

# HUNT'S MERCHANTS' MAGAZINE, 2. Weekly Hewspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.
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### The Chronicle.

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WILLIAM B. DANA.

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#### THE FINANCIAL SITUATION.

Two important events have this week unsettled the markets. The one of paramount importance, of course, was the change in the condition of the President. The unfavorable news from his bedside on Saturday had a depressing effect upon stocks, and although the intelligence was a little more assuring on Monday the impression prevailed that the suspense must soon be ended and that the President had not long to live. This shock was especially severe, coming, as it did, after so much progress had been made toward recovery. The speculators for a decline seized the opportunity to press prices down, and the market yielded, to react on the receipt of more favorable news in the afternoon, and to fall off again on Tuesday when the Washington dispatches were less hopeful.

On Wednesday came the other complication. The advices about the President were encouraging, but this was counteracted by active money, the result largely of

manipulation, operators for a fall taking advantage of the low reserves of the banks and the steady drain into the Treasury and to the West, to bid up the rate for money and excite apprehensions of a severe stringency. The blow was well directed and it had its effect. The market gave way sharply and the decline was not arrested until Thursday afternoon, in the last hour of business, when the money market resumed its normal condition and stocks sharply recovered, remaining, however, more or less unsettled throughout yesterday.

The recovery Thursday afternoon was aided by a report that the Trunk-line war was on the eve of settlement, but this does not appear to be confirmed. On the contrary, it is announced that the agreement made at the meeting last week at Commissioner Fink's office, to restore rates on east-bound grain to 20 cents on the 22d instant, will not be enforced, for the reason that all the lines will not abide by it, the cause assigned being that time contracts extending beyond the 22d instant have been made by some of the roads. It seems probable, therefore, that the war on freight and passenger rates will continue yet awhile.

While the President remains in his present critical condition, liable to serious relapses, the market will doubtless be more or less influenced by the bulletins and unofficial news from Washington. There is less reason now why this should be the case than there was immediately after the murderous assault was made. But there is at present a disposition manifested by some speculators to take advantage of every circumstance which will aid them in depressing the market, and they are not at all scrupulous as to the means they employ. The manipulation of the money market on Wednesday gives evidence of this. That there was no good cause for the excessive stringency in loanable funds is shown by the fact that at the time money was bid up to 1-16 of 1 per cent commission on Wednesday and 3-16 on Thursday, call loans could be obtained from the banks, on acceptable collateral, at the legal rate, and lenders were glad to make time loans on Government bonds for six months at 4 per cent and on good stock collateral at from 5 to 6.

Active money in August is unusual. Last year the rate on call was low all through this month, ranging from 1 to 4 per cent; in September the range was from 1½ to 4; in October from 1½ to 6, and not until the last of November did money loan for a commission. We had a steady flow of gold from Europe, commencing early in August, but at the same time we had a drain to the interior which reduced the surplus reserve of the banks from \$18,471,275, the maximum for the year, on the week ended July 17, to \$1,732,125 for the week ended November 6th, and

to \$2,461,875 deficiency on the first week in December. This year the surplus was \$11,205,725 on the week ended July 16, when the banks held a total reserve of \$99,005,-600, of which \$81,946,900 was in specie. Up to last Saturday the banks had lost \$9,118,225 of surplus, bringing it down to \$2,087,500, and the loss in specie in this interval was \$10,105,800. The drain, as has been shown by our weekly statements, has been mainly into the Treasury through the Custom House. But the West has also absorbed considerable sums of late, the demand being urgent for money to keep up the speculation in breadstuffs and other staples, at Chicago and Milwaukee. The Treasury drain is expected to continue for the present, or until the called bonds come to be surrendered for redemption and interest disbursements be made; but there is reason to look for a less heavy demand from the West, although there appears to be active employment there for all the money that can be obtained. The amounts recently sent from here may not be returned after the speculative movement in food products ceases, but the regular fall demand upon this centre will doubtless be materially lessened because of this early flow westward.

The probable supply of money merits consideration. The call for the coupon 5s matured on the 12th inst., but the bonds come in slowly, and, moreover, do not come to our Sub-Treasury, but are required to be sent to Washington. The latest report shows that only \$2,000,000 have been surrendered, and as the loan was a large one, and as many of the coupon bonds are doubtless held abroad, it is possible that some time will elapse before all are surrendered. On the 1st of September, interest amounting to \$2,812,500 will be due on the  $4\frac{1}{2}$  per cents, and on the 1st of October \$7,386,939 interest will be payable on the 4 per cents, besides the principal of the registered 5 per cent bonds, of which it is estimated about \$30,000,000 will be paid altogether, and which have been called for redemption on that date. The pension payments, which aggregate about \$10,000,000 at the New York office, will commence on September 1, but these are disbursed in small amounts, so that the effect upon the market would be scarcely perceptible. This makes a total to come out of the Treasury, aside from pensions, of 50 millions, the bulk of which may reasonably be expected to come upon the Street within the ensuing six weeks.

There is still another source of supply which is confidently counted upon. The City of Richmond brought in \$500,000 gold yesterday from Europe, and it is estimated that \$3,648,000 are in transit, while the rates of exchange are now so low as to make it probable that these importations will be largely increased in the near future. This gold being foreign coin cannot be made available for some days after its arrival, but when it does reach the banks it will be a welcome addition to their reserves. There is just one draw back in the way of shipments of gold to this country, and that relates to the condition of our export trade. Were it not for the speculation prevailing in some of our leading staples of domestic products, which has greatly checked exports-breadstuffs, cotton and provisions being all virtually cornered—there would in all probability now be a large supply of commercial bills forthcoming, with the effect of very decidedly stimulating imports of gold. During the past week bills drawn against outgoing securities in part supplied the lack of commercial bills. How largely we can rely in future weeks upon these shipments of securities remains to be seen. In the meantime the falling off in our exports continues very pronounced—how pronounced is shown in the following statement, exhibiting the imports and exports at the port of New York during the last six weeks.

Imports.			Exports.					
Wk. end.	1881.	1880.	Wk end.	1881.	1880.			
July 8. July 15. July 22. July 29. Aug. 5. Aug. 12.	\$ 7,295,138 9,276,721 7,397,030 8,289,041 11,752,759 8,859,661	\$ 8,155,564 9,988,389 9,568,477 8,661,582 10,416,778 7,362,222	July 12. July 19. July 26. Aug. 2. Aug. 9. Aug. 16.	\$ 6,260,923 7,369,831 7,463,140 7,302,229 8,362,928 6,606,939	\$ 8,098,810 8,915,703 8,683,213 8,628,199 8,485,041 9,369,772			
Total.		54,153,012	Total	43,365,990	52,180,738			

The exports are thus nearly nine million dollars less than in the corresponding six weeks of 1880. The speculative mania does not extend to imported goods, and our imports continue on a moderate scale, so there is less to fear from the unfavorable exports than there otherwise would be. Still, extreme caution should be exercised. Yet, with our large unliquidated trade balance, and with a superabundance of loanable funds in Europe, a rise in the rate of interest here may and probably will be sufficient to cause heavy shipments hither. The Bank of England rate was advanced on Thursday, but if this movement was intended to check the drain to America it did not have that effect, for £100,000 were ordered shipped from London on that day and £400,000 more on Friday, and the London Times says that it is understood that further sums will be shipped. It is probable that the advance of the Bank rate will have the effect of drawing gold from the Continent to the Bank of England, and that if this should be the result there will be no further rise in the rate of discount.

The Treasury operations for the week include the receipt of \$500,000 gold from the San Francisco mint. Making this deduction from the receipts leaves a gain, which is a loss to the banks, of \$1,843,763 11. The Assay Office has paid out \$521,906 for domestic and foreign bullion during the week. This includes \$250,000 German gold which arrived on Saturday. The following shows the daily receipts by the Sub-Treasury from the Custom House.

	1.	٠.,	Consist	ing of—	
Date.	Duties.	Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.
Aug. 12	\$728,449 92	\$335,000	\$22,000		\$371,000
" 13	307,154 17	135,000	11,000		161,000
" 15	676,497 80	324,000	18,000	\$1,000	334,000
" 16	731,475 37	460,000	17,000		255,000
" 17	361,917 82	165,000	17,000	1,000	179,000
" 18	321,388 20	130,000	10,000		181,000
Total	\$3,126,883 28	\$1,549,000	\$95,000	\$2,000	\$1,481,000

The following shows the Sub-Treasury movement for the week ended August 18th and also the receipts and shipments of gold and currency reported by the leading banks.

	Into Banks.	Out of Banks	Net.
Treasury operations, net Interior movement	\$ 730,000		\$1,843,763 1,925,000
Total	\$730,000	\$1,498,763	\$3,768,763

The interior movement given above embraces all the receipts and shipments of gold and currency reported to us by the principal banks for the week ended August 18, which, stated in our usual form, were as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$710,000 20,000	\$320,000 2,335,000
Total	\$730,000	\$2,655,000

Since Saturday, inclusive, \$5,100,000 gold have been withdrawn from the Bank of America, the repository of the Associated banks.

The Bank of England return shows a loss of £122,000 bullion for the week, and the Bank of France an increase of 90,000 francs gold and of 3,875,000 francs silver. The Bank of Germany reports a loss of 6,100,000 marks.

The following exhibits the amount of bullion in each of the principal European banks this week and at the corresponding period last year.

	A.ug. 18	, 1881.	Aug. 19, 1880.					
	Gold.	Silver.	Gold.	Silver.				
•	£	£	£ *					
Bank of England Bank of France	24,561,550 25,370,032	50.603.010	28,684,519 30,924,384					
Bank of Germany	9,205,220	19,339,620	9,144,333	18,288,667				
Total this week Total previous week	59,136,802 59,331,588	69,942,630 70,016,380	68,753,236 68,252,725	68,666,514 68,533,883				

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.

The foreign exchange market has been dull and heavy, and on Tuesday the posted rates were reduced, but it was not until Wednesday that there was any decided feature in the market. Then the tone became unsettled by reason of the stringency in money, and there was also a noticeable pressure of bills drawn against outgoing securities bought for European account. On Thursday the Bank of England rate was advanced to 3 per cent, but the only effect this had upon sterling was to reduce the rate for 60-day bills. The margin of profit for cable transactions has been quite satisfactory almost all the week through. The following shows the relative prices of leading stocks and bonds in London and New York at the opening each day.

	Aug. 15. Aug. 16.		Aug.	17.	Aug.	18.	Aug. 19.			
. ,	Lond'n	N.Y.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c. U.S.3½s Erie 2d con. Ill. Cent. N. Y. C Reading	116·40 101·85 44·37 102·62 134·34 145·01	116% 102% 44 102% 132% 144%	116:40 101:85 43:40 102:82 133:13 143:80 81:40+	116¼ 102 43 102 132½ 148¼	116:40 101:62 42:75 101:74 131:05 143:04 30:76	116¼ 102 427% 101¼ 130¾ 1425% 61	115·43 101·39 42·95 101·39 131·29 143·26 80·85†	1161/8	115.67 101.39 42.95 101.27 130.43 143.26 31.21+	115% 101% 42% 100% 129% 148%
Exch'ge, cables.		-85	4.8	5	4.8	5	4.8	4	4.8	34 '

\* 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.

The Government bond market has been heavy during the week, mainly in the absence of demand, there being little disposition to buy and more or less pressure to sell, especially when money became active.

#### MERCHANTS' ARBITRATIONS.

The Courts of Appeal of Louisiana—which are distinct from the Supreme Court—decide numerous questions of commercial law. Judge Frank McGloin has commenced editing reports of these Courts of Appeal, largely with the view of making the decisions known throughout other States. In his second number he gives an interesting opinion in favor of holding merchants bound by any fairly-made agreement to arbitrate a controversy, instead of taking it to the courts for trial.

The facts were that a contract for sale and delivery of 100 Mexican mules contained a stipulation binding the parties, in case of disagreement, to submit to arbitration, under the usual arrangement—one arbitrator to be selected by each party, and the two arbitrators to choose an umpire if necessary. The seller failed to deliver the mules, and the buyer forthwith brought suit for damages. To this the seller objected that the buyer had not first offered to arbitrate, as the contract required. The buyer's lawyer argued that the stipulation could not prevent his client from suing, for any agreement to arbitrate is revocable at any time before award is made. The court, however, while admitting that such a rule is sustained by many authorities, intimated a strong opinion adverse to it. For it is very clear that agreements for friendly arbitration are

not contrary to law or to public policy. Why, therefore, should parties be exempted from abiding by such stipulations, any more than they would be from any other lawful contracts? What reason is there in modern times, and since laws have been passed authorizing arbitrators to take testimony under oath, thus enabling them to investigate ordinary controversies of the minor sort quite thoroughly, why courts should refuse sanction to this particular class of contracts? When parties, in full knowledge of all the facts, have deliberately agreed to settle disputes by friendly reference, they should be left—in the opinion of the Louisiana court—to the tribunal of their own choosing.

No doubt the view generally taken has been that the courts of justice should be open generally to all parties; that if a merchant who has, perhaps rashly, entered upon an arbitration, thinks himself unjustly treated, it is best to allow him to withdraw and seek justice in the courts; leaving his adversary, however, at liberty to claim damages for any loss of time, or arbitrators' or witnesses' fees, which he may have incurred. The laws of this State have considerably increased the powers of arbitrators and the efficiency of the award; but they leave either party at liberty to countermand or revoke the agreement at any time before the controversy is finally submitted. effect of this doctrine has always been to discourage and embarrass arbitrations. Merchants hesitate to resort to them for the reason that there is no certainty that they can be carried to a conclusion.

This right of refusing to be bound by one's promise to arbitrate originated in an English decision rendered as long ago as 1610; and has been obediently handed down ever since, as an established precedent. But great changes in business methods have taken place during the two and a half centuries. On the one hand the courts are more crowded with business, and lawsuits are more complex and inconvenient and last longer than anciently. On the other hand, while the ordinary methods of drawing juries are not well adapted to gather persons particularly qualified to decide commercial questions, there is in every mercantile community an increasing number of persons who would be trustworthy and skillful as friendly referees. Since arbitrators are chosen by those in interest, the parties to a controversy have the opportunity to select men of integrity who may be conversant with the matter in question. Arbitrators also will act and decide with the promptness which is characteristic of good business men; and their decisions will usually be founded on business rules and on principles of common sense and natural justice.

The practice, now so common, of requiring members of an Exchange, Brokers' Board, or Board of Trade, to submit their dealings to the arbitrament of a committee, is only a modern extension of the principle of amicable arbitration. It is, however, hampered by legal doubts and uncertainties, while it should be free and favored by the law. There must, of course, be laws to declare what questions may be tried in this manner; also for investigating and redressing anything like fraud or gross error in arbitrators' decisions. But it would be greatly to the advantage of the country if the courts generally would follow the lead of the Louisna Court of Appeals, pronounce the English doctrine obsolete, and say that, with respect to the ordinary controversies arising between business men, if the parties have fairly agreed to arbitrate they may be held to their agreement. Such a rule, if generally established, would at once lighten the labors of courts and juries, and promote the prompt and satisfactory settlement of business differences.

#### IMMIGRATION MOVEMENTS.

The returns of the Bureau of Statistics enable us to compare with previous years the figures for the past fiscal year, representing what was always an important factor in the development of this country, and is now more important than ever before, to wit, immigration. Some weeks ago we gave the figures for New York, but the present statement covers the entire country. The total immigration for 1880-81 was 668,000, a moderate figure being added, in arriving at this result thus early in the year, to the 660,239 who are known to have come in at the principal ports. Last year the number was 457,257, so that the increase, though heavy, does not equal that of 187 J-80 over the 177,826 of 1878-79. The first records were begun in 1820. In 1830 the number was 22,322; in 1842 it first reached 100,000; in 1847 it passed 200,000; in 1850 passed 300,000; in 1854 it was 427,833, which was the first figure up to 400,000; then the tide declined rapidly; the number in 1860 was 153,418, and in 1861 and 1862 was less than 92,000 each. Since the war the figures have been as follows.

Year.	Immigrants.	Year. 1874	Immigrants.
1865*	247.453	1874	313,339
1866t	166.112	1875	227,498
1867	298.967	1876	169,986
1868	282.189	1877	141.857
1869	352,768	1873	138.469
1870	387,203	1879	177.326
1871	321.350	1880	457.257
1872	404,806	1881	668,000
1873			•

<sup>\*</sup> Calendar year. † Six months ending June 30, 1866; afterward fiscal years.

The following shows the number arriving from the principal countries during the last six fiscal years.

77. 7		105055	1075 50	1050 50	1050,00	1000.01
Number from-	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.
England	24,373	19,161	18,405	24,183	59,454	*65,977
Ireland		14,569	15,932	20,013	71,603	72,336
British Isles		38,150	38,082	49,967	144,876	153,477
Germany	31,937	29,298	29,313	31,602	84,638	209,500
Austria		5.023	4,504	5,331	12,904	
Sweden		4,991	5,390	11,000	39,180	
Russia		6,579	3,037	4,434	4,854	
China	22,781	10,591	8,992	9,604	5,802	10,498
North America .	22,477	20,550	25,120	31,268	99,706	118,664

<sup>\*</sup> England and Wales.

We are not yet able to make the details of nationality quite complete for the past year. For four of the above given years, it will be observed, England sent more immigrants here than Ireland, and although this has not been true as to the last two years the increase in the English movement is quite heavy. The most striking increase occurs in the German element, which constitutes this year almost one-third of the entire number. China about doubles her contribution, making the first change since 1875-6 in the yearly decline. The American movement also exhibits a marked augmentation, though it should be said that a part of the immigation from Canada consisted of immigrants from Europe passing through Montreal for the United States.

According to the figures of officials here, the Irish-born arriving at this port down to the end of 1880 were 2,888,445; the German, 2,699,662; all others, 1,938,172; total, 7,525,279. The classification of nationalities other than Irish and German, for the past thirty-four years, as to arrivals at this port, is in part thus: 795,519 English, 172,137 Swedes, 98,050 Swiss, 176,805 Scotch, 116,907 French, 68,218 Italians, 63,987 Norwegians, 45,305 Danes, 44,389 Hollanders, 38,659 Russians, 35,971 Welsh, 17,934 Austrians, 24,845 Bohemians, 1,802 Chinese. These figures do not show the great preponderance of Irish that is generally supposed to exist. The following curious summary, extracted from some figures published in 1877, is worth giving here, although we have published it once before.

	Irish.	No. per 1,000.	German.	No. per 1,000.	Other Foreign.	No. per 1,000.
Eastern States Middle States Western States Southern States Pacific States Territories	360,300 888,375 454,818 81,979 61,425 8,882	94 37	31,145 595,248 1,141,558 106,248 39,634 18,385	63 99 15 63	256,557 496,416 732,450 132,426 100,497 60,203	52 58
Union	1.855,779	56	1,932,218	58	1,778,549	53

These figures represent, not arrivals of aliens, but their numbers in the country, their distribution by sections and their proportion to the 1,000 of the entire white population.

The census returns enable us to add some further interesting tables on this point of distribution, showing the number of foreign-born to each 100,000 of natives.

FOREIGN 50 PER CENT OR	MORE OF NATIVE.
Dakota 62,112	ifornia 51,167
FOREIGN 25 TO 50 PER	CENT OF NATIVE.
Idaho	w York
FOREIGN 10 TO 25 PER	ENT OF NATIVE.
New Jersey       24,366       Ver         Illinois       23,389       Oh         Oregon       21,091       Ka         Iowa       19,183       Mis	mont 14,054 o. 14,080 nsas 12,378 souri 10,791 trict of Columbia 10,662
FOREIGN 2 TO 10 PER C	ENT OF NATIVE.
Maryland	aware       6,905         tisiana       6,111         rida       3,773         atucky       3,742         st Virginia       3,037
FOREIGN LESS THAN	2 PER CENT.
Tennessee 1,087 Ala Virginia 979 Geo	th Carolina

The reports of the General Land Office give the number of acres of public lands disposed of for cash, under the Homestead and Timber-culture acts, and located with agricultural college and military bounty warrants, combined, in the several States and territories, during the twelve years ending June 30, 1880. As further bearing upon the question of destination and distribution of immigrants, we compile from these tables the following.

	100	Number of	Acres Dispe	sed of in-	
	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
Colorado Dakota Idaho Kansas Minnesota Montana Nebraska	123,630 391,645 27,219 663,786 449,586 28,068 357,419	73,982 212,555 40,515 706,433 277,411 12,688 255,249	139,257 1,377,948 84,767 1,711,571 958,138 47,587 613,774	134,217 1,699,865 95,982 2,677,623 1,028,803 89,708 1,369,445	194,275 2,267,928 120,323 1,509,748 854,065 111,593 1,319,953
Oregon Washing'n Ter Wyoming	160,084	144,827 100,849 5,156 1,829,565	180,411 229,865 23,333 5,366,651	121,073 338,123 36,231 7,590,070	240,619 421,521 44,146 7,084,211

Kansas, Minnesota and Nebraska show a falling-off in the last as compared with the previous year; Dakota, Idaho, Montana, Oregon, and Washington, particularly, show an increase, but not enough to prevent decline in the total. The close connection between the direction of the human current suggested by these figures, the development of the great Northwest, especially in grain-growing, and the present and prospective value of the railroads in that section, need only be indicated; it certainly is an element that must not be lost sight of in any forecast of the possibilities of the future.

The peculiar fecundity of the foreign-born population as compared with the native, has often been remarked, and conclusions are not infrequently drawn to the disadvantage of the latter. As a mere animal, the immigrant is, perhaps, a little above the average of the native population in physical vigor, but the greater proportionate number of births among the foreign-born is simply explained by the unquestionable fact that the great bulk of immigrants are of (or under) the reproductive ages.

These people, mostly drawn from the sinewy population of Europe, represent in their own persons the incoming of a sort of veritable capital, though one susceptible of only a vague expression in figures. But they bring money in with them, too. The amount was once estimated by the Castle Garden authorities at \$68 per head, and has been variously estimated by others all the way up to \$100; if it be taken at \$50 as a very safe estimate, the immigrants of 1880-81 should have brought in nearly 33½ millions of good, hard money. This is a consideration by no means to be underrated in contemplating the fact that the tide of immigration is now making to our shores at a rate never before equaled.

## THE IRISH LAND BILL—A CONSTITUTIONAL CONFLICT AVERTED.

At last the Irish Land bill has found its way through both Houses of Parliament; and the presumption is, that by the time this is in the hands of the reader it will have received the royal assent and taken its place on the Statute Book. It is not wonderful that there should be very different judgments pronounced upon the bill as it now stands. It is a measure of a very radical character; and it was seen, from the first, that even if it was successful in winning the approval of the Commons, it was certain to encounter vigorous opposition in the House of Lords. It is matter for gratulation, therefore, that with so little modification from its original shape, it awaits the signature of the Crown.

