115 miles in all.

The company also owns 23 miles north of Terre Haute to Rockville, leased to the Terre Haute & Logansport Company, the revenue of which appears under rents.

The traffic for the year was as follows:

	10/0-80.	10/0-/9.
Passengers carried	189,734	130,853
Passenger mileage	5,641,430	4,380,930
Tons freight carried	452,854	352,107
Tonnage mileage	32,451,033	24,588,862
Average receipts:		,,
Per passenger per mile	3.25c.	3.54c.
Per ton per mile	1.45c.	1.55c.
The earnings for the year were as fol	lows:	
**	1879-80.	1878-79.
Passage	\$184,137	\$156,904
Freight	472,318	380,718
Mail, express, etc	41,761	29,536
Rents		17,604
Total	\$712,383	8584,763
Expenses.	499.127	403,909
TA Ponece	-100,121	200,000
Net earnings	\$213,255 70:04	\$180,854 69: 07

The increase in expenses results chiefly from the advance in the prices of steel rails, which cost, after deducting the value of old rails taken up, \$43,500 more this year than last.

The payments from net earnings were as follows:

Interest on honds and loans \$81.762	arnings		3213,255
Dividends, November and May 50,871— 132,633	est on bonds and loans	\$81.762	
Surplus to income account \$80.62		-	

There were laid during the year 1,970 tons of steel rails, making 68 miles of steel track. Since the close of the year 373 tons more have been laid, and 400 tons have been contracted for. A new lease of the Rockville Division has been made to the

Terre Haute & Logansport Company.

The report says: "The bonds issued for the construction of this (the Rockville) division—of which there were \$125,000 outstanding—matured Aug. 1, 1880. To provide for the payment of these, for the refunding of our main line 7 per cent bonds at a lower rate of interest, and for the payment of our floating indebtedness incurred in the purchase of equipments, etc., the board at its regular meeting on April 7, last, authorized an issue of \$1,500,000 consolidated first-mortgage 6 per cent bonds, secured by a deed of trust on all the property of the company except the Rockville Division, which is now free of incumbrance. The deed of trust was accordingly executed and the bonds then issued bearing date of June 1, 1880, payable July 1, 1910, and bearing interest at the rate of 6 per cent, principal and interest coupons payable at the office of the Farmers' Loan & Trust Company in the city of New York. Of these, \$892,000 have been deposited with the Farmers' Loan & Trust Company, to be exchanged for a similar number of main line bonds now outstanding or for their payment when they become due; \$258,000 have been sold; and the remaining \$350,000 are deposited in bank, designed to be executed and sold as the future necessities of the company for construction of branch lines, etc., may require."

Grand Trunk (Canada).

(For the half-year ending June 30, 1880.)

This company's report includes the operation of 1,273 miles. Comparisons are made with the corresponding half of 1879, when the mileage worked was 1,390 miles, the company then owning the Riviere du Loup Division, since sold to the Canadian Government.

The operations of the Canada trunk lines are interesting readers in the United States, inasmuch as they are parallel

roads to our own trunk lines.

The earnings, etc., for the half-year w	ere as foll	lows:
Gross receipts	1880. £991,992 675,345	1879. £832,869 634,423
Net earnings. Add interest on International Bridge capital Add interest on Chicago & Grand Trunk bonds	£316,647 10,434 10,167	£198,446 12,980
Total Deduct postal and military bonds not retired	£337,218	£211,426 438
Balance. Per cent of expenses. The traffic carried was as follows:	£337,248 68.08	£210,988 76·17
Passengers. Tons freight. Average receipts per passenger. Average receipts per ton. The apportionment of expenses was as	1,428,103 69½1. 117½d.	1,224,838 66d, 110 ¹ 2d.
year: Maintenance of property, per cent of expenses Working the road.	188 24·4	0. 1879. 4 25.80
Total Expenses include all renewals of road and eq	68.0	

The income account was as follows:

Net balance as above	£337,248 214,761
Net balance for the half-year. Brought forward from previous half-year.	.£122,487 1,440
Total balance.	

Out of this balance a dividend for the half-year at the rate of 5 per cent per annum on the first preference stock has been paid, absorbing £80,374 and leaving a balance of £43,552. As regards the appropriation of this balance of £43,552, the board resolved, after obtaining the opinion of eminent counsel on the Arrangements Act of 1873, to pay a dividend on the second preference stock for the half-year at the rate of 3 per cent per annum, absorbing £34,893, and leaving £8,659 to be carried forward to the current half-year. This dividend will accrue to the holders of second preference stock registered in the books of the company on October 4, and the warrants will be payable, as already notified, on November 1.

The Chicago & Grand Trunk Railway was opened for traffic from temporary stations in Chicago to Port Huron on Bebruary 8; and, under the decision of the American Board of Arbitration, 10 per cent of the freight traffic and 6 per cent of the livestock traffic out of Chicago have since been awarded to that railway. Its access to the proposed permanent stations in Chicago has until recently been retarded by legal obstructions. These having at length been removed, increased facilities for passenger and freight traffic will be afforded.

Great Western of Canada.

(For the half-year ending July 31, 1880.)

This company's report covers 527 miles. The income or revenue account was as follows:

Gross receipts	£437.433	$1879. \\ £365,771 \\ 276,971$
Net earnings. Interest, loss on leased lines, etc.	£136,205 103,145	£88, 00 98,972
Balance	£33,060 1,787	Dr. £10,172 3,912
Surplus or deficit	. 68.86	Def. £6,260 75.72

An agreement having for its object the acquisition of traffic from the Southwest by connecting with the Wabash St. Louis & Pacific Railway, via Toledo, was reported and approved at a special meeting of shareholders held on Dec. 11, 1879. Since that period the Detroit Adrian & Southwestern Railway Company has been incorporated, and a road is now in course of construction between the cities of Detroit and Butler—a point on the Eel River section of the Wabash system—which will, in connection with the Great Western Railway, materially shorten the route from St. Louis and other southwestern points to New York and the northern Atlantic ports. The new railway will have its terminus at Detroit, in the depot of the Detroit Grand Haven & Milwaukee Railway Company. An agreement has been negotiated with the Wabash St. Louis & Pacific Railway Company for the conveyance of through traffic by this new route, and will on completion of the railway be substituted for the previous agreement. By this arrangement a direct connection will be formed with the Wabash system, from which the directors anticipate a considerable increase of traffic.

The operations of the Detroit Grand Haven & Milwaukee Railway from Nov. 14, 1878, to Dec. 31, 1879, resulted in a net revenue surplus of \$50,557, and the directors have now to amounce that a dividend of 3 per cent on the share capital, amounting to \$45,000, or £9,247, has been paid and placed to the credit of the Great Western Company.

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—The press despatches from Washington, October 28, report that the Attorney-General has made an important decision touching the legal right of the Atlantic & Pacific Railroad Company to public lands by reason of continuing the construction and equipment of its road under the act of Congress organizing that company. The Atlantic & Pacific Company has been succeeded by the St. Louis & San Francisco Railroad Company, but for the past nine years no addition has been made to its road-bed and track, and therefore no claim could be made upon the Government for lands, the grant being contingent upon the construction and equipment of the road. Recently, however, the St. Louis & San Francisco Company began the construction of the Atlantic & Pacific road from its western terminus, and having constructed fifty miles of road made, application to have the same inspected by United States Commissioners, pre-paratory to having the same accepted by the Govern-ment, and public lands transferred to the company as lands earned under the charter of the Atlantic & Pacific Company. When this application was made at the Interior Department, the question arose as to whether the land grant of the Atlantic & Pacific Company had not been forfeited by reason of the failure of the company or its successors to complete the road within a given period of time. This question was referred to the Attorney-General, and that officer rendered an opinion in favor of the company. The Attorney-General holds that as the acts of Congress organizing the Atlantic & Pacific and Northern Pacific companies do not expressly provide for and Northern Pacific companies do not expressly provide for the forfeiture of the land granted these two companies, they can claim the lands thus granted whenever earned, unless Congress should, by legislation, exercise the reserved right to take

Canadian Pacific.—A special dispatch from Winnepeg, Manitoba, of the 24th inst., says the Canada Pacific Railway is now running into Winnipeg from Emerson, at the international boundary line, and is built some 60 miles further west as well

possession of the roads and complete their construction, as provided in the acts by which the two companies named were organized. Acting upon this decision, Commissioners were appointed on the 28th to inspect the section of the Atlantic & Pacific road just completed, and should the same appear to have been constructed and equipped as required by law, it will be accepted, and patents will be issued for the lands thus earned.

Brooklyn Elevated Railroad.—The stockholders, creditors and a few bondholders of the Brooklyn Elevated Railway Company held an adjourned meeting at the offices of the company, No. 48 Wall Street, on Wednesday. The Times report says that Mr. William Strauss, Chairman of the committee appointed at the previous meeting, made a report, in which he said that the committee had waited upon various bondholders, or their representatives, and had been refused their co-operation. And, owing to their inability to get at the contractor's books, the committee had been obliged to make up their figures from various sources. From what they could learn it would appear various sources. From what they could learn it would appear that the whole \$5,000,000 of capital stock had been registered, and that \$1,652,320 of it is in the hands of the Receiver, who also holds \$1,590,800 additional with which to redeem outstanding scrip, making \$3,243,120 in his possession. The amount of bonds issued, according to the statement of the Farmers' Loan and Trust Company, was \$1,078,000, in addition to which the Trust Company holds \$125,000, \$9,000 of this being under control of the Receiver as assets. The amount of bonds not issued and available on the foregoing basis is \$2,431,000, making the total of stocks and bonds available \$4,083,320; and, according to the Engineer's estimate, the cost of completing and equipto the Engineer's estimate, the cost of completing and equipping the road for running five-minute trains, but without permanent stations, is only \$2,321,081 34. Mr. Strauss also offered the following estimate made by the Auditor of the condition of the road on Oct. 27: LIABILITIES.

DIADIDITIES.	
First mortgage bonds	\$1,069,000
SLOCK OUTStanding	9 947 600
bills payable, per ledger	32 640
DULID IOI DUHUM	917 7(M)
Unpaid bills, per bookkeeper's nie	16 006
Due laborers and employes	6 122
various debts, estimated by Engineer	70 220
Claims filed with Receiver, not noted above	12,301
Total	\$4,781,696
ASSETS	
Cash paid for material and labor	\$637,686
Value of material purchased by bonds and notes	24,993
Real estate (cash paid thereon)	24,993
Due from contractor for company's notes advanced to him	8,050
Value of cars in excess of amounts paid therefor	32,614
Paggaia Polling Mill for iron normant against the	5,650
Passaic Rolling Mill for iron, payment secured by	
\$50,000 bonds\$10,088	
Value of rails in excess of payments. 43,730	
Value of lumber, secured by bonds	
Value of foundation stones, not yet settled for 12,000	
Value of other items not yet settled for	89,418
Furniture, safe, &c., in New York office.	1,800
W. F. Bruff, for cash turned over by him to former treasurer	50,260
Total	\$850.477
A statement sent in by R. B. Floyd-Jones, the	contractor.
was submitted to the meeting, as follows:	

superiode to the mooting, as follows:	
<i>Dr.</i> To 879 bonds	\$879,000
To scrip	163.050
To scrip. To loans.	87,230
	01,200
Total	\$1 100 000
n.	φ1,129,280
Cr.	
By foundation	\$164,735
By fixtures	3,597
By fixtures. By rents.	2,305
By engineering and salaries since 1874	105 969
By from structure	116 165
By interest, discount and commission. By compromise claims.	156,291
By compromise claims	32,431
By construction account. By suspense account.	90.371
By suspense account	102.002
By expenses (office, legal, stationery, &c.)	102,002
By tools, machinery, &c.	26,776
By roils and aguinments on account	2,646
By rails and equipments on account	
Total	\$1,129,280

One of the stockholders asked whether they could not go on and complete the road without the co-operation of the bond-holders. Counsel for the Receiver answered in the negative, but added that if action were not taken very soon the Receiver would proceed on his own account. After other discussion, further time was given the committee to secure co-operation from the bondholders toward completing the road, and the meeting adjourned until Friday.

Butler & Detroit.-The Northwestern Ohio and the Butler & Detroit Railroad companies have filed articles of consolidation. The name of the company is the Butler & Detroit Railroad Company. It is now engaged in the construction of a line of railroad extending from Butler to Detroit, Mich. It is proposed to ultimately consolidate with the Detroit Butler & St. Louis Company, when its line of road will be completed. The capital stock of the new company is equal to the combined stock of the two companies forming the new one. According to the terms of consolidation, all the liabilities of the two expiring companies are assumed by the new one, and each share of the old stock will be exchanged at face value for one in the new corporation. The special purpose of the new line is to open more fully the fruit and timber regions of Michigan.

as east to Lake of the Woods. Great difficulty is experienced in building the section from Lake of the Woods to Lake Superior, and it is believed that the proposed line around the north shore to Sault St. Marie will have to be abandoned as

impracticable.

Chicago Burlington & Quincy—Wabash St. Louis & Pacific.—The precise terms of the late treaty of peace between these companies have not been given to the public. An outline of the agreement is reported, substantially that the lines already begun are to be completed by the trustees with the money furnished them by the Wabash people, the Chicago Burlington & Quincy people binding themselves to refund one-half of the amount. The Wabash Road is to receive 25 per cent of the gross business, the Chicago & Alton Road 25 per cent of all the business, except that to St. Louis, of which it is to receive 33 per cent, and the other roads in proportion. Nothing was done in regard to a new freight pool, but as soon as the Wabash Road can complete its line into Chicago there will be another conference, and a pool will be formed.

Chicago Clinton Dubuque & Minnesota.-Mr. Charles Merriam, of 26 Sears Building, Boston, gives the following notice:
"Pursuant to a vote of this corporation, passed on the 9th of October, 1880, the road and property of this company has been transferred to the Chicago Milwaukee & St. Paul Railway Company. By the terms of the contract of transfer, stockholders who shall, on or before the 8th day of November next, cause the transfer of their shares to said Chicago Milwaukee & St. Paul Railway Company, through the undersigned or otherwise, shall receive in full payment therefore eighty per cent of the par value of his said shares in the six per cent mortgage bonds of said railway company, secured by a mortgage upon the property thus sold and conveyed to said railway company; and further, that said railway company shall agree to deliver and shall deliver to each shareholder of this company who shall, after the 8th day of November next, at any time transfer his shares to said railway company, seventy-five per cent in cash, and not in bonds, of the par value of his said shares."

Chicago Pekin & Southwestern.—The report that the Chicago Burlington & Quincy Railroad had purchased this railroad is denied by the C. B. & Q. officials.

Chicago Rock Island & Pacific.—This company opened for business on October 4 a section of the Avoca Macedonia & Southwestern Branch, extending from the main line at Avoca, Iowa, forty-one miles east of Council Buffs, southward to Carson, 17½ miles. About five miles more will take the branch to Macedonia. The Keosauqua Branch was opened for business Sept. 29. It extends from Mount Zion, Iowa, on the Keokuk & Des Moines Division, forty-six miles from Keokuk, southwest to the town of Keosauqua, a distance of four and one-half miles. Part of it is on the line of the narrow-guage road, built several years ago, and afterwards abandoned.—Railroad Gazette.

Cincinnati Hamilton & Dayton.—The directors of this road have declared a dividend of 2 per cent out of the earnings for the six months ended September 30. The gross earnings for the six months were \$1,473,482, and the net earnings \$105,340, leaving a balance after paying the dividend of \$35,340.

