

HUNT'S MERCHANTS' MAGAZINE. A Weckin Yewzpaper,

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.]

VOL. 32.

SATURDAY, JANUARY 29, 1881.

NO 814.

CONTENTS.

:	
THE CHI	RONICLE.
The Financial Situation 109	Immigration in 1880 112
Stocks of Wheat in the United	Ireland and the British Gov-
States 110	erument 113
Consumption of Cotton in	Monetary and Commercial
Europe 111	English News 113
Railroad Legislation at Wash-	Commercial and Miscellaneous
ington 111	
THE BANKE	
THE DANKE	W UMBELLES
Money Market, U. S. Securi-	Quotations of Stocks and Bonds 118
ties, Railway Stocks, Foreign	New York Local Securities 119
Exchange, New York City	Investments, and State, City
Banks, etc	and Corporation Finances 120
175 A	RCIAL TIMES.
	101
Commercial Epitome 124	Dry Goods 131
Cotton	Imports, Receipts and Exports 132
Breadstuffs	

The Chronicle.

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

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

TERMS OF SUBSCRIPTION-PAYABLE IN ADVANCE:

	J. JJ-					
For One	Year (incl	uding posta	ge)		\$10 2	20.
For Six	Months	áo		'. .	6	10.
Annual	subscriptio	n in Londor	(including postas	ge)	£2 '	78.
Six mos		oh				88.

Advertisements.

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

London and Liverpool Offices.

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

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

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

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

THE FINANCIAL SITUATION.

There has been less buoyancy, more frequent fluctuations, but at the same time a tendency to higher rates observable at our Stock Exchange during the week. No specially new influence has been at work, without it is that money, being very easy, and the opportunity to employ it elsewhere seeming very unpromising, the whole mass of speculators is by necessity driven into Wall Street, no chance offering to use their genius and their capital in any of our staple produce markets. Cotton seems determined not to go up, wheat is equally obstinate under the influence of prospective demand and supply, while every other commodity seems kept in subjection by the wholesome remembrance of last Spring's experience. We do not mean that mercantile business is not good, for it is very good; more than that, its conservative condition promises to keep it good.

As a result of this general absence of speculation elsewhere, the dealings this week have been especially large in silver. The following table shows the amount of bullion

low-priced stocks such as tempt further operations; and yet the demand for good properties appears unabated, and every decline brings out new buyers. The truth is, considering the circumstances of the large earnings last year and the worse weather this year, earnings continue marvellously good. So that although the advance in values has been prodigious it seems almost as if these could not keep up with earning capacity. Below we give the table for the first two weeks of this month.

EARNINGS FIRST TWO WEEKS OF JANUARY.

Burl. Cedar Rapids & Northern Cairo & St. Louis 15.210 9,732 5,478 15.210 9,732 5,478 2,702 Chicago & Eastern Illinois 61.388 30,600 30,788 2,702 Chicago & Eastern Illinois 61.388 30,600 30,788 2,702 Chicago Milwaukee & St. Paul 475,000 52,608 32,752 147,479 12,130 15,135 2,100 15,135 2,100 15,135 2,100 15,135 2,100 2,10	* a v	1881.	1880.	Increase	Decrease.
Burl. Cedar Rapids & Northern 72,479 65,187 7,292		\$		\$	\$
Cairo & St. Louis	Burl Cedar Rapids & Northern			7.292	
Chicago & Alton				5.478	
Chicago & Eastern Illinois					
Clicago Milwaukee & St. Paul. Chicago St. Paul Minn. & Omaha St. Paul & Sioux City. St. Paul & Sioux City. Clev. Col. Cin. & Indianapolis. Cleveland Mt. Vernon & Del. Denver & Rio Grande. 129,396 Des Moines & Fort Dodge. Des Moines & Fort Dodge. 125,500 Teast Tennessee Virginia & Ga. Flint & Pere Marquette. Grand Trunk of Cauada. Great Western of Canada. Hannibal & St. Joseph. Houston & Texas Central. Indiana Bloom. & Western International & Gt. Northern. Lake Erie & Western. Lake Erie & Western. Lake Erie & Western. Louisville & Nashville. Northern Pacific. Paducah & Elizabethtown. Peoria Decatur & Evausville. Poo do (branches) St. Louis Iron Mountain & So. St. Louis & San Francisco. St. Louis & Pacific. Total. 4,062,25: 3,571,508 12,703 12,130 12,140 12,130 12,130 12,130 12,140 12,130 12,130 12,130 12,130 12,147 14,073 11,675 12,167 12,103	Chicago & Eastern Illinois				
Chicago St. Paul Minn. & Omaha St. Paul & Sioux City				147,479	
St. Paul & Sioux City		54,753		12,130	
Cincinnati & Springfield. 32,862 132,207 140,209 140,2					
Clev. Col. Cin. & Indianapolis. 136,523 140,209 3,686 Cleveland Mt. Vernon & Del. 129,396 48,357 81,039 Denver & Rio Grande. 125,00 7,749 4.751 Dubuque & Sioux City. 35,765 31,590 4.175 East Tennessee Virginia & Ga. 45,620 47,502 1,882 Flint & Pere Marquette. 63,370 46,203 17,167 Grand Trunk of Canada 181,743 185,637 27,103 Great Western of Canada 181,743 185,637 3,894 Haunibal & St. Joseph 67,993 78,594 10,601 Houston & Texas Central 174,256 142,947 31,309 International & Gt. Northern 81,402 62.797 18,605 Lake Erie & Western 40,801 33,798 7,003 International & Gt. Northern 81,402 62.797 18,605 Lawe Erie & Western 47,899 63,247 77,920 Memphis & Charleston 54,893 63,247 77,920 Northern Pacific <td< td=""><td></td><td></td><td></td><td></td><td></td></td<>					
Cleveland Mt. Vernon & Del. Den ver & Rio Grande. 12,396 48,357 81,039 Des Moines & Fort Dodge. 12,500 7,749 4.751 Dubuque & Sioux Ciry 35,765 31,590 4.175 East Tennessee Virginia & Ga. Flint & Pere Marquette. 63,370 379,537 352,134 27,103 Grand Trunk of Canada 181,743 185,637 379,537 352,134 27,103 Great Western of Canada 181,743 185,637 379,537 378,594 10,601 Houston & Texas Central 174,256 142,947 31,309 Indiana Bloom. & Western 40,801 33,798 7,003 International & Gt. Northern 41,899 25,295 22,604 Lake Erie & Western 47,899 25,295 22,604 Louisville & Nashville 352,620 274,700 77,920 Memphis & Charleston 54,893 152,661 8354 Northern Pacific 47,495 36,756 10,739 Paducah & Elizabethtown 19,015 16,617 2,398 Paducah & Elizabethtown 19,015 16,617 2,398 Paducah & Elizabethtown 19,015 16,617 2,398 Peoria Decatur & Evansville 17,217 6,421 10,796 St. Louis Alton & T.H. (main line) 36,267 40,822 4,555 St. Louis & San Francisco 51,154 82,596 32,840 St. Louis & San Francisco 90,918 9,402 304 Scioto Valley 9,098 9,402 304 Wabash St. Louis & Pacific 380,228 439,546 59,318	Clev. Col. Cin. & Indianapolis		140,209		3,686
Denver & Rio Grande	Cleveland Mt. Vernon & Del	14,483	14,073	410	
Des Moines & Fort Dodge	Denver & Rio Grande	129,396			
East Tennessee Virginia & Ga. Flint & Pere Marquette. 63,370 46,203 17,167 Grand Trunk of Canada. 379,537 352,434 27,103 181,743 185,637 352,434 19,601 181,743 185,637 19,601 10		12,500			
East Tennessee Virginia & Ga. Flint & Pere Marquette. 63,370 46,203 17,167 Grand Trunk of Cauada. 779,537 352,434 27,103 Great Western of Canada. 181,743 185,637 185,637 19,601 Houston & Texas Central. 174,256 142,947 10,601 Indiana Bloom. & Western 40,801 33,798 7,003 International & Gt. Northern 81,402 62,797 18,605 18,6	Dubuque & Sioux City	35,765	31,590	4.175	
Flint & Pere Marquette. 63,370 352,434 27,103 352,434 27,103 352,434 27,103 352,434 48,205	East Tennessee Virginia & Ga.	45,620	47,502		1,882
St. Louis & San Francisco St. Louis & Pacific St. Louis & Pacific St. Louis & Pacific St. Louis & Pacific St. Louis & San Francisco St. Louis & Pacific St. Louis & Pacific St. Louis & San Francisco St. Loui	Flint & Pere Marquette	63,370	46,203		
Hannibal & St. Joseph	Grand Trunk of Canada			27,103	
Houston & Texas Central	Great Western of Canada	181,743			
Indiana Bloom. & Western 40,801 33,798 7,003 International & Gt. Northern 81,402 62,797 18,605 12,604 25,295 22,604 25,295 22,604 25,295 22,604 25,295 22,604 25,295 22,604 25,295 22,604 25,295 22,604 25,295 25,295 22,604 25,295 25,295 22,604 25,295 25,295 22,604 25,295 25,295 22,604 25,295 25,661 14,697 25,295 25,205 25,295	Hannibal & St. Joseph		78,594		
International & Gt. Northern 81,402 62.797 18,605 Lake Erie & Western 47,899 25,295 22,604 10,018 20,489 352,620 274,700 77,920 352,620 363,247 8354 137,964 152,661 14,697 New York & New England 86,544 82,115 4,429 10,739 19,015 16,617 2,398 10,739 19,015 16,617 2,398 10,796 10,	Houston & Texas Central	174,256	142,947		
Lake Erie & Western 47,899 25,295 22,604 Louisville & Nashville 352,620 274,700 77,920 Memphis & Charleston 54,893 63,247 8354 Missouri Kansas & Texas 137,964 152,661 14,697 New York & New England 86,544 82,115 4,429 Northern Pacific 47,495 36,756 10,739 Paducah & Elizabethtown 19,015 16,617 2,398 Peoria Decatur & Evausville 17,217 6,421 10,796 St. Louis Alton &T.H. (main line) 36,267 40,822 4,555 St. Louis Iron Mountain & So 267,800 266,681 1,119 St. Louis & San Francisco 95,115 74,628 20,48 St. Paul Minn Manitoba 15,436 82,596 32,840 Scioto Valley 9,098 9,402 304 Wabash St. Louis & Pacific 4,062,252 3,571,508 600,737 109,993					
Louisville & Nashville	International & Gt. Northern				
Memphis & Charleston. 54,893 63,247 8354 Missouri Kansas & Texas. 137,964 152,661 14,697 New York & New England. 86,544 82,115 4,429 Northern Pacific. 47,495 36,756 10,739 Paducah & Elizabethtown. 19,015 16,617 2,398 Peoria Decatur & Evansville. 36,267 40,822 10,796 St. Louis Alton &T.H. (main line) 36,267 40,822 4,555 St. Louis Iron Mountain & So. 267,800 266,681 1,119 St. Louis & San Francisco. 95,115 74,628 20,48 St. Paul Minn. & Manitoba. 15,436 82,596 32,840 Scioto Valley. 9,098 9,402 304 Wabash St. Louis & Pacific. 4,062,252 3,571,508 600,737 109,993	Lake Erie & Western		25,295		
Missouri Kansas & Texas 137,964 152,661 14,697 New York & New England 86,544 82,115 4.429 Northern Pacific 47,495 36,756 10,739 Paducah & Elizabethtown 19,015 16,617 2,398 Peoria Decatur & Evansville 17,217 6,421 10,796 St. Louis Alton &T.H. (main line) 36,267 40,822 4,555 St. Louis Iron Mountain & So 267,800 266,681 1,119 St. Louis & San Francisco 95,115 74,628 20,48 St. Paul Minn Manitoba 15,436 82,596 32,840 Scioto Valley 9,098 9,402 304 Wabash St. Louis & Pacific 4,062,252 3,571,508 600,737 109,993	Louisville & Nashville			77,920	
New York & New England 86;544 82,115 4,429 Northern Pacific 47,495 36,756 10,739 Paducah & Elizabethtown 19,015 16,617 2,398 Peoria Decatur & Evausville. 17,217 6,421 10,796 St. Louis Alton &T.H. (main line) 36,267 40,822 4,555 Do do (branches). 31,060 24,174 6.886 1119 St. Louis Iron Mountain & So. 267,800 266,681 1,119 20,48 15,436 82,596 32,840 32,840 32,840 30,988 3,402 304 Scioto Valley 9,098 9,402 304 59,318 Total. 4,062,252 3,571,508 600,737 109,993	Memphis & Charleston	54,393			
Northern Pacific 47,495 36,756 10,739 Paducah & Elizabethtown 19,015 16,617 2,398 Peoria Decatur & Evausville 17,217 6,421 10,796 St. Louis Alton &T.H. (main line) 36,267 40,822 40,822 Do do (branches) 31,060 24,174 6,886 St. Louis Tron Mountain & So 267,800 266,681 1,119 St. Louis & San Francisco 95,115 74,628 20,48 St. Paul Minn Manitoba 15,436 82,596 32,840 Scioto Valley 9,098 9,402 304 Wabash St. Louis & Pacific 4,062,252 3,571,508 600,737 109,993	Missouri Kansas & Texas				
Paducah & Elizabethtown 19,015 16,617 2,398	New York & New England		82,115	4.429	
Peoria Decatur & Evausville. 17,217 6,421 10,796					
St. Louis Alton &T.H. (main line) 36,267 40,822 4,555 Do do (branches) 31,060 24,174 6.886 1.119 St. Louis Iron Mountain & So. 267,800 266,681 1.119 20,48 St. Louis & San Francisco. 95,115 74,628 20,48 St. Paul Minn. & Manitoba. 115,436 82,596 32,840 Scioto Valley. 9,098 9,402 304 Wabash St. Louis & Pacific. 30,228 439,546 59.318 Total 4,062,252 3,571,508 600,737 109,993	Paducah & Elizabethtown				
Do do (branches) 31,060 24,174 6.886 St. Louis Iron Mountain & So. 267,800 266,681 1.119 St. Louis & San Francisco. 95,115 74,628 20,48 St. Paul Minn. & Manitoba. 115,436 82,596 32,840 Scioto Valley. 9,098 9,402 304 Wabash St. Louis & Pacific. 4,062,252 3,571,508 600,737 109,993				10,796	
St. Louis Iron Mountain & So. 267,800 266,681 1.119 St. Louis & San Francisco. 95,115 74,628 20,48 St. Paul Minn. & Manitoba. 115,436 82,596 32,840 Scioto Valley. 9,098 9,402 304 Wabash St. Louis & Pacific. 30,228 439,546 59.318 Total. 4,062,252 3,571,508 600,737 109,993					
St. Louis & San Francisco. 95,115 74,628 20,48	Do do (branches).				
St. Paul Minn. & Manitoba 115,436 82,596 32,840 Scioto Valley 9,098 9,402 304 Wabash St. Louis & Pacific 380,228 439,546 59.318 Total 4,062,252 3,571,508 600,737 109,993	St. Louis Iron Mountain & So				
Scioto Valley 9,098 9,402 304 Wabash St. Louis & Pacific 380,228 439,546 59.318 Total 4,062,25: 3,571,50s 600,737 109,993					
Wabash St. Louis & Pacific 380,228 439,546 59.318 Total 4,062,25; 3,571,508 600,737 109,993					
Total 4,062,25; 3,571,50s 600,737 109,993					
Total 4,062,25: 3,571,508 600,737 109,993	Wabash St. Louis & Pacific	380,228	439,546		59.318
Net increase (13:74 per cent) 490.741	Total	4 062 25	3.571.505	600.737	109,993
	Net increase (13:74 per cent)	2,002,202	10,012,000	490.741	200,000

The Funding lill is now before the Senate Committee on Finance. Mr. Sherman's views in relation to the rate of interest and the duration of the bond have been given, and so has Comptroller Knox's opinion respecting that clause in the bill requiring national banks to take the new bonds as security for circulation. As yet there is no indication as to what the committee's report will be, but it is probable that they will agree upon a recommendation early next week, and there is believed to be a disposition on the part of the Senate to dispose of the matter as speedily as possible.

The Bank of England made no change in the rate of discount on Thursday. The weekly return shows a gain of £407,000 in bullion, and of 1\frac{3}{8} per cent in the proportion of reserve to liabilities. The Bank of Germany reports an increase of 13,720,000 marks, and the Bank of France a gain of 3,100,000 francs gold and 239,000 francs silver. The following table shows the amount of bullion

in each of the principal European banks this week and at the corresponding period last year.

	January	27, 1881.	January 28, 1880.		
	Gold.	Silver.	Gold.	Silver.	
	£	£	£	£	
Bank of England	24,686,276		28,258,101		
Bank of France	21.922.752	48.511.710	29,378,213	49,854,48	
Bank of Germany		18,637,042	9,472,000	18,944,00	
Matal this wook	55.546.836	67,148,752	67,108,314	68,798,48	
Total previous week	54.844.336	66,624,692	66,453,025	68,575,83	

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

There have been no withdrawals of bullion from the Bank of England reported since the 19th, when £11,000 were taken out. This sum arrived on Wednesday, and a shipment of £103,000, withdrawn on the 18th, is now nearly due at this port and will probably arrive before the end of the week. The payments by the Assay Office for bullion since Saturday inclusive amount to \$869,716. The operations of the Sub-Treasury have resulted in a gain, which is a loss to the banks, of \$841,381. On Friday last, the net loss by the Treasury was \$898,866. Deducting from this amount the net gain for the week, makes a net gain to the banks for the seven days ended Thursday of \$57,485. Yesterday there was a gain to the Treasury of \$408,925.

The currency movement has been light from the West, but a little heavier from the South. At New Orleans exchange on New York fell to 25 cents per \$1,000 discount on Wednesday, but on Thursday it was changed to 25 cents per \$1,000 premium, while at bank it was \$1 00 per \$1,000 premium on the last-named day, against par on Wednesday. It would appear that some of the silver certificates which a few weeks ago were so plentiful in Kansas, having been sent to that point from Chicago, have made their appearance in New Orleans, and the inference is, that they have been shipped to that city in the hope that they might be retired from circulation through the Custom House. The principal banks of this city report receipts of currency during the week of \$1,538,550, and shipments of \$542,500, making the net gain \$996,050. Last week's bank return was made on rising averages for specie and legal tenders, but this week's statement seems likely, from the returns we have collected, to show a loss or a very small increase in specie, and a slight gain in currency.

The foreign exchange market has been active and generally strong, with a demand somewhat in excess of the supply until Thursday, when more bills were offered, but not enough to cause any change in rates. Those bankers who are drawing against the recent negotiation of Northern Pacific bonds are probably supplying the market cautiously. The inquiry is chiefly to remit for Government bonds imported. The outward movement of securities is comparatively light, but orders are here to take moderate amounts of first-class stocks and bonds as they are offered. The following table shows the relative prices in New York and London of the principal securities.

	Jan.	24.	Jan.	25.	Jan.	. 26.	Jan. 27.		Jan. 28.	
	Lond'n	N.Y.	Lond'n prices.*	N.Y.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y.
U.S.4s,c. U.S.5s,c. Erie 2d con. Ill. Cent. N. Y. C Reading	113·37 100·29 49·66 101·26 130·33 151·16	113 1015% 49% 101 131 15134	113·49 100·27	1131/4 1013/4 49 1001/6 131 1503/4	113:24 100:15 49:59 101:85 130:22 150:59 30:55+	113 1013/6 495/8 101 1313/4 1503/4	113·36 100·27 50·68 101·36 131·19 151·07 31·04+	112½ 102 50¾ 101½ 132 151½	113:49 100:39 50:80 101:26 132:64 151:56 31:28	113 102 50½ 101½ 133½ 150¾ 62½
Exch'ge,	1	8414	4.8	5	4.8	5	4.8	5	4.85	5

* 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 cable transfers, which ordinarily covers nearly all charges, such as interest, insurance and commissions.

STOCKS OF WHEAT IN THE UNITED STATES.

A statement published at San Francisco puts the surplus of wheat remaining January 1st at about 27 million bushels in California and 5 million bushels in Oregon, or a total of 32 million bushels on the Pacific coast, available or to become available for export previous to July 1 next. The crop for 1880, in that section, is set down at 55½ million bushels, and it is asserted further that a portion of the crop of 1879 remained unmarketed on the first of July last. The exports from the Pacific coast during the last half of 1880 were about 13 million bushels. The surplus named is the quantity which remains over in store and farmers' granaries, after deducting reasonable estimates for home consumption and for seed.

We cannot make so specific an estimate for the Atlantic coast. Statistics are incomplete, and kept in such detached and fragmentary forms that it is difficult to follow them to satisfactory conclusions. According to the New York Produce Exchange Weekly, the visible supply of wheat at the principal points of accumulation on the Atlantic coast, at the West, &c., was on January 1 281 million bushels. Of course this does not include stocks in the farmers' hands, or the accumulations at the minor markets. The exports of wheat from the seven principal Atlantic ports from August 1st, 1880, to January 1st, 1881, were 83 million bushels. This is more than half the estimated quantity required from the United States out of the crop of 1880 to supply the foreign demand. If we add the 13 million bushels already shipped from the Pacific coast, we have a total of 96 million bushels exported up to January 1st.

Accepting the estimate of the Agricultural Department as to total yield, it was believed that we could not spare for shipment this season more than 165 million bushels. It would seem now, however, as if the exports from the United States out of the crop of 1880 would not fall much, if any, below the previous year, when they reached 177 million bushels. For, if the Pacific Coast has still 32 millions surplus, the other States can scarcely have less than double that quantity, or 64 millions, which together would give an aggregate surplus of 96 million bushels. From the seven principal Atlantic ports the export from August 1st to January 1st was at the rate of nearly four million bushels per week. Reducing the weekly movement from the same ports to even two million bushels from January 1st to August 1st, would make a total of 60 million bushels for the seven months, or an aggregate for the crop year of 143 million bushels; and if the Pacific Coast ship no more than 25 million bushels additional, even then the total for the year would reach 181 million bushels. It should be stated, however, that when prices rule low, a crop is never closely marketed; farmers carry over large quantities in their granaries, and this is particularly true if the prospects of the growing crop be not wholly satisfactory. Therefore, it is possible that the Atlantic portsespecially in case the Spring promise for the coming season's yield is less favorable than the last—will not spare more than 50 millions from the remains of the current crop, a quantity that cannot be regarded as in any sense formidable, especially at current prices.

The conclusion from these facts is, that the situation, as we have before pointed out, does not afford encouragement to a speculation for a rise in values, nor, on the other hand, need it excite apprehension of extremely low prices. One year ago, the export movement was retarded by a reckless speculation, which carried up prices 45 cents per bushel above current figures. Any such unnatural check to a free outflow this year would in the end prove disastrous. At present, prices are on a legitimate basis, and exports

are comparatively free. If we export 75 millions more from the crop of 1880, the total will be 171,000,000 bushels, or only six millions less than from the crop of 1879.

In a few weeks weather reports and crop prospects will begin to have an influence upon prices. The Winter has thus far been excessively severe, and there have been some reports of injury to the Fall-sown wheat, but there is nothing definite as yet on this point. The fall of snow has been wide-spread, and this protects the plant from being winter-killed. At any rate, there are no present grounds for apprehending a short supply of breadstuffs in the near future.

CONSUMPTION OF COTTON IN EUROPE.

The cable brings us this week Mr. Ellison's cotton figures for the last calendar year, and also for the first three months of the present season beginning with October 1,1880. According to these returns, there appears to have been a further growth in consumption. In fact, Mr. Ellison has found it necessary, after obtaining the true weights of the bales, to revise his figures of consumption since October 1, adding 10,000 bales to the total for Great Britain and 4,000 bales to the total for the Continent for the first two months. The consumption of Europe, therefore, for the three months ending January 1, 1881, has reached the remarkable average of 120,000 bales per week of 400 lbs. each.

We should state in explanation of this rectification that something of the kind is usually found necessary at the end of the year, because up to that time the weights of bales given in the deliveries are necessarily more or less an estimate. Last month it will be remembered Mr. Ellison estimated the average weights for the months of October and November at 445 lbs. for Great Britain and 422 lbs. for the Continent. Now he finds, on getting in his annual returns, that the actual average for the three months has been 453 lbs. for Great Britain and 441 lbs. for the Continent, or an addition of 8 lbs. per bale to the former and 19 lbs. per bale to the latter. The revised figures sent us by cable of the takings for the three months ending with January 1st, are as follows.

From Oct. 1 to Jan. 1.	Great Britain.	Continent.	Total.
Takings by spinnersbales	453	632,880	1,487,290
Average weight of bales		441	448
Takings in pounds		279,100,080	666,147,810

Mr. Ellison's figures of estimated consumption during the same period are given in the following, together with the takings and stock held by spinners at the end of each month, all in bales of 400 lbs. each.

October 1 to January 1. Bales 400 lbs. each.	Great Britain.	Continent.	$Total \ Europe.$
Spinners' stock October 1 Takings in October	27,000	137,000	164,000
	280,000	143,000	423,000
Total supply	307,000	280,000	587,000
Consumption in October	267,000	210,000	477,000
Spinners' stock November 1 Takings in November	40,000	70,000	110, 0 00
	316,000	239,000	555,000
Total supply Consumption in November	356,000	309 ,0 00	665,00 0
	269,000	214,000	483,0 0 0
Spinners' stock December 1 Takings in December	87,000	95,000	182,000
	371,000	315,000	686,000
Total supply Consumption in December	458,000	410,000	868,000
	335,000	265,000	600,000
Spinners' stock January 1	123,000	145,000	268,000

For the purpose of comparing the movement this year with the same months of last year, we repeat below the last of above statements and add similar figures for 1879. In this and in the succeeding table 000s are omitted.

Oct. 1 to Jan. 1.		1880.			1879.	
Bales of 400 lbs. each.	Great Britain	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.
Spinners' stock Oct 1.	27,	137,	164,	27,	94,	121,
Takings in October	280,	143,	423,	233,	157,	390,
Total supply	307,	280,	587,	260,	251,	511,
Consumption in Oct	267,	210,	477,	252,	200,	452,
Spinners' stock Nov. 1	40,	70,	110,	8,	51,	59,
Takings in November	316,	239,	555,	296,	190,	4,86,
Total supply	356,	309,	665,	304,	241,	545,
Consumption in Nov	269,	214,	483,	248,	230,	478
Spinners' stock Dec. 1	87,	95,	182,	56,	11,	67
Takings in December.	371,	315,	686,	336,	322,	658
Total supply	458,	410,	868,	392,	333,	725
Consumption in Dec	335,	265,	600,	284,	234,	518
Spinners' stock Jan. 1	123,	145,	268,	108,	99,	207

The surprising change which has taken place during the twelve months is perhaps more strikingly exhibited by the following totals, made up from the foregoing details. We add also the average weekly consumption for each month of the two years.

m + 1 - 6 0 + 1 - 1		1880.		1879.			
to January 1.	Great Conti- Britain nent.		Total.	Great Britain	Cinti- nent.	Total.	
Spinners' stock Oct. 1. Takings	27, 967,	137, 697,	164, 1,664,	27, 865,	94, 669,	121, 1,534,	
Supply Consumption	994, 871,	834, 689,	1,828, 1,560,	892, 784,	763, 664,	1,655, 1,448,	
Spinrers' stock Jan. 1.	123,	145,	268,	103,	99,	207,	
Weekly Consumption. Av. w'kly consump.—							
In October	67,	53,	120,	56.	50,	196,	
In November	67,	53,	120,	62,	51,	113,	
In December	67,	53,	120,	63,	52,	115,	

It must be remembered, of course, in connection with the above, that last season's consumption continued to improve, and that the average for the year ending October 1 was 63,810 bales for Great Britain and 51,920 for the Continent, or a total of 115,730 bales of 400 lbs. each; so that, with the present rate of consumption continued through to next October, the mills of Europe would want about 222,000 bales more than what they used last year.

RAILROAD LEGISLATION AT WASHINGTON.

Two years ago we discussed the Reagan railroad-regulation bill, which had then passed one branch of Congress and is still among the things "up" for consideration. We showed then that the measure did not and could not propose to go further than to regulate inter-State commerce; that it would itself involve discriminations of a gross nature by not applying to transportation lines containing water links, or to roads which are situated wholly within a single State although forming parts of through lines; and that, as then framed, the bill contained provisions which in practice would nullify the whole.

In the meantime there has been no adjustment of the evils complained of, and the transportation problem does not seem to have come any nearer settlement, while its difficulties have certainly grown no less. Perhaps the only visible change is that the notion of Federal intervention and control has obtained greater ascendancy over public opinion. That this remedy will not have to be tried, in the form of some more or less regulative law or other, before it is put out of the category of possible remedies, we are not sure; that it can be anything but a failure we have but the slightest expectation.

Federal intervention is urged in this as in many other troublesome matters, without any idea of how or why it should be effectual. The child in trouble looks to its parent, without inquiring how help is to be administered,

but in obedience to a vague and instinctive notion that the parent is wiser and stronger, and that it is the parent's business to apply a remedy. So the people who turn imploringly to Washington imagine that size is strength and wisdom, and are not disabused of this notion by experience. How the railroads are to be tamed, repressed, and converted to the Golden Rule, and how the whole problem of common carrying is to be settled for the greatest general good, they have really not the slightest idea. It is a knotty question, and they give it up; but that mysterious non-existent, "the government," must find out. How several hundred politicians are or can be wiser and more faithful, when assembled in a Congress, than the same men are separately, is a question which few stop even to ask; "the wisdom of Congress" is somehow still a sort of fetich. Because the railroads are more powerful than anything but the general government, and because it is impracticable to secure concurrent action from the States -it is said-the only hope lies in the Federal power. The argument is that the failure to regulate them has been due to making the attempt in too narrow a field, some single State; and they must be attacked in the broader field of the whole country. This way of putting the case has a plausible look, but is it sound? It does not seem so to us, and this is the one point we wish now to especially coneider.

Nothing is perfect; men are not virtuous, as they ought to be; and Legislatures are not above venality, more or less direct; there is no use in trying to ignore these ugly facts. We must admit that Legislatures are subject to manipulation; that manipulation is, and will be, attempted when any powerful interest finds occasion, and that it will be more or less effectual. If attacked by legislation, the railroads will attempt to influence legislation. If ten of the best and wisest men in each representative section should select the legislators, the result would still be a question of temptation, and that temptation might even be insidious enough to conceal itself. We must make the best of facts as they are; acknowledging that if we go to capitals in complaint of the railroads, the railroads will not stay away, we must inquire how and on what arena they will have the least power.

Is it then true that the field is broadened when Federal intervention is sought? On the contrary, we think not, and here is the great error in the case. When the struggle is transferred from a score of State capitals to Washington, it is narrowed and concentrated. The effect upon the character of Congress and upon government in all other lines of power is a subject which might be profitably considered, but it is not a part of this present question. Instead of having to manage scattered legislatures, the companies would have to deal with a permanent body of seventy-six Senators, holding for six years, with only onethird going out every second year; how much easier it would be to manage this smaller body, can be supposed. One of the prominent candidates for the Senate recently in this State has railroad connections, and was called a railroad man, and now the just-elected Senator from New Jersey, is freely charged with being owned by the Pennsylvania road. That he is in railroad business by occupation is true, and how easy it would be for the companies to get some of their friends into the Senate, may be seen. The permanence of the Senate would also work in the same That body was intended to represent the direction. States, to be conservative, and to be removed from the popular clamor of the hour. This would be on the railroads' side, for they are in the position of defendants, They do not go to legislatures wanting to be let alone. for anything; their policy in Washington would be the fiscal year 1872-3. The total for 1880 is more than double

Fabian one of delay; they would seek, quietly and unobtrusively, to take the life out of every repressive measure proposed, and the conservatism and slowness of the Senate would be in their favor.

On the other hand, in a legislature, holding for a short term, answering more directly to the people, and subject to sway by popular emotion, granger laws are procured with comparative ease. The transfer of the whole struggle to Washington would immensely concentrate the forces of the companies, besides bringing them before a body of men more likely than any State Legislature to move slowly in the matter. And if a railroad commission is set up by Congress, as the Reagan bill proposed, the field of contest is only transferred again and even further narrowed and The companies have only to influence the simplified. Commissioners. Were there one Commissioner only, with absolute power all over the country, and if (to make the most extreme supposition) there were no defect anywhere which could obstruct his autocracy, would it be even then sure that the railroads would not influence him?

But in presenting the above considerations, while admitting that legislatures are too facile, it should be understood that we do not mean by "influencing" the coarse and venal methods. If a railroad autocrat (as just imagined, for the illustration) should not attempt an active policy of repression, it would not follow that he had been acquired by the roads. For the problem of transportation is not the naked one of protecting the people against the railroad kings, although commonly so presented. There are rights on both sides; the railroads have rights, and a case; the respective rights are much involved; what repressive measures are proper and expedient, and what will be their practical results when tried, are most grave and per-To decline attempting a positively plexing questions. repressing policy does not prove more than that the difficulties of such a policy are appreciated. No undue influence of any sort is needed anywhere for this, and it may well be that a transfer of the subject to Congress would be the very change which would best suit the railroad interest.

IMMIGRATION IN 1880.

The appearance of the returns of immigration, issued by the Bureau of Statistics at Washington, for the last half of 1880, suggests a little examination of this movement in recent years. The following gives the figures for the last five calendar years, by quarters.

	1880.	1879.	1878.	1877.	1876.
1st Quarter2d Quarter3d Quarter4th Quarter4	66,613 242,642 154,832 121,981	21,735 80,847 69,789 78,194	$\begin{array}{r} 20,740 \\ 57,223 \\ 44,070 \\ 31,174 \end{array}$	17,914 52,083 36,001 24,527	24,541 62,039 44,570 27,290
Total	586,068	250,565	153.207	130,525	158,440

For the fiscal year ending June 30 the total was 457,257, against 177,826 in 1878-79, an increase of 279,431; the calendar year outdoes this, showing 586,068, an increase of 335,503 over the 250,565 in 1879. Comparing the movement by quarters, as above given, an enormous increase in 1880 over the four previous years is seen. Although we have not the data for speaking positively, we are very confident that the arrivals during the quarter ending June 30 last have never been approached in any previous three months in the history of the country; they are greater than in any entire fiscal year since 1873 4-in fact, in 1878-9, the number was but 177,826. The total for 1880, it is hardly necessary to say, has never been equaled, the largest figures ever recorded before being 459,803 for the an increasing scale is shown by the following comparison of fiscal with calendar years.

Year ending -	1880.	1879.	1878.	1877.
June 30	457,257	177,826	138,469	141,857
	586,068	250,565	153,207	130,525

Beginning at the right hand of this table, and reading the figures in each column downward successively, we have: 141,857; 130,525; 138,469; 153,207; 177,826; 250,565; 457,257; 586,068—a cumulation with but a single interruption.

Some very interesting data respecting the arrivals at this port-which receives nearly two-thirds of the total-are furnished by the Commissioners for this State. As a rule, the immigrants arriving here in 1880 were in an unusually good physical and financial condition. As to the latter, if \$50 be taken as a fair estimate of the average amount of hard money brought per head, the immigrants of 1880 should have brought into the country over 29 millions, which is more than the gross regular imports of the precious metals in 1878-9, and more than those of fourteen other years since 1859. Fully three-fourths of all arriving at this port in 1880, the Commissioners say, held prepaid tickets to their destinations; this is interesting, because it shows an aim, argues thriftiness, and indicates that the tide has been moving largely to the Northwest. Of the entire 327,371 arriving here, 112,119 went directly west, 63,368 went east, and 137,561 remained in this State. Germany took the lead in respect to nationality, furnishing 104,264, although the British Isles combined furnished 113,381. The increase in the number from England we have previously noticed, that country having sent more emigrants hither than Ireland during the four fiscal years 1875 - 9.