For some days it seemed as if a constitutional crisis were imminent. The situation was peculiar. Mr. Gladstone assumed power after the fall of the Beaconsfield Cabinet, pledged to secure for the peasant farmers of Ireland some satisfactory measure of land reform. Scarcely had he completed his Cabinet when, true to his promise, he brought forward his measure. It was a wise and wellconsidered scheme, and one which was well fitted, if passed into law, to greatly improve the land-tenure system of Ireland. After mature consideration the bill was approved by the Commons, and was sent up for approval of the Lords. By the Upper House, as had already been anticipated, the bill was indignantly rejected. Mr. Gladstone did not abandon his purpose; but precious time had been lost. There was a general desire that the Irish people should be pacified by some concessions in the shape of land reform; but in both England and Scotland the people had become impatient because of the time and attention which was being fruitlessly given to Irish affairs. In the meantime the Land League had been organized; and Mr. Parnell and his associates by their inflammatory harangues had brought Ireland to the verge of open insurrection. It was in these circumstances that Mr. Gladstone brought forward his new measure, and in these circumstances it was discussed in the House of Commons and sent to the Lords.

Charges of cowardice have been made, in connection with the difficulty now happily ended, against both Mr. Gladstone and Lord Salisbury. There would appear to be little basis for these charges. Mr. Gladstone was bound to put forth all the power at his disposal to give effect to the will of the House of Commons and the all but universal desire of the people. Lord Salisbury, on the other hand, identifying himself with the land-holding interest, and believing that the provisions of the bill infringed on the rights of that class, was naturally just as resolute that the sentiment of his class—the sentiment of the House of Lords—should not be ignored. It was in Lord Salisbury's power to resist the passing of the bill, if

the suggestions of the Lords were not in some way yielded to. It would have been a perilous resistance; but there is no evidence that he was not prepared to make it, or that the Lords were unwilling to stand by him. It was in Mr. Gladstone's power to call upon the Queen to dissolve Parliament and issue writs for fresh elections; and, in the event of his being sustained by the constituencies, to rush the same measure again through the House of Commons, and, the Lords refusing to pass it, to repeat the example of 1832, on the occasion of the first Reform bill, and request the Sovereign to create as many new Peers as might be necessary to secure for the Government a majority. Such a struggle might have begotten revolution. It redounds, we think, to the credit of both the leading statesmen, of both the great political parties, and of both Houses, that a conflict, so fraught with peril, has been averted.

Careful examination will show that the principle of the bill has not been seriously affected. In its present shape, it is still a substantial measure of reform. Ireland may not have got all she wants; but she has got all she had a right to expect. Fixity of tenure, fair rent and free sale have been secured to the Irish farmers under very slight qualifications. In the original bill, the tenant only had access to the new Land Court. As the bill now stands, the landlords also have access to it. That is to say: when, at the expiration of a lease, the landlord and the tenant fail to agree about rent, in place of the tenant only having access to the Court, the landlord shall also have the same privilege. This amendment was vigorously resisted by the Irish party, and not without reason, for it implies great perfection on the part of a Court, in which money and high station shall not have commanding influence—in which landlord and tenant shall have equal weight. But it seemed an injustice to the landlords that from a Court in which they had so vital an interest they should be excluded. On this point it is not wonderful that the Lords were decided and firm. They had reason on their side, and Mr. Gladstone felt it convenient to yield. The only other concession of any consequence is that which allows any one who thinks he has been aggrieved by the Land Commission to appeal to the Irish Court of Appeals, if the Land Court gives its consent. The qualification is important, as it is generally believed that this privilege will lead to endless and ruinous litigation.

Time must now be allowed to test the merits of this great legislative effort. It will be well, however, for the Irish people to set themselves to work, so as to make the best possible use of their newly acquired privileges. Legislation can do much; but it cannot do everything for a people. Ireland must help herself by industry, self-sacrifice, and high purpose. We congratulate Mr. Gladstone on the completion of his great task—a task which has given fresh illustration of his great powers, which has fixed his place as a statesman and a reformer, and entitled him to the gratitude of the Irish people in even greater degree than before.

#### WHAT LOSS IS WITHIN A MARINE POLICY.

There have been within a comparatively recent period several interesting decisions upon what loss of vessel or cargo is within the meaning of an insurance policy.

In a case in Maryland the policies, although issued upon a steamer, the George Appold, were not marine policies, but purported to insure the steamer against loss by fire. The cargo on board, however, which consisted of cotton, was insured under marine policies. While the steamer

lay in port receiving additional cargo, a fire broke out in cotton stored in the fore hold, which could not be subdued by ordinary means, so in order to save vessel and cargo from being totally destroyed it was found necessary to sink them. When they were raised and the damages were estimated, the injury to the steamer herself was found to be \$2,500, and this item the insurance companies which had insured the steamer, were willing to pay. It is well settled that an ordinary insurance against fire may well be construed to include injury done by water used to extinguish the fire. The companies did not dispute that they were liable, upon this principle, for the whole injury sustained by the vessel. There was, however, an injury to the cargo, and this was estimated at \$10,500; about half this sum was charged against the vessel under the law of general average, and her owner was obliged to pay it. The owner then claimed that the companies insuring the steamer should make good this loss in addition to that sustained by the steamer herself. This claim the companies disputed.

The court decided in favor of the companies. A fire policy on a vessel must be distinguished from a marine policy. Each kind of policy must be enforced according to its language and meaning. It is not the meaning or effect of a fire policy upon a ship, that the law of general average requiring the shipowner to contribute to a loss sustained by the cargo forms a part of the risk assumed by the underwriters on the ship. The whole scope, object and purposes of a fire policy are different from a marine policy. Loss by fire is the only peril for which the insurer in a fire policy agrees to become responsible; and on account of the risk being thus limited the premium is less. The premium on a full marine policy may usually be five times as great as that on a policy limited to fire. Whenever a shipowner wishes to secure indemnity against loss by charges in general average for a sacrifice of cargo made to save the vessel, he must take a marine policy, or at least a policy specifying general average as a peril included. By taking a policy against fire only, he assumes the risk of general average charges, although they are incurred by efforts to prevent the spread of a fire threatening the vessel.

In an English case, the steamer Investigator was insured by a marine policy in ordinary form. Her boiler burst, by which her hull was practically destroyed. The insurance company contended that the bursting of a steamer's boiler is not a "peril of the seas;" that this expression includes only dangers of wind, waves, currents, rocks, shoals, &c., such as are common to sail-vessels and steamers.

But the Court held the company liable. The policy was not strictly limited to perils of the seas, but added the words "all other perils, losses and misfortunes." Such This general addition is common in marine policies. expression the judges considered amply sufficient to include the explosion of a boiler. One judge said, what the winds are to a sailing vessel, steam is to a steamer; and it is as reasonable that marine insurers should bear the risks incident to a navigation by that kind of power, whether from excessive pressure in the boiler or from defects in the safety valve, or from neglect or mismanagement, making that dangerous which otherwise would not be so, as that they should bear losses occasioned by excessive pressure of winds or defects and mismanagement of a ship's sails or tackle.

The insurance company proved that the explosion was attributable to negligence of the engineers in charge; they had failed to make proper inspections and had allowed the shell of the boiler to become corroded and reduced in January 1, 1881:

thickness by action of bilge water. But the Court said that this made no difference-negligence of officers and crew is not a defense to marine insurers; it is one of the risks against which they insure.

### Monetary Commercial English News

#### English Market Reports-Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending August 19:

London.	Sa	ıt.	Mo	n.	Tu	es.	W	ed.	Th	urs.	F	ri.
Silver, per ozd.	51	10	51	12	51	016	51	916	51	916	51	916
Consols for money	100		100	9,0	100	918	100	518	100	16	100	316
Consols for account	100	50	100		100	58	100	718	100	716	100	14
Fr'ch rentes (in Paris) fr.			1200	0		2710			86	$271_{2}$	86	10
True Tenues (In Latis) II.	103	14	105	••	105		104	70	104	31	104	34
U. S. 5s ext'n'd into 3128	116	3.	116		116		116		116		116	
U. S. 41 <sub>28</sub> of 1891	120	10	120	-	120		120		119		119	
U. S. 4s of 1907			45		14			38		Ĺ38	44	
Erie, common stock	45						13		133		134	
Illinois Central	138		138		137				66			78
Pennsylvania	67		67	-	66			78				
Philadelphia & Reading.	33		33			14		34		178		34
New York Central	149	12	1149	12	1148	3	147	34	1148	54	148	
Liverpool.	S	at.	M	on.	Ti	ies.	W	ed.	Th	urs.	F	ri.
		d.	s.	d.	8.	d.	8.	d.	8.	d.	8.	d.
Flour (ex. State 100 lb.	13	3	13	6	13	6	13	6	13	6	14	3
Wheat, No. 1, wh. "	10	4	10	5	10	5	10	5	10	5	10	.8
	lio	$\tilde{2}$	10	3	10	3	10	3	10	3	10	5
Spring, No. 2 " Winter, West., n "	lio	4	10	5	10	5	10	5	10	5	10	8
	lio	ō	10	Ö	10	3	10	3	10	4	10	4
Cal. Willie	5	8	5	$\tilde{9}_{1_2}$		$91_{2}$		11	5	1112		212
Corn, mix., west.			72	0	72	0 2	72	ō	72	0	72	0.
Pork, West. mess. \$ bbl.	72	0	44	ŏ	144	ŏ	144	ŏ	44	ŏ	144	ŏ
Bacon, long clear, cwt	111	0			95	ŏ	95	ŏ	94		83	ŏ
Beef, pr. mess, new, \$ tc.	99	O	98	0		-	57	6	57	6	58	ŏ
Lard, prime West. \$ cwt.	. 07	6	57 55	6	58 56	0	58	2000	58		58	ö
Cheese. Am. choice, new		0										

### Commercial and Paiscellaneous Rews.

NATIONAL BANKS ORGANIZED.—The following-named national banks were organized this week:

2,554—The Union National Bank of Newport, R. I. Authorized capital, \$155,250; paid-in capital, \$155,250. George F. Crandall, President; John S. Coggeshall, Cashier.

2,555—The First National Bank of Nevada, Iowa. Authorized capital, \$50,000; paid-in capital, \$50,000. Elijah L. Lyon, President; Wilber F. Swayze, Cashier.

CHANGES OF OFFICERS OF NATIONAL BANKS.—The following changes have been made in the officers of national banks:

In the Home National Bank of Brockton, Mass., Fred. B. Howard, Cashier, in place of C. D. Fullerton.
In the Second National Bank of Galesburg, Ill., W. W. Washburn re-

In the Merrimack National Bank of Haverhill, Mass., U. A. Killam, Cashier, in place of John L. Hobson.

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 \$8,859,661, against \$11,752,759 the preceding week and \$8,289,041 two weeks previous. The exports for the week ended Aug. 16 amounted to \$6,606,939, against \$8,362,928 last week and \$7,302,229 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 11 and for the week ending (for general merchandise) Aug. 12; also totals since January 1:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1878.	1879.	1880.	1881.
Dry Goods Gen'l mer'dise	\$2,085,637 4,212,459	\$2,592,823 4,834,965	\$2,619,286 4,742,936	\$2,884,720 5,974,941
Total	\$6,298,096	\$7,427,788	\$7,362,222	\$8,859,661
since Jan. 1. ry Goods en'l mer'dise	\$18,799,224 133,063,415	\$56,260,984 140,433,782	\$\$2,985,801 236,248,990	\$68,490,878 198,906,256
Total	\$181,862.642	*196,694.766	\$319.234.791	\$267,397,134

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 Aug. 16, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1878.	1879.	1880.	1881.
For the week Prev. reported	\$6.378,179 209,933,426			\$6,606,939 237,022,002
Total s'ce Jan. 1	±216.311,605	<b>\$204,867.76</b> 3	+257.225,414	\$243,628,941

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 13 and since

#### EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.			Imports.					
	Week.	Since Jan. 1	Week.	Since Jan. 1				
Great Britain	<b>\$</b>	\$56,260	\$	\$20,020,221				
Frence	- 1			2.639,641				
France		6,500	250,857	4,982,307				
Germany	•••••	2,000	106,404					
West Indies	•••••		32,000					
Mexico		185,606	51,969					
South America			01,000	104,031				
All other countries	•••••	60,434	•••••	104,001				
Tetal 1881	\$	\$310,800	\$441,230	\$29,280,156				
Tetal 1001	24,261		1,658,716	4.511.591				
Total 1880	3.000		963,487					
Total 1879	3,000	1,012,100						
Silver.		40 554 745		\$178,977				
Great Britain	\$130,000	\$6,574,145	\$	10.505				
France		29,650	•••••	19,585				
Germany		120,609		60,389				
West Indies		10,204	22,201	512,573				
Mexico			6,458	916,994				
South America		24,337	1,768					
All other countries		22,780	550	19,257				
Total 1881	\$130,000	\$6,781,725	\$30,977	\$1,818,448				
Total 1880	51,950		183,024					
Total 1879	105,903							

Of the above imports for the week in 1881, \$50,161 were American gold coin and \$22,638 American silver coin.

Railroads in Mexico -- The Philadelphia Ledger has given a sketch of the three great railroads in progress in Mexico under management of citizens of the United States. The material was furnished mainly by Mr. W. W. Nevin, Secretary of the Mexican National Road, to which the most space is devoted. Extracts are made as follows:

"The large American investments in Mexican railways are attracting great attention. There are three great American companies engaged in these enterprises: the Mexican Central Railway, the Mexican National Railway and the Mexican Southern Railway. Territorially the three companies divide the republic thus: The Mexican Central Railway has the northern belt, with an entrance into the City of Mexico; the Mexican National Railway has the central belt, its main trunk lines starting east, west and north from the City of Mexico; the Mexican Southern Railway has the south belt of the republic, connecting it with the City of Mexico,

\* \* The Mexican the City of Mexico, \* \* \* The Mexican Southern obtained its concession at the last session of Congress, is fully organized, is making surveys, and in a short time will begin field construction. Besides these three strong companies, there are several organizations or parties who have secured concessions from the President of the Mexican Republic since the adjournment of Congress. The holders of these concessions claim that they are absolute; other authorities in Mexico pronounce them only provisional, and subject to the action of Congress when it convenes next winter. Some of these concessions claim to have companies behind them; others are possibly only secured with the end of selling them. The Mexican Central Railway may be called the outgrowth of the Atchison Topeka & Santa Fe Railway Company of the United States. It is controlled by the same men and has the same capital behind it. It represents the ordinary gauge in Mexico. The Mexican National Railway Company is the outgrowth and supplement of the Denver & Rio Grande Railway Company. It is controlled by the same men as that company and has the same capital behind it. Popularly these roads are distinguished as follows: The Southern is known in common parlance as 'General Grant's road;' the National as the 'Palmer-Sullivan Concession,' General William J. Palmer himself being President of this road; and the Central as the 'Boston Road' Boston Road.

"The Palmer-Sullivan enterprise is probably the oldest of all. It was begun in 1872, when a couple of million dollars were raised, thorough surveys made of all Mexico, and a concession secured. The crash of 1873 and a question of interpretation on the concession suspended operations for the time; but the Palmer party have been hard at work ever since, securing at last, September 13, 1880, their new and well-matured concession. Under this concession they are empowered to build two great trunk lines—one from the City of Mexico northward to Laredo, the other from the City of Mexico westward to the Pacific coast, at Manzanillo-with a number of branches, the most important of which are two lines from Zacatecas to San Luis Potosi and from Zacatecas to Lagos, and a fine route from Monterey to Matamoras via the Rio Grande River. On the northward, or international line, this company has a concession from the Federal Government of Mexico of \$6,500 per kilometer. On the inter-oceanic line, from the City of Mexico to the Manzanillo, a subsidy of \$7,000 per kilometer. Under these concessions the mileage by divisions has been determined by the engineers of the company, as follows:

	M	iles.
City of Mexico to Acambaro		140
Acambaro to Manzavillo		466
Acambarro to Laredo		875
Salvatienna to Salamanca		30
Marelia to Patzeuaro.		27
Matamoras to Monterey		245
San Luis Potosi to Zacatecas.		181
Zacatecas to Lagos		140
City of Mexico to El Salto		35
City of Mexico to Maravatio		73
Guadalajara Branch		46
Total mileage		.266

"Active construction is going on on nearly all of these divi-sions. From Corpus Christi, a port on the Texas shore of the Gulf, the company are also building a line to Laredo, 163 miles to connect with themselves there and give them their own route for shipping rails, engines and materials. Of this line 143 miles are now running. The company expect to have over 300 miles running in Mexico and 200 in Texas by December 31, 1881. In all 20,000 or more men are now at work on the lines. of the Mexican National Company, and about \$4,000,000 in cash has been expended to date in engineering expenses, labor and

the purchase of rolling stock and supplies.

"The Mexican Central Railway is built under a concession, also granted September, 1880, authorizing it to construct a road. from the City of Mexico to El Paso del Norte, and also from the most convenient point on this line to a point on the Pacific coast. Mazatlan has been selected as that point. This same company has also a concession from Guaymas, in the State of Sonora, northward to the United States line. On the line from Mexico to El Paso it receives a subsidy of \$9,500 per kilometer. on the Sonora line of \$7,000. The length of this Sonora division is estimated at about 274 miles; the length of the other divisions at about 1,461 miles. On the Central many thousands of native laborers are also at work. A division of 50 miles, from the City of Mexico to Tula, is in operation. Another short division is running from Guaymas northward. Active construction is maintain from Guaymas northward. tion is going on from El Paso southward. In all 15,000 or more men are said to be at work on the Central lines.

"The Mexican Southern Railway was chartered by the Legislature of New York in March last, with the following list of incorporators and directors: Ulysses S. Grant, Edwin D. incorporators and directors: Ulysses S. Grant, Edwin D. Morgan, Matias Romero, Porfirio Diaz, Francisco Meijuiro, Miguel Castro, Ignacio Pombo, Ignacio Mejia, Fidencio Hernandez, Francisco de Landero y Cos, Jose Maria Mata, Sidney Dillon, Russell Sage, Jesse Seligman, Frederick L. Ames, Frank Work, Jay Gould, Henry G. Marquand, Amos L. Hopkins, Ulysses S. Grant, Jr., Collis P. Huntington, James H. Work, James B. Houston, Solon Humphreys, Stephen B. Musgrave, John B. Frisbie, Edward Washburn, Thomas Nickerson, William S. Warner and Greenville M. Dodge. The President is General U. S. Grant and the Vice-President General G. M. Dodge. The Executive Committee is composed of Jay Gould, Frank Work and Russell Sage. the latter being also the Treas-Frank Work and Russell Sage, the latter being also the Treasurer. The total length of the road and branches will be about eight hundred miles, the larger part of which is to be pushed to completion without delay. The main line of the Mexican Southern Railroad is to start from the City of Mexico, where it will connect with the Mexican National and Mexican Central roads, and with any other lines which may run from that point northward to the Rio Grande. It is designed especially to connect with the Southwestern system of railroads in the United States. From the city of Mexico it will run southwesterly through Pueblo and Tehuacan to the city of Oaxaca, the capital of the State of the same name. The road is also to run from the Gulf of Mexico into the city of Oaxaca, or to a point on the line running south from the city of Mexico to that place.

#### BANKING AND FINANCIAL.

BANKING DEPARTMENT. OFFICE OF FISK & HATCH, No. 5 Nassau Street, NEW YORK, July 7, 1881.

In answer to numerous letters of inquiry as to the terms on which we receive deposit accounts of banks, bankers, business firms and individuals, we issue this circular for the general information of those who may desire to open accounts with a private banking house in this city. We are prepared, on the terms mentioned below, to receive the

accounts of responsible parties in good standing. 1. Except in case of banks, savings banks, or other well-known corporations, or of individuals or firms whose character and standing are already known to us, we require satisfactory references before opening

2. We allow interest at the rate of 3 per cent per annum on the average monthly balances when the same amount to \$1,000 or over. On accounts averaging less than \$1,000 for the month we allow no interest, 3. We render accounts current, and credit interest as above, on the

last day of each month.

4. For parties keeping regular deposit accounts with us we collect and credit United States, railroad and other coupons and dividends payable in this city, without charge; make careful inquiries and give the best information we can obtain respecting investments or other matters of financial interest to them; and in general serve their interests in any way in which we can be of use to them in our line of business.

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

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

One of our firm is a member of the New York Stock Exchange, and we give particular attention to orders by mail, telegraph or in person for the purchase or sale of Bonds and Stocks on Commission.

We continue to buy and sell direct, without commission, all issues and denominations of United States Bonds for immediate delivery at current market rates, and make exchanges for National Banks in the Banking Department at Washington, without trouble to them.

Our "Memoranda Concerning Government Bonds" will be sent postpaid on application. FISK & HATCH.

### The Bankers' Gazette.

#### DIVIDENDS;

The following dividends have recently been announced:

Name of Company.	Per oent.	When Payable	
Hailroads. Delaware & Bound Brook (quar.) Iowa Falls & Sioux City (quar.) North Pennsylvania (quar.) Miscellaneous.	134	Sept. Aug. 2	6 Aug. 14 to 1 Aug. 16 to 5 Aug. 10 to Aug. 20
Delaware Division Canal (quar.)	134	Aug. 1	6 Aug. 14 to ———

NEW YORK, FRIDAY, AUGUST 19, 1881-5 P. M.

The Money Market and Financial Situation.—The stringency in money, advance in the Bank of England rate, decline in stocks, and rampant speculation in wheat and corn, have been the important features of the week.

It appears that the payments on account of the five per cent coupon bonds, called in and payable August 12, have been small, and the bonds, for some reason, come in very slowly. This has given rise to the suggestion that the amount to be disbursed for the registered bonds called in for October 1 is an uncertain quantity to rely upon for relief in case of monetary stringency, and hence the outlook is not satisfactory, with the surplus reserves of the New York City Banks reduced to a nominal amount as early as August 13 and call loans up to 3-16 per cent a day in addition to legal interest. The large decrease in the bank surplus the past two weeks is not accounted for altogether satisfactorily, but the best reasons assigned appear to be the large shipments of currency to Chicago and other western points to sustain the extraordinary speculation in wheat and corn, as also the demand here for the same purpose. The Evening Post money article on Thursday had the following remarks on the prospective disbursements of the Treasury between now and the early part of November.