Cincinnati Southern.—The earnings of this railway for the quarter ending September 30 were as follows:

1879. \$183,476 49,986 Gross earnings \$469,012 Expenses 170,522

Net earnings. \$298,490 \$133,490 —The Cincinnati Gazette says: "The board of directors of the company which leases the road from the city of Cincinnati decided to issue immediately \$225,000 of the \$900,000 additional stock, which will be taken at par by the present shareholders to pay bills for equipment falling due November 1. This makes \$1,325,000 upon which the city is to pay 7 per cent per annum. In December a like issue will have to be made to meet bills falling due at that time. In connection with this we will say for the information of those who seem to be all astray in relation to the provisions of the contract existing between the trustees and licensees, that the board of trustees determine what equipment is necessary to do the business, and by their direction and permission the licensees can contract and pay for it out of their capital stock, the city paying interest only upon that portion of the capital stock actually invested in equip-

Evansville & Terre Haute.—At the annual meeting last week the stockholders voted unanimously to approve the lease of the Rockville Division to the Terre Haute & Logansport Company for 99 years; also a lease granting the joint use of six miles of the same division to the Evansville Terre Haute & Chicago Company. These are simply renewals of old leases, which were made necessary by the reorganization of the Logansport Crawfordsville & Southwestern as the present Terre Haute & Logansport Company.—Railroad Gazette.

Galveston Harrisburg & San Antonio.—Application was made to have the following bonds listed, viz.: first mortgage bonds, La Grange Extension, to the amount of \$300,000. Second mortgage bonds to the amount of \$1,000,000. The company's official application says: "We applied June 23 last for admission upon the Stock Exchange of the first mortgage bonds of the Galveston Harrisburg & San Antonio Railway Company, which were subsequently placed upon the list. We beg now to ask that the second mortgage bonds of that com-pany may be also admitted to the list. The total of the issue is \$1,000,000, dated June 1, 1880, payable in gold, June 1, 1905; interest 7 per cent per annum, coupons payable in gold, June 1 | nections.

and December 1. The bonds are all of the denomination of \$1,000, numbered from 1 to 1,000. The trustees are George F. Stone, of New York, and Andrew Pierce, of Clifton, New York. We also beg to solicit admission for an additional issue of the first mortgage bonds of the company that are already on the list, to the extent of \$300,000, issued on the La Grange Extension, recently completed, under the same indenture as the \$4,500,000 firsts already upon the Exchange, and continuing the numbers from 4,501 to 4,800 inclusive. The \$300,000 are in every respect similar to those already admitted, except that their date is August 1, 1880, and that there is stamped in red on their face, and on every coupon, 'La Grange Extension.' Their due date is 1910. Interest 6 per cent gold, August 1 and February 1; are same as the 4,500 previously issued under same mortgage.'

Green Bay & Minnesota .-- From the scheme of re-organization as proposed, the following is taken: "The present first mortgage bonds, being the bonds of the Green Bay & Lake Pepin Railway Company, amount to \$3,200,000 of principal, on which the accrued interest to February 1, 1881, will be \$1,024,240, or thereabouts. The present second mortgage bonds, being the bonds of the Green Bay & Minnesota Railroad Company (which is the same corporation as that above named, the name only being changed), amount to \$2,100,000 of principal. Of this sum \$850,260 represents funded interest on the first mortgage bonds, and the balance, being \$1,249,740, has been issued as collateral. The stock of the railroad company amounts to \$8,000,000. The new company, to be organized and to receive the title of the mortgaged premises is to issue two mortgages, with bonds secured by the same, the first mortgage to draw interest from February 1, 1881, and the second mortgage from May 1, 1881, both to be made to the Farmers' Loan & Trust Company, as trustee, and to be in such form as the committee and the trustee shall agree upon. The first mortgage shall be made to secure bonds to the amount of \$1,600,000 of principal, bearing interest at 6 per cent, with coupons attached, and shall run thirty years. The second mortgage shall be made to secure income bonds to the amount of \$3,781,000 of principal, bearing interest up to 8 per cent, if actually earned over and above all outlays and expenses of every description, not including new construction or equipment, but including interest on the first mortgage bonds, but shall be noncumulative; that is to say, no part of the unpaid interest in any one year shall constitute any claim against the company unless actually earned in that year, and this mortgage shall run thirty years. The new company is to issue preferred stock to the amount of \$2,000,000, and common stock to the amount of \$8,000,000. Dividends on the preferred stock shall be limited to 7 per cent per annum, and shall also be non-cumulative, and this stock shall be entitled to the privilege of voting, the same as the common stock. The holders of the said second mortgage income bonds shall have the right to vote at any annual meeting of stockholders for the election of directors of the row. directors of the new organization on the same basis as the common and preferred stock; that is, each one hundred dollars of said bonds shall entitle the holder thereof to one vote. Holders of the Green Bay & Lake Pepin Railway Company's first mortgage bonds shall receive in exchange for the same 50 per cent of the principal in the new first mortgage bonds, and a further 50 per cent, and also the accrued and unpaid, interest to February 1, 1881 (but not including interest on defaulted coupons) in the new income bonds. Holders of the Green Bay & Minnesota Railroad Company's second mortgage bonds issued to fund coupons of the Green Bay & Lake Pepin first mortgage bonds shall receive the amount of principal of the said Green Bay & Minnesota Railroad Company's bonds and the accrued interest thereon in the new second mortgage income bonds. Holders of the Green Bay & Minnesota Railroad Company's bonds which are held as collateral shall receive the amount of the principal thereof and the accrued interest thereon in the preferred stock of the new company in executing such releases of the original debtor company and of the new corporation and its property as the committee may require. Holders of the present stock shall receive an equal amount in common stock of the new corporation."

Greenville Railroad (S. C.)—The case of the Greenville Railroad was terminated Oct. 23, Gen. T. M. Logan, representing the Clyde Committee, complying with the terms of the sale. The property was transferred, and the deed is now in the hands of the purchasers. The price paid was \$2,393,600.

Junction Railroad (Phila).—In Philadelphia, Oct. 28, the prolonged litigation of the Pennsylvania, the Philadelphia & Reading and the Philadelphia Wilmington & Baltimore railroad companies concerning their individual rights respecting the Junction Railroad Company was terminated. Judge McKennan, in the United States Circuit Court, gave a decision adverse to the Pennsylvania Railroad Company, which claimed exclusive right to operate the Junction line. The proceedings were instituted by Judge Lathrop of the Central Railroad of New Jersey, and Moses Taylor for the Baltimore & Ohio Railroad Company, who nearly two years ago applied for an injunction restraining the Pennsylvania Company from interfering with their rights. The Judge decrees that the Junction Company must furnish motive power or transport over its road freight or passengers arriving in cars of the Philadelphia Wilmington & Baltimore Railroad, destined for the Philadelphia & Reading Railroad or its connections. It must also transport freight or passengers arriving in cars by the Philadelphia & Reading Railroad destined for the Philadelphia Wilmington & Baltimore Railroad or its con-

for FRASER

Lehigh Coal & Navigation Company.—A dispatch to the World from Philadelphia says: "The past month was the best ever known in the history of the Lehigh Coal & Navigation Company. There may have been one or two months just after the great strike in 1875 when the gross income was greater, but none in which the net surplus over all charges was larger. The gross revenue from all sources was \$254,393, and the expenses for operating and fixed charges of every kind were only \$106,-732, leaving net earnings of \$147,660. Of this amount the rail-road company earned \$147,000. Up to the last of August the company was short \$3,906 on its fixed charges, but the gain of last month leaves it a net surplus for the year of \$143,754, which is a gain of fully \$275,000 over the first nine months of last year. It is expected that October will prove quite as satisfactory to the stockholders, and if the remaining three months do twice as well as September alone, the entire loss of \$480,000 during the last two years will have been made up."

Louisville Cincinnati & Lexington.—The directors of the L. C. & L. Railroad Company have voted to increase the amount of common and preferred stock, the former to the extent of \$503,988 12, and the latter by \$136,727 38. The object of adopting these fractional amounts is to round up the two classes of stock—the proposed addition enlarging the common stock to an even \$1,000,000, and the preferred stock will be fixed at \$1,500,000. By resolution of the board, subject to the approval of the stockholders, these changes are to occur in about thirty days, and a committee of three was appointed to receive subscriptions ad interim. A circular will probably be issued by the committee giving further particulars. The proceeds of such subscriptions are to be applied to the purchase of rolling stock and the payment of the floating debt. Up to July 1, 1880, the company have put improvements on the road costing \$242,353. These expenditures have been made in the space of three years. Since July 1, 1880, they have had built seventy-five new flat cars, and are now building six new passenger coaches. It is proposed to purchase six heavy locomotives and 300 freight cars of various kinds.

Massachusetts Central.—The annual meeting of the stock-holders of the Massachusetts Central Railroad was held in Boston on Wednesday. The directors reported that all the bonds of the company, amounting to \$1,494,000 of the issue of Jan. 1, 1873, had been off at about 40 per cent of their par value in cash, the money therefor having been secured by the issue and sale of new bonds; that a syndicate has purchased \$1,500,000 of the \$3,500,000 in bonds issued under a vote of August 7, 1879; that negotiations are in progress for the sale of the remainder of these bonds; that work has been commenced on the road between Amherst and Northampton; that the work between Coldbrook and West Deerfield will be pushed forward immediately; that iron is being laid between Stony Brook and Hudson; that the line will probably be open from its eastern end to Holden by the 1st of February and the entire line considerably before November 1, 1881, the date at or before which the contract with Mr. N. C. Munson specifies that it shall be completed. They also call attention to the fact that the road has been leased for a term of twenty-five years from its completion to the Boston & Lowell Railroad Company at a rental of 25 per cent of the gross earnings, and they comment upon the favorable condition in which the property now is.--N. Y. World.

Missouri Pacific.—In the application of this company to the New York Stock Exchange the following statement is made. Capital stock to the amount of \$12,419,800, in shares of \$100 each. The company was organized under the laws of the State of Missouri, and its mileage is as follows: Length of road completed

Dong th of roud com	Pactou	066
Branches operated	-Holden Branch	54
_	St. Joseph Extension	- 21
	Booneville to Versailles.	45
	Sidings	84
Total		760
The bonded de	bt of the company is as follows:	
First mortgage bon	ds	\$7,000,000
Second mortgage be	onds	2 573 000
Third mortgage bor	ids	4 500 200
Keal estate	• • • • • • • • • • • • • • • • • • • •	800,000
Carondelet Branch	• • • • • • • • • • • • • • • • • • • •	250,000
:	* or or o more or o	

The outstanding bonds on the branches forming	r a portion of
the consolidated company are as follows:	
Missouri River Railroad	\$109,000
Leavenworth Atchison & Northwestern Railroad	479 000
St. Louis & Lexington Railroad	650,000
Kansas City & Eastern Railroad	348 000
St. Louis Kansas & Arizona Railroad	
Lexington & Southern Railroad.	1,050,000

Total			\$4.136.000
Following were	the earnings of	the company fro	m Jan. 1 to
Sept. 30, 1880 :			
Gross earnings	• • • • • • • • • • • • • • • • • • • •		\$4,537,001
Expenses			/ w a

Net earnings.....\$2,022,989

The company has no floating debt.

New York Lake Erie & Western.—It is reported that at the recent meeting of the directors of the New York Lake Erie & Western Railroad, President Jewett announced that the claim of the company against the London Banking Association had been settled by the acceptance by the road of £100,000 (\$500,-

New York Stock Exchange-New Securities .- The Governors of the Stock Exchange have admitted to the dealings at the Board the following securities:

New York Lake Erie & Western Railroad - \$2,937,000 fourth mortgage extended bonds, due October 1, 1920, bearing interest at the rate of 5 per cent, and issued in place of 7 per cent bonds that fall due Oct. 1, 1880.

Ohio Central Railroad—\$600,000 first mortgage terminal trust 6 per cent bonds, due July 1, 1920. The issue is secured by mortgage on lands, purchased and leased in the cities of Columbus and Toledo, Ohio, suitable for terminal purposes and necessary for re-shipments by water at Toledo. The company have acquired title in fee to 2,600 feet of water-front on Toledo harbor, partially docked and improved, and have leased 600 feet additional. feet additional. Extensive docks and structures are in process of construction. These improvements will cost \$300,000.

Galveston Harrisburg & San Antonio Railroad—\$1,000,000 second mortgage 7 per cent gold bonds due Jan. 1, 1905; \$300,000 first mortgage La Grange Extension, 6 per cent gold

bonds due in 1910.

Missouri Pacific Railroad—\$12,419,800 capital stock, in shares of the par value of \$100 each. The road, including branches, is 676 miles long, with a bonded indebtedness amounting to \$19,259,000. The company reports its earnings from Jan. 1 to Sept. 30, as follows:

 Gross earnings.
 \$4,537,001

 Operating expenses.
 2,514,011

Net earnings for nine months......\$2,022,990

Northern Pacific.—A Philadelphia report says the Yellowstone Division of the Northern Pacific Railroad has been put under contract. Messrs. Walker, Clark & Co., contractors on the Missouri Division, having completed the grading to Glendire Creek, have been ordered to put their entire force of several hundred workmen on the Yellowstone Division. They are already at work, and will grade 50 miles, to Fort Keogh, the coming winter. Large contracts have been let for ties, and the company has already contracted for rails to be supplied to the whole division-320 miles.

Pennsylvania Railroad.—The statement of increase in earnings in the month of September has been issued in the usual form. The report of monthly earnings in full, as heretofore given in the Chronicle, is brought forward in the table below. In September the increase in gross earnings was \$311,015, but there was an increase in operating expenses, and a consequent decrease in net earnings, of \$115,729. For the nine months— Jan. 1 to Sept. 30—the increase in gross earnings was \$5,738,492 and in net earnings \$2,733,263. The Pennsylvania Railroad on all its lines east and west has made \$4,324,217 more profit in nine months of 1880 than in the same time last year.

ALL LINES EAST OF PITTSBURG AND ERIE. ALL LINES EAST OF PITTSBUT Gross Earnings.

1880. 1879.
\$3,083,551 \$2,543,424
2,944,576 2,538,039
3,278,186 2,603,068
3,488,366 2,630,022
3,417,916 2,708,695
3,221,476 2,390,810
3,449,644 2,782,906
3,723,355 2,982,718
3,647,543 3,336,528 \$1,019,531 1,172,986 987,223 1,031,028 January.... February March April..... 1,034,092 600,994 May..... June 1,302,505 1,554,480 999,615 1,474,910 1,590,639

Total 9 mos. .. \$30,254,613 \$24,516,210 \$12,426,304 As to the lines west of Pittsburg and Erie, there is the usual discrepancy between the figures of 1879 and this year, which, as accounted for by the Treasurer, results from charging at the end of the year certain interest on bonds of the Pennsylvania Company and the Pittsburg Cincinnati & St. Louis Railway Company, and not charging the pro rata for each month in 1879. The gain this year is now published as \$1,977,397, but the table below shows \$1,590,954.

ALL LINES WEST OF PITTSBURG. Net Surplus above all Liabilities, including Rentals, Interest, de.

