HUNT'S MERCHANTS' MAGAZINE, A Weekly Newspaper.

REPRESENTING THE COMMERCIAL AND INDUSTRIAL INTERESTS OF THE UNITED STATES

VOL. 32.

NEW YORK, JANUARY 1, 1881.

NO. 810.

Financial.

Phelps, Stokes & Co.,

T. PHELPS, MES STOKES, SON PHELPS STOKES, P. OLCOTT, BANKERS.

45 & 47 Wall Street, New York, ISSUE

TRAVELERS' CREDITS, CIRCULAR NOTES, COMMERCIAL CREDITS.

LONDON CORRESPONDENTS: The Union Bank of London. Messrs. C. J. Hambro & Son.

Banque Centrale Anversoise,

ANTWERP.

Paid-Up Capital, - - 9,000,000 Francs.

BOARD OF DIRECTORS:

BOARD OF DIRECTORS:

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ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres
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TRANSACTS A

GENERAL BANKING BUSINESS.

ASA P. POTTER. Prest. J. J. EDDY. Cashier.

Maverick National Bank, BOSTON,

CAPITAL, - - SURPLUS, -\$400,000 400,000

COLLECTIONS a specialty. Business from Banks and Bankers solicited.
Satisfactory business paper discounted Correspondence invited.

Lewis H. Taylor, Jr. Lindley Haines

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Deposits received subject to ebeck at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bonght and sold on commission in Philadelphia and other cities.
Particular attention given to information regarding investment Securities.

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Nn. 29 BROAD STREET, NEW YORK. Government Bonds, Stocks and all Investment. Securities bought and seld on commission. Financial.

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ATTORNEYS AND AGENTS OF Messes. J. S. MORGAN & CO., No. 22 OLD BROAD ST., LONDON.

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ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND. Issue Commercial and Traveiers' Credits

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AVAILABLE IN ANY PART OF THE WORLD.
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MAKE TELEGRAPHIC TRANSFERS
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Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

S. G. & G. C. WARD, AGENTS FOR

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Issue Letters of Credit for Travelers,

Payable in any pay of Europe, Asia, Africa, Australia and America.

Draw Bills of Exchange and make telegraphic transfers of money on Enrope and California.

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No. 8 Wall Street, New York, 4 Post Office Square, Boston. CHEQUES AND CABLE TRANSFERS ON MUNROE & CO., PARIS.

STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON

ALEXANDERS & Co., LONDON. CIEGULAE NOTES AND CHENITA FOR TRAVELERS.

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BROKERS IN

Foreign Exchange, Stocks and Bonds, 63 Wall Street, New York.

Special attention paid to orders at the New York Stock Exchange and New York Mining Board.

Financial.

J. & J. Stuart & Co., 33 NASSAU STREET.

BILLS OF EXCHANGE ON SMITH, PAYNE & SMITH'S, BANKERS, LONDON; MANCHESTER & COUNTY BANK,

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ULSTER BANKING COMPANY, BELFAST, IRELAND

NATIONAL BANK OF SCOTLAND, EDINBURG, AND BRANCHES;

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Wake Telegraphic Money Transfers.
Draw Bills of Exchange and Issue Letters of Credit
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AND CIRCULAR NOTES

Issued for the use of travelers in all parts of the world. all parts of the world.

Bills drawn on the Union Bank of London
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Deposits received subject to check at sight, and in-terest allowed on balances.

Government and other bonds and investment se-curities bought and sold on commission.

Geo. K. Sistare's Sons,

17 NASSAU ST., NEW YORK, DEALERS IN

FIRST-CLASS INVESTMENTS.

Buy and Sell on Commission, for eash or on margln, all accurities dealt in at the New York Stock Exchange.

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Particular attention to orders by mail or tole-

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Coleman Benedict & Co.

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STOCKS AND BONDS,

MEMBERS OF THE N. Y. STOCK EXCHANGE.

A strictly commission business conducted in the purchase and sale of Stocks and Bonds on Margin or for investment.
Complete Financial Report issued weekly to our correspondents.

FIDELITY GUARANTEE BUNDS ARE ISSUED BY THE

The only company in the United States guaranteeing the identity of persons holding positions of recent and the interest of the control of the interest of the

The Brooklyn Trust Co.

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

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

This Company is anthorized by special charter to act as receiver, trustee, guardian, executor. or administrator.

It can act as agent in the sale or management of real estate, colored interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.

Religious and charitable institutions, and persons unaccustomed to the transaction of business, will and this Company a safe and convenient depository for money. RIPLEY ROPES, President.

EDGAR M. CULLEN, Counsel.

TRUSTEES:

Wir. B. Kendall, Henry Sanger, Alex. McCue, John P. Roife, Chas. B. Marvin, A. Low.
Thomas Sallivan, Abm. B. Baylis, Henry K. Sheldon H. E. Pierrepont, Dan'f Chauncey, John T. Martin, Alex. M. White, Josiah O. Low, Ripley Ropes, Austin Corhin. Edmand W. Corlies.

WM. R. BUNKER, Secretary.

Wood & Davis, 'HANKERS AND' BROKERS, 31 Pine Street, New York.

GOVERNMENT EQNOS, MUNICIPAL AND RALLROAD SECTIONIES BOUGHT AND SOLD ON COMMISSION.

CHOICE RAILROAD MOITTGAGE BONDS FOR SALE.

C. D. WOOD.

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. WANTED:

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MISSOURI, KANSAS and NEBRASKA ALSO,

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No. 4 Broad Street, New York.

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BONDS, LANDS, &c.

Desirable Texas Secarities for Investment constantly on hare

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GAS STOCKS AND BONDS, TELEGRAPH STOCKS,

TRUST COMPANYS' STOCKS,

City and other Railroad Stocks & Bonds

AND

MISCELLANEOUS SECURITIES.

N. T. Beers, Jr.,

BROOKLYN SECURITIES, CITY BONDS,

Gas Stocks, &c.,

No. 1 NEW STREET,

NEW YORK.

WANTED:
Detroit & Bay Chy Railtoad Bonds.
Chicagu & Grand Trunk Railtoad Bonds.
Chicagu & Grand Trunk Railtoad Securities.
St. Joseph & Western Railtoad Securities.
St. Joseph & Western Railtoad Securities.
Wisconant Central Railtoad Land Grant Bonds.
Conniy, City and Town Bonds of Western States.
City of St. Joseph, Mo., 7nnd 10 Por Ceut Bonds.
FOR SALE:
Atchison Colorado & Pictife Rill, 1st Mort. Bonds.
Rectot Valley Railtond Bonds and Stock.
New Jersey Midland Railtoad 1st Mortgage Bonds.
WM, R. UTLEY, 31 Pine St., N. Y.

Finnacial.

Pennsylvania RR. Co.,

TREASURER'S DEPARTMENT.

I'IIILADELPHIA, December 8, 1880.

Notice is hereby given to the holders of the Penn-vivania Railroad Company's First Mortgage Notice is hereby given to the notices of the Penn-sylvania Railroad Company's First Mortgage Coupon Bonds, mataring December 31, 1890, that the said bonds will be pald at the Office of the Com-pany on that date, after which time the Interest en

The Coapon on said bonds mataring January 1.

The Coapon on said bonds mataring Jasuary 1, 1881, will be paid at the same time.

To avoid delay in making settlements, holders are requested to present their bonds to the Treasarer of the Company a sufficient time prior to maturity for examination.

JOHN D. TAYLOR,

Treasurer.

CONTINENTAL NATIONAL BANK OF NEW YORK, December 15, 1880.

FORTY-FOURTH DIVIDEND.

The Board of Directors have this day declared a dividend of THREE AND ONE-HALF PER CENT (3k), payeble Jenuary 3, 1881, until which date the trensfer books will be closed.

FRED. TAYLOR, Cashier.

CITIZENS' SAVINGS BANK OF THE CITY OF NEW YORK, No. 58 HOWERY, CORNER OF CANAL STREET. FORTY-PIRST SEMI-ANNUAL DIVIDEND OF INTER-EST.

The trustees have ordered that interest at the rate of four per ceat per annum be paid to depositors on end efter January 17 on ell sums of five dolars and upward which have remained on deposit for the three and six months ending Dec. 31, 1880. Interest will be credited the sames se deposit of eash, and if not withdrawn will be entitled to interest from January 1.

Bank open every dey from 10 to 3, and on Mondeys and Saturdays from 10 to 7.

Bank-books in Eaglish. Germen and French.

SEYMOUR A. BUNCE, President.

HENRY HASLER, Sceretary.

CHARLES W. HELD, Cashier.

MANHATTAN SAVINGS INSTITU-TION, Dec. 27, 1880. 59TH SEMI-ANNUAL DIVIDEND.

The trustees of this institution have declared interest at the rate of FIVE PER CENT per annum on aums of \$500 and under, and FOUR PER CENT per annum on all larger sums remaining on deposit during the three or six months ending on the first duy of January next, payable on und after the third Monday in January.

EDWARD SCHELL, President. C. F. ALVORD, Secretary.

OFFICE OF THE CANADA SOUTHERN RAILWAY COMPANY, GRAND CENTRAL DEPOT.

NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS
Two and One-half (2(3)) per cent upon its capital stock, payable on the first day of February noxt at this office.

this office, The transfer books will be closed at three o'closed a

THE CEDAR FALLS & MINNESOTA
RAILROAD COMPANY.—The coupons due Jan.
1, 1881, on the first mortgage bonds of this company
will be paid on presentation at the office of Messra.
J. S. Kennedy & Co., No. 63 William Street, New
York, on end efter Jan. 3, 1881.
JOHN S. KENNEDY, President.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO., No. 9 Nassau Street, New York, December 23, 1880.-The COUPONS of the First Mortgage Boads of the Central Pacific Rallroad Company, the Western Paelfie Railroad Company and the California & Oregon Railwey Company, due January 1, 1881, will be paid at the office of Fisk & Hetch, No. 5 Nassau Street.

Holders presenting ten or more eoupons will lee them for examination, in which case a receipt will be given and payment made on the following day. C. P. HUNTINGTON, Vice-President'

HANNIBAL & ST. JOSEPH RAILROAD

CO., No. 78 BROADWAY, NEW YORK, December 28, 1880.-The directors of this company have this day declared a dividend of THREE AND ONE-HALF Per Cent npon its preferred stock, payable Tuesdey, February 1, 1881, at this office. The trans fer books of the preferred stock will be elosed at 3 o'clock P. M. on January 10 and re-open February 3, JOHN A. HILTON, Secretary.

THE HOUSTON & TEXAS CENTRAL 1880.—Coupons of the First Mortgage Bonds of this Company, due January I, 1881, will be paid by JOHN J. CISCO & SON, 50 Wait Street, New York, E. W. GAVE, Treasurer,

Fluancial.

FAST TENNESSEE VIRGINIA & GEOR-GIA RAILROAD COMPANY coupons due Jannary, 1881, will be paid on ead efter 3d proxime by

GALLATIN NATIONAL BANK.

New York, December 29, 1880.

ROAD COMPANY coupons due January, 1881, will be paid on and after 3d proxime by

R. T. WILSON & CO.

New York, December 29, 1880.

KNOXVILLE & OHIO RAILROAD CO. upons due January, 1881, will be peld on end after 3d proxime by

R T WILSON & CO.

New York, December 20, 1880.

MEMPHIS & CHARLESTON RAILROAD COMPANY coupons due January, 1881, will be peld on end efter 3d proximo by

R. T. WILSON & CO.

New York, December 29, 1880.

INDIANA BLOOMINGTON & WESTERN

RAILWAY COMPANY .- COUPONS of Preferred First Mortgege Bonds of this Compeny, duc 1st Januery, 1881, will be paid at the Corbin Banking, Company, 115 Broadway.

GILES E. TAINTOR, Treasurer.

THE LAKE SHORE & MICHIGAN SOUTHERN
RAILWAY CO, TREASURER'S OFFICE, GRAND
CENTRAL DEPOT, New York, Dec. 21, 1880.
THE HOARD OF DIRECTORS OF THIS
Company have this day declared a cividend of
FOUR PER CENT upon its eap tal stock, payables
on the FIRST day of February next, at this office.
The transfer books will be closed at 3 o'clock
P. M. on THURSDAY, the 30th inst., and will bereopened on the morning of Saturday, the 5th day,
of February next.
E. D. WORCESTER, Treasurer.

THE MICHIGAN CENTRAL RAILROAD COMPANY, TREASURER'S OFF.CE, GHAND CENTRAL DEPOT. NEW YORK, Dec. 21, 1880. THE BOARD OF DIRECTORS OF THIS: Company have this day declared a dividend of FOUR PER CENT upon its eapital stock, payable on the first-day of February next at this office. The transfer books will be closed at 3 o'clock. P. M. on Thursday, the 30th inst., and will be repended on the morning of Saturday, the 5th day of February next. C. VANDERBILT, Treasurer.

()HIO CENTRAL RAILROAD CO., NEW YORK, December 20, 1880 .- The coupons from the First Mortgage and Terminel Trust Bonds of this Company due January 1, 1881, will be paid at the

B. G. MITCHELL, Secretery.

Metropoliten National Bank.

THE COUPONS FROM FIRST MORTIGAGE BONDS of the PEORIA DECATUR &
BYANSVILLE RAILWAY COMPANY, due Jan, I,
1881, w.ll be paid at the Metropolitum National
Bank, New York.
THREE PER CENT will also be paid on the Income Bonds dated January I, 1880, and TWO PER
CENT ou the Income Bonds of the EYANSVILLE
DIVISION, dated September 1, 1880, numbered
from I to 750, inclusive, on presentation of the
bonds at said benk.
C. R. CUMMINGS, President.

RICHMOND & ALLEGHANY RAIL-ROAD COMPANY,-COUPONS due Jenuary I, 1881, will be paid at end after maturity on presentation, at the office of Closson & Hays, No. 11 Nessau Street. F. O. FRENCII, President.

OFFICE OF ST. LOUIS ALTON & TERRE HAUTE RAILROAD CO., No. 50 WALL ST., NEW YORK.—Coupons of the Belleville & El Dorado Railroad Company's First Mortgage Bonds, duc Jenuary 1, 1881, will be paid at this office, on end R. FULTON CUTTING. efter 3d prox.

Treasurer B. & E. Raliroad Co.

THE ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY COMPANY.—The coupons due Jun. 1, 1881, on the first mortgage bonds of this company, also on the \$700,000 issue of mortgage bonds of the First Division of the ST. PAUL & PACIFIC RAILROAD COMPANY, will be paid on snd after Jan. 3, 1881, at the office of the company, No. 68 William Street, New York. All coupons must be left over night for exumination.

J. S. KENNEDY & CO., Fiscal Agents.

SOUTH PACIFIC RAILROAD COMPANY SCOUPONS due January 1, 1881, from First Mortgaze Bonds will be pnid by the St. Louis & San Francisco Railway Co. at 4ts office, Drexel Building, 3 Broad Street, New York.

C. LITTLEFIELD, Treasner.

TOLEDO DELPHOS & BURLINGTON

RAILROAD COMPANY .- Conpons due January 1,

1881, on the First Mortgage Bonds of this company will be paid et the Banking House of Geo. Wm.

Ballou & Co., New York or Boston.
HERBERT STEWART, Treasurer.

THE INTEREST AND DIVIDENDS ON the following bends and stocks are payable at the Bunking House of Messrs. WINSLOW, LAN-IER & CO., corner Nassau and Cedar Streets, New York City, on and after Janusry 8, 1881:

Hit & CO., corner Massau and Cedar Streets, New York City, on and after Janusry 8, 1891:

Allegheny Valley Railroad First Mortgage 73-10s. Allegheny City, Penn., Compromise 4s. Anglaize County, Ohio, Funding 7s. Cincinnati Hismitton & Indianspolis Relirosd First Mortgage 7s. Cincinnati Hismitton & Indianspolis Relirosd First Mortgage 7s. Columbus City, 1nd., Improvement 73-10s. Danville, Ind., City School House 10s. Columbus City, 1nd., Improvement 7s. Dayton & Michigan Railroad First Mortgage 7s. Frankfort, 1nd., School House 10s. Grant County, 1nd., Improvement 7s. Grant County, 1nd., Tper cent honds. Iadianspolis City, 1nd—

Fire Department 73-10s.
Loan 73-10s.
Loan 73-10s.
Loan 73-10s.
Loan 73-10s.
Loansport, 1nd., Water-works 8s.
Isoulisian Nationad Bank of New Orleans, Ls., semi-annual dividend of 4 per cent.
Marion, 1nd., Funded Loan 7s.
Loansport, 1nd., Water-works 8s.
Marion County, 1nd., 6 per cents.
Marion County, 1nd., 6 per cents.
Marion County, 1nd., 6 per cents.
Massillon & Cleveland Enliroud First Mortgage 7s.
Muncte, 1nd., Funded Loan 6s.
Peru, Indiana, Water-works, 8s.
Pittsburg Fort Wnyne & Chicago Railway—

First Mortgage 7s.
Construction Mortgage 7s.
Second Mortgage 7s.
Construction Mortgage 7s.
Cons

JAN. 4.
Pittsburg Fort Wayne & Chicago Railwsy regular stock, quarterly dividend of 1% per cent.

JAN. 20. Cincinnati Hamilton &t Dayon Railroad Second Mortgage 7s. Yermillon County, Ind., Gravel Road 7s.

Fort Wayne, Ind., Municipal 8s

NEW YORK, December 29, 1880.

NOTICE.-COUPONS OF THE FOLLOW-NOTICE OF THE STATE OF T

Chicago & Alton First Mortgsge. St. Louis Jacksonville & Chlcago Second Mortgage. Alabama Central First Mortgago.

Dubuque & Sloux City First Mortgage. Joliet & Chicago First Mortgage.

Dubuque & Dakotn First Mortgage. Joliet Steel Company First Mortgage Joliet Steel Company Second Mortgage.

NOTICE.

Stockholders of the STANDARD CONSOLIDATE D MINING COMPANY who desire n continuance or the present management—the same that has existed since its organization—will please make their proxies in name of either DANEL COOK, JOHN F BOYD or WM, WILLIS, and inclose to cither of the undersigned, care Post Office Box No. 4450.

M. R. COOK, Vice-President.

JAMES H. BANKER, Director.

New York, Dec. 28, 1880.

OREGON RAILWAY & NAVIGATION COMPANY, No. 20 NASSAU STREET, Now York, December 15, 1850.—The COUPONS due January 1. 4841, of the bends of the Oregon Railway & Navigation Company will be paid at matnrity by The Furmers' Loan & Trust Company, No. 26 Exchange Place, New York City, HORACE WILITE, Treasurer.

THE BANK OF NEW YORK. NEW YORK, December 21, 1880.—The Board of Directors have this day declared a dividend of FOUR PER

CENT, psyablo on and after January 3, 1881. Tho

transfer books will remain closed until January 7.

R. B. FERRIS, Cashier.

No. 16 AND 18 WALL STREET, New YORK, January 1, 1881.

THE PARTNERSHIP ENTERED INTO Jan. 1, 1878, under the arm name of LATHAM, ALEXANDER & CO. expires this day by its own limitation.

JNO. C. LATHAM, JR., H. E. ALEXANDER, R. P. SALTER, C. G. MILLER, Special.

1 5

R. P. SALTER,
C. G. MILLER, Special.

The undersigned have this day formed a limited partnership pursuant to the links of the State of New York. The business will be conducted under the firm name of LATHAM, ALEXANDER & CO., and the nature of the business will be that of General Banking and Commission.

Juo. C. Lutham, Jr., of New York City; H. E., Alexander, of Staten Island, N. Y.; and R. P. Sniter, of New York City, are the general partners, and C. G. Miller, of New Hochelle, N. Y., is the special partner; and the said C. G. Miller has contributed and paid in cash one hundred thousand dollars (\$100,000) to the capital stock of said partnership.

The said partnership is to commence on the first day of January, 1881, and to terminate on the first day of January, 1881, and to terminate on the first day of January, 1881, and to terminate on the first day of January, 1881.

JNO. C. LATHAM, JR.,

H. E. ALEKANDER,

K. P. SALTER,

General Partners.

C. G. MILLER,

Special Partner,

Financial.

GALVESTON HARRISBURG & SAN ANTONIO RAILWAY CO. SECOND, MORTGAGE 7 PER CENT GOLD BONDS, DUE 1905.

INTERESTIDECEMBER I AND JUNE 1.

The undersigned offer for sale these bonds at 103 AND ACCRUED INTEREST. Tetal issue, \$1,000,000 acres of choice lands, subject to first mortgage of \$13,750 per mile. Second mortgage only \$4,420 per mile. Both mortgages together, \$23,000 per mile. Valno of property (exclusive of lands), \$60,000 per mile. 1876. 1877. 1878. 1879.

Net earnings. \$516,384 \$602,363 \$772,014 \$618,765 finterest paid. 120,000 \$99,216 \$367,882 \$39,288 Surplus... \$395,424 \$823,147 \$424,132 \$479,478 Further particulars furnished upon application.

ANTHONY, POOR & OLIPHANT. 19 Broad Street, New York.

TO THE HOLDERS OF UNION TRUST COMPANY CERTIFICATES FOR COLUMBUS CHICAGO & INDIANA CENTRAL RAILWAY COMPANY CONSOLIDATED FIRST MORT-GAGE BONDS:

CMCAGO & INDIANA CENTRAL RAHIWAY COMPANY CONSOLIDATED FIRST MORTGAGE BONDS:

As an alternative for the payment in bonds for Union Trust Company certificates for Columbus Chicago & Indians Central Railway Company Consolidated First Mortgage Bonds, which we had the option by our agreement of November 17to sell to Mr. W. L. Scott, we propose to sell him the certificates sell and the partial payment down and the balance, with interest ut 5 per cent, from January 1 next until paid, to be secured by the certificates sold and additional collateral, coupled with the condition that he should be bound to purchase en the samo terms all other certificates which might be offered him within thirty days. This condition was objected to on the ground that it imposed the obligation to purchase an indefinite amount of certificates without giving the right to call for sny. In justice to the clients we represent, we cannot in any future negotiations were may make include any certificates which ball not have been placed under the control of the Bondholders' Committee in accordance with the terms of the notice they publish under this date.

A. ISELIN & CO.

NEW YORK, December 30, 1850.

NEW YORK, December 30, 1880.

TO THE HOLDERS OF UNION TRUST COMPANY CERTIFICATES FOR COLUMBUS CHICAGO & INVIANA CENTRAL RAILWAY COMPANY CONSOLIDATED FIRST MORT. Wassrs. A. ISELIN & CO. hsve notified us that they can only include in any future negotiations they may enter into for the sale of certificates those which shall have been piaced under our control, with power to dispose of them on the same terms as they may accept for themselves, subject to such limit as may be fixed. We have made arragements with the Gallintin National Bank to receive the certificates which their holders wish to be included in any future negotiations which A. Iselin & Co. may enter inte for the sale of the certificates may be deposited will be ready on January 10, and all certificates deposited on and after that date and before the 20th of same month will be included in any sale A. Iselin & Co. may mske.

R. T. WILSON, WILLIAM WHITEWRIGHT, Committee.

ADRIAN ISELIN,

NEW YORK, December 30, 1880.

National Bank Cases!

VOLUME 2.

Edited by Irving Browne, Editor of Albany Law Journal and American Reports.

The undersigned has just published Volume 2 NATIONAL BANK CASES, which includes

ALL DECISIONS RELATING TO NATIONAL BANKS,

Made by either the Federal or State Courts since 1878 to the date of publication.

The volume is on the pish of Thompson's National Bank Cases, and contains all the decisions of all the Courts since the publication of that Volume, including mnny not yet published in the regular series of reports, with elaborate notes on various subjects of interest to Banks and Bankers, it also contains the National Banking Act, the copy of which was furnished by Hon. John J. Knox, Comptroller of the Currency, to which the compiler has added references under overy section, to the cases in both Volumes construing or in any mannor affecting said act.

The present volume contains many cases of vital importance, especially on the proper mode of taxation of National Banks, their power to take real estate security, and their liability for special deposits for safe keeping. In the two volumes will be found every case decided on the subject of National Banks.

Sent Free on Receipt of Price, \$6 00. JOHN D. PARSONS, Jr.,

LAW BOOK PUBLISHER, ALBANY, N. Y.

WESTERN UNION TELEGRAPH COMPANY, New Yerk, December 8, 1880,

The Board of Directors have declared a quarterly dividend of One and One-Half Per Cent upon the capital stock of this company, from the net esrnings of the three months ending Dec. 31st inst., payable at the office of the Treasurer, on and after the 15th day of Janusry next, to sharcholders of record on the 20th day of December Instant.

The bransfer hooks will be closed at three o'clock on the afternoon of the 20th day of December inst., and opened on the morning of the 17th dny of January next.

R. H. ROCHESTER, Treasurer.

Financial.

OFFICES OF

MAY & KING ANO. 33 Broad Street.

JAMESON, SMITH & COTTING, No. 12 Wall St.

SCOTT & LEAVITT, No. 24 Broad Street.

We are suthorized to receive auhscriptions for a limited amount (not exceeding \$2,000,000), of the espital stock of the

Iron Steamboat Co.,

in shares of one hundred dollars each.

This Company is huliding, and will have in readiness for the coming Summer season, a large fleet of Iron Steamhosis, especially adapted for the requiremonts of passengers; of great speed, constructed in the most substantial manner, non-combustible, and with numerous water-tight compartments, which will render them incapable of sinking. Contrasted with the ordinary wooden steamboats, they cannot fail to command, at highly remunerative rates, the patronage of the great majority of the travoling public.

The Company has entered into contracts extend-Ing over a term of years, under which It has acquired the excusive right to convey passengers from New York and its vicinity to the iron Pier at Coney Island, and a similar exclusive right to convey passengers to Coney Island in connection with vey passengers to Coney Island in connection with one of the leading railrosds to thut place. In view of the vast number of people who visit this famous Summer resort, it is evident that a line of steamboats possessing these exclusive privileges, constructed in such manner as to command the highest degree of public confidence, and furnished in response to an urgent public demund, must st once prove very profitable.

The contracts already entered into will insure to

this Company from the outset s business limited only hy its cupacity, and arrangements are in coarse of completion with the Eric and Ponnsylvania Railroad Companies under which it will acquire, in addition, a large and profitable excursion business. The company will extend its operations as rapidly as exclusive and profitable connections can be consummited.

During the Winter months it is the intention of the Company to utilize its boats in Southern waters, so far us they cun be profitably employed.

so far us they cun be profitably employed.

The Company is organized under the laws of New Jersey, and subscribers to the stock will incur no liability beyond the obligation to pay the amount of their subscriptions.

We recommend this investment as one promising large returns, and well worthy the attention and confidence of the most careful investors.

Each subscriber will receive for overy \$1,000 of stock allotted and paid for First Mortgage Bonds of the Compuny (bearing Interest ut 6 per cent) to the amount of \$250.

The terms of the subscription are as follows:

Ten per cent februsry 2, 1881.

Ten per cent februsry 2, 1881.

Ten per cent April 2 1881.

And the remainder in instalments of not exceeding 10 per cent on 20 days notice previously given. Receipts will be given for each payment, and the Bonds and Certificates of Stock will be issued upon the puyment of the final instalment.

Subscriptions will be received at the offices of other of the undersigned from December 28 inst. until January 12, 1881.

MAY & KING. No. 33 Broad Street.

JAMESON, SMITH & COTTING, No. 12 Wall St. NOTT & LEAVITT, No. 24 Broad Street.

New York, December 22, 1880.

New York, December 22, 1880.

The undersigned, who are stockholders in and Directors of the iron Steamboat Company, fully concurring the above statement, and cordially recommend this stock to persons seeking u safe and profitable investment.

GEO, S. SCOTT, of Scott & Leavitt.

LEWIS MAY, of May & King,

JAMES D. SMITH, of Juneson, Smith & Cotting.

C. J. OSBOUR, of C. J. OSborn & Co.

WM. J. HUTCHINSON, of Kennedy, Hutchinson & Co.

JOHN ROACH, of John Rosch & Son.

C. E. QUINCEY, of Wm. Heath & Co.

W. E. CONNOR.

SAMUEL CARPENTER, of Pennsylvania Railrond Company.

RUFUS HATCH.

CHRIS. MEYER.

J. B. HOUSTON, President Pacific Mail Steamship Company.

A. R. WHITNEY.

A. R. WHITNEY.

N. G. MILLER, Bridgeport, Conn.

EDWARD Wighting.

CHAS. H. CRAMP, of Cramp & Sons, Philad'phia.

New York. New England & Western

New York, New England & Western

INVESTMENT CO.,

Nos. 31 AND 33 PINE ST., NEW YORK, No. 19 CONGRESS STREET, BOSTON, UNION BUILDING, CHICAGO.

CAPITAL STOCK, - - - \$200,000

Offers to Investors carciully-selected securities bearing from 6 to 8 per cent interest. Investment securities bought and sold on commission. Settlements made for holders of desauted securities will act as agents in funding and reorganizing debts of municipalities, railroad companies, and other corporations. Correspondence solicited.

JOHN C. SHORT, Presidont, Press. New York. GEORGE W. DEBEVOISE, V. Press. LUCIUM L. HUMBARD, ASSI. Vice-1'res., Boston WM. P. WATSON, Sec. and Treas., Chicago.

Union Pacific R. R. Co.

6 PER CENT GOLD BONDS,

DUE 1905.

SECURED BY A COLLATERAL TRUST.

FOR SALE AT 105 AND INTEREST.

BLAKE BROTHERS & CO.,

18 WALL STREET.

St. Paul Minneapolis & Manitoba Railway Co.,

(DAKOTA EXTENSIONS,)

First Mortgage 6 Per Cent Gold Bonds.

Due Nov. I, 1010. Interest payable Ist May and lst November. Secured st the rate of \$12,000 per mile on completed and equipped road. Full particulars on application.

Issue Price, 105 Per Cent and Interest.

FOR SALE BY

J. S. KENNEDY & CO.,

No. 63 WILLIAM STREET.

SEVEN PER CENT

FIRST MORTGAGE BONDS

OF THE

NATCHEZ JACKSON & COLUMBUS RAILROAD COMPANY.

Due 1910. Interest April and October, at Bank of America, New York.

Length of road 100 miles; whole Issue of bonds \$600,000, being \$0,000 per mlle.

For Salo at 9212 and Accrued Interest.

BRITTON & BURR,

27 WALL ST., N. Y. (Drexel Bullding), Further particulars furnished upon application.

CHICAGO MILWAUKEE & ST. PAUL

5 PER CENT FIRST MORTGAGE BONDS

For Sale by

KUHN, LOEB & CO., No. 31 NASSAU STREET.

Dominion of Canada.

THE FINANCIAL ASSOCIATION OF ONTARIO is in a position to furnish investors with choice investment securities, carefully selected, yielding from SIX to SEVEN AND A-HALF PER. CENT per ancum. Special attention given to business from the United States. Correspondence solicited. The Financial Association of Ontario.

LONDON, CANADA.

EDWARD LERUEY, Managing Director.

Richmond Bankers.

Campbell & Schoolcraft,

STOCK BROKERS,

No. 1104 MAIN STREET,

RICHMOND, VA.

SOUTHERN SECURITIES A SPECIALTY.

R. H. MAURY & CO.,

STOCK BROKERS,
RICHMOND, VIRGINIA,
Bny and sell Government, State, Municipal and
Ralirosd Bonds and Stocks, &c. Virginia State TaxReceivable Coupons bought and sold. All orders
promptly attended to.
New York Correspondent, VERMILYE & CO.

MERCHANTS' NATIONAL BANK,

RICHMOND, VIRGINIA.

Collections made on all Soutbern points on hest terms; prompt returns.

J. B. MORTON, Cash. FRED. R. SCOTT. Vice-Pres't.

THOMAS BRANCH & CO., BANKERS AND COMMISSION MERCHANTS, RICHMOND, VIRGINIA,

Information on all classes of Southern Securities, Ospecially State Bonds, Tax Coupons, &c. Correspondence solicited,

Financial.

\$20,000,000

Northern Pacific Railroad Company

GENERAL FIRST MORTGAGE

RAILROAD AND LAND GRANT SINKING FUND GOLD BONDS.

Principal and Interest payable in the City of New York in United States gold coin of present standard of weight and fineness.

PRINCIPAL DUE JANUARY 1, 1921. INTEREST 6 PER CENT PAYABLE JANUARY 1 AND JULY 1.

"Free from all United States, State and Muulcipal taxes that may be required by law to be deducted by said Company from said interest."

BONDED DEBT LIMITED TO \$25,000 FER MILE OF ROAD FINISHED AND ACCEPTED BY THE PRESIDENT OF THE UNITED STATES.

FORM OF BONDS:
Coupons of \$1,000 each, with privilege of registration of principal. Registered certificates of, \$5,000 each.

Trustee-The Central Trust Company of New York.

Trustee—The Central Trust Company of New York.

The bonds are secured by a first mortgage on the entire rallroad equipment, frauchises and other property of the Company acquired and to be acquired, including the land grant, with the exception of the lands east of the Missouri River, subject only to the lien of the Pend d'Orelle and Missouri Divisional Bonds, to retire which an equal amount of these bonds is to remain in the hands of the trustee.

The bonds are receivable in payment of finds at 110 and interest. The proceeds of all the sales of land unortgaged, after payment of the interest on the bonds, must be applied to the purchase of the bonds if bolow 110 and interest; if above that price, the bonds will be drawn by lot for payment at 110 and interest; if above that price, the bonds will be drawn by lot for payment at 110 and interest; if above that price, the bonds will be drawn by lot for payment at 110 and interest; if above that price, the bonds will be drawn by lot for payment at 110 and interest.

The bonds so purchased, together with any received in payment for lands, will be drawn by lot for payment at 110 and interest.

The shiking fund purposes.

The shiking fund purposes.

The shiking fund begins in 1855, is accumulative, and sufficient at its minnumum to pay off this indebtedness at maturity.

The Land Grant of the Company is very large and valuable, being at the rate of 12,800 across per mile in the States and 25,600 in the Territories. The land east of the Missouri River is subject to the right of the Preferred Stockholders to exchange their stock in par for purchase of these lands would revert to the bondholders.

The main line of railroad, when completed, will extend from Lake Superior to two points on the navigable waters of the Pacific Ocean, i. e., Puget's Sound, W.T., and Columbin River, at or near Portland, Oregon. It will be about 2,400 miles in length, making the total line about 2,600 miles of branch lines, 192 miles are now finished and running 799 miles; nuclearly taken stops to c

showing herease for 1880, same period.

showing herease for 1880, same period.

should there he at any time a deficiency of net earnings for the payment of the interest on these bonds the proceeds of sales of lands of the Company are first applicable for that purpose.

The road passes through the grain lands of Minnesota and Dakota, which have been demonstrated to he as good as any la the world. Those of Montana are being rapidly settled for grazing purposes. Montana has los large unherent wealth.

The proceeds of the bonds now offered will furnish the Company all the means required during the year 1881, and no further amount of bonds will he offered until 1882.

According to the estimate of the Company, the expenditure of about \$10,000,000 will complete the line. The Divisional honds (\$6,500,000) and the present issue will steadily duminish by reason of land sales; and on the completion of the line the fixed charges will not exceed \$2,800,000 to \$3,000,000 per annum. Under the former organization of the Company, more than \$30,000,000 bonds had been Issued, which honds have been converted lute the present Freferred Stock.

The proceeds of these bonds are paid direct to the Company, which makes its own contracts, there being no construction company.

In virtue of our enutract of purchase with the Northern Pacific Railroad Company.

In virtue of our emitract of purchase with the Northern Pacific Railroad Companysubscriptions will be received an and after MONDAY, the 3d day of January, 1881, by either of the undersigned for the above bonds, at

102 and Accrued Interest,

payable on or before February 1, 1881, at the optinu of the nurchaser.

Pending the preparation of the bonds by the Company, negatiable receipts will be given, exchangeable for the bonds when ready.

A simultaneous issue will be made by Messrs. J. S. MORGAN & CO., in London. Copies of the bond and mortgage, and further information in detail concerning the Land Grant, etc., can be obtained at our offices in pampblet form.

DREXEL, MORGAN & CO. WINSLOW, LANIER & CO. AUGUST BELMONT & CO.

SUBSCRIPTIONS WILL ALSO BE RECEIVED AT THE OFFICES OF Drexel & Co. and W. H. Newbold's Son & Co., Philadelphia. Johnston Brothers & Co., Baltimore.

Lee, Higginson & Co. and Brewster, Bassett & Co., Boston.

S. BAILEY, 7 PINE STREET.

Insurance Stocks A SPECIALTY.

Cash paid at once for the above Securities; or they will be sold on commission, at seller's option.

FOR CHOICE

Per Cent Mortgages,

ADDRESS

SMITH & HANNAMAN,

Indianapolis, Ind.



MERCHANTS' MAGAZINB. HUNTS A Weckly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

[Entered, according to act of Congress, in the year 1881, by Wm. B. Dana & Co., in the office of the Librarian of Congress, Washington, D. C.]

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SATURDAY, JANUARY 1, 1881.

NO. 810.

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

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

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London and Liverpool Offices.

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

WILLIAM B. DANA & CO., Publishers, JOHN G. FLOYD, JR. \(\)

79 & 81 WILLIAM B. DANA & CO., Publishers, Post Office Box 4592.