The entire record is most gratifying proof of our national progress and prospects, and there is more than a coincidence between the recent increase in immigration and the increase in the number of acres of land disposed of and located by the General Land Office, from 1,684,738 in 1876-7 to 5,186,240 in 1877-8, and 7,468,997 in 1878-9. The bearing these facts have upon the future of railroad property is obvious, and is not the least important and interesting feature connected with the subject.

IRELAND AND THE BRITISH GOVERNMENT.

The situation in Great Britain with regard to Ireland is not, in any way, changed for the better. The failure of the court to convict the traversers is regarded as a victory by their friends. In one sense it no doubt is a victory. It shows that whatever the actual guilt of the parties, a jury composed of Irishmen will not agree upon a verdict of "guilty" when the crimes are not more serious than those laid to the charge of Mr. Parnell and his friends. An English or a Scottish jury, looking not to local but to general interests, and caring chiefly for the peace of the realm, would doubtless have convicted.

The result of the trial, however, will not prove a permanent gain to the cause which the Home Rulers and Land Leaguers have at heart. Its effect on the English and Scottish representatives in Parliament is seen in the tenacity with which they clung to their purpose and to their seats, during the late debate, and in the overwhelming majority by which the Government was sustained. It is now manifest that if Ministers find that they cannot by the existing means at their disposal preserve the peace in Ireland, they have but to ask Parliament to get all the power which the exigency demands. The British Government and people are determined that order shall be restored, and that, whatever the cost, life and property

that for 1879, and that the movement thither has been on shall be protected in Ireland. It is a gratifying feature of the situation that the Opposition, so far at least as the protection bills are concerned, are in perfect accord with the Government. It is to be expected that the Irish members will resort to their old practice of obstruction; but we are not permitted to believe that this policy will be any more successful in the debates which are to follow than in that which has been brought to a close.

The presumption is that Mr. Forster's bills for the better protection of life and property in Ireland will be passed without delay and without much difficulty. The government of the country will be centred in the hands of the Viceroy, who will be endowed with exceptional or extraordinary powers to meet the emergency. He will have power to arrest all persons reasonably suspected, as principals or accessories, of treasonable offences. This exceptional rule will be extended over the whole of Ireland, but special action in regard to agrarian and other such crimes will be taken in proclaimed districts only. By the second bill Mr. Forster proposes to restore the law-restraining the right of the people to possess and carry arms-which expired with the Peace Preservation Act last year. Mr. Parnell and his friends may rebel, Irishmen in large numbers may follow their lead, Ireland may be plunged again into all the horrors of civil war, but there can be no question as to the final result. The revolt will be crushed; tranquillity if not contentment will be restored; the ringleaders may, as on former occasions, make good their escape; but many of the more innocent and less offending will severely suffer.

With the establishment of order, and with the restoration of proper respect for the law, Mr. Gladstone will introduce his measure of Land Reform; and there are the best of reasons for believing that the new measure will go as far in the way of reform as is possible in the present condition of things-certainly as far as is compatible with a due and proper regard to vested rights and existing interests. He has a difficult task; and right-minded men in all lands wish him success. Complete success is, perhaps, not possible in the circumstances. It would certainly be a crowning triumph to a long and honored public career, if he could so meet existing wants in Ireland, and so reconcile clashing interests, as to make that unhappy land a happy, contented, prosperous, and loyal section of the Brisish Empire. If he should not be able to do all this, it will still be much if he shall succeed in removing the causes of the present discontent, and of carrying home conviction to the Irish mind that the British Government honestly and earnestly desires the peace and prosperity of Ireland and of the Irish people. In such a case, there would, at least, be laid a foundation on which to build solid hopes for the future.

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 increased £407,000 during the week. During the same time the specie in the Bank of France increased 3,100,000 francs in gold and 239,000 francs in silver.

1	•	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
1		Jan.	Jan.	Jan.	Jan.	Jan.	Jan.
1	*	22.	24	25.	26,	27.	28.
١	Silver, per ozd.		5158	51716	5138	51516	51516
		98916	98916	99916	98916	931116	931118
1				931116			931316
1	Consols for account Fr'ch rentes (in Paris)fr.8	4.2010	91:071	84 112 10	81.10	84.174	
1	Fren rentes (in Paris) ir.	1001	1034	1034	1034	10338	10312
1	U. S. 5s of 1881		115%	115%	11512	115%	116
	U. S. 4 ¹ 28 of 1891			117	1164	116%	117
1	U. S. 4s of 1907		117		5112	5238	524
1	Erie, common stock		5114	501g	27.43	135	1364
	Illinois Central	135	13512	131	.031		
1	Pennsylvania	6734	69	67	6712	67%	901.
	Philadelphia& Reading.	32	324	31%	3112	32	324
1	New York Central	1361 ₂	156	15512	15512	156 ¹ 2	156

Liverpo	ol Bre	eadstu	ff's	and	Pr	eioo:	ions	M	arke	ts				
_			Sa		Mo		Tue		Wed	024	Thu	rs.	Fr	i
			8.	d.	8.	d.	8.	d.	8.	d.	8.	d.	8.	d.
Flour (ex.	State).	100 lb.	.12	6	12	6	12	6	12	6	12	6	12	6
Wheat, No			9	6	9	6	9	5	9	5	9	5	9	4
Spring, 1			9	6	9	6	9	5	9	5	9	5	9	5
Winter, V			9	8	9	8	9	7	9	7	9	7	9	6
Cal. whi			9	4	9	4	9	4	9	4	9	4 -	.9	4
Corn, mixe			5	6	5	512	5	5	5	ō	5	5	5	412
Pork, West			65	0	65	0	65	0	65	0	65	0	65	0
Bacon, lon	g clear	. cwt.	3)	6	39	6	39	6	39	3	39	6	40	0
Beef, pr. n	iess.ne	w. Rte	71	0	71	0	74	0	71	0	7+	0	74	0
Lard, prim				9	48	9	49	0	49	3	49	6	50	0
Cheese. A	m. cho	ice "	68	0	63	Ö	68	0	63	0	68	0	68	0
Linerno			Lr	ket -	-Se	e sp	ecia	l r	epor	t or	cot	ton		

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$6,225,432, against \$9,434,024 the preceding week and \$6,803,512 two weeks previous. The exports for the week ended Jan. 25 amounted to \$7,140,084, against \$6,480,266 last week and \$6,772,531 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Jan. 20 and for the week ending (for general merchandise) Jan. 21:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry Goods General mdse	1878. $$1.501.920$ $2,7.03,655$	1879. $$1.372,937$ $4.891,733$	1880. $$3.897,790$ $7,170,844$	$\$2.274.274 \\ \$2.951.158$
Total week	\$4,293,575	\$6,261,720	$\$11,068,631 \\ 20,863,314$	\$6.225.432
Prev. reported	16,332,031	11,447,715		16.237,536

Total s'ce Jan. 1. \$20,630,636 \$17,712,435 \$31,931,948 \$22,462,968 In our report of the dry goods trade will be found the imports

of dry goods for one week later. The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the

week ending January 25: EXPORTS FROM NEW YORK FOR THE WEEK.

	1878.	1879.	1830.	1881.
For the week	\$7,032,048	\$5,255,769	\$6,711.879	\$7,140,034
Prev. reported	17.442,673	14,627,301	16,592,619	20,991,790
			1,0,000,000	£ 12 041 074

Totals'ce Jan. 1. \$24,475,621 \$19,883.072 \$23,337,528 \$28,041,874

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 January 22.

	Exports from	New York.	Imports at New York.		
	Gold.	Silver.	Gold.	Silver.	
Great Britain		\$123,982	\$2,377,180	\$19,466	
FranceGermany			289,500	9,733	
West Indies			2,409	$2,449 \\ 82,048$	
Mexico South America			7,400	3,769	
All other countries		6,375			
Total		\$130,357	\$2,676,489	\$117,465	

Of the above imports \$2,197 were American gold coin and

\$35,477 American silver coin.

The movement from January 1 to date in 1881 includes the export of \$3,960 gold and \$524,265 silver, and the import of \$3,921.086 gold and \$167,033 silver. The totals at New York from January 1 to date in the present and several previous years have been as follows:

	Impor		Exports.	Year.	Imports.	Exports.	Year.
$\frac{03,210}{32,322}$			\$1,866,089 9,804,323	1876 1875	\$1,038,119 699,996	\$528,225 701,677	1881 1880
94,712 16.939		03	2,660,503	1874	724,790	1,128,656	1879
		03 32		1874 1873	724,790		1879 1878 1877

The statement of the Atlantic Mutual Insurance Company (Marine) for the year 1880 has been issued, and shows a large increase in business over the preceding year. The premiums of the year amounted to \$4,232,675; the premiums not marked off January 1, 1880, were \$1,495,947, making the total premiums \$5,728,622. The losses paid amounted to \$2,071,238, and the returns of premiums and expenses were \$873,113. The usual dividend of 6 per cent on outstanding certificates of profits has been declared; a dividend of 40 per cent on the net earned premiums of 1880 has also been declared, and the scrip of 1876 is called in for payment in February. The management of the Atlantic continues to inspire confidence among shipping merchants, and they look forward to the scrip dividends of the company as one of the certain profits of their business.

INTER-OCEANIC TRANSIT.—The Tehauntepec Inter-Ocean Railroad Company has offered for sale three million dollars of its first mortgage thirty-year seven per cent gold bonds, and, in addition (as a gratuity) one million dollars of its certificates, bearing 5 per cent interest and participating in all dividends and shares of the company. By the gentlemen connected with this enterprise, including Mr. George S. Coe, President of the American Exchange National Bank, we are informed that these bonds are secured by a mortgage to the Central Trust Company of New York upon all the rights and property of the company in Mexico, held under a grant by that government for ninety-nine years, and which practically gives to the company for twenty years control of the harbors and of the rightof-way for a railroal across the Tehauntepec Isthmus. This

grant also exempts the company from the payment of duties and taxes, and donates one square league of public lands per mile, and \$12,070 per mile in money to the company. The route has frequently been surveyed by eminent civil, naval and military engineers, who concur in declaring its entire feasibility.

The harbors will be accessible, safe and commodious; and will yield ample revenues by tolls for all expenditures for their

improvement.

The region traversed by the road is in its topographical features highly favorable, in its climate genial and salubrious. and in its fertility without a parallel-for evidence of which reference is made to a pamphlet by A. D. Anderson, Esq., recently published by A. S. Barnes & Co., of this city. The road will be substantially built at its lowest practicable cost, without the intervention of construction companies or other devices which impair the values of share capital, whereby the holders of certificates will secure all the advantages of the property in excess of the mortgage obligations. The projectors state that the geographical position of this Isthmus is too familiar to require either arguments or statistics to show the commercial importance of the road and its certain financial

-The late District-Attorney, Mr. Benjamin K. Phelps, insured his life in the United States Life Insurance Company last March for \$25,000. He died, as will be remembered, last month, and proofs of his death were furnished to the company last Monday. Although the law allows the insurance company sixty or ninety days, the claim was passed upon on Tuesday and paid in full, without a cent of discount, on Wednesday. Presented on Monday, examined on Tuesday and paid on Wednesday. At the same time, and with the same promptness, a policy of \$6,360 on the life of the late Dr. E. H. Chapin, who also died last menth, was passed upon and paid. While these claims and many others of the same character were being paid over the counter in the company's office at No. 261 Broadway, in the Supreme Court a determined fight was in progress over a claim against the company on the policy of Willard Harley, who had taken out a policy in the company for \$10,000 in the month of January, 1877, and on the 24th of February, just a month later, had committed suicide. The jury gave a verdict for the com-

-The publishers of the Chronicle regret to learn of the death, at the age of 74 years, of Mr. William Hannaman, of the firm of Smith & Hannaman, investment brokers in Indianapolis. Mr. Hannaman has for over fifty years been a prominent citizen of the State of Indiana, and much of his life was spent in the occupation of positions of honor and trust in the interests of the State and of its prominent corporations. The business of the firm is continued by Mr. Francis Smith, of the late firm, as announced in the changes in the advertisement, which we notice also reduces the rate of interest promised to investors from 7 per cent to 6 per cent, in keeping with the general reduction necessary to obtain the best class of securities.

-Attention is called to the notice by Messrs. Clark, Post & Martin in our advertising columns that all coupons due 1st prox., and the principal of all bonds due on that date of the Railroad Equipment Company, secured by rolling stock furnished various railroads, will be paid at their offices in New York and Philadelphia.

-The mercantile and shipping interests of New York are invited to examine the statement of the Orient Mutual Insurance Company of this city, presented in to-day's CHRONICLE. This statement shows a successful year, the total premiums earned being \$1,032,010 and losses and expenses only \$614,846, making the net earnings \$417,163, with total assets of \$1,202,612.

BANKING AND FINANCIAL.

FISK & HATCH,

BANKERS,

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

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

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

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

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

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

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

FISK & HATCH.

Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads. Cedar Rap. & Mo. Riv. com. (quar.) Cedar Rapids & Mo. Riv. pref Chicago & West Michigan Kan. C. Ft.S. & G. (con. for prf.st'k) N.Y. Prov. & B. (Ston'ton line) quar	212	Feb. 15 Feb. 15	Jan. 16 to
Banks. Corn Exchange	5	Feb. 1	Jan. 27 to Jan. 31.
Insurance. Broadway Westchester	8 5	Feb. 1 Feb. 1	Jan. 21 to Jan. 31.
Miscellaneous. Iowa R.R. Land (quar.) United States Express (quar.)	\$1 50 1	Feb. 15	Jan. 16 to Feb. 6 to Feb. 15.

FRIDAY, JANUARY 28, 1881-5 P. M. The Money Market and Financial Situation.—The market again closes with a tone of great confidence, and in many instan-

ces even buoyancy in prices.

The ease in the money market has facilitated a further rise in several of the low-priced stocks, and the advance in some of these specialties at the New York Board has rather been the feature of the week in speculative transactions. It seems probable that the imports of specie from abroad will cease for the present, unless there is a heavy taking there of our railroad securities; but with the current tone of their money markets in London and Paris we should hardly look for a further large export of specie to pay for American stocks and bonds. Last year there was no considerable import of specie in the first six months, and now the outlook for ease in our money market is better than it was on the first of February, 1880, without relying on any gold imports for this half year.

As to the stock market, it is hardly our province in this report to assume the role of the prophet; we have more to do with the facts and phases of the market as they transpire. A record of prices; the topics discussed among brokers; the reports of railroad earnings; a summary of the financial reports of railroads, and other things of this practical sort, are the matters which our readers look for in this column. The financial columns of the daily newspapers are frequently predicting that a large decline in stocks is likely to follow the bull market which has now run without material set-back since June last, but these predictions were quite as confidently made when prices were 20 to 30 per cent lower. The market certainly closes very strong and active, with many prices near their highest, and we should hardly look for any heavy decline in stocks until the market has ceased for a while to make any decided advance. Should prices reach a point where there was general halt, and further upward movement seem difficult, it is possible that a quick downward turn might be the result.

Railroad earnings are, at length, showing some decrease. The list of earnings published in another column indicates that in the second and third weeks in January there was a decrease on many roads. This may be temporary and owing to the severe weather, but the mere fact that earnings can show a decrease, and that the whole list does not present the unbroken front that it has recently done, will, at least, give a new idea to the public. No statement of New York Central & Hudson earnings for December has been published, and this excites unfavorable comment, in connection with the fact that the Pennsylvania Railroad showed \$385,802

decrease in net earnings that month.

The money market has grown easier as the week progressed, and call loans on stocks have frequently been made at 4 per cent. On Government bonds loans have been made at 3 per cent, but a range of 3½@5 on all classes of collaterals is a fair quota-

tion. Prime commercial paper is quoted at 5@5½ per cent.

The Bank of England statement on Thursday showed a gain for the week of £407,000, and the reserve stood at 44 9-16 per cent of liabilities, against 43 3-16 per cent last week; the discount rate remains unchanged at 3½ per cent. The Bank of France showed an increase of 3,100,000 francs in gold and 230,000 francs in silver.

The last statement of the New York City Clearing House banks, issued January 22, showed an increase of \$92,325 in the surplus above legal reserve, the total surplus being \$8,146,725, against \$8,054,400 the previous week.

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

	1881. Jan. 22.	Differ'nces fr'm previous week.	1880. Jan. 24.	1879. Jan. 25.
Loans and dis. Specie Circulation Net deposits. Legal tenders.	$\begin{array}{c} 66,484.100 \\ 18,345.500 \\ 298.931.900 \end{array}$	Inc. 6,555,100	51,832,200 21,652,900 257,483,700	19,617,600 214,981,200
Legal reserve. Reserve held.	\$74,732,975	Inc.\$1,638,775 Inc. 1,731,100	\$64,370,925	\$53,745,300 71,031,300
Surplus	\$8,146,725	Inc. \$92,325	\$4,604,775	\$17,286,000

United States Bonds.—There has been considerable activity in Government bonds, the tone fluctuating with the Washington dispatches. Since Mr. Sherman's appearance before the Senate Committee advocating short-date 3½ per cent bonds, the 4 and 4½ per cents have been easier.

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

	Interest Periods.		Jan. 24.	Jan. 25.	Jan. 26.	Jan. 27.	Jan. 28.
68, 1881reg. 68, 1881coup. 58, 1881reg. 58, 1881coup. 4 las, 1891reg. 4 las, 1891coup.	J. & J. J. & J. QFeb. QMar. QMar.	*101 ⁵ 8 *101 ⁵ 8 100 ¹ 2 *101 ⁵ 8 *112 ³ 8	*10158 *10058 *1005 10158 *11238 11238	*101 ⁵ 8 *101 ⁵ 8 *100 ¹ 2 *101 ⁵ 8 *112 ³ 8 *112 ¹ 4	*101 ⁵ 8 *101 ⁵ 8 *100 ¹ 2 *101 ³ 4 *112 ¹ 4 *112 ¹ 4	*101 ⁵ 8 *101 ⁵ 8 *100 ¹ 2 *101 ³ 4 112 ³ 8 112 ¹ 4	10134 *10158 *10034 10178 *11214 *11238
48, 1907 reg. 48, 1907 coup. 68, cur'cy, 1895 reg. 68, cur'cy, 1896 reg. 68, cur'cy, 1898 reg. 68, cur'cy, 1899 reg. 68, cur'cy, 1899 reg.	QJan. QJan. J. & J. J. & J. J. & J. J. & J.	113 ¹ 8 113 ¹ 8 *128	113	113 ¹ 8 113 ¹ 8 *128 *129 *130 *131 132		11212	*112 ⁷ 8: 113 *128 *129 *130 *130

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

The range in prices since Jan. 1, 1881, and the amount of each class of bonds outstanding Jan. 1, 1881, were as follows:

A	Range sir	ice	Jan. 1, 188	Amount Jan. 1, 1881.		
	Lowest.		Highest		Registered.	Coupon.
6s, 1881cp. 5s, 1881cp. 4 ¹ 2s, 1891cp. 4s, 1907cp. 6s, cur'ncy.reg.	101½ Jan. 112 Jan. 112¾ Jan.	3 3 3	10158 Jan. 10178 Jan. 11258 Jan. 11358 Jan. 13434 Jan.	28 14 13	535,163,550	74,218,600 203,256,850

Closing prices of securities in London for three weeks past and the range since January 1, 1881, were as follows:

	- 1	T	Jan.	Range since J	an. 1, 1881.
	Jan. 14.	Jan. 21.	28.	Lowest.	Highest.
U. S. 5s of 1981 U. S. 4 ¹ 2s of 1891 U. S. 4s of 1907	11578	1104	110	11104 Juli. 4	104 ¹ 2 Jan. 3 116 Jan. 14 117 ¹ 4 Jan. 17

State and Railroad Bonds.—In State bonds the important decision of the U.S. Supreme Court declaring that the Virginia tax-receivable coupons must be taken at their full face value, without deduction of a State tax, has established an important principle. The Treasurer of North Carolina makes the following exhibit: Bonds redeemed at 40 per cent, \$3,579,500; bonds redeemed at 25 per cent, \$1,962,045; bonds redeemed at 15 per cent, \$1,928,700; total, \$7,470,245. In substitution of the above there have been issued \$2,211,616 of new bonds. Should all the fundable bonds be funded, the debt will amount to about \$3,900,000. The North Carolina special tax bonds are among the strongest of the "fancies."

Railroad bonds have been active, and on the speculative list the Erie second consolidated, Boston Hartford & Erie firsts, Texas & Pacific land grant incomes, Missouri Kansas & Texas firsts and seconds, Ohio Central incomes and Lake Erie & Western incomes have been most active at high prices. The Philadelphia & Reading general mortgage gold sixes, carrying half the July coupon and all the January coupon unpaid, have declined about

	3 per cent.	
	The following securities were	
	Shares.	
	102 American Exchange Nat.	
	Bank	
	138 Bank of North America 99	
	80 Fourth National Bank11734	
	131 Fulton National Bank 140 2	
	71 Merchants' Exchange Na-	
	tional Bank	
١	63 Ninth National Bank117	
١	148 Eagle Fire Ins. Co22048	
١	118 City Fire Ins. Co	
۱	50 Knickerbocker Ins. Co 01	
ı	oo N V Equitable Ins. Co., 157421	
l	100 Brooklyn Fire Ins. Co211	
l	147 U.S. Fire Ins. Co 130-21	
I	40 Long Island Ins. Co110	
۱	70 Lefferson Ins. Co	
	249 Fireman's Ins. Co99@98 ¹ 2	
	40 Nassau Fire Ins. Co155	
l	5 N V Eire & Marine 122	
I	100 Nutional City Runk 253	
۱	400 Oswego & Syracuse KK140	
١	10 Syracuse Binghamton & N. Y. RR101	
I	N. Y. RR101	
	100 Hannibal Bridge Co100	
	174 Bank of America1442	
	43 Kings County Fire Ins200	
	100 Tol. Peoria & W. common	
	stock (Pur. Com. receipt) 44	
	100 Mercantile Trust Co151	L

sold at auction:
Shares.
200 Lobich & Wilkesharra
200 Lehigh & Wilkesbarre. Coal Co
Coal Co
20 Latayette Fire Ins. Co110-2
65 Knickerbocker Fire Ins. 5712
40 American Fire Ins 15312@155
4 Greenwich Ins. Co312
12 Hamilton Ins. Co15012.
103 Merchants' Exchange Na-
tional Bank
10 North River Bank100
150 Cent. Park North & East
River RR105
109 Harlem Gaslight Co 634
23 N. Y. Mutual Gaslight Co. 57
625 American Mills, of Rock-
ville, Conn 50 ¹ 2
Bonds.
\$2,100 Jefferson Ins. scrip 78
414 000 Cent. RR. & Banking
Co. of Ga. 7s, due 189311612
\$4,000 Louisville City 7s. due
\$2,000 City of Quincy, Ill., 6s, due 1.898
\$2,000 City of Quincy, Ill., 68.
due 1.598
\$2,000 Central Park North &
East River RR. consol.
7s. due 190211134
\$2,000 Golden Eagle Mining
Co. 1st m. 6s, due 1882. 11
(00. 18t m. 08, tato 1002. 11

Railroad and Miscellaneous Stocks.—The stock market showed some depression early in the week, and there were apprehensions that a decided break might occur. This feeling soon passed away, however, and gave place, as usual, to renewed strength and activity, and to-day the market at the close was almost buoyant. We notice that there is rather more appearance of artificial support, and the advance in prices is more spasmodic and more confined to specialties than in the general movement which has recently been experienced. Some remarks upon the situation and on the current railroad earnings will be found above.

The Central Pacific dividend will be paid as advertised, the controversy with the Government having been settled for the present by the officers giving bonds for \$750,000. The directors of the Delaware & Hudson Canal Company held a meeting on Thursday, but declared no dividend. The Illinois Central Railroad Company issued to-day a brief summary of their annual statement, showing a gain in net earnings of \$282,091 in 1880; the total net income was \$3,747,532, and the surplus over all disbursements \$501,641. Among the stocks which have been strongest and most active were the Ohio Central and Lake Erie

& Western, both controlled by the same financial management which successfully introduced the stocks on this market last year. Reading stock remains steady pending the complicated litigation now in progress. Pennsylvania stock has lately been rather weak, partly in consequence of the large increase in expenses in December. The coal stocks are among the strongest, in hopes of a larger income from increased tonnage at higher prices.

The daily highest and lowest prices have been as follows:

	Satur Jan.		M on J an		Tues Jan	dan. 25.	Wedi Jan	nesd. 26.	Thur Jan	8day. 27.	Frie Jan	
Am. Dist. Tel. Amer. Un. Tel.	63 84	65 85	62 <u>6</u>	6216 8414	6216 80 g	63½ 83	83	83	62	621/2	63 8314 86	62 85 8714
Canada South.	8 16	90 923£	90%	89 14	9014	86% 91%	8534 9156	88 93	86%	87 4 93 K	9314	9376
Cent. of N. J	90%	92%	8876	910	8816	8914	8012	9314	89	92	5934	91
Ches. & Ohio.	2234	2214	23	2314	22 1	23	23	23¼ 34	2334	25 36	374	247% 35%
Do lst prf. Do 2d prf	33¼ 23¼	3 3 14 23 34	83 *24	33 25	23	24	3314	2414	2514	27	26%	2618
Chic. & Alton.	!51	158	152	153	150	151	*150	152	152	153	152	152
Chic Bur. & Q. Chic.M. & St. P.	169	170	10934		168	169		172 120	170	12014	1181	11916
Do pref.	12234	129	127	127	123	120 127	1181/8 1261/4	126%	127	127		
Chic. & N. W.	132%	13136			129	13014	126% 130% 141%	132	1301/6		1301/8	13134
Do. pref. C.R.I.&P.new	145	145%	159	139	140 137	138	13734	139	13734	143%	14114	141%
Ch.St. L.&N.O.	55%	57	55	57	55 .	35	561	5634	56	5034	58	56
Ch.St.P.M.&O	4416	51	4914	5074	4816	49%	49	4976	49	5018	10616	4934
Clev. C. C. & I.	91	91	9018	1.1	105%	84%	8316	10,188	10534	90	8934	89%
Col.Chic.&I.C.	2334	24	2314	2116	2:356	2314	23	231/8	2334	26	2518	25%
Del.& H.Canal	103%	107	1061/2	10871	10434	107 K	1064	107%	106	108	105%	107%
Del.Lack.&W. Denver& R.G.	91	92%	12238	92	90%	91	1227/8	9134	9116	หรือ	9434	98
Han. & St. Jo	3476	55)8	54	5576	53	5110	51 106%	56%	9114 5434	56	541/2	555%
Do pref.	1071	1031/4	107	108	10514	7014	69%	6878	106%	10898	10738	105%
Hous.&Tex.C.	133	1331/8	131	13236	13016	131		135	132	133	1331	13334
Int.& Gt.Nor	53	58			5.914	60	80	80	2000	::	60%	60 4
Lake Erie&W. Lake Shore	18214	13338	13014	4814 13294	4534	5016 13114	501/g 131	56 132%	53% 131%	55% 133	51 13136	132%
Louisv & Nash	+923	9314	X -84	8914	87	87%	8716	88	22	8834	8 76	8814
Manhattan	*35!3	36	25%	36	3514	36	32.6	35%	354	3734	12	3758 1256
Mar.&C.1st pf. Do 2d prf.	1814	13%	127	814	124	13 7¾	1134	13 8	1278	1334 81⁄2	18	8
Met. Elevated	109	109	109	109	*	109	*107	109	1091/8	1111/	110	1111/8
Mich.Central.	:231/€			1227/8	120	12134	12134	123 K	122	12314	12314	12218
Mobile& Ohio. Mo.Kans. & T.	22 46	2234	2254 4558	2213 4616	22 44%	22 45%	2236 45	4636	4618	407/8	2614	4738
Mor.& Essex	123%				12216	12:176	12234	12234	122	1231/2	÷òi:	-oi
Nash.Ch.&Stl.	15134	15012	15014	6816	66%	1508	*67 15036	15114	.71	72 151%	701/2	72½ 151¾
N.Y.C. & H. R. N.Y. Elevated	13456	12156	12136 12136	124%		12116	124	1 5475	12416	126%	12616	126%
N.Y.L.E.& W.	494	50%	4×5% 91%	19%	4814	90	4976	511/8	5014	513%	981%	5034 9358
N.Y.Ont. & W.	9076	9 14 3 38	3716	9214 3814	9114	9214 3714	92 37	94 394	924	94 391/8	3858	3976
Northern Pac.	3314	3314	33 %	34	3316	8314	331	83%	3334	351/4	3434	361/8
Do pref.	26	8814 2814	8536 2738	66 2956	2714	6514 2376	85 28%	65 321/8	32	67¼ 33¾	33	6:18 334
Ohio Central Ohio & Miss	4 36	44%	11%	4414	40%		4216	43%	4314	44	431/4	4416
Do pref.	109%	109%	1084	1081			108	106	6332	£ 110	3057	5434
Pacific Mail Panama	5314	55	5176	227	51	521	5214 *223	2438	5338	51%	535% 226	226
Phil. & Read's	63%	6414			61	63	6116	6134	6134	6136	857	6216
St.L.A.& T.H.	43	43	43	43	43	43	43	43	44	46	1001	1931
Bt.I.I.M. & So.	5934	6178	124 5934	124 611 ₄	121	121 60¼	6014	6176	0012	1235	601/4	12314
Bt.L.& B.Fran.	49	Au	1 47	47	1874	47	*46	49	4170	4179	47	4717
Do pref.	69	69	*68	69	1000	6816	*63	68½		68 1011/6	162	102
Do 1st prf. Tex.& Pacific.	4574	4614	*68 101¼ 45	46	4116	101¼ 45	141	46	46	467/8	197	4776
Union Pacific.	120 6	12194			1 1 7 - 10	120190	11936	121	12034	122	12116	1235
Wab.St.L.&P.	4478	481	4676 8936	4818	87%	4736 90	1718 8918	4816 91	901/2	4834 9134	8934	
West. Un.Tel.	1144	1164	11416	11616	1133	115'4	1144	1154	115	1167	116	11816
A 170h and a rea 4	hanni	oon b	14 4 7	t water	4. 00	Lucia :			ttha			

These are the prices bid and asked: no sale was made at the Board.
 + A sale was also made ex-div. at 90.

Total sales of leading stocks for the week ending Thursday, and the range in prices for the year 1880 and from Jan. 1, 1881, to date, were as follows:

Sales of Week, Shares. Range since Jan. 1 881. Range for Week, Shares. Lowest. Highest. Low. High. Highest. Low. High. Highest. Low. High. High. High. High. Low. High. Hi	to date, were as follows:											
Canada Southern 89,920 69 Jan 4 90 Jan 1 40 81 82 1 104,979 166,000	!	0.21	D		T 1 00	,	Rang	e for				
Shares Lowest Highest Low High		Sales of	Range sin	ce	Jan. 1 88	1.	year :	1880.				
Canada Southern Canada Southern Central of N. J			Lornest.		Highest.		Low.	High.				
Central of N. J												
Chicago & Alton 1,660 149 Jan. 18 156 Jan. 5 199 159 138 1	Canada Southern	89,920	Jan. يا 69	4								
Chic. Burl. & Quincy Chic. Mil. & St. P. Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Northw Chic. & Northw Do do pref. Chic. Rock I. & Pac Chic. St. P. M. & O. Do pref. Col. Chic. & Ind. Cent. Do do pref. Col. Chic. & Ind. Cent. Del. & Hudson Canal Del. & Hudson Canal Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Clilinois Central Lake Erie & Western Lake Erie & Western Lake Erie & Western Lake Bhore Louisville & Nashv Manhattan Missouri Kan. & Tex N.Y. Cent. & Hud.Riv N.Y. Eake E. & West. Do do pref. Chic. & Maisnssippi Pacific Mail Po pref. Do pref. Col. Chic. & Ind. & Tex Solvania College of the Mississippi Pacific Mail	Central of N. J	104,979										
Chic. Burl. & Quincy Chic. Mil. & St. P. Do do pref. Chic. & Northw Do do pref. Chic. & Northw Do do pref. Chic. & Northw Chic. & Northw Do do pref. Chic. Rock I. & Pac Chic. St. P. M. & O. Do pref. Col. Chic. & Ind. Cent. Do do pref. Col. Chic. & Ind. Cent. Del. & Hudson Canal Del. & Hudson Canal Del. & Hudson Canal Del. Lack. & Western Hannibal & St. Jo Do do pref. Clilinois Central Lake Erie & Western Lake Erie & Western Lake Erie & Western Lake Bhore Louisville & Nashv Manhattan Missouri Kan. & Tex N.Y. Cent. & Hud.Riv N.Y. Eake E. & West. Do do pref. Chic. & Maisnssippi Pacific Mail Po pref. Do pref. Col. Chic. & Ind. & Tex Solvania College of the Mississippi Pacific Mail	Chicago & Alton		149 Jan.	18	156 Jan.							
Do	Chic. Burl. & Quincy	8,759	16738 Jan.	17	1824 Jan.							
Do	Chic. M.l. & St. P	62,690		4								
Chic. & Northw	Do do pref.											
Do	Chic. & Northw	61,825	123 4 Jan.									
Chic. St. P. M. & O. Do pref. 36,285 5 Jan. 4 109½ Jan. 24 60 92¾ Jan. 4 26 Jan. 27 9½ 25⅓ Del. & Hudson Cana! 88,266 895 g Jan. 4 109¼ Jan. 24 60 92¾ Jan. 4 100¼ Jan. 24 60 92¾ Jan. 24 22¾ Jan. 25 30¾ Jan. 26 93¾ Jan. 27 21¼ Jan. 27 22¼ Jan. 30 40¼ Jan. 24 40¼ Jan. 24 40¼ Jan.												
Do			1354 Jan.	4			100^{1}_{2}	204				
Col. Chic. & Ind. Cent. Del. & Hudson Cana! Del. & Hudson Cana! Del. Lack. & Western Hannibal & St. Jo 36,395 Do do pref. 15,245 100 Jan. 4 125 Jan. 20 2278 5078 1100 Jan. 4 110 Jan. 10 63 Jan. 10 Jan. 10 63 Jan. 10 Jan. 10 63 Jan. 10	Chic. St. P. M. & O.		45 Jan.	4								
Col. Chic. & Ind. Cent. Del. & Hudson Cana! Del. & Hudson Cana! Del. Lack. & Western Hannibal & St. Jo Do do pref. 15.245 107 Jan. 4 125 8 Jan. 24 68 1014 1014 1015 1014 1014 1015 1014 1014 1015 1014 1014 1014 1015 1015 1015 1016	Do pref.	36,285	95 Jan.	4	109½ Jan.							
Del. Lack. & Western Hannibal & St. Jo Do do pref. 15.245 100 Jan. 4 125 8 Jan. 20 2278 5078 15.245 100 Jan. 4 110 Jan. 10 63 2 105 Jan. 18 127 8 Jan.	Col. Chic. & Ind. Cent.	41.810		4								
Del. Lack. & Western Hannibal & St. Jo Do do pref. 15.245 100 Jan 4 125 8 Jan 20 2278 5078	Del. & Hudson Cana!	88.266	8958 Jan.	4	109 4 Jan.							
Do		254,772	107 Jan.		125 ¹ 8 Jan.							
Do	Hannibal & St. Jo	36,395	443 Jan.	4	574 Jan.		2278	$50^{7}8$				
Tillinois Central		15.245	100 Jan.	4			63^{1}_{2}	105				
Lake Shore		7,330		4			991_2					
Louisyille & Nashy Manhattan		77,837	3812 Jan.	4			264					
Louisville & Nashv. 12.015 87 Jan. 25 94\frac{1}{2} Jan. 6 77 174 177.10 32\frac{1}{4} Jan. 18 37\frac{3}{4} Jan. 27 21 130\frac{1}{8} 120\frac{1}{2} Jan. 20 75 120\frac{1}{2} Jan. 48 Jan. 15 28\frac{1}{8} 49\frac{1}{4} 40\frac{1}{8} Jan. 48 Jan. 15 28\frac{1}{8} 49\frac{1}{4} 40\frac{1}{8} Jan. 48 Jan. 15 28\frac{1}{8} 49\frac{1}{4} 40\frac{1}{8} Jan. 49 120\frac{1}{8} Jan. 49 Jan. 49 120\frac{1}{8} Jan. 19 120	Lake Shore											
Manhattan 17,710 32¼ Jan. 18 37¾ Jan. 27 21 57½ Michigan Central 22,750 120 Jan. 4 126½ Jan. 20 75 130⅓ Missouri Kan. & Tex 57,400 40½ Jan. 3 48 Jan. 15 28⅓ 49¼ N.Y. Cent. & Hud.Riv 46,598 147½ Jan. 4 155 Jan. 3 122 155¾ N.Y. Eake E. & West 363,707 47¾ Jan. 4 95 Jan. 10 47 36⅙ 31⅓ Do pref. 22,600 32¾ Jan. 13 36⅙ Jan. 28 20 36 Ohio & Mississippi 42,966 36½ Jan. 4 41½ Jan. 3 39⅓ 67⅓ Pacific Mal 82,133 45¾ Jan. 4 57¾ Jan. 19 27½ 62 Phila. & Reading 16,260 51¼ Jan. 3 70 Jan. 14 13½ 62 St. L.& San Francisco 2,300 4¼ Jan. 3 51 Jan. 11 25¼ 48 Do pref. 20,70 97 Jan. 4 102 Jan. 28 60 Union Pacific 11,410 107½ Jan. 3 123½ Jan. 19 80 Union Pacific 38,831 4258 Jan.	Louisville & Nashv	12,015										
Missouri Kan. & Tex. 57,400 40½ Jan. 3 48 Jan. 15 Jan. 49¼ N.Y. Cent. & Hud. Riv 46,598 147½ Jan. 3 48 Jan. 15 Jan. 3 155 Jan. 3 155 Jan. 30 51¼ 155 Jan. 30 51¼ 55 Jan. 30 51¼ 50 51¼ 50 30 67 30 30 44½ 30 30 67 30 44½ 30 30 30 67	Manhattan		324 Jan.	18								
N.Y. Cent.& Hud.Riv N.Y. Eake E. & West. Do do pref. 19,825 88 Jan. 4 95 Jan. 15 30 51\frac{1}{8} Northern Pacific 22,600 32\frac{3}{4} Jan. 13 36\frac{1}{8} Jan. 28 20 36 67\frac{1}{8} Jan. 25 67\frac{1}{8} Jan. 3 39\frac{3}{8} Jan. 3 39\frac{3}{8} Jan. 3 39\frac{3}{8} Jan. 3 39\frac{3}{8} Jan. 4 41\frac{1}{2} Jan. 22 23 44\frac{1}{2} Jan. 4 41\frac{1}{2} Jan. 22 23 44\frac{1}{2} Jan. 4 41\frac{1}{2} Jan. 19 27\frac{1}{2} 62 23 44\frac{1}{2} Jan. 4 42\frac{1}{2} Jan. 4 42\frac{1}{2} Jan. 19 27\frac{1}{2} 62 23 44\frac{1}{2} Jan. 19 27\frac{1}{2} 62 23 44\frac{1}{2} Jan. 19 27\frac{1}{2} 62 23 44\frac{1}{2} Jan. 19 27\frac{1}{2} 62 23 23 23 23 23 23 23 23 23 23 23 23 23	Michigan Central	22,750	120 Jan.									
N.Y. Eake E. & West 363,707 4738 Jan. 4 5278 Jan. 15 30 3148 30 3148 30 30 3148 30 30 30 30 30 30 30 3		57,400		3								
N.Y. Eake E. & West. Do do pref. 19,825 88 Jan. 4 95 Jan. 15 30 31 ₂ 323 ₄ Jan. 13 36 ¹ 8 Jan. 28 20 323 ₄ Jan. 13 36 ¹ 8 Jan. 28 20 367 ₆ Jan. 3 393 ₈ 67 ¹ 2 20,600 20,727 64 ¹ 8 Jan. 25 67 ⁷ 8 Jan. 3 393 ₈ 67 ¹ 2 Pacific Matl	N.Y. Cent.& Hud.Riv	46,598	14712 Jan.	4		3						
Northern Pacific 22.600 32\frac{3}{4} Jan. 13 36\frac{1}{6} Jan. 28 20 36 67\frac{1}{6} Jan. 3 39\frac{3}{6} 8 3	N.Y. Lake E. & West.	363,707						51^{18}				
Do	Do do pref.	19,825										
Ohio & Missussippi 42,966 36½ Jan. 44½ Jan. 22 23 44½ Jan. 27½ 62 Pacific Matl 82,133 45¾ Jan. 4 57¾ Jan. 19 27½ 62 Phila. & Reading 16,260 51¼ Jan. 3 70 Jan. 14 13½ 72³8 St.L. Fron Mt. & South 40,675 52½ Jan. 4 62½ Jan. 17 34½ 66 St.L. & San Francisco 2,300 4½ Jan. 3 51 Jan. 11 25¼ 48 Do pref. 2,070 97 Jan. 4 102 Jan. 28 65 Union Pacific 111,410 107½ Jan. 3 123½ Jan. 19 80 113¾ Wab. St. L. & Pacific 38,831 4258 Jan. 4 94 Jan. 25½ 48 Bo 48 88³8 88³8 494 Jan. 17 51¼ 48	Northern Pacific											
Pacific Matl			64 ¹ 8 Jan.	25								
Pacific Matl	Ohio & Mississippi	42,966	36 ¹ 2 Jan.	4		22						
Phila. & Reading St.L.Iron Mt. & South St.L. & San Francisco Do pref. Do 1st pref. Wab. St. L. & Pacific Do do pref. Tho Action Pacific Wab. St. L. & Pacific Do do pref. To do pref. To do Jan. 14 13½ 66 142 Jan. 17 134½ 66 142 Jan. 11 135½ 66 142 Jan. 11 135½ 66 142 Jan. 11 135½ 66 15 15 Jan. 11 135 15	Pacific Matl	82.133	4534 Jan.									
8t. L. & San Francisco Do pref. Do 1st pref. Union Pacific Wab. St. L. & Pacific Do do pref. 70,665 82,300 44 \(^12\) Jan. 3 \\ 61 \\ Jan. 4 \\ 71 \\ Jan. 11 \\ 71 \\ Jan. 11 \\ 33 \\ 65 \\ 100 \\ 113 \\ 42 \\ 50 \\ 43 \\ 65 \\ 100 \\ 113 \\ 48 \\ 65 \\ 100 \\ 113 \\ 48 \\ 65 \\ 100 \\ 113 \\ 48 \\ 65 \\ 100 \\ 113 \\ 48 \\ 65 \\ 100 \\ 113 \\ 48 \\ 65 \\ 100 \\ 113 \\ 48 \\ 80 \\ 81 \\ 82 \\ 83 \\ 83 \\ 83 \\ 83 \\ 83 \\ 83 \\ 83 \\ 83 \\ 84 \\ 85 \\ 86 \\ 100 \\ 113 \\ 48 \\ 65 \\ 100 \\ 113 \\ 48 \\ 8		16,260					13^{1}_{2}					
Do pref. 900 61 Jan. 4 71 Jan. 11 33 65 Do 1st pref. 2,070 97 Jan. 4 102 Jan. 28 60 100 Union Pacífic 111,410 107½ Jan. 3 123½ Jan. 19 80 113¾ Wab. St. L. & Pacific 38,831 4258 Jan. 4 50¼ Jau. 28 26½ 48 Do do pref. 70,665 8278 Jan. 4 94 Jan. 17 51¼ 88³s			5248 Jan.				3412	66				
Do 1st pref. 2,070 97 Jan. 4 102 Jan. 28 60 100 Union Pacific 111,410 107½ Jan. 3 123½ Jan. 19 80 113¾ Wab. St. L. & Pacific do pref. 38,831 4258 Jan. 4 50¼ Jan. 28 26½ 48 Bo 4 94 Jan. 51¼ 88³8	8t. L.& San Francisco	2,300		3								
Union Pacífic 111,410 10712 Jan. 3 12312 Jan. 19 80 11334 Wab. St. L. & Pacific 38,831 4258 Jan. 4 5014 Jan. 28 2612 48 Do do pref. 70,665 8278 Jan. 4 94 Jan. 17 5114 8838				4								
Union Pacifie 111,410 107½ Jan. 3 123½ Jan. 19 80 113¾ Wab. St. L. & Pacific Do do pref. 38,831 425g Jan. 4 50¼ Jan. 28 26½ 48 827g Jan. 4 94 Jan. 17 51¼ 88³s	Do 1st pref.	2,070										
Wab. St. L. & Pacific 38,831 4258 Jan. 4 5014 Jan. 28 2612 48 48 494 Jan. 17 5114 8838	Union Pacific	111,410	10712 Jan.									
	Wab. St. L. & Pacific	38,831	4258 Jan.	4								
Western Union Tel., 131.038 80½ Jan. 3[118½ Jan. 28] 77½ 116½			8278 Jan.	_								
	Western Union Tel	131.038	8012 Jan.	3	[11842 Jan.	28	7712	11642				

Coins.—The following are quotations in gold for various coins:

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

Latest earnings rep			
Week or Mo. 1881. Atch. Top. & S. F 1st wk Jan. \$151,000	1880. \$90,006	\$151,000	1880. \$90,000
Bur.C.Rap.& No3d wk Jan. 39.737	46,658	112,216	111,845
Cairo & St. Louis.2d wk Jan. 7,017	4,849	15,210	9,732
Chicago & Alton .3d wk Jan. 123,691 Chic. & East. Ill2d wk Jan. 31,408	$132,390 \\ 16,523$	357,142 $61,388$	368,544 30,600
Chie Mil. & St. P.3d wk Jan. 219,000	169,404	691,000	496,925
Cin. Ind.St. L.& C.3d wk Jan. 41,460	36.668	86,582	61.767
Chie.St.P.Min&O.3d wk Jan. 31,829 St.Paul& S.City.3d wk Jan. 27,278	$\begin{array}{c} 22.144 \\ 19.967 \end{array}$	82,346	59.899
Cin. & Springt 3d wk Jan. 19,037	15,140	51.899	47;347
Clev. Col. Cin. & L.3d wk Jan. 67,801 Clev. Mr. V. & Del. 2d wk Jan. 7,658	$64.540 \\ 7.059$	204.324	$204.749 \\ 14.073$
Denver & Rio Gr 3d wk Jan. 75.378	28,216	204.774	76,573
DesM.&Ft.Dodge.2d wk Jan. 6.267	4,157	12,500	$7,749 \\ 31,590$
Dubuque&S.City.2d wk Jan. 18,606 East Tenn.V.& G.2d wk Jan. 24,494	17,119 $24,026$	35,765 45,620	47,502
Flint & Pere Mar. 2d wk Jan. 30.902	23,177	63,370	46,203
Gal.Har. & San A. 1st wk Jan. 24.664 Grand Trunk. Wk.end. Jan. 22 190.887	$\frac{15,216}{177,615}$	$21,664 \\ 570,424$	18,216 530,049
Grand Trunk. Wk.end. Jan. 22 190,887 Gr't Western. Wk.end. Jan. 21 91,075	86,143	272,818	271,785
Hannibal & St. Jo. 3d wk Jan. 35,079	39,297	103,072	117,891
Houst, & Texas C.2d wk Jan. 98,703 Indiana Bl. & W2d wk Jan. 19,231	83,217 15,019	$174.256 \\ 40.801$	142,947 33,798
Int. & Gt. North 34 wk Jan . 40.898	40.876	122,300	103,673
Lake Eric & West. 2d wk Jan. 25.822	12,240	47.899 533.252	$25,295 \\ 426,400$
Louisv. & Nashv.3d wk Jan. 180,632 Memp. & Charl2d wk Jan. 27,972	151,700 32,509	54,893	63,247
Minn. & St. Louis. 2d wk Jan. 11,059	9,814	23,472	20,092
Mo. Kan.& Texas. 2d wk Jan. 67.269 N. Y. & N. Engl'd. 3d wk Jan. 42,505	86,223 37,899	137.964 $129,049$	152,661 $120,014$
N. Y. & N. Engl'd.3d wk Jan. 42,505 Northern Pacific .3d wk Jan. 27,735	18,378	75.230	55.134
Pad. & Elizabetht. 2d wk Jan. 10,496	8,335	19,015	16,617
Peoria Dec. & Ev. 3d wk Jan. 9,666 St. L. Alt. & T. H 3d wk Jan. 22,959	$3,171 \\ 20.411$	26,883 59,226	9,592 $61,233$
Do (brehs) 2d wk Jan. 16,350	13.205	31,060	24,174
St. L. Iron Mt. & S. 2d wk Jan. 132,500	138,875	267.800	266,681
8t. L. & San Fran. 3d wk Jan. 43,949 5t. P. Minn. & Man. 3d wk Jan. 59,035	46,870 37,799	139,064	121,497 120,395
Scioto Valley2d wk Jan. 4,500	4.187	9.098	9,402
Wal. St. L. & Pac. 2d wk Jan. 197,095	257,386	690,228	439,546
1880.	1879.	1880.	1879.
Ala.Gt. Southern December. \$61,669 Atl. & Char.Air-L.November. 100,772	\$53,478 84,871	$8643,921 \\ 813,795$	\$444,122 680,482
Atl. & Gt. West October 497,232	477,776		
Atl. Miss. & Ohio. November. 209,046	179,972	1,932,448	1,546,287
Bost & N.Y.Air-L.November. 22,390 Central PacificDecember1,853,000	22,220 $1.335.870$	20.410.424	17,153,161
Ches. & Objo December 218.009	179.161	2,674,308	1,930,539
Chic. Burl. & Q November 1,510,4-6 Chic.&G.Tr'k. Wk.end. Dec. 25 29,050	1,327,680 14.623	16,015,078	13,341,548
Chie. & Northw. December. 1,490.322	1,325,895		16,098,373
Chic. & W. Mich3d wk Nov. 16.407	15,349	· 737,759	578,173
Cin. Ham. & Day.December 228,507 Denv.S.P'k& Pac.December 78,357			902,745
Det. Lans. & No.:4th wk Nov 35,073	27,122	1,090,315	
Eastern December. 231,656			
Gal. Har. & San A. December 136,441 Georgia December 151,414	150,174		
Illinois Cen. (Ill.). December. 512,362	521,270	6,298.315	
Do (Iowa) December 142,929 Ind. Dec. & Sp. December 37,479	134,795		1,523,181
lowa CentralDecember 81,402			
K. C. Ft. S.& Gulf. 3d wk Nov. 26,973	19,676 10,761	1.025,309 642,138	769,815 422,991
Kans.C.Law.& So.2d wk Nov. 18,011 Marq. H. & Ont'n.November. 34,202			
Mobile & OhioDecember 288,021	316,626	2,269,863	2,127,487
Nashv. Ch. & St. L. December 175,996 N. Y. Cent. & Hud November. 3,047,541	185.653	2,049,448	1,800,878 26,521,216
N. Y. L. Erie & W. November 1,797.338	1,515,835	17,762,578	15,110.875
Northern Central. December. 491,310	414,599	5,050,387	4,107,948
Pad. & Memphis .3d wk Dec. 6.099 Pennsylvania December .3.547,828	4,979 $3.453.925$	213,238 $41.260.068$	34,620,276
Philadel. & Erie. November. 324,900	2/3,108	0,440,010	2,101,104
Ports.Gt.F.& Con. December 10,821	9,904	E=0 407	
St.Paul & Duluth November. 47,620 South. Pac. of Cal. November 396,000		4.545,000	
Union Pacific December 1,869.853	1,859,156	25,494,106	20,609,615
Wisconsin Cent1st wk Dec. 28,713	17,729	1,061,016	762.500

Exchange.—Sterling bills are firmer, and there is a very fair demand. The large imports of merchandise tend to stiffen the market, and the supply of commercial bills is below the demand. On actual business the rates are 95\\(^34\)@98 13-16 for 60 days bankers' sterling and 99 7-16\(^99\)\(^2\) for demand; cables, 99 9-16\(^99\)\(^3\)\(^3\). and prime commercial, 98 7-16@98 9-16. By the old method the bankers' posted rates are 481% for 60 days and 485 for demand, with the usual concession on actual business.

Quotations for foreign exchange are as follows:

danger in the same of				
Jan. 28.	Sixty Days.	Demand.		
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort (reichmarks) Bremen (reichmarks)	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		

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

,			Balan	Balances.			
*	Receipts.	Payments.	Coin.	Currency.			
Jan. 22 " 21 " 25 " 26 " 27 " 28	\$ 620,120 S2 1,915,365 90 1,302,759 78 707.604 16 2,735,567 36 1.949,667 47 7.461,034 59	$68^{\circ}.222\ 17$ $598.039\ 49$	66,007,091 84 66,214,543 17 66,195,625 94 68,223,344 30 65,129,495 57	\$ 4,306,197 65 3,829,278 64 4,276,336 46 4,315,635 69 4,425,445 19 4,628,219 20			

New York City Bank s.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Jan. 22, 1881:

week ending a	at the commencement of business on Jan. 22, 1681: Average amount of											
			22001	ago tomorto	Net dept's							
Banks.	Capital.	Loans and	Specie.	Légal	other	Oircula-						
,	*	discounts.	22	Tenders.	than U.S.	tion.						
			8	8	2	8						
are— Work	2,000,000	8,716,000	1,850,000	353,000	8,695,000 5,781,600	495,000						
New York Manhattan Co	2,050,000	6.:61.100	1,535,300 1,333,400	499,600	5,781.600	360,000						
Merchants	2,000,000	7.841.600	1,833,400	644.300 281,000	7,273,900 6,778,000	44,500						
Mechanics'	2,000,000 1,200,000	7.593,000 4,981,000	1,687,000	2.1.100	6,778,000 4,561,900 7,468,900							
Union	3,000,000	9.244.800	2,122,200	335,300	7 468 900	1,100						
Phoenix	1,000,000	3,791,000	911,000 2,717,000	78,000 155,000	9,747,00 0 9,523 ,900	267,000						
City	1,000,000	8,599,300 3,217,700	421,100	131,800	2,165,000	789,200						
Tradesmen's	1,000,000	1,642,100	374.700	128.800	1,271,700	•••••						
Fulton Chemical	600,000 300,000	12,24,000	3,184 700	391,700	12.100,200	656.500						
Merch'nts' Excn.	1,000,000	4,245.100	70 1,700 589 400	342,200 173,400	3,753,200 2,639,900	777.200						
Gallatin Nation 1	1,000,000 300,000	1,505,800	360.500	76,500	1,440,900	251.200						
Butchers'&Drov. Mechanics' & Tr.	200,000	9, 4,600	360,500 126,000	76,500 137,000	1,003,00	174,000						
Greenwich	200,000	1,021,500	18,400	211,100	1.045, 00 2.647.600	2,700 471,900						
Greenwich Leather Man'f'rs	600,000	3,241,900 370,700	563,800 163,200	158,800 59,900	830,100	35,700						
Seventh Ward State of N. York.	300,000 800,000		7,9,200	149,700	3,804,800	585,000						
American Exch.	800,000 5,000,000	14,543,600	2.822.000	715,000	11.953,000	438,000 1,207,400						
Commerce	5,000,000	.5,000.100	1,189,200 738,800	460,600 456,200	11,512,200 4,798,100	£98.000						
Broadway	1,000,000 1,000,000	5,926,200 3,804,700	724,600	178,400	9 628.100	176,700						
Mercantile Pacific	422,700		660,800	159,100	2.713.300	1 100 100						
Republic	422,700 1,500,000	5,381,900	703,600	174,400	3,205,100	1,123,400 45,000						
Chatham	450,000	3,349,306 1,471,900	729,500 231,100	210,500 130,500	3.653.60C 1.527.00C	5,400						
People's North America	412,500 700,000	2.52).760	281,000	208,000	2,511,400							
Hanover	1,000,000	2,52 ,760 7,071,200	1,208,000	476,600	2,511,400 6,704,300	783,830						
Irving	500,000	2,561,000	459,200	266,100	2,681,600	426,000 45,000						
Metropolitan	3,000,000	11,084,600 2,038,900	2,937,000 286,200	525,000 255,200	11,202,600 2,138,500	257,300						
Citizens' Nassau	600,000 1,000,000		367.900	117.200	2,657,800	3.90 J 437,100						
Market	500,000	2,354.000	468,000	78.000	2,114,300	437,100						
St. Nicholas Shoe & Leather	500,000 500,000	1.920.400	311.600	98,800 185,000	1,559.0 JC 3,747.000	445,20J 450,000						
Shoo & Leather	500,000		785,000 314 600	66,000	9 451 800	4.600						
Corn Exchange Continental	1,000,000 1,000,000	6,307,100	1,429,200	375,900 320,500	8,773,100 1,791,900	778,500						
Oriental	300.000	1,902,100	37 6 N	320,500	1,791,900	180,000						
Marine	1 400,000	3,293,000	720,000 5 011.200	158.000 742.500	3,506,0-A 22,030,160	1,100,600						
Marine Importers' & Tr Park	1,500,000 2,000,000	17,843,100	4,332,800		21.501.900	45,000						
Park Mech. Bkg. Ass'n	1 500,000	991.900	206 800	27,400	751.800	44,900						
North River	240,000 250,000	924,900	28.806	158,700 173,400	924,200 873,400	221 70)						
East River	3,200,000	1,047.400 15.030.300	59,300 3,912,600	823,000		810,600						
Fourth National. Central Nat	2,000,000	8.910,000	1,636,600	839,000	9,169,000	1,287,000						
Second Nation'l.	300,000	8.680.000	540,000	I ORD GOD	1 0 937 000	45,000						
Ninth National	750,000	5 255.606	1.437.800	363,500 352,100 271,000 107,700	6,069,000 17,130,200	90,000 450,600						
First National Third National	1,000,000		4 223,900 1,960,200	271,000	7 089 400	791 100						
N. Y. Nat. Exch	300,000	1.458,600	180,600	107,700	1.138 900	286,700						
N. Y. Nat. Exch. Bowery National N. York County.	250,000	1,493.000	85,000	333,000	1,280,000	225,0 10 180,0 0						
N. York County	200,000	1,422,430 2,334 800	41,200 (298,800	424,800	2 207,300	100,000						
Germ'n Americ'n Chase National	750,000 300,000		870,300	163.300	4.175,200	154,800						
Fifth Avenue	100,000	1,667.000	344,500			<u> </u>						
Total	60,475,200	307,839,600	66 434,100	18,395,6 W	298.931,900	19,345,500						
The deviation	ng from	PATH PRA O	f pravio	IIS WAAK	are as to	llows:						
Loans and discou	ntsIn	c. \$4,975,30 c. 1.021,60	O Net der	tion	Ine. Dec.	79,500						

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

		Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
188	0.	\$	- 8	8	8	- 8	\$
Oot.	25	147.836,900	8.472,400	2,896,900	*100.484.500	80,503,200	66,051,853
Nov.		148,546,500	8.312.000	3,077,900	*101,572,500	30,540,500	62,388,970
66	8	150,429,100	8,368,100	3,015,500	*103,529,300	30,597,000	71,908,488
46	15	151.767.000	8,074,600	2,984,700	*102,845,300	30,517,700	72,946,8 3
66	22	151,583,100	7,902,300	3,012,300	*99,550,310	30,559,200	73,841,361
46	29	151,433,200	7,515,100	3.436.000	*98,371,300	30,616,400	
Dec.		152,081,600	6,915,000	3, 308,700	*17.312.800	30,623,700	84 676,865
	13	149.148.400	6,601,900	3.132,000	*91.654.500	30,563,200	80,240,704
- 66	20	147.934.000	6.168,600	3,174,400	*89,543,900	30,643,700	78,970,958
66	27	146,863,400	6.162,100	3,467,100	*87,917,400	30,720,900	59,092,909
168							
Jan.		147,714,500	6.750.930	3,812,000	*90,217,660	30,715,300	81,409,543
e) clare	10	148.2-3.200	7.159,100	3,749,300	*93,614,800	30,601,600	85,268,919
43	17	150,394,400	7.567,000	3.745,300	*95,903,800	30,623,500	81,491,917
66	24	150,634,300	7,469,500	3.753,400	*97,430,300	30,688,600	89,188,823
-34					'ra'' is inclu	ded in depos	ita
. R.I							
_			D 1	(T)	1 -0 -1 - 1	DL:1- J.1- L	i- L

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

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1880.	8		*	*	\$.
Oct. 25	71,763,545	20,533,198	65,329,378	12,243,730	45,311,760
Nov. 1	72.564.072	20.9:6,079	65,779,300	12,233,647	42,863,753
8	73,441,349	21.167.723	66,693,124	12,235,615	49.025,584
" 15	74,515,64)	20,180,457	66,733,281	12.241.785	46.419,767
" 22	75,032,813	19,822,930	66.532,670	12,241,121	48,741,664
" 29	74,961,123	19.440.299	66.832.462	12,192,735	44.275.141
Dec. 6	75,082,033	17,902,749	64.819.921	12,196,038	59,498,059
13	73,612,776	16.164.055	61.289.872	12,202,775	46,572,862
" 20	72,940,463	16.171.626	60,700,959	12,221,825	49,446,056
. 27	72,892,919	16,506,481	61,249,991	12,123,788	40,049,969
1681.					
Jan. 3	72,362,901	18,761,848	64,166,366	12,122,597	40,431,234
10	72,429,057	19,307,803	64,314,133	12,187,128	67 222,443
" 17	72,722,82)	20,342,943	65,586,213	12,193,537	50,724,704
" 04	72 563 0 17	20.375.040	65.349.431	12.166.538	51.952.921

QUOTATIONS IN BOSTON. PHILADELPHIA AND OTHER CITIES

SECURITIES.	Bid	Ask.	SECURITIES.	Bid.	A
BOSTON.			Rutland 6s,ist mort		100
Atch. & Topeka 1st m.7s	122	1221/	Vermont & Mass. RR 6s		·::
do land grant 78 do 2d 78	11976	1 30	Vermont & Canada, new 8\$	70	7
do 2d 78	144	14516	STOCKS.		١
do land inc. 8s	10416	107	Atchieon & Topeka	149%	149
Boston & Maine 78			Boston & Albany	170	١
soston & Albany 78			Boston & Lowel	103	li
do68			Boston & Maine	149	15
Boston & Lowell 78	121		Boston & Providence		16
d) 68	1.~		Cheshire preferred		1
soston & Providence 74			hi . & W. Michigan		1 7
url. & Mo., land grant 73		11836			1
do Nebr. 68 Ex	119	110/2	Concord	97	1
do Nebr. 6s	1105		Connecticut River	1.9	1.
onn. & Passumpsic, 78, 189	1.00	117	Conn. & Passumpsic		18
Man 140 DAY	linik		Eastern (Mass.).		1 3
astern, Mass., 1 4s, new	1017		Eastern (New Hampshire)		1
Itchburg RR., 68do 78		••••	Fitchburg	150	١
do M	111	112	Fliat & Pere Marq	2-36	
art scott & Guil 18	0 18/		do pref	87"	1.
lartford & Erie 78	10178	SK CO	Fort Scott & Gulf, pref	133	1 .
City Lawrence & So. 43	104	122	common.	7916	
an. City. St. Jon & C. B s.	110	11 316			1 6
attle R'k & Ft. Smith, 78,1st ew York & New Rog. 18	110	TTING	K.C. Law & Southern Ex.R		{ `
EM TOLK & MEN LINE IN	TILL	110	Little Rock & Fort Smith	82	1 6
lew Mexico & So. Pac. 73			Manchester & Lawrence	1	116
guensburg & Lake Ca. 6	פינים		Mar Ho 1gh. & O t		13
old Colony, 7s			Man Warsh & At prof		1
old Colony, 68			Mar. Hough, & Ot., pref	119	1
rusbio & Ark. Valley, 74	·	11:9	I Manual Por Palague	110	

BDIEDY, PAILLOGLP III. Bic.-Continued.

e	BOILDI, Patt		445	HIA. MICUUILIIM	44.0	
9	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
-	New York & New England	61	6136	Phil. & R. gen. m. 6 · g.,C.1(03)	45	
- [Northern of New Hampshire	147	102	do lu. m., 78, oup., 196. do d.b. coup., 1.93		80
.	Ogdenso. & L. Champiain	26 80		do serio 1894	70	50
	Portland Saco & Portsmouth	12916	115 1	do conv. 7s, R. O., 1893* do 7s, coup. off, '99	61	64
0	Pullina Palace Car	14318 2936	50	Phil.&R.Coal&Ir'a deb.78,924 do deb. 78, cps.off	48	03
0	Vermont & Massachusetts.	130	62	do mort., 78, 1892-3 Phila. Wilm. & Balt. 68, '84	10%	••
i l	Wi-con in Cent.al	2070	24%	do do 74, reg., 19 %	123	••••
00	DEITLADELPHIA.			Shamokin V.& Pottav. 7s, 1901 Steubenv. & Ind. 1st, 6s, 1884	103%	••••
0	STATE AND CITY BONDS.			Stony Creek 1st m. 7s 1907 Sunb. Haz. & W.,1st m.,5s, 23 Sunbury & Erie 1st m. 7s, 97	91	
i	do 58, cur., rek				1084	•••
90	do 58, now, reg., 1377-182	110		Texas & Pac. 1st m ,6s, g ,190? do cons m ,6s g ,1905 do Ro G ando D v .	101%	
00	do 68, 15-25, reg., 1862- 94	101	105			10014
10	Philadelphia, 58 reg			Union & Titusv. ist m. 78, '94. United N. J. cons. m. 68, '94.	1164	100)8
NO NO	do 68, n., rg., prior to 95 do 68, n., rg., 1895 & over	130	1291	Warren & F. 18t III. 18, 30	1:9	1011
00	do 4s, various	110		West Jersey 68, deb., coup., 81	118	1011/6
0	Allegheny City 18, reg			do 1st m. 7s, '99 do con. 6s, 1909 W. Jersey & At. 1t m. 5s, cp.	107	
Ù	do 58, reg. a op., 1010.			W. Jersey & At. 1 t m. 58, cp. Western Penn. KR. 68, cp. 95. do 68 P. B., 96.	107	
X)	10 68, grid, leg. 10 78, W't'r ln,rg. &co. 10 78, str.imp., reg., '33-36.	194	••••			
00	N. Jersey 68, reg. and coup			CANAL BONDS: Chesap. & Dela. 1st 6s, rg., '8t Delaware Division 6s, cp., '18. Lehigh Naviga. m., 6s, reg., '84 do mort. RR., rg., '94 do m. conv. g., reg., '94	43	91
00	Camdon County 68, COUP			Lehigh Naviga. m., 6s, reg., '84 do mort. RR., rg. '9.	117	112
100	Delaware os, coupon Harrisburg City 6s, coupon					
)0)1	BAILROAD STOCKS.‡		30	Morris host loan, reg., 1885.		
)0	Cotouring	18	11	Pennsylvania 68, conf., 1910.	104	100
jö	do pret	485	[]	do 2d m. 6s, reg., 130, do 6s, boat&car.rg., 1313	UE	50%
10	Delaware & Bound Brook East Pennsylvania			do 7s, boat&car.rg.,19.5 Susquehanna 6s. coup 19.8.*		80
00	Eimira & Williamsport	1076		BALTIMORE. Maryland 68, defense, J.& J	108	107%
00	Har. P. Mt. Joy & Lancaster Huntingdon & Broad Top	074		do 68, exempt, 1587 do 62, 1890, quarterly	107	
00	do do pier	1 10%	1 59%	do 5s, quarterly Baltimore 6s, 1881, quarterly	100	
00	· testa CobiiVIVIIII	1 -	59		118	112%
00 Ju	Ninehill Nesquehoning Valley Norristown			do 68, 1890, quarterly do 68, park, 1390, QM. do 68, 1893, M. & S	118	
00	North Pennsylvania	655	65%		130	
iö	Philadelphia & Read ng	31		do 68, 1900, Q —Jdo 68, 1902, J. & Jdo 68, 1903, J. & Jdo 58, 1903, J. & Jdo 58, 1903, G. & Jdo 58, 1903, G. & G.	120	119
	Philadelphia & Frenchistore			HOLLOW WASHINGTON Par	124	
00	Pittsburg Titusv. & Buil	1	28	Balt. & Ohio100	193	200
00	St. Paul & Duluth R.R. Com .	38	70	do 2d pref	1715	
00	United N. J. Companies	181%	1	ll do Parkersb' Br54	1 1	128
n	West Jersey CANAL STOCKS.	31	35	Northern Central56 Western Maryland5		15
.	Chesapeake & Delaware Delaware Division.	45	. EG	Central Ohio		20
	Lenigh Navigation	42%			1001	110
53 70	do prei		175	N. W. Va. 3d m. guar., '35,J&J Pittsb.& Connellsv. 18, '96,J&J	1 8	123
38 3 31	Schuylkill Navigationdo prof	163	1	Northern Central 58, '35, 36, 36, 36, 36, 36, 36, 36, 36, 36, 36	110	1113
35	Susquehanna			Cen. Ohio 6s, 1st m., '90, M.& S. W. Md. 6s, 1st m., gr., '90, J.&J.		
)4 58	Allegheny Val., 73-106, 1895	120		do 18t m., 1890, J. de J	IIII	
09	do inc. 78, end., '94	. 36	112	do 2d m., pref	1004	109%
13 [9	Belvidere Dela. 1st m., 6s, 1902. do 2d m. 6s. '85 do 3d m. 6s, '37	108		II do co udin criige dasd		
17	Camden & Amboy 68, coup, 83			Mar. & Cin. 78, '92, F. & A do 2d, M. & N do 8s, 3d, J. & J Union RR. 1st, guar. J. & J.	Hi.	96 53)£
60	do mort. 68, '89		115	Union RR. ist, guar., J. & J.	113	
8	Cam. & Atl. 1st in 78. g., 1.93 do 21 m. cur. 7s, c79.	108		do Canton endorsed.	1	
r.	Cam. & Burlington Co. 68, '91. Catawissa 1st, 78, conv., '62 do chat. m., 108, '88			Cincinnati 6e, 10 ngdo 78		
30	do new is invo	1120	:::	do 7.30s. do South. RR. 7.30s.	1	
53	Connecting 68, 1900-1904 Chartiers Val., 1st m. 7s, C., 190:	1		do do 6e, gold Hamilton Co., O., 6e. long		
67 64	Delaware mort., 68, various Del. & Bound Br., 1st, 78, 1905	4	126	do 7.4 7:30s long.t		
41. 59	East Penn. 1st mort. 7s, '88 El.& W'msport, 1st m., 7s, '80.	1111		Cin. Ham. & D. Cous.6s, 19 5		
68 56	do 5s, perp	118	108	do 2d m. 78, '65 t	1::::]::::
69	do let m. 18, 11, g. 3	1001		Cin. Ham. & Ind., 78, guar Cin. & Indiana ist m. 78 do 2d m. 78. '77		
84 43	do 2d m. f .scilp g., is		79	do 2d m. 78, 77 Jin. I. St. L. & Chic. stock co cons. 6s		
1.0				Colum. & Xenia, 1st m. 7s, 'M		
21	Junction 1st mort. 64, '82 do 2d mort. 68, 1900	191		Colum. & Xenia, 1st m. 7s, 'M Dayton & Mich. 1st m. 7s, '81 do 2d m. 7s, '84		
S.	Lehigh Valley, 1st,6s,cp., 1896 do do reg., 1893 do 21 m. 7s, reg., 1910		123	do 3d m. 7s, '88 Dayton & West. 1st ni., 'dl		
sk.	do con. m., 68, rg., 192	51	1173		٠٠٠٠ اذ	
)	Little Schuylkiii, 1st in. 7s, 15	1081		Ind. Cin. & Laf. 1st m. 7s do (I.&C.) 1st m. 7s, 38		
,	Little Schuylkill, 1st in. 7s, '-2 North. Penn. 1st in. 6s, cp., '85 do 2d m. 7s, cp., '96	113		Little Miami 68, 33		
34	do gen. m. 7s, cp., 1903 do gen. m. 7s, reg., 190 Oil Creek 1st m. 7s, coup., 82	1163	6	Oavton & Michigan stock		
;	PICESD. I ILUSY. de D., 18, CP., 5	00.	2	Little Miami stock	1	::::
)	Pa.& N.Y.C. & RR. 78, 1893	. 1		LOUISVILLE.		
i	Pennsylv.,gen. m. 6s, cp. 1910	121	1251	do 68, 82 to 87		
3,18	do gen. m. 68, rg., 1910	120	120	do water 63,'87 to '89 1	11::::	
3	do Cons. m. 68. cp., 1905	i		do wharf 68	1	::::
3	Penn. Co, 63, reg	106	100	do 53		····
j	Phila. & Eric 1st m. 6s, cp., 81 do 2d m. 7s, cp., 8s Phi'a. Newt'r. & N.Y., 1st m		118	Jeff. M.&I.18tm. (1&M) 75, 81		::::
:	2nil.& R. 185 m. 68, ex. 0.23 13			do lat m., 78, 1900	1	
3	do do 1111	181	<u> </u>	Louis & Fr'k., Louisv. In, 08, 0	1	
3	do cons. m78,cp., 19 do do reg., 191	1750	1.0	let m. Leb. Br. Ex. 78, 80-85.	1	
1	do imp.m.,6.g.1 sc191	1		Jefferson Mad. & Ind. stock		
<u>.</u>	o in defant. Per share.	1		† And Interest.	4	
-	K K			(8))		

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

STATE BONDS.