, -	,		2,000,000,000.
_	1880.	1879.	Gain in 1880.
January	\$305,304	\$204,149	\$101,155
February	116,710	25,846	90.864
March	557,171	73,703	483,468
April	312,269	deficit 82,178	394,447
May	11,201	deficit 158.090	169,291
June	8,471	deficit 269,182	277,653
July	300,827	52,732	248,095
August	267,296	252,972	14,324
September	206,982	395,325	loss 188,343

\$195,277

\$1,590,954

Net for nine months. \$2,086,231

Southern Pacific Railroad-Opening of a Second Transcontinental Route Early in 1881.—The near prospect of the opening of a second railroad to the Pacific, which is announced to take place early in January next, by the junction of the Atchison Topeka & Santa Fe Railroad with the Southern Pacific Railroad, gives a special prominence to the two great corporations which together make up the line. The new route, unlike the first one, is not created by the aid of Government subsidy, but from private capital solely, except that each eprporation has a grant of public lands for a portion of its routethe Atchison Company across Kansas and the Southern Pacific across California-of 12,800 acres per mile. In the Territories both companies have resorted to the formation of separate and independent corporations, though mainly in the hands of the same proprietors. The junction of the two lines (it is announced from Chicago) will take place at or near Florida Pass, a point about 25 miles west of Mesilla, on the Rio Grande in New Mexico, distant by the road about 1,150 miles from Kansas City and about 1,250 miles from San Francisco. This would make the new route 2,400 miles long between the Missouri River and the port of San Francisco, against 1,900 miles, the distance from Omaha via Salt Lake. There are some claims made that this difference of 400 miles, or over 20 per cent in

distance, will be offset by more favorable grades and climate; but from the information before us this will hardly be borne out. The grades will be about alike, and are not a conspicuous feature on either road. The trouble from snow-blockade on the older line has never been serious, and the exemption to the new line will be limited to the winter months, and be offset by

severe heat and drought in summer.

There is no doubt, however, that the Southern line will divide to some extent the through business with the Central, as tourist passengers will be apt to go by one route and return by the osher, as President Hayes is even now doing, before the gap is quite closed, there being about 150 miles of staging between the two termini. The Pacific through freight traffic has never been so heavy nor so lucrative as to make it a prize worth contending for; and it is perhaps a fortunate circumstance for both the companies concerned, while the enterprises are in their infancy at least, that the bulk of the ownership of both the Southern and Central portions of the two routes are held in the same hands, as this will prevent anything like incessant and ruinous competition for what through traffic there is. Travelers and shippers can have a choice of routes at fair rates.

The chief source of net revenue to the Southern line, as it is found to be of the older line (no less than 65 per cent on the Central Pacific end) is found to be from local traffic. The through tonnage is larger, but as much of it is taken at rates competing with those of steamers and sailing craft, it is carried at little or no profit. From local industries along their lines both companies may expect satisfactory returns. Indeed, this has been a chief incentive to their rapid extension, as the advent of the railroads in Colorado and New Mexico, as well as in Arizona, has stimulated an immense mining industry for the precious metals, which has led to a profitable railroad business at once. All over these Territories are hundreds of new gold and silver mines opening, and the machinery and supplies ordered for their working, together with the ores or crude metal, furnishes freight for the rails. The discoveries keep up, and there is no predicting the limit of expansion of this industry. On the Mexican side of the line—in Sonora and Chi-huahua—are similar evidences of mineral wealth. It is not doubtful, therefore, where the receipts of the company are to come from, without counting upon the growth of overland communication. Besides, at the California end the line traverses some of the great grain and fruit-bearing valleys. The wheat, grapes, oranges and semi-tropical fruits of Southern California are growing, as the pasturage of live stock on wild lands declines.

Herewith is a tabular statement of the earnings and expenses of the road since the organization of 1870, showing the average miles operated and the ratio of expenses to earnings.

	Av'ge			Earnings	Ratio
**	miles	1		over oper-	of oper-
Years.	oper-		Operating	ating ex-	at'a ex-
1870-71,9 mos., Oct. 1,	ated.	Earnings.	expenses.	penses	penses.
1870, to June 30,'71.		\$430,097	\$222,427	\$207,670	51.70
1871-72	100	723,856	376,278	347,577	51.98
1872-73	121.6	1,035,311	458,739	576,572	44.30
1873-74	157.2	1,162,738	463,674	699,063	39.88
1874-75	263.4	1,780,456	773,485	1.006.971	43.00
1875-76	363.7	2,160,839	1,140,329	1.020,509	58.00
1876-77	580	3,533,005	1,724,174	1,828,830	48.00
NO DOT	TEDAL AN	in governon	N DITTERVANCE	, 3 ,	

NORTHERN AND SOUTHERN DIVISIONS. Net earn'gs, Net earnings, includ'g net Northern rental miles Earnings, Expenses, oper-Northern Northern Division. \$226,730 514,542 526,565 Years. Invision. Division. ated.So. Divis'n. 1877 (six months). ... \$408,429 1878 (Jan.to Dec.) 712 1,013,886 1879 (Jan.to Dec.) 712 889,327 1880 (Jan.to Aug.) 712 581,212 \$179,698 499,344 362,761 \$1,050,702 2,155,704 1,998,316 1,316,829 364,783 216,429

At present the divisions of the Southern Pacific south of the Goshen intersection with the San Joaquin branch of the Central Pacific are leased to the latter company, inasmuch as they form feeders to the main Central line. The published earnings show, however, that those of the Southern Pacific are more than sufficient to meet its fixed charges, and consequently it is

worked by the lessor company at a profit.

The Southern Pacific of California havits terminus in the city of San Francisco, with a water front on the bay, and extends in a southerly and easterly direction along and across California. The Northern Division, of which 176 miles are in operation (including the Monterey spur), runs at no great distance from the coast, and is separated from the other portions by an unbuilt gap of 100 to 160 miles, according to the route adopted, this portion being left for more mature determination after the through line has been opened. In the meantime the traffic is accommodated by using the nearly parallel line of the San Joaquin Branch of the Central.

At a point on its line 375 miles from San Francisco, the road emerges from the great longitudinal depression of California, and begins the ascent of the Sierra Nevada mountain range, which here curves to the westward, and extends to, and abuts upon, the Pacific Ocean, so as to form a steep wall in the path of any railroad crossing from the central to the southern watersheds of that State. The Southern Company, having the pick of the whole virgin country before it, naturally chose the most fertile valleys and routes of least obstacles for its line. The crossing of the mountains at Tehachapa Pass was, nevertheless, a very difficult and costly undertaking. The range is crossed at 4,000 feet altitude above sea level, and the road to cross and recross it at San Fernando required twenty tunnels, one of them 6,996 feet in length. It is believed that no other line between Los Angeles and San Francisco—470 miles—could be built for less than double the cost of the Southern. Across Arizona and New Mexico, likewise, the road is laid along the fertile portions!

and by the only feasible routes. The total cost of the 712 miles of road in operation in California Dec. 31, 1879, is given at \$67,031,500, exclusive of equipment. The total of bonds issued is \$29,186,000, and of stock, \$36,763,900. The bonds, at the rate of \$40,000 per mile, are, however, a mortgage on the lands. The cost of the portion east of California, from Yuma to the Rio Grande at El Paso, 575 miles, are estimated at \$40,000,000 more.

CALIFORNIA DIVISIONS-ROAD OPERATED. 161 551 ARIZONA & NEW MEXICO DIVISIONS. Yuma to Lordsburg (opened Oct. 18, 1880.... 407 Total in operation at date.....

The interior valleys and plateaus of the continent west of the Rocky Mountains as a rule though valuable for minerals, grazing or grain-growing, are at the same time hot, dry and dusty, while the coast line is generally bold and unbroken. There are but few harbors of any kind, and only one good one on United States territory. For more than a thousand miles on either hand of San Francisco there is no harbor for large vessels easy of approach. This circumstance, with others, must tend to build up San Francisco to a great city. Beyond the Pacific lie China and Japan and the East Indies, with one-third of the population of the globe. Already the young metropolis of 30 years has nearly a quarter of a million souls, and after the throes of a struggle between the industrious and the idling portions of its population are over it will, no doubt, enter afresh upon a grand career.

No city in the world is more favorably situated for a great population and commerce, and, at the same time, for a large suburban population. Already the route of the Southern Pacific for fifty miles along the peninsula is dotted with thrifty suburban towns and elegant private residences. This movement will in time spread 75 miles further south until it embraces both shores of Monterey Bay. The climate of Monterey is so genial in winter as well as in summer as to attract many tourists and pleasureseekers to it as a sanitarium and sea-side resort. A magnificent hotel has been erected, and there are drives, fountains, parks. a race-course, a church and all the adjuncts of a high civilization. which are attracting all the year round thousands from the interior regions. Express trains will run the distance in three hours, so as to make of the San Francisco end of the line a

very busy thoroughfare.

The eastern terminus of the Southern Pacific Railroad proper will be at the southeast corner of New Mexico, near El Paso, a distance of about 1,300 miles from San Francisco; but there are signs that this will not, after all, be the real terminus of the Southern route. Under other organizations the connection is to be made with New Orleans, across Texas and West Louisiana. The President of the Southern Pacific is reported to be now in Texas in company with the President of the New Orleans Houston & San Antonio Railway Co., examining the Gulf ports. It is alleged that New Orleans is by far the best port on the U.S. Gulf coast. In that event it must become the ultimate terminal of the Southern overland route, as it is the manifest function of the Southern Pacific to bring out large quantities of cheap ores and base metal, gold, silver. copper and lead eastward to some one or more of the cotton ports, for cheap freight to Europe in cotton ships as "bottom cargo," besides an interchange of manufactured articles bound in the other direction. The supply of the 500 miles link between El Paso and a point west of San Antonio will probably not long be delayed. This will make a through route of 2,425 miles from New Orleans to San Francisco, or about the same distance as from Chicago to the western city, but by a much easier and more favored route.

There are also rumors that Mexico is about to inaugurate a trunk line from its capital to El Paso, where it will intersect the Southern & Atchison roads, and another trunk line from Mexico to the Rio Grande, at Laredo, or Eagle Pass, near the San Antonio extension. As these roads are to be built upon the bonds of a government which, thus far, has had all it could do to raise taxes to pay its running expenses, and the army, whose every source of revenue is already pledged to its creditors, and which cannot maintain order and peace among its own people, it may be rash to count upon any railroad connection with Mexico for some time yet; but it is equally certain that more or less of the commerce of Mexico would flow through these gateways if the railroads were built, and may, to some extent, when the United States railroads touch the border at both

these points, as they will within a few months.

Third Avenue Railroad (N. Y.)—The annual report of the Third Avenue Railroad to the State Engineer gives the following: Capital, \$2,000,000; paid, \$2,000,000; funded debt, \$2,000,000; rate of interest 770-100; passengers carried, \$2,000,000; rate of interest 7.00-100; passengers carried, 28,867,193; total cost of maintaining road and real estate, \$51,476.46; expense of operating road and for repairs, \$794,-584.54; receipts from passengers, \$1,343,359.67; from other sources, \$335,019.46. Payments for transportation expenses, maintenance and repairs, \$794,584.54; for interest, \$140,000; for dividends, \$420,000; coupon bonds purchased \$16,000; cash on hand, \$307,794.59.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 29, 1880.

The political canvass has assumed an intensely partisan character, developing much personal feeling, to the neglect of principles and fair discussion. Both parties, through public meetings and otherwise, have made direct appeals to the mercantile community, and the effect has been to divert much attention from business, the export trade only having been fully maintained. The weather has been seasonable, and rains have further relieved the drought from which large sections have suffered, enabling manufactories which are dependent upon mill streams to partially resume operations.

Provisions have latterly shown more strength on receipt of somewhat better advices from the West and due to the reserve with which spot and October contracts have been offered. Today pork was unsettled, with October options selling at \$20, and seller year quoted \$12@\$13. Lard early in the day was remark. ably buoyant and a sharp upward movement was developed; toward the close a reaction set in and almost the entire advance was lost; prime Western contract sold on the spot at 8.70@ 8.75c.; October options sold at 8.65c; November at 8.50@ 8.57½c., closing at 8.47½c.; December at 8.42½@8.50c., closing 8.42½c.; seller year at 8.42½c, closing 8.37½@8.40c.; January at 8.42½@8.47½c., closing at 8.42½c.; February 8.45@8.50c., closing at 8.45c.; and seller six months 8.40@8.421/2.; refined to the continent quoted 8%c. for November delivery. Bacon has declined, and closed dull at 73/4@71/8c. for long clear. Cut meats have had quite a good movement. Beef has ruled quiet and nominally unchanged, while beef hams have been more active and higher at \$16 75@\$17. Tallow sells fairly at 64@ 6 5-16c. Butter is rather quiet; but about steady. Cheese has latterly been quiet and easy at 121/20121/2c, for prime factory. The following is a comparative summary of aggregate exports, from November 1 to October 23:

Porklbs. Baconlbs. Lardlbs.	767,335,561	1878-79. 72,701,000 750,212,813 324,306,195	Increase. 17,122,748 52,283,951	Decrease. 4,671,400
-				

Total...lbs.1,211,955,307 1,147,220,608 69,406,699 Rio coffee has shown no marked change, but has been to a great extent nominal, owing to a large failure in the trade, the liabilities of the firm involved being stated at \$700,000; this has undoubtedly checked trade of late both in Rio and mild coffee, and quotations in the latter case are also essentially the same as last week. Rice has been in good demand most of the time, though trade has fallen off somewhat within a day or two; prices have remained firm. Molasses has been dull and nearly nominal for both foreign and domestic. Raw sugar has latterly favored the buyer as to prices, and a fair business has been done on the basis of 71/4@7%c. for fair to good refining Cuba, and 8 3-16@ 84c. for centrifugal of 96 degrees test. Refined has fluctuated somewhat, but has in the main favored the buyer, principally owing to the fact that the refiners of Philadelphia and Baltimore have refused to join the New York refiners in another effort to improve the condition of the market by reducing the production; rushed closed at 93/4@9%c., and powdered at 95/8@93/4c.

The export demand for Kentucky tobacco has been somewhat better in the past week, but the volume of busines is still small; sales for the week are 550 hhds., of which 500 for export and 50 for home consumption. Lugs sold at 5@6c., and leaf, 6½@14c. Seed leaf has been more active, the sales for the week amounting to 1,835 cases, as follows: 900 cases 1879 crop, Pennsylvania, 12@40c.; 250 cases 1879 crop, New England, 11@40c.; 325 cases 1879 crop, Ohio, 6½@13c.; 160 cases 1878 crop, Ohio, 9½@11c.; 100 cases 1879 crop, State, 11c.; 100 cases sundries, 9@18c. Also 700 bales Havana fillers, 82c.@\$1 15.

In naval stores a dull and unsatisfactory state of affairs has been noted, particularly so for rosins, which closed dull at \$180@\$185 for strained to good strained; spirits turpentine at the last moment became stronger, owing to advances in London and Wilmington, quoted 45@45½c. Petroleum has rnmained quiet and almost nominal at 12c. for refined, in bbls. Crude certificates have been irregular, selling to-day at 94c. and 91½c., but closing 93½c., bid. All metals are quiet and nothing of new interest can be mentioned. Ingot copper quiet at 18¾@ 18½c. for Lake. Wool is firm though rather quiet.

Ocean freights have latterly been rather quiet, and in the matter of rates some irregularity has prevailed; at the close a slight recovery took place. Grain to Liverpool, by steam, 6½d., standard bushel; butter and cheese, 45s.; bacon, 32s. 6d.@35s.; cotton, 5-16@11-32d.; grain to London, by steam, 7½d.; bacon, 35@40s.; cheese, 50s.; grain, by sail, 4s. 9d. per qr.; flour, 2s. 5s.@2s. 6d.; grain to Glasgow, by steam, 6¼d.; flour, 2s. 9d. per bbl. and 25s. per ton; apples, 4s. The charters were: Grain to Cork, for orders, 5s. 5d.@5s. 6d. per qr.; refined petroleum to Liverpool, 3s. 6d.; do. to Hamburg, 3s. 6d.; do. to the Continent, excluding Dutch ports, 3s. 6d.; if Dutch ports, 3s. 9d.