"These disbursements in rough may be put down at not less than \$40,000,000, the estimates being that \$10,000,000 to \$12,000,000 are due on account of coupon 5 per cents, which became matured obligations on August 12, and \$30,000,000 to \$35,000,000 on account of registered 5 per cents due October 1, but payable any time before that day, with interest at 5 per cent to date of presentation. Of course if these bonds are not presented for payment, the money to discharge them will lie in the Treasury; but it has been calculated, and apparently with reason, that the bonds on which interest has ceased would be promptly presented, and that those which carry only 5 per cent interest would be promptly presented the moment that money could be lent at a higher rate in the market; and the fact that \$30,000,000 or more cash was waiting to come out of the Treasury would be sufficient to keep the market rate for loans a little below 6 per cent. This, we say, was the calculation; but thus far it has been a disappointing one as respects the coupon 5s which matured on the 12th inst.; so far as it relates to the \$30,000,000 or more registered 5s, there has not been time to decide whether that, too, will be disappointing.

too, will be disappointing.

"What may be called the ordinary disbursements of the Treasury between now and the early part of November are (1) about \$2,800,000 on September 1, being quarterly interest on 4½'s; (2) about \$7,400,000 October 1, being quarterly interest on the 4's; (3) about \$3,500,000 November 1, being quarterly interest on the extended 5's, and (4) about \$15,000,000 September 4, being quarterly payments for pensions. This makes a total of about \$28,700,000 cash to come out of the Treasury in the ordinary way between now and say the middle of November. Added to the amount before named, which may be drawn on account of bond redemptions, and we have a total of about \$70,000,000, which can be got from the Treasury in the next ten or eleven weeks, and the greater part of it within the first half of that time.

"On the other hand, what must be deducted for payments into the

"On the other hand, what must be deducted for payments into the Treasury for customs and internal taxes? Of late the customs payments have been very heavy. In the first seventeen days of this month the eash at the Sub-Treasury here was increased from \$80,226,000 to \$90,562,000, but this included some exceptional or extraordinary receipts. It is to be assumed that while there is some doubt as to the amount of bonds which will be presented to the Treasury for cash payment, or, in other words, about the amount of money which will come out of the Treasury for extraordinary payments, there is none about the money which will go into the Treasury for customs and taxes, except that the amount may vary from the best estimates. The customs receipts at New York during the month of July were \$1,2417,758 22. an average of \$477,607 for the twenty-six business days. The customs receipts during the first seventeen days of August were \$9,849,633 26, an average of about \$590,000 per day for the fifteen business days."

The decline in exchange has encouraged the idea of gold shipments from Europe, and about \$2,000,000 are reported affoat, with advices of probable shipments to-morrow of about \$2,000,000 more; but the advance in the Bank of England rate, before the price of money in the open market warranted it, seems to show a purpose to check exports of gold if possible.

Money has been active to Stock Exchange borrowers, and on Thursday the rate for call loans advanced to the highest point, which was 3-16 of 1 per cent a day in addition to the legal rate of 6 per cent per annum. To-day the market was a trifle easier; but 1-16 per day was paid in exceptional cases, and brokers generally paid 5@6 per cent and government bond dealers 5 per cent on new loans. The extreme quotations of the week are from 2½ to 6 plus 3-16 per day. Prime commercial paper is quoted at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a the country sho decrease of £122,000 in specie, and the percentage of reserve to transportation.

liabilities was 43% per cent, against 43 3-16 last week; the discount rate was advanced to 3 per cent, from 2½ per cent. The Bank of France shows an increase for the week of 90,000 francs gold and 3,875,000 francs silver.

The last statement of the New York City Clearing-House banks, issued Aug. 13, showed a decrease in the surplus above legal reserve of \$3,647,725, the total surplus being \$2,087,500, against \$5,735,225 the previous week.

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

	1881. Aug. 13.	Differ'nces fr'm previous week.	1880. Aug. 14.	1879. Aug. 16.
Loans and dis. Specie Circulation Net deposits. Legal tenders.	71,841,100 19,486,000 342,722,400	Dec. 4,669,800 Inc. 125,400 Dec. 4,620,300	19,381,600 298,691,600	19,553,200
Legal reserve. Reserve held.	\$85,680,600 87,768,100	Dec. \$1,155,075 Dec. 4,802,800	\$74,672,900 84,642,900	\$62,118,650 63,527,200
Surplus	\$2,087,500	Dec.\$3,647,725	\$9,970,000	\$1,408,550

Exchange.—The market for foreign exchange, which was dull and declining before, has been further depressed by the stringency in the local money market. The rates are unsettled, and on actual business to-day prime bankers' 60 days sterling was quoted at 4.80 % @4.81%, and demand 4.83 @4.83%. Cable tranfers at 4.83% @4.84%, and prime commercial bills at 4.78% @4.79%.

In domestic bills New York Exchange was quoted to-day as follows at the places named: Savannah, buying ½ off, selling, ½ to par prem.; Charleston, buying, ½ prem., selling, ¼ prem.; New Orleans commercial, 25 discount@par, bank 100 prem.; St. Louis, 75 discount; Chicago, 80@100 discount; Boston, about par.

United States Bonds.—Governments fell off on the stringency in the money market, but any decline in price is sure to bring in good buyers. The continued sixes close at 101¾@102, against 102¾ bid last week; fours of 1907, 115½ bid, against 116½ last week

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

	Interest Periods.		Aug. 15.	Aug. 16.	Aug. 17.	Aug. 18.	Aug. 19.
6s, continued at 3½ 5s, 1881reg.	QFeb.		102	102	10178	10134	*10158 *11234
4 <sup>1</sup> 28, 1891 reg. 4 <sup>1</sup> 28, 1891 coup. 48, 1907 reg. 48, 1907 coup.	QMar.	*11442	$114\frac{1}{2}$ $116\frac{3}{8}$	*1144 1164	114 1161 <sub>8</sub>	*11384 11584	
6s, cur'cy, 1895reg. 6s, cur'cy, 1896reg. 6s, cur'cy, 1897reg.	J. & J. J. & J.	*130 *131	*130 *131 *132	*130 *130 *131	*130	*130 *130 *131	*130 *130 *130
6s, cur'cy, 1898reg. 6s, cur'cy, 1899reg.	J. & J.	*133	*133 *134	*132 *133		*131 *132	*131 *132

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

State and Railroad Bonds.—Southern State bonds have been dull and prices generally lower. Tennessees new sold to-day at 68½; Louisiana consols were quoted at 66@67½.

Railroad bonds have been rather weak, in sympathy with the stock market, and the general tendency has been towards lower prices. Erie second consols closed at 1011/4.

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

week:			
Shares. 50 Bank of America143 58 Greenwich Ins. Co286	Shares. 45 N. Y. Mut. Gas-Light Co. Bonds.	70	
30 Twenty-third St. RR. Co. 150 <sup>1</sup> <sub>2</sub> 3 Tradesmen's Nat. Bank 122 3 Fulton National Bank 143 31 Mechanics' Nat. Bank 160 <sup>1</sup> <sub>4</sub>	\$50,000 Georgia Iron Works Co., 1st mortgage bonds. (Hypothecated)	40	
1,000 Central Arizona Mining	RR. 1st 7s, due 1901, guar.	9242	

Railroad and Miscellaneous Stocks.-In the stock market rather an unexpected pressure was exerted by the stringency in money. The bank reserves had been declining heavily for two weeks, but such a scarcity of money as to make brokers pay 3-16 of 1 per cent a day was not looked for in August, and prices naturally yielded. The pressure in money was freely charged to manipulation, and it has also been a common report of late that the heaviest operator in the New York market has been a large seller of stocks during a month or more past, and has no longer the same interest which he had in supporting prices. Without vouching for the truth of this report, we give it for whatever it may be worth, as a part of the current street talk. The railroad war in rates, which bears most heavily on such trunk-line stocks as depend on through traffic—Michican Central, for example-has had a depressing influence for some time past, and added to this have been the exaggerated reports of bad crops, and this week the stringency in money, so that everything at the moment favors the bear side. On the other hand, railroad earnings are generally large, and the active business throughout the country should go far to balance the loss of earnings on grain

# RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1.

RANGE IN PRICE		DAILY HIG			20 AC		Salas ad	Range Since	Jan. 1, 1881.	For I	Full '
STOCKS.	sacurday,	Monday,	Tuesday,	Wednesday.	Thursday, Aug. 18.	Friday, Aug. 19.	Sales of the Week, Shares.	Lewest.	Highest.	Low.	
DATEROADS	Aug. 13.	Aug. 15.	Aug. 16.	Aug. 17.		*125 128	200	120 Tan 5	131 May 16	100	120
Albany & Susque Line pref			A			-120 126	200	45 Apr. 7 37 Feb. 26	71 <sup>1</sup> 2 July 13 48 <sup>7</sup> 8 June 15	37	61% 86%
Boston & N. I. In Buffalo Pittsburg & Western Burlington Cedar Rapids & No. Canada Southern		6514 6512	632 6476	*******		63 4 64 24 24	9,775	69 Feb. 24 62% July 16 16 Jan. 18	90 May 26 90 Jan. 14 40 2 June 20	40 14	81%
Cedar Falls & Milliesota.	953. 9634	953 957	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	90½ 93% 89% 91	$   \begin{array}{ccccccccccccccccccccccccccccccccccc$	83,189 16,920	82 12 Jan. 4 80 12 Feb. 25	112 Feb. 17 10278 June 18 3378 May 14 4814 May 14	45 63	9014 9712 2534
Chesapeake & Ohio	28 <sup>1</sup> 4 28 <sup>1</sup> 4 *4 <sup>1</sup> 16 43	925 <sub>8</sub> 931 <sub>8</sub> 277 <sub>8</sub> 28	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	25 25 39 4 <b>0</b>	25 27 <sup>1</sup> 2	1,505 1,015 530	2034 Jan. 19 3234 Jan. 12 23 Jan. 25	337 <sub>8</sub> May 14 481 <sub>4</sub> May 14 367 <sub>8</sub> May 14 156 Jan. 5	17	361
Chicago & Alton	311 311	13912 13912	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		133 134	27 <sup>1</sup> 2 28 130 131	1,038	140 Mar. 23	153 Jan. 7	1116	159 12 160 183 12
Chicago Burlington & Quincy.	159 159		15512 157	156 158		$154\frac{1}{8}154\frac{1}{2}$ $111\frac{3}{8}112\frac{1}{2}$	5,611	154 July 20 90 Apr. 21 101 b Feb. 25	192 <sup>1</sup> 2 Jan. 17 95 May 17 129 <sup>1</sup> 4 June 6	6612	11434
Chicago Milwaukee & St. Paul.	$114   1147_8 \ 132   132 \ 1253_4   1267_8$		$112\frac{1}{2}113\frac{5}{8}$ $123\frac{3}{8}124\frac{5}{8}$		1223 12312	12218 12312	125 44,225	90 Apr. 21 101 <sup>12</sup> Feb. 25 117 Feb. 25 117 Feb. 25	140 May 26 136 Jan. 19	99 87 <sup>1</sup> 8	130
Chicago & Northwestern Do pref Chicago Rock Isl. & Pacific	*136 139	135 4 136	$138 138 134 \frac{1}{2} 135 \frac{1}{4}$	1 1 27 1 27	$136  136^{1}_{2} \\ 133^{1}_{4}  134^{1}_{4}$	1364 137	1,110 3,625 200	131 18 Feb. 26 129 Feb. 26 40 Jan. 4 38 July 26	14858 May 21 88 May 23	10012	204 48
Chicago St. L. & New Orleans Chicago St. Paul Minn. & Om	*80 4134 4134	$40^{1_{2}}$ $41^{1_{2}}$ $103^{1_{2}}$ $103^{3_{4}}$	$\begin{array}{ccc} 80 & 80 \\ 39 & 401_4 \\ 1011_2 & 103 \end{array}$	39 40 101 <sup>1</sup> 2 103 <sup>1</sup> 2	$38\frac{1}{2}$ $39\frac{5}{9}$ $100\frac{1}{2}$ $101\frac{3}{4}$	$     \begin{array}{ccccccccccccccccccccccccccccccccc$	13,199	38 July 26 91 Feb. 25	51 Jan. 22 109 2 Jan. 24		
Do pref. Cincinnati Sandusky & Clev Cleveland Col. Cin. & Ind	8912 9012	52 52 1 <sub>2</sub> 89 1 <sub>4</sub> 89 1 <sub>2</sub>	8818 89	50 50 881 <sub>2</sub> 89	50 <sup>1</sup> 4 50 <sup>1</sup> 4 88 <sup>1</sup> 2		1,700 8,600		684 June 22 1013 May 23 142 May 10		
Cleveland & Pittsburg guar Columbus Chic. & Ind. Central.	22-2 23-2	22 2218	2158 22	2114 2176				1934 Jan. 4 60 May 12 107 Jan. 4	77 May 20	502	2518 53 11014
Danbury & Norwalk  Delaware Lackawanna & West.  Denver & Rio Grande		00 00	95% 97%			121 <sup>1</sup> 4 122 <sup>5</sup> 8 89 <sup>1</sup> 2	91,700	82½ Jan. 4	1134 June	6173	8612
Dubuque & Sioux City East Tennessee Va. & Ga	18 1814			17 17	16 18	17% 17%	1,300 40	17 Aug. 17 30 Aug. 11	21 Aug. 4 33 Aug. 6	3	
Georgia RR. & Banking Co Hannibal & St. Joseph Do pref	94 98		91 92	175 175 92 94 113 1151	$93\frac{1}{4}$ $93\frac{1}{4}$ $112\frac{1}{2}$ $114\frac{1}{4}$	93 9334 11312 11412	4,650	04 Feb 26	118 July	6312	105
Honston & Texas Central	+133 5 137 5	131 13212	130 1324	*91 97 130 te 131	12834 13014	1293 130	14,330	63 Feb. 26	1106 June 13	11 9942	91 12 127 8
Houston & Texas Central Illinois Central Indiana Bloom'n & West., new. International & Gt. Northern.		45 4ช	4512 46		3812 4478	10	2,200	I FO Ton G	304 June	9 87 2	2012
Keokuk & Des Moines  Do pref Lake Erie & Western Lake Shore		5312 54	5314 5314	53¹8 54	514 534			41 Jan. 4 38 <sup>1</sup> 2 Jan. 4	56 Jan. 2 653 June	2 204	43 <sup>1</sup> 2 42 <sup>3</sup> 4 139 <sup>5</sup> 8
Lake Shore. Long Island.	12358 12478	$\begin{array}{c} 123  {}^{1}\!\!\! 8  123  {}^{7}\!\!\! 8 \\ 47  {}^{1}\!\!\! 2         $			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	122 123-4		AA Trano A	63 June 30 38 Feb. 2 48 June 2	71 20	24
Louisiana & Missouri Kivei						9814 1003 <sub>8</sub>	14,460 237	1 79 Feb. 25	48 June 2 110 12 May 1 117 12 June 1	5 77	174 109
Louisville & Nashville. Louisville New Albany & Chic. Manhattan	104 104	1912 1934	$   \begin{array}{ccccccccccccccccccccccccccccccccccc$	92 92 18 184 30 30	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 18^{3_4} & 21^{1_2} \\ 24 & 24 \end{array}$	0 405	15 <sup>1</sup> 4 Aug. 9 24 Aug. 19 9 Jan. 4	AGL Toh L	41 21	5710
Manhattan Beach Co				9 5			$\begin{array}{c} 600 \\ 200 \\ 4,200 \end{array}$	6 Jan. 7	93 June 1	3 294	14-2
Memphis & Charleston Metropolitan Elevated	80 <sup>1</sup> 2 81 81 83	$\begin{array}{ccc} 80 & 80 \\ 81 & 82^{1}_{4} \\ 95^{1}_{2} & 97 \end{array}$	$78 80 81 93 \frac{1}{2} 95 \frac{1}{2}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		8012 8278	7,140 81,045	793. Ang 10	1126 Feb. 1	4 83	121 130 %
Michigan Central Milwaukee L. Sh. & West., pref Milwaukee & Northern			51 524	4912 5114			. 900	42 Mar. 22 53 May 20 38 h Aug. 18	126 <sup>1</sup> 2 Jan. 2 64 <sup>7</sup> 8 June 59 May 2 54 May 2	7 1 284	
Missouri Kansas & Texas Missouri Pacific	107 te 107 to	$105\frac{1}{2}107$	$\begin{array}{c} 41 & 42 \\ 104 \\ 35 & 35 \end{array}$	10334 10514	$\begin{bmatrix} 38^{1_2} & 40^{3_4} \\ 101 & 104 \\ 32^{1_2} & 33^{1_2} \end{bmatrix}$	1014 1024	25,750 2,400	18 <sup>1</sup> 4 Feb. 26	111440 411110 1	41	29 <sup>1</sup> 4 123
Mobile & Ohio Morris & Essex Nashville Chattanooga & St. L.	125 125	124 <sup>1</sup> 8 125 88 90	124  124  8434  87  142  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143  143	12378 12378	8212 8612	85 85	8.700	63 Jan. 6	102 Mar. 2	2 1 2 2	128 1553
New York Central & Hudson New York Elevated	*106 108	$143\frac{1}{2}144\frac{1}{4}$ $106$ $107$	$142\frac{1}{2}143\frac{1}{4}$ $106\frac{3}{8}106\frac{1}{4}$ $42\frac{5}{8}43\frac{1}{4}$	4234 4314	105 12 106 12 43	106 10634	800 66,250	103 May 4 41 July 26	130½ Feb. 1 5278 Jan. 1	5 109 5 30	1274 514 934
New York Lake Erie & West.  Do pref.  New York & New England		45.2 44	84 85	*182	8134 83	82 827	36	1044 MHF. 20			180
New York New Haven & Hart. New York Ontario & Western	$\begin{vmatrix} 185 & 185 \\ 32 \frac{1}{4} & 32 \frac{1}{2} \end{vmatrix}$	3178 3212	3034 313	30 314	2918 3018	2824 30	22,785	28 Jan. 4	90 Jan 2	9 70	32 % 85 %
Norfolk & Western			55 583 381 <sub>2</sub> 401	551 <sub>2</sub> 58 383 <sub>4</sub> 401 <sub>4</sub>	5534 5612 38 3914	38 2 39%	18,769	53½ July 27 32¾ Jan. 13	26 Aug. 70 May 2 51 Mar. 1	8 7 20	36
Do pref  Northern Pacific pref  Ohio Central pref  Ohio & Mississippi po pref  Ohio Southern	81 <sup>1</sup> 4 81 <sup>7</sup> 8 27 <sup>1</sup> 8 27 <sup>1</sup> 2	80% 81¼ 27¼ 27¼	785 <sub>8</sub> 801 251 <sub>4</sub> 261	$78^{1}_{2}$ $80^{1}_{4}$ $25^{1}_{4}$ $26$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	7714 7878 25 2514	54,032	64 19 Jan. 25	881 <sub>8</sub> June 2 377 <sub>8</sub> May 2 477 <sub>8</sub> May 2 126 May 2	# 00 T	BIUIT
Ohio & Mississippi	373, 3812	3734 3818	36% 37% 25% 25%				500		126 May 2 37 12 June 1 280 June 2		102
Ohio Southern		384 384	35 361	35 35 42	34 3434	3312 351	2,740 31,400	274 Jan. 4	734 June 2	9 134	284
Panama Peoria Decatur & Evansville Philadelphia & Reading Pittsburg Ft. Wayne & Chic.	* 140	6214 6338	6034 62	61 6212	01-4 02-2		25	127 Jan. 19	142 May 1	0 111	129
Rensselaer & Saratoga. Rich.& Allegh., stock trust ctfs. Rochester & Pittsburg.	55 55 31 4 32 4	2812 3014	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	263 <sub>4</sub> 27 30 30	27 274	2,100 100		80 June 2 50 June 1 50 June 1		8 30
St. Louis Alton & Terre Haute.			45 45			42 42	300	39 Feb. 28 86 July 19	77 <sup>1</sup> 2 May 1 143 <sup>3</sup> 4 May 2 55 June 1 81 <sup>1</sup> 4 June	2 15 5 424 4 254	112
St. Louis & San Francisco Do pref	493 <sub>4</sub> 493 <sub>4</sub> 76	$^{49}_{75}^{1_2}_{1_2}^{49}_{75}^{1_2}_{1_2}^{75}_{75}^{1_2}_{1_2}^{107}_{14}^{108}$	* 50 75 75	$\begin{bmatrix} 47\frac{1}{2} & 48\\ 74\frac{1}{2} & 74\frac{1}{2}\\ 108 & 108 \end{bmatrix}$	* 72 7234	45 <sup>1</sup> 4 45 <sup>1</sup> 4 71 <sup>1</sup> 8 71 <sup>1</sup> 4	2,600	1 00 Tesh 2	ilina innez	21 00	100
St. Paul & Duluth				84 84	85 85			26 Feb. 8	42'2 May 89'5 May 2	5 50	791 88
St. Paul Minneap. & Manitoba. Scioto Valley. Texas & Pacific				101 <sup>1</sup> 2 101 <sup>5</sup> 8	1	5038 517		43½ July 16 41½ Jan.	107 July 44 <sup>1</sup> 2 July 1 73 <sup>5</sup> 8 June 1 47 <sup>1</sup> 4 May 2	6 30	478
Texas & Pacific			2834 283		263, 27	27 27	800	23 Mar. 10 105 2 Feb. 25	1313 Inly	2 80	1133
Union Pacific	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	120 4 120 8	4818 491	$\begin{bmatrix} 123 & 124 & 14 \\ 47 & 49 & 14 \\ 85 & 86 & 86 \end{bmatrix}$	1213 1234 47 484 833 854	4748 489		39 Feb. 28	60 June 3	0 264	2 48
Do pref. MISCELLANEOUS. American District Telegraph	8858 90		47 47		471, 471			46 June 29	744 Feb. 1 734 June	2 50 9 40	81 63
Canton Co Delaware & Hudson Canal	10934 11014	109 110	108 18 109 1 *40 49	<b>*40</b> 50	*40 49	1083 <sub>6</sub> 1091 47 47		89 5 <sub>8</sub> Jan. 18 30 Jan. 18 135 Jan. 3	734 June 1154 Mar. 49 Aug.	7 60 2 25 1 102	923 30 147
New York & Texas Land Oregon Railway & Nav. Co Pacific Mail. Pullman Palace Car	5058 5112	164 164 501 <sub>2</sub> 507 <sub>6</sub>	163 163 49 501	163 163 49 501 14214 1421	160 162 4758 491	*139	$\begin{array}{c c} 32,575 \\ 1,300 \end{array}$	135 Jan. 4 45 <sup>3</sup> 4 Jan. 4 130 <sup>1</sup> 4 May 14 1 Feb. 4	I RUL KAB I	81 274	62
Pullman Palace Car Sutro Tunnel West. Union Tel., ex-certificates	142 <sup>1</sup> 2 142 <sup>1</sup> 2 15 <sub>8</sub> 15 <sub>8</sub> 883, 801	143 <sup>1</sup> 4 143 <sup>1</sup> 4 1 <sup>3</sup> 4 1 <sup>3</sup> 4 88 <sup>1</sup> 4 88 <sup>3</sup>	134 13 8512 884	112 1142 1142 1142 1142 1142 1142 1142	11 <sub>2</sub> 11 <sub>4</sub> 841 <sub>4</sub> 861	85 863	3,550 143,124	77 Apr. 19	94 June 2		1
Adams	141 12 141 12	*x136 140	135 135 84 85	*133 138	* 135 84 <sup>1</sup> 2 85	135 1351 84 85	2 116 865	6258 Jan.	141 L Aug. 1 88 L May 2	3 54	122 663 55
American United States Wells, Fargo & Co	69 69	*84 86 *69 70 *130 135	*68 70 *125 135	*125 135	*66 *130 135			112 Jan. 4	142 June 1	8 100	118
American Coal		53 53 <sup>3</sup> 8	5012 52	484 503	46 48	4718 483	8,500	60 May 2: 35 Jan.	3  67 June	7 194	2 55 424 393
Colorado Coal & Iron Consolidation Coal Homestake Mining		03 03 9	*1812 19	*35 40 *18 <sup>1</sup> 2 19	1812 181		. 100	15 <sup>1</sup> 2 July 1 1 <sup>7</sup> 8 Jan.	814 Feb.	4 26	39
Little Pittsburg Mining Mariposa Land & Mining		26 2614	*2½ 23 25 25	*212 23	*25 26	2.2 2.		34 Jan. 4 25 Jan.	9 Apr. 2 3 35 May 2	7 16	2 43 27 393
Maryland Coal Ontario Silver Mining Quicksilver Mining		1614 1614		*35 36 2 * 16		15 15 * 60	1,000	1 53 Jan.	3 21 4 July 5 75 2 July	7 45	784
Do pref Standard Consol. Mining	* 62 4	2134 2134	*2112 22	21 12 22 1			. 775 1,800	21 Aug. 25 Apr. 2	7 4534 May 2	6	34
Cameron Coal Central Arizona Mining Cumberland Coal & Iron	214 214	21, 214	2 2	1		- L	3,350	7 June	1 20 June 3 14 Jan.	3 23 111	2 251
Deadwood Mining		84 84	27 27	*7 <sup>3</sup> 4 8 <sup>1</sup> 4 *26 38			300	1 June 26 Apr. 2	7 Jan. 7 35 <sup>1</sup> 4 Feb.	8 20 9 20 3 21	35
New Central Coal Silver Cliff Mining			l	<u>.1</u>	.]			ex dividend.	L API. 1	- 47	

<sup>\*</sup> These are the prices bid and asked—no sale was made at the Board.