77		· 1	1		1 1			1 1		70/3	1 4 0 70
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama-Class A, 2 to 5	72	731/2		103		N. Carolina.—Continued	115		Rhode Island—6s,coup.'93-9 South Carolina—	••••	
Class A, 2 to 5, small Class B, 5s	73 91		6s, due 1887		:::	do A.& O	115		6s, Act Mar. 23, 1869.	41/2	516
Class C, 2 to 5 Arkansas—6s, funded	20	90	6s, due 1888			do coup. off, J. & J. do coup. off, A. & O.	90 90 121⁄2		Non-fundable STEP	4814	
7s. L. Rock & Ft. Scott iss.	11		Asylum or Univ., due '92. Funding, 1894-95			Funding act, 1866	121/2 121/2		6s, new	46 46	471/2
7s, Memp. & L. Rock RR 7s, L. R P. B. & N. O. RR.			Hannibal & St. Jo., 1886			New bonds, J. & J	2016		Virgina—6s, old 6s, new, 1866		35
7s, Miss. O. & R. R. RR 7s, Arkansas Central RR.	11		New York-6s, gold, reg.,'87			Chatham RR	534	71%	6s, new, 1867	31	1
Connecticut—6s	104 108¼		6s, gold, coup., 1887 6s, loan, 1883	106		do class 2	8		6s, ex matured coupon	7930	7934
7s, new		112	6s, do 1891 6s, do 1892	119		Consol. 4s, 1910			6s, consol., 2d series 6s, deferred	14	1516
7s, gold Louisiana—7s, consolidated			6s. do 1893 North Carolina—6s, old.J&J	321/2		SmallOhio—6s, 1881	10034				104%
Michigan -6s, 1883	102		6s, old, A.& O	321/2		6s, 1886	110		Funding 5s, 1899		1 ::::

7s, gold	1	6s, do 1893 North Carolina—6s, old.J&J			10034	D. of Columbia—3.65s, 1924. RegisteredFunding 5s, 1899	••••)4%1
Michigan -6s, 1883 102 7s, 1890		6s, old, A.& O			1 11	do registered		··· ·
¥.				EOUS STOCKS ANI		,		-
Railroad Stocks.	11	Ch.Mil.& St.P.—Continued. 1st m., 7s. \$ g'ld, R.D., 1902		Metropol. Elev.—2d 6s. 1899 Mich. Cent.—Cons., 7s, 1902 1st mort., 8s, 1882, s. f	127 12778	C.St.P.& M's L. Gr.,In.6s,'98 Cnic.& East'n Ill., Inc.,1907. Ind's Bl. & W'n—Inc., 1919.	1041/2 10	2114 0414 8034
	124	1st m., La C. Div., 1893 1st m., I. & M., 1897 1st m., I. & D., 1899	124 126 126 126	Equipment bonds6s, 1909		Ind's Dec. & Sp'd, 2d Inc Int. & Gt. Northern—2d Inc	89%	90
Burl. Cedar Rapids & No 77	80	ist m., C. & M., 1903 Con. sinking fund, 1905	124 124 12436	Mo.K.& T.—Cons.ass1904-6 2d mortgage, inc., 1911	112 11236 79 7938	Leh. & Wilkes B.Coal—1888 Lake Erie & W'n—Inc.7s,'99	79%	95 797⁄8
Central Iowa	::::	2d mortgage, 1884 1st m., 7s, I.& D.Ext., 1908		H. & Cent. Mo., 1st., 1890. Mobile & Ohio—New m., 6s.	10994 108½ 117½ 118	do Sand'y Div., inc. 1920 Laf. Bl.& Mun.—Inc. 7, 1899	8016	75 86
do lst pref \$79% do 2d pref Chicago & Alton, pref		Swest div., 1st 6s, 1909 1st 5s, LaC. & Dav., 1919 1st So. Minn. div. 6s, 1910		Nash. Chat. & St. L.—1st 7s N. Y. Central—6s, 1883 6s, 1887	104% 105%	Mobile& O.—1st pref. deben 2d pref. debentures 3d do		52 41
Cin. Ind. St. L. & Chic Clev. & Pittsburg, guar	130	Ist m., H. & D., 7s, 1910 Chie & Pac. div., 6s, 1910	117 118 1101/6	6s, real estate	10416	4th do N.Y.Lake E.&W.Inc. 6s.1977	38½ 87	9i"
Frankfort & Kokomo \$27	85	Chic. & Northw.—Sink. f'd. Int. bonds	‡111 108	N. Y. C. & Hud., 1st m., cp. do 1st m., reg	134	N.Y.Pa.&O.,1st inc. ac, 5-7s. N.O.Mob.&Tex.deb.sc.,1980	69	63
Harlem	200	Consol. bonds Extension bonds	133 134 112	Canada South., 1st, int. g.	\$112 10218 10214 133 134	Ohio Central—Inc., 1920 Ozdb'g&L.Champ. inc. 1920 do do small	••••	6914
do do pref. \$56		1st mortgage Coupon gold bonds Registered gold bonds		Harlem, 1st m., 7s, coup do 1st m., 7s, reg N. Y. Elevated—1st, 7s, 1906	133 135 117 118	Peoria Dec & E'vil'e—Incs. Evansy, div. Inc. 1920	5	82 80
Louisiana & Mo. River \$2076 Louisv. N. Alb. & Chicago. \$7634		Sinking fund	:110½ 111	N.Y.Pa.&O.,prior lien 6s, 95 Nevada Central—1st m. 6s.	101	St.L.I.M.&S.—1st 7s,prf.int. 2d int., 6s, accum'lative		963 <u>4</u> 8634
Manhattan Beach Co 32 Memphis & Charleston N. Y. New Haven & Hartf. 1781	36	Iowa Midland, 1st m., 8s Galena & Chicago, exten.	104% 105	N. Pac. bond cert. 6s, 1921 Ohio & Miss.—Consol. s. f'd	119 119 11816	Miscellaneous List.		
N. Y. New Haven & Harti N. Y. Ontario & West., pref. Peoria Decatur & Evansv. \$3734		Peninsula, 1st m., conv Chic. & Mil., 1st Winona & St. P., 1st m	119 122 108½ 110	Consolidated2d consolidated 1st m., Springfield div	125½ 127 125¾ 116	(Brokers' Quotations.) RAILROADS.	.	
Pitts. Ft. W. & Chic., guar. Pitts. Titusville & Buffalo § 3936	130	do 2d m C. C. C. & Ind's—1st, 7s, s. f.	118 ‡127	Ohio Cent., 1st m., 6s, 1920. do ist Ter'l Tr.,6s,1920	102 103	Chic. & Can. So.—1st m.,g.,7s Chic. & E. Ill.—S. F.c'y 1907	10616	90 0736
Rensselaer & Saratoga Rome Watertown & Ogd \$37	:::	Consol. mortgage C. St.L.& N. O Ten. lien 7s	1121/2	r'eoria Dec. & E'ville, 1st 6s Evansv. div.,1st 6s, 1920.	\$109	Chic. & Southwest.—7s, guar Cin. Lafayette & Ch.—1st m	104	.24 .19
St. Paul & Duluth		1st con. 7s	106 106%	Pacific Railroads— Central Pacific—Gold bds. San Joaquin Branch	113 1133/2	Cin. & Spr.—1st, C.C.C.&1.,7s 1st m., g'd L. S. & M. S., 7s. Erie & Pittsburg—1st m., 7s	115	05
Terre Haute & Indianapolis United N. J. RR. & Canal		Ch.St.P.& Min., 1st 6s, 1918 N.Wisc., 1st M., 6s., 1930 St. P. & Sioux C.1st 6s, 1919	‡106	Cal. & Oregon, 1st State Aid bonds	104	Con. mortgage, 7s	10772	••••
Miscellaneous St'ks. Adams Express	130	St. P.& Sioux C.1st 6s.1919 Del. Lack. & W.—2d mort. 7s, convertible	1021/2 103	Land grant bonds Western Pacific bonds	1081	Flint & Pere M.—8s, l'd gr't	102	
American Express 66 36 United States Express 5736	72	Mortgage 7s, 1907 Svr. Bii gh. & N. Y., 1st, 7s	120	South Pac. of Cal.—1st m. Union Pacific—1st mort	103¾ 104¼ 113½ 114 114 11478	Preferred stock	8634	8716 2872
Wells, Fargo & Co	401	Morris & Essex, 1st m do 2d mort do bonds, 1900	118	Land grants, 7s Sinking fund Registered, 8s	12234 123 121	StockGalv. Hous.& H.—7s, gld,'71 Gr'nd R.&Ind.—1st,7s,l.g.gu	71	84
Atlantic & Pacific Telegr Boston Land Co	481/4	do construct'n do 7s of 1871.	109 112	Collateral Trust, 6s Kansas Pac.—	1061/8	1st, 7s, ld. gr., not guar 1st, ex. l. gr., 7s	108	
Canton Co., Baltimore 60 Caribou Consol. Mining 234 Central Arizona Mining 5	64 284	do 1st con., g'd Del.& Hud.Canal—1st m., '84	124 125 106½	1st 6s, 1895 1st 6s, 1896,	112 110 107½ 107¾	Indianapolis & St.L.—1st, 7s 2d mortgage		65 90
Central N. J. Land Imp 25	35 ¹ / ₄	1st mortgage, 1891 do extended . do Coup., 7s, '94	1	Denver Div., 6s, assd, '99 1st cons. 6s, 1919 Mo. Pac.1st cons. 6s, 1920.	10378 104	Kansas & Nebraska—1st m. 2d mort Long Island—1st mortgage.	84 50 111	53 113
Colorado Coal & Iron \$44% Consolidation Coal of Md	43	1 do Rog 7g '94	1 110 1	Pacific RR. of Mo.—ist m. 2d mortgage		do 2d mortgage. Midland of N. J.—1st, new.	85	741/2
Cumberland Coal & Iron Cumberl'd & Elk Lick Coal.	40	1st Pa. div., coup., 7s, 1917 do reg., 7s, 1917. Albany & Susqueh., 1st m.	-100	St.L. & S.F., 2d 6s, class A. do 3-6s, class C.		Income, "A" do "B" N.Y.&Greenw. L.—1st, s, n.	15	17 11 49
Deadwood Mining	13 61/4	do 2d mort do 1st con., guar	136 1371/2	do 3-6s, class B. do 1st 6s, Peirce, C&O do Equipm't 7s, '95	1001 1001	N.Y.&Greenw. L.—Ist, 9, n. do 2d St. Joseph & Pacific—1st m.	16 95	18 99
Jerome Park Imp. Co \$88%	28	Rens. & Saratoga, 1st, coup do 1st, reg. Denv. & R. Grande—1st, 1900	‡133 113% 114½	South Pac. of Mo.—1st m. Texas & Pac.—1st, 6s, 1905.	105 105%	2d mortgage	58 3416	58 ' 351⁄2
Leadville Mining	3	do 1st cons. 7s. 1910 Den. S. P. & Pac.,1st 7s,1905	105 10712	Consol. 6s, 1905 Income and land gr't. reg.	10158 79 10034 10034	South Side (L. 1.)—Ist mort Union & Logansport—78	104	106
Mariposa L'd & Mining Co 2 do do pref. 3	3 5	Erie—1st mort., extended 2d mortg., ext'n 5s, 1919	10914 111	1st Rio Gr. Dlv., 6s, 1930. Pennsylvania RR—	138	Southern Securities.		
Maryland Coal	35	3d mortgage, 7s, 1883 4th mort. Ext., 5s, 1920 5th mortgage, 7s, 1888	1071/2 1081/2	Pitts.Ft.W.& Chic., 1st m. do do 2d m do do 3d m	111011/1001/	(Brokers' Quotations.) STATES.	105	1001.
New Central Coal	38	1st cons, gold 7s, 1920 Long Dock bonds	‡118kg	Cleve. & Pitts., consol., s.f. do 4th mort	‡128 ‡114	So.Carolina—Con., 6s (good) Brown cons	1051	106½ 107 112
Ontario Silver Mining 33 Oregon Railway & Nav. Co. § 145	34	Buff. N.Y.& E, 1st m., 1916 N.Y.L.E.&W.,n.2d,con.,6s	3 101 1017	do 2d con	115	Texas—6s, 1892M.& S. 7s, gold, 1892-1910J.& J. 7s, gold, 1904J.& J.	117	119 122
Pennsylvania Coal Pullman Palace Car	::::	do 1st, con., f, cp., 7s do 2d, con., f, cp., 5s. 6s Gal. Har'g & S. Ant'o. 1st 6s.		do 1st Tr't Co.ctfs.ass. do 2d do ass. do 1st do suppl.	1001	Virginia—New 10-40s Past-due Coupons.—	5134	52
Quicksilver	::::	1st La Grange Ex .68,1910	\$ 1031/4	St.L.Va.&T.H., 1st g.7s, '97	122	Tennessee State coupons. So. Carolina consol., valid	1	102
Standard Cons. Gold Mining \$23 Stormont Silver Mining \$23		Han. & St. Jos.—8s, conv Hous. & Tex. C.—1st, m. l.,7s	11194	do 2d gtd.7s, '98 Rome Wat. & Og.—Con. 1st.	93/2	Virginia coupons do consol. coupons	91	93
Railroad Bonds.		1st mort., West. Div., 7s. 1st mort., Waco & N., 7s. 2d C., Main line, 8s	11176	St. I. & Iron Mount'n—1st m 2d mortgage Arkansas Br., 1st mort	\$112½ 113 110 113	RAILROADS. Ala.&Chat.—Rec'rs ctfs,var		
Stock Exchange Prices. Bait. & O.—1st 6s, Prk.b.1919		2d Waco & N., 8s Inc. and ind'y, 7s	±98	Cairo & Fulton, 1st mort. Cairo Ark. & T., 1st mort.	109¼	Atlantic & Gulf-Consol Cent. Ceorgia-Cons. m., 7s	116	112 118 109
Bost. H. & Erie—1st m 60%		Iil.Cent.—Dub.&Sioux C.1st Dub. & Sioux C., 2d div	104 107	St. L. Alton & T. H.—lst m. 2d mortgage, pref	110½ 112 104	Stock Charl'te Col.& A.—Cons., 7s 2d mortgage, 7s	108	110
Bur. Ced.R.& North.—1st,5s 10054 Minn.& St. L., 1st, 7s, guar 122 Iowa City & West'n,1st 7s 112	10056	Cedar F. & Minn., 1st m. Ind. Bl'm & W.—1st, pref. 7s	117 11916	do income Belleville & So. Ill., 1st m. St. P. M. & Manit'a—1st, 7s.	10000	Stock & Georgia—6s.	100	44 102
C.Rap. Ia. Falls & N.1st 6s \$106 Central Iowa, 1st m.7s, 1899 113	10634 1135	1st mort., 7s, 1900	72 7234	2d mort., 6s, 1909 Dakota Ex. 6s, 1910	104	E. Tenn. & Va.—6s, end. Tenn E. Tenn. Va. & Ga.—1st, 7s	114	102 75
Chesap. & O.—Pur. m'y fund 6s, gold, series B, int. def. §2	84	Int. & Gt North. 1st 6s,gld L. Shore—M.S. & N.I., s.f.,7s	\$ 2109	Wab.St.L.&P.,gen.,6s1920 do Chic.div.,5s,1910	997		110	105
6s, currency, int. deferred Chicago & Alton—1st mort. Income	106	Cleve. & Tol., sink. fund. do new bonds Cleve. P'ville & Ash., 7s		do Hav. Div., 6s, 1910. do T.P.&W.,1st7s,1917 Wab. RRMortg. 7s of '79.	2118	Stock	114	116
Sinking fund	115	Buffalo & Erie, new bds Buffalo & State Line, 7s.	. 123	T.&Wab., 1st ext.7s, 1st St. L. div.7s,ex mat.cp	113	Memphis& Cha'ston—1st,7s	102	114
Louis'a & Mo., 1st m., guar 118 do 2d 7s, 1900. 1084		Kal'zoo & W. Pigeon, 1st Det.Mon.& T., 1st, 7s.'1900	3 120 125	2d mortgage ext., ex cour Equipment bonds, 7s, 188	110% 49	Stock	s 105 113	44 ½ 108 116
St. L. Jack. & Chic., 1st m. 116 Miss.Riv.Bridge,1st,s.f,6s Chic. Bur. & O.—8 p.c., 1st m. 1063/		do cons. coup., 1s	t 126 130½	Gt. Western, 1st m., ex cr do 2d m.,7s,'93,ex cr	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Miss. & Tenn.—1st m., Ss, A	130	115
Consol. mort., 7s	128	do cons. reg., 1st. do cons. coup., 2d do cons. reg., 2d.	. 123 124 123 124	Q. & Tol., 1st, 7s, '90, ex cp		N. O. & Jacks.—1st m., 8s Certificate, 2d mort., 8s	115	117
Chic. Rk. I.& P.—6s, cp.,1917 124 6s, 1917, registered	:	Louisv.& Nash.—Cons.m.,7 2d mort., 7s, gold	9 121 122	Hannibal & Naples, 1st 7s St.L. K.C & N.R. E.& R.,7s	112	Norfolk & Petersb.—1st, 8s 1st mortgage, 7s		106 105 120
Keok.& Des M., 1st, g., 5s. 1051, 1202, 12		N.U. & MOD., 181 09, 1950.	.) 101 1103	Omaha Div., 1st mort., 7st Clarinda b., 6s, 1919	120	2d mortgage, 8s Northeast., S. C.—1st m., 8s 2d mortgage, 8s		
do assented. Convertible	115	E. H. & Nash., 1st 6s, 191 Gen. mort., 6s, 1930 Nashy. & Decatur, 1st, 7s	. 104 104	West, Un. Tel1900, coup	s 122 122½	Rich & Dan.—1st consol., 6	8 105 106	• • • • • • • • • • • • • • • • • • • •
do assented #115 Adjustment, 1903 113	1131	L. Erie & West.—1st 6s, 191 do Sand'y Div.,6s,191	9 1121/2	1900, registered Spring.V'y W. Works—1st 6	. 11658	Stock	105	110
Lehigh & W. B., con., g'd 135 do assent'd 1095	110	Laf. Bl. & Mun.—1st 6s. 191 Manhattan Beach Co. 7s, '9	9 108	Oregon R. & Nav.—1st, 6s. INCOME BONDS.	. 107 1075	7s, 1902, non-enjo aed	105	28 110 52
Am. Dock & Impr. bonds. 125 do assented 125 Chic.Mil.& St.P.—1st.8s P.D 137	1261/8	N.Y. & Man. Beac 1 1st 7s, '9 Marietta & Cin.—1st mort.	14100	Central of N. J.—1908 Chic.St.L.&N.O.—2d m. 190 Col.Chic.&Ind.Cinc.7s.189	101 103 7 95 0 78 73	Non-mortg, bonds West Ala.—1st mort, 8s 2d mort., 8s, guaz	116	118
Chic.Mil.& St.P.—18t.8s P.D. 137 2d mort 7 3-10, P.D 1902	۸۱	Metropolit'n Elev-1et 100	10414 1045	Cent. Iowa coun, debt certs	9014	Western N. C.—1st m., 7s	.1 104	1105

Prices no nanat-

NEW YORK LOCAL SECURITIES.

-		ī						Day	·
COMPANIES.		PITAL.	Surplus at latest		1)1.	VIDEN	DS.	1.8	OB.
fark'd thus (*) are not Nat'l.	Par	Amount	dates. §	Périod	1878.	1879.	Last Paid.	Bid.	Ask.
							* 111 21		
merica*		3,000,000 5,000,000			8	6	Jan., 81. 31. N v. 80. 34	144	1465
m. Exchange.	100	250,000		1. & J.	11	10	14n '81. 5		12.5
Bowery	0.	1,000,000			16	16	Jan., '81. 8 Jan., '81. 314 Jan., '81. 4		
Broadway Sutchers & Dr.	. 25	300,000	158 890	J. & J.	7	8	Jan, '81. 314	121	
entral	100	2,000,000		J. & J.	7	7 3		1	• • • •
hase	100 25	300,000 450,000	139,900	J. & J.	8	6	Sept. 80. 3 Jan., 81. 3		
hathain	400	300,000	3,289 200	31-m'ly		100	Jan., '81.25		
itizens'	25	600,000	160.600	J. & J.	В	в	Jan., 81. 31		
itv	100	1,000,000	1,520,000	M.&N.	10	10	Nov. 80. 5	240	
ommerce	100	5,000,000	2,959,900	1. & J.	8	8	J.n., '81. 4	145	• • • •
ontinental	100	1,000,000	925,200	J. & J.	10	1 1/1	Jan. '81. 316	135	
orn Exch'ge*. ast River	100	250,000	59,500	1. & J.	31/2	7.	Feb , '81. 5 Jan., '81. 31		
ast River	25	100,000	17,400	1. & J.					
ifth	100	150,000	56,300	1. & J.	6	6	Jan., 81. 3		
fifth Avenue*.	100	100,000	252.000			100	Oct '80. 5	360	
irst,.	100	2 200,000	2 441,890		12	120	Ion 81 9L	120	120
ourth	36	3,200,000		1. & J. M. & N.	10	7	Jan., 81. 35 Nov., 50. 35 Oct., 80. 4	135	
alton	50					716	Oct., '80. 4		
erman Am."	7.5	750,000		7. & A.		216	Feb., 81. 3 May, '80. 5	92	100
erman Exch."	100				5	5			
ermania*	100		83,100			3	Nov, '80. 3 Nov '80. 3		
reenwich* .	25	200,000	19,50	M.&N.	6	67	Nov 80. 3	<u> </u>	
lanover mp.& Traders'	100	1,500,000	1 8 1 700	J. & J.		14	Jan '81. 7	235	
rving	50	500,000	131.600	J. & J.	8	8	lan '81. 4		140
sland City*	50	100,000	5,300	J. & J.	0		Linty, '80, 3		
eather Manuf.	100	600,000	451,300	1. 8 .1.	11	8	July, '80. 3 Jan., '81. 5 Aug., '80. 31		1
Manhattan "	50	2,000,000			8	3	Aug., '80. 31. Jan., '81. 4	3,	
Marine	100	400,000	920.000	J. & J.	7	716		12)	1
Market Mechanics'	100	500,000 2,000,000	1.006 600	J. & J.	8	8	lan '81. 4	1: 0	
ech. Assoc'n	50	500,000	74.400	M.&N.	2	4	Nov., '80. 3 July, '79. 21	831.5	88
Mech'ics & Tr.	25	200,000	45,600			21/2		1 105	
dercantile			140.50	M.&N.	B		Tan 31 31	1122	
Merchants'		2,000,000	177.900	J. & J. & J.	61/2	516	Jan., 31. 31. 31. 31. 31. 31. 31. 31. 31. 31.	127	99
derchants' Ex. Metropolis".:			72 806	1. & J		7		ś	1
Metropolitan	100	3.000,000	1.034.700	1. & 1	10	U			155
Murray Hill*	1:00	100,000	83.500) J. & J	12	12		} ·	1.00
Nassau	1100	1,000,000	71,300	M.&N	7	5		165	109
New York	100	2,000,000	706,700	1. 2 1	8	8	1981.		
N. Y. County N. Y. N. Exch.	100	$\begin{vmatrix} 200,000 \\ 390,000 \end{vmatrix}$	95 700	F. & A		716	July, 80. 4 Heb., '81. 31 Jan, '31. 35	100	
Vinth.	100	750.000	116.100	J.&J		5	Jan. 31. 35	117.	
Ninth No. America"	1 70		173.100	1. & J	•••		Ja 1., '81. 3		1
North River*.	1 30		74.200	J. & J		7	1.1an 31. 34	é	100
Oriental*	25			1. & J	10	10	Jan., '81. 4 Feb., '81. 2)	4	
Pacific'	50			Q-F.		6	Jan '81. 4	150	••••
People's*		2,000,000 412,500		1. & J		7	Jan., '81. 4 Jan., '81. 3 Jan., '81. 3	6	
henix	20	1,000,000	192,900	J. & J	. 6	3	Jan., '81. 3 July, '74. 35 Aug., '80. 4 Jan., '51. 35	104	
roduce*	50	125,000	3,800	F.&A			July, '74. 35	2	1
Republic	100	1,500,000	757.200	F.&A		614	Aug., 80. 4	6 115	
st. Nicholas			125.200	TAT	3	3	Ton 281 9	55	1
Second	100		95,900	J. & J	9	8	Jan., '81. 5 Jan., '81. 4		
Shoe & Leather			160.70	J.& J	10	1 8	Jan., '81. 4		
Sixth	1100	200,000	66,700	J. & J	. 6	6	July, ou 3		
State of N. Y	.1100	0^{1} 800,000	236,200) M.&.N	. 7	7	Nov. 80. 33	9	
Third	. 100	1,000,000	207,903	J. & J	. 3	7	Jan., '81. 31	5	140
Tradesmen's				J. & J		8	Jan., '81. 4 Nov '80. 5 July, '80. 6	115	1
Union West Side '	100	1,200,000 200,000		M.&N J. & J		12	July '80. 6	110	1

§ The figures in this column are of date Dec. 31, 1880, for the National banks and of date December 11, 1880, for the State banks.

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Geo	rge H.	Prentiss,	Broker,	19 H	Broad Stre	et.]	
GAS COMPANIES.	Par.	Amount.	Period.	Rate.	Date.		Ask.
Brooklyn Gas Light Co Citizens' Gas Co (Bklyn) do bonds	25 20 1,000	2,000,000 1,200,000 815,000	Var. Var. A. & O.	5 216 7	Nov., '80 Aug., '80 1898	106 40 100	110 45 105
Harlem	50 20 50	1.850,000	f.&A. J.&J.	3 7 5	Feb. '78 Jan., '31 Jan., '-1	60 149 171	65 150 175
Metropolitando certificates	100 V r.	2,500,000 1,000,000	M. & S. M. & S.			x135 x100	140 103 62
Mutual, N. Y	100 1,000 25	5,000,000 1,000,000 1,000,000	F.& A. Var	216	Dec. '80	40	104 48 95
New York People's (Brooklyn)	Va . 100 10	700,000 4,000,000 1,000,000	M. & N.	31/6	Jan., 76	20	95 25
Bonds	1,000 Var. 50	466,000	M.&N. M.&N. F.& A.	6 3	1900 July, '80	60	102 70 60
do bonds Metropolitan, Brooklyn	1,000	1,000,000 1,000,000 1,000,000	A. & O. M. & N.	n l	Jan., '81 1900 Jan., '81 Jan., '81	101	65 101 55
Municipal	100	3,000,000 750,000 /1 500,000	M. &N.	8	1855	105	169 110 3 55
[Quotations by H	. L. G	BANT, Bro	ker, 145	,	1 10		
Bleecker St. & Fult. Ferry—St'k 1st mortgage	100	694,000	J. & J. J. & J.	734	July, '80 J'ly,1900	22 105	25 110
Broadway & Seventh Av.—St'k 1st mortgage Brooklyn City—Stock	1,000 1,000	2,100,000 1,500,000 2,000,000	Q-J. J. & D. Q-F.	2 7 316	July, '84	120 1031 165	125 1051 170
Ist mortgageBroadway (Brooklyn)—Stock Brooklyn & Hunter's Pt.—St'k	1 1.000	300,000	M.&N. Q-J. A.&O.	3 2	THE DU	102 140 95	110 150 100
Bushwick Av. (B'klyn)—Stock. Central Pk. N. & E. niv.—Stock	1,000	300,000	J. & J.	216	1888	110216	105 100 107
Consolidated mort. bonds Christopher & Tenth St.—Stock	1.000	1,200,000 650,000	J. & D. F.& A.	1 259			115 90 110
Dry Dock E.B.& Batt'ry—Stock 1st mortgage, consolidated	100 500&c	250,000 1,200,000 900,000 1,000,000	Q-F. J. & D.	3 7 3	Nov., '80 June, '93	165	115
Eighth Avenue—Stock	1,000	203,000	J. & J. M.&N. A.&O.	7	1898 Nov., '80 June, '93 Jan., '81 Jan., '84 Nov., '80 Apr., '93	100 170	110 180 115
1st mortgage. Central Cross Town—Stock 1st mortgage. Houst.West St.& Pav.F'y—St'k	100	200,000	M.&N.	7	Nov.1904	103	110
1st mortgage	100	1,199,500	J.&J.	246	July. '94 Jan., '81 Apr., '85 Oct., '80	102% 90	106 100 10216
3d mortgage	100000	1,050,000	M. & S.	7	Oct., '80 Sept'83 Oct., '80 July, '90 Nov.,'80	104	106
Sixth Avenue—Stock	1,000 100	500,000	M.&N. J. & J. Q-F.	10 7 5	July, '90	110	115
1st mortgage Twenty-third Street—Stock 1st mortgage	1,000 100 1,000	800,000 250,000	M.& N.	17	Nov.,'80 July, '90 Aug.,'90 May. '98	105	107% 140 112
This column shows last div	dend o	n stocks, t	ut the	late	of maturi	y of l	onds.

FRASER

Digitized

Insurance Stock List.

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

	CA	PITAL.	Net Surplus		D	IVIDE	NDS.		PRICE.	
COMPANIES.	Par.	Amount	Jan. 1, 1881.*	1877	1878.	1879.	Last	Paid.	Bid.	Ask
				hi .			In-	101 -	180	***
American+	50	400,000	540,073		14	10%	Jan.,	'81. 5 '81. 5	160	10
American Exch Bowery		200,000	79,402		10 20	10 20	Jan	'8; 10	105 195	••••
Broadway	25 25	300,000	447.577 333,121		20	18	Jan., Jan., Feb.,	'81. 8	300	213
Brooklyn	17	200,000 153,000	218,870	20	20	50	lan.	'81.10	190	
Citizens'	20	300,000	493,610	20	20	20	Jan.,	'81. 5	170	
City	70	210,000	185,227	1716	10.72		Aug.,	80. 5	124	;;;
Clinton	100	250,000	132,245		12	11	Jan.,	'81. 5 '77. 5	80	140
Columbia Commercial	30	300,000	1,425	5	N'ne	10.	July Jan.,	'77. 5 '81. 5	100	110
Continental		200,000	96,599 1,256,136	19:50	18 40	19.65	Jan.	'81 7	210	
Continental † Eagle	100	300,000	601,090	20	50	15	Oc,	'80, 716	210	
Empire City	100	200,000	74007		10	10	Jan., Feb.,	81. 31	95	100
Exchange	30	200,010		15	10	10	Feb.,	'81. 5	100	110
Farragut	50	200,000	133.176		15	15			120	100
Firemen's	17	204,000			10	816	Jan., Jan.,	81. 35¢	105	102
Fire nen's Tr	100	150,000		12	11	11 -	/ AIN III	- AI - D	110	120
Franklin&Emp		200,000		10	10	10	Jan.,	'81 B	165	
German-Amer. Germania	50	1,000,000	1 1110 000		22	14	Jan.,	'41. 5	150	160
Globe	50	1,000,000	1 100 000		10	10	Jan.,	'81. 5	110	115
Greenwich	25	200,000	336,192	40	30	30	Jan.,	181 174	380	310
Guardian	100	200,000	22.761	10	7	7	jan.,	'81. 3	145	70 150
Hamilton	15	150,000	133,251		1716	121/2	Ja .,	'81. 716	145	155
Hanover	50	1,000,000		10	10	20 10	Jan.,	81. 5	80	90
Hoffman	50	200,000		10	10	10	Jan.	81 5	150	155
Home	$\frac{100}{25}$	3,000,000 150,000	2.244	10	10	316	Jan,	779 34	60	1
Howard	50	500,000	148.809	12	10	5	Jan.,	81. 5	1112	100
Importers'& T	50	200,000	76,778	12	10	10	Jan., Jan.,	81. 5	1.95	100
trying	100	200,000	19,166	13	10	849	Jan.,	'81. <u>5</u>	70 145	
Jefferson+ Kings Co.(Bkn)	30	200,010			10 20	10 20	Jan.,	'80 5 '81.10	190	200
Kings Co.(Bkn)	20	150,000		10	5	5	Jan	79. 5	55	
Knickerbocker	40 50	280,000	6~ 0.20	20	16	14	Jan.,	'81. 5	105	110
Latayette(Bkn) Lamar	100	150,000	ON DEM	10	10	10	Ja 1	'81. 5		105
Lenox	25	150,000	7,581	10	10	10	July,	'80. 4	1::::	75
LongIsl. (Bkn) †		300,000	162,032		16	13	Jan.,	'81. 5	112	120
Lorillard	25	300,000	10,560	1 7 2	10	13	July,	'80. 4	187	145
Manuf. & Build.		200,000			10	10	Jan.	81. 5	100	110
Manhattan	100	250,000			20	50	Jan.		160	180
Mech.&Trad'ra Mech'ics'(Bkn)	25 50	200,000			20	20	Jan.,	81. 7	1:10	170
Mercantile	50	200,000		10	10	10	Jan.,	81. 4	85	90
Merchants'	50	200,000	145,374	20	16	13	Jan.,		1120	125
Montauk (Bkn)		200,000		18	$\frac{12}{20}$	10	Jan., Jan., Jau.,	'81. 5	150	118
Nassau (Bklyn)	50	200,000			10	10	Jan.,	'81, 7 '81, 5	108	
National	3716	200,000 210,000			20	15	Jan.	'81 5	150	1
N.Y. Equitable New York Fire	100	200,000		17	14	12	Jan. Aug.	, '80. à	110	1
N. Y. & Boston	100	200,000	1,000		N'ne		1		60	70
New York City		300,000	17,122	10	N'ne		Jan.,		175	80
Niagara	50	500,000			110	12	Oct ,	'81. 7 '80. 4	110	1
North River		350,000			30	20	Jan.	'81.10	220	220
Pacific		200,000	TIN OUT		12	12	Jan.,	'81. B	1112	
Park Peter Cooper	20	150,000		20	50	50	Jan.,	'81.10	190	200
People's		200,000			12	12	Jan.,	'81. 5	165	118
Phenix	50	1 000,000	348,454	20	15	10	Jan.,	'81. 5	135	130
Relief	50	200,000	38,078	10	10	10	Jan.,	'81. 5	85	90
Republic †	100	300,000			20	20	Jan.,	'81. 7	150	
Rutgers'	25	200,000		12.95	1	9.75	Jan.,	'81.6.23	125	1
Standard		200,000		174	1216	12	Jan.,	'81. 5	1114	120
Star Sterling		200,000	24,473	10	10	816	Aug.	, '80. 35	6 70	
Stuyvesant		200,000	400 70		14	10	Ju y	'80 5	11:0	1117
Tradesmen's	25	300,000			10	10	Jan.,	'81. D	105	110
United States.	25	250,000			12 10	11	Jan.,	'81.5	125 108	1:::
			a: 1:MJ 54542		110	110	Feb.,		LAUG	
Westchester Williamsb'g C.		300,000		20	50	30	Jau.,		205	1.00

* Over all liabilities, including re-insurance, capital and scrip. † Surplus includes scrip.