COTTON.

Friday, P. M., October 29, 1830.

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. 29), the total receipts have reached 254,830 bales, against 236,341 bales last week, 210,367 bales the previous week and 199,094 bales three weeks since; making the total receipts since the 1st of September, 1880, 1,394,296 bales, against 1,222,135 bales for the same period of 1879, showing an increase since September 1, 1880, of 172,161 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	9,617	12,342	11,170	5,801	8,182	17,614	64,726
Mobile	1,880	4,517	4,175	1,761	1,948	2,221	16,505
Charleston	6,179	8,344	5,047	6,209	5,071	4,037	34,887
Port Royal, &c.						3,225	3,225
Savannah	5,833	9,789	4,626	7,056	6,946	10,627	44,877
Brunswick, &c.						171	171
Galveston	3,816	5,705	2,022	4,207	3,555	3,700	23,005
Indianola, &c				·		755	755
Tennessee, &c	949	1,581	961	1,368	1,700	5,020	11,579
Florida					,,,,,,,	911	911
Wilmington	1,519	1,675	1,444	1,020	1,741	764	8,163
Moreh'd City,&c						2,267	2,267
Norfolk	5,920	6,234	5,670	7,688	4,370	4,400	31,282
City Point, &c		····			-,510	9,477	9,477
Totals this week	35,713	50,187	35,115	35,110	33,513	65,192	254,830

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

Receipts this w'k at-	1880.	1879.	1878.	1877.	1876.
New Orleans	64,726	69,076	16,611	-50,098	54,280
Mobile	16,505	15,755	7,669	14,707	18,771
Charleston	34,887	28,834	25,385	28,698	30,398
Port Royal, &c	3,225	1,993	251	162	3,178
Bavannah	44,877	40,706	33,622	27,196	21,167
Galveston	23,005	26,071	26,843	17,621	22,696
Indianola, &c	755	296	884	393	560
Tennessee, &c	11,750	14,219	7,782	2,514	9,159
Florida	911	438		1 ¢ 3	391
North Carolina	10,430	8,591	, ,	7,206	7,222
Norfolk	34,282	,	20,464	24,953	
City Point, &c	9,477	10,793		3,635	4.5
Total this week	254,830	245,613	157,280	177,336	201,904
Total since Sept. 1.	1,394,296	1,222,135	1,005,355	732,374	1,009,547

The exports for the week ending this evening reach a total of 130,436 bales, of which 83,064 were to Great Britain, 19,946 to France and 27,426 to rest of the Continent, while the stocks as made up this evening are now 641,083 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

	1 ,	O F	- 02 2000						
Week	EXP	ORTED T	0-	Total	Same	STO	STOCK.		
ending Oct. 29.	Great Britain.	France.	Conti- nent.	this Week.	Week 1879.	1880.	1879.		
N. Orl'ns	27,454	13,951	5,724	47,129	41,435	165,397	185,198		
Mobile	1,063			1,063	,	22,965	25,893		
Charl't'n	6,472	1,075	2,480	10,027	28,769	111,379	49,180		
Savan'h.	3,709		8,266	11,975	26,807	128,377	94,173		
Galv't'n-	11,062	3,827	3,553	18,442	11,005	45,697	72,426		
N. York.	8,296	1,093	2,008	11,397	9,428	71,566	35,818		
Norfolk-	19,644			19,644	8,033	48,703	36,000		
Other*	5,364		5,395	10,759	11,273	47,000	26,000		
Tot. this				*		q			
week	83,064	19,946	27,426	130,436	136,750	641,083	524,688		
Tot.since	498 765	94 841	104 497	698 103	589 606				

*The exports this week under the head of "other ports" include, from Baltimore, 1,300 bales to Liverpool; from Boston, 650 bales to Liverpool; from Philadelphia, 2,714 bales to Liverpool; from Wilmington, 700 bales to Liverpool and 995 bales to Continent; from Port Royal, 4,400 bales to Continent.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 6,314 bales, while the stocks to-night are 116,395 bales more than they were at this time a year ago.

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

a.	On	T				
OCT. 29, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
New Orleans Mobile Cnarleston Savannah	32,499 4,900 12,807 19,800	25.936 None. 3,230 None.	16,342 None. 4,578 4,700	1,568 None. 2,220 3,000	76,345 4,900 22,835 27,500	89,052 18,065 88,543 100,877
Galveston New York Other ports	11,726 4,500 10,000	None. None.	5,519 600 1,000	203 None, 5,000	19,052 * 6,800 16,000	26,645 64,766 79,703
Total	96 232	30,770	32,739	11.991	173,432	467,65

* Included in this amount there are 1,700 bales at presses for foreign perts, the destination of which we cannot learn.

The following is our usual table showing the movements of cotton at all the ports from Sept. 1 to Oct. 22, the latest mail date:

	RECEIPT		EXPOR					
PORTS.	SEPT	r. 1.	Great	The way as	Other	Total.	Stock.	
	1880.	1879.	Britain.	France.	Foreign	10000.		
M.Orlns	196,010	209,653	83,675	45,483	14,089	143,247	134,598	
Mobile:	65,611	76,965	4,025			4,025	20,647	
Char'n*	204,004	137,281	44,579	11,220	15,876	71,675	94,628	
Bay'h	262,688	206,708	75,670	4,440	20,549	100,659	106,272	
Galv.*.	134,224	130,067	28,721	4,004	8,255	40,980		
N. York	5,700	14,936	79,234	8,301	13,949	101,487	63,671	
Florida	2,703	2,966		••••	••••	••••	••••	
N. Car.	36,464	30,868	5,170	1,444	1,927	8,441	12,374	
Norf'k*	199,635	137,530	50,139		•,•••	50,139		
Other	32,427	29,547	44,488		2,526	47,014	24,000	
This yr.	1139,466		415,701	74,895	77,071	567,667	553,390	
Last yes	ar	976,522	366,341	36.791	49,724	452,856	447,429	

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

There was a considerable decline in futures early in the week. under dull foreign advices, weak Southern markets, large receipts at the ports and improved weather at the South; but there was a partial recovery on Tuesday afternoon, caused simply by a demand to cover contracts, and secure the profits inuring from Wednesday developed much irregularity. No the decline. vember and December, from selling at the same prices, had separated 11 points; but on that day there was a decline in December and an advance in November, which brought the two months within two points of each other. Yesterday and to-day there were no essential changes, except a small advance for October. Cotton on the spot declined 1-16c. on Monday an again on Wednesday. There was a fair demand for export and home consumption. The close was quiet at 11 1-16c. for middling uplands.

The total sales for forward delivery for the week are 466,400 bales, including — free on board. For immediate delivery the total sales foot up this week 6,456 bales, including 3,276 for export, 3,080 for consumption, 100 for speculation, and — in transit. Of the above, 1,362 bales were to arrive. The following are the official quotations and sales for each day of the past week:

0.4.00.45	U	PLANI	os.	NEW ORLEANS.			TEXAS.		
Oct. 23 to Oct. 29.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. % b	8316	818	818	8316	818	818	8316	818	818
Strict Ord	81318	834	834	81516	878	878	81516	878	878
Good Ord	91316	934	934	91516	9^{7}_{8}	978	9151e	978	$9\frac{7}{8}$ $10\frac{1}{4}$
Str. G'd Ord	10316	1318	1018	10516	1014	104		104	1078
Low Midd'g	101116	1058	1058	101516	10'8	1078	10^{15}_{16} 11^{3}_{16}	1148	1118
Str. L'w Mid	101516	1078	1078	11316	1118	11 ¹ 8 11 ³ 8	117_{16}^{16}	1138	1138
Middling	11318	1148	1118	11716	1138	1134	111316	1134	1134
Good Mid	11916	1112	11 ¹ 2 11 ³ 4	$11^{13}_{16}_{121_{16}}$	12	12	12116	12	12
Str. G'd Mid	111316	1104		12^{16} 12^{9} 16	1212	1212	129_{16}	1212	1242
Midd'g Fair		124	12^{1}_{2} 12^{7}_{8}	13316			13316	1318	1318
Fair	121516	12.8	112'8	113018	10-8				
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. % b	8116	8116	8116	8116	8116	8116	8118	8118	8118
Strict Ord.	81116	81116	81116	81316	81318	81318	813.0	81310	81316
Good Ord	91118	91118	91116	91318	91318	91316	91318	91318	91316
Str. G'd Ord	10116	10110	10110	10310	10318	10318	10316	10318	10316
Low Midd'a	109.0	10910	10918	101318	101316	101316	101316	101316	101316
	1019	1012	11113	11116	11116	11118	11116	11116	11116
Middling	11116	11116	11116	11016	11016	11318	11118	11118	11116
Good Mid	11716	11716	11 16	111116	111116	111116	1115	1115	111516
Middling Good Mid Str. G'd Mid	111116	111116	1111118	111516	107	127	197-16	12716	12716
Middia a hair	17010	12.010	12018	1 4 1 1 8	14.18	177.18	14 115	13116	10
Fair	121318	12131R	121018	113118					
81	TAINE	D.		Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordina	a.rv		. 39 Tb.	778	71316	71316	734	734	734
Strict Good		834	81116	81118	858	858	858		
Low Middlin		958	9916	9918	9^{1}_{2}	912	91_{2}		
Middling				1038	10516	10518	104	104	1014

		MAR	KEI AI	ובמ עו	JEBS.				
		SALES OF SPOT AND TRANSIT.					FUTURES.		
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- eries.	
Mon . Tues . Wed . Thurs	Casy Q't, st'dy, 16 dec. Easy Firm, at 116 dec. Steady	780	$\frac{552}{419}$	100		910 869 1,332 1,613 1,045 657	90,300 97,800 75,100	400 800 800	
Total		3,276	3.080	100		6,456	466.400	3,800	

MADKET AND SALES

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

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

Market, Prices and Pose of the Pattern										
Tone of the	Sales since Sept. 1, 1880	Total sales this we	Friday, Oct. 29— Sales, total Prices paid (range) Closing, bid and asked	Thursday, Oct. 28— Sales, total Prices paid (range) Closing, bid and asked	Wednesday, Oct. 27— Sales, total Prices paid (range)? Closing, bid and asked	Sales, total Prices paid (range) Closing, bid and asked	Monday, Oct. 25— Sales, total Prices paid (range) Closing, bid and asked	Saturday, Oct. 23— Sales, total Prices paid (range) Closing, bid and asked	FUTURES.	Market, Prices and
paing. October. November. DAILY PRICE eady. 2,800 14,200 16,100 10.752#10.76 10.78#10.81 10.88#210.91 11.0 10.75-10.78 10.79-10.80 10.88#210.91 11.0 10.71 #10.77 10.70 #10.79 10.81#10.89 10.9 10.71 #10.77 10.70 #10.79 10.81#10.89 10.9 10.71 #10.77 10.70 #10.79 10.81#10.89 10.9 10.76 #10.72 10.72 #10.79 10.81#10.82 10.9 10.76 #10.78 10.78 #10.78 10.77#10.85 10.9 10.76 #10.83 10.76 #10.83 10.79 #10.85 10.9 eady. 4.200 8.500 10.80 #10.85 10.9 eady. 4.200 8.500 9.500 9.500 10.86 #10.90 10.80 #10.82 10.80 #10.83 10.9 10.86 #10.90 10.80 #10.82 10.81 #10.84 10.9 10.86 #10.90 10.80 #10.82 10.81 #10.84 10.9 10.86 #10.90 10.80 #10.80 10.81 #10.84		ек		Firmer.	Irregular.	Variable.	Lower.	Lower.	Market.	Tone o
Dally Prices and Sales of Futures for Each Month: Dally Prices and Sales of Futures for Each Month: Dally Prices and Sales of Futures for Each Month: Dally Prices for Each Month:			Dull.	Steady.	Steady.	Firm.	Dull.	Steady.	Closing.	t the-
November December January February March April May June	.1 946,500	18,100	4,100 10.86@10.90 10.86—10.88	4.200 10·79@10·87 10·86—10·88	3,400 10.76@10.83 10.79—10.81	2,100 10.66@10.76 10.76—10.78	1,500 10.71@10.77 10.71—10.72	2,800 10·72 <i>@</i> 10·76 10·75—10·78	October.	
December January February March April May June 600 608 600 600 608 600 608 600 608 600 608 600 608 600 608 600 600 608 600 608 600 608 600 608 600 608 600 608 600 608 600 608 600 608 600 608 600 608	650,800	82,800	6,600 10.80@10.82	8,500 10.78@10.82 10.81—10.82	24,100 10.76@10.83 10.80—10.81	20,300 10.68@10.78 10.78- 10.79	9,100 10.70@10.79 10.72—	14,200 · 10.78@10.81 10.79—10.80	November.	·
January February March April May June 600 10.02 11.04 11.17 11.19 11.32 11.34 11.47 11.65 11.65 11.65 11.76 11.76 11.70 11.95 11.65 11.65 11.65 11.65 11.76 11.76 11.70 11.10 11.26 11.27 11.25 11.25 11.25 11.25 11.27 11	958,300	98,400	10,100	9,500 10.80@10.86 10.82—10.83	20,200 10.79@10.85 10.82—	19,300 10.77@10.85 10.85—	23,200 10.81 <i>@</i> 10.89 10.81—10.82	16,100 10.88@10.91 10.89—10.90	Decamber.	1
February. March. April. May. June. 5.300 7,600 1.47211.50 11.65211.66 11.76 al1.78 11.77 al1.72 11.77 al1.72 11.77 al1.72 11.77 al1.72 11.77 al1.72 11.77 al1.72 11.77 al1.73 11.77 al1.7	1,027,300	150,900	1 10.92 10.92	30,100 10.92@10.96 10.94—10.95	36,600 10.93@10.99 10.94—10.95	26,700 10.91.@10.98 10.98—	24,300 10.95@11.02 10.95—10.96	20,600 11.02@11.04 11.03—11.04	January.	
### March.	240,300	48,100	5,800 11.07.211.10 11.06—11.07	8,800 11.06 <i>@</i> 11.10 11.09—11.10	5,900 11.07@11.12 11.08—11.09	$10,800 \\ 11.06@11.12 \\ 11.12-11.13$	11,500 11·10æ11·16 11·10—	5,300 11·17@11·19 11·18—11·19	February.	
FOR EACH MONTH. May. June. 600 11-47@11-50 11-65@11-65 11-76@11-78 11-76@11-78 11-40@11-41 11-56@11-65 11-76@11-78 11-76@11-78 11-40@11-41 11-55@11-63 ————————————————————————————————————	206,400	37,500	5,200 11.22@11.24 11.21—11.22	$\substack{9,100\\11.21@11.25\\11.24-11.25}$	4,400 $11.22 @ 11.28$ $11.23 - 11.25$	4,600 11.23@11.27 11.27—11.29	6,600 11.26@11.32 11.26—	7,600 11.32@11.34 11.34—11.35	March.	FUTURES
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	94,900	16,400	3,700 11.37@11.39 11.36—11.37	2,300 11·36 <i>æ</i> 11·40 11·39—11·40	1,400 11.40@11.42 11.38—11.40	3,500 11.37@11.42 11.42—11.44	3,000 11.41@11.48 11.40—11.41	2,500 11.47@11.50 11.50—11.51	April.	
June. 600 11.76æ11.78 1.176æ11.72 1.170—11.72 1.172—11.73 11.72—11.73 11.65—11.68 11.65æ11.66 11.65æ11.66 11.65æ11.66 11.65æ11.66 11.65æ11.66 11.65æ11.66 11.65æ11.66 11.65æ11.66	31,400	8,600	1,100 11.50@11.53 11.50—11.51	1,600 $11.51 @ 11.53$ $11.53 - 11.54$	700 11:52@11:54 11:52—11:54	1,200 11.52@11.56 11.57—11.58	3,200 11.56@11.63 11.55—11.57	800 11.65@11.66 11.65—11.67	May.	
	14,700	5,600	1,100 11.65@11.66 11.63—11.65	$1,000 \\ 11.65 @ 11.66 \\ 11.66 - 11.68$	1,100 11.71 <i>@</i> — 11.66—11.68	1,800 11.67@11.71 11.72—11.73	11.70—11.72	11.76 <i>a</i> 11.78	June.	
*4,792,500 *Includes for August. 1881, 500 at 11:50; also sales in Septembe	*4,792,500		50,300 10.80 <i>@</i> 11.66 10.81—11.65						Total Sales and Range.	