A neat file cover is furnished at 50 ccuts; postage on the same is 17 cents. Volumes bound for subscribers at \$1 20. A complete set of the COMMERCIAL AND FINANCIAL CHRONICLE—July, 1865, to date-ean be obtained at the office.

THE FINANCIAL SITUATION:

The year ends very appropriately on Wall street. It has been one of great prosperity to our railroad interests, with a natural rise in prices, and it closes with the market buoyant. Our readers will be interested to note the gain in current values during 1880, and we have brought together below a few stocks to illustrate it. In connection therewith we give also the quotations for the same stocks in January, 1878 and 1879. This statement furnishes us at a glance the financial history of the country, as indicated by its effects, during Mr. Sherman's administration. Of course, no man made the sunshine or the crops; but the outgoing Secretary, as we have so often said, had the nerve and the knowledge to put us, in spite of almost universal opposition, in a condition to take full advantage, not only of sunshine and crops, but of every favoring circumstance. Our financial circles are glad to send him another New Year's greeting.

		Range for Month.	Prices					
ı	"	Jan., 1878. Jan., 1879. Jan., 1	Dec. 30, 1880.					
I	Canada Southern		7412 7712- 78					
	Central of New Jersey Chleago & Alton							
ı	Chie. Burl. & Quincy	102 -10312 11118-11712 136 -1	152 117912-180					
4	Chic. Mil. & St. Paul Do pref.		$80^{1}_{2} 113^{1}_{2} 114^{5}_{8} \\ 103^{1}_{2} 123^{3}_{4} 124$					
ı	Chic. & Northwest		9212 125 -127					
ı	Do pref. Chic. Rock 1. & Pac.		$107\frac{3}{4} 140\frac{1}{4} - 141$ $153\frac{1}{2} 1140 - 140\frac{1}{2}$					
Į	Del. & Hudson Canal	45 - 5278 38 - 4514 74 -						
ı	Del. Lack. & Western .	4612- 5258 43 - 5558 83 -						
ı	Illinols Central Lake Shore		10458 13742-13958					
ł	Louisville & Nashville	37 - 37 8618-	127 18734 8818					
ı	Michigan Central	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	92% 128½-130½ 135 152%-155					
1	N. Y Lake E. & West.	758- 10 2118- 2738 4178-	48 504-504					
1	Do pref. St. L. & San Fran., prof.		7334 9014- 91 581 ₂ 62 - 6334					
ı	Do 1st pref.	934-1112 6819-	79 9834-100					
ı	Union Pacifie		9738 112 -11312 48 4518- 4534					
ı	Do pref.	*14 ¹ 2- 17 ³ 8 ₁ *20 ⁵ 8- 25 { 42 ⁻² 65 -	7258 8634 8734					
п	A TO A TOTAL OF THE ANALYSIS AND ANALYSIS ANALYSIS AND AN							

*Range of Wahash stock. The Wabash was subsequently consolidated with the St. Lonis Kansas City & Northern and for every two shares of the former one share of common and one of preferred in the new company were given.

† Durlug the year a stock dividend of 20 per cent was paid, which 20 per cent should be added to present prices in making comparison with previous years.

† A stock dividend of 100 per cent was paid during the year, so that these prices must be doubled to afford a correct comparison.

We could not more vividly indicate the absolute resurrection of our country's industries than is done in the foregoing table, and there is still no check to the revival. Rarely has there been witnessed, as in the past week, so steady a rise in share property during the closing days of the year, and such an apparently urgent demand for all classes of investment stocks. Not only has the advance been rapid here, but the cable has reported a similar movement in London and in some of the Continental cities where the favorites are among the choice American securities which have been sent over within the last few months; and yet the London movement has lagged behind our own advance, as may be seen from the following statement of prices here and in London.

	Dec. 27.	Dec.	28.	Dec.	29.	Dec.	30.	Dec.	31.
						Lond'n prices,*			
U.S.4s.c.		112:77	11356	113.77	11316	113.00	11356	113-00	11316
U.S.5s,e.	×.	101.12	10156	101-15	10136	101-36	10156	101.36	10134
Erie	Holiday	50-09	5016	50.45	5016	50-44	50%	48.74	50%
2d con.	Ĭ,	102.09	1021/6	102-12	10214	102.82	10214	102-82	102
Ill. Cent.	Ĕ	126.32	127	126.32	126%	127.55	127	127-31	127
N. Y. C.,		149.31	150	150-08	150%	152.77	153	151.47	154%
Reading		27:10+	53	27.10+	53%	27:16+	5334	26.19+	1 5134
Exch'ge,									
cables.	good in their	4.84		4.8	1	4.8	5	4.83	

* Expressed in their New York equivalent. † Reading on basis of \$50, par value. NOTE.—The New York equivalent is based upon the highest rate for eahio transfors, which ordinarily covers nearly all charges, such as interest, insurance and commissions.

Evidently there is speculation mixed up in this general advance, as there always is in such movements. Not unlikely the activity abroad is in part due to manipulation from this side for the purpose of influencing our market. The special influences at work here however, have been mainly the continued increase in railroad

earnings over last year's very large totals, and the expecta tion that there will be an increased demand for stocks after the first of January from those desiring to re-invest their dividends and also later on from refunding, which, it is anticipated, Congress will make provision for immediately after the holiday recess. Wall street always tries to discount expected events in advance of their occurrence, and it would not be surprising if it were to prove that they had done so, and even a little more, this time. Still, earnings keep up surprisingly, as may be seen in the following tabulation for the third week of the month. So long as this is the ease in such a marked degree, the general tendency of the tide must be upward.

GROSS EARNINGS THIRD WEEK OF DECEMBER.

	1880.	1879.	Increase.	Decreasc.
	4	\$	\$	\$
Burl, Cedar Rapids & Northorn	49,832	39,142	10,690	
Chiengo & Alton	151,542	141,654		
Chicago & Grand Trunk*	28,419	15,595		
Chicago & Eastern Illinois	38,077	20,884	17,193	
Claengo Mllwaukee & St. Paul	352,000	227,017	124,983	
Chicago St. Paul Minn. & Omaha		28,757	7,385	
Cinetinati & Springfield	23,151	19,204	3,947	
Clev. Col. Cin. & Indianapolis.	93,341	89,453	3,888	
Clev, Mt. Vernon & Del	8,088	7,595	493	
Denver & Rio Grando	90,323	29,697	60,626	
Des Moines & Fort Dodge	9,015	5,976	3,039	
Flint & Pere Marquette	34,968 224,746	26,429	8,539	
Grand Trunk of Canada	224,746	200,185	24,558	
Great Western of Canadai	[-107,292]	102,375	4,919	
Hannibal & St. Joseph	58,029	56,740	1,289	
Houston & Texas Central	110,885	85,777	25,104	
International & Gt. Northern	70,634	51,357	19,277	
Louisville & Nashvillo	222,100	157,000	65,100	
Memphis & Charleston	46,576	45,71	857	
Northern Pacific (East'n Div.)	48,800	24,07:	24,727	
Peoria Decatur & Evansville	9,224	3.564	5,660	
St. Louis Alton & T. H. (main line)	23,878	23,254	624	
Do do (branchos).	18,960	17,12:	1,837	
St. Louis Iron Mt. & Southern	192,100	186,80	5,292	
Ft. Louis & San Francisco	54,951	54,631	312	
St. Paul & Sloux Clty	33,274		13,125	
St. Paul Miun. & Manitoba	78,422	41,82	36,596	
Scioto Valley	5,010		0.100	1,661
"Wabash St. Louis & Pacitio	259,600	253,402	6,198	
000 - 4 - 3	0.470.9*0	1 000 000	402 050	2 663
Total	2,479,378	1,952,000		
Net Increase (25.09 per cent)			497,312	

Week ended Dec. 18. † Week ended Dec. 17.

The European steamers which arrived last Friday evening, Monday morning and yesterday, have brought altogether \$3,067,760 gold; but the payments by the Assay Office between the 23d and the 30th inclusive (the only payments which could be covered by the bank statement of the 31st), for bullion deposited therein, amount to \$4,128,-800. During the week the Assistant Treasurer has bought \$178,000 6s of 1880, making \$3,248,000 since Dec. 1, and on Tuesday he commenced the disbursement of the January interest without rebate; altogether the receipts and disbursements of the Assistant Treasurer to and including the 30th have netted a loss, and therefore a balance in favor of the banks, of \$2,800,611 14. Yesterday there was a further net loss to the Treasury of \$1,963,591. Out of these gold disbursements there have gone into the gold depository of the associated banks \$900,000 on Wednesday and \$1,000,000 on Thursday, or a total of \$1,990,000. The Assay Office checks given out on Thursday would not pass through the Clearing House until after the bank statement of yesterday; and this fact, together with others given above, shows that the statement of yesterday, which is as follows, was made up on a rising average.

	1830.			
Bank Stotement.	Dec. 24.	Dec. 31.	Differenc's from last week.	
Loaus and discounts. Epcelc. Circulation Not deposits Legal tenders. Legal reserve. Reserve held	57,086,000 18,431,400 267,068,000 13,300,900	58,017,900 18,408,200 272,466,900 12,796,600 \$68,116,725	Dec. 23,200 Inc. 5,398,900 Dec. 504,300 Inc. \$1,349,725	
Surplns	\$3,619,900	\$2,727,775	Dec. \$892,125	

No shipments of gold have been reported by eable during the week. There was £201,000 withdrawn from the Bank of England, but no mention is made of the shipment of any part of it, and it is inferred that the withdrawal of this sum and the further amount of £302,000, which to-

gether makes the net loss of £503,000 bullion by the Bank, as indicated in the week's statement, was for transmission to the interior of Great Britain, as the demand for money from Seotland, which is usually large in November, has been delayed this year. If this be so, it is probably in part the reason why no change was made in the Bank rate of discount yesterday, the low proportion of 38 5-16 reserve to liabilities causing no apprehension because bullion sent to the interior speedily returns; in fact, the cable reported yesterday £200,000 gone into the Bank of England, probably from interior sources. This, added to the cireumstance that, for the time being at least, shipments of gold to this side have practically ceased, would, in view of the present limited demand for money in Great Britain for commercial purposes, prevent any advance in the rate. It is, in fact, reported that our bankers have found it profitable this week to take for import some of the securities previously sent abroad. At all events, at the figures now ruling for sterling and francs and in the present condition of our moncy market, bankers are unwilling to take the risk of importing gold. A fall in the rates or a steadier market for money would, however, start shipments again. To show the visible supply of bullion in the leading European banks, we give our statement of last week, only bringing down the figures one week later.

	December	30, 1880.	December 31, 1879.		
	Gold.	Silver.	Gold.	Silver.	
	2	£	2	£	
Bank of England	24,249,245		27,601,562		
Bank of France	22,569,153	49,121,749	29,447,064	49,324,188	
Bank of Germany	9,010,184	17,096,366	8,989,334	17,978,668	
Totals this week	55,828,582	66,218,115	66,037,960	67,302,856	
Totals previous week	55,816,198	66,280,109	67,126,604	67,341,000	

The above gold and silver division of the stock of coin of the Economist, some months since. Of course it is merely popular estimate, as the Bank itself gives no information on that point. It is, however, believed to be approximately correct and wholly sufficient for the purposes of the above comparison.

These statements show that the aggregate gold bullion held by these institutions is about the same as in the previous week.

WILL THE RATE OF INTEREST RISE?

The situation with regard to the rate of interest is The Government began its borrowing in 1796 with a 24-year \$80,000 6 per cent loan at 874; issued 6 per cents at from par to 80, from 1807 to 1816; and, as the very best financial transaction ever accomplished down to the year 1871, placed some 20 millions of temporary $4\frac{1}{2}$ per cents in 1824 and 1825 at from par to 108; but is now apparently about to place 3 per cents, thus establishing a minimum rate never before known on this continent. As to corporate securities previous to and in 1872-73, the investor safely realized full 7 per cent, but to-day a return of about 4 per cent is an extreme allowance on the best properties. The following will illustrate this condition.

	1880-1	1880—Dec. 28.		1872—Dec. 28.	
Per cent of interest, Investments return.	Price.	Interest on in- vestm't.	Price.	Interest on in- vestm't.	
Chic. & Alton 1st mort. 7s, 1893	*125	4.00	104	6.54	
Chic. Burl. & Quincy con. 7s, 1903.	†131	4.31	a 113	5.98	
Chic. R. I. & Pacific 6s, coup., 1917	*128	4.09	b 103	6.67	
Chle.Mil.& St. P. 8s, P.du Chlen, '98	†1351 ₃	4.45	107	7.22	
Do eonsol. 7s, 1905	†126	4.73	1		
Chio. & Northwest. consol. 7s, 1915	†135	4.43	90	8.04	
Erie 1st cousol. 7s, 1920	*130	4.80	95	7.48	
Lako Shore cous. coup. 1st 7s, 1900	†132	4.09	100	7.00	
N. Y. C. & Hud. 1st coup. 7s, 1903.	¹ 139	3.79	c92	7.10	
Plttsb. Ft. W. & C. 1st M. 7s, 1912.	113912	4.13	10418	6.62	

* Price asked. † Price bid.
a Price of the 8s of 1883.
b Price of 7s of 1896, which were called in Jan. 1, 1\$78
c Price of 6s of 1887.

These few instances serve our purpose as well as a long list. Of course the dato of maturity, when the security will be paid at par, must he taken into the account. We have done so above, and the result reached will be seen to be a return of 3\frac{3}{4} to 4\frac{3}{4} per cent to the investor now, against 6 to 8 per cent in 1872, or an average decline of about 3 per cent.

A further feature of the times is that all first-class securities are continuing to rise in price. An investor who sells out to realize profits and wait for a decline, finds his diagnosis at fault. The decline does not come, so he finally buys in again at a higher price, richer only in experience. To-day the common talk of Wall street is-and among conservative men too-that the return for capital will in the future net nearer 3 per cent than 4 per cent. Every indication appears to be, for the moment at least, in the direction of smaller income from investments. Even our city real estate mortgages are eagerly taken at 5 per cent, and Chicago city 4 per cent bonds go off in blocks at par, to be immediately retailed out at a considerable premium.

The question naturally arises whether such facts as these can he explained without accepting the common conclusion that the rate of interest has permanently and very materially declined in this country. It must he admitted that there is an obvious and important distinction hetween 1872 and 1880; that is, that although capital is now increasing much more rapidly than ever before, old securities have, up to this time, heen decreasing, while new offerings have been very much less numerous than before the panic. The period from 1873 down was a period of liquidation-cities, States, counties, corporations and individuals were all engaged paying off or otherwise settling their liabilities; and although the railroad interest has now been reorganized and new obligations put out in the place of the old, even they have heen much less in amount than the former total. Besides that, there are very few mortgages on real estate being made now; this has always, in times past, offered a very large outlet for capital, and will again as soon as the revival of confidence shall have extended to real estate, and building has once more become active outside of our city. The blight of 1873 has still to be removed from that extensive field and from its allied interests. Then, too, no considerable expansion is taking place among our manufacturing industries. There is, to be sure, a natural growth in progress, the result of a profitable trade, as for instance the addition of new spindles to old cotton factories; but the building of new mills or the starting of new machinery is a development not yet to any considerable extent manifest. In a word, the range of new enterprises is very limited indeed-railroad building and mining schemes alone showing any great activity.

The rise in price of securities in the face of such conditions as these would be inevitable, for competition among buyers becomes thus of necessity more active; so that the simple higher values can not, by themselves, bc taken as any proof of a permanently lower rate of interest. But, besides competition, there is also another influence, outside of interest rates, which is adding force to the upward movement; that is the increased intrinsic value of railroad properties. This improved value is the result, first, of our improved credit, which the events of the last two years especially have produced; and second to the fact of a vast and unparalleled improvement in the condition and husiness of nearly every corporate property. Railroad securities are higher, but railroad business warrants it. Instances and comparisons are so

have an excellent illustration, however, in figures of all the trunk lines made public during late weeks.

We can see nothing therefore in existing prices, which supports the theory that capital will in the future secure a less return than formerly. It is possible, and perhaps probable, that our closer connection with Europe and better credit, may in some degree produce this result. Undoubtedly there is now the best of evidence that Europe will take our first-class properties very freely even at the ruling rates, if we wish to dispose of them. But that kind of security is limited, and the question is, whether, when enterprise shall have been set in motion in every direction and the unnumbered new schemes which are sure to come are afloat, European capital is to flow in here so as to absorb them to a greater extent than formerly.

We shall err if we assume that industrial activity is to he merely as it used to be; it is, and is to be, on a far more extensive scale. Crops at home are such as were never hefore known; new processes are turning materials, before only half utilized, into sources of wealth; the yield in agriculture and all factures, relative to the number of laborers, the capital employed and the wages and expenditure involved, is becoming greater. Furthermore, new countries are opening. There is Mexico, with possibilities of trade and development which we are not likely to over-estimate, ready for commercial possession as soon as pierced by our railroads which are now in progress; with Central and South America we have already only an insignificant trade; China and all the East-now our far West-are opening up to commerce. Or look at the map of North America, and see suggestively how large a part of even the helt between the oceans which constitutes this country is really unoccupied yet; outside of that belt there is amplo room; and even within our States there is still space for an almost indefinite development. Give the country peace, community of interests, soundness and stability in its finances, reason in its currencies, and a decent common sense in its government, and here is the grandest and most unparalleled field for industrial and commercial development the world has ever possessed. We cannot measure and state it, because there exists nothing to compare it with; and as for the world's work being so nearly done that the rate of interest will remain low permaneutly, it seems to us that this work is but hegun, when we try to estimate how much remains to do. Money must yet respond to new and enlarging demands of productive industry.

If this be so, it must follow that the connection between the net yield on the best securities and the general rate of money is less close, or less permanently close. than is commonly supposed; that while the one rises, the other may even decline, and vice versa; and that the announcement of the permanence of existing interest rates is likely to prove erroneous.

MR. GLADSTONE'S POLICY.

What Mr. Gladstone proposes to do on the opening of Parliament is a question which many are asking themselves. It is well known that he is resolved to bring forward a measure of reform which it is hoped will make an end of the land difficulty in Ireland, but what it will be probably only Mr. Gladstone himself and his colleagues in the Ministry at the present moment can answer. is some good reason for believing, however, that it will be not so much a radically new measure as a supplement to the bill which was passed some eight years ago. The well known that we need not take space for them; we Land Act of the date legalized, as we have shown before

in these columns, what was called the Ulster Custom—a custom which prevailed in that province, but which was not formerly sanctioned by law, and which recognized the tenant as a sort of co-partner in the soil with the landlord. It also gave compensation to non-customary tenants—that is to tenants outside of Ulster or in the other provinces, by far the largest of the occupying class in Ireland—for improvements, in addition to another sum allowed for disturbance, which was inflicted as a sort of fine on the evicting landlord.

In some very essential particulars this measure has been found wanting. Eviction is still possible; and compensation is not always sure. In the new measure all the defects of the Land Act are expected to be obviated, and the rights of the tenant to be more securely guarded. It is understood that under it leaseholds for a protracted period will take the place of the present tenant-at-will system, and that in various ways the door will be opened to the tenant to enter and become the owner of his farm. By this means, it is hoped, the peasant proprietary, already numerous in Ireland, through the disposal of the Church property and the action of the Temporality Commissioners, will be greatly increased.

It is believed also that an effort will be made by the Government to induce the London Companies who hold lands in Ireland, particularly the north, of the annual value of some two hundred thousand pounds sterling, to accept compensation for these lands, and thus to allow the lands to come into the market for the use of peasant. It is long since Mr. Bright proposed to Parliament to compel the London Companies to sell their Irish estates. It may be difficult to induce them to sever their connection with property which they have held and managed for well night three hundred years; but it is admitted on all hands that the estates are not managed for the good of Ireland; and as the situation is exceptional, Mr. Gladstone may find means to induce these wealthy London corporations to consider the general good and to make a virtue of a necessity.

Such are some of the ways, so far as can be gathered at present, by which it is hoped a better state of things will be introduced in Ireland. As a necessary element in this new state of things the Government will be brought into closer relations with the Irish people. To the new class of peasant proprietors they will for a time stand in the relation of landlords. They will have to help them to their farms and wait till they are paid. The experiment is novel as well as great, and by the outside world its progress will be eagerly watched. It is, however, a serious question whether Mr. Gladstone's Ministry will be able to carry such a measure through Parliament.

NORTHERN PACIFIC RAILROAD.

The Northern Pacific Railroad is now the most important enterprise before the country, prosecuted by a single corporation, with a distinct purpose, and independent of entangling alliances. The company stands at the close of the year 1880 as the sole owner of 831 miles of railroad, and half owner of 84 miles more, and entitled also on its road now built to about 17,000,000 acres of land. The company is free from floating debt, and the only encumbrances on all the property above named are the Pend d'Oreille and Missouri Division mortgages, amounting together to \$6,500,000 on about 425 miles of road and 11,000,000 acres of land, leaving about 600 miles of finished road totally nnencumbered.

Except the liens above stated, the only claim whatever on the company's lands is the right of the preferred stock to be received at par in payment for lands sold in Minnesota and Dakota east of the Missouri River (3,700,000 acres); but in case of a default on the new bonds this right of the preferred stockholder ceases, and the bonds are then receivable at 110 and interest in payment for the lands. The preferred stock has no lien whatever on the road.

Mr. French, the U.S. Auditor of railroad accounts, in his recent annual report, comments upon this road as follows:

"Congress having given the company the right to mortgage all its property and rights of property, which it would seem, beyond question must include the lauds granted, reserving only the right to after and amond (not repeal), and that with 'due regard to the rights of said company, and any other parties,' will hardly he disposed to interfere in my way with the work of completion of this company, secured by a first mortgage on the entire property, with a sinking fund provided from the sales of lands, ought to command the attention of capitalists."

* "In conclusion, as regards the present management of the Northern Pacific—their methods both of operation and accounting—it is due the company to say that nothing has hoen withhold from this office, and that uo other company is helioved to have a straighter or a more honest and honorable record than their books exhibit."

The conspicuous points to be noticed in regard to the Northern Pacific are these: First-The immense property already possessed by the company, amounting to some 850 miles of railroad and 17,000,000 acres of land, which have but a trivial encumbrance. Second-The extent of the property when finished with the proceeds of the present loan, embracing then about 2,430 miles of railroad owned, and a land grant, as estimated, amounting to about 42,000,000 acres. Third-The fact that this railroad, unlike the other Pacific roads, is built directly by its own managers without the intervention of any "Construction Company" to make large profits out of the money expended. Fourth-The road will be of immense advantage to the country in opening up the land for settlement along its line without the cost of any subsidy in United States bonds. The increased value of the alternate sections of land retained by the Government will far more than pay for the lands granted to the company.

Commissioner French, in his official report, states that 2,593,983 acres had been sold to June 30, 1880, at a price averaging \$3.50 per acre, yielding a total of \$9,089,454. He says the company has remaining 39,406,000 acres of land, which, at \$2.50 per acre will realize the snm of \$97,515,000. As to the character of the lands Mr. French remarks:

As to the character of the lands Mr. French remarks:

"So far as seen the lands granted to this company are worth much above the average of those granted to the other Pacific Railroad companies. In Minnesota, in Washington Territory, and in Moutana, the timber lands embraced in the grant will be undoubtedly of great value when the railroad is built—without the road their value is more nominal than real; and the same may be said of their coal lands in Dakota and Washington Territories. From Fargo, on the Red River of the North, to the Little Missouri, a distance of 350 miles all in the Territory of Dakota, lie some 9,000,000 acres of the company's lands, all of while it probably as good an average quality of wheat land as can be found anywhere. From Ainsworth to Spekano Falls, in Washington Torritory, some 125 miles, probably two-thirds of the land is equally good wheat and with that found in Dakota, heing much the same as that in the vicinity of Walla-Walla, now celebrated for the excellence of both the quantity and quality of its crops."

The following is a complete summary of the company's lines

finished and projected:	
FINISHED LINES.	YET TO BE CONSTRUCTED.
Miles.	Miles.
Thomson to Bismarck 426	Missouri Division 42
Pacific Division 105	Pend d'Oreille Division 159
Cascade Mountain Division 31	Wisconsin Division 122
Columbia River Division 12	Central Gap 820
Missouri Division (iess un-	Cascade Mountain Division. 219
finished 42 miles) 175	Columbia River Divisiou 238
Pend d'Oreillo Division (un-	
finished 159 miles) 50	1,600
	Castleton Branch 1112
Total 799	
	Total yet to be con-
OWNED AND LEASED.	structed
	RECAPITULATION. Main Line.
	Main Line.
ownership with the St. Pani	Finished 799
& Duluth Railroad Co.) 24	To be finished
Castleton Branch (owned	m-+ 1
entire)	Total main line
Brainerd to St. Paul (60 5 miles	Owned and leased.
half owned and leased; 75.5	Finished 192
mlies trackage leased) 136	To ho fluished 1112
Motel launch of fluished	Motol 0021-
Total leugth of finished	Total 20312
roads 991	Met miles as N. Des DD 9 COOls
	Tot. mlleage N. Pac. RR. 2,60212

There has been expended on this property, in round figures, some \$35,000,000 in cash, and the encumbrances are hardly more than nominal. On this exhibit, and all the facts above stated, the syndicate, composed of Messrs. Drexel, Morgan & Co. and their associates, undertakes the negotiation of a 40-year 6 per cent gold loan, at \$25,000 per mile, secured on the whole property, the proceeds of the loan to be closely applied to the construction of the company's unfinished lines. The particulars of the loan will be found in our advertising columns.

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

[Prepared by the Buroau of Statistics.]

Below is given the fifth 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 November 30, 1880	\$35.894.340
Month ended November 30, 1879	28,836,794
Eleven months ended November 30, 1880	
Eleven months ended November 30, 1879	
Twelve months ended November 30, 1880	
Twelve months ended November 30, 1879	266,245,038

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

an Ichons.	
Month ended November 30, 1880	\$9,374,865
Month ended November 30, 1879	17,288,564
Eleven months ended November 30, 1880	53,465,668
Eleven months ended November 30, 1879	61,499,638
Twelve months ended November 30, 1880	59,342,900
Twelve months ended November 30, 1879	61,750,975

The total values of imports and of domestic and foreign exports for the month of November, 1880, and for the eleven and twelve months ended Nov. 30, 1889 and 1879, respectively, are presented in the following tables, all in specie values:

[Corrected to December 24, 1880.]

		,	
	For the month of November.	For the 11 months end- ed Nov. 30.	For the 12 months end- ed Nov. 39.
1880.—Exports—Domestic Foreign		\$778,493,807 12,292,536	
Imports	47,106,915	\$790,786,343 649,425,341	709,028,302
Excess of exports over imports Excess of imports over exports	\$35,894,310	\$141,361,002	\$162,638,014
1879.—Exports—Domestie Foreign		\$674,892,772 9,387,030	
Imports	50,467,271	\$684,279,822 453,999,835	485,516,166
Excess of exports over imports Excess of imports over exports		\$230,279,987	\$266,245,03 3
			6 11

GOLD AND SILVER-COIN AND BULLION.

1880.—Exports—Domestic Foreign	\$744,198 482,710		
TotalImports	\$1,226,908 10,601,773		
Excess of imports over exports Excess of exports over imports	\$9,374,865	\$53,465,668	\$59,342,990
1879.—Exports—Domestie Foreign	\$483,226 624,060		\$17,931,720 7,145,435
TotalImports	\$1,107,286 18,395,850	\$23,634,609 85,133,247	\$25,097,155 86,848,130
Excess of exports over imports Excess of imports over exports	\$	\$ 61,498,638	\$ 61,750,975

TOTAL MERCHANDISE AND SPECIE.

1880.—Exports—Domestie Foreign	\$\$2,391,072 1,837,091	\$785,441,189 19,368,506	
Total	57,708,688	716,914,361	\$887,872,087 784,577,033
Excess of exports over imports Excess of imports over exports	\$26,519,475	\$87,895,334	\$103,295,054
1879.—Exports—Domestie Foreign	\$78,931,067 1,580,284	\$691,902,395 16.012.033	\$759,235,839 17.622,520
Total :	\$30,411,331	\$707,914,431	\$776,858,359
Excess of exports over imports Excess of imports over exports	\$11,548,230	\$168,781,319	\$20 1,494,063

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

	1	1	
		D	
Customs Districts.	Imports.	Domestie	Foreign
		Exports.	Exports.
Pattimone Md	01.005.510	A	4.0
Baltimore, Md.	\$1,095,548	\$6,557,388	\$2,766
Beaufort, S. C	56		
Boston, &c., Mass	3,651,246		141,814
Brazos, &c., Texas.	35,886		47,166
Brunswick, Ga	170		872
Buhaio Creck, N. Y	570,670	40,457.	872
Champan, N. Y.	428,262	110,988	
Guarieston, S. C	30,135	3,488,834	
Chicago III	/ 143,612	133,227	811
Corpus Christi, Texas	26,357	67,339	6,725
Detroit, Mich	172,732	92,803	26,561
Dunta, Minn	1,087	56,783	20,001
Galveston, Texas	139.016	2,282,516	
Genesee, N. Y	96,537	31,319	
Huron, Mich	323,251	679,371	68.948
Mlami, Oblo	35,189	93.413	00,040
Munesota, Minn	11.810	66,704	*******
Mobile, Alabama	3,002	728,988	
New Orieans, La	1,033,445	11.256.006	23.172
New York, N. Y.	31,444,483	33,592,497	954,470
Niagara, N. Y.	223,489	00,000,107	
Norfolk, &c., Va.	19,771	3,270,268	*******
Oregon, Oregon.	10,111	182,468	
Oswegatchie, N. Y.	226,205	44,369	227
Oswego, N. Y.	1,453,626	99,742	337
Passamaquoddy, Me.	78.499		10,472
Pensacola, Fla.	15,277	33,205	50
Philadelphia, Pa	1,802,621	135,951	
Portland, &c., Me.		3,329,526	817
Puget's Sound, W. T.	32,598	329,130	15,446
Blahmond We	1,711	41,604	
Richmond, Va	4.999	67,592	
San Diego, Cal.	11,096	87,592	
San Francisco, Cal.	2,997,290	4,089,352	52,506
Savannah, Ga	128,953	2,995,963	
Teche, 1.a.	3,331	87,331	
Vermont, Vt	537,394	115,652	******
Willamette, Oregon	73,425	346,432	111
Wilmington, N. C. All other eustoms districts	4,277	750,290	
An other enstoms districts	219,829	322,252	1,257
m.4.1			
Total	\$47,106,915	\$91.646.874	\$1,354,381

Monetary Commercial English News

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 decreased £503,000 during the week. During the same time, the specie in the Bank of France increased 12,880,000 francs in gold and decreased 3,959,000 francs in silver.

	Bat.	Mon.	Tues.	Wed.	Thurs.	Frl.
	Dec.	Dec.	Dec.	Dee.	Dec.	Dec.
	25.	27.	23.	29.	30.	31.
Silver, per ozd.	:	:	5134	51%	5134	51 Gr
Consols for money	:	:	981316	1181316	981516	981516
Consols for account			981516	981516	99	99
Fr'ch rentes (lu Paris) fr.	*	1	84 9213	84.9213	84.8712	84.90
U. S. 58 of 1881	2	2	10439	10.112	1044	10412
U. 8. 4 28 of 1891	ਚੌ	7	11513	11312	11510	11520
U. 8. 4s of 1907	킁	=	·11612	11613	11619	11619
Erie, eominon stock	Ĕ	H	5234	5178		
Illinois Central	7		13012	131	1314	
Pennsylvanla			6734	6714	6818	
Philadelphia& Reading.			28	28	2738	
New York Central			155	155		15919
Frich rentes (lu Paris) (r. U. S. 5s of 1881 U. S. 4½s of 1891 U. S. 4½s of 1891 Erie, common stock Illinois Central Pennsylvania Philidelphia& Reading.	Hollday .	Hollday	84 92½ 104³8 115½ •116⅓ •2¼ 130½ 67¼ 28	84·92 ¹ 5 104 ¹ 2 115 ¹ 2 116 ¹ 2 51 ⁷ 8 131 67 ¹ 4 28	84*87 ¹ 2 104 ¹ 2 115 ¹ 3 116 ¹ 2 52 ¹ 4 131 ¹ 2	84.90 1041 ₂ 1151 ₂ 1161 ₂ 523 ₈ 131 691 ₄ 263 ₄

Liverpool Breadstuffs and Provisions Markets .-

	Sat.	Mon.	Tucs.	Wed.	Thurs.	Fri.
	s. d.	s. d,	8. d.	s. d.	s. d.	8. d.
Flour (ex. State). 100 lb.	;	;	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "			9 7	9 7	9 7	9 6
8pring, No. 2 "	:		9 7	9 7	9 7	9 7
Winter, West., n. "	>	>	9 9	9 9	9 8	9 8
Cal. white "	oliday	es es	9 6	9 6	9 6	9 6
Corn, mixed, West. "	=	3	5 6	5 6	5 519	5 5
Pork, West. mess Wbbl.		9	62 0	62 0	63 0	61 0
Bacon, long clear, ewt	平	四	37 6	37 0	37 0	37 0
Beef, pr. mess, new, Wtc.	7	;	77 0	77 0	77 0	76 6
Lard. prime West. Bowt.	;	:	45 9	46 9	46 0	46 3
Cheese, Am. choice "	;	:	65 0	65 0	65 0	65 0

Liverpool Cotton Market .- See special report on cotton.

Commercial and Aiscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$8,082,888, against \$7,408,385 the preceding week and \$7,402,292 two weeks previous. The exports for the week ended Dec. 28 amounted to \$7,938,224, against \$6,632,474 last week and \$7,255,748 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 23 and for the week ending (for general merchandise) Dec. 21:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK,

Dry Goods General mdse	1877. \$773, 073 3,678,660	1878. \$903,923 4,660,433	\$1,262,913 7,327,917	1890. \$1,822,147 6,260,741
Total week	\$4,451,733	\$5,564,358	\$8,590,830	\$9,082,888
Prev. reported	311,744,897	281,315,788	332,401,862	465,816,946

Total s'ce Jan. 1.\$316,196,630 \$236,880,141 \$340,992,692 \$473,899,934

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending December 28:

EXPORTS FROM NEW YORK FOR THE WEEK.

For the week... \$5,317,093 \$5,782,673 \$6,745,856 \$7,938,224 Prev. reported.. 290,028,647 311,128,200 346,507,874 404,046,130

Total s'ee Jan. 1.\$295,345,740 \$316,910,873 \$353,253,730 \$411,984,354

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 December 25.

	Exports from	New York.	Imports at New York.			
	Gold.	Silver.	Gold.	Silver.		
Great Britain France. Germany. West Indies. Mexico. Sonth America. All other countries.		15,700	\$2,101,063 116,196 401,430 51,700 7,360 3,704	\$ 535 225,971 1,118		
Total		\$390,737	\$2,691,443	\$227,624		

Of the above exports \$15,700 were American silver coin. Of the imports \$8,764 were American gold coin and \$1,515 silver coin.

The movement from Jannary 1 to date in 1830 includes the export of \$2,237,523 gold and \$6,432,376 silver, and the import of \$66,919,002 gold and \$5,634,664 silver. The totals at New York from January 1 to date in the present and several previous years have been as follows:

Year.	Exports.	Imports.	Year.	Exports.	Imports.
1890 1879 1878 1877		15,112,553	1874 1873 1872	\$69,097,437 62,458,440 49,303,185 71,545,275 63,865,547	18,779,929 5,547,311

Lake and Canal Rates .- The Buffalo Commercial Advertiser reported for November and the season 1880 as follows:

Average freight by lake on wheat and corn from Chicago to
Buffalo, and by canal to the East for the month of November

named:

IN the Jense and	T.ai	te -	Can	αι
	Wheat.	Corn.	Wheat.	Corn.
W	eants.	cents.	cents.	sents.
Years.	est N	6:5	8.3	7.3
1890		6.5	10.2	8.8
1879	4.6	41	6.4	5.7
1878	4 9	3.9	- 10.0	8.7
1977		3.3	7.5	6.9
1976	3.1		10.5	9.1
1373	5.9	5.6	10.0	0.2

"Taken as a whole, the season of 1880 was a good one for vessel owners. The highest rate reached was 8½ cents on wheat, while the average for the entire year was 5.7 cents, which is just a cent higher than the average for 1879, and higher than the average for any season since 1873. But canal boatmen did not do 80 well. The amount transported was nearly a third larger than for any previous season. Notwithstanding this the average rate was lower than for 1879, 1877, 1875, or any previous season. That such is the case is shown by the following statement, giving the highest rate paid on wheat by lake and also by canal during the season, and also the average season-rate on this cereal by lake and canal for the years named:

	La	ke.	Can	
Years.	Highest.	Season average.	Highest.	Season average.
1890		5·7 4·7	9.0	6.8
1878	7.0	3·1 3·7	8·5 12·0	6·0 7·4
1876	5.0	2.0 3.5	10.0	6·6 7·9
1875	6.0	3.9	14.0	10.0
1873 1872	14.0	7·8 11·1	14·0 18·0	13.0
1871	18.0	7.8	17.0	12.6

"The general introduction of steam on the lakes insure greater regularity in the movement of grain, and consequently there is not so much fluctuation in rates as formerly.

Texas Western (Narrow Gauge).—A dispatch from Galveston, Texas, Dec. 29, said "the United States Circuit Court has rendered a decree in favor of the Farmers' Loan & Trust Company, trustees, against the Texas Western Narrow Gauge Railread for the sum of \$420,000, and accumulated interest—amounting to \$12,585, directing the foreclosure of the mortgage, and ordering the sale of the road, allowing sixty days from the date of the decree for the payment of the amount of the indement." jndgment."