City Securities.

[Quotations by Daniel A. Moran, Broker, 27 Pine Street.]

		INTEREST.	Bonds	PRI	CE.
	Rate.	Months Payable.	due.	Bid.	Ask.
New York: Water stock	556676567676767676767676767676767676767	Feb., May Aug. & Nov. do do do do do do do May & November. Feb., May, Aug. & Nov. do do do May & November. May & November. May & November. do January & July. do do do Ouarterly.	1880 1890 1893-1390 1884-1911 1884-1900 1907-1911 1898 1894-1897 1890 1901 1888 1882 1894 1894 1894	100 106 104 108 118 118 108 115 125 115 127 107 115 122 107 102 115 122 109	101 107 109 120 125 126 116 116 116 128 116 128 116 128 116 128 116 128 116 128 116 128 116 128 117 117 118 118 118 118 118 118 118 11
Asses-ment,		May & November.	1884	102	108

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

### Description of the image of	January & July, do 10 do 10 do January & July. do do	1880-1883 1863-1891 197-1994 1900-1924 1900-1924 1904-1912 1890-1902 1881-1890 1881-1890 1880-1883 1880-1885 114 1924 1907-1910	108 118 135 124 134 116 116 111 116 128 122
--	---	--	---

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

Jersey City— Water loan long. 1869-71 Improvement bonds. 1888-69.	7	January & July. January & July. J. & J. and J & D. January and July.	110	103 112 107 106
				•

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 mouth—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.

INDEX SINCE DECEMBER SUPPLEMENT.

The following is an index to all reports and items heretofore published in the investment Department of the Chronicle since the last issue of the investors' Supplement; annual reports are indexed in

Albany & Susquehanna 99	Minnesota Finances 40
Am. Union Tel43, 68, 92	Mo. Kan. & Texas 101
Anthracite Coal Tonnage 92	Morgan Road (La.) 70
Atch. Top. & San. Fe43, 99	
Atlantic & Pacific Tel68, 92	Nashua & Lowell16, 43
	Nashville Chatt. & St. L 39
Bald Eagle Valley 99	New Atlantic Cables*673
Boston Finances 99	New Haven & Northampton 99
Boston Hoosac Tunnel & W 69	New Orleans Pacific*673
Boston Land Co 92	New York & Canada 98
Boston & Lowell	N. Y. Cent. & Hud. River. *662,
Boston & Maine 15	*671, 15
Burlington Cedar Rap. & N 69	N. Y. City & Northern 101
	New York Elevated 70
Canadian Pacific	N. Y. Lake Erie & West *662,
Cauada Southern672	*673, 101
Cairo & Vincennes*672 Central Pacific*672, 69, 93	N. Y. Ontario & Western 70, 101
Central Pacific*672, 69, 93	N. Y. N. H. & Hart*671
Chesapeake & Ohio Canal 43	
Chic. Burl. & Quincy15, 44	
Chic. R. I. & Pac 44	Northern Central*673 Northern Pacific4, 44
Cin. Ind. St. L. & Chic *672	Northern Pacific4, 44
Cin. 8an. & Cleve*672, 15	Ogdensb. & L. Champlain 70
Cincinnati Southern 100	Ohio Central
Cley, Col. Cin. & Indianap 69	Ohio & Miss
Columbus & Western 41	Obio to management
001411111111111111111111111111111111111	Old Colony RR 44
Dayton & Union 69	Pennsylvania RR*673
Delaware & Hud. Canal Com-	Pen. & N. Y. Canal & IRR 98
pany's Leased Railroads 98	Perkiomen
Denver & Rio Grande*672	Peterborough 16
Denver South Park & Pac 44	Philadelphia & Reading. *673,
District of Columbia 69	16, 17, 44, 70, 101
Dubuque & Dakota	Phila. Wil. & Baltimore 68
Eastern (Mass.) RR 15	Pittsburg & Lake Erie62, 101
East Tenn. Va. & Ga	Pittsb. Titusv. & Buff. 16, 99, 101
Fitchburg RR 43	Pullman Palace Car Co 44
Florida RR 100	Rensselaer & Sar 98
Florida Central 100	Richmond & Danville*673
Georgia-RR 69	
	Richmond Fredericksb. & P*673
Grand Haven 100	Richmond Fredericksb. & P673
	Richmond Fredericksb. & P*673 Rochester & State Line*673, 71
Green Bay & Minneseta69, 100	Richmond Fredericksb. & P '673 Rochester & State Line '673, 71 St. Joseph & Western 44
Green Bay & Minneseta69, 100 Hannibal & St. Joseph 15, 100	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western
Green Bay & Minneseta69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So 71 St. Louis & San Francisco 17, 44
Green Bay & Minneseta69, 100 Hannibal & St. Joseph 15, 100	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So 71 St. Louis & San Francisco 17, 44 St. L. Vandalia & Terre Haute. 71
Green Bay & Minneseta69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672 Indiana Bloom. & West.15, 69, 100 International & Great No 69	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West. 15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West. 15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So 71 St. Louis & San Francisco 17, 44 St. L. Vandalia & Terre Haute. 71 Schuylkill Navigation Co 17 Southern Pacific *673, 99 Southern Pacific of California. 101 Spartanburg & Asheville (S.C.) 17 Syracuse Chenango & N. Y 101
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16	Richmond Fredericksb. & P '673 Rochester & State Line *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6	Richmond Fredericksb. & P
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100	Richmond Fredericksb. & P
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So *672	Richmond Fredericksb. & P '673 Rochester & State Line . *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 66 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C 44	Richmond Fredericksb. & P '673 Rochester & State Line . *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C 44 Lehigh Valley 98	Richmond Fredericksb. & P 673 Rochester & State Line . *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Eric & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C 44 Lehigh Valley 98 Long Island RR 16, 44, 68	Richmond Fredericksb. & P
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Eric & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C 44 Lehigh Valley 98 Long Island RR 16, 44, 68 Louisville Cin. & Lex 16	Richmond Fredericksb. & P. '673 Rochester & State Line .*673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So. 71 St. Louis & San Francisco .17, 44 St. L. Vandalia & Terre Haute. 71 Schuylkill Navigation Co. 17 Southern Pacific *673, 99 Southern Pacific of California. 101 Spartanburg & Asheville (S.C.) 17 Syracuse Chenango & N. Y. 101 Tennessee State Debt. 62 Texas & Pacific 673 Texas & St. Louis 101 Texas Western 6 Toledo Cin. & St. Louis 6 Toledo Delphos & Burl 6, 101 Union Pacific 92
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Eric & Western 16, 70, 100 Lake Shore & Michigan So *672 Laurens, S. C 44 Lehigh Valley 98 Loug Island RR 16, 44, 68 Louisville & Nashy. 16, 39, 44, 70	Richmond Fredericksb. & P. *673 Rochester & State Line .*673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So 71 St. Louis & San Francisco 17, 44 St. L. Vandalia & Terre Haute. 71 Schuylkill Navigation Co 17 Southern Pacific *673, 99 Southern Pacific of California 101 Spartanburg & Asheville (S.C.) 17 Syracuse Chenango & N. Y 101 Tennessee State Debt 62 Texas & Pacific 673 Texas & St. Louis 101 Texas Western 6 Toledo Cin. & St. Louis 6 Toledo Delphos & Burl 6, 101 Union Pacific 92 Utah Southern 71
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Eric & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C 44 Lehigh Valley 98 Louisville Cin. & Lex 16, 44, 68 Louisville & Nashv. 16, 39, 44, 70 Plarietta & Cincinnati 16	Richmond Fredericksb. & P. '673 Rochester & State Line .*673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So 71 St. Louis & San Francisco 17, 44 St. L. Vandalia & Terre Haute. 71 Schuylkill Navigation Co 17 Southern Pacific '673, 99 Southern Pacific of California 101 Spartanburg & Asheville (S.C.) 17 Syracuse Chenango & N. Y 101 Tennessee State Debt 62 Texas & Pacific '673 Texas & St. Louis 101 Texas Western 6 Toledo Cin. & St. Louis 6 Toledo Delphos & Burl 6, 101 Union Pacific 92 Utah Southern 71 Valley RR. (Va.) 92
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C 44 Lehigh Valley 98 Long Island RR 16, 44, 68 Louisville Cin. & Lex 16 Louisville & Nashy. 16, 39, 44, 70 Marietta & Cincinnatt 16 Maxwell Land Grant 70	Richmond Fredericksb. & P. '673 Rochester & State Line .*673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So 71 St. Louis & San Francisco 17, 44 St. L. Vandalia & Terre Haute. 71 Schuylkill Navigation Co 17 Southern Pacific of California 101 Spartanburg & Asheville (S.C.) 17 Syracuse Chenango & N. Y 101 Tennessee State Debt 62 Texas & Pacific 673 Texas & St. Louis 101 Texas Western 6 Toledo Cin. & St. Louis 6 Toledo Delphos & Burl 6, 101 Union Pacific 92 Utah Southern 71 Valley RR. (Va.) 92 Vicksburg & Meridian 71
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C	Richmond Fredericksb. & P 673 Rochester & State Line . *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C 44 Lehigh Valley 98 Long Island RR 16, 44, 68 Louisville & Nashv. 16, 39, 44, 70 Marietta & Cincinnati 16 Maxwell Land Grant 70 Memphis City Debt 70 Memphis Paducah & North *672	Richmond Fredericksb. & P. 673 Rochester & State Line .*673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So. 71 St. Louis & San Francisco .17, 44 St. L. Vandalia & Terre Haute. 71 Schuylkill Navigation Co. 17 Southern Pacific of California .101 Spartanburg & Asheville (S.C.) 17 Syracuse Chenango & N. Y. 101 Tennessee State Debt. 62 Texas & Pacific 673 Texas & St. Louis 101 Texas Western 6 Toledo Cin. & St. Louis 6 Toledo Delphos & Burl. 6, 101 Union Pacific 92 Utah Southern 71 Valley RR. (Va.) 92 Vicksburg & Meridian 71 Wab. St. L. & Pac 673, 71 Wash. City Va. M.& G. So
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut*672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So 672 Laurens, S. C 44 Lehigh Valley 98 Louisville & Nashv. 16, 39, 44, 70 Marietta & Cincinnati 16 Maxwell Land Grant 70 Memphis City Debt 70 Memphis Paducah & North *672 Mexican Central *672, 100	Richmond Fredericksb. & P 673 Rochester & State Line .*673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So. 71 St. Louis & San Francisco .17, 44 St. L. Vandalia & Terre Haute. 71 Schuylkill Navigation Co. 17 Southern Pacific of California .101 Spartanburg & Asheville (S.C.) 17 Syracuse Chenango & N. Y. 101 Tennessee State Debt. 62 Texas & Pacific 673 Texas & St. Louis 101 Texas Western 6 Toledo Cin. & St. Louis 6 Toledo Delphós & Burl 6, 101 Union Pacific 92 Vicksburg & Meridian 71 Wab. St. L. & Pac 673, 71 Wash. City Va. M. & G. 80 673, 6, 71, 92
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So *672 Laurens, S. C 44 Lehigh Vallev 98 Louisville & Nashv. 16, 39, 44, 70 Marietta & Cincinnati 16 Maxwell Land Grant 70 Memphis City Debt 70 Memphis Paducah & North *672 Mexican Central *672, 100 Mexican National Railway 16	Richmond Fredericksb. & P. '673 Rochester & State Line .*673, 71 St. Joseph & Western 44 St. Louis Iron Mount. & So. 71 St. Louis & San Francisco .17, 44 St. L. Vandalia & Terre Haute. 71 Schuylkill Navigation Co. 17 Southern Pacific *673, 99 Southern Pacific of California. 101 Spartanburg & Asheville (S.C.) 17 Syracuse Chenango & N. Y. 101 Tennessee State Debt. 62 Texas & Pacific 673 Texas & St. Louis 101 Texas Western 6 Toledo Cin. & St. Louis 6 Toledo Delphos & Burl 6, 101 Union Facific 92 Vicksburg & Meridian 71 Walley RR. (Va.) 92 Vicksburg & Meridian 71 Wash. City Va. M. & G. 80 *673, 6, 71, 92 Western Maryland *671
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So *672 Laurens, S. C 44 Lehigh Vallev 98 Louisville Cin. & Lex 16 Louisville & Nashv. 16, 39, 44, 70 Marietta & Cincinnati 16 Maxwell Land Grant 70 Memphis City Debt 70 Memphis Paducah & North *672 Mexican Central *672, 100 Mexican National Railway 16 Mexican RR *672	Richmond Fredericksb. & P 673 Rochester & State Line . *673, 71 St. Joseph & Western
Green Bay & Minneseta 69, 100 Hannibal & St. Joseph 15, 100 Houston & Texas Ceut *672 Indiana Bloom. & West.15, 69, 100 International & Great No 69 Iowa Falls & Sioux City 16 Jack. Pen. & Mobile 100 Kan. City Lawrence & So 16 Kentucky Central 16 Knoxville & Ohio 16 Lake and Canal Rates 6 Lake Erie & Western 16, 70, 100 Lake Shore & Michigan So *672 Laurens, S. C 44 Lehigh Vallev 98 Louisville & Nashv. 16, 39, 44, 70 Marietta & Cincinnati 16 Maxwell Land Grant 70 Memphis City Debt 70 Memphis Paducah & North *672 Mexican Central *672, 100 Mexican National Railway 16	Richmond Fredericksb. & P. '673 Rochester & State Line .*673, 71 St. Joseph & Western

* Volume XXXI.

ANNUAL REPORTS.

St. Louis Vandalia & Terre Haute Railroad Company.

(For the year ending October 30, 1880.)

The annual report just issued supplies the following:

Gross earnings as reported by the lessee. Thirty per cent of which, being rental, was. Add interest on City of Greenville bonds.	\$1,552,801 465,840 80
Total income	\$465,920
The year's charges against this sum were:	
Interest on first mortgage bonds. \$132,930 Interest on second mortgage bonds. 182,000 Taxes. 28,572 General expenses. 3,482	ε
Total charges	346,984
Leaving a surplus for the fiscal year of	\$118,935

This surplus has been applied to the repayment of advances heretofore made by the lessee to this company. The balance to the debit of profit and loss account Oct. 31, \$320,734 118,935

\$201,798 Leaves to the debit of profit and loss Oct. 31, 1880....

The following statement will show the gross earnings in desail, compared with the previous year:

· · · · · · · · · · · · · · · · · · ·	ARNINGS.		
1890.	1879.	Increase.	Decrease.
From freight\$1,008,033	\$810,841	\$203,191	\$
From passengers 421.885	332,941	88,943	
From express 40,423	34,339	6,083	
From mails 76,746	67,861	8,885	
From rents 2,285	2, 595		609
From miscellaneous. 3,427	1,764	1,663	
Totals\$1,552,801	\$1,244,643	\$308,157	

The following statement will show the expenses of the lessee during the fiscal year of 1880, compared with 1879:

EXPENSES.

	1980.	1879.	Increase.	Decrease-
Conducting transportation	\$400,951	\$301,466		\$
Motive power	268,040	211,161	56,878	
Maintenance of way	297,908	322,843		24,935
Maintenance of cars	114,831	90,231	24,600	
General expenses	25,052	24,668	383	• • • • • • • • • • • • • • • • • • • •
Totale	81.106.783	\$950.371	\$156,412	

The result to the lessee in operating the road during the year was as follows:

Total expenses, as above stated. Percentage (70) of carnings allowed therefor.	\$1,106,783 1,086,961
Loss for 1880	\$19,822 79,120
Decrease	\$59,298

The gain in the freight earnings is attributable to two causes: first, an advance in the average rate received. and, second, an increase in the tonnage carried; the gain in the earnings being nearly equally divided between these two causes, that from the advance in rates having amounted to \$108,973, and from increased tonnage to \$94,217. The latter amount would have been somewhat augmented had it not been that the average haul per ton fell off from 981 miles in 1879 to 97 37-100 miles. The advance in the average rate received was equivalent to 12 14-100 per cent, and occurred mainly in the through traffic, the average rate obtained for local freights having remained about the same as in 1879, namely, two cents per ton per mile. For the through freights the average rate was 7 66-100 mills in 1880, against 6 51-100 mills per ton per mile in 1879. Of the whole amount of freight earnings, \$433,932, or 43 4-100 per cent, was derived from local business, and \$574,100, or 56 96-100 per cent, from foreign or competitive traffic.

The passenger earnings show a very gratifying increase, which was the result of there having been 34 98-100 per cent more carried than in the previous year, with about the same relative increase in the mileage. There was, however, a slight reduction in the average rate received, equal to 5 3-100 per cent, the average rate per passenger for 1880 having been 2 44-100 cents, against 2 57-100 cents in 1879.

The amount of earnings absorbed by expenses in 1880 was 71 28-100 per cent, against 76 36-100 per cent in 1879, an im-

provement in this respect of 5 8-100 per cent.

Extensive improvements to the bridges and roadway have been made, new side tracks laid and extension of old ones made, making a total expenditure for improvements and additions charged to expenses of \$105,103.

Mr. Thomas D. Messler, the President, concludes his report as follows:

"The amount due the lessee on construction account has been increased \$3,601 for claims paid that were incurred in the original construction of the road. The amount due the lessee on rental account, which at the close of the previous fiscal year stood at \$118,326, was entirely paid from the surplus accrued to your company from the year's operations, which, after thus absorbing this debt, less an increase of \$315 in coupons unpaid, left a balance of \$942 93 due your company. There matured, however, on November 1, \$91,000 interest on the second mortgage bonds, which the lessee advanced, making the balance due therefor \$90,057 07. During the present year this amount will very probably have been repaid from the surplus accruing to your company. It will then be proper to commence the payment of the sinking fund of \$20,000 per annum for the redemption of the first mortgage bonds. There remained unpaid of this fund to and including July 1, 1880, the sum of \$180,000. The contested tax cases, which have been in ligitation for so many years, remain in the condition reported last year, the Court still continuing the injunction against the county collectors granted in 1879."

Kentucky Central Railroad.

(For the eight months ending Dec. 31, 1880.)

At the annual election recently held at Covington, Ky., the following board of directors was elected: M. E. Ingalls, J. N. Kinney, William Ernst, Henry Lewis. S. J. Broadwell, E. H. Pendleton and Charlton Alexander. The new board elected officers as follows; President, M. E. Ingalls; Vice-President, R. H. Pendleton; Secretary, C. H. Bronson; Treasurer, R. B. Bowler; General Manager, J. D. Ellison.

President Ernst read the annual report to the stockholders, which stated that at the meeting in May last the time for holding annual meetings was changed from the fourth Tuesday in May to the fourth Tuesday in January. In consequence of that change the report embraces a period of only eight months, viz.: from the 1st of May to the 31st of December, 1880. Hereafter the fiscal year will end on the 31st of December, instead of the 30th of April.

The earnings and expenses for the eight months ending Dec.

31, 1880, were as follows:

9.430	Station & office expenses 51 Taxes 8 Loss and damage 1 Repairs 43 Renewals 35	,499 ,716 ,954 ,702 ,328
	Total\$303	,461

-Showing net earnings for eight months of \$143.616.

"During five months of the time embraced in this report rates for transportation of freights and passengers were greatly demoralized. This seriously affected the earnings, especially from freights. Yet the books show an increase in the freight earnings compared with the earnings during the corresponding months of the preceding year of \$6,737 67, and in passenger earnings of \$9,075 15.

"The board declared the regular semi-annual dividend in November last of \$3 per share on the preferred and \$1 per

share on the common stock.

Resolutions were adopted at the meeting looking to an extension of this Road to a connection with the Knoxville Branch of the Louisville & Nashville Railroad.

GENERAL INVESTMENT NEWS.

Canadian Pacific.—The following was the press dispatch from Ottawa, January 26: "After an all-night session the vote on Blake's amendment to the Pacific Railroad resolution was taken this morning, resulting in its defeat by 54 yeas to 140 nays, a majority for the Government of 86. The defeated amendment was general in its character. It compares the contract with that proposed in 1874, sets forth the onerous provisions of the present contract, contrasts it with the new proposals submitted to the Government for the building of the road, and finally asks the House not to ratify its terms."

Central Pacific.—There has been no precise information given to the public as to the figures in dispute between this company and Auditor French. The press dispatch from Washington, January 26, reports that the conference between Government officials and representatives of the Central Pacific Railroad Company, relative to the 3 per cent dividend, resulted in the permission to pay the dividend. The following statement was made by Attorney-General Devens:

"There is a dispute between the Central Paeific Railroad and the United States as to whether certain sums which are claimed by the railroad to be applicable to the payment of dividends are properly so applicable. It is understood that the United States will file a bill in order to test the question whe her such sums of money can properly be used for that purpose; but it is also understood that if the persons interested in the road shall give a bond that in case it is finally decided that such sums should not be used for the payment of dividends that they will restore them to the treasury of the company, that an immediate injunction will not be pressed for, but that the matter will await final decision upon this bond which, it is understood, will be in the sum of \$750.000. Under these circumstances the dividend will, of course, be paid, as the gentlemen interested in the matter are amply able to furnish the additional security which is required."

Chicago Rurlington & Oniney—Mr. Charles E. Perkins

Chicago Burlington & Quincy.—Mr. Charles E. Perkins, Vice-President of the Chicago Burlington & Quincy, informed a representative of the Chicago Times that the board of directors, which had the matter of the proposed stock dividend under consideration during a protracted session, simply adjourned without taking any action. The Boston Transcript says: "The scheme was fully matured except in one point, and was to have been put into execution. * * Mr. Sidney Bartlett, who is one of the directors of the company, and a large stockholder, has acted for many years as the counsel for the corporation. He advised at first against the proposed stock dividend, but legal advice of an opposite character was obtained elsewhere, and the arrangements went forward. But on Saturday, while the directors were in session to declare the proposed dividend, Mr. Bartlett startled the board with an opinion which held that the directors would be personally liable for the par value of the new stock issued under the present charter. To give up the present valuable charter was out of the question."

Chicago & West Michigan.—A dispatch to the Chicago Tribune from Grand Rapids, Mich., January 22, reported: "The Chicago & West Michigan Railroad Company substantially concluded the details and contract to-day for the purchase of the Grand Haven Railroad, a line fifty-seven miles long, from Muskegon to Allegan, and the Grand Rapids Newaygo & Lake Shore Railroad, from this city to White Cloud, forty-six miles long. At White Cloud the Newaygo Road has a junction with the Muskegon & Big Rapids branch of the Chicago & West Michigan. The details of the price paid are not reported yet. The two roads represent in stock and bonds a little more than

\$3,000,000."

Digitized

Cincinnati Southern.-The Cincinnati papers publish reports of a new proposed lease of this road. The plan embraces the idea of the formation of a stock company, with a capital of \$6,000,000, to lease the road for a term of ninety-nine years, renewable forever, the \$6,000,000 to be used in completing and stocking the road and for the putting of the Southern Road, thus leased, completed and stocked, into a railroad pool, to include the Cincinnati Southern, the Kentucky Central, the Chesapeake & Ohio, the East Tennessee Virginia & Georgia, the South Carolina system of railroads, and the Erlanger system, stretching from Chattanooga to New Orleans. The plan is said to be suggested by Mr. M. E. Ingalls, Briggs Cunningham, and others. The terms of the lease to be proposed are these: Out of the first of the net earnings ings the company to have 4 per cent upon its \$6,000,000, then the city to have 4 per cent upon her \$18,000,000. After that 6 per cent gold bonds, to the amount of \$20,000,000, payable

the net receipts to be divided pro rata between the city and the company, the city receiving three-fourths and the company one-fourth, until the receipts equal 7 per cent on the amount

invested by each.

Connotton Valley .- Of this road the Boston Transcript says that it runs from Bowerston to Cleveland in Ohio, and when the line is completed, which will be by next summer, it will be 118 miles long, narrow gauge, have \$2,600,000 seven per cent bonds (\$22,000 per mile) and \$3,000,000 of stock—60,000 shares, of the par value of \$50 each. The company is now operating forty-one miles of the road, which without connections pays its operating expenses and nearly the bond interest upon the forty-one miles. The annual interest charge will be \$182,000, or \$581 per day. The price of hauling the coal over the line of the read is \$1 per ton.

Dakota Southern.—The \$200,000 in stock of the old Dakota Southern road received by Yankton County in exchange for an equal amount of county bonds voted in aid of the road, has been sold by the Yankton County commissioners to Alexander Mitchell, President of the Chicago Milwaukee & St. Paul Road,

for \$16,666.

Detroit Butler & St. Louis.—This railroad, which is intended to connect the Wabash Railroad system with Detroit, has been completed, excepting about ten miles of line from Detroit to the Wabash line at Butler. By this route the distance from Toledo to Detroit is only five miles longer than the Lake Shoreline, and it will furnish the Grand Trunk and the Great Western railroads of Canada with a connection with Toledo indupendent of the Vanderbilt system.

Fort Wayne Muncie & Cincinnati.—Notice is published that parties holding any of the bonds of this company, who wish to participate in the foreclosure proceedings, should surrender their securities without further delay to the committee. at room 27, Sear's Building, Boston, or to the Farmers' Loan.

& Trust Company, in New York.

Minneapolis & St. Louis.—Reports were circulated that the Chicago & Northwestern Railroad Company had secured exatrol of this road, which extends southward from Minneapolis to Albert Lea and Forest City, a distance of about 140 miles. The correctness of the rumor was denied at the office of the Northwestern Company.

Metropolitan Elevated.—The extension of the Sixth Avenue branch of the Metropolitan Elevated Railway from Rector

Street to South Ferry has been decided upon.

Midland of New Jersey.—The time given to the Midland Railroad Company of New Jersey to vacate the Unionville Company's line, by which the former's trains reach Middle town, expired this week. The Midland Road is reported to be \$18,000 in arrears on rental.

New Jersey Southern.—The bonds of this company have been admitted to the New York Stock Enchange list as follows: First mortgage bonds, \$1,449,600, par value \$600, payable July 15, 1899, interest 6 per cent, guaranteed by the New York & Long Branch Railroad Company. The bonds are secured by a mor gage on all the lines of the company, extending from Port. Monmouth to Atsien, from Eatentown to Long Branch, from Manchester to Toms River, from Atsien to Atco, and from Long Branch to Sandy Hook, together with the equipment. It is first mortgage on all the above railroads, except the railroad from Manchester to Toms River, which is subject to a prior mortgage of \$120,000, and that from Long Branch to Sandy Hook, which is subject to a prior mortgage of \$200,000.

New York & New England.—At a meeting of the directors.
January 25, the resignation of President Hart was accepted and Vice-President J. H. Wilson was elected as his successor. Joseph E. Baker and James Sturgis, of the Board of Directors. also resigned, and their places were filled by the election of William O. Taylor and Col. Jonas H. French. The Boston Journal remarks, concerning the recent advance in the stock. of the road, which had been ascribed to its purchase for several different interests, as follows: "Aside from the improvement in the stock due to the near approach of the time for the opening of its New York connection, the Hudson River connection, and the recent agreement for an advance upon the traffic to and from New York by the Sound lines, there is probably quite as much truth in these rumors as in the report that very large transfers of the Berdell bonds have been recently made for the purpose of turning out the present management, while the truth is that on October 1. 1866. \$7,146,000 of the \$20,000,000 Berdell bonds had been exchanged for the stock of the corporation. At the time of the annual mosting the transfer had a scale of the stock of the corporation. meeting the transfers had reached \$8,490,000, and at the present time \$8,625,000, showing that since the annual meeting the conversions have been of small amount."

Northern Central.—The official report of the earnings of the Northern Central Railway Company for the month of Decemberand the year ending with that date is as follows:

and the year ending with that the		
	Month of	December
y	1879.	1880.
		. \$194,310
Gross earnings		070 404
Operating expenses	-224,809	270,404
Whereting exhences		
	. \$189,789	\$223,906
Net earnings	. \$109,109	
	-1. months e	nded Doo. 31-
	1879.	1880.
	1879.	45 (54) 90°
Gross earnings	. \$4,107,948	\$5,650,387
Gross darmings		3,255,2683
Operating expenses	2,501,012	-,
		24 707 446
37 - f	\$1.246,006	\$1,795.118

Northern Pacific.—The general first mortgage sinking fund

January 1, 1921, recently taken by the Drexel, Morgan & Co. syndicate, have been placed on the Stock Exchange list.

Ogdensburg & Lake Champlain.—The bonds have been placed on the Stock Exchange list as follows: First consolidated mortgage 6 per cent bonds, \$3,500,000, payable April 1, 1920. Income bonds, \$1,000,000, dated April 1, 1880, bearing 3 per cent coupon dated October 1, 1881, and 6 per cent coupon dated October 1 in each year thereafter until 1919 inclusive, and a 3 per cent coupon, dated April 1, 1920, to be paid only if earned. The company's road extends from Ogdensburg to Rouse's Point, on Lake Champlain, 118 miles. The first consolidated bonds have been issued and reserved for the following purposes: to retire outstanding first mortgage bonds at maturity, \$600,000; to retire outstanding sinking fund. \$371,000; exchanged and reserved to retire and cancel preferred stock, \$1,400,000; balance on hand, \$1,129,000; total, \$3,500,000. The amount of capital stock outstanding will be, common stock, **\$3,077,0**00.

Pennsylvania Company.—An amicable arrangement has been made between the Pennsylvania Railroad interest and the first mortgage bondholders of the Columbus Chicago & Indiana Central Railroad Company. It will result, it is believed, in the abandonment of any peal by the Pennsylvania Company to the United States Supreme Court from the decision of the lower United States Court affirming the validity of the Columbus Chicago & Indiana Central lease to the Pennsylvania Company. An arrangement was recently made between Adrian Iselin & Co., representing the bondholders of the C. C. & I. C. Company, and Wilson liam L. Scott of Erie, for the exchange of their bonds for Pennsylvania 5 per cent bonds. Mr. Scott was understood to represent in the matter the Pennsylvania Railroad Company. Subsequently the arrangement was modified, and yesterday was the last day on which bondholders of the C. C. & I. C. Company could avail themselves of the offer of settlement from the Pennsylvania interest. Iselin & Co. have sold to the Pennsylvania interest \$3,381,000 bonds, and other holders have transferred \$730,000, making a total of \$4,111,000. The price received was 109 and interest from January 1.

In order to perfect these arrangements with the C. C. & I. C. bondholders, the Pennsylvania Company, which is the corporation that operates several Western lines in the interest of the Pennsylvania Railroad Company, has decided to issue \$10,000,000 4½ per cent forty-year gold bonds. These bonds will be secured by a pledge of the leases of the Pittsburg Fort Wayne & Chicago and the Cleveland & Pittsburg railroad companies, and by an annual sinking fund of \$200,000. The leases will be deposited in trust with the United States Trust Company. In addition, the principal and interest of the bonds are guaranteed by the Pennsylvania Railroad Company. The entire issue has been taken by a syndicate composed of Kuhn, Loeb & Co., the National Bank of Commerce, Winslow, Lanier & Co., L. Von Hoffman & Co., Woerishoffer & Co., Hallgarten & Co., and the United States Trust Company of this city, Drexel & Co. of Philadelphia, W. L. Scott of Erie, Pa., and Louis Cohen & Sons

of London.—American Exchange, Jan. 25.

Pennsylvania Railroad.—The following complete exhibit of the earnings of the Pennsylvania Railroad is compiled in the office of the COMMERCIAL AND FINANCIAL CHRONICLE. In December the increase in gross earnings was \$93,903, but there was an increase in operating expenses of \$479,705, and a consequent decrease in net earnings of \$385,802. For the twelve months—Jan. 1 to Dec. 31—the increase in gross earnings was \$6,639,793, and in net earnings \$2,397,486. The Pennsylvania Railroad on all its lines, east and west, has made \$3,917,179 more profit in 1880 than in 1879.

ALL LINES EAST OF PITTSBURG AND ERIE.

	Gross Ed	rnings	Net Ea	rnings
,	1880.	1879.	1880.	1879.
January	\$3,083,551	\$2,543,424	\$1,366,298	\$1,019,531
February	2,914,576	2,538,039	1,232,182	1,172,986
March	3,278,186	2,603,068	1,511,248	987,223
April	3,488,366	2,630,022	1,495,582	1,031,028
May	3,417,916	2,708,695	1,476,852	1,034,092
June	3,221,476	2,390,810	1,012,247	600,994
July	3,449,644	2,782,906	1,302,505	999,615
August	3,723,355	2,982,718	1,554,480	1,256,998
September	3,647,543	3,336,528	1,474,910	1,590,639
October	3,882,714	3,518,144	1,688,394	1,685,930
November	3.574.913	3,131,997	1.394,076	1,346,449
December	3,547,828	3,453,925	1,126,252	1,512,054
Total 12 mos	\$41,260,068	\$34,620,276	\$16,635,025	\$14,237,538

As to the lines west of Pittsburg and Erie, there is the usual discrepancy between the figures of 1879 and this year, which, as accounted for by the Treasurer, results from charging at the end of the year certain interest on bonds of the Pennsylvania Company and the Pittsburg Cincinnati & St. Louis Railway Company, and not charging the pro rata for each month in 1879. At the end of November, 1880, the report stated the gain over 1879 at \$1,801,193, but now at the end of the year it is given as \$1,422,870, showing in one month a decline of \$378,323. The table below shows \$1,519,263 gain in 1880.

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

1.	1880.	1879.	Gasn in 1880.
January	\$305,304	* \$204,149	\$101,155
February	116,710	25,846	90,864
March	557,171	73,703	483,468
April	312,269	Deficit 82,178	394,447
May	11,201	Deficit 158,090	169,291
June	8,471	Deficit 269,182	277,653
July	300,827	52,732	248,095
August	267,296	252,972	14,324
September	206,982	395,325	Loss 188,343
October	419,606	465,322	Loss 45,716

November	1880.	1879.	Gain in 1880.
	\$377,634	\$407,616	Loss \$29,982
	163,039	158,602	4,437
Net for 12 months	\$3,046,510	\$1,526,817	\$1,519,693

\$1,526,817 Philadelphia & Reading.—In Philadelphia, January 21, Robert McCalmont, Hugh McCalmont and William J. Newell, trading under the firm name of McCalmont Brothers & Co., filed a petition in the United States Circuit Court, praying that they may be made parties in the suit of Moses Taylor—

the suit for foreclosure of the general mortgage.

Judge Allison refused to quash the application for a writ of mandamus compelling the managers to hold the annual meeting, and the managers filed their answer January 27.