* Includes for August. 1881, 500 at 11.50; also sales in September 1830, for September, 621,400.

Transferable Orders—Saturday, 10.80; Monday, 10.75; Tuesday, 10.80; Wednesday, 10.85; Thursday, 10.90; Friday, 10.85.

Short Notices for October—Saturday, 10.73@10.76; Monday, 10.72@10.73; Tuesday, 10.67; Wednesday, 10.65.

Short notices for November—Friday, 10.80@10.81.

The following exchanges have been made during the week.

14 pd. to exch. 100 Dec. for Jan.
11 pd. to exch. 2,500 Nov. for Dec.
15 pd. to exch. 500 Feb. for Mar.
15 pd. to exch. 500 Feb. for Mar.
16 pd. to exch. 500 Dec. for Mar.
26 pd. to exch. 500 Dec. for Feb.

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 Britiain 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. 29), we add the item of exports from the United States, including in it the exports of Friday only.

and presentational last	Stock at Liverpoolbales. Stock at London	1880: 360,000 40,100	1879. 273,000 56,183	1878. 302,000 31,250	1877. 406,00 0 27,000
	Total Great Britain stock. Stock at Havre. Stock at Marseilles. Stock at Barcelona. Stock at Hamburg.	400,100 56,500 7,560 32,800 3.700	329,183 89,800 436 3,873 1,500	333,250 120,000 1,500 7,750 4,500	433,000 160,000 7,000 44,000 11,000

Digitize for FRASER

	1880.	1879.	1878.	1877.
Stock at Bremen bales	25.100			
Ottook at Dien en Daies		22,001	23.750	
Stock at Amsterdam	10.700	19,430	33,250	30,000
Stock at Rotterdam	1,680	1,283	7.000	9.000
Stock at Antwerp	981	_,	3.250	5.000
Stock at other conti'ntal ports.		0.000		
BOOK at other contribut ports.	13,100	6,692	8,750	8,250
Total continental ports	151,941	144,988	209.750	318,250
				010,200
Total European stocks	552,011	474,171	5 12 000	753 050
India actton affect for Europa			543,000	751,250
India cotton affoat for Europe.	63,000	81.374	108,000	40.000
Amer'n cotton afloat for Eur'pe	420,000	312,468	270,000	172,000
Egypt, Brazil, &c., aft for E'r'pe	29,000	36.914	21,000	29,000
Stock in United States ports	641,083	524.688	424,154	
Stock in U. S. interior ports			424,104	421.198
Weited Chates and Interior ports	93,749	41.330	53,731	60.173
United States exports to-day	11,000	31,000	21,000	5,000
_				
Total visible supply1	.814.873	1.531.945	1.440 888	1 478 691
Of the above the totals of America	,	2,002,010	1,110,000	1.270,021
Of the above, the totals of Ameri	can and o	ther descri	ptions are:	as follows:
American—				
Liverpool stock	229,000	142,000	151,000	173,000
Continental stocks	63,000	51,000	159,000	
American afloat for Europe	420,000	312,468		231,000
United States steels			270,000	172,000
United States stock.	641,083	524,688	424,154	421.198
United States interior stocks	98,749	41,330	53,734	60.173
United States exports to-day	11,000	31,000	21,000	5,000
` .				
Total American 1	466 832	1 129 426	1 070 000	1 000 071
East Indian, Brazil, &c	,,100,002	1,102,430	1,070,003	1,002,371
Liverpool steels	100.000	101 000		
Liverpool stock	132,000	131,000	151,000	233,000
London stock.	40,100	56.183	31,250	27.000
Continental stocks	83,941	93,988	50,750	87,250
India affoat for Europe	63,000	81,374	108.000	
Egypt, Brazil, &c., afloat	29,000	36.914		40,000
25j pt, 21wan, 600., anoat	20,000	30,914	21,000	29,000
Motol Foot India to	040 044	000.450		
Total East India, &c	348,041	399,459	362,000	416,250
Total American1	1,466,832	1,132,486	1.078.888	1,062,371
-				
Total visible supply1	.814.873	1.531 915	1 440 999	1 479 601
Price Mid. Upl., Liverpool	634d.	7301	1,11,000	
		738 i.	511 ₁₆ d.	638.1.
The above figures indicate	an ina	onno in t	ha saltan	. 6. 11

The above figures indicate an *increase* in the cotton in sight to-night of 282,928 bales as compared with the same date of 1879, an *increase* of 373,985 bales as compared with the corresponding date of 1878, and an *increase* of 336,252 bales as compared with 1877.

In the preceding visible supply table we have heretofore only included the interior stocks at the seven 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 nineteen towns given weekly in our table of interior stocks instead of only the old seven towns. We shall continue this double statement for a time, but finally shall simply substitute the nineteen towns for the seven towns in the preceding table.

American—	1880.	1879.	1878.	1077
Liverpool stockbales	228,000	142,000	151.000	1877.
Continental stocks	68.000	51,000		173,000
American affoat to Europe	420.000	342,468	159,000	231,000
United States stock	641.083		270,000	172,000
United States interior stocks		524,683	424,154	421,198
United States exports to-day	179,676		115,034	105,814
Diffed Blates exports to-day	11,000	31,000	21,000	5,000
Moto American		1 0 1 0 0 0 0		
Tota American 1	,547,759	1,206,891	1,140,183	1,108.012
Eust Huttun. Brazu. ac.—				,
Liverpool stock	132,000	131,000	151,000	233,000
London stock	40.100	56.183	31.250	27,000
Continental stocks	83.941	93,938	50.750	87.250
India affoat for Europe	63,000	81.374	103,000	
Egypt, Brazil, &c., afloat	29,000	36,914	21,000	
	20,000	00,014	21,000	29,000
Total East India, &c	348,041	399.459	362,000	410.070
Total American1	547 730	1,206,891		416,250
	,047,738	1,200,891	1,140,188	1,108,012

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

•	Week en	ding Oct.	22, '80.	Week ending Oct. 31, '79.			
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.	
Augusta, Ga	12,159	10,518	13,127	10,156	8,406	4,737	
Columbus, Ga	6,032	4,887	12,098	4,166	2,758	5.792	
Macon, Ga	3,301	2,666	7,049	2,922	2,174	3,590	
Montgomery, Ala		5,988	11,416	6.498	4,591	7,101	
Selma, Ala*	4,200	5.200	7,000	6,812	5,266	8,921	
Memphis, Tenn	22,799	14,136	41,419	1,500	1,438	4500	
Nashville, Tenn	4,246	3,795	6,640	6,253	2,822	4,500	
			0,010	0,200	2,522	6,639	
Total, old ports.	59,799	47,210	93,749	38,307	27,455	41,330	
				00,000	-1,100	41,000	
Dallas, Texas	3,091	1,871	3,283	3,695	3,914	2,523	
Jefferson, Text	1,200	1,139	1,500	700	700	200	
Shreveport, La	3,793	1.967	6,826	4.725	3,791	5,595	
Vicksburg, Miss.	4.624	3,470	4.584	6,526	5,772		
Columbus, Miss	1,005	481	1,872	1.780	1,627	3,329	
Eufaula, Ala	2,423	2.244	2,357	1,573		1,519	
Griffin, Ga	2,708	2,499	3,175	1,769	1,861	1,840	
Atlanta, Ga	9,864	7,206	15,346		1,426	1,225	
Rome, Ga	5,993	4,140	11,982	6,875	5,482	6,878	
Charlotte, N. C	3,403	4,834	532	4,297	4,286	3,388	
St. Louis, Mo	19,000	14,054	23,500	2,634	3,023	208	
Cincinnati, O	9.860	7,707		23,460	18.294	43,844	
	-0,000	7,707	5,470	6,465	5,423	3,856	
Total, new p'rts	65,964	51,612	80,927	61,489	55,599	74,405	
Total, all		98,852	179,676	102,796	83,054	115,735	

This year's figures estimated. † Estimated.

The above totals show that the old interior stocks have increased during the week 12,559 bales, and are to-night 57,419 bales more than at the same period last year. The receipts at the same towns have have been 21,492 bales more than the same week last year.

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

RECEIPTS FROM PLANTATIONS.

Week ending—		Receipts at the Ports.			Stock a	Stock at Interior Ports			Rec'pts from Plant'ns.		
		1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.	
Aug.	13	4,657	3,462	8,691	6,238	11,477	35,473	2,549	1.890	2.657	
4.6	20	5,699	-,00	8,393	5,999	7,463	29,864				
**	27	15,784	4,875	21.123	6,593	7,301	27,762	16,378		,	
	3	26,750	13,920	42,082	9,979	9,598	21,770	30,136	16,217		
**	10	47,431	30,054			14,563	25,550	56,423	35,019		
"	17	74,355		102,695		23,896	38,004	81,761	86,266	115,239	
**	24			136,413			61,009	110,358	144,607	159,329	
Oct.	1			172,221	47,208		78,735	140,328	173,736	189,947	
**	8			199,094		63,913	103,086	160,773	186,114	223,445	
**				210,367		81,227	121,895	180,007	194,028	229,176	
**		162,236				95,993	152,765	180,526	229,227	267,211	
**	29	157,280	245,613	254,830	115.034	115,35	179,676	174,427	265,355	231,741	

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1880 were 1,549,029 bales; in 1879 were 1,330,569 bales; in 1878 were 1,114,737 bales.

2. That the receipts at the out-ports the past week were 254,830 bales, and the actual movement from plantations 281,741 bales, the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 265,355 bales and for 1878 they were 174,427 bales.

WEATHER REPORTS BY TELEGRAPH.—Some rain has fallen in most districts of the South the past week, interfering more or less with the ingathering of the crop. But otherwise the conditions have been fairly favorable, no serious damages from frost being reported anywhere.

Galveston, Texas.—It has rained hard on one day the past week, the rainfall reaching one inch and three hundredths; but no serious damage has been done. The thermometer has ranged from 57 to 78, averaging 66. Picking has been interfered with by the election excitement.

Indianola, Texas.—We have had showers on two days of the week, with a rainfall of ninety-five hundredths of an inch. Average thermometer 67, highest 81 and lowest 52. Picking has been interfered with by the election excitement.

Corsicana, Texas.—It rained hard on one day the past week. followed by a cold norther, but no serious damage has resulted, Picking has been interrupted by the election excitement. Prospect unchanged. Average thermometer 59, highest 80, and lowest 41, and rainfall one inch and forty-six hundredths.

Dallas, Texas.—It has rained hard on two days the past week, the rainfall reaching one inch and ninety hundredths. The thermometer has averaged 59, ranging from 41 to 80. Accounts from the interior are conflicting, but it is probable that no great damage has been done. The high wind has prevented frost. The election excitement is interfering with picking, but if it can all be picked the crop here will much exceed that of last year.

Brenham, Texas.—We have had hard showers on two days, the rainfall aggregating one inch, but no serious damage has resulted. Picking is being interfered with by the election excitement. Prospects unchanged. Average thermometer 64, highest 80 and lowest 45.

Waco, Texas.—There have been hard rains at this point on two days, the rainfall reaching one inch; but no great harm has been done. The election excitement is interfering with picking, but if we can pick it, our crop will much exceed last year's. Frost has been prevented by the high wind. Average thermometer 61, highest 80 and lowest 43.

New Orleans, Louisiana.—Rain has fallen during the past week on two days, the rainfall reaching one inch and one hundredth. The thermometer has averaged 64.

Shreveport, Louisiana.—The first four days of the past week were fair to clear, and cool, but the last three have been cloudy and rainy, the rainfall reaching one inch and forty hundredths; and roads will be in poor condition for a few days in consequence. Average thermometer 60, highest 78 and lowest 43.

Vicksburg, Mississippi.—The earlier part of the past week was clear and pleasant, but we have had rain on two days the latter portion. Planters are sending their cotton to market freely.

Columbus, Mississippi.—It has rained during the week on one day, an unusually severe storm, the rainfall reaching two and

seventy-five hundredths inches. The thermometer has ranged from 52 to 72, averaging 63.

Little Rock, Arkansas.—Saturday and Sunday last were the only clear days of the week. The remaining portion has been cloudy, with rain on four days,—to a depth of one inch and fortynine hundredths. Average thermometer 54, highest 72 and low-

Nashville, Tennessee.—It has rained during the past week on four days, the rainfall reaching two inches and forty hundredths The thermometer has ranged from 37 to 68, averaging 52.

Memphis, Tennessee.—It has rained on four days the past week, the rainfall reaching two inches and nineteen hundredths, and it is still raining. Average thermometer 53, highest 71 and lowest 40. There have been but two days of picking this week. We had a killing frost last Friday night, but no serious damage was done.

Mobile, Alabama.—The earlier portion of the past week was clear and pleasant, but it has rained on two days the latter part, one day severely and one day severely and constantly. We have had a frost, but not a killing frost. Crop accounts are less favorable, as we are having too much rain. Average thermometer 63, highest 78 and lowest 42, and rainfall four inches and fiftyseven hundredths.

Montgomery, Alabama.—The weather the earlier part of the past week was clear and pleasant, but we are having a light rain to-day (Friday). The thermometer has averaged 60, the highest being 75 and the lowest 38, and the rainfall has been seven hun-

Selma, Alabama.—Rain has fallen on two days, but the rest of the week has been pleasant. Planters are sending cotton to

market freely.

Madison, Florida.—Rain has fallen during the past week on two days. The thermometer has averaged 68, the highest point touched having been 86 and the lowest 50.

Macon, Georgia.—Telegram not received.

Columbus, Georgia.—It has rained on one day the past week, the rainfall reaching seventeen hundredths of an inch. The

thermometer has averaged 61.
Savannah, Georgia.—We have had rain on two days, the rainfall reaching one inch and forty-one hundredths; but the balance of the week has been pleasant. Average thermometer 60, highest 74 and lowest 44.

Augusta, Georgia.—We have had a light rain on one day, and a light frost on one (Tuesday) night. The balance of the week has been pleasant, the thermometer averaging 57 and ranging from 39 to 75. Picking is making rapid progress and plant-

ers are sending cotton to market freely.

Charleston, South Carolina.—It has rained on one day the past week, the rainfall reaching sixteen hundredths of an inch.