Toledo Delphos & Burlington—Toledo Cin. & St. Louis.—
The Boston Transcript has the following: "The scheme is for a system of narrow-gange roads between Toledo, Cincinnati and St. Lonis. The Toledo Delphos & Burlington Road will, via Delphos, connect Toledo and Kokomo and Delphos and Dayton. The distances are from Toledo to Dayton, 185 miles; from Delphos to Kokomo, one hundred miles; a total of 285 miles. This is completed except about fifteen miles on the Dayton line, and about fifteen miles on the Kokomo line, but January is expected to see the entire road in full operation. The Cincinnati Northern Road, built in the interest of the above-named company, will make the fifty-mile connection from Dayton to Cincinnati. The Delphos Company owns a majority interest in the Cincinnati Northern stock, of which there is a million, divided into shares of the par of \$50. Its six per cent bonds, dating Oct. 1, amount to but one million. These are now being marketed at 95, mostly, however, in Cincinnati. The subscription that is now being taken is to build the St. Lonis extension of 250 miles through the Indiana coal fields and some of the richest miles through the Indiana coal fields and some of the richest corn and wheat lands of Indiana and Illinois. The line will cost about \$3,000,000, and for \$9,000 subscribed \$10,000 of first-mortgage 6 per cent bonds, \$5,000 of 6 per cent incomes and \$5,000 in stock will be issued."

Washington City Virginia Midland & Great Southern.—At Alexandria, Va., Dec. 29, the sale of this railroad for \$6,500,000 to the syndicate of bondholders of the road, was confirmed by Judge Keith, of the Circuit Conrt, all objections being overruled.

—Attention is called to the second mortgage 7 per cent gold bonds of the Galveston Harrisburg & San Antonio Railroad Company, now offered to investors by Messrs. Anthony, Poor & Oliphant, of this city. This firm has just marketed in a short time the 1st mortgage bonds of the road, and now offer the 2d at 103 and accrned interest, this mortgage being only \$4,420 per mile. per mile.

—Messrs. Winslow, Lanier & Co. publish on another page their usual extended list of stocks and bonds on which dividends or conpons will be paid at their banking-house. It will be observed that this list embraces the names of more stocks and bonds than are paid at any other banking-house.

The subscriptions to the Mexican National Railway loan of \$7,500,000 bonds and stock, which was placed on the market by Messrs. Woerishoeffer & Co., amount to \$12,500,000. The allotments have been made as follows: All subscriptions to the amount of about \$10,000 or less will receive their full amount, and all others above will receive only 60 per cent of the amount they subscribed for.

—The price of the St. Paul Minneapolis & Manitoba Railway 6 per cent gold bonds has been advanced by Messrs. J. S. Kennedy & Co. to 105 and interest.

—Messrs. Fisk & Hatch offer for sale a limited amount of the first mortgage bonds of the Elizabethtown Lexington & Big Sandy Railroad at 97½ and accrned interest. The total amount of bonds authorized is \$3,500,000. The bonds are of the denomination of \$1,000 each, secured by a strictly first mortgage on the entire property of the company; principal and interest payable in New York in gold coin; interest at the rate of 6 per cent per annum, payable March and September; 'principal due March 1, 1902. The Elizabethtown Lexington & Big Sandy Railroad is the connecting link between the Chesapeake & Ohio Railway and the West and Southwest, and should enjoy a large traffic from the date of its completion. The road will connect at Lexington, Ky., with the Cincinnati Sonthern and Kentncky Central, north to Cincinnati and south to the cotton fields of Tennessee and Mississippi; while the far West and the Sonthwest to the Pacific coast will, in time, contribute to the traffic of the Chesapeake & Ohio route to the sea, in which this is an important link. sea, in which this is an important link

—In another column will be found a card of the Standard Consolidated Mining Co., calling for proxies for the impending election of the company in favor of the present management, which has been in existence since the organization of the company in 1877. During this period dividends have been pany in 1878 at the rate of \$50,000 2 month up to March, 1880, from which date they have been increased to \$75,000 a month up to the present month, when an extra dividend of \$75,000 (or \$150,000 in all) was paid.

—The Board of Directors of the New York New England & Western Investment Company, of 31 Pine Street, have passed resolutions providing for the increase of the capital stock of the company from \$200,000, as it now stands, to \$1,000,000; and a meeting of the stockholders has been called for the purpose of ratifying the action of the board. The company transacts no banking business. Its business relates entirely to investment securities and the conduct of financial negotiations. The company reports a prosperous business in 1880, and since its organization has attracted considerable attention in financial circles.

—Attention is called to the Union Pacific RR. Co. six per cent gold bonds, secured by a collateral trust. These bonds are due in 1908, and are for sale at 105 and interest, by the well-known house of Messrs. Blake Brothers and Co.

BANKING AND FINANCIAL.

OFFICE OF FISK & HATCH,

No. 5 NASSAU STREET, NEW YORK, Dec. 27, 1880.

ELIZABETHTOWN LEXINGTON & RIG SANDY RAIL-ROAD FIRST MORTGAGE BONDS.

The Elizabethtown Lexington & Blg Sandy Rallroad is the connecting liuk between the Chesaneake & Ohio Railway and the West and South-

Occupying this commanding position, it is assured of a large and lucrative business from the date of its completion. The great business centoring at Louisville will embrace this short outlet to the sca; while ths cotton of the Southwest, the tobacco, hemp and live stock products of the rich blue grass rogions of Kentucky, will find by this route their natural outlet to the markets of the East.

At Lexington, Ky., the E. L. & B. S. R. R. will connect with the Cincinnatl Southern and Kentucky Central, north to Cincinnati and south to the cotton fields of Tennessee and Mississippi; while the far West and Southwest to the Pacific coast will, in time, coutribute to the traffic of the Chesapeake & Ohio route to the sea, in which this is an Important link.

This road will be completed by June next, the necessary means for its

complotion being already provided.

The bouds are of the denomination of \$1,000 each, secured by a striotly first mortgage on the entire property of the company; principal and interest payable in this city in gold coin; interest at the rate of six per cont per annum, payable March and September; principal due March 1, 1902.

We now have in our hands a limited amount of the bonds for sale at 974 and accrued interest.

The total amount of bonds authorized is \$3,500,000, only \$2,500,000 of which are approprlated for construction and first equipment.

The Chesapsake & Ohio Railway route is rapidly growing in power and importance, and within a fow months will take its place as one of the great East and West trunk lines.

First mortgage bonds of the old roads are almost out of the market, or are selling at so high prices that investors are looking to the best of the new issues to supply their wants. Within six months the United States Fives and Sixes will be called in by the Government, thus adding to the inquiry for good railroad securities. The new Government loan will not pay more than 3 per cent; and we expect to see it eagerly taken up at that; while a constantly-increasing accumulation of capital will be secking the better classes of investments, from which a larger income

can be derived than the Government need pay.

Maps showing the Chesapeako & Ohio and Big Sandy route, and any further information desired, will be furnished on application

FISK & HATCH.

. Norz.—We propose to issue, from time to time, short statements similar to the above, in reference to railroad bonds and other securities with the character and merits of which we are familiar.

The Bankers' Gazette.

DIVIDENDS.

The following divideuds have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)		
Raifroads.					
Attieborough Branch	312	Jan. 1			
Boston & Albany (quar.)	2	Jan. 1			
Citesitire preferred	112	Jan. 10			
Concord & Portsmouth	312				
Dei. Lack. & Western	113	Jnu. 20	Jan. 6 to Jan. 20		
Fitchburg	312	Jan. 1			
Fort Wayne & Jackson pref	4	Ou dem.			
Haunibai & St. Joseph pref	312		Jan. 11 to Feb. 2		
Housatopie pref. (quar.)	\$2	Jan. 15	Jan. 5 to Jan. 15		
New York New Haven & Hartford	5	Jan. 3			
Naugatuck	5	Jan. 3			
Norwich & Worcester	\$5	Jan. 19	Jan. i to -		
Old Colony & Newport	3	Jan. 1			
Paterson & Hudson	4	Jan. 4			
Paterson & Ramapo	*	Jau. 4			
Pitts. Ft. W. & Chic. (quar.)	134	Jan. 4			
Pitts, Ft. W. & Chic. spec. (quar.).	134	Jan. 1			
Pittsfield & North Adams	212	Jan. 1			
Portland Saco & Portsmouth	3	Jan. 1			
St. Louis & San Francisco 1st pref.	312	Feb. 1	Jan. 29 to March 1		
Ware River	312	Jau. 5	[
Banks.	_				
Bank of North America	3	Jan. 3	Dec. 30 to Jan. 2		
Leather Manufacturers' National.	5	Jau. 3	Dec. 29 to Jan. 2		
Long Island (Brooklyu)	412	Jan. 3			
Second National	5	Jan. 3			
Insurance.					
Niagara Fire	7	Jan. 3			
Park Fire	3	Jan. 3	******		
Poopies' Fire	5	Jan. 3			

FRIDAY, DEC. 31, 1880-5 P. M. The Money Market and Financial Situation.—The

The Money Market and Financial Situation.—The markets close with unshaken strength and buoyancy on the most prosperous business year ever experienced in the United States. Our space is too limited in this report to comment at length upon the various phases presented during the year, but in the last quarter, and since the elections were settled, the great and conspicuous feature has been the growing confidence in the resources of the country, as exhibited in the public sentiment at home and abroad. The Stock Exchanges are thermometers showing the current opinion of moneyed men in regard to the condition and prospects of business. The bonds and shares dealt in merely represent real estate in the shape of railroads, or promises to pay, as in the case of Government bonds, State bonds, city bonds, &c. In either case the value depends almost entirely upon the capacity to get income, and this again depends upon the general state of business prosperity among the people. These are but truisms, and yet they have a very direct bearing upon the range of prices to-day and in the future. The prevailing idea that the United States Government is so sure of a permanent income that it can negotiate a long-term bond, carrying only 3 per cent interest, shows unlimited confidence in the status of the country, and it has been a strong influence, pushing up everything at the Stock Boards during many months past.

It is not desirable to take a rose-colored view of the business situation which is not warranted by the actual facts; but even accepting this basis, it may fairly be said that the appearance of commercial and financial affairs throughout the ceuntry at the close of this year is one of sound and healthy prosperity, which has never been equaled.

The danger ahead, whenever it may develop, can hardly spring

has never been equaled.

has never been equaled.

The danger ahead, whenever it may develop, can hardly spring from any inherent weakness or rottenness existing at the present moment, but is more likely to arise from going too fast. Some railroads may be built which cannot earn their interest; wheat may be grown (with all the new land) till the price goes to 80@90 cents in New York; general confidence may carry things upward until stocks sell at 80 which have no reasonable hope of dividends for ten years at least. The demand for loans on new enterprises may be so rapid that money will command 1-32 per day for months together. All these possibilities are worth a passing notice.

In the money market there have been two currents—the npper enrrent which, on account of the loans called in from stock brokers for dividend and interest payments on January 3, caused them to pay 6 per cent plns 1-32 to 1-16 per day; while the under enrrent of the market represented its true condition in a decided feeling of greater ease and abundance of money next week, and enabled Government bond dealers to borrow at 4 per cent. Prime commercial paper is quoted at 5@6 per cent. The New York city bank statement was issued to-day (Friday) instead of Saturday. The comparison of averages for the last two weeks shows the following: Loans increased \$5,338,800; specie increased \$961,900; legal tenders decreased \$504,300; deposits increased \$5,398,900; circulation decreased \$23,200.

The following shows the relation between the reserve and the liabilities. In the money market there have been two currents—the npper

liabilities.

Dec. 24. Dec. 31. Differences. \$57,086,000 \$58,047,900 Inc. \$961,900 13,300,900 12,796,600 Dec. 504,300 Inc. \$457,600

Xxeess of reserve above re-quirements.......................3,619,900 3,727,775 Dec. 892,125 The Bank of England statement on Thnrsday showed a de-The Bank of England statement on Thursday showed a decrease for the week of £503,000, and the percentage of reserve was 38 5-16, against 42 9-16 last week; the discount rate remains at 3 per cent. The Bank of France shows an increase of 12,880,000 francs gold and a decrease of 3,959,000 francs silver. The statement of the New York City Clearing House banks issued Dec. 24 showed an increase of \$1,531,175 in the surplus

above legal reserve, the total snrplus being \$3,619,900, against \$2,088,725 the previous week.

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

	1880. Dec. 24.	Differ'nces fr'm previous week.	1879. Dec. 27.	1878. Dec. 28.
Loans and dis. Specie Circulation Net deposits. Legal tonders.	57,086,000 18,431,400 267,068,000	Ine. 1,408,200 Dec. 43,000 Dec. 561,900	23,732,900 242,062,200	
Legal reserve. Reserve held. Surplus	\$66,767,000 70,396,900	Dec. \$140,475	\$69,515,550 60,727,900	\$50,802,425 61,281,200

United States Bonds .- There has been a very large business in Government bonds, and some of the insurance companies have been heavy purchasers, in preparation for their January state-

ments.
The Treasnry Department has issued the following interesting statement of bonds purchased for the sinking fund from Nov. 10, 1879, to Dec. 31, 1880, inclusive, viz., \$113,534,100, distributed as follows: 5s of 1881, \$38,839,300; 6s of 1881, \$62,899,-800; 6s of 1880, \$10,295,000; 4s, \$1,500,000. Of the above total there were purchased during the year 1880 \$103,303,300, of which during month of December, including 31st, \$8,248,000.
The closing prices at the New York Board have been as follows:

	Interest Periods.		Dec. 27.	Dec. 28.	Dec. 29.	Dec. 30.	Dec. 31.
68, 1880reg. 68, 1880reg. 68, 1881reg. 68, 1881reg. 58, 1881reg. 58, 1881reg. 4 128, 1891reg. 4 128, 1891reg. 4 1907reg. 48, 1907reg. 68, cur'ey, 1895reg. 68, cur'ey, 1895reg. 68, cur'ey, 1897reg.	J. & J. J. & J. J. & J. J. & J. QFeb. QMar. QMar. QJan. J. & J. J. & J.	day	27. *1027e *1027e *1013e 10412 *1013e 10112 *11134 *11134 1123e	*1027 ₈ *1027 ₈ *1011 ₂ *1041 ₃ 1011 ₂ *1117 ₈ *1117 ₈ *1117 ₈ 1121 ₂ 1131 ₂ *130 *131	*1027 ₈ *1027 ₈ *1013 ₈ 1045 ₈ 1011 ₂ *1013 ₈ *1117 ₈ *1117 ₈ 1121 ₂ 1131 ₂ *130 *131	30. *1027e *10278 *1013e *1043e 1015e 10112 *1117e *1117e	31. *10278 *10278 *10158 *10158 *10158 10112 *112 112 11238
6s, cur'cy, 1898. reg. 6s, cnr'cy, 1899. reg.	J. & J.		134 *134	134 *134	*133 *134	134 *134	*133½ *134½

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

The range in prices for the year 1880, and the amount of each class of bonds outstanding Dec. 1, 1880, were as follows:

	Range for	year 1880.	Amount Dec. 1, 1880.					
	Lowest.	Highest.	Registered.	Coupon.				
6s, 1880cp. 6s, 1881cp. 5s, 1881cp. 4½s, 1891cp. 4s, 1907cp. 6s, cur'ney.reg.	1037 ₈ July 9 101 Dec. 16 1063 ₈ Jan. 2 103 Jan. 2	10478 May 20 10718 May 26 10418 Apr. 28 11258 Nov. 23 11358 Dec. 9 134 Dec. 27	174,742,900 534,821,750	\$2,296,000 46,768,850 162,376,600 75,237,100 203,582,700				

State and Railroad Bonds.—The Southern State bonds have been strong for the good bonds, and both the North and South Carolina interest-paying bonds are selling at high prices. The prospect in Tennessee and Virginia is not quite as satisfactory as bondholders would like to have it, but still they have much hope of the future. In Tennessee, a new 3 per cent bond, for fifty years, given for the old bonds without any scaling of the principal, might be an excellent settlement.

Railroad bonds continue very strong, and all the old issues are pushing up gradually in their prices. The business in Jannary bids fair to be very large, at higher prices than have yet been made.

Messrs. A. H. Mnller & Son sold the following at anction:

\$65,000 Oxford Iron Co. 1st mort. bonds, Coupon on So. 56,000 Oxford Iron Co. 1st mort. bonds, Oct., 1877, Coupon on So. 56,000 Oxford Iron Co. 1st mort. bonds, April, 1877, Coupon on So. 55,000 Oxford Iron Co. b'ds, April, 1874, Coupon on So. 110,000 Oxford Iron Co. bond, Oct., 1877, Coupon on So. 65, Co. 10,000 Oxford Iron Co. b'nd, due 1876 Stocks. The stock market

Ratiroad and Miscellaneous Stocks .- The stock market, on a pretty large volume of business, has shown on many stocks the highest prices of the year and the highest ever made in the history of the respective companies. The general influences affecting the market are well known, and we have often referred to them in this report. The magnificent earnings of the railroads without any prospect of immediate decrease; the great demand for investments; the prosperity in business in all directions; and the extremely bullish sentiment which has controlled the markets for some months past, are the main causes which appear to have the extremely bullish sentiment which has controlled the markets for some months past, are the main causes which appear to have supported prices against all sales, whether for long or short account. The Vanderbilt railroad stocks have been among the strongest, and have sold up this week to very high prices, based on the reports for 1880, which we published in our last issue. The Northwest, St. Paul, and other Western stocks also maintain their great strength, based on their immense earnings in 1880; but there is one point which ought to be fairly considered in regard to those roads which have largely increased their mileage, and that is, that the lines built into agricultural districts cannot obtain a large traffic for some years to come, and that a large amount must be annually expended on those new lines to keep them in condition. Central Pacific has been one of the stocks that fluctuated most widely this week, and it is attributed to the fact that ontside purchasers do not know the terms of proposed consolidation with the Union Pacific. Of Reading nothing certain can be said until the pending controversy between Mr. Gowen and his opponents is settled. Pennsylvania railroad stock has been remarkable for its strength, although the price is yet much below the best of the other trunk lines. Northern Pacific preferred has sold at the highest prices ever made, closing about 1 per cent off. The completion of the main line will now be pushed. The coal-road stocks are very strong on the expected business of 1881.

The daily highest and lowest prices have been as follows:

	Saturday. Dec. 23.	Monday. Dec. Wi.	Tuesday, Ikc. 28.	Wednesd. Dec. 29.	Thursday, Dec. 80.	Dee. 81.
A Think West		64 64	62 63	03 03	6216 63	a6036 61
Am. Dist. Tel.		84 84	32 834	32 3214	36 36	33 33
Canada Sonth.		2H 2H	773K 793K	774 7814	17714 78 8314 84	x74 75 831/4 851/4
Cent. of N. J.		814 824 90% 97%	111 H416	81% 83% 02% 94%	93% 84	37% 93%
Cent. Pacific.		244 25	211 25	214 244	2414 2176	2416 2416 1
Do 1st prf.		85 8654	35 85	3134 3514	35 85	3434 3436 26 26
Do 24 prf Chie. & Alton.		2017 2017	26% 26%	2576 28	2514 2514 15514 15514	26 26
Chie. & Alton.		1811 150	158 1574 1778/ 180%	179 180%	179% 180	17056 190
Chie. Bur. & Q. Chie. M. & St. P.		1815(1835) 1135(1145)		112% 114%	113% 114%	113% 114% 1
1)o pref.		123% 124	12314 12314	123% 123%	1237 121	123 12 13 13 126 126 127 14
Chic. & N. W.	:	125 12634	125 125%	124¼ 125¼ 140 140¼	125 127 140¼ 141	14634 141
C.R.I.&P.new		1401/4 141	18934 19934	139% 143	2140 149%	x138 199%
Ch.St. L.&N.O.		41 41	41 41%	41 4116	41 4156	41 41
Ch.St. L.&N.O. Ch.St. P. M.&O		4834 4054	4916 50	49 49%	49 49) ₈ 1100% 01%	4732 48% 100% 99
Do pref.		99 1015	100 100 K	995(101	105 9534	1 95% 96% 1
Clev. C. C. & I. Col.Chic.&I.C.		2114 2114	2014 2150	203 21	21 21	211/4 21/4
Del. & H. Canal		91 91%	1 9034 92	80% 85	91% 92%	10936 11936
Del. Lack. & W.		100% 107% 80% SI	1001/2 1055/	107% 108% 80% 83%	1083111034	109% 119%
Denver& R.G. Han.& St. Jo		80% S1 50 50%	49 50	43% 49	4856 4996	48% 48%
Do pref.		1034 1944	103 104	103 104	10334 10436	103% 103%
Hons.&Tex.C.		73 73	71 71	71 72 12614 12636	7294 7314 126 4 127	73 78 126% 127%
Illinois Cent Lake Brick W.		12014 127 3714 3834	128% 127 87% 88%	3834 41	40% 42%	4154 4294
Lake Shore		1351, 18676	:35 4 13114	136 137%	1 13714 9296	x34!4 135%
Louisv.& Nush	la	86% 88	8734 8734	87 87%	87% 81% 84 35	88¼ 80 34 84
Manhaltan	9	95, 95,	914 861 ₈ 91 ₉ 91 ₉	82 8434	01/4 01/6	934 934
Mar.&C.1st pf. Do %d prf.	Holiday	976 974	0/8 0/8		6 6	
Mich.Central .	7	12414 12636	128 1274	23% 127% 23% 23% 44 45%	1 123% 30%	2154 2154 2154 2154
Mobile & Ohio.		2212 2314 4514 4616	22% 22% 45% 46% 122% 122%	22% 23%	4414 4516	21% 21% 44 44%
Mo.Kans. & T. Mor.& Essex		45% 46% 122% 123	1221 1221	40 40/4	12234 12236	12:36 12:36
Nash.Ch.&Stl.		75 76	74% 75%	74 75	70 76%	75 76
NewCent.Coal		20% 30	120 15112	23% 28% 150 152%	281/ 281/	29 29 154 15534
N.Y.L.E.&W.		149¼ 158 49¼ 51¼	130 151% 50% 51%	4956 5056	152% 155 50% 50%	5014 5054
Do pref.	:	89 9354	FU% 91	89 933	9014 91	90 9036
N.Y.Ont. & W.		80% 31%	89 30%	3014 80%	30½ S1¾ 33% S4	33% 34 33% 34
Northern Pac. Do pref.		8814 8334 6134 65	81 84%	83% 34	8334 34 6534 6834	661/4 661/4
Ohlo Central		2416 2476	2316 24	2336 24	2334 2344	24 24
Ohlo & Miss		38 38%	38 3834	3714 3816	8734 8834	381/4 381/4
Pacific Mail		95 95 5134 52	9314 9314 4914 5136	94 93 48% £6	97 102 50% 51%	5014 53
Panama		3198 02	210 210	210 210	212 212	*210 220
Phil. & Read'g		5114 5214	52% 54	53 54	5114 5314	50% 51%
St.L.A.& T.H.		39% 42	40 4134	40 40	40½ 40½ 111 111¾	
Bt.L.I.M. & So.		111 142 54 55%	5414 55	58% 55%	1211 - 111% 54% - 75%	54 5514
St. L. & S. Fran.			14 45	1 44474 40	4136 40%	4416 40
Do pref.		615(63	6114 68	6254 6314	63 6334	62 62%
Do 1st prf.		95% 97	9612 9752 134 134	9752 98 *156 134	98% 100	99 100
Union Pacifie.		1189% 1:3%	1113 113%	11134 113	112 115%	1113/ 1123/
Wab.St.L.& P.		1 45% 4/3%	45 46¼ 87 88¾	44% 45% 85% 87%	451/4 453/	4136 4516
Do pref. West. Un.Tel.		87 88% 78% 82	87 88% 78 79%	85½ 87¾ 78¾ 81	863 873	86 871/8
- 471	1 .	1074 04	1 -0 -09/	1 1074 01	t cold cold	3074 176

sale was made at the Board.

sst. Unitel.;
These are the prices bid and asked: no sale w
Sales were also made ex-div. at 75.87514.
Sales were also made ex-div. at 13814613914.
Sales were also made ex-div. at 1381461394.
Sales were also made ex-div. at 138546136.
Sales were ulso made ex-div. at 12864128.
Sales were also made ex-div. at 53.65714.

Total sales for the week and range for the year:

Canada Southern 20,240 40 May 17 8138 Dec. 20 4514 7812 7		Sales of Week,	Ran	ge for	r th	e year	r 188	0.		ge for 1879.
Central of N. J 62.337 ds 994 Jan. 2 1594 Dec. 18 75 1004 Orick. Mil. & St. P 71,300 Do do pref. 2,400 Chic. & Northw 41,265 Do do pref. 2,700 Chic. & Northw 41,265 Do do pref. 2,701 Chic. & Chic. & Ind. Cent 81,32 Dec. 27 1113 1344 1023 Chic. & Chic. & Ind. Cent 81,32 Dec. 27 124 Ind. & St. P 1004 June 11 204 June 8 159 4102 Do do pref. 2,701 Do do pref. 2,702 Do do pref. 2,702 Do do pref. 2,702 Do do pref. 2,703 Do do pref. 2,704 Do do pref. 2,704 Do do pref. 2,705 Do pref. 2,7			Lo	west.		Hi	ghest.		Low.	High
Central of N. J 62,357 45 May 25 904 Mar. 8 334 8976 Chica Burl. & Quincy Chic. M.L. & St. P 71,300 Do do prof. 2,400 99 May 10 1244 Dec. 31 744 1023 Do do prof. 2,400 99 May 10 1244 Dec. 31 744 1023 Col. Chic. & Ind. Cent. 8,745 Do do prof. 2,701 104 Feb. 1. 01 1464 Nov. 24 7678 108 Col. Chic. & Ind. Cent. 8,132 91 30 Nov. 29 4958 944 Do do prof. 104 Feb. 1. 01 1464 Nov. 24 7678 108 Do do prof. 2,702 104 Feb. 1. 01 1464 Nov. 24 7678 108 Do do prof. 2,703 104 Feb. 1. 01 1464 Nov. 24 7678 108 Do do prof. 2,704 104 Feb. 1. 01 1464 Nov. 24 7678 108 Do do prof. 2,705 2778 May 25 5078 Dec. 27 1344 112 Lake Erio & Western 42,603 204 May 11 423 Dec. 27 134 414 Lake Erio & Western 42,603 43 441 Lake Shore 108,435 55 June 2 13058 Dec. 27 134 415 Louisville & Nashiv 108,435 55 Michigan Central 47,790 Missouri Kan. & Tex. 8,066 Nashiv Chatt. & St. L. 15,500 May 24 123 Dec. 27 7548 1044 N.Y. Cent. & Hud.Riv 47,790 Missouri Kan. & Tex. 8,066 Nashiv Chatt. & St. L. 15,193 301,734 Do prof. 20,187 301,734 Do prof. 3,160 474 200 Do prof. 20,187 301,734 Do prof. 3,875 33 May 11 36 Jan. 14 16 4012 Do prof. 20,187 301,734 Do do prof. 3,875 33 May 11 36 Jan. 14 16 4012 Do prof. 3,875 33 May 11 36 Jan. 14 16 4012 Do prof. 3,875 33 May 11 36 Jan. 14 16 4012 Do prof. 3,875 33 May 11 36 Jan. 14 16 5012 Do	Canada Southern	20,240	40	May	17	8138	Dec.	20	4514	7812
Chicago & Atton										
Chie, Burl. & Qulney Chie, M.J. & St. P Do do pref. Chie. & Northw Do do pref. Schie. Rock I. & Pac Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Chilos Central 4,705 Lake Erio & Western Lake Shore Louisville & Nashv Manhiattan Missouri Kan. & Tex. Missouri Kan. & Tex. Missouri Kan. & Tex. Morris & Essex Morris & Essex Morris & Essex Morris & Essex Ny. Cent. & Hud.Riv N.Y. Lake E. & West. Do pref. Ob pref. Chie. & Mississippi Do pref. Do pref. Do pref. Do pref. Oblio & Mississippi 380 St. L. & San Francisco Do pref. Do do pref. Sh.J. Way 11 1134 Dec. 37 1114 18 123 22 127 127 127 127 127 127 127 127 127								18		
Chie. Mil. & St. P	Chie. Burl. & Quincy	8.060	113	June	2	18312	Dec.	27	1111a	
Do										
Chic. & Northw	Do do pref.	2,400								
**Chic. Rock I. & Pac 9,745 100½ June 11 204 June 8 119 23 29½ May 11 25½ June 26 28 38 89½ May 12 25½ June 26 28 28 29½ May 25 110¼ Dec. 30 43 41½ Dec. 30 45 45 45 45 45 45 45 4	Chic. & Northw	41,265								
**Chic. Rock I. & Pac 9,745 100½ June 11 204 June 8 119 23 29½ May 11 25½ June 26 28 38 89½ May 12 25½ June 26 28 28 29½ May 25 110¼ Dec. 30 43 41½ Dec. 30 45 45 45 45 45 45 45 4		2,700								
Col. Chic. & Ind. Cent. S.132 9½ May 11 25½ Jan. 26 5 89½ May 25 92¾ Dec. 18 33 9¼ May 25 110¼ Dec. 30 43 9¼ May 25 110¼ Dec. 30 43 41½ Dec. 27 13¼ May 25 110¾ Dec. 30 43 41½ Dec. 30 4	*Chic. Rock I. & Pac.	9.745								
Del. Lack. & Western 93.30 63\(^1\) May 25 10\(^1\) Dec. 30 43 34 41\(^1\) Do do pref. 42.605 108.645 22\(^1\) May 25 50\(^7\) Dec. 27 13\(^1\) 4 41\(^1\) 20 12\(^7\) May 25 10\(^7\) Dec. 27 13\(^1\) 4 41\(^1\) 20 12\(^7\) May 25 10\(^7\) Dec. 27 13\(^1\) 4 41\(^1\) 20 12\(^7\) May 25 10\(^7\) Dec. 27 13\(^7\) 4 100\(^3\) May 25 10\(^7\) Dec. 21 17\(^7\) Michical Randinattan 13.070 21 July 22 57\(^7\) Mar. 16 35 35\(^7\) Missouri Kan. & Tex. 34\(^1\) May 25 30\(^1\) Mar. 5 3\(^3\) 35\(^3\) 35\(^3\) N.Y. Lake E. & West. 20\(^1\) May 11 155\(^3\) Dec. 27 27\(^1\) May 11 16\(^1\) Mar. 6 \(^1\) Missouri Kan. & Tex. 34\(^1\) May 25 30\(^1\) Ma	Col. Chic.& Ind.Cent.									
Def. Lack. & Western Manibal & St. Jo. 37.50 22°8 May 25 50°8 Dec. 27 134 41°2 70°8 22°8 May 25 50°8 Dec. 27 134 70°8 20°8 May 25 50°8 Dec. 27 134 70°8 20°8 May 25 50°8 Dec. 27 134 70°8 20°8 May 25 10°5 Dec. 28 11 16 28°9 20°8 May 25 10°5 Dec. 28 11 16 28°9 20°8 May 25 10°5 Dec. 28 11 16 28°9 20°8 May 25 10°5 Dec. 28 11 16 28°9 20°8 May 25 10°5 Dec. 28 11 16 28°9 20°8 May 25 10°5 Dec. 28 11 16 28°9 20°8 May 25 10°5 Dec. 28 11 16 28°9 20°8 May 25 10°8 Dec. 30 67°7 10°8 20°8 May 25 10°8 Dec. 30 67°7 10°8 20°8 May 25 10°8 Dec. 30 73°8 98°8 May 24 12°8 Dec. 27 75°8 10°8 Dec. 30 73°8 35°8 May 24 12°8 Dec. 27 75°8 10°8 Dec. 30 73°8 30°8 May 24 12°8 Dec. 27 21°8 49 20°8 May 25 10°8 Dec. 28 40°8 Dec. 30 73°8 30°8 May 24 10°8 Dec. 30 30°8	Del. & Hudson Cana!	20,283				9234	Dec.			
Hannibad & St. Jo. 37,560 Do Odo pref. 20,377 63½ May 25 105 Dec. 27 43¼ 70½ 10% Lake Shore 42,605 108,645 1	Del. Lack. & Western									
Do		37,560								
Millonds Central							Dec.			
Lake Erie & Western 42,605 20\(\) May 11 42\(\) Dec. 31\(\) 16 28\(\) 25 Lake Store 108,635 95 June 2130\(\) 80\(\) 80 30\(\) 835 89\(\) 2 Louisville & Nashy. 12,045 95 Tone 8174 Nov. 8 35 89\(\) 2 Manhattan 13,070 75 May 17 130\(\) 08\(\) 08\(\) 08\(\) 03\(\) 73\(\) 49\(\) 30\(\) 08\(4,700	9942	Jan.	2	12738	Dec.	31		
Lake Store 108,645 95 June 213358 Dcc, 30 677 108 108,645 95 June 213358 Dcc, 30 677 108	Lake Erie & Western	42,605	204	May		4234	Dee.	31		
Louisville & Nashv. 12,045 77 Dec. 8 174 Nov. 8 35 89\(^1_2\) 8 Manitatra	Lake Shore			June	2	13958	Dec.	30		
Manitattan	Louisville & Nashv	12,045	577	Dec.						
Missourt Ran. & Tex. 34,411 28½ May 25 49¼ Jan. 27 53½ 35¾ May 25 41½ Jan. 27 53½ 35¾ May 25 41½ Jan. 27 53½ 35¾ May 25 41½ Jan. 27 53½ 35¾ 35¾ May 25 41½ May 11 36 Jan. 14 16 40½ 31½ Jan. 27 53½ 35¾ 31½ Jan. 31½ Jan. 27 53½ Jan. 31½ Jan.	Maniattan	13,070		July	22	5712	Mar.	16	35	
Missouri Kan. & Tex. 34,411 28 ¹ g May 25 49 ¹ g Jan. 27 53 ⁸ g 35 ⁸ g 40 51 ⁸ g 100 51 ⁸ g 100	Michigan Central	47,780								
Morris & Essex	Missouri Kan. & Tex.	34,411	2818	May	25	4914				
Nashv.Chatt. & St. L. 15,500 47\sqrt{1}_2 June 1 28 Mar. 5 35\sqrt{1}_2 83 N.Y. Lent. & Hud. Hiv 151,19 122 May 11 155\sqrt{3}_3 Dec. 27 21\sqrt{4}_3 49 10 10 10 10 10 10 10 1	Morris & Essex	8,066	100	May	24	123	Dec.		7518	
N.Y. Lake E. & West. 301,734 N.Y. Lake E. & West. 301,734 Do do pref. 43,160 Northern Pactife 4,461 Do pref. 20,187 Ohio & Mississippi 39,583 Panama 380 Phita. & Reading 32,550 St. L. Iron Mt. & South 1870 St. L. Lea Mt. Francisco Do pref. 20,987 Do pref. 20,873 Do pref. 20,987	Nashv. Chatt. & St. L.	15,500	4712	June	1	128	Mar.			
N.Y. Lake E. & West. 301,734 30 June 1 51½ Dec. 27 21½ 49 Do do pref. 44,61 20 May 25 93½ Dec. 27 37½ 78½ Do pref. 20,187 39½ May 24 67½ Dec. 28 44¼ 65 Do pref. 20,187 39½ May 24 44½ Mar. 6 7½ Dec. 28 44¼ 65 Mar. 20,187 21½ May 17 62 Mar. 8 103½ 33¾ Panama 32,550 13½ July 272¾ Jan. 3 132 Do pref. 32,550 13½ July 272¾ Jan. 3 132 Bt. L. & San Francisco 2000 25¼ May 11 48 Feb. 2 3½ 53 Do pref. 3,873 33 May 11 65 Dec. 17 4½ 60½ Do 1st pref. 3,925 60 May 11 100 Dec. 30 9¾ 78½ Union Pacific 156,301 80 May 11 113¾ Dec. 28 57½ 95 Do do pref. 91,492 51¼ May 25 88¾ Dec. 28	N. Y. Cent. & Hud. Riv		122	May	11	15538	Dec.	31	112	139
Do										
Northern Pacific			47	May	25					
Do Pref. 20,187 3939 May 24 67½ Dec. 28 44½ 65 28 Adv 25 44½ Mar. 6 7¾ 3338 28ctife Mail 36,385 28 May 25 44½ Mar. 8 1038 39½ Panama 38,385 27½ May 17 62 Mar. 8 1038 39½ Panama 38,2550 31½ July 2 7238 Jan. 3 38L L.4 San Francisco 2,000 25¼ May 11 48 Feb. 2 3½ 53 33 May 11 65 Dec. 17 43 60½ Panama 28,2550 2			20	May	11					
Onlo & Mississippi . 39,583 23 May 25 44½ Mar. 6 734 3338 Pacific Mail			3939	May	24	6742	Dec.	28		
Pacific Mail	Ohio & Mississippi		23	May	25	4412	Mar.			
Panana	Pacific Mail		2713	May	17			8		
Printa & Reading 32.550 13 \(^1_2\) July 2 723\(^1_2\) Jan. 3 8t. L. Iron Mt. & South. 18.70 34 \(^1_2\) May 25 66 \(^1_2\) Feb. 17 13 \(^1_2\) 56 8t. L. & San Francisco 2,000 25 \(^1_4\) May 11 48 \(^1_2\) Feb. 2 3 \(^1_4\) 53 Do 1st pref. 3,975 33 May 11 65 Dec. 17 44 60 \(^1_2\) Co. 30 44 78 \(^1_2\) Chion Pacific 156.301 80 May 11 113 \(^1_4\) Dec. 28 57 \(^1_4\) 9\(^1_4\) Wab. 8t. L. & Pacific 53,371 26 \(^1_4\) May 25 48 Jan. 27 Do do pref. 9\(^1_4\) 492 51 \(^1_4\) May 25 88 \(^1_4\) Dec. 28 88 \(^1_4\) Dec. 28	Panama					225	Dec.	13		
8t. L. & San Francisco 2	Phila. & Reading		1312	July	2	7238	Jan.			
2,000 254 May 11 48 Feb. 2 31e 53 53 53 54 55 56 56 57 58 57 58 57 58 57 58 57 58 57 58 57 58 57 58 57 58 57 58 57 58 58					25	66	Feb.	17		
Do 1st pref. 3,879 33 May 11 65 Dec. 17 448 6042 10 Do 1st pref. 3,925 60 May 11 100 Dec. 30 94 7842 10 Do 1st pref. 3,925 60 May 11 1134 Dec. 28 5749 95 Wab. 8t. L. & Pacific 35,371 264 May 25 48 Jan. 27 Do do pref. 94,492 514 May 25 883 Dec. 28			254	May		48			318	
Do 1st pref. 3,925 60 May 11 100 Dec. 30 934 7812 Union Pacific				May	11	65	Dec.	1.7	418	6020
Union Facine		3,925					Dec.	30		
Wab. St. L. & Pacific 35,371 2612 May 25 48 Jan. 27	Union Pacific	156,301			11		Dec.	28		
_ 10								27		
Western Union 161 999 /07 771- Dec 15 1101 VIII Oct 664		91,492	514	May	25	8838	Dec.	28		
Western Union Tel., 282,467 7712 Dec. 17 11612 Feb. 24 8950 116	Western Union Tel		7729	Dcc.	17	11619	Feb.	24	1 8950	116

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

*Ex-dividend of 100 per cent in stock,
f Range from Sept. 25. Range from July 30.