† Lowest price is ex dividend.

# QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES. STATE BONDS.

	1	1 (	1		( )	1		<u>.</u>	1		1
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama— Class A, 3 to 5, 1906 Class A, 2 to 5, small Class B, 5s, 1906 Class C, 4s, 1906 Class C, 4s, 1906 6s, 10-20s, 1900 Arkansas— 6s, funded, 1899-1900 7s, L. Rock & Ft. S. iss. 7s, Memp. & L. Rock RR 7s, L. R. P. B. & N.O. RR 7s, Miss. O. & R. R. RR. 7s, Arkansas Cent. RR. Connecticut—6s, 1883-4 Georgia—6s, 1886 7s, endorsed, 1886 7s, gold, 1890 Louisiana— 7s, consol., 1914 7s, small	80 80 102 27 10 10 10 10 10 103 111 110 <sup>1</sup> 2 110 <sup>2</sup> 2	77 85 98 83 83	Funding, 1894.'95	109 111 111 <sup>12</sup> 112 <sup>1</sup> 115 110 110	112	Do A.&O  Do coup. off, J.&J.  Do coup. off, A.&O  Funding act, 1866-1900.  Do 1868-1898.  New bonds, J.&J., '92-8  Do A.&O  Chatham RR.  Special tax, class 1, '98-9  Do class 2  Do class 3  Consol. 4s, 1910  Small.  Ohio—  6s. 1886.	37 150 150 125 125 13 122 222 5 6 6 87 85	15 15 15 8 8 8 90	non-fundable, 1888. § Brown consol'n 6s, 1893 Tennessee—6s, old, 1892-8 6s, new, 1892-8-1900 6s, new series, 1914 Virginia—6s, old 6s, new, 1866 6s, new, 1867 6s, consol. bonds 6s, ex-matured coupon 6s, consol., 2d series 6s, deferred District of Columbia— 3.65s, 1924 Small bonds Registered Funding 5s, 1899	66 66 37 37 37 120 79 42 16 106 106 106	71 691 <sub>2</sub> 691 <sub>2</sub>

Louisiana—	00	671	6s, loan, 1892	•••••		Rhode Island— 6s, coupon, 1893-99	116		Funding 5s, 1899		
7s, consol., 1914 7s, small	66 60	6712	6s, loan, 1893	•	•,••••	os, coupon, 1000-00	110	t	Do registered	112	
	1	1 1	TATE OF TANDA	L CA DIV	NATE:	CORT LANDATIC CECI	TID TINT	PE		<del></del>	
			RAILROAD BONDS	ANI	) MII:	SCELLANEOUS SECU	RITI	E5.		· ·	001
Railroad Bonds.		1	Erie-Continued- Buff. N. Y. & E1st, 1916	<b>‡125</b>		Cen. Pacific.—Continu'd State Aid bonds,78,'84	1		Lehigh & W.B.Coal—1888 Laf.Bl.&Mun.—Inc.78, '99	‡	9612
(Stock Exchange Prices.)	,		N.Y.L.E.&WNew2d,6 1st, consol., fd. cp., 7s.	I YY'A	131	Land grant bonds, 6s. West. Pac.—Bonds, 6s	1	$\frac{106\frac{1}{4}}{113}$	Mil. L. S. & W.—Incomes. Mob.& O.—1st pref.deben.		100
Ala Cantral_lat 6a 1918		1001	2d consol fd cn. 58	I	1100	So. Pac. of Cal.—1st, 6s. Union Pacific—1st mort.	106	108 118	2d pref. debentures 3d pref. debentures		67 64
Balt.&O.—1st, 6s, Prk.Br.	113		Fl't&P. Marq.—M.6s,1920 Gal. Har. & S. Ant'o—1st,6s	11074	TOO	Land grants, 7s, '87-9. Sinking funds, 8s, '93	117	190	4th pref. debentures		64 92
Bost. H. & E.—1st mort Bur. Ced. R. & No.—1st, 5s	175		1st, La Gr. Ext., 6s,1910 2d mort., 7s, 1904	11110	112	Registered 88, 1893			N.Y.LakeE.&W.—Inc.6s. N.Y.P.& O.—1st inc.ac.5-7		56
Minn.& St. L.—1st,7s,gu Iowa C.& West.—1st, 7s	‡124		Gulf Col. & S. Fe-7s, 1909 Han. & St. Jos.—8s, conv.	1110	1118	Collateral trust, 6s Kans. Pac.—1st, 6s,'95	$108^{1}_{4}$ $113$	$114^{1}_{2}$	N.O. M.& Tex.—Deb.scrip Ohio Cent.—Income, 1920		49
C.Rap.Ia.F.& N.—1st,68	1	$105_{2}$	Houston & Texas Cent.—	1	11134	1st m., 6s, 1896 Den.Div.,6s,ass'd,'99	1±114		Ohio So.—2d Inc., 68,1921 Ogdensb.&L.C.—Inc.1920		48
Central Iowa—1st, 7s, '99 Cheasp. & O.—Pur. m'y fd.	1	11612	1st mort., l. gr., 7s 1st mort., West. Div., 7s 1st mort., Waco & N., 7s	10934	112	1 st cons., 6s, 1919		1073 <sub>4</sub> 109	Peoria D. & Ev.—Incomes Evansv. Div.—Inc.,1920	78 · 78	85
6s, gold, series A, 1908. 6s, gold, ser. B, int. def.	85	8612	2d consol, main line, 88	4	120	Cent. Br. U. Pac.—1st,6s Funded coups., 7s, '95.	‡110		Roch. & Pitts.—Inc., 1921		48
6s, currency, int. def Chicago & Alton—1st m	564	5734	2d, Waco & N., 8s, 1915 Income and indemn'y, 7s	I	130	Atch.C.&P1st,6s,1905 At. Jew. Co.&W1st,6s		102	St. Louis I. Mt. & So.— 1st, 7s, pret. int accum.		9812
Income 7s, 1883 Sinking fund, 6s, 1903		107	Gen mort. 6s. 1921	1	104 <sup>1</sup> 4 104	Utah So.—Gen., 7s, 1909 Mo. Pac.—1st consol., 6s	3 I	108 2	2d, 6s, int. acc'mulative St'gI.&R'ySer.B.,inc.'94		9518
Joliet & Chicago—1st m.	1		Ill.Cent.—Dub.& S. C., 1st Dub. & S. C., 2d Div., 7s Ced. F. & Minn.—1st m.	110		3d mortgage, 7s, 1906. Pacific of Mo.—1st, 6s	I	122	Plain Income 6s, 1896 St.L.A.&T.H.—Div. b'nds	30	88 70
La. & Mo.—1st m., guar. 2d mort., 7s, 1900	1		Ind.Bl.& W.—1st, pref., 78	120		2d mort., 7s, 1891 St. L.& S.F.—2d, 6s, cl.A	‡	115	Tol.Del.& B.—Inc.6s,1910 Dayton Div.—6s, 1910.		55 57
St. L. Jack. & Ch.—1st m 1st, guar. (564), 7s, '94		120	Ind.Bl.&W.—1st, pref., 7s 1st mort., 3-4-5-6s, 1909 2d mort., 3-4-5-6s, 1909	76		3-6s, class C, 1906	1 195		Tex.&St.LL.g.,inc.1920		
2d m. (360), 7s, 1898 2d, guar. (188), 7s, '98.			Indianap.D.& Spr.—1st,7s Int.& Gt.No.—1st, 6s, gold		1111	3-6s, class B, 1906 1st, 6s, Peirce C. & O.			Wiscollangons Tist		* .
Miss.R.Br'ge—1st,s.f. 6s C.B.&Q.—8 p.c., 1st in'83	1	. 107	Lake Shore & Mich. S.— Mich. So. & N.I., s.fd, 7s		112	Equipment, 7s, 1895. So. Pacific of Mo.—1st m	1{‡	106 2	Miscellaneous List. (Broker's Quotations.)	1 1	
Consol mort., 78, 1903	131		Cleve. & Tol.—Sink. fd New bonds, 7s, 1886		111	Tex. & Pac.—1st,6s,1905 Consol., 6s, 1905	51	1	Bost. Har. & E. new stock Chic.& Can.So.—1st, g., 7s	50	60
5s, sinking fund, 1901 C. R.I.& P.—6s, coup., 1917	1 127		Cleve. P. & Ash 78	117	126	Income & l'd gr., reg 1st, Rio G.Div., 6s, 1930	. 76 8		Chic & S'west78, guar.		125
6s, 1917, registered Keo.& Des M.—1st, g.,5s	106	110	Buff. & Erie-New bds. Buff. & State Line-7s			Pennsylvania RR-	-		Cin. Ind. St. L. & Chic.— 1st mort., 6s, 1920		107
Central of N.J.—1st m., '90 1st consol., assented, '99	)	$\frac{121}{118}$	Kal. & W. Pigeon—1st Det.M.& T.—1st,7s,1906			Pa. Co's guar. 4 <sup>1</sup> <sub>2</sub> s 1st c Registered, 1921			Cin. & Ind.—1st, 7s, '92.	101	114
Conv., assented, 1902 Adjustment, 7s, 1903	1110	10612	Lake Shore—Div. bonds		130	Pitts.Ft.W.& Ch.—1st m 2d mort., 7s, 1912	11131		Ind. Cin. & Laf.—7s, '97		115
Leh.&W B.—Con.g'd.as Am. Dock & Im.—Ass'd	.1 109	13612	Consol., reg., 1st, 78		$ 130 \atop 127!_{2}$	3d mort, 7s, 1912 Clev.& Pittsb.—Cons.,s.:	.   1129	129	Col. & Hock. Val.—1st, 7s. 2d mort., 7s.	†115	
C. M. & St. P.—1st.8s.P.D	. 133	1	Consol., reg., 2d, 78	127	127	4th mort., 6s, 1892 Col. Ch. & I. C.—1st, cons	11113		Col. & Toledo—1st m., 78.	120	124 118
2d m., 7 3-10, P. D., 1898 1st m., 7s, \$ g., R.D., 1902	2		Louisville. & Nashville— Consol., 7s, 1898	122	123	2d con 7s 1909		1	2d mort., 7s Des M.& Ft.Dodge—1st,6s		110
1st m., LaC. Div., 1893 1st m., I. & M., 1897	122	. 122	2d mort., 7s, gold, 1883 Cecilian Br'ch—7s, 1907		113	1st, Tr't Co. ctfs., ass'c 2d, Tr't Co. ctfs., ass'c	11		Galv.H.& Hen.—7s, g., '71 Gr. Rapids & Ind.—1st, 7s	1110	80
1st m., I. & D., 1899 1st m., C. & M., 1903	11124		E. H. & N.—1st. 6s. 1919	1) 100	103	1st, Tr't Co.ctfs., suppl St. L. V.&T. H.—1st, g., 7	8		1st mort., 7s, guar Ex-land grant	$1011_{2}$	
Consol. 7s, 1905 2d mort 7s, 1884		. 12512	Gen'l mort., 68, 1930. Pensacola Div.—68,1920	1044	2 105 12	2d m., guar., 78, 1898			Stock	10	20
1st, 7s, I.& D. Ext., 1908 S. W. Div., 1st, 6s, 1909	31	. 123	St. L. Div.—1st, 68, 1921	(I	1101	Rome W.&Og.—Con., 1st Roch.& Pitt.—1st,6s,192		95	2d mort., 6s	102	85
18t. 58. La.& Dav., 1910	1194	1 99	Nashv. & Dec.—1st, 7s		1119	Rich. & All'g.—1st,7s,1920 Scioto Val.—1st, cons., 7s	0 102		2d mort	30	40
1st S. Minn. Div., 6s, 1910 1st m., H. & D., 7s, 1910	115	11612	II. Erie & W.—1st. 68.1919	1084	2	St. Louis & I. Mount.—18	t 1116	$1191_{2}$ $112$	2d mort	103	108
Ch.& Pac. Div., 6s, 1910 1st Chic.& P.W.,5s,192	) ‡   ‡	10012	Sandusky Div., 68, 1919 Laf. Bl.& M.—1st, 68, 1919	105	104	2d mort., 7s, 1897 Arkansas Br.—1st mort	11134	1134	Midland of N.J.—1st,new- Income, "A" Income, "B"	95 15	98
Min'l Pt. Div., 5s, 1910 C.& N.west.—S.f, 7s, 1883	<u> </u>	. 112	Louisv. N. Alb. & C. —1st, 6s Manhat. B'ch Co. —7s, 1899	106	100	Cairo & Fulton—1st m. Cairo Ark. & T.—1st m	. 11110	1112	II Stock	34 2	
Interest bonds, 7s, 1883 Consol. bonds, 7s, 1915.	107 ±133	1341	N.Y.& M.B'h—1st,7s,'9' Marietta & Cin.—1st, 7s.	106		Gen.c.r'y&l.g.,5s,1931. St.L.Alton & T.H.—1st m		93	N. J. So.—Int. guar.,6s.'99 N.Y.&G'nw'd L.—1st,7s,n	103 55	107 61
Extension bonds, 7s, '8s 1st mort., 7s, 1885	5	. 109	1st mort., sterling Metrop'lit'n El.—1st,1908		10014	2d mort., pref., 7s, 1894 2d mort., income, 7s, '99	.1 110	114	2d mort	1 11	19
Coupon gold 78 1902	1 1260	4 1 27	2d mort 6s 1899		. 88	Belleville&S.Ill.—1st m St.P.Minn.& Man.—1st,7	. 110		2d mort	35	92 45 22
Reg., gold, 7s, 1902 Sinking fund, 6s, 1929. Sinking fund, reg		1111	Mich.Cent.—Con.,7s, 1905 1st mort., 8s, 1882, s. f.	.1 105	110	2d mort., 6s, 1909	. 11106	$109^{1}_{2}$	115011111 01110. L. 110v. 10.	100	106
Iowa Midl'nd-1st m., 8	s 128		68 1909			Dakota Ext.—6s, 1910. Tex.Cen.—1st,s.f.,7s, 190	9 111	112	Tex. & St. L.—1st, 6s, 1910 Utah Central—1st mort.	100	93
Galena & Chic.—Exten Peninsula—1st m., conv	. ±120	101	Coupon, 5s, 1931 Registered, 5s, 1931			1st, Dayt. Div., 68, 191	0		Utah Southern—1st mort. Wis.Cent.—1st series, new	11,4-2	80
Chicago & Mil.—1st m. Winona & St. P.—1st m	±1251 108	1	Jack. Lan. & S-6s, 189	t	102	1st, Ter'l trust, 6s, 191 W. St. L. & P.—Gen. m., 6	8 101	102	2d series, new		59
2d mort., 7s, 1907	. 124	1244	Mil. L.S.&W.—1st 6s,192 Mo. K. & T.—Gen.,con., 6	I	1107	Chic. Div.—58, 1910		93	Southern Securities (Broker's Quotations.)	1 -	
C. C. C.& Ind's—1st,7s,s. 1 Consol. mort., 7s, 1914. C St.L.&N.OTen.lien,7	112	. 127	Cons. assented, 1904-6	.1 106	1107	Tol.P.&W.—1st, 7s,191 Wabash—Mort. 7s of '0	7 117 9 108	118 108	STATES.		
1st m., con., 7s, 1897	-1	119	H. & Cent. Mo1st.'90	1110	. 113	Tol. & W.—1st, ext., 7 1st, St. L. Div., 7s, 188	s 108 9 110	114	So. Car.—Consol. 6s(good) Browne, consol	104	106 106
C. St. P.M.& O.—Cons., 6 C.St.P.&M.—1st.6s,191	8 112	$egin{array}{c c} \mathbf{l_2} & 102 \\ \mathbf{l_2} & 116 \\ \end{array}$	Mobile & O.—New m., 6s Nash.Chat.& St.L—1st, 7	8 1131	2 11918	2d mort., ext., 78, 93.	110	55	Virginia-New 10-40s	5312	5412
No. Wisc.—1st, 6s, 1930 St.P.&S.C.—1st, 6s,191	9	113	2d, 6s, 1901 N. Y. Central—6s, 1883.	. 105	106	Consol., conv., 78,190	7 100		RAILROADS. Atl. & Gulf—Consol.7s,'97	†111	115
Chic.& E.Ill.—1st,s.f.,cui Del. L. & W.—7s, conv. '9	r. 110	113	II 6s. 1887	1112	112	II Gt. West.—1st. 7s. '88	.]	. 112	Atl.& Charlotte—1st, 7s Income, 6s	. 97	111 99
Mort. 7s, 1907 Syr.Bing.& N.Y.—1st,7	. 125	130 126	6s, real estate, 1883 6s, subscription, 1883. N. Y. C. & H.—1st m.,cr	104	1384	Q. & T.—1st, 7s, 1890	100		Stock	80	82 101
Morris & Essex—1st m 2d mort., 1891		120	1st mort., reg., 1903. Huds. R.—7s, 2d, s. f.,'8	‡137		Han & Naples-1st. 7	8		Cent. Ga.—Consol. m., 7s. Stock	120	122 120
Bonds, 7s, 1900	.1		. II Canada So.—18t. Int. gu	99 -	4 100	Om Div -1st mort. 7	s 117	1174	Charl'te C.&A.—Consol.78	110	114
7s of 1871-1901 1st m., consol., guar., 7	8 1	. 128	Harlem—1st m., 7s, cp. 1st mort., 7s, reg., 190 N. Y. Elev'd—1st, 7s, 190	o  Ŧ	134 42	Clarinda Br.—6s, 191 St.C.B.—1st, 7-8s,190	8	. 100	2d mort., 7s	52	61
Del.&H.C.—1stm.,7s,188 1st mort., 7s, 1891	4 106 120	120	N. Y. Elev'd—1st, 7s, 190 N.Y.Pa.&O.—Pr.l'n,6s,'9	$\begin{bmatrix} 6 & 116 \\ 5 & \dots \end{bmatrix}$		No. Missouri—1st, 7s West. U. Tel.—1900, coup	3 D	. 1214	Chic.St.L.& N.O.—New 58 E. Tenn. Va. & Ga.—1st, 78	3	120
1st mort., 7s, 1891 1st mort., ext., 7s, 1891 1st mort., coup., 7s, '94	· ‡	$\frac{120}{121}$	N.Y.C.& N.—Gen.,68,191 N.Y.& New Eng.—1st, 78	0	. 94 4	1900, reg Spring Val. W.W.—1st, 6		- 1214	Georgia Railroad—78	†122   †110	$\begin{array}{c} 124 \\ 112 \end{array}$
1st mort., coup., 7s, '94 1st mort., reg., 7s, '94.	7 120		1 1 ot m 60 1005			Oregon RR.&Nav.—1st,6	s 110			. 173	$175 \\ 120$
1st, Pa. Div., cp.,7s,191 Reg., 7s, 1917 Alb. & Susq.—1st m., 7	127	12	Nevada Cent.—1st m., 6s N. Pac.—G.l.gr.,1st con.6	s 100 s 102	1027				1st, consol., Tenn. lien. Miss. Central—1st m., 7s	$\begin{array}{ c c }\hline 117\\107\end{array}$	110
2u mort., 78, 1885	. 109	1	- N. O. Pac.—18t, 68,g.,192	97	981		3.		. 2d mort., 8s	. 107	110
1st,cons., guar.7s,190 Rens. & Sar.—1st, coup	6 126 0. 138	1	Norf.&WG.l.m.,6s,193 Ohio & MissConsol. s.	1 105 f	1074	Central of N. J.—1908 Chic.St.L.&N.O.—2d,190	7 941	2 100	N. O. & Jackson—1st, 8s Certificate, 2d mort., 8s	1 116	$\frac{115}{120}$
* 1st mort reg 1991	1 122	1	Concolidated 7e 1909	1 120		Col.Chic.&I.CInc.7s,'9 Cent.Ia.—Coup.deb.certs	0 751		Northeast., S.C.—1st m., 8s 2d mort., 8s	119	
Denv. & Rio Gr.—1st, 190 1st, consol., 7s, 1910 Denv. So. P. & Pac.—1st, 7	8	1121	1st m., Springfield Div. Ohio Cent.—1st, 6s, 1920		. 1144	Chic.St.P.&ML.g.mc.6 Chic. & E. IllInc., 190	8	-	Port Royal & Aug.—1st,69 Rich. & Dan.—1st, cons.,69	3 100	107 106
E.T. va. & Ga.—18t cons.	8 1	92	11 1st m., Ter'l Tr., 68, 192	01	. 100	E.T. Va.&GInc.,68,193	1		Stock	1094	2 11012
Erie—ist mort., extended 2d mort., ext'd 58, 1918	• 1	11101	Ohio So.—1st M., 6s, 1921 Panama—S.F. sub.6s, 189	71+	11101	Ind.Bl.&West.—Inc.,191 Ind's Dec.&Spr'd—2d inc	3.	. 65	Stock	. 135	
3d mort., 7s, 1883 4th mort., ext'd. 5s, 192	0 ±110	1101	Peoria Dec. & Ev.—1st, 6 Evans, Div. 1st, 6s, 192	0 108	- 1084	Int. & Gt. North.—2d Inc.	3. ‡	100	S.Carolina RR.—1st m., 7stock, assessment paid	. 39	42
1st.consol gold. 7s. 192	0.	133	San Joaquin Branch	+112	. 1154	2d assented, 6s, 1909	9 ±70	- 100	7s, 1902, non-enjoined. Non-mort, bonds	120	124 78
Long Dock hands, 7s. 19	3 124	1251	Cal.& Oregon—1st m.	. 1107	34	Sand'ky DivInc., 192	20	.) 691	Western, N. C.—1st, 7s	. 107	1108

<sup>\*</sup> Prices Dominal.