The thermometer has averaged 59, the highest being 72 and the

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 28, 1880, and October 30, 1879.

	Oct. 2	28, '80.	Oct. 3	0. '79.
Warn Onlaws	Foot	Inch.		Inch.
New OrleansBelow high-water mark	12	8	13	8
MemphisAbove low-water mark	4	1	4	ğ
NashvilleAbove low-water mark	3	10	ī	R
ShreveportAbove low-water mark	4	ĕ	Miss	sing.
Vicksburg Above low-water mark	Miss	ing	R	, Lug.

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

ELLISON'S ANNUAL REPORT.—We have received by cable the results of Mr. Ellison's Annual Cotton Review, which appears to have been issued Thursday of this week. As the figures reach us at so late an hour, we are able to do no more with them than simply give the cable dispatch. Our correspondent also cables the rectified figures for last year and we add them below. These returns are all in bales of 400 lbs. each.

1879-80.	1878-79.
27,000 3,350,000	[†] 35,000 2,835,000
3,377,000 3,350,000	2,870,000 2,843,000
27,000	27,000
94,000 2,768,000	117,000 2,573,000
2,862,000 2,725,000	2,690,000 2,596,000
137,000	94,000
	27,000 3,350,000 3,377,000 3,350,000 27,000 94,000 2,768,000 2,862,000 2,725,000

The totals for the whole of Europe for the two years are as follows.

GREAT BRITAIN AND CONTINENT-	1879-80.	1878-79.
Stock Oct. 1 Deliveries during year	121,000 6,118,000	152,000 5,408,000
Total supply Total consumption	6,239,000 6,075,000	5,560,000 5,439,000
Stock Oct. 1 (end of year)	164,000	121,000

Our dispatch also contains the average weekly consumption as follows:

	1879-80.	1878-79.
Great BritainContinent	63,810 51,905	54,152 49,923
Total	115,715	104,075

The cable states, in explanation of the above, that Mr. Ellison makes each year's consumption 52½ weeks. We do not fully understand the reason, but it will be seen-by comparing the total with the weekly consumption—that such is the fact, except for the Continent last year.

Gunny Bags, Bagging, Etc.—Bagging has not changed, and but little increase is to be noticed in the inquiry. There is no demand for round lots, and the jobbing trade is light; buyers are waiting for the new month before making purchases. Prices are quoted at last week's range, but there is a steady feeling among holders, who are not willing to sell at less than 10c. for 1¾ lbs, 11c. for 2 lbs. and 11¾@12c. for standard qualities; though we hear that a few lots might be had at a shade under this. Butts are firmly held, without much inquiry beyond a light jobbing inquiry. Manufacturers are not laying in stock at the moment inquiry. Manufacturers are not laying in stock at the moment, and the market is nominal at 23/4@21/8c. for paper grades, while spinning qualities are held at 27/8@3c.

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

Monthly		Year Beginning September 1.						
Receipts.	1880.	1879.	1878.	1877.	1876. [1875.		
Sept'mb'r			288,848	95,272	236,868	169,077		
Perc'tage o	Sept. 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 different years.

1			1	,		
	1880.	1879.	1878.	1877.	1876.	1875.
Tot.Sep30	458,478	333,643	238,818	95,272	236,86	169,077
Oct. 1	35,186	20,785	23,599	13,941	s.	14,531
" 2	31,901	21,495	23,283	9,741	30,714	
" 3	S.	35,016	17,537	12,179	15,621	s.
" 4	,39,051	25,784	24,181	10,720	19,854	19,503
" 5	33,555	s.	22,862	12,903	19,197	20,116
" 6	25,374	37,355	s.	10,210	22,115	15,078
" 7	25,164		25,800	s.	19,247	16,384
°" 8	44,049	21,335	24,369	18,603	s.	19,445
" 9	39,586	23,504	21,966	21,523	32,019	
" 10	8.	35,621	22,539	19,304	21,533	g.
" 11	33,937		27,622	18,399	20,722	32,312
" 12	37,697		25,343	21,302	18,950	21,822
" 13	34,515	41,177	° s.	14,875	20,348	20,576
" 14	33,776	27,876	26,402	s.	19,812	
" 15	39,856	26,622	29,014	35,142	s.	25,171
" 16	44,637	23,825	27,761	21,031	33,513	
" 17	8.	40,395	20,549	20,815	21,034	S.
" 18	33,729	34,763	31,161	21,359	27,821	23,753
" 19	37,058		22,510	23,632	24,79 €	25,981
" 20	35,650	43,101	8.	21,673	21,845	23,463
" 21	31,901	32,554	34,631	8.	26,617	22,054
" 22	48,36	25,507	22,373	30,656	s.	27,825
" 23	35,713	35,566	23,157	27,174	38,824	20,782
" 24	S.	42,970	25.275	26,60 6	25,325	s.
" 25	50,197	26,434	33,787	22,098	23,574	43,015
" 26	35,11	S.	22,759	29,189	29,17	30,781
" 27	35,110	50,407	· 8.	27,118	23,761	21,477
" 28	33,513	41,656	32,576	8.	28,715	27,845
" 29	65,192	27,5 52	24,93 6	34,194	8.	24,746
rotal1		1,122,571	928,316	620,015	835,032	740,367
Percentage						
p'rt rec'pts	Oct. 29.1	22:44	20.87	14.24	20.68	17 66

This statement shows that the receipts since Sept. 1 up to te-night are now 271,725 bales more than they were to the same day of the month in 1879 and 465,950 bales more than they were o the same day of the month in 1878. We add to the last table he percentages of total port receipts which had been received to October 29 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 he shipments from Calcutta, Madras, Tuticorin, Carwar, &c., quable 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 28.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	ents this	week.	Shipm	ents since	Jan. 1.	1. 1. Receipts.		
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.	
1880 1879 1878 1877	1,000 1,000	4,000 5,000	5,000 5,000	252.000 317.000	500,000 354,000 393,000 416,000	606,000 710,000	7,000 4,000		

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 1,000 bales and an *increase* in the shipments of 2,000 bales; and the shipments since January 1 show an *increase* of 254,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

	Shipments this week.			Snipments since January 1.			
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total.	
1880 1879 1878 1877	2,000 4,000 3,000		2,000 4,000 3,000	207,000 206,000 133,000 79,000	82,000 108,000 69,000 51,000	289,000 314,000 202,000 130,000	

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales less than same week of last year. For the whole of India, therefore, the total shipments this week and since January 1, 1880, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	18	880.	18	379.	18	78.
to all Europe from-	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
BombayAll other p'rts	7,000 2,000	860,000 289,000	5,000 4,000	606,000 314,000		710,000 202,000
Total	9,000	1,149,000	9,000	920,000	8,000	912,000

This last statement affords a very interesting comparison of the total movement for the week ending Oct. 28, 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 for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Oct. 28.	18	80.	18	1879.		378.
Receipts (cantars*)— This week Since Sept. 1		30,000 85,500		90,000 40,000		80,000 290,000
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)— To Liverpool To Continent	8,500	20,000 3,610	8,000 4,724		5,000 1,500	
Total Europe	8,500	23,610	12,724	52,540	6.500	29,000

^{*} A cantar is 98 lbs.

This statement shows that the receipts for the week ending Oct. 28 were 130,000 cantars and the shipments to all Europe were 8.500 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that there is no change in the quotations, except that the demand is restricted and prices favor buyers. We give the prices of to-day below, and leave previous weeks' prices for comparison:

		1880.			1879.	_
•	32s Cop. 814 lbs. Twist. Shirtings.		Cott'n Mid. Uplds	32s Cop.	8 ¹ 4 lbs. Shirtings.	Cott'n Mid. Uplds
Ag. 27 Sep. 3 " 10 " 17 " 24 Oct. 1 " 15 " 22 " 29	d. d. 914@10 978 918@ 978 918@ 978 914@ 978 914@ 978 914@ 978 914@ 978 914@ 978 914@ 978 918@ 918@ 918@ 918@ 918@ 918@ 918@ 918	6 9 @7 9 6 9 @7 9 6 7 2 @7 9 6 7 2 @7 9 6 8 @7 9 6 9 @8 0	$\begin{bmatrix} 611_{16} \\ 634 \\ 634 \end{bmatrix}$	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$16 \ 4 \ 2 \ 0 \ 7 \ 7 \ 2$	$\frac{611}{678}$ 16

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 11,397 bales, against 13,160 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1880, and in the last column the total for the same period of the previous year.

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

	*50	Week ending— Total					
Exported to—	Oct. 6.	Oct. 13.	Oct. 20.	Oct. 27.	since Sept. 1.	period previ'us year. 108,859	
LiverpoolOther British ports	9,769	7,635	10,082	7,490 806	86,724 806		
TOTAL TO GREAT BRITAIN	9,769	7,635	10,082	8,296	87,530	111,739	
HavreOther French ports		2,347	760	1,093	9,397	11,358	
TOTAL FRENCH	• • • • • • • • • • • • • • • • • • • •	2,347	700	1,093	9,397	11,358	
Bremen and Hanover Hamburg Other ports.	50	3,293 899 651	729 1,649	1,221 250	8,350 6,030 1,242	7,270 2,399 1,782	
TOTAL TO NORTH. EUROPE	50	4,843	2,378	1,673	15,622	11,451	
Spain, Op'rto, Gibralt'r,&c All other				335	335	2,956	
TOTAL SPAIN, &c				335	335	2,956	
GRAND TOTAL	9,819	14.825	13,160	11,397	112,884	137,504	

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

Passinta	New	York.	Bo	ston.	Philad	lelphia.	Balt	imore.
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	2,087	21,385					•••••	
Texas Savannah	9,347	30,629 48,166		2,623	841	5,741	1,373	9,113
Mobile Florida	257	638	•••••	••••		*****		
8. Car'lina N Car'lina	9,219 1,090	31,283 9,298					1,501	4,717 4,818
Virginia North.pts	10,418	63,435	1,099 4,661	5,963	••••		2,934	24,091
Tenn., &c.	3,762	9,462	1,049	9,689	770	5,538		485
Foreign	34		0.000	20.100	1 611	11.970	5 909	43,224
This year.				32,180		11,279	5,808	
Last year.	27,279	222,584	13,168	60,716	2,183	13,938	8,912	33,899

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *iatest mail* returns, have reached 110,957 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

Total	al bales.
NEW YORK-To Liverpool, per steamers Italy, 1,669Brit-	
annic, 667Nevada, 2,748Olbers, 1,098Aigeria,	
931Adriatic, 377	7.490
To Hull, per steamer Marengo, 806	806
To Hun, per steamer Hateley, over 650 St Laurent 235	000
To Havre, per steamers Labrador, 659St. Laurent, 235	1.093
Caldera, 199. To Bremen, per steamer Oder, 202.	202
To Bremen, per steamer Oder, 202.	1.221
To Hamburg, per steamers Cimbria, 721Lessing, 500	250
To Antwerp, per steamer D. Steinmann, 250	335
To Gibraltar, per steamer Powhatan, 335	333
NEW ORLEANS-To Liverpool, per steamers Gilsland, 3,700	
Explorer 3.650 Mississippi, 4.960 Swittsure, 5.704	00.054
Emiliane, 4,500Border Chieftain, 3,700	26,274
To Havre, per steamer Arethusa, 4,671	4,671
To Rouen, per steamer Alicia, 1.001	1,001
To Bremen, per steamer America, 3,879	3,879
To Antwern, per steamer Sheikh, 1.900	1,900
To Reval per steamer Cherubini, 4.656	4,656
CHARLESTON-To Liverpool, per bark Winona, 2,300 Upland	2,300
To Havre, per steamer Navigation, 4,031 Upland	4,031
To Promen per steamer Monica, 3.036 Unland	3,036
PORT ROYAL—To Liverpool, per steamer Matthew Curtis, 5,002	0,000
The land	5,002
Upland: SAVANNAH-To Liverpool, per steamers Ashbrooke, 4,209 Up-	.0,002
SAVANNAH—10 ENVERDOOI, per steamers Asinivoke, 1200 CP	7.872
landKingston, 3,444 Upland and 219 Sea Island	5,000
To Bremen, per steamer Swaledale, 5,000 Upland	1,350
To Rotterdam, per bark Sorrideren, 1,350 Upland	710
To Barcelona, per bark Nalon, 710 Upland.	
TEXAS-To Liverpool, per steamer Lady Lycett, 4,600per	E 000
hork Emma Crook 482	0.002
To Cork, for orders, per brig Miletus, 880	880
WILMINGTON—To Liverpoon, per barks Gustafa, 1,180Hjem-	0 - 00
mett, 1,380	2,560
mett, 1,380	'
bourne, 5,905	11,545
BALTIMORE—To Liverpool, per steamers Teniers, 1,900Cas-	
nion 1 500	3,400
Postov To Livernool per steamers Rulgarian, 635 Derian.	· · ·
589 Parthia 443 Pharos 223	1,889
588. Parthia, 443. Pharos, 223 PHILADELPHIA—To Liverpool, per steamer British Crown, 2,103	
and 104 Sea Island	2,207
SAN FRANCISCO—To Liverpool, per bark Dunnerdale, 315 (foreign)	315
DAN FRANCISCO-TO LIVETPOOI, PEI DAIR Dunierdate, 510 (1010) Shi	
*\	
Total.	110,957

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

	Liver-	and	Hivre and Rinen.	Ham-	and Rotter	٠.	Barce lona ar Gib- raltar	id
New York	7.490	808	1.093	1,423	250		335	11.397
N. Orleans.	25,274		5,672	3,879	1,900	4,656		42,381
Charleston.	2,300		4,031	3,036				9,367
Port Royal.	5,002							5,002
Savannah	7,872			5,000	1,350		710	14.932
Texas	5,082	880						5.962
. Wilmington	2,560							2,560
Norfolk	11,545							11,545
Baltimore	3,400						·	3,400
Boston	1,889							1.889
Philadelp'a	2,207							2,207
8. Francisco	315							315
Total	75,936	1,686	10,796	13,338	3,500	4,656	1.045	110,957

Included in above are, from Philadelphia, 50 bales to Antwerp.

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

FLAMSTEED, steamer (Br.)—A fire broke out prior to Oct. 21 in the cotton on board of the steamer Flamsteed, (Br.) at New Orleans, for Liverpool. Only a few bales were scorched. No serious damage was done. The burnt bales have been taken out of the hold and lay on the deck, awaiting inspection by the Board of Underwriters and others. The vessel cleared, Oct. 25. for Liverpool.

POTOMAC, steamer (Br.), Watson, from Norfolk, Va., Oct. 16, for Liverpool, put into Hadfax, A. M. Oct. 26, with shaft broken. The accident occurred on the 20th. She will probably repair at Norfolk.