Railroad Earnings.—The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement inclindes 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 ear	nings ren	orted	Jan. 1 to la	test date -
Week or Mo.	1880.	1879.	1830.	1879.
	\$61,155	\$19,600	\$582,252	\$390,614
Ala.Gt. Southern. November.	158,980	105.362	1.055,122	786,312
Albany & Susq September. Atch. Top. & S. Fe. 2 wks Dec.	420,470	307,693	8,113,655	6,069,652
Aten. Top. & S. Fe. 2 WK8 Dec.	107 000	02 (02	0,110,000	505 (11
	127,332 497,232	83,498 477,776 179,972	743,023	595,611
Atl. & Gli.West. October Atl. Miss. & Ohlo.November. Bur. C. Rap. & No. 3d wk Dec. Cairo & St. Louis. 2d wk Dec. Central Pacific. November. Chies. & Ohlo. November. Chies. Burl. & O. Outober. Chies. Burl. & O. Outober.	497,232	4/1.//0	4 020 440	* 510.000
Atl. Miss. & Ohlo. November.	203,046	179,972	1,932.448	1,546,287
Bur.C. Kap. & No 3d wk Dec.	49,832	39,142	1,995,350	1.475.838
Calro & St. Louis, 2d wk Dec.	9,049	6,128	395,472	252.713
Oentral Pacific November .2	.154,000	1,488,142	18.357,4241	252,713 15,817,291
Ches & Obio November.	239.073	148.073	2,454,577 $7,572,127$	1,757,377
Chicago & Alton 3d wk Dec.	151,512	141,654	7.572.127	5,630,619
Chia Ruel & O October 1	,599,534	1,709,932	14,501,592	12,013,863
Chic. Burl. & Q October 1 Chic. &G. Tr'k. Wk.end. Dec. 25	29,050	14,623		
Cities to Dead fill 24 mile Dec	38,077	20.884	1.271,688	856,140
Chic. & East. III. 3d wk Dec. Chic. Mil. & St. P. 3d wk Dec. Chio. & Northw. November 1	352,000	007.017	12.698,810	9,662,500
Chic. Mil. & St. P. 30 WK Dec.	,820,600	227,017	12.000.010	11.002,000
Chio. & Northw. November. 1	,520,000	1,558,476		14,772,478
Chic.St.P.Min&O 3d wk Dec.	36,142	25,757 15,349	1,538.587	1.222,832
Chic. & W. Mich3d wk Nov.	16,407	15,349	737,739	578,173
Chie.St. P. Min&O 3a wk Dec. Chie. & W. Mich3d wk Nov. Chi. Ham. & Day.November. Chi. Ind.St. L. & C. 1st wk Dec.	232,875 43,723 186,675	205,601		
Cin. Ind.St.L.& C.1st wk Dec.	43,723	42.556		
Cincinnati South October	186,675	64,577		
Cin. & Springf . 3d wk Dec.	23,151 93,341	19,204	893,537	776.883
Clay Col Cin & 1 3d wk Dec	93.311	89,453	4.277,928	3,599,604
Cin. & Springf 3d wk Dec. Clev. Col. Cin. & 1. 3d wk Dec. Clev. Mt. V. & Det. 3d wk Dec.	8.083	7.595	410,549	376,422
Del & 11 Con De Dig Cont	8,088 117,136 90,323 87,333	7,595 112,762	859,982	800 200
Del.& 11.Can., Pa. Div., Sept.	00.200	20,702	3.250,957	890,292 1,187,737
Denver & Rio Gr 3d wk Dec. Denv.S.P'k& Pac. November.	27,023	20,094	3,356,387	1,107,701
Denv.s.P.K. Pac. November.	87,333	139,077	1,000.339	700,051
Des M.& F. Donge. 3d WK Dee.	9,010	5,976 27,122	312.750	217,506
Det. Lans. & No4th wk Nov	35,073	27,122	1,090,315	997,507
Dubuque&S.City.2d wk Dec.	35,073 $24,368$	19,535	1,690,399 312,750 1,090,315 081,542	894,076 817,819
East Tenu. V.& G. October	128 803	118.034	1,033,150	817,819
Filnt & Pere Mar. 3d wk Dec.	31,968	98.129	1,518,998	1,109,729
Gal Har & San A 4th wk Nov	32.981	31.964		
Coargie Navember	162 937	31,964		
GeorgiaNovember. Grand Trunk. Wk.end. Dec. 25 Gr't Wostern. Wk.cud. Dec. 17	31,968 32,984 169,957 213,749 107,292	160.611	10,413,637	8,861,257
Catt Wastern Wir and Dec 17	107 202	169,841		4 211 000
Grt Wostern. WK.CHG.DC% 17	107,292	102,373	4.956,923	4,311,002
Hannibal & St. Jo. 3d wk Dec.	03,020	58,740	2,452,438	1.914,292
Honst, & Texas C.3d wk Dec. Illinois Cen. (111.). November.	110,885	85,777	3,637,568	1.914,292 3,121,523
filinois Cen. (111.). November.	557,131	490,530	5,785,953	5,190,010 1,333,386
Do (lowa). November.	163,440	140,813	1,536,242	1,333,386
Indiana Bl. & W., 2d wk Dec.	26,432	20,093	1,170,548	1,099,903
Ind. Dec. & 8pNovember.	38,630			
Int. & Gt. North 3d wk Dec.	70,634	51,357	1,833,497	1,717,716
lowa CentralNovember.	92,647	01,001	2,000,201	-,, -,,, -,
K. C. Ft. 8.& Gulf. 3d wk Nov.	26,073	19,676	1,023,309	763.815
	10,073		040 122	
Kans.C.Law.& So.2d wk Nov.	18,011	10,761	642,138	422,991
Lake Erick West.2d wk Dec.	23,426	12.312	1,253,027	647,733
Louisv. & Nashv.3d wk Dec.	222,100	157,000	0,176,473	5,797,275
Marq. H. & Ont'n November.	34,202	29,183	781.566	538,569
Memp. & Charl3d wk Dec.	46,576	45,719	1,187,747	836,469
Minn. & St. Louis. 1st wk Dec.	17,418	19.467		
Mo. Kan.& Texas. 2d wk Dec.	83,759	92.872	3,973,094	3,147,008
Missonri PacificOctober	546,027	434,266 309,296 174,245	4,453,864	3,186,803
Mobile & OhioNovember.	252.222	309,298	1.983.578	1,810,850
Nashv. Ch. & St. L. November.	252,222 182,087	171 213	1,983,578 1,873,452	1,615,225
N. Y & Canada Sentember	56 959	47 391	485,069	323,691
N V Cont & Hud November	00,000	0 001 00%	20 770 015	
N. Y. Cent. & Hud. November. S N. Y. L. Erle & W. October 1 N. Y. & N. Engl'd. 3d wk Dec.	200 010	2,801,835	30,772,015	12 505 040
N V & N English Dank D	1.17.030	1,713,697 137,599 377,316	13,303,240	13,595,040
N. I. & N. Engl'd. 3d WR Dec.	147,220	137,099	4 550 055	0.000.000
Northern Central, November.	459,054	377,316	4,556,077	3,693,349
Northern Pacific .3d wk Dec.	48,800	24.073	2,485,156	1,961,690
Ogd. & L. Champ. 3d wk Nov.	11,636	8,681		
Pad & Elizabetht, 2d wk Dea	11,636 8,715 5,132	8,611	333,850	322,193
Pad. & Memphis2d wk Dec.	5.132	4,930	207,130	154.847
Pad. & Memphis. 2dwk Dec. Pennsylvania November. 3 Peoria Dec. & Ev. 3d wk Dec.	3.574.913	3.131.997	333,850 207,130 37,712,240	31,166,351
Peoria Dec. & Ev 3d wk Dec	9.221	3.564	436,600	254 801
Phliadel. & Erie. November.	9,224 324,968	273,168	3,445,815	2,787,732 12,377,394 386,154
Phila & Reading October 1	746 200	1,542.911	14.839 670	12,377,394
Pitts. Titusv. & B.October	54,299 $54,200$	38,930	14,839,670 482,659	384 151
Reasselson & Con Contone	196,561		1 113 570	1 132 007
I MORSSCHAUF & SAF, Sentember		181,574	1,413,572	1,132,097
St.L.Alt.&T.H3d wk Dee. Do (brehe).3d wk Dec.	23,878	23,254	1,343,290	999,894
Do (brene) .3d wk Dec.	18,960	17,123 136,808	1,343,290 657,930 6,152,819	546,230
St. L. Iron Mt. & S. 3d WK Dec.	192,100	136,808	6,152,819	5,190,071
8t. L. & San Fran. 3d wk Dec.	54,951	54,639	2,039,257	1,605,923
8t. Paul & Duluth. November.	47,620		550.407	
65.P. Minn. & Man. 3d wk Dec.	78,422	41.826	3,082,331 1,443,730 308,727	2,502,205
8t. Paul & S. City 3d wk Dec.	33,274	20,149	1,443,730	1,077,622
Scioto Valley3d wk Dee.	5,010	6,671	308,727	282,882
South. Pac. of Cal. November	396,000			
	81,510	77 707	.,0 20,000	
Texas & Pacific 1st wk Nov	22 110	77,707 34,140	1,060,518	926,905
Fol. Peoria & War. 1st wk Oct.	33,119	1 706 212	1,000,010	0 20,000
Union Pacific November2	950,000	059 440	10 120 040	8.833.696
Wal: 8t. L. & Pac. 3d wk Dec.	259,600	253,402	12,132,240	739 500
Wisconsin Cant1st wk Dec.	28,713	17,729	1,064,046	732,500

Exchange.—Foreign exchange has hardened during the week about ½@¼, and on a dnll market to-day the rates for actual business were about 480¼@481 for bankers' 60 days sterling and 483¼@483¾ for demand. Commercial bills are reported rather scarce and quoted at 479@479¾. Cable transfers are 484@484¼. After the 1st of January, 1881, the rate of sterling exchange will be quoted on the basis of par (\$4 86'65), in accordance with the United States statute of March 3, 1873.

The following were the rates for domestic exchange on New York at the undermentioned cities to-day: Savannah, buying, 3-16, selling, 1-16@par; Charleston, buying, 5% discount; selling, par@½ discount; New Orleans commercial, 275@300 discount; Boston, par.

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

weeks past:

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

* From Oct. 23 the Item "due to other banks," is

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

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1880.	- 8	\$		* * .	. 8
Dec. 6	75,682,033	17.962.749	64,819,921	12,196,038	59,498,059
" 13	73.612.778	18.184.055	61,289,872	12.202.775	48.572.862
" 20	72,946,463	16.171.020	60,700,959	12,221,825	49,448,056
" 27	72,892,919	10,506,481	61,249,991	12,123,768	40,040,909

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the par east value, whatever the par may be; other questions are frequently made per share.
The following abbreviations are often used, viz.: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.
Quotations in New York are to Thursday; from other cities, to into mail dates.
Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

Subscribers wil	l eonfe	eraf	avor by giving notice of any e	rror	diaco	vered in these Quotations.		
UNITED STATES BONDS.	Bid.	Ask.	STATE SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bld.	Ask.
MINISTERNAL CONTROL OF THE STANFACTOR			Virginia-(Continued)-			Pall River, MassCs, 1901F& Al	116	117
68, 1880 reg. J& 68, 1880 coup. J& 68, 1881 reg. J& 68, 1881 coup. J& 68, 1881 reg. J&	J 10278		6s, consoi., 2d series	35 15	18	58, 1894, gold F&A! Fltchburg, Mass.—68, '91,W.L. J&J! Fredericksburg, Va.—78. M&N Galvastov, Tov. 108, '50, '03, Var	106	108
6s, 1881regJ&	J 10138	1015	10-40s, new	51 88	52 90	Fredericksburg, Va78M&N	110	
5s, funded, 1881regQ- 5s, funded, 1881coupQ-	1013	1015	Albany, N. Y6s, longVarlons			Galveston, Tex.—10s, '80-'95 Var. Galvest'u County, 10s, 1901. J & J	102	103
4 128, 1891	1 11178	11218	7s long.	115		Harrisburg, Pa.—Water loan	101	109
48 1907 PRO U-	111298	1 A 44 ***	7s long			Capitol, untax, 6s	106	100
6s, Currency, 1895reg	J 130	11342	OS, 1370-30 Wharf 7s, 1880	105		Houston, Tex10s	108	110 25
6s, Currency, 1896regJ&. 6s, Currency, 1897regl&.) TOT		Atlanta, Ga.—78	108	112	68, funded. Indianapolis, Ind —7,30s '93-99 J.C.I	110	30
6s, Currency, 1898regJ&. 6s, Currency, 1899regJ&.	J 133		Angusta Mo. 6a 1007 www 126 Ai	10710	106 1084a	Liersey City—Gs water long 1895	103	104 112
TRADER SCHOOL GROWN, STOCKHARD PERS			Augusta, Ga.—78 Varions Augusta, Ga.—78 Varions Austin, Texas—108. Baltimore—68, City Hall, 1884 Q.—J	109	$\begin{array}{c} 112 \\ 105 \end{array}$	7s, do 1899-1902J & J 7s, improvement, 1891-'94Var.	105	106
Quebec—5s, 1908	707	~	Baltimore—6s, City Hall, 1884 Q—J	103	111	7s, Bergen, long	104	105
		74	68, consol., 1890	116	113	Bayonno City, 7s, longJ&J	101	110
Class "B," 5s, 1906	1 39 / 1	89	6s, Balt. & O. loan, 1890 Q—J 6s, Park, 1890 Q—M 6s, bounty, 1893 M & S	116	$\begin{array}{c c} 117 \\ 120 \end{array}$	Bayonno City, 7s, long	11812	119
7s. L. R. & Ft. 8, lastic, 1900, A & C	0 10 15		6s, bounty, 1893	$\begin{array}{c c} 115 \\ 120 \end{array}$	$\begin{array}{c c} 120 \\ 123 \end{array}$	Lonisville, Ky.—7s, long dates. Var.i 7s, short dates	10834	11612
78, Memphis & L. R., 1899 A & C 78, L. R. P. B. & N. O., 1900 A & C	12		58. funding, 1894	11512	11612	7s, short dates	105	10512
78, Mlss. O. & R. Riv., 1900. A & C. 78, Ark. Central RR., 1900. A & C.	9 9	12	68, 1900	122		5s Lowell, Mass.—6s, 1890, W. L. M&N!		118
7s, Levee of 1871, 1900J &	1 7	iõ	6s, West. Md. RR., 1902 J&J 5s, consol, 1885 Q-J 6s, Valley RR., 1886 A& O 5s, new 1916 M&N Bangor, Mc.—6s, RR., 1890-'94.Var.; 6s, water, 1905 J&J 6s, E.& N.A. Rallroad, 1891. J&J 6s, E.& Piseataguls RR., '99.A&O Ruth, Mc.—6s, rallroad vid Vari	110	111	Lynchburg, Va68J & J	106	
78, Levee of 1871, 1900. J & California—68, 1874. Connecticut—58. 68, 1883-4-5. Delaware—68. J & Florida—Consol, gold 68. J & Georgia—68, 1880-86. F & A 78, new bonds, 1886. J & 78, endorsed, 1836. J & 78, gold bonds, 1890. Q—88, '76, '86. A & Cansas—78, long. J & Keutneky—68.	106		Bangor, Me.—68, RR.,1890-'94.Var.	109	110	8s. J & J Lynn, Mass.—6s, 1887. F&A! Water loan, 6s, 1894–96. J&J 5s, 1882. M&N! Macon, Ga.—7s. M&N! Manehester, N.H.—5s, 1883-'85J&J! 6s, 1894. J&J! Memphis, Tenn.—6s, C. J&J 6s, A & B. J&J!	109	110
6s, 1883-4-5	1074		6s, E.& N.A. Rallroad, 1891. J&J	109	111	Water loan, 6s, 1894-96J&J 5s, 1882M&N	$\frac{1184}{102}$	1024
Florida—Consol. gold 68J & J Georgia—6s. 1880-86F & A	95	96	6s, B. & Piscataguls RR., 99.A&O Bath, Mc.—6s, rallroad uid Vari	109	111	Macon, Ga.—78	$\begin{array}{c} 90 \\ 102 \end{array}$	100 103
78, new bonds, 1886J & J	112		Bath, Me.—6s, railroad uidVari 5s, 1897, munlelpal Belfast, Me.—6s, railroad aid, '98t	102	104	6s, 1891J&J	114	115
7s, gold bonds, 1890Q-	115		Boston, Mass.—6s.eur.long, 1905 Vari	128	130 1161 ₂	6s, A & B. J&J 6s, gold, fund., 1900 M & N 6s, end., M. & C. RR.	25 25 25	
Kansas—7s, longJ&J	110		5s, gold, 1905	104	1110	6s, end., M. & C. RR.	30	******
Lonisiana—New con. 7s, 1914J&J	5314	531_{2}	Sterling, 5s, gold, 1893 A&O do 5s, gold, 1899 J&J do 5s, gold, 1902 A&O	103	110	Milwankee, Wis.—5s, 1891J & D	95	$\begin{array}{c} 50 \\ 102 \end{array}$
78. small honds	1 51 1		do 5s, gold, 1902 A&O Breokline 5s.	111	$113 \\ 1111_{2}$	08, consols	109	
Maine—4s, 1883	1141_{2} 105	115 106	Brooklyn, N.Y.—78, 81-83 . J & J 78, 1883-95 . J & J 78, Park, 1915-18 . J 78, Park, 1	103	110 120	Mobile, Ala.—68, fundedM&N Montgomery, Ala.—New 38, J. & J.	49 52	501 ₂
War loan, 6s, 1883	106		78, Park, 1915-18J&J	138	140 139	58, new. Nashville, Tenn.—68, old. 68, new. Newark—68, long	80	90
6s, exempt, 1887	107	••••••	7s, Water, 1903	TO!	139	6s, new	100	
58, 1830-90Q—J	100		6s, Water, 1899-1909J & J 6s, Park, 1900-19241 & J	120	118 124	7s, longVar.	115	110 116
Massaebusetts—5s, 1883, gold .J&Ji 5s, gold, 1890	114	1041_{4} 115	Kings Co. 7s, 1882-'89 M & N de 6s, 1880-'86 M & N	106 103	114	7s, wutor, long	$\begin{array}{c c}117\\125\end{array}$	118 130
• 58, gold, 1894Var.	116	11612	Buffalo, N. Y.—7s, 1880-'95Var.	103	115	5s, 1900, Water Loan A.&O N. Brunswick, N. J.—7s	TOO]	111 105
58. g., sterling, 1891	109	111	os, Water, 1899-1909 de d 6s, Park, 1900-1924 de J Kings Co. 7s, 1892-89 Me N de 6s, 1880-86 Me N Buffalo, N. Y.—7s, 1880-95 Var. 7s, water, long Var. 6s, Park, 1926 Me S Cambridge, Mass.—5s, 1889 A&Ol	107	111	6s Newburyport, Mass.—6s, 1890.J&J		100 115
Mienigan—68, 1883	105			220				
			6s, 1904, efty bonds		125	N. Haven, Ct.—Town, 6s, Air Line Town, 6s, war loan do 6s, Town Hall City, 7s, sewerage do 6s do 5s, 1897. New Orleans, La.—Preminm bonds. Consolidated 6s, 1892 Var. Railroad issnes, 6s, 75 & 94 Var. Wharf inpr., 7-30s, 1890 J & D Nowport—Railway 73 ₁₆ s, 1910 N. Y. City.—5s. water st/k. 90 O—Fi		
Minnesota—78, RR. ropndiated. Milssouri—63, 1886 J & J Funding bonds, 1894-95 J & J Funding bonds, '89-90 J & J Long bonds, '89-90 J & J Asylum or University, 1892. J & J Hannibal & St. Jo., 1886 J & J d 0 1887 J & J N. Hampshire—58, 1892 J & J War loan, 63, 1892.1894 J & J War loan, 63, 1892.1894 J & J	$\begin{vmatrix} 110^{1}2 \\ 115 \end{vmatrix}$		Camden City, N. J.—6s, coup J&J* 7s, reg. and coupJ&J*			do 6s.		
Asylum or University, 1892. J & J	$\frac{111^{14}}{112^{12}}$		7s, reg. and coup. J&J*Charleston, S.C.—6s, st'k, 76-98, Q-J 7s, tiro loan bonds, 1890J&J 7s, non-tax bonds.	67	80	do 5s, 1897 New Orleans, La.—Preminm bonds.	37	38
Hannibal & St. Jo., 1886J & J	110		7s, non-tax bonds		106	Consolidated 6s, 1892Var. Railroad issues, 6s, 75 & 94. Var.	50	52
N. Hampshire—5s, 1892J & J War loan, 6s, 1892-1894 J& J& J	111	2036	4s, non-taxable	11614	117	Wharf impr., 7-30s, 1880J & D	11240	113
War loan, 6s, 1892-1894J& J War loan, 6s, 1901-1905J& J War loan, 6s, 1884M&S	123	25	Chleago, III -7s, water bonds, 1892 7s, water bonds, 1895	123	124			109 115
New Jersey-6s, 1897-1902J&J*	107	08	7s, city bonds, 1892	123		6s, aquednet stock, '81-1911Q-F	106	120
6s, exempt, 1896	107		7s, city bonds, 1895 4 ⁴ 9s, oity bonds, 1900 Cook Co. 7s, 1892 Cook Co. 5s, 1899	$121\frac{1}{2}$	10642	7s, pipes and mains, 1900. M & N 6s, reservoir bonds, 1907-'11.Q-F	120	$\frac{130}{122}$
6s, gold, conp., 1887 J & J 6s, gold, 1883 J & J	105		Cook Co. 58, 1899	$107\frac{1}{2}$ 106	107	5s, Cent. Park bonds, 1898Q-F 6s, do 1895Q-F 7s, dock bonds, 1901	109	110 119
6s, gold, 1891	119		Lincoln Park 78, 1895	108311	1094	68, do 1905 M & N	122	$\begin{array}{c} 130 \\ 123 \end{array}$
68, gold, 1893	120 321 ₂		West Park 7s, 1891	109341	1104	7s, market stock, 1894-97 M & N 6s, improvem't stock, 1889. M & N	126	127
68, 0ld	$\frac{321_2}{115}$.		Sonth Park 6s, 1899	113		7s, do 1890 M & N 6s, gold, eons. bonds, 1901 M& N	114	116 128
68, do	115		6s, short	12812	1.2.1	6s, street impr. stock, 1883.M & N	109 []	110
6s, do eoup. off A & O	90 .		Sonthern RR, 7-308, 1902. J&J	12310		6s, gold, new consol., 1896	$121 \mid \mid$	122
6s, Funding act of 1866 1900 J&J 6s, do 1868,1898A&O	19		do 7-30s, newt	115		7s, Westehester Co., 1891 Newton—6s, 1905, water loanJ&J	122	110
6s, new bonds, 1892-8J&J 6s, doA & O	20 .		Hamilton Co., O., 68do 7s, shorti			5s, 1905, water loanJ&J Norfolk, Va.—Gs, rog. stk, '78-85J&J	103].	114
6s, Chatham RRA&O	6	8 778	Cleveland, O.—6s, longVarious.			8s. conp., 1890-93Var.	115 1.	20
6s, do elass 2 A & 0 6s, do elass 3 A & 0	6	712	6s, short			8s, water, 1901 M & N Norwieh, Ct.—5s, 1907 A&O 7s, 1905 J.&J	103 1	111
4s, new. 4s, new, small	83 85년	85	7s, short	000		Orange, N. J.—7s. longt] .	
Ohlo-6s, 1881. J & J 6s, 1886. J & J	190	[Columbus, Ga.—7s, VarlousVar.	80	90	Paterson, N. J7s, longVai	15 1	16
Pennsylvama—5s, gold, '77-8.F&A* 5s, cur., reg., 1877-'82F&A			Covington. Ky.—7-30s, long			6s. long. 5s, loug.	103	100
58, new, rog., 1892-1902F&A	116 i	17	8s	95		Petersburg, Va.—6sJ&J 8sJ&J	113	
68, 15-25, reg., 1877-'82F & A 68, 15-25, reg., 1882-'92F & A	10849		Dayton, O.—8s	115 1.	10	Philadelphia, Pa.—5s, regJ&J*		120
6s, 1893-9, eoupJ&J	120	••••	Dotroit, Mleh.—7s, longVar.tll	10 1	20 22	6s, old, reg	106 .	
South Carolina—6s, Act of March 23, 1869. Non-fundable, 1888.		8	Ousel, 3-65s, 1924, conp. F&A 1	01 1	3	4s, new. Pittsburg, Pa.—4s, conp., 1913 J&J.	101 .	
Browne consols	49	50	Consol. 3-65s, 1921, reg. 1 Funding 5s, 1899	04	00	5s, reg. and coup., 1913J&J.	2210	
6s, new bonds, 1892-1900 J & J	47	50 491 ₂	do smallJ&Ji 1	07 1	08	78, water, reg. & ep., 93-95A&O. 78, street lmp., reg., '83-86 Var. 79 ortland, Me.—68, Mun., 1895. Var. 79 or lloyd ald 1997.	08	
6s, new series, 1914 1 & J Texas—6s, 1892 M &SI	106 1	19 ¹ 2	Perm. lmp. 6s. guar., 1891J&dill	10 1				19
7s, gold, 1892-1910 M &St 7s, gold, 1904 J &Jt	115 1	16 18	WashFund.loan(Cong.)6s,g.,'92(1	10 1	20 15	Portsmonth, N.H.—6s, '93, RR. J&J 1 Ponghkeopsie, N. Y.—7s, water 1 Providence, R.I.—5s, g., 1900-5. J&J 1	15^{-12}	22
Virginia—6s, 1890J & D Virginia—6s, old, 1886-'95J & J	$\begin{array}{c c} 113 & 1 \\ 32 & 1 \\ \end{array}$	15	Fund. loan(Leg.)6s, g., 1902 Varil 1	12 1	17	6s, gold, 1900, water loanJ & J .		
- 6s, new bonds, 1886-1895J & J - 6s, consol., 1905J & J	33		7s, funded, 1880-1905Var.	40	45	6s, 1885	07121	09
6s, do ex-coup., 1905J & J		78	78, 1905		43	8sJ & J	31 1.	

Price nominal; no late transactions. † Purchaser also pays accrued interest. ; in London

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

Por	Expi	anati	ous See Notes at Head of k	Trat Page	or Quotations.		
CITY SECURITIES.	Bid.	Ask.	RAILBOAD BONDS.	Bid. Ask	RAILROAD BONDS.	Btd.	Ask.
			Califor Pac _1st M., 78, g., '89, J&J	1110	Citie. St. L. & N. O.—(Continued)—		
Richmond, Va.—(Continued)—	10518	107	Califor. Pac.—1st M., 7s, g., '89. 1&J 2d M., 6s, g., end C. Pac., '89. J&J	102		$\frac{112}{112}$	115 116
58. Rochester, N.Y.—68. Var. 78. water, 1903. J & J Rockland, Me.—68, '89-99, RR. F&A	103	130	3d M. (guar. C. P.), 6s, 1905. J&J do do 3s, 1905. J&J		do 2d mort. debtA&O	112	115 1061 ₂
Rockland, Mc6s, 89-99, RR. F&A	100	80	Camden & Atl.—1st, 7s, g., '93J&J Cam. & Bur. Co.—1st M., 6s, '97.F&A	116	Ch.St.P.& Minn, 1st.6s,1918M&N	109	125
Bridge 10s, 1891J & J	73		Canada So.—Ist M., guar, 1905, Jed	60 70	Land grant, inc., 68, 1898M&N North Wise., 1st 68, 1930J&J	105	125
Bt. Joseph, Mo.—78. Var. Bridge 10s, 1891 J & J St. Louis, No.—6s, short. Var. Water 6s, gold, 1890 J & D do do (new), 1892. A & O	1110		Catawiess - 181 M., (8, 1882., F. CA		II St Pontas City 14t 68 1919 AAGO	1 1 447	
do do (new), 1892.A&O Bridge approach, 6s.	111		New mort., 78, 1900F&A Cedar F. & Min.—1st, 78, 1907.J&J Cedar R. & Mo.—1st, 78, '91F&A	115	Cin. Ham, & Dayt.—2d, 7s, '85 J&J Consol. mort., 7s, 1905	1112	
Bridgo approaca, 05	112		Cedar R. & Mo.—1st, 7s, '91 F&A	1118 120 1121 122	11 Cm. 11. & 1., 18t M., 78, 1903.J&J	1 100	100-2
8t. L. Co.—Park, 68, g., 1905. A & O	114		Cedar K. & Mo.—181, 78, 671—162. 1st mort., 7s, 1916	11412 117	Cin. I. St. L. & Chic.—Con. 6s, 1920 Cin. & Indiana, 1st M.,7s,'92.J&D	$103\frac{1}{2}$	104
Currency, 7s, 1887-'88Var. 8t. Paul. Minn.— 6s, '88-'90J & D	109	107	Cent. lowa-New 1st., 7s, '99.J&J	1141 ₂ 88	do 2d M., 78, 82-87. J&J	1103	110
7s, 1890	110	115	Central of N. J.—1st M.,78,'90.F&A	119 121	Indianapolis C. & L., 7s of '97 Ind'apolis & Ciu., 1st, 7s, '88, A&O	107	
88, 1889-96. Var. 8alem, Mass.—68, long, W. L. A&O 58, 1904, W. L. J&J 5. Francisco—78, g., City & Co. Var. 8ayannah funded 58, coupols.	1118	120 112	7s, eony, 1902, assentedM&N Consol.M.,7s,1899, assented.Q—J	116	Cin. Laf.& Ch.—1st, 7s,g.,1901.M&S Cin. Rich. & Chle.—1st, 7s, '95.J&J	101	108
58, 1904, W. L	100	108	Adjustment hands, 1903	112	Cin. Rich. & Chle.—1st, 7s, '95 J&J Cln. Rich. & F. W.—1st, 7s, g J&D Cin. Sand'ky & Cl.—6s, 1900 F&A	95	104
Savannali fuaded 5s. cousols Somerville, Mass.—5s, 1895&O	1106	91 109	Income bonds, 1908	90	7s. 1887 extended M&S		10512
68, 1885J&J 6498, 1884A&O	1107	108	do asseated	1 444	Corsol. mort., 7s, 1890 J&D Cin,&Sp.—7s, C.C.C.& I., 1901. A&O 7s, guar., L.S. & M.S., 1901. A&O	105 115	1119
Springfield, Mass.—6s, 1905A&U	1119	119 124	Leh.& Wilkesharre Coal, '88, M&N Small honds, 1888	871	HClev. Col. C. & 1.—1st. 7s. '99 M&N		
7s, 1903, water lean	1109	120	Consol., 7s, gold, 1900Q-M	125	. Consol. mort., 78, 1914J&D	112	117
8s. Var. 8s, water, 1893 & '94. Var. Washington, D.C.—See Dist. of Col.	112.	125	Cent. Ohio-1st M., 6s, 1890 M&S	1 1111-1110	Clcv.& M. Val.—1st, 78, g., '93. F&A		
Washington, D.C.—See Dist. of Col. Wilmington, N.C.—68, gold, con. on			Cent. Pacinc-1st, os. g., 50-55.5 cd	117 1173	Clev.Mt.V.& Del.—1st, 7s, gold,J&J		
Ss, gold, cou. on	111714	11710	State Aid, 7s, g., 1884J&J S. Joaquin, 1st M.,6s, g.1900.A&O	106	Ciev. & M. val.—181, 78, 8, 793.F&A 8. F. 2d mort., 78, 1876. M&S Clev.Mt.V.& Del.—181, 78, gold, 1901. Columbus ext., 78, gold, 1901. Clev. & Pitts.—4th M., 68, 1892.J&J Consol. S. F., 78, 1900	112	
				108 110	Consol. S. F., 78, 1900M&N	124 108	109
4s, 1905	1113	118	Land grant M., 6s, g., 1890. A&C West. Pacif., 1st, 6s, g., '99. J&J	11212	2d mort., 78, 1909 F&A	1051	
Ala. Cent.—1st M., 8s. g., 1901, L&J	95	1100	Charite Col. v A.—Colls / 8. 20.J vJ	100.41710-	do do supplementary	10614	10612
Ala. Cent.—1st M., 8s, g., 1901J&J Ala. Gt. Southern—1st mort., 1908 Ala & Chatt. 7s, receivers' etfo	;106	108	2d mort., 7s, 1910J&J Cheraw & Darl.—1st M.,8s,'85.A&C	116 126	1 4- 1000	5 11-	5612
Ala.& Chatt., 7s, receivers' etfs Alb'y & Susq.—lat M., 7s, '8SJ&J	115		Ches. & Ohio—Pur. money fd.,1898	109	Chic. & Gt. East., 1st, 7s, '93-'93. Col.& Ind. C., 1st M., 7s, 1904_J&J do 2d M., 7s, 1904_M&N Un.& Logansp., 1st, 7s, 1905_A&O T. Logansp. & B., 7s, 1884_F&A Cin.& Chic. A. L. 1886_'90	114 106	117 ¹ ₂ 112
2d mortgage, 7s, 1885A&O Consol. mort., 7s, 1906,guar.A&O	125		Series A. 6s, gold, series B, Int. def. 1908.	8018 81	Un.& Logansp., 1st, 7s, 1905. A&O	107	114
Allegh. Val.—Gen. M., 73-10s. J&J East. exten. M., 7s, 1910 A&O	122		6s, gold, small honds, 1908 6s, currency, int. deferred, 1918.	50			104
Income, 7s, end., 1894A&O Atch'n & Neb.—1st, 7s, 1907M&S	36	115 ¹ 2	6s, enrreney, small bonds, 1918. Va. Cent., 3d M., 6s, 1884J&J	10234	Col. & Hoek.V.—1st M., 7s, '97.A&O 2d M., 7s, 1892	11121_2	108
Atch & Divo's Poply_let 7a & M leV			Cheshire—6s. 1896-1898	111102-21107	Col. Springf.& C.—1st. 7s, 1901. M&S	1110	115
Land grant, 7s, g., 1902A&O	1191_{2}	1221 ₉ 121	Chtc. & Alton-1st M., 78, '93J&J	021 00000	Col. & Toledo—1st nort, bonds Col. & Xena—1st M., 7s,1890.M&S Conn. & Passump.—M., 7s, '93.A&O		113
Aten. Top. & S.F.—184, 78, g., '99, J&J Land grant, 78, g., 1902	1143	147 1051 ₂	Sterling mort., 6s, g., 1903J&J Income, 7s, 1883A&C	1116 1118	Conn. & Passump.—M., 78, '93.A&O Massawlppi, g., 68, gold, '89 J&J	11164	117
Guaranteed 7s, 1909 J&J&A&O 5s, 1900	115 993 ₄	117	Bds. Kan. C. line, 68, g., 1903. M&N Miss. Riv. Bridge, 1st., s.f., 68, 1912	1115	Massawippi, g., 6s, gold, '89 J&J Conu. Val.—1st M., 7s, 1901J&J	65	67
Florence & El Dor'do, 1st.7s. A&O	10710	108	Joliet & Chlc., 1st M., 8s, 82J&J	108 109	Conn. West.—1st M., 7s, 1900. J&J Connecting (Phlla.)—1st, 6s M&S	112	
K.C.Topeka&W., 1st M., 7s,g.J&J do income 7s.A&O	108	110	Louis'a & Mo.R., 1st, 7s, 1900F&A do 2d, 7s, 1900 M&N	107	Cumberl'd & Penn—1st 6s,'91.M&S 2d 6s. 1888M&N		
N.Mex.&So.Pac.,1st,7s,1909 A&O Pleas't Hill & De Soto, 1st.7s,1907	116	$\frac{1161_{2}}{112}$	St.L.Jacks'v.& C., 1st, 7s, '94.A&C Chle. B. & Q.—1st, S.F., 8s, '83 J&J	1116		195	100
Pleas't Hill & De Soto, 1st,7s,1907 Pueblo & Ark.V., 1st, 7s, g.,1903. Wichita&S.W.,1st,7s,g.,gua.,1902	111758	11778	Consol. mort., 78, 1903J&J Bonds, 58, 1895J&L	13012	Danb'y & Norwalk—7s, '80-92J&J Dayton & Mich.—1st M., 7s, '81.J&J	100	101
Atlanta & Charlotte Air L., 1st. 7s	100	100 12	58, 1901A&C	104	2d mort., 7s, 1887	106	
Income, 6s. Atlan & Gt.W—2d M., trustees' ctfs	66 431	70 32	Bur. & Mo. R., 1'd M., 7s, '93.A&C do Conv. 8s, '94 ser.J&J	116 117	. II Dayt. & West.—1st M6s. 1905. [& J	106	
3d do do do L'sed L.rental tr'st'73,Trus.cor.7s	1412	15 36	Bur.& Mo.(Neb.), 1st,6s,1918.J&d do 8s, conv.,1883.J&J		1st mort., 7s, 1905	112	
West. ext. certifs, 8s, 1876. J&J do do 7s, guar. Erie	185	90	do Cons, 6s, non-exJ&J do Neb. RR,1st,7s,A&C	T 104 104	4 Del. & Bound B'k—1st, 7s, 1905F&A Del. Lack. & W.—2d M., 7s, '82.M&S	120	
Mort. deb. 4s. Atlantio & Gulf—Cons. 7s, '97. J&J	176	78	do Om.&S.W1st.8s.J&I	123 124	Convertible 78, 1892J&D	110	
1st mortgage, 7s	100	112	Ott. Osw.& Fox R., M.,88,'74-89J&J	1 124 129	Mort. 7s. 1907	1144	2 115
S.Ga.& Fia., 1st M. 7s, 1899, M&N At.Miss.&Ohio.—Com.bondh'rs efts	1129	115 131	Quincy& Wars'w, 1st, 8s, '90.J& Chie. & Can. So.—1st, 7s, 1902 A&C		1st cousol. mort., 7s, 1900J&J Denv.S.P.& Pac.—1st,7s,1905 M&N	1093	$\frac{11614}{11014}$
'Norf'k & Petersb., 1st, 8s. '87.J&J do 1st M., 7s, 1887.J&J	103	108	Chle.Clin.Dub.& Minn78,'84 F&A		Des M. & Ft. D.—1st, 6s, 1904. J&J Detroit & Bay C.—1st, 8s, 1902.M&N		100
do 2d M., 8s, 1893.J&J South Sido, Va., 1st, 8s, '84-'90.J&J	110		7s, 1910J&. Chie. & East. Ill., S. F. e'y, 1907.	. 105 107	1st M., 8s, end. M. C., 1902. M&N	1111	113
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Baltimore & Ohlo-68.1880I&I	1	110	St. P. & Chic., 78, g., 1902J&. Mil. & St. P., 2d M., 78, 1884.A&C		E.Tenn. Va. & Ga.—1st, 7s, 1900. J&J	1164	
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		111	1st M., 6s, S'thwest Div. 1909J&J 1st M., 5s, La C. & Day. 1910J&.	1 102	. Equipment, 7s. 1890A&O	105	110
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N. Bedford RR., 7s, 1894. J&J Equipment, 6s, 1885. F&A		111	1 150 more, 15, 1000	7] 11175 113	Flint & P.Marq.—1st m.,l.g.8sM&N Cons. S. F., 8s, 1902	105	100
Fram gamin & 130 Mett-181, 28', 31	193	94	Cousol., gold, 7s, cp., 1902J&I	12731 127	Bay C. E. Sag _ 1st 10s S2 M&N	105	
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05, 1890 14-1	1110	118	Cine. & Mil., 1st M., 78, '98. J&	II 120 I			
Boston & Malno70 1909 04 76.1	1013	105 1254	Madison ext., 78, g., 1911. A&C Menominee ext., 78, g., 1911. J&I Northw. Un., 181. 78, g., 1915. M&C	Ś	. Gal, Har.& S.A.—1st, 6s, g. 1910. F&A	1024	
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Cairo & Vine.—Reorgan, Rec. 1909	;69	71	do 2d mort., 8s	N 105 108 110 112	Bonds, guar	110	
Price neminal; no late trans	uctions	A (5)	*1		The state of the s		
, wo more grants	-CMUIII,	T	he purchaser also pays accrued inte	rest. In	London, ¶ In Amsterdam.		