On January 24 the following cable dispatch was sent from

"President Stock Exchange, New York:
"Allotment Reading deferred bonds completed; \$19,000,000 to shareholders, balance to bondholders; applications from bondholders unfilled, \$35,000,000.

SATTERTHWAITE & CO., SATTERTHWAITE & Co.,
"JOHN TAYLOR & Co.,
"Stock Exchange."

-On January 24 the Receivers in Philadelphia published the following notice:

"Notice is hereby given that the first instalment upon the subscription to the deferred income bonds of the company is now due and payable within five days from date. The second instalment is payable on or before March 31, 1881. Payments may be made in advance under discount at the rate of five per cent per annum. New York subscribers can pay their instalments to the Farmers' Loan & Trust Company, New York. For the Receivers,

S: Bradford, Treasurer."

-In Philadelphia, January 25, in the United States Circuit Court, before Judges McKennan and Butler, counsel for Robert McCalmont and others filed a bill in equity, contesting the legality of the issue of deferred income bonds and the refunding of the bonded indebtedness of the Philadelphia & Reading Railroad, and, in connection with the equity suit, made motions for the revocation of the Court's order of Nov. 16 last, referring to the deferred bonds. Counsel for the petitioners sought to obtain a preliminary injunction, but Judge McKennan ordered that the argument upon the motion to suspend the order of the Court made November 16 be heard on Thursday, and argument on the motion of order of revocation and the application for the injunction to be heard on Monday, February 7. On Thursday the Court overruled the motion for a preliminary injunction to restrain the Receivers from issuing the deferred bonds, but made an order directing the Receivers of the company not to take any action prejudicial to the rights of subscribers to or holders of allotments for the deferred bonds until the final

argument shall be heard on February 7.

—In Philadelphia, January 26, Thomas A. Biddle, Henry Peale, Henry W. Biddle and Alfred Biddle, trading as Thomas A. Biddle & Co., filed a bill in the United States Circuit Court against the Philadelphia & Reading Railroad Company. Acadim to the Alfred Biddle & Co., filed a bill in the United States Circuit Court against the Philadelphia & Reading Railroad Company. Acadim to the Alfred Biddle & Co., filed a bill in the United States Circuit Court against the Philadelphia & Reading Railroad Company. cording to the press dispatch "their purpose is to establish the status of the deferred income bonds. The petitioners aver that they have subscribed for and now hold these deferred bonds to the value of \$495,750; that these subscriptions were made on the faith of the statements of the officers of the company that the legality of the said issue of bonds had been passed upon and finally determined by the Court. The petitioners affirm their belief that it is yet in doubt whether the Court did in fact authorize the said issue of bonds. Yesterday the petitioners were informed by the Treasurer of the Reading Company that unless the first instalment on their subscription was paid within five days the allotment would be void. The petitioners state that it is improbable that the Court will make a final disposition of the proceedings for an injunction against the deferred-bond scheme before Friday, January 28, when they are called upon to pay their first instalment. They ask the Court to grant an injunction restraining the company from forfeiting any allotments of deferred bonds proposed to be issued to petitioners, and from impairing their rights to the bonds allotted until the proceedings now pending touching the validity of the bonds shall be finally decided." On Thursday, the 27th, Judge McKennan made the following order in this suit:

"And now, on motion of George Biddle and George W. Biddle, Esqrs., Thursday, January 27, 1881, the Court orders that the instalments on the deferred income bonds, when paid to the Receivers by the complainants, shall be held by them on special deposit, distinguished from all other bonds, and shall only be appropriated by them to the payment on account of said deferred income bonds, and then only after further order of Court upon notice to the complainants, and the said payments shall be returned to the complainants if the order of Court authorizing the issue of said bonds be revoked. The above order is entered by consent of counsel for the respective parties."

Railroad Construction in 1880.—The Railroad Gazette publishes its ninth annual statement of railroad building in the United States. From the extended article of the Gazette the following is condensed. "The extent of the new road is not quite so great as that constructed in the year 1872. The latter year, however, was the culmination of a period of great activity and enterprise, while 1880 is only the second in which (in this direction) there has been any considerable recovery from the inactivity of the 'hard times.' But in 1879 we constructed 80 per cent more road than in 1878, and in 1880 we have constructed 56 per cent more than in 1879, 145 per cent more than in 1878, and considerably more than in the three years ending with 1877. The number of miles completed in each of the last nine years has been:

 Year.
 Miles.
 Year.
 Miles.

 1872.
 .7,340
 1877.
 2.315

"If we distribute the new mileage on the two sides of the Mississippi, we have east of the Mississippi, 1,452 miles, or 20'4

Total in 1880, 7,150 miles. Of the 7,150 miles of new road, 1,453 miles were of narrowgauge (13½ miles 3½ feet and the rest 3 feet gauge). The miles of narrow-gauge road built each year and the percentage of the total that was narrow-gauge have been as follows for

seven years:)	Dant	skl		P. c. of
Year. 1874 1875 1876	255 537	16.4	$egin{array}{c} 1878 \\ 1879 \\ 1880 \end{array}$	895	totals 33.9 19.6 20.3
1877	796	UTI			

"By the last issue of Poor's Manual, the total length of railroad in the United States at the beginning of 1880 was 86,497 miles; adding the construction of 1880 we had 93,637 miles of railroad in the United States at the beginning of the current year. By the new census the population of the country on the 1st day of June was 50,152,000, which at the rate of increase of the last decade had become about 50,880,000 at the end of the year. The increase of population is at the rate (very nearly) of 2½ per cent a year; the increase in the railroad mileage last year was 8½ per cent. At the beginning of the year than year was 8½ per cent. At the beginning of the year there were 573 people per mile of railroad; at its end, only 543. In Europe there are 3,333 people per mile of road; in Sweden, where the population per mile of road is least, 1,667."

The following table shows the mileage of new railroad constructed in each State and Territory for seven years, viz., in

1872 and 1873 and from 1876 to 1880, inclusive:

1012 4114 1010 4114					1000	1070	1880.
(e)	1872.	1873.	1876.	1877.	1878.	1879.	
* * . * . *	134	2		1^{1}_{2}	22	7	22
Alabama				_			
Alaska			• • • •		30	152	198
Arizona				• • • •			
Arkansas	156	24712	49		734	23	6034
	195	85	34434	2353_{8}	10212	1212	2
California				123^{12}	20414	101	3481_{4}
Colorado	105	121	154^{1}_{2}		203 4	101	3334
Connecticut	25	29	7	$3^{i}2$	• • • • •	0400	
	210	8012			24	24034	724
Dakota		2112			6		
Delaware	26^{1}_{2}	-1-2		13		32	374
Florida	10^{1}_{2}		• • • •	13		5912	45
Georgia	46	122	42		67		40
Idaho					100	10412	
	6861_{2}	27412	58	$55^{1}4$	103	12434	32134
Illinois			72^{1}_{4}	24	84	16412	185^{1}_{2}
Indfana	183	8413	12-1	24	C I		-
Indian Territory	142		2	• • • •		2333	4502.
	452	93	9634	15712	23234	500	45634
Iowa	445	36	76	86^{12}	$183^{1}4$	$556^{1}2$	363_{2}
Kansas			138	281_{4}	2334	67	4712
Kentucky	143	6534	133			72	124
Louisiana	3			2			
Maine	62^{12}		.20			$20^{1}2$	3
	191	34	15		8	21	4034
Maryland			5	1714	6	5	42^{1}_{2}
Massachusetts	37	117^{1}_{2}			contract of the latest the same of the sam	72^{1}_{2}	255
Michigan	571	196	46	56	11114		
Minnesota	307	48	34	204	33814	45034	133^{1}_{2}
	22	7	10	8	3412	1242	
Mississippi			1091_{2}	36	$225\frac{1}{2}$	$213^{1}4$	$312^{1}4$
Missouri	314	236^{1}_{2}	109-2	30	220 2	1000	731_2
Montana				• • • •	55	000	
Nebraska	212	41	52	69	55	285	377
	18	18				50	71
Nevada		200	9^{1}_{4}	18	35	9^{1}_{2}	
New Hampshire	43	60			3	6	5412
New Jersey	103	4012	84	8112			540 ¹ 2
New Mexico	ror anata				814	167^{1}_{4}	
	435	24214	6934	15134	129_{2}	933_{4}	471_{2}
New York		15	43	27	16	19	-301_{2}
North Carolina	60				17412	20914	500
Ohio	$456^{1}2$	172	275	269			165^{12}
Oregon	82				35	64	
	251	203	90^{1}_{2}	11934	197	241_{2}	159^{1}_{2}
Pennsylvania		22	9	938		714	
Rhode Island	••••	22	17	4834	1612	5	31
South Carolina	88	88					$3\overline{2}$
Tennessee	15	114	7^{1}_{2}	2134	10	165	
Tennessee	391	38512	3873_{4}	188^{1}_{2}	162	156	653
Texas	57	85		20	14	133	$116^{1}4$
Utah				7ĭ		612	36
Vermont	31	53	• • • •		1612	3334	207
Virginia	49^{1}_{2}	36	10	163_{4}			
We shington Tarry	40	- 50		52^{1}_{2}		3	62
Washington Terr'y	76	3614		$20^{1}2$	223_{4}	25	10
West Virginia			1023	$\tilde{62}^{2}$	9134	9412	226
Wisconsin	4591_{2}	320^{1}_{2}	12334	.02	_	(Carlo 1777)	
Wyoming Territory.				5			
myound rounds.				-			
Total	7 9 10 9	2 883	2.450	2.315	2.916 - 4	4,570 - 7	,150
Total	7,340	,,000	-,100	_,			
			The at	akhal	dara o	f the	Louis-

St. Louis & Southeastern.—The stockholders of the Louisville & Nashville Railroad, on Jan. 26, adopted a resolution assenting to the lease of the St. Louis & Southeastern Railroad. They also approved the contracts made with the Adams and Southern express companies.

St. Paul Minneapolis & Manitoba. - This company has had the following bonds placed on the New York Stock Exchange, viz.: The Minnesota & Dakota first mortgage 6 per cent gold bonds, \$2,400,000, payable November 1, 1910. These bonds are issued on the "Dakota Extension" of the company, and also Morris & Browns Valley, and Barnesville & Moorhead branches in Minnesota, of which 231 miles are completed. The total authorized amount is \$6,000,000, limited to \$12,000 per mile of completed road. The company is organized under the laws of Minnesota, and on December 1, 1880, operated 861 miles of road. Or 656 miles of operated road the gross earnings for the four months ending October 31, 1880, were \$1.129,612; operating expenses, \$573,136; net earnings, \$556,475. The capital stock is \$15,000,000, and the bonded debt, outside of the "Dakota Extension" bonds, is as follows:

First mortgage bonds on 10ad and land in Minnesota	\$8,000,000
Less bonds retired	540,200
Second mortgage bonds on road	\$7,459,800 8,000,000 466,000

per cent; west of the Mississippi, 5,698 miles, or 79.6 per cent. journal published in America; but when it comes to advertisements the case is quite different, and any daily is better than the principal financial newspaper of the country. Whence these distorted and illogical views on the part of railroad com-

The CHRONICLE is too large a concern to be small, and still prospers by publishing for nothing a great mass of railroad and financial matters, the revenue from which is yet holding the breath of life in many a daily political newspaper. The

committee say that

committee say that

"They regret to announce that, owing to the great change in the situat on of the company's affairs, caused in part by the decree of the United States Circuit Court in the foreclosure suit, and in part by the discovery of large outstanding obligations of the company, not entered upon its books, it will be impracticable for the committee to carry out the plan of reorganization according to its present terms, in case they purchase the road."

"The committee, accordingly, have drawn up a modification of the plan of reorganization (which will be found at the office of the Farmers' Loan & Trust Company, No. 26 Exchange Place, New York, and also at the office of Mr. John S. Barnes, Chairman, No. 18 Wall Street), which they earnestly request may be signed by all the parties to the existing agreement. At the same time, all receipts heretofore given by the committee, under the present plan of reorganization, must be exchanged at the office of the Farmers' Loan & Trust Company for new receipts issued under and in conformity to the amended agreement. Until these receipts are thus exchanged, the committee deem it unsafe for them to bid at the sale of the road; and, if the sale should occur before such exchange is complete, the most which the committee can do for their bencheroiciaries will be to collect from the proceeds of the sale the proportion belonging to the various securities deposited with them.

"The general result of the modifications proposed by the new agreement is as follows:

Present Plan.

ment is as follows:	Present Plan.	Proposed Plan.
First mortgageSecond mortgageIncome mortgage	\$4,500,000 2,000,000 2,000,000	\$5,000,000 1,500,000 3,000,000 4,657,760
Stock mortgage	5,822,200	\$14.157.760

"Unless within sixty days from this date the new agreement is signed and the receipts exchanged, the Committee will consider themselves discharged from all obligation to bid at the foreclosure sale, and cannot be described to do were them to solicit was a solicit was undertake to do more than to solicit proper cash bids from outside parties, and see that the surplus is distributed according to the legal priorities of the mortgage bondholders."

Texas & Pacific.—The Texas & Pacific Railroad is completed to Abilene, 140 miles west from Weatherford, and at the present rate of construction (a mile per day) the cars will be running as far west as Whitesboro by the 10th of March.

Union Pacific.—The following official notice is published:

Union Pacific.—The following official notice is published:

To provide means for making new improvements, and furnishing additional facilities for handling the rapidly-increasing volume of the company's business, the Union Pacific Railway Company has resolved to increase its capital stock to sixty-one millions of dollars—the increase being \$10,237,700. The stockholders of record on February 1, 1881, have been accorded the option until the 10th day of February, A.D. 1881, to make a subscription at par to said new stock to the extent of one share for every five shares owned by them, payable in four equal installments, at the time and on the terms specified in a circular which will be sent to each stockholder now of record whose address is known. Circulars, with full details, will be furnished to any stockholder, on application. Notice is also hereby given that the stock books of the company will close on Feb. 1, 1881, and remain closed until March 10, 1881.

January 20, 1881.

Sidney Dillon, President.

Virginia State Bonds.—The U.S. Supreme Court has rendered a decision in the important case of H. C. G. Hartman, plaintiff in error, vs. Samuel C. Greenhow, Treasurer of the City of Richmond, Va. On the 30th of March, 1871, the Legislature of Virginia passed an act entitled "An act to provide for the funding and payment of the public debt." By the provisions of this act the State agreed that, if her creditors would surrender the old bonds, she would issue to them new coupon bends for two thirds of the amounts due upon the old bonds. bonds for two-thirds of the amounts due upon the old bonds. An important part of the law under which the new bonds were An important part of the law under which the new bonds were issued was that the coupons should be "receivable at and after maturity in payment of all taxes, debts, dues and demands due to the State, which shall be so expressed on their face." On the 25th of March, 1873, the State Legislature passed an act providing that there should be deducted from the coupons of the funding bonds issued under the last of 1871, when such the funding bonds issued under the act of 1871, when such coupons were presented in payment of any dues to the State, a sum equal to a tax of one-half of one per cent on the market value of the bonds from which said coupons had been cut. This act was slightly modified in 1874, but was re-enacted in its original form in 1876. Under this law the tax collector refused to receive the coupons at their face value on the ground that the act of 1876 required him to deduct from the coupons the State tax of one-half of one per cent. Hartman thereupon applied to the Supreme Court of Appeals for a writ of mandamus to compel the tax collector to receive the said coupons and money in payment of his taxes. By a divided court the mandamus was refused. Hartman thereupon appealed to the

Supreme Court of the United States. Justice Field, after reviewing the history of the debt of Virginia and the legislation of the State with reference thereto, expresses the opinion of the Court, in substance, as follows:

commercial paper; that they are separate claims against the State, and may be used to support separate and independent actions

The coupons held by Hartman, the petitioner, were distinct contracts, imposing their own separate obligations upon the State. Hartman was the owner of the bonds to which they had been originally attached. In his hands they were as free and discharged from all liability on those bonds as though they had never been connected with them. And argument is hardly necessary to prove that an act which requires the holder of one contract to pay the taxes levied upon another contract held by a of one contract to pay the taxes levied upon another contract held by a stranger cannot be sustained. Such an act is not a legitimate exercise of the taxing power. It undertakes to impose upon one the burdens which should fall, if at all, upon another. The Funding Act stipulated that the coupons should be receivable for all taxes and dues to the State for their full amount, and upon this pledge the holders of the bonds of the State surrendered them and took now bonds for two thirds of the state surrendered them and took now bonds for two thirds of their amount. The act of 1876 declares that the coupons shall not be thus received for taxes for their full amount, but only for such portion as may remain after a tax subsequently levied upon the bonds to which they were originally attached is deducted. If this act does not impair the contract with the bondholder, who was authorized to transfer to other, the compons with the quality for receivability for taxes annexed, it is difficult to see in what way it would be impaired, even though the tax on the bond should equal the whole face of the coupon. If against the express terms of its contract the State can take a portion of the interest in the shape of a tax on the bond, it may at its pleasure take the whole. This Court is clear, therefore, that the act of the Legislature of the State of Virginia of 1876, requiring the tax on her bonds issued under the Funding Act of March 30, 1871, to be deducted from the coupons originally attached to them when tendered in payment of taxes or other dues to the State, is, in the face of the previous contract with such bondholders contained in the Funding Act, a law impairing the obligation of a contract, and that, it is therefore void. It follows that the petitioner was entitled to his mandamus to compel the Treasurer of the city of Richmond to receive the coupons tendered to him in payment of taxes for their full amount. for their full amount.

The judgment of the Supreme Court of Appeals of Virginia denying the writ is therefore reversed, and the cause remanded for further proceedings, in accordance with this opinion.

Justice Miller expressed his dissent from the opinion of the Court, and gave as his reasons—first, that no legislature of a State has authority to bargain away the State's right of taxation; and, second, that in issuing the bonds and coupons which are the subject of this controversy, the Legislature of Virginia, neither in terms nor by any just inference, made any contract that the bonds and coupons should not be subject to the same taxes as other property taxed by the State

Western Union Telegraph—Atlantic & Pacific—American Haion.—The N.Y. World of Friday, Jan. 28, gave the item be ow: "The following is a careful abstract of he agreement by which the Western Union Telegraph Company purchases the assets, plant, patents, tranchises, real estate, and stocks owned by the American Union and Atlantic & Pacific telegraph companies. The purchase includes all the property of the two companies, except their franchises to be corporations. The consideration paid to the American Union is 150,000 shares of Western Union stock (par value \$100) to be delivered to the Union Trust Company for distribution in exchange for 190,000 shares of American Union stock and the \$5,000,000 American Union bonds. The stock is to be exchanged share for share and the bonds at par for stock at par. The American Union contracts to deliver its property free of liens and incumbrances; that its indebtedness does not and shall not exceed the \$5,000,000 in bonds and that its capital stock does not exceed 100,000 shares, and that the entire amount of its bonds and not less than (left blank) shares of its stock shall be exchanged within three days after

Mank) shares of its stock shall be exchanged within three days after motive that the Western Union stock is ready for exchange.

"The consideration paid to Atlantic & Pacific is 84,000 shares of Western Union stock to be issued in return for 140,000 shares of Atlantic & Pacific stock at \$100 a share. This exchange also is to be made by the Union Trust Com; any at the rate of three shares of Western Union for five shares of Atlantic & Pacific stock belonging already to Western Union are to be included in the exchange the Western Union shares exchanged for them to be delivered. The exchange, the Western Union shares exchanged for them to be delivered directly to the holders of the present capital stock of Western Union Shares when united so as to constitute a value equal to the par value of three shares be exchanged for five shares of Atlantic & Pacific. All the American Union and Atlantic & Pacific stock is to be delivered by the Union Trust Company to the Western Union Telegraph Company.

It is next agreed that Western Union shall increase its capital stock by \$38,926,590, the issue to be delivered to the Union Trust Company for distribution as follows: \$15.5.526.590 to holders of present shares

There shall also be distributed to Western Union Trust Company for distribution as follows: \$15,5,526,590 to holders of present shares of Western Union, to represent its investment of earnings in construction and purchases since July 1, 1866, and the residue, \$23,400,000, for the purchase of American Union and Atlantic & Pacific, as above described. There shall also be distributed to Western Union shareholders the \$58,855 50 of stock now in the company's treasury. Western Union undertakes all the telegraph and other contracts of the other companies.

"It is stipulated that Western Union shall be put into possession of its purchase on February 24, and that it shall deliver the stock to the Trust Company for exchange on or before that date; but that the purchase and sale shall be held to date from January 1 last, and that all carnings and expenditures of either of the purchased companies since

That date shall be for account of Western Union.

American Union stipulates that the assets of the Central Construction Company and all its properties, rights and franchises remaining after the discharge of its debts shall be turned over to Western Union, and it is agreed that if any of the parties to the agreement are unable To secure the corporate authority requisite for the consummation of the seneral agreement, no liability for damages shall arise therefrom, but the agreement shall be void, and that in the event of delay from legal process no liability shall accrue therefor to the party affected, but the rights of the parties to the agreement shall not be otherwise affected

There is added after the several corporate signatures to the agreemeat the ratification of the Central Construction Committee and a copy of the ratifying resolution to be submitted to the shareholders of the several companies.

Wisconsin Central.—A dispatch to the Chicago Tribune From Milwaukee, Jan. 17, said: "It turns out that the recent boom in Wisconsin Central stock has a more substantial basis than mere speculation. The common stock suddenly jumped from 7 to 28, with a prospect of going still higher in the market as soon as the public is assured of the result of the recent megotiations and arrangements entered into between the Central and the Northern Pacific. * * * The contract for the work will be let within ten days, the money raised on the \$40,000,000 of bonds issued, and everything indicates a speedy commencement of the work. * * * It is now assumed that the junction of the Northern Pacific will be made with the Wisconsin Central at Ashland, thus bringing Milwaukee and Chicago in direct communication by rail with the immense new country that is to be penetrated and developed by the line of the Morthern Pacific."

The Commercial Limes.

COMMERCIAL EPITOME.

FRIDAY NIGHT, January 28, 1881.

General trade is good for the season, though still in some measure restricted by the difficulties encounted in shipping goods and other obstacles to transportation. The disruption to telegraphic communication caused by the storm on the Atlantic coast, mentioned in our last, was complete during Saturday, Sunday and Monday, and repairs are, to some extent, still unfinished. This suspension of foreign and domestic advices proved a great obstacle to export business and to speculation. The weather continues wintry, and even severely cold.

In provisions a very liberal speculative movement has been reported, the regular trade has improved and values have been steadily advanced. Many of the prominent Chicago operators have been found to have a "short" interest and it has been found practicable on the part of the "lesser lights" to force the market up. To-day old mess pork sold on the spot at \$14; and no v mess, \$15; extra prime at \$11; March options for mess quoted at \$15; April, \$15@\$15 25. Lard opened irregular, but recovered and closed firm at an advance, with over 25,000 tcs. sold for future delivery; prime Western sold on the spot, 9.82½@9.87½c.; and do. to arrive, 9.80c.; for future delivery February sold at 9.80@9.75@9.85c.; March, 9.87½@9.82½@9.92½c.; April, 9.90@10c.; May, 9.97½@10.02½c.; June, 10.05c.; seller year, 9.77½c.; refined to the Continent, 10.10c. Bacon was in active demand and firm; short clear sold at 8@8 10c.; long clear, 7.70@7.80c; half-and-half, 7.90c. Cut meats ruled higher and firm. Beef in demand and firm at \$20@ \$22 for extra city India men, and \$11@\$12 for packet. Beef hams moderately active at \$19 50@\$20 50. Butter rules firm and fine grades are scarce and wanted. Cheese in fair sale at 12@ 13%c. for prime to fancy factory. Tallow quite active at 65%c. for prime. Stearine held at 9%@10c. The following is a comparative summary of aggregate exports, from Nov. 1 to Jan. 22:

	1880-81.	1879-90.	Increase.
Porklbs.	16,576,600	16,357,000	219,600
Baconlbs.	211,445,278	176,552,237	34,893,041
Lardlbs.	95,575,947	80,536,330	15,039,617 ₃
-			

Total......lbs. 323,597,825 273,445,567 50,152,258 There has been great activity in Kentucky tobacco in the past week. Large purchases have been made by the Regie contractor for France and Italy, and sales aggregate 10,223 hhds., of which all but 62 hhds. are for export. These transactions are the largest recorded for any single week in this market. Prices are very firm—lugs 43/4@51/2c. and leaf 6@121/2c. The movement in seed leaf has also been quite liberal, amounting to 1,859 cases, as follows: 919 cases 1879 crop, Pennsylvania, assorted, 12@21c.; 100 cases 1879 crop, New England, private terms; 290 cases 1879 crop, State, 8@20c., and 550 cases 1879 crop, Ohio, 4½@14c. Also, 1,100 bales Havana, 75c.@\$1 20.

Rio coffee has been dull and depressed of late, and fair

cargoes close at 13c. nominally with the stock in first hands 50,230 bags; mild grades have been only moderately active since the large transactions of last week and latterly have been . somewhat depressed in value. Rice has met with a brisk demand at strong prices. New Orleans molasses has been dull at some decline, while foreigh has remained wholly nominal in the absence of transactions. Spices have been firm, ginger and pepper still being in the best position, holders of the former still being favored by the scarcity of the article. Tea has sold at auction this week at generally steady prices for Japans and blacks, but green has ruled quite irregular and low prices have, in some instances, been accepted; the private market has been moderately active and about steady. Raw sugar has been dull and quite depressed, the closing quotations for fair to good refining being 73%@7½c., a decline of fully ½c. for the week, and yet these prices must be considered as entirely nominal at the close owing to the dullness of trade.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Jan. 1, 1881	24.010		278,230	1 070
Sales since Jan. 1, 1881	$21,994 \\ 23,782$	$\begin{array}{c} 140 \\ 7.576 \end{array}$	158,154 $1.081.184$	1,378 1,050
Stock Jan. 28, 1880		9,543	609,713	41

Refined has been irregular and lower, and closes at 9%c. for crushed and 9%c. for granulated, with a moderate business.

Naval stores have been dull and gradually on the decline, in

sympathy with Southern and foreign markets; spirits turpentine quoted to-day at 47@47%c.; strained to good strained rosins, \$1 80@\$1 85. Petroleum has received more attention from shippers, and, in view of better advices from the English. and Continental markets, prices have been advanced here; refined in bbls. quoted 11c. Crude certificates have been irregular and close dull at 92½c. bid. Ingot copper more active at 19%@19½c. for lake. The business in American and Scotch pig irons, rails and scrap, has latterly been moderate. Lead sold freely for February and March, at 4¾c.; spot lots, 5c. Wool is quiet and prices easy; the streams throughout the manufacturing districts are so low as to check business.

Ocean freights have been rather quiet, and rates in a number of instances have been irregular and lower. Charter room remans steady. The engagements to-day were: Grain to Liverpool, by steam, 5½d; bacon, 30@32s. 6d.; cheese, 30@35s.; flour, 2s. 9d. per bbl. and 22s. 6d. per ton; cotton, 3-16@¼d.; grain to London, by steam, quoted 7½@7¾d; bacon taken at 37s. 6d.; cheese, 47s. 6d.; grain to Glasgow, by steam, quoted 7½d.; bacon, 35s., and cheese and butter. 42s. 6d.; grain to

Continental ports by the February steamers, 8d.

COTTON.

FRIDAY, P. M., January 28, 1831.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 28), the total receipts have reached 125,070 bales, against 138,879 bales last week, 129,604 bales the previous week and 110,735 bales three weeks since; making the total receipts since the 1st of September, 1880, 3,964,141 bales, against 3,751,301 bales for the same period of 1879-80, showing an increase since September 1, 1880, of 212,840 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.
Galveston	1,146	3,450	2,010	1,914	2,374	3,040	13,934
Indianola, &c.	_,					479	479
New Orleans	5,519	5,883	5,391	4,610	9,178	10,254	40,935
Mobile	3,140	3,456	601	488		1,100	10,176
Florida	0,,10	0,20.				294	294
THE PROPERTY OF THE PROPERTY O	2,036	3,908	2,311	3,353	2,824	2,819	17,251
Bayannah	2,000	0,000	_,011	,	_,	32	
Brunsw'k, &c.	1,435	2,028	1,200	1,583	1,214	827	8,287
Charleston	1,433	2,020	1,200	1,500		100	
Pt. Royal, &c.	210	201	238	151	391	321	
Wilmington	213	391	230	131	331	1,016	Control of the contro
Moreh'd C.,&c			2 700	0.000	0.705		
Norfolk	1,824	3,119	2,760	2,308	2,565		
City Point,&c.		• • • •				4,525	
New York	. 525	386	540	567			· '
Boston	853	566	1,045	638	1	778	
Baltimore	415	582		416	230	••••	1,613
Philadelp'a, &c.	101	174	540	160	. 40	487	1,505
Totals this week	17,510	23,943	16,669	16,188	22,359	28,401	125,070

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

Receipts this w'k at-	1891.	1390.	1879.	1878.	1877.
Gulveston	13,964	13,017	18,957	13,286	12,260
Indianola, &c	479	216	529	259	309
New Orleans	40,835	58,004	50,076	64,815	30,994
Mobile	10,176	10,585	18,708	16,097	14,473
Florida	294	492		793	977
Savannah	17,251	1 1 5001	10 771	14,617	12,055
Brunswick, &c	32	} 15,804	18,771	14,017	12,000
Oharleston	8,237	8,067	16,947	13,403	[9,818
Port Royal, &c	100	. 16	1,631	2,568	157
Wilmington	1,708	1 004	4.045	2,694	4,166
Morehead City,&c.	1,046	} 1,664	4,945	2,034	4,100
Morfolk	13,996	12,917	14,856	15 128	11,055
City Point, &c	4,525	2,446	2,653	3,868	598
New York	4,697)			
Boston	4,532	13,963	16,373	11,658	11,612
Baltimore	1,643	13,303	. 10,575	11,000	11,012
Philadelphia, &c	1,505)			
Total this week	125,070	137,191	167,097	159,186	138,374
Total since Sept. 1.	3,964,141	3,751,301	3,269,740	3,117,741	3,144,18

The exports for the week ending this evening reach a total of 111,263 bales, of which 84,135 were to Great Britain, 8,205 to France and 18,928 to rest of the Continent, while the stocks as made up this evening are now 364,987 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season:

Wesk	EXP	ORTED T	0	Total	Same	STOCK.		
cnding Jan. 28.	Great Britain.	France.	Conti- nent.	this week.	week 1880	1831.	1880.	
N. Orl'ns	28,726	4,613	9,583	42,922		230,467	,	
Mobile	5,478	1,949		7,425	6,501			
Oh'ston			3,600	3,600	11,837			
Savan'n.	4,679		2,285	6,964	20,337		72,776	
Galv't'n.	22,986		750	23,736		the same and the same and the same and	74,020	
N. York.	4,912	429	1,849	7,090		182,050		
Norfolk.	10,324	,		10,324	5,531	23,583		
Other*	7,129	353	861	8,343	8,401	43,401	65,000	
Tot. this week	84,135	7,344	18,928	110,407	106,642	364 987	939,182	
Tl since Sept. 1	1579,997	319,332	575,018	2471,347	2115.744			

*The exports this week under the head of "other ports" include from Baltimore, 1,987 bales to Liverpool and 861 bales to the Continent; from Boston, 3,414 bales to Liverpool and 353 bales to France; from Philadelphia, 1,550 bales to Liverpool, and from San Francisco, 178 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 4,626 bales, while the stocks to-night are 74,195 bales less 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

Digitized f

are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

	On	Tamina				
JAN. 28, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
New Orleans Mobile	73,331 11,600 1,500 7,600 25,746 2,500 18,000	25.243 2,500 350 1,200 2,776 None.	20,959 5,800 15,800 10,643 200 1,000	1,371 6,000 750 3,000 4,076 None. 6,000	120,904 20,100 8,400 27,600 43,211 *2,900 25,000	159,563 33,698 65,022 65,474 51,943 179,150 61,997
Total	140.277	32,069	54,402	21,197		616,842

*Included in this amount there are 200 bases at presses for foreign ports the destination of which we canot learn.

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Jan. 21, the latest mail date:

Movement from		Exporte				
Sept. 1, 1880 to Jan'ry 21.	Receipts since Sept.	Great	France.	Conti-	Total.	Stocks Jan. 21.
1881.	1, 1890.	Britain.*	France.	nent.		
Galveston	438,431	141,219	27,562	52,121	220,902	116,186
Indianola, &c	11,679				•••••	
New Orleans	915,035	435,113		144,820		
Mobile	276,190	31,605	8,091	5,769	45,465	
Florida	18,503		••			5,086
Savannah	666,671	130,091	27,827	165,324	313,242	93,101
Brunsw'k, &c	4,244					
Charleston	479,325	134,000	43,906	111,717	292,623	
Pt. Royal,&c.	39,405	18,797		9,630	28,427	1,721
Wilmington	93,690	49,005	1,411	11,222	61,671	6,760
Moreh'd C,&c	24,414					
Norfolk	521,162	235,103	2,850		237,953	33,716
City Point,&c	158,157					
New York	71,990	177,314	23,776	40,362	241,452	172,163
Boston	76,329	42,388			42,388	7,605
Baltimore	15,991	56,501		12,023	68,324	24,794
Philadelp'a,&c.				102	24,828	16,173
Total	3,839,071	1,495,862	311,988	556,090	2,363,940	891,656
Total 1879-80	3,614.110	1,350,709	193.382	465,011	2,009,102	942,488
TOwnt Daita	IN AVILLETS	include to	tha (!hat	mel		

* Great Britain exports include to the Channel.

The speculation in futures was almost wholly suspended on Saturday last, in consequence of the interruption of telegraphic advices from Europe and the South. On Monday there was a very buoyant market. Telegrams from all directions were delayed, but such reports as reached us from Liverpool were regarded as stronger than had been expected. But on Tuesday the weather cleared up at the South; there were reports of the resumption of picking operations, while the foreign advices, those from Manchester included, were less favorable. The advance of Monday was consequently more than lost. Wednesday was variable. On Thursday there was an irregular decline, most decided for the early months. To-day the market was weak, but without further decline of moment. Cotton on the spot was: dull and nominally unchanged throughout the week, a small business for home consumption forming the bulk of transactions, middling uplands closing to-day at 11 13-16c.