Cotton freights the past week have been as follows:

. 1		<u></u>				· ·
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d .	14 @ 532	14 @532	14 70 332	14@532	140532	4 2532
Do sail d .	3162732	3167732	3167732	3160722	316@732	316 2732
Havre, steamc.	58	5 ₈	58	58	58	58
Do sailc.						
Bremen, steamc.	122916	12 20 916	120916	122916	12 20916	122916
Do sailc.	716	716	716	716	716	716
Hamburg, steam.d.	916@58	916258	9167058	91620 58	916@58	916758
Do saild.						10 - 0
Amst'd'm, steam.c.	5821116	58701116	58701118	58201118	5801116	58@1116
Do saild.						
Baltic, steam d .	7167012	7167012	716212	7167012	716@12	716@12
Do sailc.	·					

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

*	Oct. 8.	Oct. 15.	Oct. 22	Oct. 29.
Sales of the weekbales. Sales American	57,000 43,000		77,000 56,000	
Of which exporters took Of which speculators took	4,700	7,000	1,700 3.460	7,200
Actual export	5,500 2,700	7.700 4.400	4,800 4.200	7,700 4,200
Total stock—Estimated Of which American—Estim'd	439,000	396,000	368,000 226,000	360,000 228,000
Total import of the week Of which American.	30,500 18,000	34,000		48,000
Amount afloat Of which American	203,000 166,000	243,000	260,000 223,000	301,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 29, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, { 12:30 p.m. }	Mod. inq. freely supplied.	Dull and easier.	Dull and easier.	Mod.i nq. freely supplied.	Nominal.	Unch'ged,
Mid. Upl'ds Mid. Orl'ns.		6 ¹¹ 16	6 ⁵ 8 6 ¹⁵ 16	$6^{5_{8}}$ 6^{15}_{16}	63 <u>1</u> 615 ₁₆	63 <u>4</u> 615 ₁₆
Market. (.		
Spec.& exp.	7,000 1,000	8,000 1,000	6,000 1,000	8,000 1,000	8,000 2,000	8,000 2,000
Futures. Market, 5 P. M.	Weak.	Steady.	Quiet but steady.	Very dull.	Barely steady.	Easier.

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

unless otherwise stated.	or opinion	, 20 " Zirdding Olause,
	SATURDAY.	8
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	-Jan 6^{13}_{32}	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
	MONDAY.	4
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	-Mar. 613 ₃₂ -Apr. 67 ₁₆ il-May 6 ⁴ 2 - 6 ³ 16 -Nov 6 ³ 8	$\begin{array}{cccccc} {\rm JanFeb} & & 611_{32} \\ {\rm FebMar} & & 63_{8} \\ {\rm AprMay} & & 615_{32} \\ {\rm May-June} & & 617_{32} \\ \end{array}$
	TUESDAY.	:
NovDec 65_{16} Mar	-Feb61122@51c!	Oct
	WEDNESDAY.	
$ \begin{vmatrix} \text{Oct} & 6^{5}8 \widehat{w}^{11}_{16} \widehat{w}^{21}_{32} \\ \text{OctNov.} & 6^{3}8 \\ \text{NovDec.} & 6^{5}_{16} \end{vmatrix} \begin{vmatrix} \text{Dec.} \\ \text{Jan.} \end{vmatrix} $	-Jan 6^{5}_{16} -Feb 6^{5}_{16}	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
	THURSDAY.	
Too. Jan	-June 612	OctNov. 6716 NovDec. 61132 JanFeb. 61132

١	*		FRIDA	Y.	11	
-	Delivery. Oct OctNov	$\begin{array}{c} d. \\ 63_{4}@^{23}_{32} \\ \dots 6^{13}_{32} \end{array}$	Delivery. NovDec DecJan	$\begin{matrix} d. \\ 6^{11} 3^{2} \\ 6^{11} 3^{2} \end{matrix}$	Delivery. JanFeb FebMar	$egin{array}{c} d. \ 611_{32} \ 63_8 \end{array}$

BREADSTUFFS.

FRIDAY, P. M., Oct. 29, 1880.

There has been a moderate demand for flour of all grades, and prices are without important change from last week. In fact, it would be difficult to point out any new feature of importance. The extreme scarcity of rye flour, caused by the inability of mills in the interior to work, has continued, and extreme prices are realized in a small way; but it is thought that recent rains will remedy the difficulty. Southern corn meal also continues very scarce. To-day the market was dull.

The wheat market has been active, but at variable prices, showing for the week very little change. The receipts have been very large, but have gone off freely, leaving the market without burdensome accumulations. The speculation in futures has continued active, but neither party to the dealings has gained much advantage, and the course of prices in the early future will no doubt be controlled to some extent by manipulation. Yesterday No. 2 red winter sold at \$1 16\(\frac{1}{4}\)@\$1 17 on the spot, \$1 16\(\frac{1}{2}\)@\$1 17\(\frac{1}{4}\) for November, \$1 18\(\omega\)\$\$1 18\(\frac{1}{2}\) for December and \$1 19\(\frac{1}{2}\)@\$1 20 for January; No. 1 white at \$1 14\(\frac{1}{2}\)@\$1 15 on the spot, \$1 15\(\omega\)\$\$\$\$\$\$\$\$1 15\(\omega\)\$\$ for November, and \$1 16\(\frac{3}{4}\)@\$1 17\(\omega\) for December. To-day the market was rather stronger but less active.

Indian corn has brought more money on the spot; futures, also, show decided improvement, although it is understood that large supplies are coming forward. Yesterday No. 2 mixed sold at 55%4@56c., spot and November, and 56%4c. for December; also, No. 2 white, 60%c.; fair do., 58%c. To-day there was no decided change, but a rather stronger tone at the close.

Rye has been dull, and prices are barely sustained at the late advance. Barley met with an active demand, and prices are decidedly better. There were large transactions in "No. 1 bright" Canada at \$1, and in two-rowed State at 72@73c.; No. 2 Canada and prime six-rowed State sold at 87c.; No. 1 Canada, 91c. To-day prices were held for a further advance, which checked business.

Oats were active and variable throughout; no material changes in prices can be quoted, and there has been some irregularity. Yesterday No. 2 mixed sold for December at 39½@ 39¾c. To-day the market was a fraction dearer, with No. 2 graded quoted at 39c. for mixed and 40½c. for white on the spot.

The following are closing quotations:

Flour.		ì	Grain.
No. 2 38 bbl. \$	33 000	3 65	Wheat-
Winter superfine	4 000	4 20	No. 3 spring, \$\text{9} bu.\$1 12 &1 14
Spring superfine	3702	4 00	No. 2 spring 1 16 @1 17
Spring wheat extras	4 300		Red winter 1 12 @1 19
do XX and XXX	4 650		Red winter, No. 2 1 16 2 20 1 17
Winter shipp'g extras.	4 400		White 1 10 @1 16
do XX and XXX	5 000		
Patents	650		
Western "rye mix"	5000		West. yellow 5612 2 61
City shipping extras.	4500	600	
Southern, bakers' and			Rye 100 @104
family brands	5850		Oats-Mixed 35 @ 40
South'n ship'g extras.	5 00æ		
Rye flour, superfine	5 800	6 1 5	00 0102
Corn meal—			State, 4-rowed 84 @ 88
	285ϖ		
Brandywine, &c			Peas—Can'da,b.&f. 82 @ 95
Buckw. fl., p. 100 lbs.	215	240	, ,

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

Receipts of flour and grain at Western lake and river ports for the week ending Oct. 23, 1880:

	Flour,	Wheat,	Corn,	Oats.	Barley,	Rye.
	bbls.	bush.	bush.		bush.	bush.
At-	$(196 \ lbs.)$	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago	74,689	843,643	2,257,371	1,044,402	137,383	60.849
Milwaukee	76.526				129,917	
Toledo	1,962	766,354	237,856		81,570	
Detroit	9.476	478,672	3,077		8,958	
Cleveland	4,131	37,700			11,000	
St. Louis		724.774	194,340		105,764	
Peoria		16.150	198,625		12,000	
Duluth		175,500		202,000	,000	01,010
	_,500				•••••	*****

Total 227,356 3,426,713 2,983,279 1,624,192 486.592 145,973 Same time '79. 191,596 3,849,820 2,022,547 841,542 648,316 181,484

Total receipts at same ports from Jan. 1 to Oct. 23, inclusive, for four years:

462			\mathbf{T}	HE CH	RONICLE				[Vol. X	XXI.
Flourbbls.	1880. 5,108,551	1879. 5,454,558	1878. 4,477,944	1877. 3,821,858	In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Wheat bush.	132,274,577	82,662,912 82,024,630 26,522,974	70,792,268 82,120,293 26,648,471	40,081,179 68,750,596 20,286,663	Boston Toronto Montreal (16th) Philadelphia	44,221 37,396 67,517 933,316	239,446 64,500	2,931 $41,345$	12,293 346,802 20,670	460 5,454 9,171
Barley	6,653,653 3,096,056	7,291,892 4,024,668	7,848,552 4,256,528	6,461,984 4,492,201	Peoria	19,695 232,000 225,027	238,754 100,950 69,100 45,673	340,879 72,400	10,341 8,406	95,295 11,200 2,646
Total grain 2 Total receipts	(crop move	ment) at the			On railOn lake (est.)	1,713,469 261,205 3,453,000	346,174 170,686 2,896,000	933,322 46,000	120,430 110,000	88,758
to Oct. 23, inclus		•			On canal (est.)	2,517,000	2,587,000	152,000	492,000	54,000
Flourbbls.	1,839,189	1,709,619	1878. 1,481,285	1,588,016	Total Oct.23,'80 Oct. 16, '80 Oct. 9, '80	15.764.158	20.265.011	4.158.725	2.093.435	865,773 760,501 762,202
Wheatbush. Corn Oats Barley Rye	33,064,599 41,593,329 14,759,631 4,047,917 1,703,702	26,165,413 9,460,907 4,851,155	36,785,279 29,616,141 12,987,430 4,917,701 2,197,219	29,789,561 25,845,009 9,461,189 3,611,198 1,539,094	Oct. 2, '80 Sept. 25, '80 Oct. 25, '79	14,360,769 14,994,632	19,812,209 19,190,808	2,746,358 2,105,270	$1,403,506 \\ 816.486$	664,846 691,837 812,051
Total grain		85,277,639	86,503,770	69,246,051	TH	E DRY	GOOD	S TRA	DE.	
Comparative s					,		FRID	AY. P. M	October 29	. 1880.
ports from Jan.					There was a	moderatel				
Flourbbls.	1880. 4,071, 862	1879. 5,949,042	1878. 4,746,694	1877. 4,062,951	tions of dry go					
Wheat bush. Corn	$111,715,027 \ 25,803,196$	69,008,009 75,060,894 18,992,235	58,348,181 72,254,885 18,989,294	34,614,507 61,305,947 15,933,015	tinued quiet, as The upward ten					
Barley	3,140,642 2,432,864	4,196,017 3,729,226	3,949,216 3,300,454	15,933,015 4,218,715 2,118,169	of large buyers,		-			
Total grain 2	203,415,009	170,986,381	156,842,030	118,190,353	were reported by	y some of	the comm	ission hou	ses. The	demand
Rail shipments	s from W	estern lake	and river po	orts for the	for woolen good	ds has bee	en less ac	tive than	expected.	and has
weeks ended:	1	880. 18	- 79. 1878	3. 18 77 .	barely realized t	he hopes e	entertaine	d during t	he previo	as week
To any			eek Week . 25. Oct. 2	: Week	buyers—of cloth					ested a

	1880.	1879.	1878.	1877.
	Week	Week	Week	Week
Flourbbls.	Oct. 23.	Oct. 25.	Oct. 26.	Oct. 27.
	117,438	161,486	102,742	141,407
Wheatbush.	261,205	391,979	329,931	186,405
	470,686	307,131	151,949	213,133
Oats Barley Rye	$933,322 \\ 120,430 \\ 88,758$	$401,153 \\ 230,136 \\ 57,368$	233,997 $142,267$ $33,486$	$\begin{array}{c} 154,002 \\ 105,050 \\ 2.719 \end{array}$
Total1		1,387,767	891,528	661,309

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

7	Veek Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
enc	ling— bbls.	bush.	bush.	bush.	bush.	bush.
Oct.	23175,334	1,803,698	2,535,412	979,426	231,265	90,144
Oct.	16201,937	2,716,490	3,027,528	1,361,644	222,618	87,954
Oct.	9157,300	2.718,761	2,539,629	1,047,051	260,603	127,386
Oct.	2154,860	2,157,994	2,621,714	1,121.429	173,993	117,685

Tot., 4 wks.689,431 9,396,943 10,724,283 4,509,550 888,479 423,169 4 w'ks'79..801,124 11,186,664 8,206,736 1,972,234 1,454,650 540,768

Receipts of flour and grain at seaboard ports for the week ended Oct. 23:

*	Flotter,	wheat,	Corn,	oais,	Bartey,	Kye,
At—	bbls.	bush.	bush.	bush.	bush.	bush.
New York	129,603	1,889,292	1,444,074	349,960	104,700	62,098
Boston	75,659	59,875	237,620	112,000	11,000	
Portland	3,280		11,000	2,600		
Montreal	28,701	340,315	133,701	2,170	27,025	34.945
Philadelphia	26,095	716,000	479,600	93,600	64,500	2,500
Baltimore	30,452	1,154,400	145,000	31,300		5,200
New Orleans	5,385	79,634	72,053	29,138		

Total week..... 299,175 4,239,516 2,523,048 620,768 207,225 104,743 Cor. week '79.... 281,820 4,909,253 1,579,828 602,398 383,135 97,249

And from Jan. 1 to Oct. 23, inclusive, for four years:

Flourbbls.	8,452,304	8,705,064	7,614,282	6,340,645
Wheat bush. I	20,459,040	$\begin{array}{r} 122,235,709 \\ 91,128,492 \\ 18,288,961 \end{array}$	87,606,037 91,739,002 20,551,079	32,104,348 $72,667,226$ $17,324,838$
Barley	2,677,218 1,887,112	2,691,094 $3,872,063$	4,035,385 4,108,099	4,257,650 2,123,967
Total grain 2	248,707,929	238,208,319	208,039,602	128,478,029

Exports from United States seaboard ports and from Montreal for week ending Oct. 23:

	Flour,	Wheat,	Corn,	Oats,	Rye,	Peas,
From-	bbls.	bush.	bush.	bush.	bush.	bush
New York	85,632	1,341,744	1,455,778	2,725	29,569	1,919
Boston	15,128	8,115	162,239			
Portland	60				28,387	
Montreal	16,637	322,855	202,836			271,447
Philadelphia	5,598	213.524	399,786	600		
Baltimore	6,490	673,164	146.089	200		•••••
New Orleans	230	160,326	128,355	•		
Total for w'k	129.775	2.719.728	2.495.083	3.525	57.956	273.366

Same time '79. 185,131 3,696,710 1,095,119 23,650 114,339 300,507

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. 23, was as follows:

	Wheat,	Corn.	Oats,	Barley,	Rye,	ĺ
In store at—	bush.	bush.	bush.	bush.	bush.	ĺ
New York	1,508,301	2,513,501	729,859	57,187	15,270	ı
Do. afloat (est.).	451,000	1,464,000	590,000	160,000	120,000	ı
Albany	54,500	51,000	74,000	128,000	52,400	
Buffalo	460,690	1,028,230	22,297	138,618	5,482	
Chicago	2,501,832	6,334,817	1,149.186	139,295	283,311	
Milwaukee	420,195	16,111	93,418	277,187	29,671	ĺ
Duluth	340,000					
T oledo	1,384,689	288,853	234,575		9,793	ĺ
Detroit	487,241	6,569		5,821		ı
O swego	40,000	120.000		420,000	22,742	
St. Louis	1,327,297	456,922	113,871	32,850	60,120	

good deal of hesitancy in their operations. Foreign goods ruled quiet in both first and second hands, and prices of fancy dress goods, silks, &c., were weak and unsettled. The dry goods jobbing trade has been very fair for the time of year, and a considerable business was effected by the wholesale clothing houses.