### New York Local Securities.

Bank Stock l	ist.	Insurance Stock List. [Quotations by E. S. BAILEY, Brol No. 7 Pine Street.]	rer,
MPANIES.	PRICE.	PRIC	E.

							_
COMPANIES.		PR	ICE.			PRICE	
	Par.	1		COMPANIES.	Par.		1
Marked thus (*) are not National.	1 007.	Bia.	Ask.			Bid.	Ask
					50	185	170
America*	100	130		American Exchange	100	113	116
Am. Exchange	100 100	130		Bowery	25	2'5	
Bowery	25			Broadway	25	500	510
Broadway Butchers' & Drov'rs'	25			Brooklyn	17	190	1
Central	100			Citizens'	20 70	160	170
Chase	100			City	100	120 135	••••
Chatham	25 100			Clinton	. 30	80	70
Chemical	25	::::		Commercial	50	100	110
Citizens'	100			Continental	100	240	
Commerce	100	147		Eagle	40	230	240
Continental	100			Empire City	100	145	100
Corn Exchange*	100			Exchange	30 50	105 120	
East River Eleventh Ward*	25			Farragut	17	98	103
	25 100		••••	Firemen's Trust	10	110	
Fifth Fifth Avenue*	100			Franklin & Emp	100	.12)	124
First	100			German-American	100	180	190
Fourth	100	123		Germania	50	157	
Fulton	30	130	133	Globe	50 25	118	290
Gallatin	50			Greenwich	100	65	10
Jerman American*.	75 100	1	::::	Guardian	15	135	140
German Exchange*.	100	•••		Hanover	50		165
Germania*	25	,		Hoffman	50	1	85
Hanover	100	130		Home	100	157	180
mp. and Traders'	100			Howard	50	120	1124
rving	50			Howard Importers' & Tr'd'rs	50 100	75	100
sland City*	100			Irving	30	150	00
Leather Manut'trs'.	100	• • • •		Jefferson Kings County (Bkn.)	20	200	2:0
Manhattan* Marine	100		155	Knickerbocker	40	60	70
Market	100			Lafayette (Br'klyn).	50	112	1.:
Mechanics'	25			Lamar	100		95
Mechanics' Mechanics' Assoc'n. Mechanics' & Tr'drs'	50		98	Lenox	25 50	115	120
Mechanics' & Tr'drs'	25			Long Island (B'klyn)	25	60	70
Mercantile Merchants'	100		132	Lorillard		140	150
Merchants' Exch'ge	50			Manhattan	100	108	118
Metropolis*	100	1		Mech. & Traders'	25	160	171
Metropolitan	100	1621		Mechanics' (B'klyn).	50	150	130
Mount Morris*				Mercantile	50	120	123
Murray Hill*	100			Merchants'		117	,
Nassau*	100			Montauk (Brooklyn) Nassau (Brooklyn)	1	150	1::
New York New York County	100	1::::	1	National	374	118	
N. Y. Nat'l Exch'ge.	100			New York Equitable	35	155	18
Ninth	100			New York Fire	100	110	
North America*		100	1100	New York & Boston	100	60	
North River*	30 25		100	New York City	T MA	185	1
Oriental*				Niagara North River		10.5	lii
Pacific* Park	100	165	170	Pacific	25	283	23
People's*	25			Park	100	[125	13
Phenix	20			Peter Cooper		115	121
Produce*		146		People's		135	14
Republic	100		A COLOR	Phenix		90	8
St. Nicholas Seventh Ward		} · · · · ·		Republic		75	8
Second			1	Rutgers'	. 25	150	1
Shoe and Leather.	. 100			Standard	500	130	14
Sixth	. 100			Star	. 100		11
State of New York.	. 100			Sterling		115	8
Third	100		125	Stuyvesant Tradesmen's		1105	11
Tradesmen's Union	50			United States	. 25	130	14
United States	100			Westchester	10	130 115 210	
West Side*	100			Williamsburg City.		210	

### Gas and City Railroad Stocks and Bonds. [Gas Quotations by George H. Prentiss, Broker, 17 Wall Street.]

							-
GAS COMPANIES.	Par.	Amount.	Period	Rate.	Date.	Bid.	Ask.
Brooklyn Gas Light Co O'tizens' Gas Co (Bklvn) do bonds.  Harlem. Jarsey City & Hoboken. Manhattan. Matropolitan. do bonds. Mitual, N. Y do bonds. Nassau, Brooklyn do scrip. New York. People's (Brooklyn)	1,000 50 20 50 100 1,000 1,000 25 Va	1,850,000 750,000 4,000,000 2,500,000 1,000,000 1,000,000 1,000,000 4,000,000 1,000,000	Var. A.&O. F.&A. J.&J. J.&J. V.&S. F.& A. Quar. F.& A. Var. M.&N. J.&J.	5 21/2 7 3 7 5 7 1/2 8 1/2 8 1/4 8 1/4 8 1/4	Apr., '81 Aug., '80 1898 Feb. '78 Jan., '81 Aug. '81 July, '81 1882 Dec. '80 May, '81 Jan., '76	105 88 150 210 150 69 100 60 98 105 83	127 54 107% 90 160 215 152 113 10 104 62% 106 35
Bonds Bonds Central of New York Williamsburg do bonds Metropolitan, Brooklyn Municipal do bonds Fulton Municipal	1,000 Var. 50 50 1,000 100 100	\$75,000 125,000 466,000 1,000,000 1,000,000 3,000,000 750,000 1,500,000	M. & N. Var. F.& A. Quar. A.& O. M. & N.	76325256	1897 1900 &c July, '80 July, '81 1900 July, '81 June, '81 1888	103 80 60 60 101 63 135	105 90 63 65 104 65 190 110

#### [Quotations by H. L. GRANT, Broker, 145 Broadway.]

	[Quotations by H.	L. GR	ANT, Bro	ker, 145	Bro	adway.]		
				1		*		
	Bleecker St. & Fult. Ferry—St'k	100	900,000	J. & J.		July, '81	23%	88
	1st mortgage	1,000	694,000	J. & J.	7	J'ly,1900	113	115
	Broadway & Seventh Av.—St'k	100	2.100,000	Q-J.	2	July, 191	130	135
	_1st mortgage	1.000	1.500,000	J. & D.	7	June '84	103%	106
	Brooklyn City—Stock	10	2.000,000	Q-F.	31/2	Aug., '81 Nov., '80	190	200
	_1st mortgage	1,000	300.000	M. &N.	7	Nov., 81	102	110
	Broadway (Brooklyn)—Stock	100	200,000	Q-J.	3	July, '81	150	169
	Brooklyn Crosstown.—St'k	100	400,000	A. & O.	2	July, '81	100	::::
	1st mortgage bonds	1,000	800,000	J. & J.	7	1888	10216	105
	Bushwick Av. (B'klyn)—Stock.	100	500,000	J. & J.	21/2	July, '81	110	::::
	Central Pk. N. & E. ivStock	100	1.800.000	Q-J.	2	July, '31	122	127
	Consolidated mort. bonds	1,000	1.200,000	J. & D.	7	Dec.1902	118	120
	Christopher & Tenth St.—Stock	100	650,000	F. & A.	276	Aug., '81	90	95
	Bonds	1,000	250,000	J. & J.	7	1898	100.	110
	Dry Dock E.B.& Batt'ry-Stock	100	1.200.000	0-F.	3	Aug., '81	190	::::
	1st mortgage, consolidated	500&c	900,000	J. & D.	7	June, '93 July, '81	114	118
	Eighth Avenue-Stock	100	1.000.000	Q-J.	3	July, '81	1185	::::
	1st mortgage	1,000	203,000	J. &J.	7	1.19n - 781	1100	110
	42d St. & Grand St. Ferry-St'k	. 100	748,000	M.&N.	6	May, '81	185	::::
	1st mortgage	1,000	236.000	A.&U.	3	Apr., '93	110	115
	Central Cross Town-Stock	100	600,000				00	70
	1st mortgage	1,000	200,000	M. & N.	7	Nov.1904		110
	Houst.West St.& Pav.F'y-St'k	100	250,000				60	
	1st mortgage	500	500,000	J. & J.	7	July. '94	105	110
	Second Avenue-Stock	100	1,199,500	J. & J.	246	July, 21	1110	115
	3d mortgage	1.000	150,000	A.&O.	7	Anr . '85	100	1924
	Consol. convertible	1.000	1,050,000	M.&N.	7	Oct., '80 Sept., '83	107%	1113
	Extension	:00&c	200,000	M.& S.	7	Sept.,'83	108	1
	Sixth Avenue—Stock	100		M.&N.	5	Feb., '81	250	275
ķ	_1st mortgage	1.000	500,000	J. & J.	7	July. '90	1110	110
	Third Avenue-Stock	100	2,000,000	Q-F.	5	Aug , '81 July, '90	190	1.57
	1st mortgage		2,000,000	J. & J.	7	July, '90	112	114
	Twenty-third Street-Stock	100	600,000	F. &A.	4	Aug ,'Si	145	155
0.0	1st mortgage	1,000		M.& N.		May, '93	105	1112

<sup>\*</sup>This column shows last dividend on stocks, but the date of maturity of bonds. | \*In default.

### Quotations in Boston, Philadelphia and Baltimore.

Fort Scott & Guilt, pref.   983	-	1	1.			-
sche, & Topeks, 1st m. 7s., 124 and 40 and grant 3s., 125 and 40 and grant 3s., 125 and 100 an	SECURITIES.	Bid.	Ask.		Bid.	Ask.
Adding   Carterior Val.   Minima   Fac.   Color	Atch. & Topeka 1st m.78	124		(O new 78 1900		128
Sation & Maine 72	do land grant 78	•••		Chartiers Val., 1st m. 7s.C., 1901		
Sostion & Maine 78	Atlantic & Pacific, 68	103		Delaware mort., 6s, various Del. & Bound Br., 1st. 7s. 1905	152	***
ostito & Lowell 7s	Boston & Maine 78			El & W'manort lat m. 78. '80.	110	
onto Provistage 31 do 3 im m. 3, 71, g. 70 1920 1921 (A. Mo.) and grant 71 do 3 im m. 3, 71, g. 70 1920 1921 (A. Mo.) and grant 71 do 3 im m. 3, 71, g. 70 1920 1920 (A. Mo.) and 5 im m. 3, 71, g. 70 1920 1920 (A. Mo.) and 5 im m. 3, 71, g. 70 1920 1920 (A. Mo.) and 5 im m. 3, 71, g. 70 1920 1920 (A. Mo.) and 5 im m. 5, 71, g. 70 1920 1920 (A. Mo.) and 5 im m. 5, 71, g. 70 1920 1920 (A. Mo.) and 5 im m. 5, 71, g. 70 1920 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5 im m. 7, 150, g. 1920 (A. Mo.) and 5	do 68	.::.		Warrichner 1st mort 6s 183		
do Nebr. 6a. b. 1009, 107  O Norb. 5a. c. 1009, 107  O Sastera, Masa. 454, new 0 115, 107  O Sastera, Masa. 115, 10	do 68			H. & B. T. 1st m. 7s, gold, '90.	122	
do Nebr. 6a. b. 1009, 107  O Norb. 5a. c. 1009, 107  O Sastera, Masa. 454, new 0 115, 107  O Sastera, Masa. 115, 10	Anri & Mo land grant is			do 2d m. 78, gold, '95.	110	
Connect n Valley, 78, 90   60   60   60   60   60   60   60	do Nebr. 68 Lx	10616		do cons. m. 78, 1895		
Connectic n waiter, ras. 96   60   60   40   40   40   40   40   4	do Nebr. 48 Chicago Burl. & Quincy 43	::		Ithacad Athensist g d, 78.,'93		
Season   Action   A	Onth. & Passumpsic, is, 1891.	1		do 2d mort, 68, 1900		
Fort Scott & Gulf 1s. 5   100	Mass., 4 %8, new		100	do do reg., 1895		
Service of the St.	Front Coatt & Gulf 78	1000 00	1131/2	do con. m., 68.rg., 1923		
Camber   C	Hartford & Erie 78	75		Little Schuylkiii, 1st m. 74, 82		1
New Mexico & So. Pac.   15	Kan. City, St. Jo. & C. B. 78.					
New Mexico & So. Pac. 1   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10	Mexican Central, is	91	1	do 2d m. 78, cp., '96, do gen. m. 78, cp., 1903		125
Sew matterio & S. J. Feb. C.	do 18			do gen. m. 7s, reg., 1909	122	110
Old Colony, 78   Valley 78   100   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105   105	Dedensburg & Lake Ch. 63		1	Oil Creek 1st m. 7s, coup., '8?	1015	1011
Pennsylv_gen. m. sa, cp100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   17   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	Old Colony, 78			do Scrip	***	
Succian   Succ	Old Colony, 68 Pueblo & Ark. Valley, 78	120		Donnayly gon m 6g on 19:0	1	129%
Vermont & Cannata, new 8s.   190   17254   190   17254   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   190   1	Vermont & Mass. RR. 68	1		do gen. m. 68. rg 19 0	126	
Atchison & Copeks   198   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721   1721	Vermont & Canada, new 88.			do cons. m. 68, cp., 1905		123
Souton & Lowell	Atchieon & Toneka	. 139	17216	do do 53		1011
South & Printference	Roston & Lowel!	1:4	1	do do 4%3	104	
Cheshire preferred.   Chi.   Soly   Chi.   Windhigh   Chi.   Soly   Chi.   Ch	Boston & Maine	166		Phil. Wilm & Ba t.,48, Tr. Ceru		118
Connocite River	Cheshire preferred	:		do cons. mort. 68.1926		Lane.
Connecticut atwers	Cin Sandusky & Clev	. 1 278		Phila. Newt'n & N.Y., 1st m		
Eastern (New Hampshire)	Connecticut River			l) do do 191	DITIO	
Filint & Fere Marq   34/46	Eastern (Mass.)	. LO		do cons. m., 78, cp., 19	i 1263	
Finit & Fere & Sart pref. 103/8   382/4   60   60   60   60   60   60   60   6				do do leg., Lil	1	TWINE
10wa Falls & Sloux City	do pref	103%	1324	do imp.m.,6 ,g., C.183	95	9514
Marches of & Lawrence	do common		1 95	do la. m., 78, oup., 596		
Mar. Hough. & Out. pref. 1150 Nahauas Lowell Nar. Hough. & Out. pref. 1150 Nahauas Lowell New York & New England. 1150 Northorn of N. Hampshire. 1150 Old Colony pref. 1150 Old Colony pref. 1150 Portland Saco & Fortsmouth 1142 Portland Saco & Fortsmouth 1142 Portland Saco & Fortsmouth 1142 New York & Massachusetts. 1150 Wyreaster & Nashua. 1150 Wyreaster & Nashua	Iowa Falla & Sioux Cl.y	79	2010	do carin 1882		78
Mar.   Ho Jgh. & Out.   pref.   115   115   115   Norwitch & Words   115   115   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   116   115   1	Manchester & Lawrence	70		11 do conv. 18, B. U., 1050	91	80
Norwich & Worcester   174	Mar. Hough. & Out., prei	1150	155	Phil.&R.Coal&ir'n deb.78,92	1 00	
Order   A D. Champian   45   49   49   49   49   49   49   49	New York & New England.		1 14	do mort., 78, 1892-3		
Old Colon Pref. 1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274   1274	Norwich & Worcester		163	11 Pitta Cin & St. L. 78, COU., 190	6.1-4-1	6
Old Coloration of Portiamouth   142   143   143   143   144   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   145   14	Ogdensb. & L. Champiain			Rich & Dany.cons.int.68.19	5	
Pullman Palace Car. Rutland preferred.   28	Portland Saco & Portsmout	h		Shamokin V.& Pottsv. 78, 194		103
New	Pullman Palace Car	28	29	Stony Creek 1st m. 78 1907 Sunb. Haz. & W. 1st m. 58. 2		149
Wisconsin Central   2434   25   Wisconsin Central   2434   24   Wisconsin Central   2434   24   Wisconsin Central   2434   24   Wisconsin Central   2434   24   Wisconsin Central   2434   Wisconsin Cen	Vernont & Massachusetts	135	1	1  900 & Erie 1st in . 78. '97		
PHILADELPHIA.   8TATE AND CITY BONDS.   Pennas, 8; 9'd, int., reg., or op do 5s, reg., 1832-1832.   117 do 6s, 10-15, reg., 1832-190.   119 do 4s, reg., 1834-190.   119 do 4s, various prof.   100 do 0 prof.   100 do 1 prof.   100 do 1 prof.   100 do 1 prof.   100 do 1 prof.   100 do 0 prof.   100 do 1 prof.   1	1 W woodfor & Nashua		4 25	11 -vra.Gen.& Corn181, 18.191	101	11034
STATE AND CITY BONDS   Pennas, Sp. qd   111. reg. of op   do 5s, reg.   1932-1932   101   do 5s, reg.   1932-1932   101   do 6s, 10-15, reg.   1892-1931   117   do 6s, 15-25, reg.   1892-1932   101   do 6s, 15-25, reg.   1892-1932   101   do 4s, reg.   1894-1904   do 4s, reg.   1894-1904   do 4s, various   21   do 1st m. 6s, cp.   95   do 1st m. 6s, cp.   95   do 1st m. 7s, g. 1900   do 0   do pref.   do 0	do prei		1	do Rio G ande D V	15	
do 5s, 10-15, reg., 1871-52   do 4s, 17-152, do 4s, reg., 1894-1994   do 4s, reg., 1894-1994   do 4s, reg., 1894-1994   do 1st m. 6s, 09, 96   do 6s, n. reg., prior to 195   do 1st m. 6s, 090   do 2d m. 6s, 1900   do 2d m. 6s, 190   do 2d m. 6s, 1900   do 2d	ATATE AND CITY BONDS.	. 1		do inc.& l. gr., 78 19	15 C.	
do 5s, 10-15, reg., 1577-52   do 4s, 17-152   do 6s, 15-25, reg., 1587-52   do 4s, 17-25, reg., 1587-52   do 4s, 17-25, reg., 1587-52   do 6s, 10-15, reg., 1587-52   do 6s, 10-15, reg., 1587-52   do 6s, 10-15, reg., 1587-52   do 10-15, reg., 1587-52   do 6s, 1890, quarterly do 25-15, reg., 1587-52   do 10-15, reg., 1587-52   do 10-15, reg., 1587-52   do 6s, 1890, quarterly do 6s, 1890, q	do 59 reg 1382-1832			United N. J. cons. m. 68, '94	113	1
Philadelphia, 58 reg.   do 6s, n. n. rg., prior to '95 do 4s, various.   Allegheny Valley.   Saltanca Strocks.;   Allegheny Valley.   do   Coms. 6s, 8s, 1909   do   6s P. B., '96   do   mort. gold, '91   life   do   life, '91   life   do   life, '91   life, '91   life   do   life, '91	do 5s, new, reg., 1892-19	4.1	1	West Chester cons. 78, '91	100	121
Philadelphia, 58 reg.   do 6s, n., rg., prior to '95 do 4s, various.   Allegheny Valley.   Suffalo Pitts. & Western   21; 36 do 6s P. B., '96   100 do mort. Rik., rg., '97   100 do mort. Rik., rg., '97   110 do mort. Rik., rg., '97   110 do mort. Rik., rg., '97   110 do cons. m. 7s, rg., 191   119   110   110	do 68, 15-25, reg., 1882-9	*::::		West Jersey 6s, deb., coup., '9	6	
Allegheny Valley	Philadelphia, 58 reg	95		do cons. 68, 1909	::]	
Allegheny Valley	do 48, various			W. Jersey & Ati. 1st m 58, C Western Penn. RR. 68.CD.'9	J. 110	1109
Camden & Atlantic 20 do do pref 25 do do pref 25 do new pref 56½ Delaware & Bound Brook 20 East Pennsylvania 40 do pref 55 Huntina & Williamsport 40 do pref 55 Huntina & Williamsport 40 do pref 55 Maryland & Gross 40 Lehigh Valley 15 Minchill 55½ Minchill 55½ Morristown 61 Norfok & Western pref 60 North Pennsylvania 60 Huntina & Erie 33½ Philadelphia & Erie 33½ Philadelphia & Reading 31½ Philadelphia & Reading 31½ Philadelphia & Trenton 80 Huntina & Baltimore 81 Norfok west Jersey & Atlantic 60 United N. J. Companies 44½ Pennsylvania 60  West Jersey & Atlantic 60 Can & Derf 60  Can & Saguehanna 80 RALLBOAD BONDS 81 Allegheny Val. 79-10s.1896 44½ Pennsylvania 60  Go go pref 60	Allegheny Valley	3		do 68 P. D.,	ю.	
Catawissa	1 00 516		36	liches, & Del . 1st m., 68, 1886	1100	
Catawissa   do   pref   do   cons   m.7s, rg., jsji   119   do   cons   m.7s, rg., jsji   100   cons   con	do do prei	20		do mort. RR., rg.	97 116	1164
Delaware & Bound Brook   East Pennsylvania & County   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	Catawissa		1	11 do cons m 78, rg19	11119	::::
East Penusylvania. Elmira & Williamsport	do new pref	50	2 57	Morris, boat loan, reg., 1885	100	
Har. P. Mt. Joy & Lancaster   Huntingdon & Broad Top.   2236   2216   4150   6194   68, exempt, 1887   40   68, 1890, quarterly   106   68, 1893, quarterly   107   108   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   109   10	Engira & Williamsport	40	:::	do 2d m. 6s. reg., 19	1.1 05	16
Huntingdon & Broad Top   2236   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   2256   225	do prei	r		BALTIMORE.	1	1063
Lehigh Valley	Huntingdon & Broad Top.	ef. 22	15 22	do 68, exempt, 1881		
Ninehill	Lehigh Valley	61	619	do 5s, quarterly	108	
Norrio & & Western pref	Minehill	61			1109	1
Norfo k & Western Pred   do			(110)	do 68, 1890, quarterly	м.	
North Pennsylvania	Norfo.k & Western. prei		::::	do 68, 1893, M. & 5	8	
Philadelphia & Reading   31/8   31/4   Philadelphia & Trenton   Phila. Wilming. & Baltimore.   5t. Paul & Duiuth R.R. Com   60   60   60   60   60   60   60   6	an a manifestante	65	56 63	do 68, 1900, Q —J	127	16
Phila.Wilming. & Baltimore.   st. Paul & Duluth R. lt. Com   do   pref   do   do   pref   do   2d   pref	Philadelphia & Erie Philadelphia & Reading	31	8 31	A Norfolk water, 88	::	
St. Paul & Duluth R.R. Com do do pref United N. J. Companies	Phila Wilming, & Baltimor	e		RAILROAD STOCKS. Pa	00 198	200
West Chester consol. pref. 37  West Jersey & Atlantic	at Panl & Duluth K. K. Coll		****	Il do ist pref		
West Jersey & Atlantic	United N. J. Companies			do Wash, Branch,	50	
Lehigh Navigation	West Jersey	06	1 04	Northern Central	50 03	531
Lehigh Navigation	West Jersey & Atlantic		1 7	Western Maryland	50 47	48
Schuylkill Navigation do pref do r. r. r. pilo do for r. r. p. end do for graph do for r. r. p. end do do for r. r. p. p. p. do do for r. p. p. p. p. do do for r. p.	Lehigh Navigation			Pittsburg & Connellsville.	1	. 1
Allegheny Val., 73-10s, 1896  do 7s, E. ext., 1910  do inc. 7s, end., '94  Belvidere Dela. ist m., 6s, 1902  do 2d m. 6s, '85  do 3d m. 6s, '85  Camden & Amccv ts.coup, '38  do 6s, gld, 1900, J.&J  110  do 1st m., 1890, J.&J  do 2d m., guar., J.&J  do 2d m., guar., J.&J  do 2d m., gr. by W., Go. J&J  do 2d m., gr. by W., Go. J&J  do 2d m., gr. by W., Go. J&J  do 6s, gld, 1900, J.&J  1164  116  116  116  116  117  118  118  118	Schuylkill Navigation			I Dalt & Ohio 6g 1885 A. &C.	EJ 110	
Allegheny Val. 7 3-10s, 1896.  do 78, E. ext., 1910  do inc. 78, end., '94  Beividere Dela. ist m., 68, 1902.  do 2d m. 6s. '85.  do 2d m. 6s. '85.  do 8, co od 6s, gld, 1900, J.&J.  """  "" Md. 6s, 1st m., 190, M.& S.  "" Md. 6s, 1st m., 190, J.& J.  do 1st m., 1890, J.& J.  do 2d m., guar., J.& J.  do 2d m., guar., J.& J.  do 2d m., guar., J.& J.  do 6s, gld, 1900, J.& J.  116  116  116  do 2d m., guar., J.& J.  do 2d m., guar., J.& J.  do 6s, 3d m., guar., J.& J.  do 2d m., guar., J.& J.  do 6s, 3d m., guar., J.& J.  do 2d m., guar., J.& J.  do 6s, 3d m., guar., J.& J.  do 2d m., guar., J.& J.  Mar. & Cin. 7s, '92, F. & A. 122  128  do 2d, M. & N	Susquehanna			Pittsb.& Connellsv.78, 98,7	kJ	128
do inc. 7s, end., '94 55 57  Belvidere Dela. ist m., 6s,1902	RAILROAD BONDS. Allegheny Val., 73-10s, 1896			11 00 05.1500, A.G	O-1116	121
Beividere Dela. 1st m., 6s, 1902.  do 2d m. 6s, '85  do 3d m. 6s, '87  Camden & AmcCvts.coup, '88  do 6s, C)  do mort. 6s. '89  Cam. & Atl. 1st m. 7s. g., 1893  do 2d m., pref  Cam. & Atl. 1st m. 7s. g., 1893  do 2d m., guar., J. & J  Mar. & Cin. 7s. '92, F. & A  Mar. & Cin. 7s. '92, F. & A  Mar. & Cin. 7s. '92, F. & A  87% 87	do inc. 7s. end.,	94. 56	57	Cen. Ohio 6s, 1st m., '90, M.&	§	1114
do 3d m. 6s, '57 110 do 2d m., guar., J. & J 108 do 2d m., pref 108 do 6s, 3d m., guar., J. & J 108 do 6s, 3d m., guar., J. & J 108 do 6s, 3d m., guar., J. & J 122 lags do 2d, M. & N 8738 87	Reividere Dela, 1st m., 68,19	02.		W. Md. 68, 18t m., gr., 90, J. & J.		
do 65, C) do mort. 6s. '59 115½ do 2d m.gr. by W.G.J&J do 6s, 3d m. guar., J.&J do 6s, 3d m. guar., J.&J Mar. & Cin. 7s. '92, F. & A 122 132 do 2d, M. & N 87% 87	do 3d m. 6s, 'd	7	. 110	do 2d m., guar., J. & J.	108	1:::
Cam. & Atl. 1st m. 7s. g., 1893 do 2d m. cur. 7s, 1879. Cam. & Burlington Co. 6s, '97. 106 Catawissa 1st, 7s, conv., '82.  Catawissa 1st, 7s, conv., '82.  Catawissa 1st, 7s, conv., '82.	Camden & Am Coves, Coup,			II do 9d m or by W.CO.J.	£.]	
do 2d m. cur. 78, 1679.  Cam. & Burlington Co. 68, '97. 106  Catawissa 1st, 7s, conv., '82.  do chat. m., 10s. '88	Cam. & Atl. 1st m. 78, g., 1	93		Mar. & Cin. 78, '92, F. & A	12	192 34 87
Catawissa 1st, 7s, conv., '82 Union Etc. 1st, guar., J. & J. 110	do 2d m. cur. 78, 167	9	108	QO 59, 50, J. W Jen.	1 117	45
· · · · · · · · · · · · · · · · · · ·	Catawissa 1st, 7s, conv., '82			Union KR. 18t, guar., J. &	4	110