The total sales for forward delivery for the week are 604,700 bales, including — free on board. For immediate delivery the total sales foot up this week 2,496 bales, including 238 for export, 2,233 for consumption, 25 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:

past week:											
	U	PLANI	08.	NEW	ORLE	ANS.	7	TEXAS	J		
Jan. 22 to Jan. 23.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues		
Ordin'y. % 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^{7}_{16} 10^{7}_{16} 10^{13}_{16} 11^{3}_{8} 11^{5}_{8} 11^{13}_{16} 12^{5}_{16} 12^{9}_{16}	9716 10716 10716 101316 1138 1158 111316 12516 12916	9716 107 ₁₆ 1013 ₁₆ 1113 ₈ 1113 ₁₆ 125 ₁₆ 129 ₁₆	$ 99_{16} $ $ 109_{16} $ $ 101_{5_{16}} $ $ 115_{8} $ $ 117_{8} $ $ 121_{16} $ $ 121_{316} $	11^{7}_{8} 12^{1}_{16} 12^{9}_{16} 12^{13}_{16}	9^{9}_{16} 10^{9}_{16} 10^{15}_{16} 11^{5}_{8} 11^{7}_{8} 12^{1}_{16} 12^{13}_{16} 13^{5}_{16}	99 ₁₆ 109 ₁₈ 1015 ₁₆ 11 ⁵ 8 11 ⁷ 8 121 ₁₆ 129 ₁₆ 1213 ₁₆	9^{9}_{16} 10^{9}_{16} 10^{15}_{16} 11^{5}_{8} 11^{7}_{8} 12^{1}_{16} 12^{13}_{16} 13^{5}_{16}	10916 101516 1158 1178 12116 12916 121316		
F 2017	Wed		Fri.			Fri.			Frt.		
Ordin'y. % D Strict Ord Good Ord Str. G'd Ord Low Midd'g B'r. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair	$ 97_{16} \\ 107_{16} \\ 1013_{16} \\ 113_{8} \\ 115_{8} \\ 1113_{16} \\ 125_{16} \\ 129_{16} $	813 ₁₆ 97 ₁₆ 107 ₁₆ 1013 ₁₆ 113 ₈ 113 ₁₆ 125 ₁₆ 129 ₁₆	813 ₁₆ 97 ₁₆ 107 ₁₆ 1013 ₁₆ 113 ₈ 115 ₈ 1113 ₁₆ 125 ₁₆ 129 ₁₆	813 ₁₆ 99 ₁₆ 109 ₁₆ 1015 ₁₆ 115 ₈ 117 ₈ 121 ₁₆ 129 ₁₆ 1213 ₁₆ 135 ₁₃ 1315 ₁₆	813 ₁₈ 99 ₁₈ 109 ₁₆ 1015 ₁₈ 115 ₈ 117 ₈ 121 ₁₆ 129 ₁₃ 1213 ₁₆ 1315 ₁₆	117_{8} 121_{16} 129_{16} 1213_{16} 135_{16} 1315_{16}	19^{9}_{16} 10^{1}_{16} 10^{15}_{16} 11^{5}_{8} 11^{7}_{8} 12^{1}_{15} 12^{9}_{16} 12^{13}_{16} 13^{5}_{16} 13^{15}_{16}	$\begin{array}{c} 9916 \\ 10916 \\ 101516 \\ 11158 \\ 11178 \\ 12116 \\ 121316 \\ 131516 \\ 131516 \end{array}$	9916 13916 101516 1178 1178 12916 12916 121316 13516 131516		
S	TAINE	ED.		Sat.	Mon	Tues	Wed	Th.	Fri.		
Good Ordin Strict Good	Ordina	ry	. 49 To.	9 ¹ 2 9 ³ 8 10 ¹ 4	8 ¹ 2* 93 ₈ 10·4	8 ¹ 2 9 ³ 8 10 ¹ 4	81 ₂ 93 ₈ 101 ₄	81 ₂ 93 ₈ 101 ₄	91 ₃ 95 ₉ 101 ₄		

Middling.....

		MARKET AND SALES.								
		SALE	S OF S	FUTURES.						
	SPOT MARKET CLOSED.	Ex- port.	Con-	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- eries.		
Mon . Tues . Wed .	Dull	150	253 364 351 541		::::	541	109,100 117,300	600		
	Dull Dull	88	349 375	25			154,000 118,800	200 200		
Total		238	2,233	25		2,496	604,700	1,800		

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.

t	he	clo	sing bid	s, in add	dition to	the dail	ly, and to	otal sales	• •	
	Sales since Sept. 1, '80 *13,769,000	Total sales this week	Friday, Jan. 28— Easier. Sales, total	Chursday, Jan. 27— Iower. Sales, total	Wednesday, Jan. 26—Sales, total Prices paid (range). Closing	Tuesday, Jan. 25— Sales, total Prices paid (range). Closing	Monday, Jan. 24— Sales, total Prices paid (range). Closing	Saturday, Jan. 22— Sales, total	Sales of FUTURES.	Market, Prices and
	*13,769,000	604,700	Easier. 118,800 11.24@12.42 Steady.	Lower. 154,000 11·53@12·46 Steady.	Variable. 117,300 11.40@12.49 Dull.	Lower. 109,100 11.25@12.55 Easy.	Higher. 84,800 11.30@12.56 Steady.	Strong. 20,700 11.45 #12.45 Dull.	Range and Total Sales.	Market,
	2,588,800	5,300	100 11:50@ — 11:50—11:53	500 11.58@ — 11.53@1 11.52—11.53 11.56—	1,100 11.65@11.67 11.63—11.65	400 11.68@11.77 11.65—11.66	1,800 11.72@11.76 11.75—11.80	$1,400 \\ 11.65 @ 11.66 \\ 11.66 - 11.69$	January.	
	2,318,400	115,100		35,000 11:53@11:66 11:56—	23,000 11.65@11.72 11.65—11.66	$^{20,000}_{11.68 \# 11.87}_{11.68 - 11.69}$	$19,200 \\ 11.73 @ 11.86 \\ 11.85 - 11.87$	3,000 $11.71 @ 11.74$ $11.72 - 11.73$	February.	
	2,607,100	152,700	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Lower. 400 20,000 28,500 30,000 11.25@12.55 11.68@11.77 11.68@11.87 11.87@12.03 12.02@12.16 12.11 Easy. 11.65—11.66 11.68—11.69 11.87—11.88 12.02—12.63 12.11	Higher. 1,800 19,200 23,000 20,600 11:30#12:56 11:72#11:76 11:73#11:86 11:96#12:05 12:10#12:20 12:2:8teady. 11:75-11:80 11:85-11:87 12:04 12:19 12:3:	Strong. 1,400 3,000 3,400 7,900 11.45 \$\tilde{a}12.45 \] 11.65 \$\tilde{a}11.66 \] 11.71 \$\tilde{a}11.74 \] 11.90 \$\tilde{a}11.92 \] 12.04 \$\tilde{a}12.07 \] 12.1 Dull. 11.66 -11.69 \] 11.72 -11.73 \] 11.91 -11.92 \] 12.06 12.1	March.	$\mathcal{D}AII$
	1,345,100	174,600	37.900 11.92@12.01 11.92—11.93	48,000 11.93@12.02 11.97—11.98	$30,200$ $11.99 ag{12.08}$ $12.01 - 12.02$	30,000 12.02@12·16 12.02—12·03	$\begin{array}{c} 20,600 \\ 12\cdot 10 @ 12\cdot 20 \\ 12\cdot 19 \end{array}$	7,900 12:04@12:07 12:06—	April.	LY PRICES
	584,000	92,100	19,700 12.06 <i>à</i> 12·14 12·07—	$\substack{18,900\\12.07@12.16\\12.11-12.12}$	$\begin{array}{c} 20,200 \\ 12\cdot 15@12\cdot 22 \\ 12\cdot 14-12\cdot 15 \end{array}$	20,900 12·15æ12·31 12·15—12·16	$\begin{array}{c} 9,700 \\ 12.24 @ 12.34 \\ 12.33 - 12.34 \end{array}$	2,700 12·16·æ12·20 12·19—12·20	May.	AND SALL
~	251,600	35,900	8,200 12·18@12·24 12·18—12·19	$10,600 \\ 12 \cdot 19 @ 12 \cdot 27 \\ 12 \cdot 22 - 12 \cdot 24$	$egin{array}{c} 5,400 \\ 12.26@12.32 \\ 12.26-12.27 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	June.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH:
	99,800	9,500	300 12:32@12:37 12:28—12:30	1,400 12:30@12:36 12:33—12:34	4,900 12·37@12·41 12·36—12·38	1,000 12·40@12·52 12·38—12·40	1,600 12:47@12:51 12:54—12:55	300 $12.39 \stackrel{300}{=}$ $12.40-12.41$	July.	OKES FOR
	75,600	11,400	900 12:35@12:42 12:34—12:36	2,700 12:36@12:46 12:38—12:40	4,900 12:42@12:49 12:41—12:43	1,300 12:45@12:55 12:43—12:45	1,400 12:52@12:56 12:58—12:60	$\begin{array}{c} 200 \\ 12.44 @ 12.45 \\ 12.45 - 12.47 \end{array}$	August.	EAUG MUI
	41,100	5,800	11.86.2011.88 11.83—11.85	1,700 11.96@11.90 11.87—11.88	200 11.90 <i>æ</i> — 11.90—11.92	1,100 11.94@12.04 11.92—11.94	1,800 12.00@19.06 12.04—12.06	600 11.93 <i>@</i> 11.95 11.93– 11.95	September.	VIII.
	28,400	1,900	100	'è:	1,000	11.43×11.52	12:53@	11.45 a -	October.	
	4,100	400	11.24@	10:	1 0 :	$\frac{200}{11.25}$ $\frac{200}{200}$	11.30 2	e:	November.	

* Includes for December, 1881, 500; also sales in September for September, 621,400; Sept.-Oct. for Oct., 946,500; Sept.-Nov. for November, 762,100; Sept.-Dec. for December, 1,464,500.

Transferable Orders—Saturday, 11:70; Monday, 11:80; Tuesday, 11:70; Wednesday, 11:70; Thursday, 11:60; Friday, 11:55.

Special Notices for February—Thursday, 11:74@11:76.

Short Notices for February—Friday, 11:53@11:58.

The following exchanges have	been made during the week:
10 pd. to exch. 100 June for July.	14 pd. to eych. 100 April for May.
·34 pd. to exch. 200 Feb. for April.	·37 pd. to exch. 500 Feb. for April.
35 pd. to exch. 100 Jan. s. n. for	21 pd. to exch. 1,500 Feb. for Mar.
March.	38 pd. to exch. 500 Feb, for April,
·19 pd. to exch. 400 Feb. for Mar.	31 pd. to exch. 100 Mar. for May.
·34 pd. to exch. 500 Feb. for April.	·24 pd. to exch. 300 Feb. for Mar.
·48 pd. to exch. 1,000 Feb for May	·23 pd. to exch. 200 Feb. for Mar.
·20 pd. to exch. 1,500 Feb. for Mar.	·22 pd. to exch. 300 Feb. for Mar.
·19 pd. to exch. 1.500 Feb. tor Mar.	17 pd. to exch. 100 Mar. for April.
·36 pd. to exch. 200 Feb. for April.	02 pd. to exch. 100 short notice
·35 pd. to exch. 1,200 Feb. for Apr.	for regular.
35 pd to exch. 300 Feb. for April.	·20 pd. to exch. 100 Feb. for Mar.
	· -

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Jan. 28), we add the item of exports from the United States, including in it the exports of Friday only:

	1881.	1880.	1879.	1878.
Stock at Liverpoolbales.	473,000	481.000	375,000	541,000
	41,700	38.314	49,500	15,250
Stock at London	41,700	36,314	45,500	10,200
Total Great Britain stock	514,700	519.314	424,500	556,250
Stock at Havre	67.300	48,410	129,500	155,000
Stock at Marseilles	5,500	1,321	3,000	3,750
	24,700	19,158	7.000	28,000
Stock at Barcelona	1,800	1.500	2.500	7.000
Stock at Hamburg	23,600	19.720	11,500	33,500
Stock at Bremen	17.900	26,620	30.500	24,250
Stock at Amsterdam	1,060	1.310	9.750	8,500
Stock at Rotterdam	500		3.000	3,500
Stock at Antwerp	6,000	2,295	6,000	7.000
Stock at other conti'ntal ports.	0,000	2,200	0,000	- 7,000
Total continental ports	148.360	120.334	202.750	270,500
Total continental ports	140,000	120,001	202.700	
Total European stocks	663,060	639,648	627,250	826,750
India cotton affoat for Europe.	104,000	61.938	61,000	72,000
Amer'n cotton afloat for Eur'pe	815,000	567.181	661,000	578,000
Egypt, Brazil, &c., aft for E'r'pe	42,000	34.635	24,000	23,000
Stock in United States ports	864,987	939.182	823.196	907,402
Stock in U. S. interior ports	161.771	210.198	138.874	146.491
United States exports to-day	15,000	21,000	19,000	29,000
Total visible supply	2,665,818	2,473.782	2,354,320	2.582,643
Of the above, the totals of Amer	ican and o	ther descrip	ptions are a	s follows:
American—				
Liverpool stock	352,000	351,000	257,000	371,000·
Continental stocks	97,000	88,000	163,000	218,000
American afloat for Europe	815,000	567,181	661,000	578,000
United States stock	864.987	939.132	823,196	907,402
United States interior stocks	161,771	210,198	138,874	146,491
United States exports to-day	15,000	21,000	19,000	29,000
Total American	2,305,758	2,176,561	2,062,070	2,249,893
Fact Indian Brazil de -				

The above figures indicate an *increase* in the cotton in sight to-night of 191,976 bales as compared with the same date of 1880, an *increase* of 311,438 bales as compared with 1879 and an *increase* of 83,115 bales as compared with 1878.

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

- 1		_				
	American—	1881.	1880.	1879.	1878.	
	Liverpool stockbales	352,000	351,000	257,000	371,000	
	Continental stocks	97,000	88,000	163,000	218,000	
	American afloat to Europe	815,000	567,181	661,000	578,000	
	United States stock	864,987	939,182	823,196	907,400	
	United States interior stocks	273,565	361,880	220,935	244,492	
1	United States exports to-day	15,000	21,000	19,CCO	29,004	
	_					
	Total American2	2,417,552	2,328,243	2,144,131	2,347,896	
	East Indian, Brazil, &c					
	Liverpool stock	121,000	130,000	118,000	170,000	
	London stock.	41,700			15,250	
	Continental stocks	51.360			52,500	
1	India affeat for Europe	104,000			72,000	
	Egypt, Brazil, &c., afloat	42,000		24,000	23,000	
	agypo, areas, con, and					
	Total East India, &c	360,060	297,221	292,250	332,750	
	Total American2	2,417,552	2,328,243	2,144,131	2,347,896	
	Total visible supply	2,777,612	2,625,464	2,436,381	2,680,646	
	These figures indicate an	increa	se in the	cotton in	sight to-	
	night of 152,148 bales as cor	npared v	vium une sa	me date o	1 1000, an	
	A CONTRACT OF THE PROPERTY OF				7. 7.	

night of 152,148 bales as compared with the same date of 1880, an increase of 341,231 bales as compared with the corresponding date of 1879 and an increase of 96,966 bales as compared with 1878.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1880—is set out in detail in the following statement

,	Week en	ding Jan	28, '81.	Week ending Jan. 30, '80			
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.	
Augusta, Ga	1,720	2,602	27,516	3,140	3,442	17,521	
Columbus, Ga	1.816	2,588	23,918	2,056	2,125	22,214	
Macon, Ga	883	1,680	9,348	607	2,543	5,752	
	- 893	1,415	8,529	1,555	2,964	13,134	
Montgom'ry, Ala.	806	1.044	8,161	1,213	2,027	14,056	
Selma, Ala	8,8 7	6,951	72,833	18,722	16,075	122,417	
Memphis, Tenn Nashville, Tenn.	1,886	1,533	11,466	2,068	970	15,104	
Total, old ports	16,881	17,813	161,771	29,361	30,146	210,198	
70 . 11 a	820	811	3,350	705	562	4,168	
Dallas, Texas	868	1,500	5,829	750	600	800	
Jefferson, Tex	2,460	2,247	9,355	3.484	4,967	18,239	
Shreveport, La	3,898	2,964	7,989	4,326	3,517	6,936	
Vicksburg, Miss.	974	1.119	6,138	706	747	5,086	
Columbus, Miss.	640	605	3,283	796	537	3,649	
Eufaula, Ala	283	900	1.171	240	599	2,772	
Griffin, Ga	1.754	1,073	17,798	2,278	1,779	13,113	
Atlanta, Ga		3,030	8,867	2,601	2,635	6,047	
Rome, Ga	$2,528 \\ 644$	444	717	374	758	1,655	
Charlotte, N. C.	8,577	8,699	38,256	12,274	7,842	78,365	
St. Louis, Mo Cincinnati, O	5,519	5,369	9,041	6,713	6,113	10.852	
Total, new ports			111,794	35,247	30,656	151,682	
Total, all		46,574	273,565	64,698	60,802	361,880	

The above totals show that the old interior stocks have decreased during the week 932 bales, and are to-night 48,427 bales less than at the same period last year. The receipts at the same towns have been 12,480 bales less than the same week

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

RECEIPTS FROM PLANTATIONS.

Week ending-		Receipts at the Ports.			Stock at Interior Ports			Rec'pts from Plant'ns.		
						'79-'80				
Nov	12	176.004	220,216	215,842	171,583	187,126	227,135	201,089	273,437	238,218
**	10	191 976	218 408	256 618	188.491	218,998	242,326	195,284	250,280	271,809
	og	121 625	249.152	205 199	205.912	264.183	247,911	202,046	291,537	210,777
Dec.	0	000 718	216 167	218 341	236.280	287,109	248,865	251,116	239,093	219,295
	10	990 901	234 876	943 137	259.129	317.468	265,27	243,140	265,235	257,548
	17	201 882	218 907	235 490	280.957	343,503	294,224	226,710	244,942	267,438
	04	100 081	207 601	237 980	294.281	364.926	310,015	213,305	229,024	253,771
	01	1.13 155	154 306	196 435	281.634	355.943	321,225	130,508	145,323	207,645
Jan.	7	191 001	149 486	110 735	253 647	349.859	300,509	93,104	143,402	90,019
J 2611.	11	119 819	129 489	129 604	233,236	352,383	277,359	93,202	132,013	106,454
- 22-	01	148 848	168 280	138 879	218.585	358,074	274,293	138,997	173,971	135,819
	28	167 097	137 191	125 070	220 935	361 880	273.565	169,447	140 997	121,342

The above statement shows-1. That the total receipts from the plantations since Sept. 1 in 1880-81 were 4,075,196 bales; in 1879-80 were 4,105,880 bales; in 1878-79 were 3,485,023 bales.

2. That, although the receipts at the out-ports the past week were 125,070 bales, the actual movement from plantations was only 124,342 bales, the balance being drawn from stocks at the interior sports. Last year the receipts from the plantations for the same week were 140,997 bales and for 1879 they were 169,447

WEATHER REPORTS BY TELEGRAPH.—There has been a decided improvement in the weather the past week over a good portion of the South. An unusual snow-storm visited some of the States, and the temperature almost everywhere has been quite low; but in other respects the conditions have been much more favorable, especially in the Southwest.

Galveston, Texas.—There has been no rain the past week, but we have had a slight sprinkle of snow. Ploughing has been commenced in some sections, but very little has been done yet. The thermometer has ranged from 35 to 53, averag-

Last week it rained on three days, the rainfall reaching one inch and twenty-one hundredths. The thermometer ranged from 32 to 68, averaging 50. This will be a memorable winter. Very little farm work is possible as yet. Unpicked cotton hopelessly lost. The recent severe weather has been very destructive to orange trees, cleanders and other tropical vegetation.

Indianola, Texas.—There has been drizzling rain on three days the past week. The ground is too wet to plough. Average thermometer 44, highest 52 and lowest 34.

The earlier part of last week was showery, with a rainfall of fifty-seven hundredths of an inch, but the latter part was clear and pleasant, although still very cold. Much damage had been done. The thermometer averaged 45, ranging from 25 to 74.

Corsicana, Texas.—The weather has been cold and dry during the past week. Very little out-door work is practicable. The thermometer has averaged 39, ranging from 21 to 54.

It was showery on two days last week the rainfall reaching seventy hundredths of an inch. Frost and ice were still abundant and there had been no resumption of work. The thermom-

eter averaged 39, the highest being 70 and the lowest 15.

Dallas, Texas.—The weather during the past week at this point has been cold and dry. All work is still greatly in arrears. Average thermometer 39, highest 54 and lowest 21.

Digitized f

RASER

It was showery on two days last week with a rainfall of sixtyfive hundredths of an inch. The weather continued unusually severe, making work impossible. The thermometer ranged from 15 to 70, averaging 39.

Brenham, Texas.—There has been no rain at this point the past week, but the weather still continues cold, and work is delayed. The thermometer has averaged 43, ranging from 24

On two days last week it was showery and the rainfall reached fifty hundredths of an inch. The weather was cold and there was very little doing. The average thermometer was 40, the highest being 71 and the lowest 18.

Waco, Texas.-There has been no rain during the past week. The weather is unseasonably cold, and not much work has been done yet. The thermometer has averaged 40, the highest being 52 and the lowest 23.

Two days of last week were showery, with a rainfall reaching fifty hundredths of an inch. The cold weather still continued, suspending work and causing all labor to be terribly in arrears. Much damage had been done. The thermometer ranged from 16 to 69, averaging 40.

New Orleans, Louisiana.—There has been rain on two days the past week, the rainfall reaching forty-one hundredths of an

inch. The thermometer has averaged 44. It rained on three days last week, the rainfall being five inches and seventy-nine hundredths. The thermometer averaged

Shreveport, Louisiana.—The weather during the past week has been clear to fair, and dry, the rainfall reaching only one hundredth of an inch. Roads are in an improved condition. The thermometer has ranged from 25 to 55, averaging 40.

Vicksburg, Mississippi.—There has been rain at this point on two days the past week, and the weather is still partially

It rained on four days last week, but as the week closed there

was a favorable change in the weather.

Columbus, Mississippi.—The weather has been cold and dry all the past week.

Rain fell during last week on five days, reaching a depth of two inches and seven hundredths.

Little Rock, Arkansas.—Sunday, Monday, Tuesday and Wednesday of the past week were clear, the rest of the week being cloudy, with a slight sprinkle of snow on Friday and Saturday. The thermometer has ranged from 16 to 44, averaging 29.

With the exception of Friday and Saturday (14th and 15th inst.) last week was cloudy, with rain on four days, which softened the frozen ground to such an extent as to make the roads almost impassable. The rainfall reached one inch and fifty hundredths. The thermometer averaged 29, the highest being 28 and the lowest 12 being 36 and the lowest 13.

Nashville, Tennessee.—It has rained slightly on two days the past week, the rainfall reaching six hundredths of an inch. The

thermometer averaged 31, ranging from 22 to 42. It rained on six days last week the rainfall reaching a depth of two inches and twenty-five hundredths. The average thermometer was 37, the highest being 57 and the lowest 12.

Memphis, Tennessee.—There has been rain on two days the past week, including snow on one day. The rainfall reached eleven hundredths of an inch. We have not averaged one day's picking all the week. The thermometer has averaged 31, ranging from 22 to 42.

Last week it rained on six days, with a fall of three inches of snow on Thursday. The rainfall reached three inches and sixty-three hundredths. The wet snow storm of yesterday (20th) was the most damaging of the season and caused heavy dropping. The picking during the last four weeks had been insignificant. The thermometer ranged from 14 to 44, averaging 33.

Mobile, Alabama.—There has been rain on two days the past week, the rainfall reaching sixty-two hundredths of an inch. We have also had four inches of snow. The thermometer has

averaged 40, ranging from 29 to 52.

Last week it rained severely on two days and was showery three days, the rest of the week being cloudy. The rainfall reached two inches and twenty-three hundredths. The ther-

mometer averaged 58, the highest being 72 and the lowest 32.

Montgomery, Alabama.—We had rain on three days the earlier part of the past week, the rainfall reaching one inch and one hundredth; but the latter portion has been clear and pleasant. The thermometer has averaged 39, the highest being 66 and the lowest 39.

Last week we had too much rain, it having rained on five days, the rainfall reaching one inch and one hundredth. Since yesterday (Thursday) it had been turning cold. Roads impassable. Average thermometer 53, highest 69 and lowest 28.

Selma, Alabama.—It has rained on one day, the rest of the week having been pleasant. The cause of the small receipts this week is the bad roads.

It rained on four days last week the balance of the week being cloudy. The small receipts were in consequence of heavy rains and bad roads.

Madison, Florida—There has been rain on one day the past week, and ice formed in this vicinity. The weather has been too cold. The thermometer has averaged 55, the highest being 68. Contracts for labor for the coming year are now being made at

about last year's rates.

Last week we had too much rain, it having rained on five days, which did considerable damage. The thermometer ranged from 52 to 65, the average being 58.

Macon, Georgia.—There has been rain on four days the past week, and also a snow storm on Tuesday, the snow reaching a depth of three inches.

It rained at this point every day last week, and the week

closed dark and stormy. The thermometer averaged 42.

Columbus, Georgia.—The snow storm of the past week was of wide extent, and here the snow was four inches deep. The thermometer averaged 39.

Rain fell last week on three days, the rainfall reaching two inches and thirty-five hundredths. The thermometer averaged

Savannah; Georgia.—It has rained here on two days, and the rest of the week has been partially cloudy. The rainfall is one inch and fourteen hundredths. The thermometer has averaged

45, ranging from 32 to 61.

It rained on four days last week, and the rest of the week was cloudy. The rainfall reached sixty-two hundredths of an inch.

The thermometer ranged from 37 to 68, averaging 52.

Augusta, Georgia.—There have been light rains on two days the past week, the rainfall reaching sixty-one hundredths of an inch. Snow fell to a depth of three and one-half inches on Monday, which is the heaviest in this section for a number of years. Average thermometer 40, highest 53 and lowest 28.

We had heavy rain on five days last week, the rainfall reaching a depth of four inches and sixty hundredths; the rest of the week was cloudy. The weather was very bad and roads impassable, reducing receipts of cotton and seriously affecting business. The thermometer ranged from 32 to 61, averaging 46.

Charleston, South Carolina.—It has rained the past week on two days, the rainfall being ninety hundredths of an inch. The thermometer has ranged from 32 to 62, averaging 44.

It rained on three days last week, the rainfall reaching a depth of eighty-two hundredths of an inch. The thermometer averaged 50, the highest being 62 and the lowest 35.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock January 27, 1881, and January 29, 1880.

	Jan. 2	7. '81.	Jan. 2	9, '80.
	Feet.	Inch.	Fcet.	Inch.
New Orleans Below high-water mark .	. 10	4	3	6
MemphisAbove low-water mark	. 23	3	25	5
Nashville Above low-water mark	. 26	7	. 8	5
ShreveportAbove low-water mark	. 12	4	. 1	7
Vicksburg Above low-water mark	. 23	7	39	11
NT 0 1	A	-1 - 6	TOPI	4:1

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.

CONSUMPTION OF COTTON IN EUROPE.—In our editorial columns will be found Ellison's figures of consumption up to January 1st, which were issued in Liverpool on Thursday of this week, and sent to us by cable. The trade will find them of great interest.

WEIGHT OF BALES.—In our last two overland statements we have given the weights of bales at those dates and compared them with the weights for the whole of last year. We stated in our report of December 4 (page 572) that the only "perfect "comparison would be with the same months of 1879," but that we found it quite difficult, and at some points impossible, to obtain those figures, and hence gave the figures which appeared in our last annual report. It seemed to us very desirable to commence the record, and next year we shall have a perfect

Lest, however, our compilation may for the time be misleading, we will add that there are reasons why the weights of the bales in the early part of the season are usually heavier than the average for the whole season, and therefore it is possible that the increase hitherto shown for this year may not be fully maintained.

In the first place, cotton early in the season is green and heavy, not having (by lying open in the fields) the dampness and oil taken out of it.

Then again, at that time the lint is abundant and the presses are crowded with all they can hold, and the bagging also is heavier when it first comes from the manufactory. All dealers in cotton know that a bale usually loses several pounds within two months after it leaves the plantation, and hence one often hears the question in the South-How long since this cotton left the gin? and if only a few days the inquirer will not buy unless reweighed.

But besides this natural shrinkage, there is another point, and that is that small bales always come with the later receipts. Many small farmers, towards the last of the season, perhaps have too much for one large bale and so pack it up in two small ones. In fact there are so many of these towards the end of the crop that in the South they call them, we believe, "pony bales." One never sees such a bale early in the season.

For these reasons, unless the wet weather the South has been having makes a difference, it is reasonable to look for some decline in the average weights during succeeding months. And get the best information we can gain is that in any event the Year will still show an increase over last season.

COTTON CONDITION AT NEW ORLEANS AND VICINITY.—The New Orleans Democrat, which has been particularly enterprising the past season in gathering crop news by telegraph, states that the abundance of the low grades of cotton flooding the market and the small percentage of good grades, especially middling and above, is due not alone directly to the unfavorable picking season, but also to the fact (which is an indirect result of the same cause) that gins cannot avoid cutting up the damp seed cotton.

The same paper also says that the condition of the cotton planters in that vicinity is fair. An ample supply of corn has enabled them to keep their stock of mules, etc., in comparatively good working condition, but large credits will be required from commission houses and capitalists in general to enable them to plant again a full crop. One of the most unfortunate contingencies is the poor quality of the cotton seed, and they will have to look for supplies from a more northerly section than that of the bends.

With regard to the crop still ungathered in that section, the same paper says that much of it will not probably be gotten out of the fields, since January and February are pretty sure to be severe months; and further, as the cotton will be very low grade, the laborers will become indifferent when they realize that they receive no adequate return for their work; and then, again, the period to break ground for the ensuing season is now at hand.

Speaking of the bottom lands in the Mississippi Valley and those adjacent to the tributaries of the Mississippi, the Democrat states that "the cotton thus far picked has suffered seriously from being housed so long; the usual staple has deteriorated and is partially rotten, while the yield of the seed cotton is estimated by many to be fully eight to ten per cent below that of last year."

GUNNY BAGS, BAGGING, &c.—Bagging has been in good demand for moderate-sized lots, though no activity in large parcels is to be noted. Prices are steady, and sellers are quoting 91/4c. for 13/4 lbs., 91/4c. for 2 lbs. and 11c. for standard grades. Butts have been more active, and some transactions are reported during the week at full figures. In all about 2,500 bales bave been placed, part spot and part to arrive, at 2 9-16c. At the close we hear that other parcels are in negotiation, but not closed yet. Holders are firm as to price, and 2 9-16@2%c. are the figures as to quality.

CROP MOVEMENT FOR WEEK ENDING JANUARY 21.—The movement for the whole of last week, which we were unable to complete last Friday, on account of the break in telegraphic communication, was as follows. First we give the receipts each day:

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
New Orleans	7,492	6,786	9,310	3,182	5,416	7,102	39,319
Mobile	2,645	2,972	462	809	1,914	741	9,543
Charleston	2,435	2,137	1,609	1,707	1,413	1,307	10,609
Port Royal, &c.		1-				1.142	1,142
Savannah	2,749	4,583	3,215	2,709	2,001	2,566	17,853
Brunswick, &c.						100	100
Galveston	4,164	3,574	2,791	3,832	3,137	2,860	20,358
Indianola, &c						370	370
Tennessee, &c	2,325	2,254	2,686	2,955	2.208	1,227	13,655
Florida						81	81
Wilmington	533	490	416	373	533	97	2,497
Moreh'd City.&c						. 956	956
Norfolk	2,003	3,291	3,427	1,802	1,905	2,911	15,339
City Point, &c	-,,,,,		*****			7.058	7,058
Totals this week	24,347	26,087	23,976	17,369	18,582	28,518	138,879

For comparison, we give the week's total receipts and the totals for the corresponding weeks of the four previous years:

Receipts at-	1881.	1880.	1879.	1878.	1877.
New Orleans	39,318	71.34	45,358	63,067	33.385
Mobile	9.543	9.919	17,141	19,121	13.551
Charleston	10,609	13.188	17,826	12.886	7,793
Port Royal, &c	1.142	2.401	101	2.936	50
Savannah	17.853	20.881	18.947	20.088	10,608
Galveston	20.358	9.706	13,817	13.930	13.240
Indianola, &c	370		411	310	220
Tennessee, &c	13,755	21.238	11,976	10.388	9.981
Florida.	81	2.276	1.217	618	1,784
North Carolina	3,453	2,190	3,869	3.161	3.720
Norfolk	15.3 .4	10.893	14,520	15.675	14,473
City Point, &c	7,058	3,762	3,562	1,796	642
Total this week	138,879	163,280	148,618	161.059	109,447
Total since Sept. 1	3.833.317	3;614,110	3,102,613	2,958,555	3,005,815

The exports for the same week reached a total cf 127,060 bales, of which 81,258 were to Great Britain, 11,229 to France and 34,573 to the rest of the Continent, while the stocks were 892,886 bales. Below are the exports for the week, and stocks January 21, and a comparison with the corresponding period of last season.

Week	EXP	ORTED T	0-	Total	Same	. 8TO	CK.
Week ending Jan. 21.	Great Britain	France.	Conti- nent.	this Week.	Week 1880.	1881.	1880
N. Orl'ns	28,466	6,906	9,594 3,500	44.966 5.532	33,007 8,992	$281.636 \\ 56.022$	
Mobile Charl't'n	1,732 4,842		6,033	10,880	13,115 5,643	73,640	60,310
Havan'h. Galv't'n-		4.012	10,492 4,275 374	26,101	9.990	116,186 172,163	72.922
N. York. Norfolk	12,411	,	3/1	5,963 12,414	9,640	32,293	37,414
Other*	8,220			<u> 8,220</u>	2,945		72,000
Tot. this week	81,258	11,229	34,573	127,060	92,432	892,886	912,443
Tot.since Sept. 1	1489,150	311,983	536,090	2357,228	1995,246		

*The exports under the head of "other ports" included from Baltimore 3,693 bales to Liverpool; from Boston, 1,480 bales to Liverpool; from Philadelphia, 1,950 bales to Liverpool; from Wilmington, 1,097 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there was an increase in the exports of 34,628 bales, while the stocks were 49,559 bales less than they were at the same time a year ago.

At the interior ports the movement—that is the receipts and shipments for last week and stocks January 21 and for the corresponding week of 1880—is given in the following statement:

	Week end	ding Jan.	21, '81.	Week end	ling Jan.	23, '80.
e s	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga	3,586	3,256	28,398	4,493	4,774	17,823
Columbus, Ga	2,517	1,102	24,690	3,501	3,053	22.253
Macon, Ga	812	688	10,145	1,184	1.219	7,689
Montgomery, Ala	1,767	1,526	9,051	2,343	3,159	14,543
selma, Ala	1,396	1,723	8,399	1.703	2,286	14,870
Lemphis, Tenn	8,086	9,833	70,907	17,586	13,331	119,770
Vashville, Tenn.	2,025	1,852	11,113	1,434	1,639	14,000
Total, old ports.	20,183	19,980	162,703	32,236	29,461	210,983
Dallas, Texas	909	922	3,341	1,277	838	4,023
lefferson, Tex	1,480	781	6,461	700	650	650
hreveport, La	1.732	1,641	9,142	4,141	2,035	19,722
Vicksburg, Miss .	3,265	3,567	7,055	6,033	6,432	6,127
blumbus, Miss	715	1,110	6,283	955	751	5,12
Eufaula, Ála	1,826	1,728	3,248	990	1,472	3.390
Friffin, Ga	270	209	1,788	483	716	3,13
Atlanta, Ga	2,125	2,150	17,117	3,419	2,955	12,614
Rome, Ga	2,703	3,060	9,369	3,000	3,434	6,081
Charlotte, N. C	417	500	517	973	1,026	2,039
st. Louis, Mo	10,852	11,699	38,378	11,061	9,171	73,933
Cincinnati, O	10,074	12,276	8,391	12,610	13,228	10,255
Total, new p'rts	36,368	39,643	111,590	45,614	42,728	147,09
Total, all	56,557	59,623	274,293	77,850	72,189	358 07

The above totals show that the old interior stocks increased during the week 209 bales, and were 43,230 bales less than at the same period last year. The receipts at the same towns were 12,017 bales less than the same week last year.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.