Domestic Cotton Goods.—During the week ending October 26, 1,972 packages of domestics were exported from this port to foreign markets, including 807 to China, 299 to Great Britain, 202 to United States of Colombia, 186 to British Guiana, 105 to Venezuela, 102 to Mexico, 86 to Argentine Republic, &c. The tone of the cotton goods market was decidedly firm, and there was a slight advance in brown drills and low-grade brown and bleached cottons, for which there was an improved demand by large jobbers and converters. Liberal sales of medium fine bleached shirtings were also made by leading agents, and Lonsdale shirtings were marked up 1/2c. per yard. Colored cottons, cotton flannels and cottonades were in steady, but moderate, demand at unchanged prices. Print cloths were less active, and prices were a trifle easier at 41/2@41/4c. for 64x 64s. and 3½@3 9-16c. for 56x60s. Prints were in irregular demand, but on the whole quiet; and ginghams were sluggish and steady.

Domestic Woolen Goods.—There was a fair inquiry for spring cassimeres, suitings and worsted coatings by the clothing trade, but the volume of business was not as large as expected, and buyers were exacting in their demands for price concessions, despite the relatively low figures at which such fabrics have been placed upon the market. Fair orders were, however, placed for low and medium-grade cassimeres and suitings, and light weight satinets were rather more active. Heavy cassimeres and suitings were in moderate request, but prices are low and unremunerative to manufacturers. Fancy back overcoatings were distributed in small parcels to a fair amount, and repelants continued to move steadily; but Kentucky jeans remained quiet. There was a steady demand for light re-assortments of flannels and blankets, with most relative activity in indigo blue suiting flannels, which are sold in advance of production. For worsted dress goods, shawls and skirts, the demand was almost wholly of a hand-to-mouth character, and shirts and drawers were in light request.

Foreign Dry Goods were quiet with importers, and the jobbing trade was less active. Fine black and colored silks, satins and damasses were disposed of in moderate lots at fair prices, but inferior grades moved slowly and at unremunerative rates. Dress goods were in light request, and woolens, linen and white goods, laces and embroideries were quiet but fairly steady in price.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 28, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 28, 1880.

	1878.		1	879.	1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkas.	Value.
Manufactures of-		*		\$		\$
Wool	573	204,287	435	147,752	398	124,610
Cotton	600	147,758	448	131,856	790	199,580
8ilk	698	433,903	894	399,272	501	293,957
Flax	744	166,738	627	120,415	738	151,711
Miscellaneous	247	113,713	1,321	139.904	364	121,644
Total	2,562	1,066,399	3,725	939,199	2,791	891,502
WITHDRAWN FROM	WAREH IN	OUSE AND G THE SAM		N INTO THOU.	E MAR	KET DUR-
Manufactures of—					400	700 700
Wool	317	119,331	230	89,368	428	162,796
Cotton	210	47,093	87	19,248	248	56,001
Silk	67	53,789	78	51,170		99,919
Flax	233	41,237	224	47,102		
Miscellaneous	772	41,849	1,084	40,210	1,068	
Total	1,599	303,299	1,703	250,098	2,280	
Ent'd for consumpt.	2,862	1,066,399	3,725	939,199	2,791	891,502
Total on market	4,461	1,369,698	5,428	1,189,297	5,071	1,343,240

Manufactures of-102,368 111,909 Wool.... 150 141 279 447 184 85 745 47,539 65,694 45,426 92,590 133 Cotton.... 48 8ilk.... Flax.... Miscellaneous... 41,072 21 25,149 691 50,237 641 251,253 2,862 1,066,399 1,978 3,725 317,379 939,199 1,305 2,791 372,685 Total Ent'd for consumpt. 891,502 3,503 1,317,652 5,703 1,256,578 Total at the port...

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

Imports of Leading Articles.

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

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

	1880.	1879.		1880.	1879.
China, &c.			Metals, &c-		
China	19,228	14,456	Lead, pigs.	42,507	12,114
Earthenw.	48,218	35,135	Spelter, lbs	5,001,731	1,569,985
Glass	576,790	196,781	Steel	432,389	70,204
Glassware.	51,479	40,683	Tin, boxes.	1,410,479	1,242,640
Glass plate.	5,872	4,120	Tin slbs.,lbs	23,698,937	13,059,566
Buttons	11,081	8,584	Paper Stock.	268,050	121,325
Coal, tons	66,311	49,576	Sugar, hhds,		
Cocoa, bags.	34,508	27,911	tcs., & bbls.	558,249	586,198
Coffee, bags.	2,346,450	1,920,546	Sugar, boxes		
Cotton, bales	5,552	10,528	and bags	2,749,585	1,400,361
Drugs, &c-			Tea	804,756	738,588
Bark, Peru.	30,550	37,505	Tobacco	63,777	42,978
Blea. powd.	26,233	16,052	Waste	1,110	433
Cochineal	3,441	3,518	Wines, &c.		
Gambier	86,933	37,276	Champ'gne		00 001
Gum, Arab.	5,532	4,564	_baskets	119,897	89,331
Indigo	6,021	4,882	Wines	167,719	
Madder, &c	1,101	2,429	Wool, bales.	93,722	49,314
Oil, Olive	40,464	42,167	Reported by	Φ.	
Opium	1,513	884	value.	1 004 015	1 004 050
Soda, bi-cb.	10,152	14,215	Cigars	1,234,315	1,064,256
Soda, sal	48,674	46,222	Corks	100,436	
Soda, ash	84,531	62,242	Fancy goods	1,270,088	894,245
Flax	6,670	2,652	Fish	505,856	454,850
Furs	10,669	7,931	Fruits, &c	1 500 171	1 000 011
Gunny cloth	2,364	1,488		1,508,171	1,209,641
Hair	10,716	4,513		1,389,307	1,463,801
Hemp, bales	197,031	152,893		751,096	599,366
Hides, &c	0.701	1011	Raisins	1,034,642	906,542
Bristles	2,731	1,311	Hides, undr.	19,483,009	9,443,821
Hides,dr'sd	7,030		Rice	332,492	262,818
Indiarubber	57,051		Spices, &c.—	204.040	200 407
Lvory	1,949	1,003	Cassia	204,040	228,407
Jewelry,&c-	0044	0.400	Ginger	101,941 $538,241$	$118,462 \\ 392,955$
Jewelry	3,044	2,426			
Watches	905	611		320,159	200,000
Linseed	409,580	316,344		520,628	390,339
Molasses	76,835	86,669	Cork	75,231	113,495
Metals, &c-	0.271	4 154		732,536	
Cutlery	6,371	4,154 534			
Hardware	1,033	534	manugany.	200,052	104,049

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending Oct. 23, 1880, and their distribution:

	Pork,	Beef,	Lard,	Bacon,	Cheese,	Tallow,
To-	bbls.	bbls.	lbs.	lbs.	tbs.	lbs.
London	48				38,400	91,600
Liverpool	897	717	395,924	7,106,100	2,960,020	274,800
Glasgow	141	398	63,800	325,900		151,800
Bristol	5		233,800	141,075	231,030	94,600
Newcastle		150	25,000	307,800	30,720	63,800
Cardiff		235	12,500	67,450		11,000
W. Hartlepool		85	63,000	681,253		
Avenmouth !				100,000	378,540	
Havre	288		939,500	310,975		
Marseilles		65	208,725	36,625		140,800
Hamburg	105	100	1,174,400	11,925		
Rotterdam	10	25	362,000	76,000		55,000
Bremen	30	55	1,038 243	13,500	41,220	
Antwerp	• • • • •		702,700	294,450		52,200
Denmark		• • • • •	315,520	,	2	
Cent. Amer	41	38	63,765	3,251	1,612	2.2.2.2
Mexico			25,370	1,923	1,711	5,920
So. Am. ports.	190	131	66,654	23,055	4	
Cuba	100	• • • • •	313,000	32,752	1,494	******
Hayti	124	21	4,900	440		•••••
West Indies	965	404	26,834	3,452		,
British Col	799	100	10,000	1,600		******
Other count's	94	155	4,165	11,457	3,196	
Total week	3,837	2,821	6,193,652		3,767,394	941,520
Pror's week .	6,975	3.391	6.803,657	8,799.753	3.588.155	1.897.654

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:

	1	1	
	Week ending Oct. 26.	Since Jan. 1, 1880.	Same time tast year.
Ashaa bhla	63	2,814	5 100
Ashesbbls.	2,591		5,106
Beansbbls.	2,591	40,420	62,775
Breadstuffs-	- 100 com	0.000.000	4.000
Flour, wheatbbls.	103,897	3,923,928	4,377,453
Corn mealbbis.	4,789	135,127	129,391
Wheatbush.	2,074,154	47,886,229	58,466,306
Ryebush.	59,972	1,313,870	2,759,503
Cornbush.	1.480.952	53.055.431	36,190,214
Oata bush.	342,260 167,534	11,431,642	9,258,663
Oatsbush. Barley and maltbush.	167,534	3,897,889	3,546,541
Peasbush.	2,822	371,112	325,001
Cotton halog	34,518	711,834	649,758
Cottonbales.	308	34,715	18,978
Cotton seed oilbbls.	30.017	079 000	10,878
Flax seedbags.	30,017	278,002	299,667
Grass seedbags.	790	85,009	132,862
HidesNo.	2,919	124,036	176,182
Hidesbales.	315	38,663	99,164
Hopsbales.	2,379	25,303	90,532
Leathersides.	60,981	3,269,074	3,509,975
Leadpigs.	3,485	152,225	2,571,650
Molasseshhds.		545	4,980
Molassesbbls.	360	44,182	76,380
Naval Stores—			
Turpentine, crudebbls.	ł	2,547	1.871
Turpentine enimits bhla	2,867	84,795	64,760
Turpentine, spirits bbls.		333,620	279,964
Rosinbbls.	0,500	17,907	22,263
Tarbbls.	379		
Pitchbbls.	10.000	2,137	3,213
Oil cakepkgs.	12,993	536,113	363,486
Oil, lardbbls.	302	8,981	12,203
Oil, whalegalls. Peanutsbush.		181	
Peanutsbush.	1,457	77,755	77,448
Provisions—	1	i	
Porkpkgs.	1,630	124,907	186,355
Beefpkgs.	671	28,038	34,727
Cutmeatspkgs.		1,387,698	1,513,560
Butter pkgs.		1,148,833	1,198,444
Cheesepkgs.	77,685	2,113,209	2,197,855
Force lible		491,089	390,857
Eggsbbls.		541,605	575,310
Lardtcs. & bbls.		133,456	
Lardkegs.		10,000	56,599
Hogs, dressedNo.		40,883	49,869
Ricepkgs.	1,557	55,730	31,512
Spelterslabs.	2,657	56,850	65,769
Stearinepkgs.	159	16,427	22,462
Sugarbbls.		134	1,673
Sugarhhds.		8,912	31,478
Tallow pkgs.	1,015	88,105	85,037
Tobacco boxes & cases.	2,094	132,734	149,490
Tobaccohhds.	3,102	90,705	81,922
Whiskeybbls.		245,406	219,278
Wool	1,617	69,558	108,375
Woolbales.	1,017	00,000	100,010
,	(1

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1880, to the same day, and for the corresponding period in 1379:

, ,	Week ending Oct. 26.	Since Jan. 1, 1880.	Same time last year.
Ashes, potsbbls.		732	1,140
Ashes, pearlsbbis.		196	144
Beeswax		75,633	61,765
Breadstuffs			
Flour, wheatbbls.	91,739	3,457,228	2,826,421
Flour, ryebbls.	5	3,403	5,347
Corn mealbbls.	3,060	151,601	127,327
Wheatbush.	1,303,023	54,096,296	54,162,739
Ryebush.	$32,\!496$	1,660,670	3,619,487
Oatsbush.	3,259	368,808	483,855
Barleybush.	•••••	262,906	130,367
Peasbush.	2,923	258,752	279,130
Cornbush.	1,510,108	42,787,508	29,501,072
Candlespkgs.	196	46,565	50;667
Coaltons.	1,320	46,451	59,907
Cottonbales.	13,803	539,301	340,656
Domesticspkgs.	1,972	97,616	104,184
Haybales.	1,550	99,048	57,677
Hopsbales.	1,777	8,734	50,381
Naval Stores—		,	
Crude turpentine bbls.			150
Spirits turpentine bbls.	133	24,969	8.335
Rosinbbls.	2,087	174,166	140,964
farbbls.	156	6,004	5.854
Pitchbbls.	125	4,685	4,235
Oil coke	44,099	3,929,121	1,299,813
Oil cakecwt.	11,000	0,020,222	1,200,020
Oils—		69,907	201,725
Whalegals.	300	258,594	115,295
Speringals.	$\begin{array}{c} 300 \\ 725 \end{array}$	634,788	1,072,471
Lardgals.	266	109,995	10,765
Linseedgals.	5,818,192	203,328,476	216,733,296
Petroleumgals.	0,010,102	205,020,210	210,700,200
Provisions—	3,382	199,868	203,646
Porkbbls.		51,618	43.469
Beefbbls.	772		45,228
Beeftierces.	676	46,400	
Cutmeatslbs.	5,881,054	435.863,517	455,313,586 31.609.112
Butterlbs.	39+,991	25.282,493	
Cheeselbs.	2,623,997	106,039,751	115,920.091
Lardlbs.	6,003,143	232,754.527	195,662,327
Ricebbls.	153	18,967	12,416
Tallowlbs.	573,409	69,266.107	54,481,113
Tobacco, leafhhds.	2,599	76,156	55,400
Tobaccobales and cases.	735	42 394	31,464
Tobacco.manufactured. lbs.	30 0,690	5,465,263	5,405.709
Whalebonelbs.	1,102	69,693	56,921

Financial.

The Brooklyn Trust Co.

Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or ad-

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OFFICE OF THE

ATLANTIC

Mutual Insurance Co.

NEW YORK, January 24, 1880. The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1879:

Premiums received on Marine Risks, from 1st January, 1878,

to 31st December, 1879...... \$3,699,066 58 Premiums on Policies not marked off 1st January, 1879..... 1,671,981 91

Total amount of Marine Premiums...... \$5,371,048 49

No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks. Premiums marked off from 1st

January, 1879, to 31st December, 1879..... 3,875,101 26 Losses paid during the same period.....

1,524,331 04

840,736 77

Returns of Premiums and Expenses..... The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank, and Loans secured by Stocks, and otherwise

1,307,900 00

Real Estate and claims due the Company, estimated at..... Premium Notes and Bills Receivable.....

500,000 00 1,522,826 35

Cash in Bank..... 231,455 16 Total Amount of Assets......\$12,437,739 51

Six per cent Interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 3d of February next.

Fifty per cent of the Outstanding Certificates of the issue of 1876, will be redcemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 3d of February next, from which date interest on the amount so redeemable will cease. The certificates to be produced at the time of payment, and canceled to the extent

A Dividend of Forty per cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1879, for which certificates will be issued on and after Tuesday, the 4th of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones, Charles Dennis, W. H. H. Moore, Lewis Curtis, Charles H. Russell. James Low, David Lane, Gordon W. Burnham, A. A. Raven, Wm. Sturgis, Adolph Lemoyne, Benjamin II. Field, Josiah O. Low, William E. Dodge, Royal Phelps, Thomas F. Youngs, C. A. Hand. John D. Hewlett, William H. Webb, Charles P. Burdett,

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J. D. JONES, President. CHARLES DENNIS. Vice-President.

W. H. H. MOORE, 2d Vice-President. A. RAVEN, 3d Vice-President.

Red for FRASER