in default. † Per shar

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 reported — Jan. 1 to latest date.— Week or Mo. 1881. 1880. 1881. 1880. July ..... \$57,982 \$47,525 \$402,604 \$333,491 \$47,525 747,012 \$402,604 \$333,491 Ala.Gt. Southern July ..... \$57.982 Atch.Top. & S. Fe. June ..... 1,186,000 Bost. & N.Y. Air-L. June\* ..... 24,422 133,843 132,692 1,209,315 1,159,274 236,238 214,105 132,692 22,147 33,494 34,146 Bur.C.Rap.&No..1st wk Aug 36,931 31,494 1,208,315 214,105 (2017 & St. Louis.July 1,859,000 1,840,067 12,652,544 10,344,759 (2018 & Alton .1st wk Aug 160,440 180,611 4,077.862 4,313,671 (2018 & East. Ill..4th wk J'ly 35,250 32,806 (2018 & East. Ill..4th wk J'ly 35,250 (2018 & East. Ill..4th wk J'ly 35,250 (2018 & East. Ill..4th wk J'ly Chic.&G.Trk.Wk.end.July 16 (25,647 18,291 754,306 638,235 (21,682,956 9,098,546 9,659,605 (2018 & East. Ill..4th wk J'ly 35,250 (2018 & East. Ill..4th wk J'ly Chic.&G.Trk.Wk.end.July 16 (25,647 18,291 754,306 638,235 (21,682,956 9,098,546 9,659,605 (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (21,686) (2 36,931 32,636 Bur.C.Rap.& No..1st wk Aug 6,873 128,630 8,765 6,884 240,397 249,823 95,448 3,358,936 1,632,230 4,780 200,322 168,014 200,322 739,104 168,014 661,706 DesM.&Ft.Dodge.1st wk Aug Det. Lans. & No. July..... Dubuque&S.City.1st wk Aug 92,699 15,019 239,888 195,556 36,704 116,847 24,247 267,888 222,769 42,800 610,317 598,915 Eastern .....June .....

East Tenn. V.& G. July .....

Flint & Pere Mar. 4th wk J'ly
Gal. Har. & San A. 1st wk July
Gr't Western. Wk.end. Aug. 12 1,042,307 856,605 20,199 99,165 7,834 50,105 13,813 58,388 100,156 3,167,138 2,950,123 Gr't Western. Wk.end. Aug. 12
Gr'n Bay & Minn. 1st wk Aug
Hannibal & St. Jo. 1st wk Aug
Houst. E. & W. Tex. June.

Houst. & Texas C. 1st wk Aug
Illinois Cen. (Ill.) July.

Do (Iowa) July.

Indiana Bl. & W. 1st wk Aug
Do Ohio Div. 1st wk Aug
Ind. Dec. & Sp. July.

Int. & Gt. North. 1st wk Aug
Iowa Central... June.

K. C. Ft. S. & Gulf. 3d wk June
Lake Erie & West. 1st wk Aug 5,865 55,427 5,374 1,260,557 1,416,293 44,660 1,745,421 56,909 2,030,264 587.732 136,363 26,981 3,469,663 3,487,494 907,436 940,637 690,661 700,122 548,936 168,158 29,222 20,981 17,333 42,908 27,478 73,531 15,596 30,434 21,394 45,582 260,741 212.201 1,396,770 858,284 52,234 89,918 25,776 36,438 33,743 658,243 504,429 Lake Erie & West. 1st wk Aug Louisa. & Mo. R. May...... Louisv. & Nashv. 2d wk Aug. 775.014 603,757 32,627 167,928 173,178 184,100 6,244,605 16,596 682,689 17,328 133,770 6,319 300,689 4,883,118 577,726 113,039 189,200 Memp. & Charl...lst wk Aug Memp. Pad. & No.July..... Mil.L. Sh.& West.1st wk Aug Minn. & St. Louis.1st wk July 21,425 20,511 10,535 24,480 13,065 502,153 323,165 Minn. & St. Louis. 1st wk July 24, 480 13,065 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 104,500 210,257 369,116 346,644 488,440 474,373 161,940 487,287 404,180 2,676,860 2,211.531 N. Y. N.H.&Hart.June..... 2,053,194 1,048,099 N. Y. Pa. & Ohio. May
Norfolk & West July
Northern Central June
Northern Pacific July 2,286,718 145,585 1,155,883 1,048,099 419,193 2,661,866 2,215,790 241,277 1,639,867 1,175,702 
 Oreg'n R. Nav.Co. July
 406.500
 273.145
 2,160.877
 1,774.053

 Pad. & Elizabetht. July
 38,819
 31,739
 286,517
 213,551

 Pennsylvania
 June
 3,807,437
 3,221,476
 21,553,839
 19,434.078

 Peoria Dec. & Ev. 1st wk Aug
 17,196
 8,634
 353,381
 227,211

 Philadel, & Eria
 June
 250,595
 281,004
 1,700,007
 277,211
 Ohio Southern...1st wk Aug Oreg'n R. Nav.Co. July ..... 6.188 Peoria Dec. & Ev.1st wk Aug 17,196 8,634 353,381 227.211 Philadel. & Erie. June. 350,585 331,024 1,723,027 1,774,798 Phila. & Reading June. 1,707,295 1,398.536 St.L.Alt.&T.H. .1st wk Aug 23,676 31,798 859,629 799,497 Do (brchs) .1st wk Aug 12,090 13,355 425,534 376,200 St. L. Iron Mt. & S.1st wk Aug 167,900 112,734 4,020,629 3.163.875 112,734 4,020,629 3,163,875 59,900 1,839,389 1,444,293 56,300 2,534,360 1,828,205 9,170 224,142 185,367 58,113 513,624 61,900 97,500 11,011 St. L. & San Fran. 2d wk Aug. St.P.Minn. & Man. 2d wk Aug. Scioto Valley....2d wk Aug. South Carolina. May.... Southern Pacific. May.... 58,113 513,624 457,166 445,958 2,015,300 1,811,707 66,195 508,000 \* 5 per cent basis in 1881; 6 per cent in 1880.

Including leased lines.

Exchange.—Quotations for foreign exchange are as follows, the outside prices being the posted rates of leading bankers:

August 19.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen(reichmarks)	479	4 83 @4 84\\\ 4 81\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\

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:

[4]	1			Balan	ices.			
		Receipts.	Payments.	Coin.	Currency.			
		*	\$	\$	*			
Aug.	13	955,337 03	836,037 08	83,607,114 28	4,937,201 61			
66		*1,725,753 24	935,128 60	84,480,835 61	4.853,904 93			
· 61	16	*1,661,040 51	874,513 35		4,829,817 56			
66	17	*1,270,056 59	829,126 23	85,759,728 81	4,802,669 22			
. 66	18	*1,052,939 01	846,458 06	86,035,158 14	4,733,620 86			
46	19	*1,314,692 47	1,525,077 89	86,090,400 67	4,467,992 91			
Tota	ı	7.979,768 90	5,846,391 21					

\*Includes \$100,000 gold coin receive I from San Francisco Mint. Coins.—The following are quotations in gold for various coins: Silver 14s and 12s. — 99340 par. Five francs. — 92 0 — 94 Mexican dollars. — 88 0 — 89 Do uncommerc'l. — 86 0 — 88 English silver . . . . 4 72 0 4 80 Prus. silv. thalers. — 68 0 — 69 U. S. trade dollars — 99140 — 9958 U. S. silvar dollars — 99160 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 — 99760 Sovereigns......\$4 83 @\$4 86 Napoisons......\$3 83 @ 3 86 X X Reichmarks. 4 74 @ 4 78 X Quilders.....\$92 @ 3 97 Span'h Doubloons.15 55 @15 75 Mex. Doubloons.15 45 @15 55 Fine silver bars .. 1 11% 7 1 124 Fine gold bars ... par 7 4 prem. Dimes & 12 dimes. — 99127 par U. S. silver dollars - 9978 par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Aug. 13.