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

For	Expla	nat	ions See Notes at Mead of F	irst l	age	of Quotations.		
RAILROAD BONDS.	Bld.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Hannibal & Nap -1st, 7s, '88.M&N	105	110	Momp. & Charl'n-2d, 7s, '85J&J		108	Ohio & W. Va.—1st.s.f.,7s,1910M&N	1	105
Han. & St. Jo Conv. 8s, 1885. M&S Kans. C. & Cam., 1st, 10s, 92. J&J Harrisb. P. Mt. J. & L1st, 6s J&J		113 ₄ 22	1st, cons Tenn. ilen, 7s, 1915 J&J Mem. & L. R'ek—1st. 4s (8s after '82'		106 106	Old Colony—68, 1897. F&A 68, 1895. J&D 78, 1895. M&S	11134	1144
Housatonic—1st M., 7s, 1885. F&A	03	08	Metrop'n Elev.—1st, 6s, 1908, J&J 2d 6s, 1899			Capo Cod, 7s, 1881F&A	101	102
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Honst.& Gt.No.—2d pur.com.rec'ts Honst.&Tex.Cen.—1st M., 7s,g'd,'91 West. Dlv., 1st, 7s, g., 1891J&J Waco & N. W., 1st, 7s, g., 1903J&J Cons. mort., 8s, 1912A&O Waco & N., 8s, 1915A&O Hunt. & Br. Top—1st, 7s, '90A&O 2d mort., 7s, g., 1895F&A Cons. 3d M. 7s, 1895A&O H. Cent.—1st M.Chic.& Spr.'98J&J Stortling. S. F. 5s, g., 1903A&O	11278	13	Air Line, 1st M., 8s, guarM&N Equipment honds, 8s, '83A&O Gd. Riv. V., 1st 8s, guar.,'86.1&J	108	110	4th mort., 8s, 1880	57 091 ₉	100
Cons. mort., 8s, 1912A&O	115 ¹ 4 1	17	68, 1909	1112	11212	Oreg. & Cal.—Frankfort Com. Rec. x Osw.&Rome—1st M., 7s, 1915.M&N	:42	44
Inc. and Ind'y 7s, 1887M&N Hunt, & Br. Top-1st. 7s, '90A&O	118	98	Kelamazoo&S II 1st 8s '90 M&N	1 11340	$\frac{115}{1111_2}$	Panama-Sterl'g M., 7s. c. '97. A&O	;119	121
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Il. Cent.—1st M.Chic.& Spr.'98J&J Storling, S. F., 5s, g., 1903A&O Sterling, gen. M.,6s, g., 1895.A&O	1111 1	13 07	Joliet & N.Ind.,1st, 7s (guar.M.C.) Midiand of N. J.—1st mort.	72	7312	Pennsylvania—1st M., 68, '80J&J	$102\frac{1}{2}$ 125	
8terling, gen. M., 6s, g., 1895. A&O do 5s, 1905J&D	1115 1	17 06	Income, "A.". do "B.".	1012	8	do 6s, reg., 1910. A&O Cons. mort., 6s, reg., 1910. A&O Cons. mort., 6s, reg., 1905. Q-M do 6s, coup., 1905. J&D Navy Yard, 6s, reg., 1891J&J Penn. Co., 6s, reg., 1907QJ Penn. &N.Y.—1st.7s, 96&1906. J&D	116	
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Ind'apolis& Vin.—1st, 7s,1908.F&A 2d mort 6s, g., gnar., 1900.M&N	107 1	12	Boonov'e B'ge,7s,guar,1906.M&N Han. & C. Mo., 1st 7s, g., '90.M&N do 2d, 1892M&N Mo.Pac.—1st mort.,6s,gld, '88, F&A	10912		Peoria Pekin & J.—1st, 7s, '94. J&J Perklomen—1st M., 6s, 1897. A&O Ex fd. eps, Dec., '77, to. 'e, '80, Inc. Petersburg—1st M., 8s, '79-'98. J&J 2d mort., 8s, 1902. J&J Phila. & Erle—1st M., 6s, 1881. A&O 2d mort. 7s, 1984. J&J	:83	86
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Zd mort Keokuk& Des M1st.5s, guar.A&O	102	37	General mort., 78, 1901A&O Consol. mort., 78, 1915J&D	$1181_{2} \\ 124$	130	Coal & 1., guar. M., 7s, '92., M&S Income mort., cons. 7s, '96, J&D		
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M. 80.& N.I., 8.F., 1st, 7s, '85.M&N Cleve. & Tol., 1st M., 7s, '85.J&J	109		Natchez Jack. & Col.—1st, 7s, 1910 Nevada Cen.—1st 6s, 1904A&O	10012	9212	Sterling cons. M., 6s, g., guar. J&J Pittsb. Ft. W. & C.—1st, 7s, 1912. J&J 2d mort., 7s, 1912 J&J	13912	120 145
Cleve. & Tol., 1st M., 7s, '85 J&J do 2d M., 7s, 1886.A&O Cl. P. & Ash., new 7s, 1992 A&O Bufl.& E., new hds, M., 7s, '98.A&O	$\begin{array}{c c} 107 & \dots \\ 114 & \dots \\ 123 & \dots \end{array}$		Newark & N. Y.—1st, 7s, 1987.J&J New'k S'set&S.—1st, 7s, g., '89.M&N N'burgh&N.Y.—1st M. 7s,1888.J&J	108 108 99	110 102	3d mort., 7s. 1912	122	112
Buff. & State L., 78, 1882J&J Det. Mon. & Toj. 1st. 78, 1906	10412 10	6	N. Haven & Dorby, 1st M., 7s. 98. Var			Equipment, 8s, 1884 M&S Pitts. Titnsv.& B.—New 7s, 96F&A Buff.Ch.L.&Pitt.1st,7s.1909 M&N	-	
Buff. & State L., 7s, 1882J&J Det. Mon. & Toi., 1st, 7s, 1906 Jamest. & Frankllst, 7s, '97.J&J do 2d M.,7s,'94.J&D			N. II. & N'tir'ton—1st M.,7s,'99. J&J Conv. 6s, 1882	90	95	Oil Creek, 1st M., 7s, 1882A&O Union & Titusy1st. 7s, 1890. J&J	103	102
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do eons, reg.,1st,7s,1900.Q-J do cons., ep., 2d,7s, 1903.J&D do eons., reg.,2d, 7s,1903.J&D Lawrence—1st mort., 7s,1895.F&A	$\begin{vmatrix} 125 \\ 124 \end{vmatrix}$	26	N. Y. C., premlum, 6s, 1883.M&N do 6s, 1887J&D	107	110	Richm'd & Allegheny—1st, 7s, 1920 Rich'd & Dan.—Con., 6s, '78-90.M&N	404	103
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1st mort., 6s, reg., 1898J&D 2d mort., 7s, 1910M&S	121		N. Y. & Greenw'd Lake -1st M Ge	45	50	Mort, 78, 1881-90J&J Rieh. & Potersb., 88, '80-'86A&O	11312	
Gen. M., s. f., 6s, g., 1923J&D Delano Ld Co. bds, end., 7s, '92J&J			2d mortgage N.Y.&Harlem-7s,coup.,1900.M&N 7s, reg., 1900. M&N	$132\frac{1}{2}$ $133\frac{1}{2}$	135	New mort., 78, 1915M&N Richmond York Rlv. & Ches., 8s	114-2	
L. Rock& Ft.S.—1st,l.gr.,7s'95.J&J	1103 11034 11	ii	N.Y.L.E.&W.—1st 78,'97,ext.M&N	128 107 ¹ 4	130	RomeWat'n&O.—S.F.,78,1891.J&D		
Little Schuylkill—1st, 7s, '82.A&O Long Island—1st M., 7s, 1898.M&N	iii ii		3d mort., 78, 1883	110 10718	10778	Consol. mort., 78, 1904A&O Rutland—1st M., 8s, 1902M&N	19812	80 ⁷ 8 100
2d mort., 7s, 1918		54	5th mort, 78, 1888	110 1301 ₈		Equipment, 2d mort., 5s F&A St. Joseph & Pacif.—1st mort	75 86 38	80 90 40
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Cons. 1st, 7s, '98	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	534	N.Y.& N.Eug.—1st M., 7s, 1905J&J 1st mort., 6s, 1905J&J	1135 ₈ 1031 ₂	1137_8	St. Louis & 1. Mt.—1st. 7s. '92,F&A 2d mort., 7s, g., 1897	119 1084	110
Cecilian Br., 78, 1907M&S Louisville ioan, 6s, '86-'87A&O	102 104 12 10		N.Y.M.M.&Hart., H.& P.1st, 7s. A&O N.Y.Pa. & O.—1st ino.ac., 5-7s, 1905		6212	1st 7s, inc., pf. int. accumulative. 2d 6s, inc., int. accumulative	$\begin{array}{c} 9\mathrm{i}^{1}\!_{2} \\ 76^{1}\!_{2} \end{array}$	92 77
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Nash. & Dec., 1st 7s, 1900 J&J E. H. & N., 1st 6s, 1919J&D	1024	01	2d mort., 7s, 1896	120	121	2d M., elass B, 1906M&N do elass C, 1906M&N	87	8934
Gen'l mort., 6s, 1930J&J Maine Cent.—Mort. 7s, 1898J&J Exten. bonds, 6s, g., 1900A&O	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0	Northeast., S.C.—1st M., 88, '99, M&S	128		Sonth Pacific.—1st M, 1888 .J&J P. C. & O. 1st, 6s,F&A Fauirment 7s, 1895	106	•••••
Cons. 7s, 1912	114 11	5	2d mort., Ss, 1899	1101 ₂ 116	13	Equipmont 78, 1895. J&D St. L.&S.E.—Con. M. 78, g., '94M&N 1st, cons., 78, g., 1902 F&A Evansv. II. & N., 1st, 78, 1897. J&J St.L. Vand. &T.H.—1stM., 78, '97. J&J		
Leeds & Farm'gt'n, 6s, 1901, J&J Portl'd & Ken., 1st., 6s, '83 A&O	108 10 103 10	9	2d mort., 58, 1899 M&S North'n Cent.—2d mort., 68, 85.J&J 3d mort., 68, 1900 A&O Con. mort., 68, g., eoup., 1900.J&J 68, g., reg., 1900 A&O	116 116		Evansv. II. & N., 1st, 7s, 1897. J&J St. L. Vand. & T. II1st M., 7s, '97. J&J	90	
do Cons. M., 6s, '95.A&O Mau.Beach 1mp, lim., 7s, 1909, M&S	108 11	734	Mort. honds, 5s, 1926 J&J Con. mort. stg. 6s, g., 1901 J&J North. Cent'l, Mich.—Cons., 6s, 1904 Northern, N.J.—1st M., 6s, '98 . J&J North, 'Pac., P. D'O Div.—6s, M&S. Norw'h&Wort'r—1st M., 6s, '97. J&J Ord'neh'gft Ch.—1st M. 6s, '97. J&J	9931	100	2d nort., 7s, 1898	108	
do Cons. M., 68, '95.A&O Mau.Beach Imp, lim., 78, 1909, M&S N.Y.& Mau. Beach, 1st 78, '97, J&J Marletta & Cin — 1st M. 7s. '91F&A	1073 10 $1213 12$	$\frac{81_4}{2}$	North.Cent'l, Mich.—Cons., 68, 1904 Northern, N.J.—1st M., 68, '88. J&J	199	101	1st. 7s. 1909. small	1123	113
Sterling, 1st M., 7s, g., 1891.F&A 2d mort., 7s, 1896 M&N 3d mort., 8s, 1890 J&J Scioto & Hock. Val., 1st, 7s., M&N	115 12	0 34	North. Pae., P. D'O Div. 6s. M&S. Norw'h&Worc'r-1st M., 6s. 97. J&J	115	102	St. P. & S. City—1st, 6s, 1919.A&O		102
Scioto & Hock. Val., 1st, 7s., M&N	105 11	0.0	O;d'nsh'g&L.Ch.—1st M.6s,'9S,J&J S. F., 8s. 1890	IUI .	1014	Mort, on new lines	107	
Cin & Rolt 1et 7a 1900. J&J	105		Ohio Cent.—1st, mort.,6s,1920, J&J Incomes, 1920 1st Ter'l Trust. 6s, 1920J&J	5934	60	Scioto Vai.—1st M., 7s, sink'g fundji	102 75	105
Marietta P. & Clev.—1st, 7s, g., '95 Consol. 7s. J&D Marq'tte 11o. & O.—Mar. & O.,8s, '92	114 11	8	Ohio&Miss.—Cons. S. F. 78, '98.J&J Cons. mort., 78, '98J&J	11810		2d mort. Sham.Vai.& P.—1st, 7s, g., 1901J&J Sheboyg'n& F-du-1.—1st.7s, '84J&D	112	
6s, 1908	100 10	9	2d mort., 78, 1911	119	122	Shore I., Conn.—1st M.,7s,'So.M&S Sionx C. & Pae., 1st M., 6s. '98.J&J		
			purchaser also pays scorned inter			n London. I In Amsterdam.		1

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

For	Expla	natle	ns See Notes at Head of I			RAILROAD STOCKS.	Bid.	Ask.
RAILROAD BONDS.	-	Aak.	RAILBOAD STOCKS.	Bid. 2212	Ask.	I wan & Boston (street)100	108	t10
80.4N.Ala.—Ist, 8a.g., end. '90 J&J	105 1	60 11	Bost. Clint. Fitchb. & New Bed. 100 do Pref 100	10812	110	Macon & Angusta. 100 Maine Central 100 Manchester & Lawrence 100	34	38
80. Carolina—Ist M.,7s, 82-88.J&J 1st, sterl. mort., 5s,g., 82-88.J&J Bds,7s, 02,2d M., unenjoinedA&O	102 1		Bost. Con. & Montreal		$100 \\ 1121_2$		$\begin{array}{c} 165 \\ 26 \end{array}$	32 311 ₂
Bdis, 7s, '02, '24 M., then joined a A&O Both Side, L.f.—Lat, 7, 1887. M&S So, Cen. (N.Y.)—Lat 7s, 1890. F&A 2d mort. 7s, gold. 1882. guar 8o. Pac., Cal.—18t, 6s, g., 1905-6. J&J Southwestern (Ga.)—Conv., 7s, 1886. Sunimit Br.—1st, 7s, 1903 J&J Sunb. flag. & W.B.—1st, 5s, 1928 M&N Singa B. & Frig. inne.—1st M., 7s.	103	03	Boslon & Maine	14612	147	Manhattan Railway 100 Marietta & Cinelmati, tst pref. 50 do 2d pref. 50	934	937
So, Cen. (N.Y.)-Iai7a, 1899. F&A 2d mort, 7a, gold, 1882, guar			n to to providence 100	1524	49 153	Memphis & Charleston25	6 40	6 42 704
so.Pac.,Cal.—1st.,6s,g.,1905-6.J&I Southwestern(Ga.)—Conv.,78,1886						Memphis & Charleston	107	109 ¹ 2 120 ³ 8
Sumb. Har. & W.B.—181, 58, 1928 M&N	89		Brooklyn & Montank	30	35	Michigan Central	116	118
Sunb. Har. & W. B.—1st, 5s., 1928 M&N Susp. B. & Erreinne.—1st M., 7s			Buff, N. Y. & Eric, leased		7612	Midland of New Jersey. 100 Mine Hill & S. Haveu, leased. 50 Mlssouri Kansas & Texas. 100	115	4458
Texas & Pac.—1st, 6s, g.1005 M&S Consol. mort., 6s, gold, 1905. J&D	101½ 99 74	100:1	California Pacitle	122	$\frac{10}{122^{1}2}$	Missouri Kansas & Texas	92	
1st (Rio Gr. Div.), 6s, 1930 F&A	98	9319	Cambringe (street), Document & Atlantic	\$32 74		Mobile & Onio RR., assented100 Morris & Essex. guar., 750 Nashville. Chat. & St. Louis25	121 75k	213 ₄ 123 761 ₄
Texas & St. Lonis-1st, 6s, 1910 J&P Tel, P.&W.—Pur. C. rec'ts, 1st. E. D. Purch. Com. Rec't 1st M., W. D			Canada Southern	74	7512	Nashville. Chat. & St. Louis	140	62
do Englingion D			do Old, prof50	\$50 471 ₂		Naugatuck	55	
.1st pref. inc. for 2d mort do for cons'd			Canada Southern Catawissa	13912	140	Naugatuek	5	
United Co's N.J.—Cons., 68, 94. A&O Sterling mort., 68, 1894. M&S do 68, 1901. M&S Cam. & Amb., 68, 1883. F&A	t15	117 t19	do I'ref., 7100	109	110	New Jersey & Now York. N. London Northern, leased, 8100		
Cam. & Amb., 6s, 1883F&S	105		do	36	37 80	N. Orleans Mobile & Texas 100 N. Y. Central & Hudson Riv 100 New York Elevaled	1534 122	$153^{1}4$ 123
Cam. & Amb., 6s, 1883	114	[[412	do 2d pref100	83	8314	New York & Harlem		
Ind Grant, 78, 1887-9A&O	1t3%	1114	Ccutral Ohio	48 54	4912	N. Y. L. Erie & West	503 901	
Om. Bridge, sterl. 8s, g., '96.A&O	;119 120	121	Central Pacific	9134	43	New York & New England100	175	
Reg. 8s, 1893 M&S Collateral trust, 6s, 1908 J&J Colorado Cent., 1st, 8s, g., '90 J&D Denver Pac., 1st M., 7s, g., '99. M&N	10712		tet pref 100	34 40	3542	New York & New England 100 N. Y. N. Haven & Hartford 100 N. Y. Ontario & Western pref	31 781	82
Denver Pac., 1st M., 7s,g., '99.M&N Kans. Pac., 1sl, 6s,g., cp. etfs. F&A	124		do 2d pref100	255 ₈	6012	do do pref New York Providence & Bos100 North Pennsylvania	556	
do 1at R & L G D'd.'99 M&N	120		Chicago & Alton	155 158	156 ¹ 2 160	No Ale f. Court h Alphome	111	
do L'd 1st M,78.g., 80.J&J do Land 2d M.,78.g., 1886				17812		North & South Alabama North Wiscousiu	\$451 891	
do Leav. Br., 78, '96M&N do Inc.,No.11, 78, 1916.M&S	130		Chicago & East Illinois	×139	140	Northern Paeifie, common 100 do Pref100	337 667	8 34
do Deny. Div. 68 ass. cp. cert.	1144s	107	Chicago Milwankee & St. Pani 10 do Pref., 7.10 Chicago & North Western		124	Mongrich & Worcoster leased 10 100	144	146
do 1st cons. M.,68,1919 M&N	10134	30			125 ³ 8 140 ³ 4 142	Ogdensburgh & Lake Champ100 do Pref., 8. 100 Oido Central	793	80
Utah Cen.—1st M., 6a, g., 1890.J&J Ulah So,—Gen. M. 7s, 1909J&J Utlea & Bl'k R.—Mort., 7s, '91.J&J	10712		Chicago & Rock Island		4134	Ohio & Mississippi. 100 Ohio & Mississippi. 100 Old Colony 100 Oswego & Syracuse, guar., 9 55 Panama 100 Counsylvania Railroad 56	373	377
	65 20	67	Chic. St. P. Minn. & Om., com 10do Pref. 10d) XIII	99 781 ₂	Old Colony	1263	4 127
Vermont Cen.—1st M., 7s, '86.M&N 2d mort., 7s, 1891J&D		12 67	Chicago & West Michlgan 10 Cin. Hamilton & Dayton 10) 99	100	Panama 100	210 x564	212
Vermont Cen.—13, 1891 J&J Vermont Cen.—1st M., 7s, '86.M&N 2d mort., 7s, 1891 J&D Income extension 8s M&N Stanslead S. & C., 7s, 1887. J&J Verm't& Mass.—1st M.,6s, '83 J&J Con. 7s, 1828 J&J	30	40	Cin. Indianap. St. Louis & Chic. 10 Cin. Sandusky & Cleveland	J 154	$18^{5}8$	Pennsylvania Company50 do Pref50	\$	
Verm't& Mass.—1st M., 6s, '83. J&J Conv. 7s, 1885J&J Vick.&Mer.—1stM., end., 7s, '90. J&J		103 ¹ 4 ¹ 127	do Pref., 6.5 Clev. Col. Cin. & Indianapolis10	01 - 954		Peorla Decatur & Evansville 100	\$27	277 34 21
2d mort, end., 7s. 1890J&J		80	Clev. & Maloning Val., leased5 Clev. & Pitlsburgh, guar., 75 Col. Chic. & Indiana Central10	1284	2114	Philadelphia & Reading50	261	265
Wabash-1st M.,ext.,7s,'90,ox.F&A Mort., 7s, 1879-1909 A&O 2d mort., 7s, ext. 1893, ox M&N		103	Columbus & Hocking vaney	0 110	112	Philadelphia & Eric. 90 Philadelphia & Reading. 56 Phila. & Trenton, leased, 10 10 Phila. Germ'n & Nor., 'Feed, 12 56 Phila. Wilmington & Butt. 56 Pittsburgh Cheelmati & 8t, L 56	5108	1821
2d mort., 78, ext. 1893, ox. M&N Equipment, 78, 1883	$ \begin{array}{r} 107^{7_{8}} \\ 34 \\ 96^{7_{8}} \end{array} $	35	Concord & Portsmouth, guar., 7 10	Di 96	97 125	Phila. Wilmington & Bult50 Pittsburgh Clucimati & St. L50	\$71	72
Chlc. Dlv., 58, 1910	9334 1t1	102	Connoction & Passiinnsie III	JI 29 / 44	88	Pittsb. & Conneilsville, leased56 Pittsburg Titnsville & Buffalo56	7 10	կ 193
Gons. mort., 7s, 1907,con., exQ-F 1sl, St. L, div., 7s, 1889, ex. t & A	110	119	Connecticut River	51	56	do do pref Pittsb. Ft. W. & Chic, guar., 7.10 do Special, 7.10	25 127	28
Gt. West., Ill., 1st., 7s, '88, ex. F&A do 2d, 7s, '93, ex. M&N Q'ncy & Tol., 1st, 7s, '90, ex. M&N	108	1084 103	do Pref., guar., 8.5 Delaware & Bound Brook10	0 133 0 1061		Portland Sacoly Portsin_1'860 6 10		TIME
ill. & S. Ia., 1sl, 7s, '82., ex. & A St.L.K.C. & N. (r.est. & R.),7s.M&S	102		Delaware Lack. & Western	0 1083	1 109 2 854	Providence & Warester 10	19	
do Om.Div.,1st7s,1919.A&O do Clurlo. Br., 6s, 1919.F&A	$118^{1_{2}}$	120 1024	Denver So. P. & Pacific	0		Rensselaer & Saratoga	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	381
do No. Mo., 1st M., 1895. J&d Wabash Fund, Int. Bds., 1907—			do do Pref. 10 Dubuque & Sioux Cily10	$0 1081 \\ 0 80$	2 85 2 t09 83	Richmond & Danville	0 x86 0 65	
Various 7s. F&A	9812		East Pennsylvania, icased	0 5		do do Gnar. 710 Richmond & Petersburg10 Richmond York River & Clies	$0 114 \\ 0 x90$	92
Warren (N.J.)—2d M., 7s, 1900 Westch'r& Phil.—Cons.,7s,'9t.A&O	100		Eastern (Mass.)	0 371	89	Rome Watertown & Ogdensb10	0[30	
W. Jersey-Dobent. 6s, 1883M&S	100		Easlern in N. II	0 34	55	Rntland	$\begin{array}{c c} 0 & 5 \\ 0 & 29 \end{array}$	34 6 1 ₂ 30
1st mort., 6s, 1896		t05	do Pref., 7.5 Erle & Pittsburg, guar., 7	0		St. Joseph & Western	.: 21	
West'n Ala.—1st M., 8s, '88A&O 2d mort., 8s, guar., '90A&O West. Md.—End., tst, 6s, 90J&J	114	116 116 122	Flint & Pere Margnette	$1 24^{1}$	145	Belleville & So. III., pref10	0 60	60
1st mort., 6s, 1890J&J	112	$122 \\ 112 \\ 122$	do do Pref	0 30	83	St. Louis & San Fran	0 45	14 45
End., 2d morl., 6s, 1890J&J 2d mort., pref., 6s, 1895J&J 2d, end. Wash. Co., 6s, t890 J&J 3d, and 6s, 1890	117 1071 2	110	Georgia Railroad & Bank'g Co.16 Grand River Valley, guar., 5 10	0		do Pref10 do 1st pref10	0 63	1 ₂ 100 36
3d, end., 6s, 1900 J&J	$112 \\ 121_{2}$		Green Bay & Minnesota	10 48	111 491	8' - do Pref 10	0 76	
3d, end., 6s, 1900	108		Harrisburg P. Mt. J.& L., guar.,7.	0 4		St. Paul Minn. & Man	0 103	1112
Will. Columbia & Angusta, 68 Wil. & Weldon—S. F., 7s, g., '96. J&J Winnackst. Pet.—1st M., 7s, '87. J&J	t05		Huntingdon & Broad Ton	0 71		do Gnar10 South Boston (street)	63	65
Winona&St.Pet.—1stM.,7s,'87.J&J	1084		Huntingdon & Broad Topdo do Pref	0 y 12	$\begin{array}{c c} i_2 & 9 \\ i_2 & 13^1 \\ 14 & 12^{-1} \end{array}$	South Carolina, assessn't paid.10 Southwestern, Ga., gnar., 710 Syracuse Bingh'ton & N. Y10	ю	
2d mort., 7s, 1907. Men Wis. Ceut.—1st, 7s, coups. uufnnd 1st series, new.	7(1)	77 75	Indiana Bloomington & Western. International & Gt. Northeru10	44		Syracuse Bingir ton & N. 1	0 + 21	\mathbf{i}_2 22
2d series, new	51	52 11114	lowa Falis & Sioux City1	00 64		Texas & Paelite	00 42	
Worc'r & Nashna-5s, '93-'95 Var Nash. & Rooh., guar., 5s, '94.A&C	11004	1013	Jollet & Chicago, guar 71 Kausas City Ft. Scott & Guif1	120	130 3 ₄ 74	do do 1st prof.10)0	
Nash. & Roch., guar., 5s, 94.A&C RAILROAD STOCKS. Par Ala. Gt. Sonth.—Lim., A., 6s,pref.	.1 *103	1114	Kansas City Lawrence & So. 1	$\begin{array}{c c} 00 & t24 \\ 00 & 90 \end{array}$		United N. Jersoy RR & C. Co. 10 Union Pacific)0	$180 \\ 1_2 \\ 113$
Albany & Susqueh., Gnar., 7., 100	119			00 13	261	Vermont & Canada, leased10	00 16	15 51 ₂ 126
Atchison Topeka & Santa Fe. 100	148		Lake Erie & Western	00 49		Vieksburg & Meridian	(8 45
Atlanta & Charlotte Air Line	. 321	0	Lake Shore & Mich. So. 1 Lehigh Valley	138	14 138	3a do do Pref.10	00 86	378 87
Au. & St. Law., leased, 0, £100 Angusta & Savannah, leased100	0 t27	129	Little Rock & Fort Smith 1 Little Miami, leased, 8 guar	001 64	64	Westehester & Phila., pref	50	
do Pref. 6100	$0189 \\ 120$	185	Liltle Schnylkiil, leased, 7	50 §34		. West, Maryland	8	35 ₈ 71
2- 01	117		Louisiaua & Mo. Riv., Com 1 do Pref., gua	001			7	5 85
Washington Branch 10	01 150		do Pref., gun			Wisconsin Central		
do 2d. pref	0 153	161	do Pref., gua Louisville & Nashville	001 87	1 ₂ 88	Wiscousin Central	3:	

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued. For Explanations See Notes at Head of First Page of, Quotations.