COMPAR.	ATIVE Po	RT KECEI	DIS AND	DAILY U	ROP MOV	EMENT.
	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.
Tot. Do. 31	3.454.099	3.120.871	2,651,013	2,399,636	2,601,289	2,340,686
Jan. 1	20,294	15,776	9,614	18,351	18,523	16,371
" 2	s.	30,208	22,227	30,235	16,245	s.
." 3	23,424	30,790	36,437	18,937	15,381	32,192
4	11,308	S.	14,949	31,491	12,671	25,942
5	13,397		s.	20,055	12,991	23,840
" 6	16,773		33,248	s.	13,218	16,790
" 7	25,039	19,929	14,528	31,768	8.	21,787
" 8	17,286	17,551	14,394	24,319	27,877	21,842
" 9	S.	34,762	20,016	17,404	14,735	s.
" 10	26,890	20,411	23,926	19,321	14,174	36,925
" 11	18,066	s.	13,778	29,232	15,706	32,478
" 12	20,086	22,132	s.	27,093	19,317	21,893
" 13	18,509	21,127	23,732	s.	19,037	23,215
"14	23,777	19,046	22,120	33,738	s.	23,147
" 15	24,347	19,790	15,966	16,553	24,043	19,512
4. 16	S.	26,983	15,902	26,386	23,366	8.
" 17	26,087	35,488	22,115	21,971	14,705	32,469
" 18	23,976	S.	20,397	27,986		
" 19	17,369	35,455		18,520		28,311
" 20	18,582	22,105			17,212	20,477
" 21	31,395	17,733	21,231		~	21,004
" 22	17,510	21,312				16,913
" 23	S.	36,187				8.
· 24	23,943	23,924				
" 25	16,669		24,958	27,338		
26				22,804		
· 27	22,359	14,836	34,212		25,290	
" 28	31,278					28,421
Total	3.964.141	3,698,458	3,183,971	3,018,759	3,029,537	2,933,978
	e of total					
	ts Jan. 28		71.59	69.46	75.02	70.00

This statement shows that the receipts since Sept. 1 up to to-night are now 265,683 bales more than they were to the same day of the month in 1880 and 780,270 bales more than they were to the same day of the month in 1879. We add to the table the percentages of total port receipts which had been received to January 28 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Jan. 27.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	ents thu	week.	Shipments since Jan. 1.			Receipts.		
Year	Great Brit'n.	Conti- nent	Total.	Great Britain		Total.	This Weck.	Since Jan. 1.	
1881 1880 1879 1878	6,000	2,000	8,000 3.000	15.000 12.000	15,000 6,000	30,000 18,000	26,000 18,000 15,000 27,750	62,000	

According to the foregoing Bombay appears to show an increase compared with last year in the week's receipts of 8,000 bales, and a decrease in shipments of 7,000 bales, while the shipments since January 1 show a decrease of 1,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

	Shipm	ents this	week.	Shipments since January 1.			
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total.	
1881 1880	16,000	8,000	24,000 3,000	37,000 8,000	28,000 6,000	65,000 14,000	
1879 1878	1,000		1,000	8,000 11,000	4,000 12,000	12,000 23,000	

The above totals for this week show that the movement from the ports other than Bombay is 21,000 bales more than for the same week last year. For the whole of India, therefore, the total shipments this week and since January 1, 1881, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments		81.	18	80.	1879.	
to all Europe from-	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
BombayAll other p'rts	1,000 24,000	29,000 65,000		30,000 14,000		13,000 12,000
Total	25,000	94,000	11,000	44,000	4,000	30,000

This last statement affords a very interesting comparison of the total movement for the week ending Jan. 27, 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, Jan. 27.	1880-91. 1879-			9-80.	197	8-79.
Receipts (cantars*)— This week Since Sept. 1	2,2	90,000	1 2,9	00,000	1	65,000 ,325,000
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)— To Liverpool To Continent	10,000	150,000 57,082	6,500 2,793	189,500 112,796	9,000 3,000	106,000 46,500
Total Europe	21,489	207,032	9,295	302,296	12.000	152,500

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 27 were 90,000 cantars and the shipments to all Europe were 21,489 bales.

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

		1880-81.			1879-80.	,
	32s Cop. Twist.	8 ¹ 4 lbs. Shirtings.	Cott'n Mid. Up ds	32s Cop. 1 wist.	814 lbs Shirling	Cotl'n Mid. Uplds
Nov 26 Dec. 3 " 10 " 17 " 21	$ \begin{array}{c c} 958@10 \\ 912@978 \\ 958@10 \end{array} $	s. d. s. d. 6 9 @8 0 6 9 @8 0 6 9 @8 0 7 0 @8 11 ₂ 7 0 @8 11 ₂	61316	$10 \ @10^{1}_{2} \ 10^{1}_{8} \ @10^{5}_{8} \ 10 \ @10^{7}_{8}$	6 10 12 20 8	d. d. 9 634 678 112 61516 61516 61516
" 31 Jan. 7 " 14 " 21 " 28	$9^{5}8\overline{a}10$ $9^{7}8\overline{a}10^{3}4$ $9^{3}4\overline{a}10^{1}2$ $9^{3}8\overline{a}10^{1}2$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	634 634 658 6916	$\begin{array}{c} 10 & @10^{7}6 \\ 10^{3}8 & @10^{3}4 \\ 10^{1}2 & @10^{7}6 \\ 10^{1}2 & @10^{7}6 \\ 10^{1}2 & @11 \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c} 0 & 676 \\ 3 & 7116 \\ 4^{1}2 & 7^{1}8 \\ 6 & 7 \\ 6 & 7^{1}_{16} \end{array}$

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 7.090

bales, against 5.963 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1880, and in the last column the total for the same period of the previous year:

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1980.

		Week er	iding—		Total	Same
Exported to-	Jan. 5.	Jan. 12.	Jan. 19.	Jan. 26.		previ'us year.
Liverpool Other British ports	8,173 150	5,137	5,158 150	4,312. 500	174,219 7,907	190,335 6 ,606
TOTAL TO GREAT BRITAIN	8,323	5,137	5,308	4,812	182,126	196,941
HavreOther French ports	368	776	281	429	24,205	17,260
TOTAL FRENCH	368	776	281	429	24,205	17,260
Bremen and Hanover Hamburg Other ports.	480 98 400	407 109 50	321 53	1,128 599 122	20,625 15,268 4,905	11,629
TOTAL TO NORTH. EUROPE	978	566	374	1,849	40,798	31,92
Spain, Op'rto, Gibralt'r,&c					460 953	
TOTAL SPAIN, &c					1,413	3,20
GRAND TOTAL	9.669	6.479	5,963	7.090	248,549	249.33

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

. 1	New York.	Bos	ton.	Philad	elphia.	Baltı	more.
Receipts from-	This Since week. Scpt. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'ans	4,277 84,023	2,494	2,494		960		
Texas Bavannah	2,831 62.643 6,005 171,181	2,189	16,688 2,075	2,064	17,337	1,434	34,972
Mobile Florida	206 4,249	1				876	13,318
B Car'lina N.Car'lina	1,460 29,462		38.802			815 1,383	16.025
Virginia North.pts	4,600	4,413	82,777	1.330	23,767	795	80
Tenn., &c. Foreign	4,288 76,278 226 1,805				1		
	30,354 717,142				43,115		151,571
Last year.	21,137 763,596	14,429	289,674	€,348	62,322	5,544	125,470

SHIPPING NEWS .-- The exports of cotton from the United States the past week, as per latest mail returns, have reached 127,798 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday

	4,312 500 429
NEW YORK—To Liverpool, per steamers Arizona, 820Gallia, 170 Erin, 1,863City of Richmond, 744City of	4,312 500 429
170Erin, 1,803City of International, 72277000	500 429
170Erin, 1,803City of International, 72277000	500 429
Chapten 715	500 429
	429
en Trail man atuamar Sularna 500	
m Trans non ataomar Paraira 70 Der Silli Dericaux, 000	
To Havre, per steamer Tolene, 500 per bark Gessner, 628 To Bremen, per steamer Oder, 500 ger bark Gessner, 628 To Hamburg, per steamers Cimbria, 168 Gellert, 431	1,128
To Hamburg, per steamers Cimbria, 168Gellert, 431	333
To Antworn her steamers Switzerland, Jo and Diejack,	72
4.4	50
m that and am man at a amor A materially by	00
The state of the s	1
Emiliano, 4,801 Flamsteed, 5,283 and 27 bags seed cottonper ships Eagle, 5,800 Edgar, 3,889per	
cottonper slips Eagle, 5,500	1
barks Taucook, 2,070Douglass Campbell, 2,195	31,525
Wimmera, 3,338. To Havre, per steamer Espanol, 1,393per barks Amor,	
	5,407
Avandala 1 100	1,499
m. Draman parahin Constantia, 4.009Der Dark Mataura,	
2 545	7,624
To Amsterdam, per bark Medbor, 1,732	1,732
3,565. To Amsterdam, per bark Medbor, 1,732. MOBILE—To Cork or Falmouth, per bark Hermod, 1,732.	1,732
To Barcelona, per steamer Castilla, 3,800	3,800
Contract To Liverpool per parks Rolliallon, 5,120 Opione	4 0 4 0
and 304 Sea Island Landseer, 1,418 Upland	4.842
m the second prince Saltykon, A. (W. Ulland	3,700
To Rarcelona, per brigs Joven Mario, 000 Chang.	948
	1.390
To Genoa, per schooner Thomas P. Ball, 1,390 Upland	2,462
BAVANNAH—To Liverpool, per bark Berlin, 2,462 Upland	2,102
	6,265
bark Lovetand, 1,450 Upland	
To Barcelona, per parks Antoni, 1,012 Oriente, 11	1,812
Upland	2,415
man a maligraphon har gragmar acid, 4.002, and but but he	
malate 1 720 Hakon lari 1 601	16,184
m II	4,012
	1,600
The Dramon per ship George Washington, 4,05/	4,037
m Tr Charge manufactual Whithey 73%	$\frac{238}{1,097}$
mer and the Liverpool nor hard Filezer, L.U. (1,057
Mongory To Livernool Der Steamer Albour, J. Out Por Sing	12,444
	113
BALTIMORE—Te Liverpeol, per steamer Mikado, 113.	220
BOSTON—To Liverpool, per steamers Samaria, 464Hecla. 1,016Glamorgan (omitted previously), 192	1,672
To Liverna Der glegmer British Clown, 1,000	1,950
BAN FRANCISCO—To Liverpool, per bark Western Belle, 178 (for-	A
eign)	178
OIK II)	105 500

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

New York N. Orleans. Mobile Charleston. Savannah Texas Wilmington Norfolk Baltimore. Boston Philadelp'a S. Francisco	Liver- pool. 4,312 31,525 4,842 2,462 16,184 1,097 12,444 113 1,672 1,950 178		3,700 4,037	ster-dam, &c. 122 1,732	3,800 948 1,812	1,390 2.415	Vera Cruz.	Total 7,090 47,787 5,532 10,880 12,954 26,101 1,097 12,444 113 1,672 1,950 178
Total	76,779	11,377	17,088	8,119	6,560	3,805	235	121,130

Included in the above totals are, from New York, 500 bales to Hull; from Mobile, 1,732 bales to Cork or Falmouth, and from Texas, 1,600 bales to Cork for Falmouth bales to Cork for orders.

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

BRAZILIAN. str. (Br.) The Liverpool Salvage Association reported Jan. 11: Work of saving eargo ex Brazilian (Br.), from Boston for Liverpool, before reported wrecked on Burbo Bank, progresses as rapidly as possible; bulk of cotton, flour and paper stock has now been landed, and a further quantity of corn in bulk; discharge continues continues.

British Crown, str. (Br.), Thompson, from Philadelphia Jan. 19 for Liverpool, grounded same evening off Fort Delaware. She got off

P. M. of the 21st and proceeded.

Cosmo, str. (Br.), Peacock, New Orleans Dec. 24 for Liverpool, put into Milford Haven Jan. 21, with loss of sails and bulwarks. The

Cosmo has been erroneously reported as at Liverpool.

MAHARAJAH, Str. (Br.), Bartlett. from Charleston for Reval. which put into Belfast Dec. 28, with her propeller disabled, arrived at Elsinore Jan. 2:

NORFOLK, str. (Br.), at Norfolk Jan. 20 for Liverpool, which broke her propeller several weeks since, has had it replaced by a new one which was sent over from England, and the vessel is now taking in

which was sent over from England, and the vessel is now taxing in her cargo of cotton.

Widden, str. (1,581 tons gross, of Shields), Biggs, from New Orleans, with 700 bales cotton, put into Halifax, N.S., Jan. 24 for coal, and in leaving port P. M. of the 24th, collided with the steamer Canima (Br.), from New York, and was so seriously injured that she had to be run ashore near the wharf, where she sank. She is covered by water to midships; the bow rests on the wharf; stern aground at high water. Divers were at work getting out the cotton in fair order. She will be raised and repaired.

Nunquam Dormio, ship, from Savannah for Liverpool, stranded at Bermuda, was having her cargo landed Jan. 20, but in a wet condition. The steamer Flamborough, which arrived at New York Jan. 24, had 936 bales of cotton saved from the ship. Altogether about 3,000 bales of cotton had been lan led, and satisfactory progress was being made toward saving the balance.

was being made toward saving the balance.
Rosario, bark (Span.), Rosa, from New Orleans Jan. 7 for Barcelona,
put into Havana Jan. 22 short of provisions.

Cotton freights the past week have been as follows:

- 1	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d .	732 @ 14	732@4	732 @ 14	$7_{32}@1_{4}$	732 @ 14	732@14
Do saild.	the same of the sa	316014	316 @ 14	3 _{1e@14}	316@14	3 ₁₆ @ 14
Havre, steamc.	58	58	58	58	5 ₈	5 ₈ 1 ₂ @ 5 ₈
Do sailc.	12 @ 5R	12 @ 58	1 ₂ @ 5 ₈	$^{1_{2}}\hat{a}^{5_{8}}$ $^{9_{16}\hat{a}^{5_{8}}}$	$9_{1}, @5_{8}$	916@58
Bremen, steamc.	916 @ 56	9 ₁₆ @5 ₈ 1 ₂ @5 ₈	$9_{16}@5_{8}$ $1_{2}@5_{8}$	12 20 58	12 @ 58	12 @ 58
Do sailc.	cf.	58	5 ₂	58	58	58
Hamburg, steam d . Do sail d .		127058	12 2 58	12 2 58	122 ® 58	Ly @ 58
Amst'd'm, steam.c.	1.00 N/O		1116@34	1116@%	1116@34	1116@34
Do saild.						7 @10
Baltic, steamd.	716@12	716@12	7 ₁₆ @ 1 ₂	716@12	716 2 12	716@12
Do sailc.				1	1	

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

	Jan. 7.	Jan. 14.	Jan. 21.	Jan. 28.
Sales of the weekbales.	68,000	49,500	48,000 40,000	52,000 $41,500$
Of which exporters took	54,000 3,400	$\frac{40,500}{4,000}$	5,500	6,200
Of which speculators took	3,100 $10,500$			3,300
Actual exportForwarded	14,000	11,600	7,600	
Total stock—Estimated Of which American—Estim'd	490,000 368,000	368,000	347,000	352,000
Total import of the week	98,000 65,000			
Of which American Amount afloat Of which American	381,000 351,000	446,000	487,000	

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 28, and the daily closing prices of spot cotton, have been as follows:

O 4	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Spot. Market, 12:30 P.M.	Mod. inq, freely supplied.	Quiet.	Steady.	A shade easier. 69 ₁₆	Tending downw'd.	Tending downw'd
Mid. Upl'ds Mid. Orl'ns.	634	69 ₁₆ 63 ₄	634	634	634	634
Market. (\ -		0.000	
Sales Spec.& exp.	6,000	1,000	8,000	8,000	8,000	8,000
Futures. Market, { 5 P. M.	Steady.	Flat.	Weak.	Steady.		Steady

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

١		SATURDA	Y.		_
	Delivery. d. MarApr658	Delivery.	d. 621aa	Delivery.	d.
	MarApr	AprMay	032 /		• • • • • •

MONDAY.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
TUESDAY.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
WEDNESDAY.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
FebMar $6^{17}_{32} @ ^{1}_{2} \text{AprMay}6^{5}_{8} \text{July-Aug}6^{3}_{4} @ ^{23}_{32} \text{May-June}6^{19}_{32} \text{May-June}$
FRIDAY.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

BREADSTUFFS.

FRIDAY, P. M., January 28, 1881.

With the resumption of cable communication with Europe, which was interrupted for nearly a week, the export demand for flour became more active, and shipping grades slightly advanced. The streets have continued nearly impassable to loaded vehicles, and long delays occur; consequently the local trade has continued slow. Rye flour has ruled firm, but corn meal is dull and weak. To-day the market was quieter, but firm.

The wheat market was quite dull, early in the week, in the absence of advices from Liverpool and Chicago, but latterly has been fairly active, for both export and speculation, and the tendency of prices was slightly upward, but no important change from last Friday can be quoted. The crop is being marketed much more freely than it was one year ago, at much higher prices. Yesterday there was a good business and a stronger market; No. 2 red winter sold at \$1 171/4@\$1 183/4, in store and afloat, \$1 201/4@\$1 201/2 for March, \$1 21@\$1 211/2 for April and \$1 $20\frac{3}{4}$ @\$1 21 for May; and No. 1 white, \$1 $15\frac{3}{4}$ @ \$1 16½, afloat, and \$1 17@\$1 171 for March and May. To-day there was an advance of ½@¾c. on the above figures, but less activity.

Indian corn has been dull and prices have been weak. There was, however, a firmer feeling yesterday when No. 2 mixed sold at 55%c. afloat, 55%c. for March, and 54c. for May. Other grades are in light supply and prices are nearly nominal. Today the market hardened, and No. 2 mixed sold at 54%c. for May. A large part of the export business this week was in "steamer" No. 2 mixed at 543/4@55c.

Rye has been more active, large sales having been made at 97c.@\$1 01, the highest figure for prime boat loads afloat, which also sold for May at \$1, but to-day the market was quiet. Barley and barley malt were quiet throughout the week but very firmly held.

Oats have been variable. Depression early in the week was followed by recovery, and yesterday was quite buoyant. Today the market is firmer and No. 2 graded are quoted at 431/4c. for mixed and 461/2c. for white, with sales of No. 2 mixed at 44%c. for March.

The following are closing quotations:

The following are	CIUSIII	gque	iduono.		
Flour.		ī	Grain		
No. 2 \$ bbl. \$	83 00 2	3 60	Wheat-		
Winter superfine	3 75@	4 00 1	No. 2 spring	114	@117
Spring superfine	3 50 क		Red winter	114	@1 25
Spring wheat extras	4 250		Red winter, No. 2	1 19	@1 194
do XX and XXX		6 50	White	1 13	@118
do AA and AAA	4 50 %		Corn-West, mixed	53	2 56
Winter shipp'g extras.			West. No. 2	55	Ø 551
do XX and XXX	5 250			52	a 55
Patents	6 500		South. yell'w, new	0.000	
City shipping extras.	4 500	5 75	South. white, new	54	æ 59
Southern, bakers' and			Rye	97	@1 02
family brands	5 75%	7 00	Oats-Mixed	42	@ 44
South'n ship'g extras.	4 75@	5 50	White	44	a 48
Rye flour, superfine	5 400	5 60	Barley-Canada W.	1 10	a135
Corn meal—	0 10 4		State, 4-rowed	95	@1 05
Western, &c	2 60 2	3 00	State, 2-rowed	90	2 95
Western, ac.	3 25 7			82	@ 95
Brandywine, &c			Buckwheat	56	@ 58
Buckw. fl., p. 100 lbs.	1800	2 00	Buckwiteat	00	w 03
	records toward	-	779 7		

(From the " New York Produce Exchange Weekly.") Receipts of flour and grain at Western lake and river ports

for the week ending Jan. 22, 1881:

	FOT ONE MCCIF	OHOLLEN O.	,				22.7	ports, and in tran	asir by
		Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.	porto, and in pra-	
		bbis.	bush.	bush.	bush.	bush.	bush.		Wh
				(56 lbs.)	(32 lbs.)		(56 lbs."	In store at-	bu
	At-	(196 lbs.)	(60 lbs.)				15.101	New York	5,096
	Chicago	. 46,387	146,181	565.554	302,656				450
	Milwaukee	61,170	175,600	16,975		107,395	9,240		
	Toledo		137.515	83,748	12,496			Albany	133
			118,789	13.098	4.892	7.648		Buffalo	469
	Detroit		13.100	50,000	19,400			Chicago	-7.582
	Cleveland								3.040
	St. Louis		99,956	197,625	27,177				1,202
	Peoria	5,650	8,575	319,225	113,650	13,500	12,875		
	Duluth							Toledo	1,732
	Duitti							Detroit	1,104
	m-4-1	110 120	600 716	1,245,225	513 221	264,644	37.911		
	Total	145,100						* In store and af	loat.
į.	Same time '80). 87,668	721,030	1,930,314	313,113	118,065	40,700	In store and	
	*		5						

Total receipts at same ports from Dec. 27 to Jan. 22, inclusive, for four years:

Fiourbbls.	1881.	1880.	1879.	1878.
	675,040	412,375	420,770	447,192
Wheat bush. Corn. Oats. Barley Rye	3,047,530	4,216,304	5,304,132	4,737,122
	4,971,300	7,669,075	5,054,132	3,857,666
	1,919,621	1,318,190	1,419,126	1,599,423
	1,317,502	542,599	517,155	773,133
	184,472	216,629	235,677	244,668
Total grain	11,440,425	13,962,797	12,530,222	11,212,012

Comparative receipts (crop movement) at same ports from Aug. 1 to Jan. 22, inclusive, for four years:

	Flourbbls.	1880-81. 4,411,192	1879-80. 3,611,126	1878-79. $3,245,126$	1877-78. 3,320,881
-	Wheat bush. Corn Oats Barley Rye	65,760,203 23,049,106 9,195,324	62,512,317 49,336,605 14,751,445 8,395,148 3,039,315	61,392,996 45,121,527 18,280,106 7,558,931 1,193,020	48,222,413 38,947,282 14,010,980 7,261,993 2,271,503
	Total grain	156,895,289	139,034,830	133,546,580	110,714,173

Comparative shipments of flour and grain from the same ports from Jan. 1 to Jan. 22, inclusive, for four years:

Flourbbls.	1880. 680,096	1879. 259,031	1878. 424,997	414,220
Wheat bush. Corn. Oats. Barley. Rye.	1,661,110 2,846,924 1,777,028 688,273 199,474	791,876 2,667,534 906,831 245,317 113,161	1,711,933 2,090,548 898,713 371,317 115,641	3,427,090 1,984,774 676,834 301,995 82,374
Motal amain	7 172 809	4.754.719	5.188.152	6,483,265

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

,	1881. Week	1880. Week	1879. Week	1878. Week
Flourbbls.	Jan. 22.	Jan. 24. 86,176	Jan. 25. 135,181	Jan. 26. 121,563
Wheatbush.	187,759 742,992	255,229 651,641	383,692 575,275	1,161,980 870,640
OatsBarley	427,119	$149,726 \\ 55,539$	233,241 87,845	336,961 103,479
Rye	31,951	18.395	24,924	$\frac{12,466}{2,488,526}$
Total	1.532.536	1.129.930	1,309,977	2,400,020

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

Jan. 22170,028 187,759 742,992 427,119 142,715 31,9	an. 15166,700	55,747
Jan. 15 166,700 545,453 708,377 455,114 190,648 55,7	an. 8157,587	53,046

Tot., 4 wks.680.096 1,661,110 2,846,924 1,777,028 688,273 199,474 4 w'ks'80..459.081 741,876 2,667,534 906,831 245,317 143,162 Receipts of flour and grain at seaboard ports for the week ended Jan. 22:

At— New York Boston Portland	56.783 $12,702$	Wheat, bush. 557,654 66,750 90,000	Corn, bush. 208,599 345,000 15,000	bush. 196,670 52,050	21,925	bush. 34,428
Montreal Philadelphia Baltimore	18,165	113,000 $271,500$	149,200			$\frac{1,000}{2,500}$
New Orleans		28,500	36,030	8,845		

Total week.... 257.865 1,120,404 815,629 421,965 113,901 37,928 Cor. week '80.... 156,135 775,730 1,245,654 239,056 108,128 15,690 Total receipts at same ports from Dec. 27 to Jan. 22, inclu-

Flourbbls.	1981.	1880.	1879.	1878.
	990,337	828,199	533,284	673,819
Wheat bush. Corn Oats. Barley Rye.	3,609,686	3,234,041	4,132,346	4,448,375
	3,552,994	6,521,436	3,924,184	6,336,392
	1,249,688	1,452,239	787,436	798,827
	412,442	472,534	283,612	590,780
	129,223	86,288	105,314	45,966
Total grain	8,954,033	11,766,538	9,232,892	12,220,340

Exports from United States seaboard ports and from Montreal for week ending Jan. 22:

280	Flour,	Wheat,	Corn,	Oats,	Rye,	bush.	
From-	bbls.	bush.	bush.	bush.	bush.		
New York	94,812	526,059	213,209	3,867	42,694	8,858	
Boston	13,466	10,000	74,083	200	•••••		
Portland	10,602	46,810	10,000			19,968	
Montreal	1.500	25,450				1,346	
Philadelphia	5.756	151,000	61,067				
Baltimore	7.418	379,079	194,279	14	,		
New Orleans	1,010	29,134	133,103		•••••		
	121 501	1.167,532	690,746	4.081	42.694	30,172	
Total for w'k	101.004		1,091,475	1.792	33,449	31,435	
Same time '80.	104,628	1,267,729	1,001,410	2,102	00,110	,	

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and on canal frozen in, Jan. 22, 1881:

	Wheat,	Corn,	bush.	bush.	bush.
In store at-	bush.	búsh.	508.314	238,418	177,821
New York	5,096,692	1,800,611		160,000	2111022
Do. afloat (est.)	450,000	10.000	125,000	444.000	34.300
Albany	133,000	12,000	41,530	290,084	14,950
Buffalo	469,917	45.181 *5,183,281		325,705	272,281
Chicago			48.244	482,239	58,676
Milwaukee	3,040,196			102,400	
Duluth	1,202,000		41.649	45,000	545
Toledo Detroit	1,732,452 1,104,175		5,559	12,702	*****

ASER Digitized for

r e n

reyeeg

r-n. 1, 1t

a,

az

8. 000 500

200

000

000

000000 000

av o

ay.

ling w'd.

16

000

idy.

given ause,

- ~.	Wheat,		Oats,		
In Store at—	bush.	bush.	bush.		bush.
Oswego	30,000	75,000		350,000	41.000
Et. Louis	1,725,403	2,009,453	112,814	79,949	45.990
Boston	76,505	378,525	87,660	10,337	2,373
Toronto	156,092			433.996	12,707
Mortreal	92,713		200	6,678	7,978
Philadelphia	1,189,643	335,538			
Peoria	23.437	416,015	128,836	1,595	31,020
Indianapolis	486.400	197,900	117,100		6,700
Kansas City	343,226	268,137	94,331		771
Baltimore	1,702,913	615,959			
On rail	343,799	916,000	510,000	164,000	42,000
Canal and river	1.328,282	4,056,435	76,669	525,469	16,430
Total Jan. 22,'81	28,309,199	16,736,480	3,450,201	3,575.172	765,541
Jan. 15, 80	28.603,068	16.858,220	3,558,540	3,259.713	789,722
Jan. 8, '81	28,892,132	16,651,479	3,732,855	3,215,885	846,442
Jan. 1,'81	23,513,490	16,398,694	3,753,766	3,197,834	926,624
Dec. 25, 80	29,467,413	16,921,123	3,859,694	3,185,241	873,360
Jan. 24, '80	30,809,160	12,129,048	3,122,349	4,211,185	979,567

THE DRY GOODS TRADE.

FRIDAY, P. M., January 28, 1881.

The market for dry goods has been rather quiet the past week, notwithstanding the presence of a great many buyers in the city, and the demand continued irregular. Exceptionally stormy weather in the South has caused many buyers from that section of the country to defer their purchases of spring fabrics, and operations on the part of package buyers from the West and Southwest were chiefly confined to a few specialties. The movement in staple cotton goods, &c. (in execution of former orders) was lessened by obstructions to transportation, and altogether the business of the week was somewhat disappointing. There is, however, a very cheerful feeling in the trade, and a more active demand for both domestic and foreign fabrics is confidently expected in the early future, as stocks in the hands of distributers are uniformly light.

Domestic Cotton Goods.—The export demand for cotton goods has been fairly active, and some liberal orders (for future delivery) were recorded during the week by manufacturers, agents. The shipments of cotton goods hence to foreign markets during the week ending January 25 aggregated 2,840 packages, including 1,025 to Great Britain, 903 to China, 293 to U. S. of Colombia, 189 to Cisplatine Republic, 51 to Venezuela, and some smaller lots to other countries. There was only a moderate demand for staple cotton goods by the home trade, but white goods, piques and quilts were fairly active. Prices of brown, bleached and colored cottons remain firm, and an early advance on fine bleached goods is not impossible, as stocks are unusually light, in view of the large demand in sight. Print loths have been in good demand and firm, at 41/4c. less one-half of one per cent for 64x64s and 3\% @3\%c. for 56x60s. Prints have shown more animation, and medium fancies and shirtings were disposed of in considerable quantities. There was a large movement in ginghams (which are in very light supply) and printed lawns and piques met with considerable sales, despite the unfavorable condition of the weather.

Domestic Woolen Goods.—Quietness has prevailed in nearly all branches of the woolen goods market, but prices are steadily maintained on all fabrics of a strictly desirable character. For light weight clothing woolens there was a moderate hand-tomouth demand, and fair deliveries were made by agents on account of previous orders. Fine spring cassimeres, cheviots and worsted coatings were taken in moderate parcels by cloth iobbers, but low and medium grades were relatively quiet. Heavy clothing woolens were lightly dealt in, but there was some inquiry for beavers, diagonals, &c., by the cloak trade. Satinets were a trifle more active, and fair orders were placed with agents. Kentucky jeans were very quiet as a rule, but prices remain steady. Flannels and blankets were quiet and firm. Carpets were in good demand at both first and second hands, and prices are firm. Worsted dress goods were opened by leading agents at about last season's prices, and there was a fairly-satisfactory business in both plain and staple makes.

Foreign Dry Goods.—Aside from a few specialties in white goods, embroideries, laces, &c. (which were in fair demand), imported goods have been quiet in the hands of both importers and jobbers. A more active movement is, however, expected within the next fortnight, by which time importers will be prepared to open to the trade full lines of new dress goods, silks, &c., for spring and summer wear.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending January 27, 1881, and for the corresponding weeks of 1880 and 1879, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING JAN. 27, 1881.

	1879.		1880.		1881.	
,	Pkgs.	Value.	Pkas.	Value.	Pkgs.	Value.
Manufactures of-		*	,	*		*
Wool	601	296,341	999	428,489	899	448,329
Cotton	1,061	36×,188	1,612	565,162	1.729	613.176
Silk	623	391,503	1,074	744,594	991	606,693
Flax	826	201,496	1,670	337,663	1,377	277,789
Miscellaneous	796	146.564	1.086	195,573	839	160,428
Total	3,907	1,404,092	6,471	2,271,4×1	5,835	2.106,409

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DUR-ING THE SAME PERIOD.

Manutactures of-				. 1		
Wool	299	146,330	327	123,924	524	205,842
Cotton	290	81,093	472	134,166	617	216,840
Silk	.57	51,172	166	157,339	214	174,430
Flax	407	77,191	479	106,786	867	183,884
Miscellaneous	3,228	25,263	1,207	51,306	1,317	57,537
Total	4.281	3-1,09.	2,651	574,021	3.543	*48,533
Ent'd forconsumpt	3.907	1,404,092	6,471	2,271.481	5,835	2 106,409
Total on market	8.158	1.785.191	9.122	2,845,502	9.378	2,914,942

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

1	Manufactures of—	1			1		1	
Ì	Wool	194	93,538	401	146,026	422	182,238	
١	Cotton			262	72,967	360	128,920	
١	8ilk					-229	165,266	
ł	Flax	245	,			67	162,399	
l	Miscellaneous	517	46,269	2,739	106,238	331	52,110	
I	Total	1.333			อิยิส,065	2.016	6:0.933	
I	Ent'd for consumpt.	3,907	1,404,092	6,47!	2.271.481	5.83	2,106,409	
Į	Total at the port	5,240	1,788,190	10,483	2,839.546	7,551	2,797,342	

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port from Jan. 1 to Jan. 21, 1881, and for corresponding period in 1880:

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

1	1981.	1880.		1881.	1880.
China, &c			Metals, &c-		
China	827	664	Iron, pig	10,291	11,647
Earthenw.	1,054	2.781	" RR. bars		4,915
Glass	16,183	26,960	Lead, pigs.		5,312
Glassware.	4,992	2,507	Spelter, lbs		441,460
Glass plate.	270	501	Steel	32,772	26,248
Buttons	808	782	Tin, boxes.	75,970	99,154
Coal, tons	2,897	2.341	Tin slbslbs	1,105,808	1,907,095
Cocoa, bags.	5,961	4.864		7,479	19,361
Coffee, bags.	168,300	170,241	Sugar, hhds.	1,210	20,002
Cotton, bales	194	688	tes., & bbls.	14,092	10,474
Drugs, &c-			Sugar, boxes	11,002	10,212
Bark, Peru.	1,078	3,645	and bags	179 539	277,234
Blea. powd.	1,862	1,894	Tea	66,263	178,861
Cochineal	120	202	Tobacco	2,214	7,847
Gambier			Wines, &c	2,211	,011
Gum, Arab.	326	1,028	Champ'gne		
Indigo	197	163	baskets	14,361	5,317
Madder, &c	. 2	212	Wines	9,651	6.333
Oil, Olive	849	4,331	Wool, bales.	3,797	10,194
Opium	47	105	Reported by	0,101	10,104
Soda, bi-cb.	502	1.500		\$	Φ.
Soda, sal	1,452	5,130		70,699	144,123
Soda, ash	3,197	8.186	Fancy goods	48,989	60,962
	195		Fish	49,197	45,819
Flax Furs	565	787		10,107	40,010
Gunny cloth		100		45,507	25.024
Hair	271	1.672		62,009	155,990
	11,572	9,162		77.065	107.343
Hemp, bales	11,072	0,102	Raisins	140.914	81,983
Hides, &c	189	206	Hides, undr.	1,507,671	2,245,949
Bristles	408	1.426	Rice	1,507.071	
Hides,dr'sd	6,127	4,330	Spices, &c.		9,856
India rubber	228	14	Cassia		1.751
Cvory	245	7.4		5,935	
Jewelry,&c-	157	001	Ginger		3,690
Jewelry		221	Pepper	1,157	19,099
Watches	56	4 507	Saltpetre		12,745
Linseed	206			76,676	41:174
Molasses	306	2,354	Cork		41,474
Metals, &c-	4-70	600	Fustic	4,994	2,018
Cutlery	478	639	Logwood	67,251	68,897
Hardware!	184	64	Mahogany.	19,116	7.524

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending Jan. 22, 1881, and their distribution:

To-	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Checse,	Tallow, lbs.
Loudon	2.382	411	35.100		205,020	
Liverpool	752	2,477	1,490,972	10.211,323	3,591,758	576 100
Glasgow	562	763	41,900		234,660	
Hull		237	70,160	1,895,725		
Bristol		82	164,090		388,380	79,200
Br. ports		105	40,000		3,300	
Havre	450		188,900			238,000
Marseilles	425		142,000			200,000
Hamburg	425	250	1.701.180			36,000
Bremen	15	10	1,348,300			27,500
Antwerp			940,500			21,000
Sttetin		•	80,000			55,000
			80,000			33,000
Dantzic	10		42 106		250	
Brazil	10				200	
Central Am	2.0		500		2.040	10.00
Mexico	100		12,330	2.00	3,040	
S. Am. ports	106	50	36,736			
Cuba	42	8	349,008	35,785		
Hayti	839	81	58,432		3,949	
St. Domingo.	2	3	3,037		928	13,60
West Indies	993	126	123,254	19,035	5,530	
Orit.N.A. Col.	116		1,000			
ather count's	879	49	2,896	9,043	2.718	
Total week	8,006	4.652		17.760,442		
Prev's week	8.390			27,233.790		