New York		1	Average amount of						
New York	Banks.	Capital.		Specie.		other			
New York			•	8		8	8		
Manhattan Co.         2,050,000         7,344,500         128,300         8,778,300         7,798,300         360,000           Mechanics'         2,000,000         8,731,005         1,631,000         334,000         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,744,900         7,7700         8,743,200         8,743,200         8,743,200         8,743,200         8,743,200         8,743,200         8,743,200<	New York	2.000 000	10 182,000	2,633,000	354,000	10,471,000	495,000		
Mechanics   2,000,000   5,331,000   43.1,000   334,000   502,500   4,934,000   1,000,000   4,934,000   10,432,300   2,049,300   502,500   8,763,200   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,000   27,0	Manhattan Co	2,050,000	7.945,890	969,600	128,300		200.000		
Circle   C	Merchants	2,000,000	7.394,800		786.40C		360,000		
America			8,731,000		338,000	4.021.700	•••••		
City Tradesmen's . 1,000,000			10 499 300	2 049 300	500 500	8 763 200	1.100		
City Tradesmen's . 1,000,000		1 000 000	4.086.000	1.034.000	27,000	4.084.000	287,000		
Traidesmen's.	City	1,000,000	8,612,900	2,614,5001	274,000	9,337,100			
Fulton	Tradesmen's	1,000,000	3,385,800	533,700	73.400		790,500		
Merch Ints   Exch   1,000,000   4,275,600   867,400   399,600   4,203,000   478,700   789,800   861,400   789,800   861,400   789,800   861,400   789,800   861,400   789,800   861,400   789,800   861,400   789,800   861,400   789,800   861,400   789,800   861,400   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800   789,800	Fulton	600,000	1,532,400	345,300	142,400	1,481,000	•••••		
Gallatin Nation   1,000,000   1,713,400   300,000   86,500   1,119,000   174,000   200,000   1,009,600   186,000   112,000   1,119,000   174,000   186,000   186,000   112,000   1,119,000   174,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000   186,000	Chemical	800,000	4 975 600	882 400	279,500		407.700		
Mechanics & Tr.   Greenwich	Merch'nts' Exch.	1,000,000	4 571 500	538,500	93 800	2 654.400			
Mechanics & Tr.   Greenwich	Butchers' & Drov		1.713.400	300,000	86,500	1.553,000	237,900		
Greenwich	Machanics' & Tr.		1,069,000	186,000	112,000	1.119.0001	174.000		
Seventh Ward   State of N. York   Short of State of N. York Country   Short of N. York Country   Short of N. York Country   Short of N. Y. Nat. Exch.   Short of Short of Charas National   N. York Country   Short of Charas National   Short of Charas National   Short of Charas National   N. York Country   Short of Charas National	Greenwich	200,000	1.009,600	19.600	111,100	905,800	2,700		
State of N. York	Leather Man'f'rs	600,000			93.400	2.600,100	473,700		
State of N. York	Seventh Ward	800,000	1.059.400		78,700	1,071,200	99,000		
Mercantile	State of N. York.	800,000	15 702 (100	9 850 (100	71,000	13 198 000	.,		
Mercantile		5,000,000	19 925 306	4 048 000	673 300	8.771 400	1.058.800		
Mercantile		1,000,000	5.433.200	933,600	219,700	4 099,900			
Republic	Marcantile		7.033,500	1,497.400	302,300	7,300,300	682,600		
Republic         1,500,000         3,98,00C         622,500         324,700         3,570,500         45,000           People's         200,000         1,425,50c         730,800         130,300         1,663,600         5,400           North America         1,000,000         2,921,50c         355,000         233,000         3,059,300         8,065,900           Hanover         1,000,000         3,243,600         920,300         1,761,100         8,065,900         423,000           Metropolitan         3,000,000         17,263,600         3,053,000         181,000         14,227,000         2,250,000           Nassau         1,000,000         2,983,90c         255,300         97,400         2,699,800         3940,000           St. Nicholas         500,000         3,015,30c         347,800         59,100         1,673,90c         450,000           Shoe & Leather         500,000         3,080,000         374,800         59,100         1,673,90c         450,000           Cortinetal         300,000         3,081,000         374,800         59,100         3,318,000         450,000           Marine         400,000         3,581,000         97,800         335,900         335,900         1,682,200           Mech,	Pacific	422,700		359.700	117,800	2.591,500			
Chatcham	Republic	1,500,000	<b>5,928.500</b>	022,500		3.675,300	1,125,000		
People's	Chatham	450.000	3,350.006		108,000	1 803 900	5 400		
Hanover	People's	209.000		255,000	130,300	8 039 800	0,200		
Market         1,000,000         3,045,306         480,400         171,400         2,598,006         450,000           Shoe & Leather.         500,000         3,045,306         480,400         59,100         1,672,906         450,000           Corn Exchange.         1,000,000         4,271,00c         374,900         83,000         3,318,000         450,000           Continental.         1,000,000         8,078,10c         1,977,700         108,400         8,894,606         763,200           Criental.         300,000         2,558,400         25,600         333,800         4,891,000         450,000           Marine         1,500,000         3,581,000         978,000         131,000         8,894,606         763,200           Mech. Bkg. Ass'n         1,500,000         1,028,730         233,200         8,400         840,000         1,090,900           Fourth National.         250,000         1,125,400         92,800         82,400         810,700         810,000           Ny. National.         750,000         7,105,306         1,375,900         290,000         1,389,000         1,287,000         284,000           Ny. Nat. Exch.         800,000         1,416,200         1,3336         27,000         255,800         1,285,00		700,000	8 243 Ann	920.300	1 035 200	8.065.900	800,000		
Market         1,000,000         3,045,306         480,400         171,400         2,598,006         450,000           Shoe & Leather.         500,000         3,045,306         480,400         59,100         1,672,906         450,000           Corn Exchange.         1,000,000         4,271,00c         374,900         83,000         3,318,000         450,000           Continental.         1,000,000         8,078,10c         1,977,700         108,400         8,894,606         763,200           Criental.         300,000         2,558,400         25,600         333,800         4,891,000         450,000           Marine         1,500,000         3,581,000         978,000         131,000         8,894,606         763,200           Mech. Bkg. Ass'n         1,500,000         1,028,730         233,200         8,400         840,000         1,090,900           Fourth National.         250,000         1,125,400         92,800         82,400         810,700         810,000           Ny. National.         750,000         7,105,306         1,375,900         290,000         1,389,000         1,287,000         284,000           Ny. Nat. Exch.         800,000         1,416,200         1,3336         27,000         255,800         1,285,00		500,000	3.126.000	643.000	176,100	8,035,000	423,000		
Nasket         1,000,000         3,045,366         460,400         171,400         2,538,006         450,000           St. Nicholas         500,000         2,142,000         347,500         59,100         3,318,000         450,000           Shoe & Leather         1,000,000         3,378,000         652,000         210,000         3,318,000         450,000           Continental         1,000,000         4,271,000         374,000         83,000         3,318,000         460,000           Oriental         300,000         2,542,900         25,600         333,800         4,894,000         763,200           Marine         1,000,000         3,581,000         278,000         131,000         8,894,600         763,200           Mech. Bkg. Ass'n         2,000,000         1,028,730         23,3200         340,000         22,787,400         27,877,400         450,000           Second National         240,000         1,018,000         21,006         133,900         21,036         138,900         1,170,500         810,000         21,056         810,000         21,056         810,000         21,056         810,000         21,056         810,000         810,000         810,000         810,000         810,000         810,000         810,000	Metropolitan	8.000,000	17,263,000	3,033,000	181,000	14,827,000	2,250,000		
Nasket         1,000,000         3,045,366         460,400         171,400         2,538,006         450,000           St. Nicholas         500,000         2,142,000         347,500         59,100         3,318,000         450,000           Shoe & Leather         1,000,000         3,378,000         652,000         210,000         3,318,000         450,000           Continental         1,000,000         4,271,000         374,000         83,000         3,318,000         460,000           Oriental         300,000         2,542,900         25,600         333,800         4,894,000         763,200           Marine         1,000,000         3,581,000         278,000         131,000         8,894,600         763,200           Mech. Bkg. Ass'n         2,000,000         1,028,730         23,3200         340,000         22,787,400         27,877,400         450,000           Second National         240,000         1,018,000         21,006         133,900         21,036         138,900         1,170,500         810,000         21,056         810,000         21,056         810,000         21,056         810,000         21,056         810,000         810,000         810,000         810,000         810,000         810,000         810,000			2,081,300	255,500	226,700	2.046,200			
Market		1 000 000		200.000	96.400	2,699,800	450,000		
Continental         1,000,000         2,342,900         25,800         333,800         1,862,200         45,000           Marine         1,500,000         3,561,000         978,000         131,000         439,000         45,000           Importers' & Tr Park         2,000,000         18,900,000         4679,200         537,700         27,877,400         29,765,800           Mech. Bkg. Ass'n North River.         250,000         1,028,730         21,000         35,000         840,000         1,170,500         840,000         1,170,500         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000	Market	500,000	8.045,806	200,400	171.400	2,080,000 1,829 00C	450,000		
Continental         1,000,000         2,342,900         25,800         333,800         1,862,200         45,000           Marine         1,500,000         3,561,000         978,000         131,000         439,000         45,000           Importers' & Tr Park         2,000,000         18,900,000         4679,200         537,700         27,877,400         29,765,800           Mech. Bkg. Ass'n North River.         250,000         1,028,730         21,000         35,000         840,000         1,170,500         840,000         1,170,500         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000         45,000		500,000	2.143,000	859 000	99.100	9 918 000	450,000		
Continental         1,000,000         2,342,900         25,600         333,800         1,869,200         45,000           Marine         400,000         3,561,000         978,000         131,000         439,000         45,000           Importers' & Tr.         2000,000         1,590,000         4,679,200         537,700         27,877,400         45,000           Mech. Bkg. Ass'n         1,000,000         1,028,730         23,558,400         233,200         8,400         1,170,500         450,000           East River         250,000         1,028,730         21,006         38,900         82,400         810,706         245,000           Second Nation'l.         300,000         3,109,000         4,812,000         519,800         519,800         21,038,000         810,000           Sign of the street of the	shoe & Leather	1 000,000	4 97! 000	871.000	83 000		4.600		
Mech. Bkg. Ass'n Morth River.         2,000,000 1,028,700 240,000 1,018,000 21,006 324,000 250,000 1,123,400 21,006 320,000 250,000 1,123,400 21,006 3133,900 31,070,000 3,200,000 20,801,000 77,000 30,000 3,109,000 77,000 1,339,000 9,020,000 224,500 30,000 77,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 1,350,000 1,375,900 2590,000 1,350,000 1,375,900 2590,000 1,350,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355		1,000,000	8,078,100	1.977,700	108.400	8,804,600	763,200		
Mech. Bkg. Ass'n Morth River.         2,000,000 1,028,700 240,000 1,018,000 21,006 324,000 250,000 1,123,400 21,006 320,000 250,000 1,123,400 21,006 3133,900 31,070,000 3,200,000 20,801,000 77,000 30,000 3,109,000 77,000 1,339,000 9,020,000 224,500 30,000 77,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 1,350,000 1,375,900 2590,000 1,350,000 1,375,900 2590,000 1,350,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355			2,042,900	25,600	353,800	1.869,200			
Mech. Bkg. Ass'n Morth River.         2,000,000 1,028,700 240,000 1,018,000 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006 21,006	Marine	400,000	3,561,000	978,000	131.009	4,330,000	45,000		
Mech. Bkg. Ass'n Morth River.         2,000,000 1,028,700 240,000 1,018,000 21,006 324,000 250,000 1,123,400 21,006 320,000 250,000 1,123,400 21,006 3133,900 31,070,000 3,200,000 20,801,000 77,000 30,000 3,109,000 77,000 1,339,000 9,020,000 224,500 30,000 77,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 2590,000 1,339,000 9,020,000 1,350,000 1,375,900 2590,000 1,350,000 1,375,900 2590,000 1,350,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,351,000 2590,000 1,339,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355,000 1,355	Importers' & Tr	1,500,000	0(14,866,68	8.981 800	537,700	27.877,300			
East River 250,000 1,125,400 92,800 4,812,000 519,800 21,038,000 2,987,000 20,801,000 9,316,000 707,000 1,339,000 9,020,000 4,287,000 290,000 290,000 4,287,000 290,000 290,000 4,282,400 519,800 290,000 45,000 707,000 290,000 1,389,000 290,000 290,000 45,000 1,375,900 290,000 290,000 290,000 290,000 1,287,000 500,000 17,479,900 4,239,700 290,000 290,000 290,000 19,525,800 10,525,800 10,525,800 10,525,800 250,800 10,525,800 250,800 10,525,800 250,800 10,525,800 250,800 10,525,800 250,800 200,000 1,416,220 13,300 2427,700 1,756,900 225,000 1,476,200 250,000 1,416,220 13,300 2427,700 1,756,900 100,000 100,000 1,926,800 10,926,800 255,400 255,400 255,400 255,400 100,000 100,000 1,286,200 256,600 177,400 1,438,300 200,000 1,286,200 256,600 177,400 1,438,300 200,000 1,476,200 250,000 1,476,200 250,000 1,286,200 256,600 177,400 1,438,300 200,000 1,476,200 256,600 177,400 1,438,300 1,438,300 200,000 1,476,200 1,386,800 273,20 1,535,600 1,496,800 10,470 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,438,300 1,43	Park	2,000,000		4.078.200	7 557.410		20,000		
East River	Mech. Bkg. Ass'n	040,000		235,200	139 900	1.170.500			
Fourth National. Central Nat. 3,200,000 2,316,000 707,000 1,339,000 2,000,000 1,309,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 2,000,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,000 1,375,00		950,000	1 125,400		82.400	810.700	224,500		
Central Nat.         2,000,000         3,10,000         7,10,000         7,10,000         7,10,000         7,20,000         3,530,000         45,000         584,600         584,600         584,600         584,600         584,600         42,90,700         290,000         3,530,000         45,000         584,600         584,600         584,600         584,600         584,600         584,600         584,600         42,90,700         290,000         3,530,000         45,000         584,600         584,600         42,90,700         290,000         3,530,000         455,100         584,600         42,90,700         290,000         42,90,700         290,000         42,90,700         250,800         42,90,700         250,800         495,100         40,000         375,000         1,245,900         270,000         270,000         270,000         270,000         270,000         270,000         40,000         375,000         1,245,900         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000         270,000		3.200,000	20.80 ,000	4 812 000	519,800	21,038,000			
Second Nation'I.         800,000         3,109,000         599,000         200,000         7,282,400         43,000           First National.         750,000         7,105,306         1,375,900         270,600         7,282,400         584,600           Third National.         1,000,000         7,119,400         1,626,900         250,800         7,739,300         435,100           N. Y. Nat. Exch.         300,000         1,571,300         229,600         99,700         1,255,900         1,275,900         270,000           N. York County.         200,000         1,416,200         13,33c         427,700         1,756,900         180,000           Germ'n Americ'n         300,000         4,908,900         1,292,600         255,40c         5740,700         180,000           Tifth Avenue         200,000         1,286,200         25,600         177,400         1,483,300         178,600         178,600         178,600         178,600         178,600         178,600         180,000         180,000         180,000         180,000         180,000         2554,600         180,000         180,000         180,000         180,000         180,000         180,000         180,000         180,000         180,000         180,000         180,000         180,000		2.000,000	0,010,000	707,000	1,339,000	8.050,000			
First National. 1,000,000 17,479,900 4,289,700 259,800 19,525,800 495,100 1,000,000 1,571,800 250,800 1,245,900 270,000 1,245,900 1,245,900 270,000 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,900 1,245,90		800,000	3.109.000	599,000	290.000	9,530,000	40,000		
Third National . 1,000,000 7,119,400 1,628,900 250,800 7,739,300 270,000 N. Y. Nat. Exch. 300,000 1,599,300 40,000 375,000 1,476,200 225,000 1,756,900 1,756,900 1,756,900 2688,00 478,500 37,800 2534,600 10,000 1,98,800 1,292,600 255,400 5740,700 1,756,900 10,000 1,986,200 255,600 177,400 1,438,300 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178	Ninth National	750,000	7,105,300	1,375.900	270.000	10,525,900	195 100		
N. Y. Nat. Exch 300,000 1.571,800 229.600 99.700 1.255,900 270.000 N. York County 250,000 1.416.200 1.330c 427.700 1.756,900 180,000 Chase National Fifth Avenue 100,000 1.936,200 255,600 177,400 128,300 177,400 128,300 177,400 178,300 178,300 178,300 180,000 180,000 1.254,600 1.254,600 104,700 104,700 105,800 177,400 178,300 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178,400 178	First National	500,000	17,879,900		209.500	7 730 800	499,100		
Bowery National N. York County 250,000 1,499,300 1,478,500 225,000 1,756,900 1,000 1,416,200 13,330 225,400 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534,600 2,534	Third National	1,000,000	1 521 800	229.600	99.700		270,000		
N. York County 200,000 1,416,200 13,536 427,700 2,534,600 150,000 1,206,800 1,292,6.00 225,400 5,740,700 91,800 1,206,800 1,206,800 104,700 2,005,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,206,800 1,2	Bowery Netional	6 250,000	1.699.300	. 40.000	875.000	1.476,200	225.000		
Chase National       300,000   4,918,900   1,292,600   225,400   5740,700   91,800           Fifth Avenue       100,000   1,926,800   25,600   177,400   1,438,300           German Exch       200,000   1,270,400   123,200   273,20   1,535,600           U. S. Nat       500,000   4,787,200   1,886,800   70,600   5,333,000	N. York County	200,000	1,416,200	13,300	427.700	1,756,900			
Chase National       300,000   4,918,900   1,292,600   225,400   5740,700   91,800           Fifth Avenue       100,000   1,926,800   25,600   177,400   1,438,300           German Exch       200,000   1,270,400   123,200   273,20   1,535,600           U. S. Nat       500,000   4,787,200   1,886,800   70,600   5,333,000	Germ'n Americ'n	750,000	2,688.00	478,500	37.800	2.534,600	1		
Fifth Avenue       100,000       1,928,800       348,800       104,700       2 005 8 0         German Exch       200,000       1,268,200       25,600       177,400       1,438,300         Germania       200,000       1,170,400       123,200       273,20       1,535,600         U. S. Nat       500,000       4,787,200       1,886,800       70,600       5,383,000       449,800	Chase National	800,000	4.908,900	1,292,0.10	225,400	1 5 710 700	91,800		
Germania 200,000 1,170,400 123,200 273,20 1.555,000 U. S. Nat 500,000 4,787,200 1,886,500 70,600 5,833,600 449,800	Fifth Avenue	100,000	1,926,800	1 348,800	: 3114 7:N	1 499 900			
U. S. Nat 500,000 4,787,200 1,886,500 70,600 5,333,000 449,800		200,000	1,200,200	198 200	273 20	1 533 600			
		500,000	1 787 200		70.600	5.883.000	449.800		
Total[61,162,700]?51,024,734 [71,841,100] 15,927,000[342,722,400] 19,486,000	and the second s	V41818450 • 00103001							
	_ Total	61,162,700	251,021,73	71,841,100	15,927,000	1342,722,400	19,486,000		

The deviations from returns of previous week are as follows: Loans and discounts ... Inc. \$399,900 | Net deposits ... ... Dec. \$4,620,300 | Specie ... ... Dec. 4,669,800 | Circulation ... ... Inc. 125,400 | Legal tenders ... ... Dec. 133,000 |

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

Specie. L. Tenders. Deposits. Circulation. Agg. Clear . Loans. 1881.

July 30...349,188,400

Aug. 6...350,621,800

76,510,900

16,060,000

17,342,700

19,212,900

932,788,326

18...351,021,700

71,841,100

15,927,000

342,722,430

19,486,000

625,048,774

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

\* Including the item " due to other banks."

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

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1881. Aug. 1	78,297,582 78,600,946 79,014,473	\$ 22,866,929 22,498,600 21,917,747	76,008,900 74,610,257 74,004,227	10,370,894 10,502.083 10,515,478	46,443,957 51,846,759 41,048,755

Unlisted Stocks and Bonds.—The following are the reported quotations for securities that are not "listed" at the Stock Exchange: Bid. Asked. Bid. Asked.

	Ditt		Askeu.	
	Am. Cable Constr. Co. 42		48	
	Am. Railway Imp. Co <sup>*</sup> 100			V.
	Am. Sp. Teleph'ne Co		112	
	Bost. H. & E., new st'k 1	$1_2$	134	
	Do old stock	$\mathbf{1_2}$	1	
	Brooklyn Elevated			i
ľ	Boston Air Line, com. 25		2712	
l	Continental Constr.Co		88	
l	Central Railway Con-			
	struct'n Co. (D.L.W.)		*35	
١	California Pacific			
١			98	
١	Denv. & R.G.subs,new		98	
١	Do subs., old		*21	,
١	Des Mo. & Ft. Dodge			9
l	DO Diel.			9
١				
١	Edison Ore Mill stock. 125		150	
١			16	
1	I. C. & L. assented st'k 1	12	2	
Ì	Do old stock 1			
١	International Imp. Co. 13		*20	
1	Iron Steamboat Co		<b>†6</b>	
١	Do. 1st mort 85			l
1	Kan. & Neb. 1st mort	••		١
١	Do. 2d mort			١
١	Keely Motor stock 6	12	$\frac{8}{25}$	İ
	Lebanon Springs 1sts		25	١
		٠.		1
	Mid.RR.of N.J.ass.stk		3712	l
	Do. A stock		17	1
1	Do. B stock			1
	Mexican National subs			1
1	Mexican Nat. bonds		70	I
	Do. stock	٠	$32^{12}$	1
1				1

Mut. Union Tel. subs 95	97
Do stock 26	
M. K. & T. scrip	
Missouri Pacific rights *1	
N. J. Southern	2
N.Y. Loan & Imp. Co	
N. O. Pacific subs North River Const. Co. 14	15
Newburg D. & C. incs	
Do. pref. stock	
N. Y. Ch. & St. L. subs	
Oregon Imp. Co. 1st M	99
Oregon Imp.Cc. stock	
Oregon Transcontine'l	81
Oregon S. L. subs 2	212
Ohio Central subs	†1
Pacific R'y Imp. Co	
Richmond & Alleg sub	11
Roch'r & Pitts'g rig'ts	Par
So. Carolina RR. stock 3712	45
Do 2d mort123	124
Do non-mort 70	78
Selma Rome &D. 1st M. 412	5
Do 2d M. stamp 412	. 5
Do 2d M., clean 3	4
$D_0$ incomes $1^{1_2}$	212
Do stock	1 -
St. Jo. & West. stock	
St. Jo. & Pacific 1st M. 8712	91
Do 2d mort 3912	45
Scranton Construction	*13
Scranton Construction Texas & Pacific subs *5	
Texas.St.Louis RR.sub	96
U. S. Electric Light Co.175	
Vicksb. Mer'n com st'k	
* Premium. † Discount.	••••
Tieman, ippooning	

### Investments

### STATE, CITY AND CORPORATION FINANCES.

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

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Ft. Wayne Muncie & Cin. 100, 153 Framingham & Lowell 176	48, 102, 154 1
Caly Harrisb. & San An 75	Rich York River & Ches 66
Grand Rapids & Indiana 47 Gulf Colorado & Santa Fe 47	1 Itoonoster & z z z z z z z z z z z z z z z z z z
Wonnibal & St. Joseph 73	St. L. Bridge Co. & Tunnel RR.
Hartford & West. Conn.23, 73, 153 Houston & Texas Central 683	Digt Long & Cairo
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Kan. City Law. & So. Kan 7. Kan. City Springf. & Memphis 15.	Sonora RR
Kentucky Central47, 10	0   Sussex
Take and Canal Rates 23, 15	3   Syracuse Chenango & M. 1
Lake Shore & Mich. So*67 Long Island RR23, 15	Tennessee State Dullus.
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124, 17 Macon & Brunswick*685, 10	O   Trunk Line Conference 178
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### ANNUAL REPORTS.

Chicago & Northwestern.

(For the year ending May 31, 1881.)

The annual report of this company has just been issued. The report now refers to the property and affairs of the Chicago & Northwestern Railway Company and its proprietary roads as a unit, and abandons what has recently appeared to be a useless distinction between the road proper and the so-called proprietary lines. The result of the year's operations is quite favorable, and shows a surplus of income over all payments (including dividends) of \$1,357,229. The net income, however, before paying dividends, was \$302,666 less than in 1879-80, owing to the large increase in operating expenses.

The earnings from the whole property were as follows:

Net income for the year		\$3,77 <b>7,501</b>
Interest on bonds	1,384,731	15,556,570
Gross earnings. Cost of operating (5162 <sub>100</sub> per cent). Taxes.	446,201	p10,002,012
The earnings from the whole property		R10 334 077

Of this amount, \$2,420,272 were absorbed by the dividends of 6 per cent on the common and 7 per cent on the preferred stock. The nominal balance of income account carried forward May 31, 1881, was \$7,533,987.

The following railroads have been added at different periods within the year ending May 31, 1881.

I	within the year ending May 31, 1001.	* **
1	Dakota Central Railroad	152.40 miles
ı	Tolodo & North Western Kallroad	
1	Managina Divar Rallran	
١	m 1 Dimen Dellaced	O TO Verynous
1	Iowa Railway Coal and Manufacturing Co. Railroad	U AU IIII
		DAT-RO miles

-which is the equivalent of an average of 127 miles operated the whole year. To this amount add 2,512 miles at the beginning of the year, and 3.61 miles for correction of the mileage of 1880, and we have the total of 2,644 miles in operation during the

year. The total on May 31, 1881, was 2,778 miles.

The amount of bonds issued during the year was \$7,054,000, and the amount retired \$183,000, making an increase of \$6,871,-000 on the entire property. This increase is made up mainly as

1	000 on the entire property.	7
1	follows:	
١	Chicago & Tomah Railroad first mortgage 6 per cent bonds	N KOO 000
1		1 600.000
	(guaranteed). Milwaukee & Madison first mtg. 6 per cent bonds (guar.)	1,000,000
	Milwaukee & Madison first fitte. 6 per cent bonds, Chicago & Northwestern Railway Company 6 per cent bonds, secured by the first mortgage 6 per cent bonds of the rail-	t.
	Trust C.mpany, Trustee, in equal amount to the bonds so	
	issuedtintarast	3,405,000
1	Bonds of the same character, bearing 5 per cent interest	910,000
3		27 013 000
Ĵ	Total bonds issued for additional railroad	bi lozologo

CONSOLIDATIONS.

"With a view of diminishing the number of corporations and separate organizations included in the system of railroads controlled and operated by this company, an effort was made during the past year to bring together, capitalize and merge, under authority of law, the various properties situated in each State, so far as the same could conveniently be effected, independently of the organization of the Chicago & Northwestern Railway Company.

"In pursuance of this policy, the following companies have been consolidated during the year, and before the issue of this

report:
"The Elgin & State Line Railroad Company, the Saint Charles Railroad Company, and the State Line & Union Railroad Company, in the States of Illinois and Wisconsin, were consolidated under the name of the Elgin & State Line Railroad Company. "The Chicago & Milwaukee Railway Company, the Northwestern Union Railway Company, the Milwaukeee & Madison Railway Company, the Chicago & Tomah Railroad Company (which had previously been merged with the Galena & Wisconsin Railroad Company), and the Sheboygan & Western Railway

sin Railroad Company), and the Sheboygan & Western Railway. Company, were consolidated in the States of Illinois and Wisconsin, under the name of the Chicago Milwaukee & North-

western Railway Company.
"The Menominee River Railroad Company in Michigan and the Menominee Railway Company in Wisconsin were consolidated under the name of the Menominee River Railroad Company in both of said States.

"The Winona & St. Peter Railroad Company (which had previously purchased the property and franchises of the branch known as the Winona Mankato & New Ulm Railroad), the Plainview Railroad Company, the Chatfield Railroad Company, the Rochester & Northern Minnesota Railway Company, the Minnesota Valley Railway Company, and the Chicago & Dakota Railway Company, have been united in Minnesota, and form the existing corporation of the Winona & St. Puter Railroad the existing corporation of the Winona & St. Peter Railroad

"The result of this work has been to combine the eighteen distinct organizations into four separate companies, mostly situated in the four States of Illinois, Wisconsin, Michigan and Minnesota."

EARNINGS AND EXPENSES. Compared with the previous year, there was an increase in gross earnings of \$1,984,723, or 11 44-100 per cent; an increase in operating expenses, taxes, fixed charges, &c., of \$2,287,389, or 17 23-100 per cent; and a decrease in net earnings of \$302,666, or 7 42-100 per cent. The operating expenses and taxes were 53 92-100 per cent of the earnings, as against 48 60-100 per cent.

310,376

for the preceding year. Included in the item of freight earnings is the sum of \$205,469 received for the transportation of materials used in the construction of the various lines, as belonging to the original cost of their respective properties.

"The considerable increase in operating expenses arises in part from the greater cost of material and supplies and the higher rates of wages; and in part from the extraordinary requirements of the early, severe and protracted winter, and the late and backward spring that followed it. The interruption of traffic from the deep news and intense cold of last winter, and from floods and reshets during the spring, not only diminished the earnings, but greatly augmented the operating expenses."

As the large operating expenses have reduced the net earnings slightly below those of 1879-80, a comparison of some of the

main items is interesting:

	-Year endi	ng May 31-	1
	1880.	1881.	Increase.
	215 Miles.	2,644 Miles.	
Repairs of engines and tenders	8488,064	\$630,831	\$142,767
Repairs of cars	588,104	702,617	114,512
Repairs of buildings	175.824	260,379	84,555
Repairs of fences, gates & crossings	100,055	100,914	859
Repairs of bridges and culverts	415,667	447,574	31,906
Repairs of track1	,629,013	1,921,813	292,800
Repairs of tools and machinery	114,516	155,453	40,937
Fuel used by locomotives	863,565	1,178,763	315,198
Enginemen, firemen and wipers	853,817	1,044,942	191,125
Conductors, baggagemen and brake-			
men	554,587	648,246	93,659
Laborers and switchmen at stations	764,109	986,722	222,613
Agents and clerks at stations	761,371	873,402	112,030
Per cent of expenses to earnings,			
including taxes	48.60	53.92	

#### LAND COMMISSIONER'S REPORT.

Lands Sold.—The quantity of lands sold from various grants was as follows: From the Minnesota grant, 116,555 acres; from the Michigan grant, 51,598 acres; from the Wisconsin grant, 6,533 acres; and from the Menominee River grant, 17,529 acres; total sales, 192,217 acres. There were also sold 750½ lots from the grants and lands that were platted and laid out for town sites at different points along the new lines of road. The total consideration received in cash and contract obligations for lands and lots sold, amounted to \$646,907. The number of acres actually deeded during the year was 114,539; and the number of acres at the end of the year contracted to be sold was 284,116.