		For	Explanations Sec	Notes	at H	ead of First Page	of, Q	notat	lons,		
CANAL STOCKS.	Bld.	Ask.	MISCELLANEOUS.	Bld.	Ask.	Miscellaneous.	Bld.	Ask.	MISCELLANEOUS.	Bid.	ANG
CANAL BONDS.	-		TELEGRAPH	-		Nashua (N. II.)500	740	750	Buldomlugo50	4.00	440
Albermarlo & Ches.— 1st, 7s, 1909J&J			American District.100			Namnkeag (Mass.)100 N. E. Glass (Mass.)375	76	125	Bullion100 Bulwer100	1.50	175
Chosnp. & Delaware- 1st mort., 6s, '86J&J			American Union 100 Atlantio & Pacific 25			Newmuckot 1000	x505 x2500	310 2600	Caladonla B. H 100		1-25
Chesapeake & Ohio— 6s, 1870 QJ	1 1		Franklin100 Gold & Stock25		30	Pepperell (Me.)500 Rich. Bord'n(F.R.) 100	970	980			
Delaware Division— 6s, 1878 J&J	1		Internation'l Oc'u. 100 Mexican100			Robeson (F. Rlv.) 1000 Sagamore (F. Riv.) 100	133	135 135	Cantornia	1.60	
Delawaro & Hudson— 78, 1891J&J			Southern & Atlantic 25 Western Union100	4.13	81 8112	Salmon Falls (N. H.) 300 Sandw. Glass (Mass.) 80	x335 50	400			6%.
1st ext., 1891M&N 7s, 1881J&J	101		STOCKS.			Shove (Fall Riv.). 100 Slade (Fall Riv.) 100		123 110	Climax	·63	*68£
Coup. 7s. 1891, A&O Reg. 7s. 1894 A&O	11154		Brooklyn Trnst25 Central100	145	135	Stafford (FallRiv.) 100 Stark Mills (N.H.) 1000 Tecninsch (F. R.). 100	123	1310	Consol. North Slope Consol. Paclile 100		
1st Pa.D.ep.,7s,M&S do reg. 7s,M&S	120	1::::	Equitable100 Farmers' Loan & Tr.25	210	75	Thorndlke (Mass.) 1000	925	1950	Consol. Virginia100 Copper Knob1	2.10	
James Rlv. & Kan.— 1st mort., 6sM&N	1		Mercantile100 N. Y. Guar. & Ind.100		140	Tremout&S. (Mass) 100 Troy C. & W. (F.R.) 500	1000	148	Crown Point100 Dahlonega1		-00
2d mort., 6s M&N			N.Y. Lifo & Trust100 Real Estato Trnst100			Union C.Mt. (F.R.) 100 Union Mfg.(Md.)	173 25	185 29	Dundenberg10	1.20	I GS
6s, reg., 1884Q-J RR. 6s, rog., '97.O-F	115		United States100	175	*****	Wampanoag(F.R.)100 Washingt'n(Mass.)100	175 x90	93	Durango	3.00	4.00
68, reg., 1884 Q-J RR. 68, rog., '97,Q-F Deb.68, reg., '77,J&D Conv.68, reg., '82J&D do 68,g.,rg., '91Mc8 68,g.,p.&rg., '97J&D Cons.M., 1911 78J&D Louisville, & Portf			GAS STOCKS. Baltimore Gas100			Weed Sew. Me (Ct.)25 Weetamoo (F. R.)100	14 110	17	Father Do Snict 100	19	
do 68,g.,rg.,'94M&S	$\frac{111^{1_2}}{109}$		Balt. Consol. Gas	103	101 66 ¹ 8	Willim'tic Linen(Ct)25 York Co. (Me.)750	$\begin{array}{c} 85 \\ 1250 \end{array}$	86 1260	Findiey	25	175
Cons.M.,19117sJ&D Louisville & Porti.—	114		Consumers' Gas, Balt. People's G.L. of Balt. 25	17	20	COAL & MISCEL, MINING STOCKS.			Gold Placer 25 Gold Strike.	1°35 2°30	
3d mort., 6s, 1881 4th mort., 6s, 1885	106	1063	Boston Gaslight500 East Boston25	304	800 31	American Coal25 Big Mountain Coal.10			Gould & Curry 8100	-86	-90
Morris— Boatl'n,reg.,'85A&O			Sonth Boston100 Brookline, Mass 100		$\frac{112}{1024}$	Buck Mount'n Coal.50 Butler Coal25	\$ 45		Grand Prize100 Granville Gold Co 1	1-00	-06
New mort Pennsylvania—			Chelsea, Mass100	1453 <u>4</u> 70	146	Cameron Coal10 Caribon Con. Mln'g.10	214	238	Great Eastern1 Green Monntain10	4.65	1-80
6s, coup., 1910J&J Selmylkill Nav.—	96	98	Dorelicster, Mass. 100 Jamaica Pl'n, Mass100	89 120	$\begin{bmatrix} 90 \\ 123 \end{bmatrix}$	Cent. Arizona Min. 100 Clluton Coal & 1ron. 10	412	5	Ilalo & Norcross100		*****
1st M., 6s, 1897.Q-M 2d M., 6s, 1907J&J	103 75	105 7634	Lawrence, Mass100	$135^{1}2^{1}$	136 155	Colorado Coal & I.100	92 35	924 39	Harshaw. Highland Chief25	12%	11.00a
Mort. 6s, cp., '95 J&J 6s, imp.,cp., '80 M&N 6s,bt&ear,1913M&N	60		Lowell	92	72 93	Cumberl'd Coal&1.100 Deadwood Mining	12	23 13	Hortense10 Buklil5	1.10	150
6s,bt&ear,1913M&N 7s,bt&ear,1915M&N	60	70			124 108	Consol. Coal of Md. 100 Cumberl'd Coal&1.100 Deadwood Mining Excels'r W.&M. Co.100 George's Cr'k C'I (Md.)	634		Independence100 Irou Silver20	3.23	3.30
Susquehanna— 6s, conp., 1918J&J		70	Brooklyn, L. I25 Citlzens', Brooklyn, 20	101	108	Homestake Ming. 100 Locust Mt. Coal50	29	293	Kings Mountain10 Lacrosse10	·10 ·27	-30:
78, conp., 1902I&J Union, 1st 6s, '83. M&N			Metropolitan, B'klyn. Nassan, Brooklyn., 25	55 48	60 50	Marip'sa L.&M.Cal100 do pref.100	12		La Plata. Leadyille Consol10	81 ₂ 50	10
CANAL STOCKS.		}	Newton & Wat'n . 100 Salem, Mass., 100 Brooklyn, L. I	$\frac{48}{27}$	32 65	Maryland Coal100 Montank Gas Coal.100	24	26	Leeds 100 Leviathan 100		
Chesapeake & Del50	913	9238	Charlest'n,S.C.,Gas.25 Chicago G.& Coko.100	195	22 200	New Central Coal New Creek Coal 10			Little Chief 50 Little Pittsburg	2.00	-82
Del. & Hudson100 Del. Div. leased, 850 Lehlgh Navigation50	3778		Cincinnatl G. & Coke. Hartford, Ct., G. L25		176 36	N.Y. & Middle Coal.25 N.Y.&Straits.C.&I.100	63		Lowland Chief50	-25	50%
Morris, guar., 4100 do pf., guar.10100	\$		Jersey C.& Holok'n 20 People's, Jersey C		165 95	Outario Sil. Min'g. 100 Pennsylvania Coal. 50	33	31	Manhattan 10 Martin White 100		
Pennsylvania50	*5		Lonisvillo G. L. Mobile Gas & Coke. 8		126	Pilot Knob 1. (St.L) 100 Quieksilver Min'g. 100	77 13	80 14	May Belle 100!	22	30
Schuylkill Nav50 do do pref.50 Susquehanna 50	5101 _€	5	Central of N. Y50	50	60 67	do prof San Juan Sil, Min.100	52	54	Mayflower10 Mexican G. & Silv.100 Moose10	1.20	1-25
Susquehanne50 MISC'LLANEOUS BONDS.			Harlem, N. Y50 Manhattan, N. Y50 Metropolitan, N.Y.100	170 130	175 135	S. Raph'l Sll., Mob. 100 do pref. 100	\$1 \$5 \$6	\$10 \$12	Mono	75	-65
Amer'n SS.Co.(Phil.)— 6s, R. C., 1896A&O	110		Municipal100 Mutual of N. Y100	150	160	Shamokin Coal25 Spring Mount. Coal.50			New Philadelphia N. Y. & Colorado 20		******
Balt. Gas Light 6s Canton (Balt.)—	103	104	Now York, N.Y100 N. Orleans G. L100	96 74	100	Stand'd Cons. G.M.100 Westmoreland Coal.50	23 §	2312	Noonday	-60	
£ 68, g., 1904,J&J	115 115		N. Liberties, Phila26 Washington, Phila20	840		Wilkesb. Coal & 1100 BOSTON MINING			Northern Belle 100!		1.00
Mort. 68,g., 1904 J&J Un. RR., 1st, end., 6s, do 2d, end. 6s, g.M&N	116 105		Portland, Me., G. L.50 St. Lonis G. L50	74	$\begin{array}{c} 76 \\ 271 \end{array}$	Allouez 25	434	5	O. K. & W Overman G. & S100 Patagonia		
Colorado Coal & Iron— 1st consol 6s	8212		Laclode, St. Louis. 100 Caroudelet, St. Louis 50		112	Atlantie	18 kg 138	19	Penobseot5	1.50	1.65
Equitable Rl. Es. mort. Gold & Stock Tel	100	103	San Francisco G. L	76	1	Remagn't Antimony 51	33j	21	Patagonia Penobseot 5 Plumas 10 Potosi 100 Rappulanoek 1 Red Elephant 10 Rising Sup. 5	12	
Mariposa Gold L.&M			MANUFACT'ING STOCKS. Am.B.H.S.M.(Pa.)1240			Calumet & 11ecia25 Catalna Silver10	OVE	$\frac{260}{2^{3_8}}$	Red Elephant 10 Rising Sun 5	1.65	1.73
Cons. M., 7s. '86.J&J Mercantilo Real Estate Oreg.R.& N. 1st,6s,J&J Pullm'n Palace Car—	100	109	Am.B.H.S.M.(Pa.)121 ₂ Am. Linen (Fall Rlv.) Amory (N. 11.) 100 Amoskeag (N.H.) 1000 Androscog'n (Me.).100 Appleton (Mass.) 1000 Atlantic (Mass.) 100	900	925	Central 25 Contentment Silver 25 Copper F'ls, asst.pd. 50	21 ₄ 45 25e.	50 50c.	Rising Sun	712	2.25
Pullm'n Paiace Car— 2d series, Ss, '81 M&N		103	Amoskeag (N.H.) 1000 Androscog'n (Me.).100	2005 x120	2010 125 1125	Copper F'ls,asst.pd.50 Dana25	17 45e.	18 50c.	Santa Crnz. Savago Gold& Silv. 100		1.00
2d series, 8s, '81 M&N 3d series, 8s, '87F&A 4th do 8s, '92F&A Deb'nt're, 7s, '88A &O 8tlg, 7s, g1885 A&O 8t. Charles Bridge, 7-8s 8t. L. Bridge & Tim	$\frac{110}{115^{1}2}$	112 116	Appleton (Mass.). 1000 Atlantic (Mass.)100	1115 x147	150 - 11	Dana	• 5c. 212	10c. 25g	Silver Cliff50	81g 2.75	2-9(%
Deb'nt're,7s,'88A&O Stlg, 7s,g1885 A&O	10714	10712	Atlantic (Mass.)100 Barnard Mfg. (F. R.) Bartlett (Mass.)100	120	125 101	Douglas (Mc.)5 Duncan Silver20 Franklin25	$\frac{35_8}{163_4}$	14	Silver Nugget	·13! ·15]	-14
St. Charles Bridge, 7-8s St. L. Bridge & Tuu—	10112	101	Boott Cot. (Mass.) 1000	x200 2012%	203	Franklin 25 Harshaw Silver Humboldt 25 Hungarian 25	6 50e.	1.00	South Bodie	*23°.	35
St. L. Bridge & Tuu— 1st, 7s, g., 1929.A&O Reconstrue, certfs	114 108	116	Border City Mrg. (F.R.) Boston Co. (Mass.) 1000	1600	143 1605	Hungarian25	30e. 512	50c.	South Hite 25 Spring Valley1	42	·14.
W.W.,1sts,1906,M&S	110		Boston Belting100 Bost. Duck (Mass.)700	166 900	1681 ₂ 950	Iluron	45c. 40c.	50c. 50c.	Standard Consol100 Standby10	.22	
western Union Tel 1		11630	Cambria Iron(Pa.)50	v147	150	Manhattan 25 Mesnard 25 Minnesota 25 National 25 Occords 25	15g 24g	13 ₄ 32 ₂	Standby	3.00	6.00
7s, coup., 1900.M&N 7s reg., 1900 M&N Sterl'g 6s, 1900.M&S	116	116 ¹ 2 107	Cocheco (N.11.)500 Collins Co. (Conn.)10 Continental (Me.). 100 Cres't Mills (F. R.) 100 Dayled Wills (F. R.) 100	750	775 10 ¹ 4	National 25 Osceola 25 Pewabio 25	238 38	$\frac{2^{5}8}{38^{4}2}$	Tloga 100 Tip Top 100 Trinity 10 Tusearora 100		2.00r
STOCKS,			Continental (Me.). 100 Cres't Mills (F. R.) 100	75 75	76		23 314	2312	Trinity10 Tusearora100	09	1-2%
Am. Dist. Tel. (Bait.) 25 Boston Land 10	77 ₈ 97 ₈	10 8	Dougl's Axe (Mass) 100	x115	112^{1_2} 117	Pontiao	70e.	4112	Union Consol100		II.
Brookline (Mass.)12d5	1141	10	Dwight (Mass.)500 Everett (Mass.)100 Full Riv. Iron W. 1000	x710 [720 125	Pontiao	67 ₈	7 25c.	V. de W. G10 Wales	54	1
Canton Co. (Balt.) 100 Cent. N.J. L'd Imp. 100	20	30 1	First Mills (F. R.) 100	95	110	Silver 1slct25 Star25	35 2 5	3512	BANK STOCKS.	124	-965
Lonisville Bridge	150		Franklin (Mo.) 100 Great Fails (N. II.)100	x100 1201 ₂	1214	Star25 Sullivan(Mo.)Silver 10 Superior25		25c.	Bank of Baltimore 100	12712	
MeKay Sew'g Mach.10 Mayerlek Land10	$\frac{26^{1}2}{3^{7}8}$	$\frac{27^{1_{2}}}{4}$	Hamilton (Mass.) 1000 Hartf, Carpet (Ct.)100	276	280	Winthrop	45c.	50c.	Bank of Commerce 25 Chesapeake 25	15	16
N. L. Mig. Secur. (Bost.) N. Hannshire Land 25	109	10912	Hill (Mc)100 Holyoke W. Power 100	x 97 285	260	MINING STOCKS (N. Y. & SAN. FRAN.)			Citizens'		15% 113.
N.Y. Loan & Imp't 100 N.Y. & Tox. Ld., Llug. 50	84	96 1	Jackson (N. H.) 1000	1220 D	1230	AlieeAlpha Consol G&S.100	7	8	Farmers' & Merch40 Farmers' & Planters'25	31 45	31 kg
O. Dominion SS. Co. 100	24		Kearsarge	125 550	560	Alta Montana100 American Flag10	1.65 25 51	1.75 27	First Nat. of Balt100!		130
Pacific Mail SS, Co.100	5038	501	Laucaster M.(N.H)400	850X	370 1700	Aurio10 Bald Mount	·51	156	Franklin	103	110
Puilm'n Palace Car100 St. Lonis B'dge, 1st pref	:67	130 71	Lowell (Mass)690 Lowell Bloschery.200	945 x250	155	Basslek	*85		11 own 191	33	10 35 _~
St. Louis Tunnel RR	190 50	95	Lyman M. (Mass.) 100	740 · 114	115	Bollo Islo1001	40		Marino 30 Mcchanies 10 Mcrehants 100 National Exol'go 100	125 .	12-
EXPRESS STCKS	\$158	131	Manchester (N.H.) 100 Mass. Cotton1000	x185 1265	190 1275	BelmontBest & Beloher100			National Exoh'go. 100 Peoplo's25	108	
American 100	6312	121 6±1 ₂	Lawrenco (Mass., 1000) Lowell (Mass) 690 Lowell Bloachery, 200 Lowell Mach.Shop, 500 Lynnau M. (Mass.). 100 Manchester (N.11.) 100 Mass. Cotton 1000 Mechanics' (F. R.) 100 Morrimack (Mass) 1000 Middlessy (Mass.) 100	123 175	126	Bodie100 Bonanza Chlef1	614	27	Peoplo's25 Second National100 Third National100		06
Wells, Fargo & Co. 100	524	53 118	Morrimack (Mass) 1000 Middlesex (Mass.) . 100	1615 250	1625 255	Breeee	.80	1.00	Union	78 2978	85
* Price nominal: only	-		ne i The murchesers	lannow	200m	red int. tin London.	A One		ner share.		

^{*} Price nominal; no 'nto transactions.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Concluded. For Explanations See Notes at Head of First Page of Quotations.

		For	Explanations See	Notes	at H	lead of First Page	or Q	notat	lons,		
BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bld.	Ask.	INSURANCE STOCKS.	Bid.	Ask.
BOSTON.			German National, 100	1	126	Manufacturers' Nat.25	28		Factors'& Trad's' Mut.	75	80
Atlantic		154	Keatucky Nat100 Louisv. Banklag Co.40		200	Mechanics' Nat100 Merchants' Nat			Mobile Mutual70 Planters' & Merch.Mut	40	55 45
Blackstone	1164		Masonle100 Merchauts' Nat100	118	120	Nat. B'k Commerce.50 Nat. B'k Germant'a.50			Stonewall	85 40	90
Boston Nat100	11612		Northern of Ky 100	101	100	Nat.B'k N. Libertles 50 Nat.B'k Republic100		1	NEW ORLEANS. Crescent Mutual	10712	
Brighton, (Nat.)100	102	10212			132	National Sccurity. 100			Factors' and Traders'.		10612
Broadway100 Buaker Hill100	160	163	Western100	103	106^{14} 105	Penn Nationai50 Peopic's100	I		Firemen's	94	9512
Central	112	113	West, Finan. Corp 100 MOBILE.	101	102	Piniladelphia Nat100 Second Nat100			Hibernia	x97 321 ₂	
Columbian100	140 122	150	Bank of Mohile25 First Nat100	25 120		Seveath Nat100			Hope. Lafayette Merchants' Mutual	5414	61 ¹ 2 57 ¹ 2
Commerce 100 Commonwealth 100 Contlacutal 100	1194		Nat. Commercial., 100 MONTREAL.		100	Sixth Nat	140		Merchants' Mutual Mechanics' & Traders'	991_{2} 99	101
Eagle100	11739		British N. America	103	10313	22d Ward50 Third Nat100		82	New Orleans Ins. Ass'n New Orleans Ins. Co	333 <u>4</u> 571 <u>2</u>	3412
Exchange100	141	14119	Commerce50 Domialoa50	133		Union Nat50	66		Pcople'sSun Mutnal	2712	
Fanenll llail100	127	1131 ₂ 1271 ₂	Eastern Townships.50	x110	95 113	Western Nat50 West Philadelphia.100	85	93	Tentonia	110	10612
First National100 First Ward100 Fourth National100	201	203 100	Exchange100 Federal100	63 1333	66	PORTLAND, ME. Cumberland Nat40	x57	58	NEW YORK, American50 American Exch100		
Freemans'100	106	1064 1221	11ocheiega160	55		Canal Nat100 Casco Nat100	Y148	160 149	Bowery25	105 195	
Glohe100	12110	110 123	Imperial100 Jacques Cartler100	1201 ₂ 95	122 ¹ 2 98	First Nat	x148 x109	149	Brooklyn 17	190	213 200
Hamiltoa100 Hide & Leather100 Howard	117	118	Maritiale100 Merchants'100		11712	National Traders'.100 R1C11MOND, VA.	x147	148	Citlzens'	180	122
Howard100 Maanfacturers'100 Market100	107 ¹ 2	108	Montreal	101	106	City Baak 25	24 130	25	Clinton100	120 58	140
Market(Brigittoa).100	130	133	Nationale	80	81	First Nat	1031₂		Commercial50	100	
Massachusetts 250 Mayerick 100	1174 225	2251 ₂ 125	Quehee100	100		Nat. Bk of Virginia100 Pianters' Nat100	130	101	Continental100 Eagle40	210	100
Mechanics' (So.B.)100 Merchandise100	124 110	$ 110^{1}_{2} $	Standard100	104	105 1443	State Bank of Va.100 ST. LOUIS.			Empire City100 Exchange30	95 100	100
Metropolitan 100		144 112	Valon100 Vilie Marle100	85 30	90 41	B'k of Commerce100 Commercial100			Farragut 50 Fireunch's 17 Fireunch's Trust 10	125 95	102
Monumeut 1001	180 ¹ 2	112	NEW ORLEANS. Canal & Banking100	1	121	Continental100 Fourth National100	98	100 275	Firemen's Trust10 Frank & Emp'lum	105 110	120
Mt. Vernon100 New England100 North	130½ 130½	131	Citizens' 100 Germania Nat 100	10212	105	International 100 Mechanics' 100	90	95	German-American 100	160	165
North America100	11212	1131 ₂ 613 ₄	Hibernla Nat100	100		Merchants', Old	5	100	Germania 50 Giobe 50	150 112	160
Old Boston50 Pacific100	11212	113	Louisiaaa Nat 100 Metropolitan	94	9514	Merchants' Nat100 St. Louis National.100		105	Greenwich25 Gnardian100	$\frac{260}{60}$	
Peopie's100 Redemptloa100	$\frac{160}{1411_2}$	143	Mutual Nat100 New Oricans Nat. 100	130	107 133	Third National100 Valiey National100	10212	10312	Hamilton15 Hanover50	$135 \\ 170$	140 180
Republic100	128 120	$\frac{128^{1}2}{121}$	State Nat100	105		Valiey National100 8AN FRANCISCO. Anglo-California			Hoffman50 Home100	80	87 150
Rockland100 Second Nat100	130 151 ¹ 4	133 152	Union Nat100 NEW YORK.	99	101	Bank of California	133	133	Hope	60	65
Security100	$\frac{185}{120^{1}2}$	200	America 100 American Exeh'ge100	140	143	First Nat. Gold100 Grangers' B'k of C.100			Importers' & Trad50	95	100
Shawmnt100 Shoe & Leather100	11512	116	Broadway25 Butchers'& Drovers25	130	128	Merchants' Exch. 100 Nat.Gold Bank& Tr. Co			Irving100 Jefferson30	65 130	70
State 100 Suffolk 100	121 123	121 ½ 124	Central National100	121		Pacifie	122		Kings Co. (B'klyn) .20 Knickerbocker40	190 55	200
Third Nat		108 104	Chase National 100 Chatham 25	1110		FIRE INSUR'CE STOCKS.			Lafayette (B'klyn) .50 Lamar 100	108	115 105
Tremoat100 Ualon100	121 148	121_{2} 149	Chemical 100	:1791		BALTIMORE, Associate Firemea's.5	7	712	Lenox25 Long Isl'd (B'klyn).50	75	80 120
Washiagton100 Wobster100 BROOKLYN.	135 ¹ 2 112	$136\frac{1}{2}$ $112\frac{1}{4}$	City	107		TD - 141 TT T T T T T	2612	27	Loriliard25	70	75
BROOKLYN. Atlantle (State)	140		Contineatal 100 Corn Exchange 100	:118		Baltimore Fire Ins. 10 Fireunen's Iasur'ce. 18 Iloward Fire	30½ 7⅓	712	Mannf. & Builders'100 Manhattan100	100	140 110
Brooklyn First National	112 220	117 230	East River 25 Eieventh Ward 25	150	98	Merchants' Mutual 50	50 50	60	Mech. & Traders'25 Mechanics' (B'klyn)50	150 160	160 165
Fulton	100	110	First National100	600		National Fire10 BOSTON.	11	12	Mercantile50	85	$\begin{array}{c} 90 \\ 125 \end{array}$
Commercial	70	260	Fourth National100 Fulton30	1135		American F. & M. 100 Boston100	X130	133 125	Merchants'50 Montank (B'klyn)50 Nassan (B'klyn)50	110	120 160
Long Island	96	100 1	Gallatin National 50	360		Boylstoa100 Commonwealth100	128	130	National3712 New York City		80
Mechanics'	180 160	185	Germania 100	90		Dwelling House100	115	118	N. Y. Equitable35	150	165
Brooklyn Trust CHARLESTON.	130	140	Greenwich25			Eliot100 Firemen's100	160	165	New York Fire100 Niagara50	160	118
B'k of Chas.(NBA) 100 First Nat. Chas100	97 106				124	Franklin	65 134	70 135	North River25 Paclfie25 Park100	108 220	226
People's National. 100 CHICAGO.	106		trving	:130		Mass. Mutual100 Mercantile F. & M.100	116^{1}_{2} 139	118 140	Park100 Peter Cooper20	113 180	
Commercial Nat100	175		Manhattaa 50	139	144	Neptune F. & M100 North American100	12412	125 122	People's		125
Corn Exch. Nat 100 Fifth National 100	140		Marine Merch'ts.20			Prescott	128	129 73	Relief50 Republic100	80 70	85 80
First National 100 Hide and Leather	210 100		Market100 Mechanics'25	120 145		Revere100 Shoe & Leather100	127	130	Rutgers'100 St. Nicholas52	160	
Home National 100 Merchants' Nat 100	75 200	90	Market 100 Mechanics' 25 Mechanics' B. Ass'n50 Mechanics' & Tr. 25 Mercantile	72	80	Washington 100 CINCINNATI,		152	Standard 50		
Northwestern Nat 100	117		Mercantlle100	104 130		Amazon(new stock) 20 Cincinnatl25	72^{1}_{2}		Star100 Sterling100	115 75	120 80
Union National100 Un Stock Y'ds Nat.100	210		Merchants'50 Merchants' Exch'gc50 Metropolitan100	150	133	Cincinnatl	105 160		Stnyvesant25 Tradesmen's25	115	105
CINCINNATI. Citizens' National	129	130		150 101	105	Euterprise20	115		United States25 Wostebester10	120 105	
First National	200	206	New York		146	Eureka 20 Firemen's 20	150		Williamsburg City50	200	•••••
Germaa Banking Co. 1	150		Nlath National 100	110		Germania20	140 100		PHILADELPHIA.§ American Fire100		
Merchants' National. Nat. Laf. & Bk. of Com.	115 150	120	North River	;	98	Glohe20 Merchants'& Maauf 20	140	100	Fire Association50 Franklin Fire100		
Becond National Third National	115 200	$\frac{120}{205}$	Oriental. 25 Pacific. 50	125		Mlami Valley50 National100	125	100	Delaware Mntnal25 Ias, Co. of N. Am'ca 10	3310	
Ætna Nat.	133	138		:141		Washington 20		125	Ins. Co. State of Pa 200		
American Nat50 Charter Oak Nat. 100	73	75	People's 25 Phenix 20	******	110	Western. 25 HARTFORD, CONN.	•••••	145	Pennsylvania Flre 100 Lumbermen's 50		
Consectiont River 50	137	103	Phenix 20 Republic 100 Second National 100	128		Ætna Fire100	x255	257	Spring Garden50 Uulon10	12	126
Far. & Mech Not 100	35 127	42 129	Shoo & Looth100		130	Connectient 100	23 140	257 25 142 275 169	United Firemen's 10 RICHMOND.	2812	
First Nat. 100 Hartford Nat. 100	123 163	125 166	8t. Nicholas. 100 State of N. Y. 100 Tradesmen's 40 Ualoa. 50	110		National 100	270 166	275 169	City	24 ¹ 2 104	107
National Exchange 50	133 76	139 79	Tradesmen's40	110	112	Phonely 100	127 258	130 262	Virgiala F. & M25	3412	
THUBLIX NOT 1001	167 111	170 113	PHILADEL PHIAS	+1.40	••••	LONDON LONDON	62	70	Virginia Home 25 Virginia State 25 ST. LOUIS.	34	
Btate		110	Central National 100		000	Commercial Onion - Tol	25 72	26 73	American Central25	35	
Citizens' National 100	138 84	85	Commercial Nat 50	210		Guardian50 Imperial Fire25	152	153	Citlzens'100	105 100	
Citizeus' National 100 City Nat 100	121 119	Lau	Coasolidation Nat 20			Lancasnire F. & L. 25 London Ass.Corp. 124	81 <u>9</u>	83 <u>1</u>	Marine100	10712	
City Nat	95	87	Corn Exchange Nat.50 Elghth Nat.			North'n Fire & Life	21 53	534	California100		130 100
Farmers' & Drov. 100 First Nat. 100 German Ins. Co.'s. 100	101 130	****	First Nat. 100 Farmers' Mech. N.100		• • • • • • •	Queen Fire & Life	6312	0.4.48	Firemen's Fuad1001		110
German Ins. Co.'s.100 German100	0.0	TUU	URITREO NORMON AO	125 83		Royal Iusnrance3	3238	3258	11ome Mutuai State Investment. 100	95	100
* Price nomina		TOE !	Neuslugion Nat. 50	60			65	70	Union100 Western		125

Price nominal; no late transactions.

Luvestments

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.

New York Central & Hudson River Railroad.

(For the year ending Sept. 30, 1880.)

(For the year ending Sept. 30, 1880.)

The brief preliminary report of this company has already been analyzed in the Chronicle, but the full report to the State Engineer contains many additional details of interest.

The statistics have been compared for fonr years in the usual comprehensive form used in the Chronicle, and the tables are presented below. In addition to the large increase in gross and net earnings, the capital account is also changed and shows an increase of \$4,233,636 in the cost of road and equipment, of which \$952,197 was for the purchase of the Junction (Buffalo) and Syracuse Junction railroads, which had previously been leased, \$1,719,215 for additions to equipment, and \$1,400,861 for additions to land and station buildings.

The chief expenditures for land were: At 66th Street, New York City, \$685,389; at Bnffalo, \$380,948; at Syracuse, \$28,232.

The expenditures for additions to stations included \$144,471 at Buffalo.

The statistics of traffic, earnings, income, &c., are shown in the following tables:

ROAD AND EQUIPMENT.

	MUMD AND	ACTI MANNETO		
	1876-7.	1877-8.	1879-9.	1879-80.
Miles owned	740	740	740	756
Miles ls'd & contr'd	260	278	260	258
Total operated	1,000	1.018	1,000	1.014
Locomotives	610	595	602	639
Pass.,mail&expr.ears	707	683	626	600
Freight and coal cars	15,661	15,964	16,486	19,395
OPER	ATIONS AND	PISCAL PESTI	TS	

 Operations
 1876-7
 1877-8.
 1878-9.
 1879-80.

 Passeagers carried.
 8,910,325
 8,927,565
 8,130,543
 8,270,857

 Passeager mileage..316,847,325
 300,202,140
 290,953,253
 330,802,223

 Rate p. pass. p. mile
 2°075 ets.
 2°05 ets.
 2°05 ets.
 1°09 ets.

 Freight (tns) moved
 6,351,356
 7,695,413
 9,015,753
 10,533,038

 Fr'ght (tns) mile'ge*, 1619948655
 2042755132
 2295827387
 2525139145

 Av. rate p. t'n p. mile
 1°01 ets.
 0°91 ets.
 0°79 ets.
 0°87 ets.

* Exclusive of comp	onv's froight	h		
Earnings-	s s	œ.	•	œ.
Passenger	6.576.816	6.022.956	5,953,102	6.611.159
Freight	16,424,317	19,045,820	18,270,250	22,199,965
Car servlee	1,057,114	888,462	1,023,037	989,739
Mail and telegraph	332,420	447,779	501,169	518,111
Total carnings	24,390,667	26,405,017	25,747,558	30,318,974
Operating expenses-				
Mainten'e of way,&c.	2,456,115	2,872,805	1,973,912	2,257,212
Maint'nce of equipm't Transp'tion expenses	2,864,785	2,937,530	2,763,717	3,611,825
Car service	7,482,232 1,625,083	8,461,751 $1,673,720$	8,548,191 $1,763,156$	8,351,074 1,658,208
Miscellaneous	175,813	190,171	202,269	94,300
Total	14,601,028	16,135,977	15,251,275	16,972,619
Net earnings*	9,786,639	10,269,040	10,496,283	13,346,355

_* See Incomo Accour	t below for t	otal income.		
	INCOME	ACCOUNT.		
Receipts-	1876-77.	1877-78.	1878-79.	1
Net earnings	9,786,639	10,269,040	10,496,283	13

Receipts-	\$	8	8	*
Net earnings	9,786,639	10,269,040	10,496,283	13,346,355
Rentals and interest.	1,411,137	1,628,451	1,592,333	1,711,718
Uso of road	234,426	229,721	227,427	237.748
Other receipts	542,855	647,365	829,265	907,499
Total lucome	11,975,057	12,774,577	13,145,308	16,203,300
Disbursements-				,,
Rentals paid	2,287,698	1.939,556	1,929,264	1,922,279
Interest on debt	2,744,005	2,796,576	2,749,761	2,822,879
Taxes on real estate.	-,,	_,,,,,,,,,	871.798	877,274
Taxes on earnings			012,100	11,640
Dividends*	7,140,659	7,139,528	7.139,528	7,141,512
		-,		
_ Total disb'nts	12,172,362	11,875,660	12,690,351	12,775,586

879-80.

Balance, surplus or deficit......Def.197,305 Sur.898,917 Sur.454,957Sur.3,427,714

* 8 per cent.

The forms nsed for the reports to the New York State Engineer have been changed slightly, and the details of the general balance sheet, as given in the second table below, are more complete than ever before presented.

GENERAL BALANCE.

The comparative statement of the cost of road and equipment

Lot Tour y cars is as Tollo	ws:			
	76- 7.	1877-8.	1878-9.	1879-80. \$
Grading and masonry 19,5	ŭ1.107	19.543.814	19.599.938	19,635,863
Driuges 2.59	28,028	2,528,026	2,535,456	2,587,798
Superstructure, includ-				
lng iron and steel 29,1	19,426	29,216,926	29,415,676	24,488,769
Pass. and freight sta-				10.000 100
Land, land damagos,	26,328	12,196,710	12,746,512	13,061,458
and fences11,96	20 000	12,469,818	12,537,438	13,623,353
Locomotives, fixtures,	30,000	12,400,010	12,001,400	10,020,000
	88,904	5,868,187	5,921,637	6,173,736

	1876-7.	1877-8.	1878-9.	1879-80,
Passenger and baggage	*		*	*
cars	1,764,144	1,628,293	1,514,293	1,412,293
Freight and other ears.1			10,294,022	11,863,187
Engineering & agencies.	2,999,473		2,999,473	2,999,473
Miseellancous	21,275		*******	
Rochester & Lake On-	1 50 000	****	****	200
tarlo Railroad	150,000	150,000	150,000	150,000
Buffalo & Niagara Falis	658,922	010 000	070.000	050 001
Rallroad Lewiston Raliroad	400,000	658,922 400,000	658,922	658,921
Syraeuso Junction RR.	, -	- /	400,000	400,000 732,297
Junction RR. (Buffalo)				219,900
Saratoga & 11. R. RR	2,000,000		2,000,000	2,000,000

Totals.................99,142,409 99,894,096 100,773,417 105,007,053 The balance sheet, in detail, is as follows:

ASSETS.

Cost of road and equipment. Expended by companies previous to or anization of Non

York Central & Hudson River Company	TOH OF NOW	105 007 059
Certificates Issued on consolidation in 1869, and	d represent-	100,000,000
ing eost to New York Central & Hudson River		31.157.904
Other lines owned	company.	01,107,00%
Hudson River bridges\$	1 078 540	•
Dunkirk Aliegheny Valley & Plttsburg RR	0.000.001	
Geneva & Lyons RR.	331,880-	4,928,053
Real estate outside of road in New York and Tr	001,000-	1,173,500
Advances on Harlem construction	\$69.069	1,170,000
Company's own stock held		
Stock in other roads—	154,200	
Troy Union	15,000	
Bulfalo Cross-town	12.684	
Merchants' Dispatch	730,575	
United Pine I has	24.850	
United Plpo Lines Pittsburg & Lake Erie	100,000	
New York Central & Nlagara River	28,100	
Stock and bonds Syraeuso Geneva & Corning	380,010	
Jamestown & Franklin RR. bonds		1 071 000
	127,500-	1,671,989
Fuel and supplies on hand	F47 410	1,322,565
Cash on hand		
Station balances	986,037	
Connecting railroad balances	323,913	
United States	698,049	
Harlem equipment	401,391	
Sundry open accounts	16.741-	4 178 554

.....\$149,437,621 Total assets..... Cupital stock.
Cupital stock.
Funded debt
Unfunded debt
Balanco.

Total liabilities..... The items of the above unfunded debt (\$5,319,440) are given as follows:

Pay-rolls and operating expenses unpaid	\$2,390,681
Due other railroads.	2,424,357
Interest due and unpaid	2,153
Dividends unpaid	27,311
Open accounts	None
Bonds past duo	2.590
Real estate bonds assumed in purchasing land	472,346

\$5,319,440

GENERAL INVESTMENT NEWS.

Boston & Maine—Eastern.—The Boston Advertiser says: "Negotiations looking to the establishment of strictly mutual business relations between the Boston & Maine and Eastern RR. companies have recently been revived, and there is good prospect that an arrangement satisfactory to all parties will soon be arrived at. The movement, if consummated in the manner proposed, will, however, come much short of consolidation, of which there is not even a remote prospect." * * * "Any exact estimate it would be impossible to give, but the annual saving will not be less than \$200,000 per annum and may amount to \$400,000. The receipts of business as thus conducted are to be divided between the corporations in the ratio of the respective total earnings of the two of the past three years."

Chicago Burlington & Quincy.—The special meeting of the stockholders was held at Chicago on Tnesday, Dec. 28. The great question of declaring a stock dividend of 66 2-3 per cent was adjourned until January 8, 1881, without action.

Cincinnati Sandusky & Cleveland—Indianapolis Bloomington & Western.—The lease of the Sandusky Road by the Indianapolis Bloomington & Western specifies that 35 per cent of the gross earnings of the Sandusky be paid into the Sandusky treasnry; but the Indianapolis Bloomington & Western guarantees a minimum rental of \$300,000 per annum—an amount sufficient to cover all fixed charges.—Boston Advertiser.

Hannibal & St. Joseph.—The board of directors of the Hannibal & St. Joseph Railroad Company have declared a dividend of 3½ per cent upon its preferred stock, payable February 1, 1881. The following is the statement presented, showing the business for the year ending with December 31, 1880, the month of December being partly estimated:

Gross earnings	\$2,574,349
Gross earnings	1,467,336
Net earnings.	\$1,107,013
Fixed charges. \$654,640 Dividend 3 per cent, Aug. 2, 1880. 152,490	807,130
Dividend 3½ per cent	\$299,883 177,905
Proceeds from free lands	\$121,978 63,505
Balance.	\$185,483

Compared with last year the figures	are as follows:
1879. Green earnings\$1,997,406 Proceeds from free lands, etc. 37,191	\$2,574,349 Inc. \$576,943 63,505 Inc. 26,314
Total\$2,034,597	\$2,637.854 Inc. \$603,257
Operating expenses, construc- tion and equipment. 1,223,422	1,467,336 Iuc. 243,914
Net result	\$1,170,518 Iuc. \$359.343 654,640 Dec. 2,680
Balauce	\$315,878 Inc. \$362,023
Dividend 1 per cent, Ang. 2, 1880, and 342 per cent, Feb. 1, 1881	330,395

lowa Falls & Sloux Clty.—The Boston Advertiser says:

The road is leased to the Illinois Central Ruilroad and forms with the Dubuque & Sionx City Roads their Iowa line. The rental is 36 per cent of gross earnings and a rebate of 10 per cent on all business given to or received from the Dubuque & Sionx City Road. It had April 1 (the date of last annual report) 354,019 acres of unsold land and \$441,668 of outstanding land contracts. It is a due east and west line, running through a fine furning country, and is rapidly increasing its earnings and land sales. Quarterly dividends of 1 per cent on its capital stock of \$4,623,500 are now regularly paid, and the prospect is good for an increase to 6 or 7 per cent annually in the near future. The bonded debt is \$2,947,500, or about \$15,000 per mile. Cash surplus, April 1, 1880, \$140,000. The earnings are as follows: \$185,483 Inc. \$31,628 Surplus \$153,955

	80. 1879.
July	041 \$33,493
Angust	
September	1110
October 60	.082 53,802

"Increase for four months, \$40,270, or 25 per cent.
"Iand sales to Dec. 1, 1880, \$439,313; same time in 1879, \$45,363; increase, \$393,980, or over 850 per cent."

Kansas City Lawrence & Sonthern.—The official announcement is made that the Kansas City Lawrence & Sonthern, the Southern Kansas & Western and the Sumner Connty railroad companies have been consolidated, and that the lines formerly owned by these companies after December 31. 1880, will be operated as one under the name of the Kansas City Lawrence & Southern Kansas Railroad Company. The headquarters of the new company will be at Kansas City.

Kentucky Central.—It is reported from Cincinnati that a syndicate of 20 Cincinnati capitalists has purchased the interest of the Pendleton family and Peter Frinn in the Kentucky Central Railroad, thereby securing a controlling interest. About 30,000 shares of the stock were bought at 40 by Albert Netter and M. R. Ingalls, President of the Cincinnati Indianapolis St. Louis & Chicago Railroad.

Louis & Chicago Railroad.

KnoxvIlle & Ohlo.—It is said that all the details have been agreed upon between the Knoxville & Ohio and Lonisville & Nashville roads in regard to their meeting at the State line. The two main points are: First—The Louisville & Nashville Company binds itself to complete its road to the State line by the first day of July, 1882, and the Knoxville & Ohio Company to meet it there at the same time. Second—The Louisville & Nashville guarantees absolute impartiality in reference to transportation rates as between that road, the Knoxville & Ohio road and the Kentucky Central road, after it has joined the Louisville & Nashville road.

Lake Frie & Wastern—The Lake Frie & Western Pailway

Lake Eric & Western.—The Lake Eric & Western Railway Company directors have called a meeting of the stockholders and registered bondholders, at Lafayette, Ind., on the 3d day of March next. A contract of consolidation of this company with the St. Louis & Indiana Railway of Illinois, the Lake Eric & St. Louis and the Frankfort and Kokomo Companies of Indiana, will then be submitted for ratification.

Long Island Rallroad.—Colonel Thomas R. Sharpe, who has been Receiver of the Long Island Railroad since 1877, has resigned, and Mr. Austin Corbin has been appointed as his successor. The road will probably be reorganized soon and Mr. Corbin elected President

Lonisville Cincinnati & Lexington.—The following is a statement of the business of this line for the four months, July 1 to November 1:

Operating expenses	051 800	1879. \$412,311 234,990
Taxes. Rentals. Net profits.	5.000	6,800 6,722 164,799

Louisville & Nashville.—In Nashville, December 30, the solicitor for Robbins B. Smith appeared before the Chancellor, and consented to the dismissal of the proceedings which he had instituted for an injunction to prevent an increase of the capital stock of the Louisville & Nashville Railroad.

Marletta & Ciuclinati.—The Receiver has filed his November report with the elerk of the conrt, which shows: Receipts. \$316,876
Disbursements. \$29,808

grant could not be complied with. We should like to have Mr. Palmer, or the New York papers, state these conditions. We also stated that the Palmer-Sullivan interest has secured a grant for a line from San Luis Potosi to Zacatecas.—Boston Transcript.

Nashna & Lowell—Peterberough.—In the snit of the Nashna & Lowell Railroad Company vs. the Peterborough Railroad, wherein the former sought to be relieved of the obligation to pay the rental stipulated in the case of the Peterborough Road to the Nashna & Lowell Road, which lease the latter corporation maintained was not properly authorized to be executed in their behalf, a stipulation dismissing the bill of complaint has just been filed in the Clerk's office in this city.—Boston Advertiser.

Ohio & Mississippi.—Mr. John King, Receiver, filed his November report with the Clerk of the U.S. Court as follows:

Zioicanos sopista	
Receipts.	
Cash on hand Nov. 1st	\$321,361
Caeli from station agents	200,401
Cash from conductors	5,815
Cash from individuals, &c	61,241
Cash from oxpross companies	712
	01 000 454
Total	\$1,082,484
Disbursements.	
Vouchers subsequent to Nov. 17th	\$328,873
Rolls and wages subsequent to Nov. 17th	143,991
Coupous second consolidated mortgago bonds	250,000
Coupons first mortgage Springfield Division	143,370
Cash on hand Dec. 1st	211,019
Moto!	\$1.082.454

Pittsburg Titusville & Buffalo.—In regard to the consolidation of this road with others, the President, Mr. J. W. Jones, issues a circular, dated December 18, 1880, which contains the

AMAROO OF SIGNATURE OF THE PROPERTY OF THE PRO	
Salamauca to Oil City	100 miles.
Branch to Bradford	20 miles.
Oll City to Buffalo	140 miles.
Union & Titusville branch	25 miles.
Titusvillo & Oil City Rallway	9 milos.
Total	294 miles.
With the following capital:	
Common stock	\$3,650,000
Preferred stock	
First mortgage bonds	
Total	\$17.650.000

Unimaca acot	2-4-0-49
Passengers	
Freight	
Express	\$359.953
Charges against earnings	ф 330,033
Passenger transportation \$64,717 Freight 120,827	
Interest 101,887—	347,432
Surplus for the year	\$12,521 627,196

Mexican National Railway.—It is announced that Messrs.
Palmer & Snllivan or the Mexican National Railway Company have obtained the Morelia grant, with a subsidy of \$8,000 per kilometre, for a line of railway from Morelia north to Salamana and south to Patscario. This concession was first offered to the Mexican Central Railway Company, and by it declined, upon the ground that the conditions annexed to the

the present management, it could succeed in accomplishing no change, the greater part of the capital of the company being held in the United States. The very influential American committee, appointed upon the direct request of the English committee, has ananimously recommended the present management for re-election. Before I left Philadelphia I believed such a course was assured irrespective of the vote of any English shareholder; but the very gratifying resolutions adopted at the Cannon Street meeting on Thursday, in my opinion, secure it beyond peradventure. The issue of deferred income bonds will be made within a few days, and as my presence here pending that issue is a necessity, the election which would otherwise have taken place on Jannary 10 will be postponed to enable me to be present and vote upon the proxies which I hold.

FRANKLIN B. Gowen, President."

—On the other hand, Messrs. Kidder, Peabody & Co., in New York, give notice that they will vote on the stock of Messrs. McCalmont Brothers & Co. (about 207,000 shares) for F. S. Bond, as President of the company, and they invite proxies from other shareholders to vote in the same interest. The new board of managers proposed includes the names of George F. Tyler, E. A. Rollins, Henry Lewis, I. V. Williamson and John S. Newbold. Messrs. Lewis and Williamson are members of the present board of managers, and Mr. Newbold is a member of the banking firm of W. H. Newbold's Son & Co.

As to the postponement of the annual meeting from Jan. 10 to February 15, in Mr. Gowen's interest, the claim is made that the notice of the meeting having been officially published the date can not now be legally changed. But there is some doubt about this matter, and Judge McKennon of the United States Circuit Court has referred the question to the Masters in Equity, George M. Dallas and Joseph A. Clay, for a report.

St. Lonis & San Francisco.—At a meeting of the board of directors of the St. Louis & San Francisco Railroad Company, the present management, it could succeed in accomplishing no

St. Lonis & San Francisco.—At a meeting of the board of directors of the St. Louis & San Francisco Railroad Company, held on Wednesday, a dividend was declared of 3½ per cent on the company's first preferred stock (\$4,500,000), payable Feb. 1, 1881. The transfer books will be closed on Jan. 28, 1881, and reopened on March 2, 1881. The annual meeting of the stockholders has been called for March 1. The following statement was submitted for the year 1880, Dec. being partly estimated:

-	
Net earnings for the year. \$ Interest charges for 1880	1,374,509 865,747
Remaining	\$508,762
Paid on account now equipment	192,758
Net results for the year	\$316,004 157,500
Surplus. The stock, debt, &c., are as follows:	\$158,504
Capital stock	7,830,000

The company's equipment consists of 59 locomotives, 37 passenger coaches, etc., and 2,123 freight cars and cabooses.

The company's equipment consists of 59 locomotives, 37 passenger coaches, etc., and 2,123 freight cars and cabooses.

Schuylkill Navigation Company—Philadelphia & Reading.—The Philadelphia Press reports that "the scaling down of the interest on the obligations of the Reading Railroad Company is meeting with serious objection on the part of the holders. The stock and bond holders of the Schuylkill Navigation Company, whose canal is rented by the Reading Railroad, long since organized to protect their interests. They have protested against the reduction of the interest on the boat loans from 6 and 7 per cent to 5 per cent, and on the improvement loans from 6 per cent to 5 per cent. This was done without the consent of the holders of the bonds, and it is regarded as a virtual repudiation of the obligations of the company. In the case of the improvement bonds, which matured on November 1, no action looking to their payment has been made. The holders claim that the funds with which these bonds should have been paid have been misappropriated by the Receivers, inasmuch as the agreement with the railroad company is that five cents shall be set apart for each ton of coal carried as a fund for the liquidation of the principal and interest.

—On December 21 the Receivers of the Philadelphia & Reading Railroad, at their meeting, took up the complaint of holders of improvement bonds of the Schuylkill Navigation Company, but no definite action was taken, as the Receivers assert that the Schuylkill Navigation bonds must be considered in the same light as other obligations of the bankrupt company.

Spartanburg & Asheville (S. C.)—Judge Bond has ordered this railroad to be sold on the first Monday in April next. The case in which this decision was made was tried in the United States Circuit Court at Charlotte, North Carolina. The principal question involved was whether the mortgage bonds were to be postponed to the claims of contractors and to mechanics' liens, which latter were filed subsequent to the execution of the mortgage

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIOHT. December 31, 1880.

A snowstorm of unusual severity, attended by extreme low temperature, even in Southern latitudes, has proved a great interruption to trade the past week, and, in conjunction with the indifference to business which usually prevalls in holiday week, left our mercantile community comparatively idle. Mails were delayed and transportation nearly suspended in northern and middle latitudes, and to-day the appearance of large fields of ice in our harbor adds to the difficulties of the situation. In other respects there is nothing to complain of, all the conditions seeming to favor a full and prosperous trade during 1881.

The provision market has been variable, but as a rule the tone presented and the conrse of prices has been slightly upward. A renewed speculative interest is reported, and, notwithstanding the failures at the West, the position is pretty well maintained. Pork to-day, on the spot, was more active for export, at \$1250@\$13 for old mess; new quoted at \$14; no sales and no regular prices for future contracts. Lard was fully 5c. per 100 lbs. higher, and quite steady; sales on the spot included January, 9c.; February, 9:10@9:12½c., closing 9.07½@9.10c.; March, 9.17½@9.20c., closing 7.17c.; April, 9.25@9.30c., closing 4.27½c.; seller 6 months, 9@9.02½c.; buyer next year, 9.90c.; refined to the Continent, 9.20@9.25c. Bacon was held more firmly at 7.20c. for long and 7.60c. for short clear; half-and-half, 7.40c. Cut meats were quiet and irregular; pickled shoulders selling at 5½c.; 10 lbs. bellies, 8c., and 12 lbs. 7½c.; 12 lbs. pickled hams, 8c. Beef firm and in better request, at \$19@\$20 for extra city India mess. Beef hams firmer and more active, at \$17@\$17 50. Butter is still quiet. Cheess steady and in some export demand; State factory, 9¾@13½c. Fresh eggs advanced to 37@40c. per doz. for local; stock very scarce. Tallow quiet at 6@6½c. The following is a comparative snmmary of aggregate exports from November 1 to December 25: 9.07½@9.10c; March, 9.17½@9.20c., closing 7.17c.; April, 9.25@

	1830.	1879.	Increase.	Decrease.
Porklbs.	10,870,800	11,659,600		788,800
Baconlbs.	126,164,402	117,991,482	8,169,920	
Lardlbs.	62,445,835	62,439,721		12,886
м -				
Totallbs.	199.481.037	192,112,803	8,169,920	801,686

Total...lbs. 199,481,037 192,112,803 8,169,920 801,686
Kentucky tobacco has been quiet, and sales for the week are only 250 hhds. Prices are nominally unchanged. Seed leaf also dull. Sales for the week: 300 cases 1879 crop, Pennsylvania, 10c. to 40c., and 200 cases 1879 crop, New England, 11@35c. Also 500 bales Havana, 82c. to \$1 20.

Rio coffee has latterly met with a better demand, and has advanced to 13½c. for fair cargoes; to-day the market was active and firm at 13½@13½c. for fair grade. Mild grades have sold moderately. Although at one time prices were depressed, the market has latterly sympathized with Rio, and has shown more steadiness; to-day the tone was quiet but steady. Rice has met with a moderate demand at prices showing no marked change. New Orleans molasses, owing to small receipts here and a limited stock on hand, has ruled higher, especially for the better grades, the closing quotations being 35@5c.; the demand has latterly been brisk; foreign, however, has continued dull, and to a great extent nominal. Raw sngar has been quiet, but firm, at 75%@73/4c. for fair to good refining.

Receipts since Dec. 1.1880...

**Receipts since Dec.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Dec. 1, 1880	18,645	703.	198,224	121
Sales since Dec. 1, 1830	30,414	226	196,933	995
Stock Dec. 29, 1880	25,941	8,123	968,052	2,733
Stock Dec. 31, 1879	33,016	10,695	664,313	155

Refined sugar has been active at strong prices during the last few days, though previously there was some weakness, owing to slowness of trade; crushed closed at 9%c. and powdered at 9%210c. Tea has been quiet and rather weak. Spices have

been quiet.

been quiet.

In naval stores very little has been done, but stocks are well controlled, and the advices from the primary markets are firm, so that a better range of prices is reported here. Strained to good strained rosins, \$1 80@\$1 87½; spirits turpentine, in yard, 47c. Petroleum closed steady, in sympathy with better advices from London; refixed to the home trade, 11c., and for export at 9¾c. Crude United Pipe Line certificates have latterly been active at higher prices; at the close 95%c. was bid, after selling at 97½c. New clover seed, 8½@9¼c., and quiet. American pig iron has found a moderate sale, but in foreign brands little has been done, and prices are weak. Rails fairly active for 1881 delivery at \$60@\$62 50 for steel at the mills. Ingot copper firmer at 19½c. for Lake.

Ocean freight room has latterly been in better demand, owing to somewhat easier rates, particularly for berth room. Grain

Ocean freight room has latterly been in better demand, owing to somewhat easier rates, particularly for berth room. Grain to Liverpool, by steam, 6½d., after being taken at 5½d.; bacon, 30s.; cheese, 35s.; beef, 5s. 6d.; pork, 4s.; cotton, 7-32@¼d.; flour, 2s. 6d. per bbl. and 21s. 3d. per ton; grain to London, by steam, 7½d.; bacon, 37s. 6d.; cheese, 40@45s.; flour, 2s. 9d. per bbl. and 25@27s. 6d. per ton. The charters were: Grain to Cork for orders by steamer, 6s. per qr.; do. to east coast of Ireland, Plymonth or London, 4s. 10½d.; refined petroleum to Bristol, 4s.; do. to Rotterdam, 6s. 1½d.; grain, by steamer, from Baltimore to Cork, for orders or Contineut, 6s. 1½d.

COTTON.

FRIDAY, P. M., December 31, 1880.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Dec. 31), the total receipts have reached 196,435 bales, against 237,980 bales last week, 238,490 bales the previous week and 243,137 bales three weeks since; making the total receipts since the 1st of September, 1880, 3,454,099 bales, against 3,166,855 bales for the same period of 1879, showing an increase since September 1, 1880, of 287,244 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	13,682	25,209	3,436	7,182	6,114	12,799	63,422
Mobile	5,620	3,408	3,120	1,510	413	2,659	16,730
Charleston	2,500	2,830	5,766	3,824	2,176	1,109	18,205
Port Royal, &o.						447	447
Savannah	4,696	6,379	4,724	4,936	233	5,791	26,759
Brunswick, &c.						51	51
Galveston	5,521	6,155	2,561	3,638	2,201	1,723	21,819
Indianola, &c						1,010	1,010
Tennessee, &c	1,058	2,370	3,987	3,037	2,647	460	13,559
Florida						333	333
Wilmington	400	208	781	402	230	934	2,105
Moreh'd City, &c						932	982
Norfolk	4,619	3,144	2,268	4,472	3,326	1,829	19,658
City Point, &c				• • • • •	••••	6,355	6,355
Totals this week	39,096	19,703	26,643	29,021	17,390	35,382	196,435

For comparison, we continue our usual table showing this eek'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	68,422	50,471	47,783	63,997	40,713
Mobile	16,730	13,928	13,228	18,682	11,710
Charleston	18,203	10,147	10,795	8,550	9,703
Port Royal, &o	447	11	122	1,991	679
Bavannah	26,759	19,420	19,681	16,805	13,962
Galveston	21,819	8,614	14,333	15,455	15,059
Indianola, &c	1,010	149	240	140	314
Tennessee, &c	13,610	24,631	10,653	13,914	10,551
Florida	333	1,128	3,430	1,089	839
North Carolina	3,087	1,203	2,196	5,099	1,869
Norfolk	19,658	17,413	17,783	17,662	8,574
City Point, &c	6,355	7,191	2,911	2,371	992
Total this week	196,435	154,306	143,155	165,755	115,268
Total since Sept. 1.	3,454,099	3,166,855	2,719,291	2,498,670	2,677,331

The exports for the week ending this evening reach a total of 115,099 bales, of which 60,394 were to Great Britain, 27,765 to France and 26,940 to rest of the Continent, while the stocks as made np this evening are now 974,184 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season:

Week	TATE	ORTED TO			~	STOCK.		
	EAF	ORIED IC		Tolal this	Same Week	MICON.		
Dec. 31.	Great Britain.	France.	Conti-	Weck.	1879.	1880.	1879.	
Dec. 31.	Bruain.		nent.					
N. Orl'ns	32,229	18,402	13,126	63,757	22,045	290,778	316,102	
Mobile					3,062	67,430	71,223	
Charl't'n	1,801	6,526	2,330	10,657	4,945	100,836	65,755	
Savan'h.	4,080		9,504	13,594	28,384	121,389	84,896	
Galv't'n-	4,143		1,100	5,243	1,446	119,620	79,502	
N. York.	7,671	2,837	830	11,388	4,500	154,835	157,010	
Norfolk-	5,575			5,575	4,750	48,046	53,924	
Other"	4,895			4,895	5,986	71,250	53,000	
Tot. this								
week	60.394	27,765	26,940	115.099	75.118	974.184	881,412	
	1		,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1	001,112	
Tot.since								
Bept. 1	1265,601	274,456	463,377	2003.434	1720,276			

• The exports this week under the head of "other ports" include, from Boston, 2,200 bales to Liverpool; from Philadelphia, 325 bales and 3 Sea Island to Liverpool; from Wilmington, 2,334 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 39,981 bales, while the stocks to-night are 92,772 bales *more* than they were at this time a year ago.

are 92.772 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.

The state of the s										
A .	On	or								
DEC. 31, AT-	Great Britain.	France.	Other Foreign	Coast-	Total.	Leaving Stock.				
New Orleans. Mobile. Charlesion. Bavannah Galveaton. New York. Other ports.	57,802 16,600 9,417 8,500 25,319 1,700 22,000	12,438 7,900 1,550 2,200 7,686 None.	16,753, 8,400 11,850 21,000 11,272 800 2,000	5,676 None. 2,500 5,000 3,810 Nono. 7,000	92,669 32,800 25,317 36,700 48,117 * 2,800 31,000	193,109 31,630 75,519 84,689 71,503 152,035 88,296				
Total	141.339	31,674	72,075	24,016	269,403	704.781				

^{*} Included in this amount there are 300 bales! at presses for foreign ports the destination of which we canot tearn.

The following is onr usual table showing the movements of cotton at all the ports from Sept. 1 to Dec. 24, the latest mail date:

	RECEIPT		EXPOR				
PORTS.	1880.	1879.	Great Britain.	France.	Other Foreign	Total.	Stock.
N.Orlns	744,073	786,541	330,262	146,785	109,165	586,212	290,537
Mobile.	232,123	233,401	21,299	2,001	1,063	24,366	56,827
Char'n*	470,951	354,646	134,466	33,587	102,356	270,409	197,647
Bay'h	592,675	531,496	127,872	23,205	129,111	280,188	119,225
Galv.*.	364,299	336,627	108,653	17,302	,		106,676
N. York	48,355			19,514	37,564	207,953	142,614
Florida	16,923			••••	•••		
N. Car.	107,038				1 '		16,289
Norf'k*	588,606			2,850		192,487	
Other	92,571	133,813	102,097	•	11,422	-113,519	53,500
This yr.	3257,664		1205,207	246,691	436,437	1888,335	933,791
Last ye	ar	3012,549	1118,579	156,487	370,092	1645,158	852,941

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

The New York Cotton Exchange was closed on Saturday and Monday of this week. At the re-opening on Tuesday the market was weak, and futures slightly declined. On Wednesday the reports of severe weather at the Sonth-snow having fallen in every State, attended by very low temperature—cansed a demand to cover contracts, and some revival of speculative confidence, npon which futures advanced 14@20 points. Yesterday, however, about half of the advance was lost, under sales to realize and the absence of an active demand. Liverpool was dearer on Thursday, in sympathy with the turn of this market, but weakened for arrivals from the opening figures. New Orleans advanced %c. on Wednesday, and to-day another %c. To-day our market for futures was firmer, but only a slight advance was maintained at the close. A feature of Thnrsday's business in futures was the sale of "short notices" for the 3d of January at from 11.92c. down to 11.80c.; and, reversing the course of prices, there was a good business to-day at from 11.74c. back to 11-92c. Cotton on the spot was quiet and 1-16c. lower on Tuesday, and remained unchanged until to-day, when an advance of 1-16c. restored the price of middling uplands to 11 15-16c.

The total sales for forward delivery for the week are 450,600 bales, including — free on board. For immediate delivery the total sales foot up this week 3,107 bales, including 720 for export, 2,061 for consumption, 326 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations and sales for each day of the past week:

F									
Dec. 25 to	נס	PLANI	os.	NEW	NEW ORLEANS,			EXAS	
Dec. 31.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. B D Strict Ord. Good Ord. Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair.	Holiday	Holiday	878 912 1012 1078 11716 111118 1238 1258 1316 1334	Holiday	Holiday	878 958 1058 11 11116 111516 1258 1278 1338 14	Ioliday	Holiday	878 958 1058 11 111116 121516 1258 1278 1338 14
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Frl.
Ordin'y. 3 b Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	9 ¹ ₂ 10 ¹ ₂ 10 ⁷ ₈ 11 ⁷ ₁₆ 11 ¹ ₁₆ 11 ² ₈ 12 ⁵ ₈ 13 ¹ ₈	878 9 ¹ 9 10 ¹ 2 10 ⁷ 8 11 ⁷ 16 111 ¹ 16 112 ³ 8 12 ⁵ 8 13 ¹ 8 13 ³ 4	815 ₁₆ 99 ₁₆ 109 ₁₆ 101 ₅ ₁₆ 111 ₂ 113 ₄ 111 ₅ ₁₆ 127 ₁₆ 121 ₁₆ 133 ₁₆ 1313 ₁₆	9^{5}_{8} 10^{5}_{8} 11 11^{11}_{16} 12^{1}_{8} 12^{5}_{8} 12^{7}_{8} 13^{3}_{8}	1115 ₁₆ 121 ₈ 125 ₈ 127 ₈ 133 ₈ 14	$\begin{array}{c} 12 \\ 12^{3}_{16} \\ 12^{11}_{16} \\ 12^{15}_{16} \\ 13^{7}_{16} \\ 14^{1}_{16} \end{array}$	95_{8} 105_{8} 11 1111_{16} 1215_{15} 121_{8} 125_{8} 127_{8} 133_{8} 14	$\begin{array}{c} 12^{15}_{16} \\ 12^{1}_{8} \\ 12^{5}_{8} \\ 12^{7}_{8} \\ 13^{3}_{8} \\ 14 \end{array}$	81516 91116 101116 11116 1123 122116 121516 13716 14116
STAINED.			Sat.	Mon	Tues			Fri.	
Good Ordin Striot Good Low Middli Middling	Ordina	ry		Hoti-day.	Holi-day.	8916 9716 10516 113 ₁₆	$\begin{array}{ c c c c c }\hline 8916 \\ 9716 \\ 10516 \\ 11316 \\ \hline \end{array}$	8916 9716 10516 11316	85 ₈ 91 ₂ 103 ₈ 111 ₄
			MARK	ET ANI	SALE	s.			

SALES OF SPOT AND TRANSIT. FUTURES. Con-sump. Spec-ul't'n Totat. Sales. Bat. Mon Holi day 397 539 411 714 114,500 166,500 115,200 54,400 76 411 1,684 720 250 720 2,061 3,107 450,600 326 Total

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.

							-	
Total sales this wee	Friday, Dec. 31— Sales, total. Prices paid (range) Closing, bid and asked	Thursday, Dec. 30— Sales, total	Wednesday, Dec. 29— Sales, total Prices paid (range) Closing, bid and asked	Tuesday, Dec. 28— Sales, total. Prices paid (range) Closing, bid and asked	Monday, Dec. 27— Sales, total Prices paid (range) Closing, bid and asked	Saturday, Dec. 25— Sales, total Prices paid (range) Closing, bid and asked	FUTURES.	Market, Prices and
K		Lower.	Firmer.				Market.	Tone of the-
		Steady.			7 0 0 7 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Closing.	the-
6,700	1 0	1,400 11.88@11.90 11.83—11.85	4,800 11.74@11.89 11.89— —	500 11.70@11.77 11.72—11.75			December.	
73,600	4,500 11.81@11.97 11.93—11.95	~1	37,800 11.90@11.92 11.92—11.93	12,200 11.72.æ11.81 11.78—11.79	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		January.	
90,700	9,500 12:06 & 12:16 12:13—12:14	\$0,500 12.04@12.20 12.06—12.07	31,300 12.02@12.15 12.15———	19,400 11:89@12'00 11'98— —			February.	DAILY PI
161,100	23.200 12.23.012.35 12.32—12.33	38,200 12.22@12.39 12.25——	53,200 12·19@12·34 12·34—12·35	46,500 12:09:212:17 12:14—12:15			March.	HCES AND
68,700	8,200 12·36 <i>æ</i> 12·50 12·46—12·47	15,800 12:36æ12:52 12:40—	23,800 12·33@12·49 12·48—12·49	20,900 12:21@12:30 12:28—12:29	Нојі	Holi	April.	SALES OF
26,400	4,000 12.52@12.60 12.60—	3,400 1248@12-63 12:52—12:55	10,300 12.44@12.61 12.60—12.61	8,700 12:32@12:44 12:41—12:42	day	day	Мау.	DAILY PRICES AND SALES OF FUTURES FOR
9,800	1,900 12:59@12:70 12:70—12:71	1,000 12:65@12:73 12:65—12:64	2,900 12:58@12:68 12:71—12:72	4.000 12.44@12.53 12.52—12.53			June.	
5,400	1,500 12:69@12:80 12:79—12:81	2,200 12.69@12.82 12.71—12.73	900 12.68@12.75 12.80—12.82	800 12.54@12.62 12.60—12.62			July.	EACH MONTH.
5,400	800 12.85 <i>a</i> 12.87 12.85 —12.86	2,000	1,500 12.68@12.80	1,100			August.	
450,600		B 115,200 11.88@12.85 11.83—12.73	166,500 11.74@12.80 11.89—12.82	A 114,500 11.70@12.67 11.72—12.62			Total Sales and Range.	
	6,700 73,600 90,700 161,100 68,700 26,400 9,800 5,400 5,400	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1,400 11.88.2011.90 11.83-11.85	11.74.810 11.89 1.400 11.88.211.90 11.88.211.90 11.83.11.83	500 11.70æ11.77 11.72æ11.75 4.800 11.74æ11.89 11.89æ1 11.88æ11.90 11.88æ11.90 11.83æ11.85	$ \begin{cases} \begin{array}{ccccccccccccccccccccccccccccccccccc$	$ \begin{cases} $	December. January. February. March. April. May. June. July.

*Includes for September, 1881, 100 at 12.65, 100 at 12.80, 300 at 10.50, 400 at 12.50, 100 at 12.45, 500 at 12.50, 100 at 12.50, 100 at 12.45, 500 at 12.50, 100 at 12.50,

The following exchanges have been made during the week:

20 pd. to exch. 700 Jan. for Feb. 20 pd. to exch. 500 Jan. for Feb. 25 pd. to oxch. 300 Jan. for Feb. 48 pd. to exch. 100 Jan., s. n. 3d, for Mar.

THE VISIGLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Dec. 31), we add the item of exports from the United States, including in it the exports of Friday only: 1880 1970

Stock at Liverpool bales.	478,000	483,000	415,000	414.000
Btock at London	32,300			
DOOCK OU DOLLGOM	02,000	42,000	45,750	16,000
Total Great Britain stock .	510,300	X05 000	400 Ero	100.000
				433,000
Otock at Havre	90,000	43,160		155,000
Stook at Marseilles	0,800		3,000	3,500
Stock at Barcelona	24,700	14,148	7,000	45,000
Stock at Hamburg	3.000	1,800	2,500	0.500
Stock at Bremen	26,700	12,460	34.500	35.000
Stock at Amsterdam	9,300		22,500	22,000
Stock at Rotterdam	4.190		11,000	8,000
Stock at Antwerp	900			
			1,750	3,500
Stock at other conti'ntal ports.	4,790	1,358	6,000	5,750
	450.000	A		
Total continental ports	170,380	88,595	168,230	284,230
Total European stocks	050,680	014,555	632,000	714.250
India cotton affoat for Europe.	53,000	52,000	56,000	45,000
Amer'n cotton afloat for Eur'pe	678,000	012,000	611,000	533,000
Egypt, Brazil, &c., afit for E'r'pe	38,000	32,300	15,000	49,000
Stock in United States ports	974,184	881,412	863,478	
				907,839
Stock in U. S. interior ports	186,005	206,368	170.425	152.878
United States exports to-day	28,000	16,000	15,000	16,000
Total visible supply2	.637.869	2,414,635	2,368,903	2.416.967

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

 Of the above, the totals of American
 369,000

 American
 96,000

 Continental stocks
 96,000

 American afloat for Europe
 678,000

 United States stock
 974,184

 United States interior stocks
 186,005

 United States exports to-day
 28,000
 338,000 29,000 612,000 881,412 206,368

 Total American
 2,331,189
 2,082,780
 2,067,903
 2,071,717

 East Indian,Brazil, &c.—
 Livespool stock
 109,000
 145,000
 132,000
 177,000

 London stock
 32,300
 42,960
 48,750
 16,000

 Continental stocks
 74,380
 59,595
 49,250
 59,250

 India adoat for Europe
 53,000
 52,000
 56,000
 45,000

 Egypt, Brazil, &c., afloat
 38,000
 32,300
 15,000
 48,000
 Total East India, &c. 306,680 331,855 301,000 345,250
Total American 2,331,189 2,082,780 2,067,903 2,071,717

American—	1880.	1879.	1878.	1877.
Liverpool stockbales	369,000	338,000	283,000	237,000
Coutinental stocks	96,000	29,000	119,000	225,000
American affoat to Europe	678,000	612,000	611,000	533,000
	974,184	881,412	863,478	907,839
	321,225	355,943	231,634	253,239
United States exports to-day	28,000	16,000	15,C00	16,000
United States stook United States interior stocks United States exports to-day	974,184 321,225	881,412 355,943	863,478 281,634	907,839 253,239

 Total American
 2,466/409
 2,232,355
 2,173,112
 2,172,078

 Total East India, &o...
 306,680
 331,855
 301,000
 345,250

 Total visible supply
 2,773,089
 2,564,210
 2,474,112
 2,517,328

These figures indicate an *increase* in the cotton in sight tonight of 208,879 bales as compared with the same date of 1879, an *increase* of 298,977 bales as compared with the corresponding date of 1878, and an *increase* of 255,761 bales as compared with 1877.

AT THE INTERIOR PORTS the movement is set out in detail in the following statement:

The roll of the state of the st											
1	Week en	ding Dec.	31, '80.	Week en	ding Ja	n. 2, '80.					
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.					
Augusta, Ga	5,731	2,103	27,187	3,395	550	18,798					
Columbus, Ga	3,106 1,280	1,714	24,616 10,746	2,740	2,317 759	20.710 7.580					
Montgomery, Ala		1,998	12,536	2.368	3,822	17,830					
Selma, Ala	2,571	2,269	9,850	2,172	2,740	16,558					
Memphis, Tenn	13,377	12,175	87,347	11,670	19,272	109,256					
Nashville, Tenn.	1,569	2,065	13,723	1,906	1,115	15,636					
Total, old ports.	30,163	22,523	186,005	25,078	30,575	206,368					
Dallas, Texas	270	488	5,390	265	295	2,991					
Jefferson, Tex	627	505	4.853	500	500	450					
Shreveport, La	2,866	3,710	9,662	2,124	1,397	16,448					
Vicksburg, Miss .	4,964	4,780	8,395	3,807	3,177	8,306					
Columbus, Miss	589	698	7,003	1.041	1,283	5,246.					
Eufaula, Ala	2,041	1,799 307	4,036 1,878	260 335	675 775	3,725 3,328					
Griffin, Ga	2,489	2.347	19,260	1,595	3.048	11,896					
Rome, Ga	1,400	1,900	14,469	1,192	4,057	6,942					
Charlotte, N. C	580	914	666	91	92	1,512					
St. Louis, Mo	15,295	9,552	44,530	14,720	15,456	70,907					
Cincinnati, O	10,521	11,385	15,078	14,215	12,876	17,824					
Total, new p'rts	41,955	38,385	135,220	40,145	43,631	149,575					
Total, all	72,118	60,908	321,225	65,223	74,206	355,943					

The above totals show that the old interior stocks have increased during the week 7,640 bales, and are to-night 20,363 bales less than at the same period last year. The receipts at the same towns have been 5,085 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 unisheading, 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.

RECEIPTS FROM PLANTATIONS.

Week Receipts at the Ports.		Stock at Interior Ports			Rec'pts from Plant'ns.				
ending-	1878.	1879.	1880.	1878.	1870.	1880.	1878.	1879.	1890.
Oct. 15	150,233	181,714	210,347	79,597		121,895			
11 99	163,236	214,461	236,341	97,847		152,765			
44 gg	157.980	215.613	25: 833	115.004	115,185	179,679	174,427	265,355	291,741
Nov. 5	182.874	225.957	251,768	149,493	133,905	204,759	217,838	243,237	276,851
* 12	124 004	230,216	215,842	171,583	187,126	227,135	201,080	273,437	238,318
** 19	181 376	218,408	256,618	188,491	218,999	242,326	195,284	250,250	271.809
** 26	184,625	240.152	205,192	205,912	261,183	247,911	202,046	204,837	210,777
Dec. 3	220,748	216,167	218,341	238,290	287,109	248,863	251,110	239,093	219,295
· 10	220.291	234.875	243,137	259.129	317,468	205,275	213,140	265,235	259,548
** 17	204,889	218,907	233,490	290,937	343,503	294,224	226,710	214,942	267,438
** 24	190,931	207.601	237,958	394,281	364.926	310,015	213,305	229,024	2)3,771
· 31	143,155	151.398	196,435	231,631	355,943	321,275	130,508	145.323	207,643

The rainfall for the past month has been fifty hundredths of an inch.

Waco, Texas.—It has not rained here, but has been very cold, and ontdoor work has ceased. There is very little prospect of any picking hereafter, though much cotton is still nnpicked. Farmers have all they can do to save corn and attend to other pressing work. Everything frozen hard. The thermometer has averaged 25, the highest being 40 and the lowest 8. Rainfall for the past month, eventy-five hundredths of an inch.

New Orleans, Louisiana.—Rain has fallen during the past week on four days, to a depth of one inch and ninety-two hundredths. The thermometer has averaged 41.

Shreveport, Louisiana.—It was cloudy and rainy the first two days of the past week, with an interval of fair weather, followed by rain, sleet and snow, which preceded fair to clear and very cold weather. Roads at present in very good condition, but a thaw will make them very bad. It is thought that abont oneighth of the crop of this section still remains in the fields. Average thermometer 27, highest 46 and lowest 9, and rainfall seventeen hundredths of an inch.

Vicksburg, Mississippi.—Rain has fallen during the week on two days. Weather very cold. Picking has been interrupted by the holiday and snow.

Columbus, Mississippi.—We have had rain on three days the past week, the rainfall reaching one inch and twenty-eight hundredths, and three inches of snow.

Little Rock, Arkansas.—Telegram not received.

Nashville, Tennessee.—We have had rain on two days the past week, with a rainfall of fifty-four hundredths of an inch. The thermometer has ranged from 2 to 41, averaging 24. Picking has been impossible, ginning and marketing have been pushed vigorously, and there is, therefore, less cotton now on plantations than at this time last year.

Memphis, Tennessee.—Telegram not received.

Mobile, Alabama.—It has rained on three days the past week, the rainfall reaching one inch and three hundredths, and there was a snow storm of wide extent. The thermometer has averaged 37, with a range of from 14 to 59. The rainfall during the month of December has reached three inches and seventy-three hundredths

the month of December has reached three inches and seventy-three hundredths

Montgomery, Alabama.—We have had rain on four days and four inches of snow on Wednesday, the weather having been intensely cold since that day. Picking has been interfered with by snow and cold weather. Average thermometer 38, highest 55 and lowest 7. Rainfall for the week, one inch and seven hundredths; and for the month of December, five inches and sixty-eight hundredths.

Selma, Alabama.—It has rained at this point on one day the past week. There was a snow storm during the week of wide extent, and here the snow was eight inches deep. The cause of small receipts this week is severe weather and consequent bad roads.

Madison, Florida.—The weather during the week has been too cold, and we have had a killing frost. Rain has fallen on one day. Average thermometer 37, highest 52 and lowest 22.

Macon, Georgia.—The weather here has been colder this week thau at any time since 1835. Snow began falling at three o'clock on Wednesday morning and continued five hours, reaching a depth of four and a half inches. It has rained on two days. The thermometer has ranged from 3 to 56, averaging 34. The rainfall for the month of December is seven and twenty-six hundredths inches.

Columbus, Georgia.—It has rained on two days the past week the rainfall received.

Columbus, Georgia.—It has rained on two days the past week, the rainfall reaching one inch, and snow has fallen to a depth of six inches. The thermometer has ranged from zero to 41, averaging 28. Rainfall for December, eight and forty hundredths inches.

Savannah, Georgia.—It has rained on one day, the rainfall reaching fourteen hundredths of an inch; but the rest of the week has been clear and cold. The thermometer has ranged

tweek has been clear and cold. The thermometer has ranged from 16 to 62, averaging 42.

Augusta, Georgia.—We have had the eoldest weather the past week for many years, with four inches of snow and sleet, and heavy rains on two days, the rainfall reaching one inch and eleven hundredths. As the week closes, however, there has been a favorable change. Average thermometer 35, highest 59 and lowest 7. The rainfall for December is four inches and thirteen hundredths.

Charleston, South Carolina.—It has rained on three days the past week, the rainfall reaching fifty-five hundredths of an inch. Average thermometer 40, highest 55 and lowest 13.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock December 30, 1880, and January 1, 1880.

ŀ		Dec. 3	0, '80.	Jan.	1. '80.
l		Feet.	Inch.	Feet.	Inch.
l	New Orleans Below high-water mark .	. 8'	9	8	0
l	MemphisAbove low-water mark	. 9	0	26	7
l	Nashville Above low-water mark	. 10	3	29	2
۱	Shreveport Above low-water mark	. 14	4	1	7
l	Vicksburg Above low-water mark.		7	30	-1

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.

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

Gunny Bacs, Bacging, &c.—Bagging has not moved except in a very small way, for the past week, and the market closes very quiet. Prices are tending in buyers' favor, and parcels can be had at 9½c. for 1¾ lbs., 9½@9½c. for 2 lbs. and 11c. for standard qualities, while in a lay way a shade less would be accepted. Buts have been in better demand for jobbing wants and there is a steady tone to prices. There are no inquiries for large parcels, but holders are not showing any disposition to shade quotations, preferring to hold stock, and there is nothing offering below 2½c., while up to 2½c, is asked for some grades. 21/2c. is asked for some grades.

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 sceing the exact relative movement for the years named. The movement each month since September 1 has been as follows.

Monthly	Year Beginning September 1.									
Receipts.	1880.	1879.	1878.	1877.	1876.	1875.				
Sept'mb'r	459,478	333,643	288,848	98,491	236,869	169,077				
October	968,315	888,492	699,261	578,533	675,260	610,316				
Novemb'r	1,008,501	942,272	779.237	822,491	901,392	740,116				
Decemb'r	1,020,802	956,464	893,664	900,119	787,769	821,177				
	3,454,099 of tot. port		2,651,013	2,399,636	2,601,289	2,340,686				
receipta	Dec. 31	62.39	59.60	55 21	61.42	55.85				

This statement shows that up to Dec. 31 the receipts at the ports this year were 333,228 bales more than in 1879 and 803,086 bales more than at the same time in 1878. By adding to the above totals to Dec. 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1880.	1879.	1878.	1877.	1876.	1875.
Tot.Nv.30	2,433,297	2.164.407	1.757.349	1,499,517	1,513,520	1,519,509
Dec. 1	26,647	52,479	S.	21,387	30,824	
" 2	29,216	30,886	39,978	S.	21,039	26,301
" 3	48,897	28,110	40,894	40,703	S.	20,836
4 4	30,346	25,675	23,532	27,179	44,873	33,531
4 5	S.	49,608	30,938	20,766	31,662	8.
· 6	63,166	36,046	58,291	36,219	32,325	30,311
" 7	36,174	8.	25,563	28,111	24,767	29,087
# S	29,263	43,236	8.	22,784	33,072	26,812
" 9	23,055	34,502	58,561	8.	26,981	22,943
" 10	59,133	37,914	23,693		8.	23,918
" 11	41,993	33,164	30,836	35,816	42,863	20,383
" 12	s.	50,014	30,614	25,895	29,247	8.
" 13	42,522	37,733	46,024	39,011	29,426	49,312
" 14	30,650		26,923			30,833
" 15	33,332	45,251	8.	32,893	35,612	35,698
" 16	40,452		52,468	s.	23,479	26,682
" 17	49,511	32,588		,	8.	31,592
" 18	39,619	30,473	,		43,343	28,519
" 19	S.	42,450			31,246	8.
" 20	43,275		31,074	30,037	23,675	48,381
" 21	37,419		27,899	1		32,156
" 22	25,775			31,722	25,931	26,384
" 23	32,077				28,012	33,973
44 24	59,785					28,014
" 25	38,096		1			28,793
" 26	S.	42,619				8.
** 27	49,703					29,596
" 28	26,643		25,532			1 00.021
" 29	29,021			29,398		21,123
" 30					20,962	04,011
" 31	35,582	20,456	21,943	37,323	18.523	37,943
Tetal	3,454,099	3,120,871	2,651,013	2,399,636	2,601,289	2.340,686
Percentag	e of tetal					2,025,000
p'rt rec'r	ta Doc. 31	62.39	59.60	55*21	64.42	53.85

This statement shows that the receipts since Sept. 1 up to to-night are now 333,228 bales more than they were to the same day of the month in 1879 and 803,036 bales more than they were to the same day of the month in 1878. We add to the table the percentages of total port receipts which had been received to December 31 in each of the years named.

India Cotton Movement from all Ports.—The fightes which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the fightes down to Dec. 30.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS

	Shipme	nts this	week.	Shipm	ents since	Receipts.		
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.
1880 1879 1878		3,000	3,000	379,000 263,000 325,000	371,000	631,000	19,000	1,202,000 887,000 927,000
1877				389,000				1,104,000

According to the foregoing Bombay appears to show a decrease compared with last year in the week's receipts of 3,000 bales, and an increase in shipments of 3,000 bales, while the shipments since January 1 show an increase of 281,000 bales. The movement at Calcutta, Madras, Tutieorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE

Year.	Shipm	ents this	week.	Supments since January 1.			
	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.	
1880 1879	1,000		1,000	224.000 209.000	87,000	311,000	
1878 1877				145,000 80.000	71,000 51,000	216,000 131.000	

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

EXPORTS TO EUROPE PROM LTT IN

				4 A1717 11417E	A	
Shipments	18	380.	18	79.	1878.	
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bembay	6,000 1,000			634,000 320,000		731,000 216,000
Total	7,000	1,226,000	3,000	954,000	4,000	947.000

This last statement affords a very interesting comparison of the total movement for the week ending Dec. 30, 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, Dec. 30.	1880.		18	379.	1978.	
Receipts (cantars*)— This week Since Sept. 1		90,000 95,500		43,000 35,000	1	75,000 ,075,000
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)— Te Liverpeei Te Continent	7,000 4,917	168,000 96,010		161,000 91,093		77,000 29,500
Tetal Enrope	11,947	264,040	17,637	252.093	6,500	106,500

This statement shows that the receipts for the week ending Dec. 30 were 190,000 cantars and the shipments to all Europe were 11,947 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that prices are unchanged for both twist and shirtings, but that the market is firm at full rates. We give the prices of to-day below, and leave previous weeks' prices for comparison:

		1880.		1879.			
	32s Cop. Twist.			32s Cop. Isolst.	84 lbs. Shirtings.	Cott'n Mid. Uplds	
Oct. 29 Nov. 5 " 12 " 19 " 26 Dec. 3 " 10	9 ¹ / ₈ 2010 ¹ / ₉ 9 ¹ / ₄ 2010 9 ¹ / ₄ 2010 9 ¹ / ₈ 2010 9 ⁵ / ₈ 2010	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	61116	914 7978 914 7978 938 7010		738 63 <u>4</u> 67 ₈ 63 ₄ 67 ₈	
" 17 " 21 " 31	958010 958010	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	61116	10 @107	6 9 28 0	613 ₁₆ 615 ₁₆ 67 ₈	

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 11,383 bales, against 8,860 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 COTION (BALES) FROM NEW YORK SINCE SEPT. 1, 1980.								
		Week e	nding-		Total	Same		
Exported to-	Dec. 8.	Dec. 15.	Dec. 22.	Dec. 29.	since Sept. 1.	period previ'us year.		
LiverpoolOther British ports	7,289	3,422 1,750	4,966	7,219 452	151.439 7,107	178,787 6,346		
TOTAL TO GREAT BRITAIN	7,289	5,172	4,966	7,671	158,516	185,133		
HavreOther French ports	101	865	2,596	2,837	22,351	15,900		
TOTAL FRENCH	101	865	2,596	2,837	22,351	15,900		
Bremen and Hanover Hamburg Other ports	1,491 1,725	1,223 905 1,153	500 746 50	420	14,462	10,046		
TOTAL TO NORTH. EUROPE	3,219	3,281	1,296	880	37,031	28,497		
Spaln, Op'rte, Gibralt'r,&c Ail other			2		460 953			
TOTAL SPAIN, &o	-,	1	2		1,413	3,206		
GRAND TOTAL	10.609	9.318	8.860	11,388	219,341	232,736		

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philad-lphia and Baltimore for the past week, and since Sentember 1, 1880.

Receipts	New	York.	Bo	ston.	Philad	lelphis.	Balt	imore.
from-	This week.	Since Sept. 1.						
N. Orl'ans		62,605						
Texas Savannah		53,407 144,743		12,831	1,990	14,231	1,506	29,725
Mobile Fierida		3,070			*****		•••••	
S Car'lina N Car'lina	5,152				******		28 628	11,478
Virginia	9,794	160,590	1,091				3,069	62,381
North. pts Tonn., &c.			4,.60		1.405	16,545	339	12,554
Foreign		1,335						
This year.	39,255	593,967	13,012	154,711	3,395	30,776	5,570	128,639
Last year.	46,963	606.818	12,641	210,181	5.156	43,926	5,422	92,946

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 175,139 bal-s. 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.

New York—To Liverpool, per steamers Helvetia, (additional) 9
...Arizona, (additional) 979...Biela, (additional) 1...
Gallia, 459...Coltic, 1,373...City of Chester, 812...
Wisconsin, 2,350...City of Mentreal, 689...Bothula, 547
To Hull, per steamer Otrania, 452...
To Havre, per steamers Freja, 681...B. F. Matthews, 949
...Hermad, 277...F. De Lesseps, 290...Kato, 640....
2,837

	Total bales.
To Bremen, per steamers Mosel, (a	dditlonal) 22Donau, 250 272
To Bremen, persteamers Mosel, (a To Hamburg, per steamer Frisia, To Antwerp, per steamer De Huy NEW ORLEANS—Fo Liverpool, per ste 29 sacks seed cotton Cadiz, 5 Cosmo, 4,535 Commander, 3,925 per ships Hoiden, 1,304 Northampton, 4,031 An To Harre, per steamer Alexandro,	188
To Antwerp, per steamer De Kuy	mers Historian, 3,958 and
90 sacks seed cottonCadiz, 5	,350Butshire, 2,014
Cosmo, 4.535Commander,	3,500Bnenaventura.
3,925per ships Hoiden, 1,304	drew Jackson, 3.936 36,297
To Havre, persteamer Alexandre,	9 943 per hark Berville.
To Havre, persteamer Alexandre, 1,606	5,449
To Barcelona, per bark Antenio,	300per brigs Maria, 903
Julito, 510	1,713
To Vera Cruz, per steamer Whitne Monitz—To Liverpool, per sblp Tona	wonda 4.901 4,901
Montle—To Liverpool, per sbip Tona CHARLESTON—To Liverpool, per ships 20 Sea Island Freedom, 2.96 gitte, 2.226 Upland and 114 Sea Upland and 126 Sea Island	Gerhard, 2,850 Upland and
On See taland Freedom, 2.96	9 Uplandper barks Bir-
gitte, 2,226 Upland and 114 Ses	IslandMatanzas, 2,106
Upland and 126 Sea Island	per hrig Santona, 750 Up-
To Bremen, per ship Eliza Everet To Reval, per steamer Atlantic, 3	.500 Upland 3,500
To Beral, per steamer Atlante, 3 To Schastapol, per steamer Deron To Barceloua, per bark Vulpari brig Soberono III, 500 Upland Poat Royal—To Liverpool, per stea	da, 4,800 Upland 4,800
To Barceloua, per bark Vulpara	iso, 2,900 Uplundper
brig Soberono III, 200 Upland	3,700
PORT ROYAL To Liverpool, per steat	mers Lennie Burrin, 4,373 4,373
Upland	5,230 Upland 5,230
BAYANNAH-To Liverpool, per bark	Magdala, 4,171 Upland
Upland To Bremen, per steamer Florence BAYANNAH—To Liverpool, per bark and 202 Sea IslandPohoun,	2,716, Upland and 211 Sea 7,300
Island. To Harve, per ships Vanconve Harvey, 2,200 Upland and 245. To Brenien, per steimer Gardenis Wild Hunter, 3,550 Upland. To Amsierdam, per bark Auna, 1 To Gothenburg, per bark Wilhelm To Barcelona, per hark Concepthig Antonio Llasat, 400 Uplan To Santander, per brig Redowa, 4	r 5.095 UnlandJohn
Harrey 2 200 Unland and 245	Sea Isiand
To Brenien, per steumer Gardenis	, 5,803 Uplandper bark
Wild Hunter, 3,550 Upland	9,353 575 Upland 1,575
To Amsterdam, per bark Anna, 1	Foss, 1,200 Upland 1,200
To Gothenburg, per bark Willelin	tion, 1.700 Uplandper
hrig Antonio Llasat, 400 Uplan	2,100
To Santander, per brig Redowa, 4	00 Upland
To Pasages, per brig Redowa, 1,0	00 Upland 1,000
To Barcelona, per hark Concepy hig Antonio Idasat, 400 Uplan To Santander, per briz Redowa, 4 To Pasages, per briz Redowa, 1,0 TEXAS—To Liverpool, per barks Herlass, 1,637 Weymouth, 1,947 To Havre, per ship Royni Charlio To Bremen, per steamer Braun Aranti, 1,949 To Genoa, per hark Hereward, 2,7	7,823
To Havre, per ship Royal Charlio	3,387
To Bremen, per steamer Braun	schweig, 899per bark
Araati, 1,949	2,848 551. 2,551
To Genoa, her hark Hereward, 2,	av. 100. 100
To Genoa, per hark Hereward, 2, To Vera Cinz, per steamer Whitn Wilmington—To Liverpool, per bark	Polyearp, 1,889 Elene,
1,972	3,861
1,972. To Cork, for orders, per bark Arti Norfolk—To Laverpool, per steamer per ships Northampton, 4,700per bark John Lefurgey, 1,8 Baltimore—To Liverpool, per ste lithington, 500lachmernish	e, 1,062 1,062
NORFOLK-To Liverpool, per steamer	Wm. McGilvery, 4,400
per suits Northampton, 4,700	77
BALTIMORE-To Liverpool, per ste	amers Enrique, 1,286
1rthington, 500luchinernisi	, 1,999 3,785
To Bremen, per steamer Hermani To San Andreas, per schooner Mo	
Rostox—To Liverpool, per steamers	Bohemian, 2.196,Brazil-
Boston-To Liverpool, per steamers ian, 175 Bavarian, 1,795	Vletoria, 1,136Prus-
PHILADELPHIA—To Liverpool, per	5,313
PHILADELPHIA-To Liverpool, per	steamer Lord Clive, 1,300
and 3 hales Sea Island	1,000
Total	175,139
The particulars of these ship	ments, arranged in our usual
form, are as follows:	, and a second
	mster- Bareelona
Bremen	dam Reral Santan-
and	and and der &
Liver- Ham-	Ant- Sebas- Pasa-
New York 7,219 2,837 692	
N. Orleans. 36,297 5,449	
Mobile 4.901	10011
Charleston, 11.101 2,741 .	8,300 3,700 25,905
Port Royal. 4.373 5.230 .	9,603
	3,500 30,468 2,551 16,709

Torrest or to								- 4
				Amister	- 1	Barcelo	na	
			Bremen	dam	Reral	Santar	1-	
						der &		
			and	and	and			
	Liver-		Ham-	Ant-	Sebas-	Pasa-		
	pool.	Harre.	burg.	werp.	topot.	ges.	Genoa.	Total.
New York	7.219	2,837	692	188		9		11.388
						1 6710		
N. Orleans.	36,297	5,449				1,713		43,559
Mobile	4.901							4.901
	11.161		2.744		8,300	3.700	*****	25,905
Port Royal.	4,373		5.230					9,603
Snyannah	7.300	7.540	9.353	1.575		3,500		30,468
Texas	7.823	3,387	2.848				2,551	16,709
								4.923
Wilmington	3,861							
Norfolk	15.687							15,687
Baltimore	3,785		1,585					.5,350
Boston	5.313		-,,,,,,					5,313
Philadelp'a	1,303							1,303
-								
Total1	09.023	19 213	22.452	1.763	8,300	8.913	2.551	175.139
200011	.00,020	LUZZIO	,	2,.00	0,000	0,010	Pipol	110,100

Incladed in the above totals are, from New York, 452 bales to Itali; from New Orleans, 100 bales to Vera Cruz; from Savannah 1,200 bales to Gottenburg; from Texas, 100 bales to Vora Cruz; from Wilmington, 1,062 bales to Coak for orders, and from Baltimore, 10 bags to San Andreas.

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

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

EXCELLENT, str. (Br.), from Galveston Dec. 11 for Liverpool with cotton, put lato Newport, R. I., P. M. Dec. 23, for coal, and sailed on the 24th.

KOLN, str. (Ger.), Jungat, from Baltimore, when going into Bremen Dec. 12 came into collision with the British steamer Cora Marla from Ibrall. The C. M. ran with her steam into the stern of the K. The Koin had her flagstaff broken and frames and stanchions damaged. The Cora Maria had some plates stove in. The damage to both vessels was not important.

LUMLEY CASTLE, str. (1.670 tons, of North Shields), Soy, from New Orleans Nov. 21, via Falmouth Dec. 16 for Reval, sink Dec. 22 on Hora Reef, between Skagen (Denmark) and Hertshal; it lies between two new lighthouses (one on Skagen and the othor on Hertshal) In 12 fathoms of water, 10 miles from shoro. Crow saved. Salvage stenners were in attendance.

Wearmouth, str. (Br.), from Charleston (S. C.) for Sebastopol, before reported put back in distress, &c., repaired and sailed for destination Dec. 21.

NUNQUAM DORMIO, ship (1.096 tons, of New York), Consins, from Savannah Dec. 4 with 3,995 bales of cotton for Liverpool, put luto Murray's anchorage, Bermuda, at 6 P. M. of the 10th, lenking 16 inches per hour, and at 1 P. M., in a heavy gale from N.W., with violent squalls, dragged ashore and stranded below the Naval tanks, one-righth of a inlie from shore, and during the following night bitged, so that the tide cbbed and flowed into her on the 23d ahout 1,100 bales had been landed at 8t. Georges and 250 bales of the salls, lawsers and other materials had also been landed. On the 22d the ship's mainteck had burst and several beanns were reproteen, and at high water the tide rose up on her lee or linshore side of mainteck, and the vessel would become a wreek. Capt. Consins had gone ashore to procure a steam pump at the time of the salls, inswers and other materials had also been landed. On the 22d the ship's main

Total bales.

8 Mannon, ship (Br.), Goffee, from New Orleans for Liverpool with eetton, put into Key West A.M. Dec. 23 with loss of maintopmust and
foretopsail-yard, having heen struck by lightning.
Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d. Do saild. Harre, steamc. Do sailc. Bremen, steamd. Do saild. Amst'd'm, steam.c. Do saild. Baltio, steamd. Do saild.	lday	Holiday.	318 @ 14 318 @ 14 58 @ 11 18 12 @ 58 58 12 @ 58 52 12 @ 58 11 16 @ 31	318 @ 14 \$1e@ 14 \$8@ 1116 12 @ 58 \$8 12 @ 58 \$12 @ 58 11 6 @ 34 716 @ 12	12@5g 5g 12@5g 5g 14@5g	12 @ 58 58 12 @ 58 58 12 @ 58

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

ı					
Į		Dec. 10.	Dec. 17.	Dec. 23.	Dec. 30,
ı	Sales of the weekbales.				
ı	Of which exporters took	51,000 5,100			
ı	Of which speculators took	4,300	5,760	2,600	940
ı	Forwarded	12,000 17,500			
ı	Total stock—Estimated Of which American—Estim'd	453,000 343,000			
l	Total import of the week	98,000	73,000	87,000	70,000
ŀ	Of which American	87,000 291.000			
l	Of which American	275,000	323,000	334,000	353.000
ı	Title - Acres - A Ab - I amount out amount	wiret fou au	ata and days	man on all	down of the

The tone of the Laverpool market for spots and futures each day of the week ending Dec. 31, 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.		/	Shade easier.	Fair demand freely met	Steady.	
Mid. Upl'ds Mid. Orl'ns.			611 ₁₈ 613 ₁₈	6 ¹¹ ₁₈ 6 ¹³ ₁₈	634 678	
Market. }	Holiday	Holiday				Holiday
Sales Spec.& exp.	Hol	Ho]	12,000 2,000	12,000 2,000	12,000 2,000	Ho
Futures. Market, 5 P. M.			Firm.	Easier.		

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

	MUNDAI,)								
	TUESDAY.								
Detivery. d.	Delivery. d.	Delivery. d.							
DeoJan62132	AprMay625327034	Dec							
JanFeb62132 2 092	May-June63 ₁₈	Feb. Mar62333							
Fob,-Mar	June-July62732 July-Aug62932	MarApr 634 AprMay 62532							
MarApr623 ₃₂	July-Aug	Apr2003 02032							
MaxApr	WEDNESDAY.								
Dee 62loo@llie	FebMar 62332	AnrMay 62520							
DecJan62132@1116		May-June 62732							
JanFeb61118		35							
	THURSDAY.								
Deo634 @ 2532		FebMar62532							
DoeJan634	May-June62932	AprMay62732							
JanFeb634	MarApr613 ₁₈	May-June 678							
MarApr62732	FRIDAY- Holiday.	1							
	r Kiba i - Holiday.								

BREADSTUFFS.

FRIDAY, P. M., Dec. 31, 1880.

There has been in the past week a better export demand for the leading shipping grades of flonr, and prices, though without quotable improvement, have been more regular and steady. Large lines of common to good extras have been taken for Great Britain and the West Indies, at prices ranging from \$4 25@ \$5 50. The snow storm, and its probable detention of supplies, caused a firm market yesterday, notwithstanding the subsidence of the export demand. Rye flour, corn meal and buckwheat flonr have rnled in favor of buyers. To-day holders of wheat flour were firmer, but trade was slow.

The wheat market has been variable, but on the whole less depressed. The export demand has been more active, favored by a better supply of freight room and some reduction in rates. Supplies have come forward less freely and foreign advices ruled stronger. Yesterday there was a good business, including No. 2 red winter at \$1 16@\$1 17 on the spot, \$1 19@\$1 19% for February, \$1 21@\$1 21% for March and \$1 21% @\$1 21% for May; and No. 1 white at \$1 14@\$1 141/2 on the spot and \$1 173/4@\$1 18 for March; but the close was at inside prices. No. 2 spring Chicago and Milwaukee sold to a moderate extent at \$1 15@\$1 17. To-day winter wheats were 1½@2c. higher, with a brisk speculation, stimulated by Western advices.

Indian corn has had a downward tendency, with some irregularity. Yesterday No. 2 mixed on the spot was quoted at 57c. for old and 54%@55c. for new, with option dealings in "No.

2" at 57½@57¾c. for February and March, and 56c. for May. There has been some improvement in the demand for white corn, with sales of No. 2 white Western at 57c. and prime new Southern white at 57½@58c. Yellow corn nearly nominal. To-day there was an advance of ½@1c. and a strong market. Rye has been quiet, but very firmly held. The movement in barley has also been slow, owing to the firmness with which prices were maintained. Buckwheat has been variable, closing dull. Oats have advanced, with free dealings to the trade, but only a moderate speculation. To-day No. 2 graded were quoted at 44½c. for mixed and 46½c. for white, with sales of No. 2 mixed at 55½c. for March.

The following are closing quotations:

Flour.	0 1	Grain	l.
No. 2 % bbl. \$2 75@	3 35	Wheat-	
Winter superfine 3 60%	389	No. 2 spring	114 0117
Spring superfine 3 30%	361	Red winter	1 12 @ 1 25
Spring wheat extras. 4 15@	4 50	Red wluter, No. 2	1 174 01 134
do XX and XXX 4 65 a		White	1 10 @1 16
Winter shipp'g extras. 4 35 a		Corn-West, mixed	54 9 58
do XX and XXX 5 00 a		West'n No. 2	59 20 5719
Patents 6 50 a			53 % 56
City shipping extras. 4 400	5 60	South, white, www	54 @ 58
Southern, bakers' and		Rye	95 @ 98
family brands 5 50 a		Oata-Mixed	42 % 45
Bonth'n ship'g extras. 4500		White	44 0 48
Rye flour, superfine 5 252	5 5 5 5	Barley—Canada W.	1 17 @1 35
Corn meal-		State, 4-rewed	1 05 @1 12
	3 10		1 00 21 05
		Peas-Can'da,b.&f.	82 @ 95
Buckw. fl., p. 100 lbs. 1902	2 15	Buckwheat	56 • 53
(From the" New Y	ork Pro	oduce Exchange Week	ly.")

Receipts of flour and grain at Western lake and river ports for the week ending Dec. 25, 1880:

401 020 00-1		Wheal.	Corn.	Oats,	Barley,	Rye,
,	bbis.	bush.	bush.	bush.	bush.	bush.
A1- 0	196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.
Obleage	73,636	409,440	759,230	313,575	221,224	18,579
Milwaukce	77.248	353,340	24,760	41,650	114,220	18,450
Toledo	- 993	72,206	81,658	11,433		
Detrelt	13,474	93,639	4,681	8,800	7,185	541
Cleveland	3,621	13,000	35,000	17,600	3,500	
St. Louis	26,363	83,615	356,800	46,494	57,827	3,798
Peoria	7,090	12,900	308,000	159,900	15,500	13,475
Duluth		•••••				

tlme '79, 134,416 1,356,908 1,888,871 599,472 419,456 54,991 400,724 181,634 56,876

Total receipts at same ports from Jan. 1 to Dec. 25, inclusive for four years:

Flourbbls.	1990. 7,005,514	1879. 7,943,690	1878. 5.821,015	5,107,531
Wheatbush. Corn. OatsBarleyRye	150,471,156 39,156,897 10,183,558	93,649,893 107,525,847 30,485,322 10,291,236 4,734,927	90.095.853 92,574,547 30,521,101 9,972,627 5,016,652	53,776,909 77,995,208 23,337,031 9,312,646 4,979,944

Total grain 283.814,338 251.687.230 223.190.780 169,431,733 Total receipts (crap movement) at same ports from Aug. 1 to Dec. 25, inclusive, for four years :

Flourbbls.	1830. 3.734.152	1879. 3.193.751	1879. 2,831,356	1877. 2,873,689
Wheat bush. Corn. Oats Barley Ryo	. 65,783,903 21,129,485 7,877,822	53,235,013 41,697,530 13,433,255 7,852,549 2,822,386	56.088,864 40.037,395 15.859,990 7,041,776 957,343	43,485,291 35,089,616 12,511,657 6,488,860 2,026,837
Medal amala	143 474 044	104.071.300	101 015 050	00 000 101

Comparative shipments of flour and grain from the same

Fleurbbls.	1880.	1879. 7,462,551		1877. 5,340,423
Wheat bush.	68,647,770	77,598,914	65,574,366	44,633,537
Corn	31,436,609	84,604,268 21,350,829 5.611.127	79,014,652 21,950,108 5.393,415	67,587,819 17,976,642 5,815,685
Bye		4,079,308	3,729,865	2,372,660

Total grain ... 233.648,278 193.244.445 175,302.406 138,386,343
Rai! shipments from Western lake and river ports for the

	1880.	1879.	1878.	1877.
	Week	Week	Week	Week
	Dec. 25.	Dec. 27.	Dec.,28.	Dec. 29.
Fleurbbls.	181,319	153,736	101,351	116,302
Wheatbush.	358,227	199,107	458,597	685,054
Corn	676.103	445,193	425,555	213,648
Oats	466.905 .	156,719	165,743	69,228
Barley	131,975	79,525	84,056	125,867
Rye	14,382	38.350	15,314	5,544

Total	1,677,59	918	.954 1.14	19,265 1.0	99,339
Rail and lake sl					
Weck Flour,	Wheat,	Corn,	Oats,	Barley,	Rye.
ending- bbis.	bush.	bush.	bush.	bush.	bush.
Dec. 25181,310	358,227	676,103	466.905	131,975	44,382
Dec. 18215.185	299,734	576,250	376,351	127,269	58,014
Dec. 11197,322	212,220	466,716	403,716	66,158	33,192
Dec. 427.1.175	236,783	610,239	461.341	121.507	58.502

Tet., 4 wks.867,992 1,106,964 2,329,308 1,711,313 346,909 194,090 4 wks.79,639,061 1,026,799 2,230,722 692,865 376,827 135,457 Receipts of flour and grain at seaboard ports for the week ended Dec. 25:

		Florer.	Wheat,	Corn,	Oals.	Barley.	Rye,
	A.t-	bbls	bush.	bush.	bush.	bush.	bush.
	New York	136,388	653,494	319,030	143,650	89,620	22,350
	Bosten		106,196	375,396	52,950	24,700	2.000
(Portland	1,850		5,500	2,200		4.7.77
	Mentreal	13,989			2,200		
	Phlladelphla	23,340	150,500	135,600	54,400	25,200	1,500
	Baltimore	38,172	316.500	275,450	6.500	*****	9,500
	New Orleans	7.178	40000	50,515	23,663		
	Matal weadle	200 000	1 000 000	1 100 101	00= 500	100 700	02020

Total week..... 308,866 1,226,670 1,163,491 285,563 139,520 35,350 Cer. week '79.... 200,888 813,646 1,762,094 366,548 119,915 24,056

Exports from Unite I States seaboard ports and from Montreal for week ending Dec. 25:

The same of	Florer.	Wheat,	Corn,	Osta,	Rye.	Peus,
From-	b5/8.	· bush.	bush.	bush	bresh.	bush.
New York	24,633	601,521	203,922	333	35,213	1.971
Boston	51,586	219,361	193,031			
Portland						
Montreal		*****	1			
Philadelphia	3,394	62,135	63,772			
Saltimere	9,847	437,609	81,321	700		
New Orleans	2,463	72,350	10,000			
				-	-	
Total for w'k	161.959	1.615.929	342,096	1.033	35,212	1.871
Same Hine '79.	77.810	736,118	1,451,657	3,064	33,849	3,353

The visible snpply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and on canal frozen in, Dec. 25, 1880:

	Wheat,	Corn,	Vals,	Bartey,	Rye.
In store at—	bush.	bush.	bush.	bush.	busn.
New York	5,793,315	2,381,344	829,455	193.114	219.621
Do. afloat (est.)				160,000	
Albany	100,000	22,000	107,000	518,000	50,000
Baffalo	548.163	161,615	43,078	313,071	20.950
Thiengo	7,715,062		1,472,810	275,197	208.386
Milwaukee	2,351,792	33,672	73,826	511.745	59.630
	881,300	5,000			000,000
Duluth			KK 200	45.000	1.041
Toledo	1,991,281	634,332	55,3 09		1,044
Detroit	1,161,259	14.125	6,026	8,437	******
Oswego	50,000	100,000		330,000	4,000
St. Louis	2,109,691	1,553,398	217,756	72,986	59,720
Boston		316,311	53,810	10,690	1,148
Toronto	123,416	*****		417.891	10,860
Montreal (18th)	116.494	23,000		6,170	7,547
Philadelphia	1.298,062	249,503			
Peorla	22,763	207,654	128.932	3,890	28,485
Indianapolis	473,300	151,900	117,000		5,500
Kausas City	443,287	257,690			1,469
	2.276,255	295,985			
Baltimere				170.000	ez 000
Ou rall	798,000	1,246,000	564,000	130,000	63,000
Canal and river	1.445,000	4,504,000	100,000	114,000	40,000
Water 1 Trac 25 190	20 007 112	16 091 192	4 6 20 KU1 4	1 1 4 5 7 1 1 1	877 760

30,007,113 29,709,238 28,673,491 26,930,809 24,622,430 940,916 932,693

FRIDAT, P. M., December 31, 1880.

The usual holiday quiet has prevailed in the dry goods market the past week, buyers having apparently determined to defer operations until the commencement of the new year. There was, however, a fair demand for a few descriptions of spring goods (for future delivery) and in this connection satisfactory orders were placed with agents representing popular makes of ginghams, shirting prints, lawns, piques, &c. The tone of the market has retained its firmness, and while staple cotton and woolen goods are uniformly steady in price, the week has developed a better demand for printing cloths, at slightly advanced quotations.

Domestic Corton Goods.—The export movement in cotton goods has been of fair proportions, 3,133 packages having been shipped from this port during the week ending Dec. 28, including 1,553 to China, 623 to Great Britain, 376 to United States of Colom. bia, 239 to Hayti, 78 to Brazil, 76 to Mexico, &c. The business in cotton goods was comparatively light, and the market presented no new features of interest. Leading makes of plain and colored cottons are in most cases sold to arrive, and prices remain firm at nuchanged quotations. Printing cloths were fairly active, and over 200,000 pieces "spots" and "futures" to April were sold during the week at 41/2041/4c. for 64x64s and 3%c. for 56x60s. Shirting prints met with liberal sales, but other calicoes remained quiet. Ginghams were in active demand (for future delivery), and a fair business in printed piques and lawns was reported by agents.

DOMESTIC WOOLEN GOODS .- The market for men's-wear woolens has ruled quiet, but there was no pressure on the part of holders to sell, and prices remain steady and un-changed on both heavy and spring fabrics. Cloakings and repellents were lightly dealt in, and there was only a moderate inquiry for Kentucky jeans and satinets. For flannels and blankets the demand was almost wholly confined to small lots, but stocks are so well in hand that prices remain firm. Worsted dress goods were quiet, with the exception of plain and lace buntings, for which some liberal orders were placed with agents. Shawls and skirts were dull in first hands. and there was only a moderate movement in shirts and drawers and fancy knit woolens. Carpets received some attention from large buyers, new prices (on a slightly-reduced basis) having been made by manufacturers' agents representing most of the leading makes.

Foreign Dry Goods have been very quiet in first hands, and the jobbing trade was mostly restricted to filling small orders from retailers, whose assortments have been broken by the large business that was accomplished during the holidays. Prices are without material change, and the most staple fabrics are

generally steady at current quotations.

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- - - - \$4,983,226 81 - 872,484 06

JAMES BUELJ, President.

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LIBERAL AND IMPC RFANT GONCESSIONS IN LIFE INSURANCE CONTRACTS.

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After the premiums for three or more years have been paid, upon receiving the required notice from the assured the Compuny will continue the Policy in force without further payments, for its FULL FACE, for such a period as the ENTIRE RESERVE will carry it.

Should the do the Policy will be paid—not deduction heing made for foreborne or unpaid premiums, excepting in the event of the death occurring within three years after the original defunit.

The new form of Endowment Policy provides:—That if the ENTIRE RESERVE is a greater sum than the single premium required to carry the full amount of insurance to the end of the endowment term, the excess shall be used as a single premium to purchase a pure endowment, payable at the end of the term, thus guaranteeing to the policy-holder in every event the full value of his Reserve.

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Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.

NEW YORK, January 24, 1880. The Trustees, in conformity to the Charter of the Company, suhmit 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 net mark-1,671,981 91

ed off 1st January, 1879.....

Total amount of Marine Premiums..... \$5,371,048 49 No Policies have been issued

upon Life Risks; ner 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

penses.... The Company has the fellowing Assets, viz.:

United States and State of New York Steek, City, Bank, and ether Stocks..... \$8,875,558 00 Loans secured by Stocks, and

etherwise Real Estate and claims due the Company, estimated at .. Premium Notes and Bills Re-

celvable..... Cash in Bank.....

Total Amount of Assets.....\$12,437,739 51

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

Fifty per cent of the Outstanding Certificates of the issue of 1876, will be redeemed and paid to the holders thereof, or their legal representatives, ou and after Tues-day, 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 de-clared 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 Beard,

J. H. CHAPMAN, Secretary.

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J. D. Jones, Charles Dennis. W. H. H. Moero, Lewis Curtis, Charles H. Russell. James Low, David Lane, Gerden W. Burnham, A. A. Raven. Wm. Sturgis, Adelph Lemoyne, Benjamin H. Field. Jesiah O. Low, William E. Dodge, Royal Phelps, Themas F. Youngs, C. A. Hand, John D. Hewlett, William H. Webb, Charles P. Burdett,

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Special attention given to the execution of order for the purchase or sale of Contracts for Future

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AND

COMMISSION MERCHANTS.

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CHAS. F. HOHORST,

840,736 77

1.307.900 00

500,000 00

231,455 16

1,522,826 35

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NEW YORK.

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MCODY & JEMISON, Galveston, Texas.

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Fifty-Fourth Semi-annual Statement.

SHOWING THE CONDITION OF THE COMPANY ON THE FIRST DAY OF JULY, 1880.

 DAY OF JULY, 1889.

 CASH CAPITAL.
 \$3,000,000 00

 Reserve for Re-insurance
 1,856,954 00

 Reserve for Unpaid Lesses
 166,391 83

 Net Surplus
 1,366,888 06

ÆTNA

Insurance Company OF HARTFORD.

Assets July 1, 1880..... \$7,076,680 Liabilities for unpaid losses and re-insurance fund Capital..... 3,000,000 NET SURPLUS......\$2,418,570

No. 2 Cortlandt St., New York. JAS. A. ALEXANDER, Agent.

Liverpool & London & Globe Insurance Company,

45 William St. JAMES E. PULSFORD, Resident Manager

HENRY W. EATON, Deputy Manager. GEO. W. HOYT, Asst. Deputy Manager.

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Union Ins. (

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Resident Manager,

37 & 39 Wall Street