Cash Receipts.—The moneys received from cash sales and advance payments amounted to \$368,369; from instalment payments on time sales, \$148,638; from accrued interest on contracts, \$36,678; and from miscellaneous collections, trespass, stumpage on timber lands, &c., \$7,308; total receipts, \$560,994.

Amount of Lands.—In my last report the aggregate quantity of land belonging to the various grants, exclusive of lands contracted to be sold, was given as 1,941,039 acres; since that time the further quantity of 300,588 acres has been added, of which 33,491 acres belong to the Menominee River grant for extending the railroad in Michigan, and 267,096 acres appertain to the Minnesota grant. In the latter amount are included 197,111 acres vested in the Winona & St. Peter Railroad Company, but subject to decree in a final decision of the court, determining the amount of land earned by the original owners for constructing the first 105 miles of road before its acquisition by this company in 1867. The total amount of land in all the grants undisposed of on the 31st of May last was 2,050,917 acres.

TABLE OF	LAND GRANT	LANDS FOR	YEAR END	ING MAY	
***************************************		Acres	Acres		Acres not
	Acres	Acquired	Deeded	Acres	Deeded or
Name of	Unconveyed	During	During	Under	Contracted
L'nd Grant.		Year.	Year.	Contract.	to be Sold.
Minnesota	1,122,305	267,096	59,710	232,136	1,097,553
Michigan			32,400	46,226	504,559
Wisconsin	351,402		9,077	1,454	340,870
Men. Riv. RI	3. 92,090	33,491	13,349	4,299	107,932
Total	2,148,984	300,588	114,539	234,116	2,050,917

Total.....2,148,984 300,588 114,539 284,116 2,050,917
The comparative statistics of operations and financial condition, prepared in the usual form for the Chronicle, will be found in the tables following. The figures for earnings, expenses belong sheet &c. are for the whole line:

penses, balance she	s following et, &c., are	for the wh	ole line:	rnings, ex-
	ROAD AND	EQUIPMENT		
Miles Chic. & N. W Proprietary roads	1877-8 1,616 462		1879-80 1,632 880	1880-81 1,725 1,055
Total operated	2,078	2,154	2,512	2,778
Locomotives Pass., mail & exp.cars Freight cars	369 264 9,135 243	377 275 9,836 243	425 297 12,682 275	476 327 16,072 274
OP	ERATIONS AN	D FISCAL RE	SULTS.	,
Operations— Passengers carried Passenger mileage Rate per pass. p. mile Freight (tons) moved Freight (tons) mil'ge. Av. rate p. ton p. mile Earnings— Passenger Freight Mail, express, &c	2.83 cts. 3.911,261	2.79 cts. 4,265,937	140,116,884 2.67 cts. 5,574,635	1880-1 4,482,317 164,333,508 2·53 cts 6,662,112 980,522,774 1·47 cts \$ 4,158,130 14,414,151 761,791
Total gross earn'gs. Operating expenses. Taxes. Total	14,751,063 7,260,119 360,827 7,620,946	14,580,921 7,349,653 357,996 7,707,649	17,349,349 8,049,358 382,241 8,431,599	19,334,072 9,979,619 446,202 10,425,823
Net earnings	7,130,117	6,873,272	8,917,750	8,908,25

51.66

52.86

48.59

	INCOME	ACCOUNT.		
Receipts-	1877-8.	1878-9.	1879 80.	1880-81.
Net earnings  Disbursements—	7,130,117	‡6,894,283	8,917,750	8,908,251
Rentals paid Interest on debt	1,213,219 3,339,195	1,225,732 $3,261,793$	1,408,003 3,322,015	1,384,732 3,647,897
Dividends Sinking funds Miscellaneous	† 1,956,034 113,120 95	†2,105,868 98,120	†2,405,521 98,120 9,442	† 2,420,273 98,120
Total disb'rsem'ts	6,621,663	6,691,513	7,243,101	7,551,022
Balance, surplus	508,454	202,770	1,674,649	1,357,229

† Dividends—1877-8, 7 on pref. and 3 on common; 1878-9, 7 on pref. and 4 on com.; 1879-80, 7 on pref. and 6 on com.; 1880-81, 7 on pref. and 6 on common.

‡ Includes \$21,011 interest, &c.

Miscellaneous...

#### GENERAL BALANCE AT CLOSE OF FISCAL YEAR.

Assets.	1880-81.
Railroad, buildings, equipment, &c	\$122,431,583
Real estate in Chicago.  Des Moines & Minn. Railroad account	200,000
Des Moines & Minn. Railroad account	363,809
Ronds owned	1 222 225
Bills and accounts receivable.  Materials, fuel, &c.	1,125,779
Materials, fuel, &c.	1,255,098
Cash on hand	1.977.865
Trustees' sinking fund	1,117,000
Total	
Liabilities.	
Stock, common (less amount held by company)	\$15,093,488
Stock, preferred (less amount held by company)	*21,650,783
Stocks of proprietary roads, &c	21,244,650
Bonds, including live bonds in sk'g, fd, (see Supplement)	57.006.000
Bonds purchased	363,000
Dividends declared, not yet due	831,481
Sinking funds paid.	1.117.000
Real estate, mortgages, &c	482,766
Current bills, pay-rolls, &c	2,529,390
Uncollected coupons, old dividends, &c.	63,786
A commed newtole of legged reads in Towns met wet due	00,700
Accrued rentals of leased roads in Iowa, not yet due	272,232
General consolidated bonds unsold	530,000
Accrued interest, not yet due	675,430

\* Including \$500,000 to be issued for La C. Tremp. & P. stock.

#### Savannah Florida & Western.

(For the year ending Dec. 31, 1880.)

This company acquired the Atlantic & Gulf Road at foreclosure sale in 1879. The only report made of its earnings or financial condition for several years past is that published in Poor's Manual for the year ending Dec. 31, 1880. The road operates in all 351 miles.

The traffic was as follows:	*
	1880.
Train miles, passenger	272.831
Train miles, passenger	459,219
Train miles, freight	439,219
Total	732,050
Paggan garg comind	160 955
Pageon gov miles	7 700 400
Tong fraight moved	206 500
Passengers carried. Passenger miles. Tons freight moved. Ton miles.	22 060 012
A wang or train load:	33,002,313
Average train load: Passengers, number. Freight, tons	00.22
Passengers, number	72.74
Licibut, tomo:	13.14
The earnings for the year were as follows:	1
Paggaga	. \$202,309
Passage. Freight.	836,307
Maile	35,261
Mails Miscellaneous	120,789
Miscellaneous	. 120,709
Total (\$3,403 61 per mile)	91 104 667
Temporary (20:44 per cent)	. 829,58 <b>7</b>
Expenses (69.44 per cent)	
Net earnings (\$1,040 12 per mile)	9265 090
Net earnings (\$1,040 12 per mile)	. \$300,000
Payments from net earnings were as follows:	·
	\$365 080
Net earnings, as above	10
Dividend, 7 per cent	000
Other payments	000
Other payments. 10,0	336,849
	000,010
Balance to surplus	\$28 231
	φ20,201
The general account is as follows:	
Stock\$2	000 000 00
Funded debt	705 100 00
Dille and accounts novable	548 580 28
Bills and accounts payable Profit and loss	50,060 64
Compared and the compared and the compared and the compared for the compared and the compar	50,000 02
Total\$5	203 040 03
Cost of read\$4,351,194 82	JOUD, SEV SA
Mutanials on hand 50 500 09	
Materials on hand       56,596       23         Current accounts       368,170       36	
Current accounts	
Cash	9 y
Total\$5	202 040 00
тотат	,505,540 92
The handed debt is that subject to which the road	. blon norm

The bonded debt is that subject to which the road was sold; it consists of \$1,666,000 Atlantic & Gulf consolidated first-mortgage bonds; \$336,000 Savannah Albany & Gulf bonds; \$664,000 South Georgia & Florida bonds, and \$39,100 Junction Branch bonds. Only the consolidated bonds are secured on the whole road. The interest charge is \$189,748 yearly.

#### GENERAL INVESTMENT NEWS.

Boston Barre & Gardner.—This company has voted to issue bonds to the amount of \$100,000, payable within fourteen years from date (for the purpose of providing for the payment of its floating indebtedness), in addition to the bonds heretofore issued or authorized to be issued.

P.c.of op.exp. to earn.

Chesapeake Ohio & Southwestern.—The Chesapeake Ohio & Southwestern Railroad Company, which is to have a through & Southwestern Railroad Company, which is to have a through line from Newport News to Memphis, was organized last Wednesday at Paducah, Ky., with the following board of directors: C. P. Huntington, President; John Echols of Virginia, Vice-President; Ex. Norton, New York; Thomas C. Platt, New York; John E. Devlin, New York; Isaac E. Gates, New York; Henry D. McHenry, Kentucky; E. D. Standiford, Louisville; H. Cummins, Tennessee. Under the laws of Tennessee the consolidation of the road from Memphis to Paducah with the road from Paducah to Elizabethtown cannot be consumthe road from Paducah to Elizabethtown cannot be consummated until sixty days' notice has been given. The board of directors will therefore meet at Rieves. Tenn., October 17, when all the legal requirements will be fulfiled, and the two roads will become one. Mr. Huntington's plan in factors at the second of will become one. Mr. Huntington's plan is, for the present, to get into Louisville from the Lexington (Ky.) terminus of the Chesapeake & Ohio over the Louisville Cincinnati & Lexington road; but as soon as possible he will build a line from Lexington across to the Paducah & Elizabethtown road at Elizabeth. town, with a branch to Louisville from Bardstown, about thirty miles, and another from Elizabethtown, forty miles, by the Cedar Creek route. The Paducah & Elizabethtown road gets into Louisville at present over the Louisville & Nashville line from Elizabethtown. The line from Louisville to Memphis, 393 miles, is almost exclusively the personal property of Mr. Huntington. It will be shortened 25 miles by building a new line from the Tennessee River direct to Mayfield. Through trains from Richmond, Va., to Louisville will be running by October 1. -New York World.

Chicago Burlington & Quincy.—The following is a statement of earnings for the month of June, 1881, and for the first six months of the year 1881, compared with corresponding time

Gross Earninys. \$2,083,802 1,682,956	Expenses. \$962,788 834,212	Net Earnings. \$1,121,014 848,744
\$400,845	\$128,575	\$272,270
\$9,098,547 9,659,605	\$4,940,603 4,647,296	\$4,157,943 5,012,308
\$ 561,058	\$293,306	\$ 854,365
The follow	of Officerran	IO Temaria ome
	\$2,083,802 1,682,956 \$400,845 \$9,098,547 9,659,605 \$561,058 -The following Columbia	Earninys. \$2,083,802 1,682,956  \$400,845  \$128,575  \$9,098,547 9,659,605  \$4,940,603 4,647,296  \$  \$293,306

Total expenses......\$313,374 Net earnings......\$177,622

Denver Longmont & Northwestern. - This company is reported to have made a favorable contract with the Denver Utah & Pacific Railroad Company, by which it saves the building of fifteen miles of road, it having the use of the Denver Utah & Pacific line to that extent into Denver for the interest upon one-half the actual construction cost of the line. The Longmont road is now railed to Canfield, some ten miles out of Longmont, and will open this section for traffic on the 26th. The whole line to Denver, thirty-two miles from Longmont, will be completed October 1.

Denver & Rio Grande—Chicago Burlington & Quincy.— A dispatch from Denver, Col., Aug. 14, says: "This morning's newspapers contain a report that the Denver & Rio Grande and the Chicago Burlington & Quincy railroad companies have agreed to build together the Burlington & Missouri Road to Denver. The end of the Burlington & Missouri Road is now about 200 miles from this city. It is also stated that the two companies have formed a close and permanent alliance and will make the Utah extension in common to Ogden, there connecting with the Central Pacific Road, thus making another through line from Chicago to San Eraneigae via Dance." through line from Chicago to San Francisco via Denver."

Georgia Pacific.—The construction contract for building the Georgia Pacific Railroad from Atlanta, Ga., to the Mississippi River was signed Saturday last by the Georgia Pacific Railroad Company, of Georgia, and the connecting railroad companies which are to be consolidated, making one company from Atlanta, Ga., to the Mississippi River. The construction company which takes the contract for building this line of from 450 to 500 miles is the Richmond & Danville Extension Co., which was chartered and organized for this purpose. Its subscription list has been completed for a capital of \$5,000,000. The board of directors, having approved the list which had been signed for that amount, made the first call of 20 per cent upon the stock, payable September 1. The construction company thus has a subscribed capital of \$5,000,000. This, it is said, means the early construction of the road from Atlanta to the Mississippi River in the interest of the Bishmand & Barrilla Baileand and the said and t in the interest of the Richmond & Danville Railroad system, it being understood that what is known as the Richmond & Danville syndicate controls a majority of the stock of the Georgia Pacific and of the Construction Company .- N. Y. World.

International & Great Northern.—This road is now running trains to Pearsall, 54 miles west of San Antonio. This is a I art of the line to Mexico, and the company is pushing the line

to Laredo, on the Rio Grande River, at the rate of a mile and half a day.

Lehigh & Hudson-Sussex.-This company has purchased of the Sussex Railroad Company the portion of its line known as the McAffee branch, and are equipping it throughout with steel rails. They are now running their trains as far as Franklin Furnace, there making connections with the New Jersey Midland and the Delaware Lackawanna & Western.

Little Rock Mississippi & Texas.—The contract for the construction of 40 miles of road on the Texarkana division of the Little Rock Mississippi River & Texas Railroad has been awarded to McCarthy & Homes who can be indicated in the Rock Mississippi River & Texas Railroad has been awarded to McCarthy & Homan, who are now building the Denver & Rio Grande extension in Colorado. The new road extends from Monticello to Warren, and is to be completed by Jan. 1.

Long Island Railroad.—The New York Times reports that the trains running on the Great Neck branch of the Flushing & North Shore RR. have been abandoned. The road has been operated under a lease by the Long Island Railroad Company, and the reason given for its abandonment is that it is in a dangerous condition. About a year ago the road passed into the hands of a Receiver. For some time past, the bondinto the hands of a Receiver. For some time past the bond-holders have not received their interest. The result is, they have effected a foreclosure and the property is to be sold to the highest bidder on September 27. Meantime, it is claimed, nothing can be done to put the road in order.

Louisville & Nashville-Peasacola & Atlantic.-The P. & A. Co. is building a road, 185 miles, to connect the Louisville & Nashville system with the Florida system of roads. The company has issued \$3,000,000 of stock and \$3,000,000 of first mortgage 6 per cent bonds, due August 1, 1921, amounting to \$32,432 per mile. The company has a land grant of 25,000 acres per mile. The Louisville & Nashville RR. Co. has taken the entire issue of bonds and has secured control of three-quarters of the capital stock. The Louisville & Nashville stockholders of the capital stock. The Louisville & Nashville stockholders of record August 25 may subscribe for these bonds at 95 cents on the dollar and interest to an amount equal to 15 per cent of their holdings in Louisville & Nashville stock, and they will receive with the bonds stock to the amount of 4 per cent of their holdings. The Louisville & Nashville guarantees the bonds, principal and interest. For fractional portions scrip will be issued. The right to subscribe expires September 15, and subscriptions must be paid between October 15 and 31.

Minneapolis & St. Louis.—The Hon. W. D. Washburn, of the Minneapolis & St. Louis road, states that the company, of which he is a leading stockholder and director, will place \$2,000,000 of its common and preferred stock upon the New York Stock

Mutual Union Telegraph Company.—Under date of August 13, Messrs. George William Ballou & Co. have issued a circular from which we quote the following:

In response to numerous inquiries from the holders of the securities of the Mutual Union Telegraph Company, we take pleasure in submitting a statement of the progress of the company up to date, together with a general idea of what the officers hope to accomplish within the next sixty days

general idea of what the officers hope to accomplish within the next sixty days.

The old line between Boston, Mass., and Washington, D. C., has been fully equipped, passing through the cities of Providence, Hartford, New York, Philadelphia and Baltimore, with connections from the main line to Newport and Springfield, Mass., Newark, N. J., and Wilmington, Del., a small link of the Newark line being not quite finished.

The extension of the company's lines which was contemplated four months ago, and for the building of which bonds were subscribed, is under construction, and the rapidity with which the work is being prosecuted bids fair to promise that the entire line between New York and Chicago, by way of Albany, Buffalo, Cleveland, Toledo and Detroit, will be open for business by the early part of October; another line will connect Boston with Albany, by way of Springfield.

A contract has been made with the Chicago & Milwaukee Telegraph Company for the use of their poles between Chicago and Milwaukee, and it is expected that the new lines which are being built between Milwaukee and St. Paul, and Chicago and St. Louis, by the Mutual Union Telegraph Company will be finished simultaneously with the line from New York to Chicago.

York to Chicago.

A southerly line has also been surveyed between Washington & Chicago, by way of Cumberland, Wheeling & Pittsburg, including Cincinnati. Zanesville, Columbus, Indianapolis, Terre Haute and Vandalia, and is being rapidly pushed towards completion, so that it is confidently expected that the company will have two independent routes to the West ready for service within the next ninety days.

A contract has also been made to extend the company's lines from St. Louis to Kansas City, and it is thought that they will be built before the approach of winter.

A connection has also been made from Boston to Bangor via Portland.

Louis to Kansas City, and it is thought that they will be built beloff the approach of winter.

A connection has also been made from Boston to Bangor via Portland, and that line is to be completed by the first of November.

With a view to opening, for public business, the telegraph lines which have been fully equipped, the company is now seeking suitable locations in the different cities for offices, and some very favorable sites have already been secured in New York. Boston, Philadelphia and Baltimore. In conformity with the provisions relative to the purchase of Mutual Union Telegraph Company's securities, there have been distributed to purchasers up to date about a million of 6 per cent bonds, and it is very gratifying to be able to assure you that the revenue from private wires now in operation, and from other sources, is amply sufficient to pay the interest on these bonds outstanding, and, with the opening of regular business to all the important telegraphic centres, we are convinced that the company will be able from the start to earn a large surplus over its interest charges, and can therefore heartily recommend these securities to the attention of investors. At the same time there is a great future for the stock of the company, and we believe that the assured increase of business will warrant its soon being placed upon a dividend-paying basis.

Nashville Chattanooga & St. Louis.—The following is a statement of receipts and expenses for the month of July, 1881, compared with same period of last year:

oompu-	RECEIP 1881.	1880.	Increase.	Decrea
Passage Freight Mail Rents and privileges	3,623	\$37,085 109,279 3,466 1,762	\$10,097 157 164	11,583
	\$150,430	\$151,594		\$1,163

· · · · · · · · · · · · · · · · · · ·	EXPENS	ES.		
Maintenance of way Motive power Maintenance of cars Conducting transportation General expenses	1880. \$26,336 25,851 13,883 26,180 7,552	1881. \$31,071 23,424 10,207 25,371 6,173	Increase. \$	Decrease. \$4,735
Surplus over operata exps. Int. on bonded debt & taxes	\$99,804 \$50,626 40,559	\$96,248 \$55,345 38,537	\$3,555 \$ 2,022	<b>\$4,719</b>
Net earnings	\$10,066	\$16,808		6,741

New Orleans Pacific.—The opening of the New Orleans Pacific Railway, recently announced, makes the distance by rail from Baton Rouge to New Orleans 98 miles. The work of making the extension north and northwest is being pushed as fast as men can do it.

New York Lake Erie & Western.—The following is the comparative statement for the month of June and for the nine months ended June 30:

Month of June.       1880.         Gross earnings       \$1,661,812         Working expenses       945,704	1881. \$1,794,982 1,063,752	Increase. \$133,170 118,047
Net earnings \$716,108	\$731,230	\$15,123
October 1 to June 30.       1879-80.         Gross earnings	1880-81. \$15,421,430 9,893,516	Increase. \$1,702,588 1,250,234
Net earnings \$5,073,559	5,527,914	\$452,354

Ohio & Mississippi.—Mr. John King, Jr., Receiver, has filed his report of the receipts and disbursements of the road for the month of July, as follows:

		The second secon	1
	Receipts.	1881.	1880.
Cash on hand July 1		\$182,385	\$155,030
Cash from station agents		333,935	452,328
Cash from conductors			5,909
Cash from individuals, RR.	Cos., &c	28,787	23,446
Cash from express compani			747
Cash from Post Office Depa	rtment	26,645	21,649
W			
Total			\$659,111
4	Disbursements		. 1
Vouchers subsequent to No	v. 17, 1876	\$409,866	\$334,955
Pay rolls			131,706
Arrearages		984	834
Cash on hand August 1		29,147	191,615
Total		. \$572,250	\$659,111
0 1 0 70 1			

Owensboro & Russellville.—There was a meeting in Louisville of the stockholders of this railroad. Resolutions were adopted looking to a consolidation of the Owensboro & Russellville and the Owensboro & Nashville, putting the line from Owensboro to Nashville under one management. Colonel Bevier submitted his plans for completing the road, which were approved. Bonds to the amount of \$2,000,000 will be issued. This, it is thought, will be sufficient to complete the line from Owensboro to Nashville, and the work will be pushed forward rapidly.

Philadelphia & Reading.—The Receivers of the Philadelphia & Reading Railroad Co. have begun the payment of past-due dividends to stockholders of the Schuylkill Navigation Company (which is operated under a lease), at the rate of one per cent for preferred and 50 cents per share for common stock. The dividends were due July 1 last.

Railroad Agencies in London.—A subscriber in London writes to The Chronicle: "If railway agencies were established in London for the transfer of shares of the American lines and for the payment of dividends, and generally to give informa-your powerful influence to attain this desirable object."

Richmond & Alleghany—Ohio Central—Atlantic & North-western.—Richmond, Va., dispatches, dated Aug. 15, state that notice was filed in the Chancery Court by George B. Harrison and others, stockholders of the Richmond & Alleghany Railroad Company, that application would be made for an injunction and restraining order to prevent the amalgamation or consolidation of the said company with the Atlantic & Northwestern and the Ohio Central railroad companies, and to prevent the said railroad companies and the syndicate committee thereof from issuing or recording any mortgage or lien upon the property and franchises of the Richmond & Alleghany Railroad Company, under any other name whatsoever, other than the \$5,000,000 authorized by the charter.

St. Johnsbury & Lake Champlain.—The total income of this road for the past fiscal year was \$178,599; expenses, \$126,-932. There has been paid from the net income for balance of interest \$19,376, and for new equipments \$25,660. The increase of earnings over the previous year is 22 per cent.

Southern Pacific in Texas.—In San Francisco, August 11, Charles Crocker, President of the Southern Pacific Railway, said to a Bulletin reporter that the company were laying a mile of track every day beyond El Paso. They are grading from the other end of the road and have the road graded for 125 miles, and 60 miles of track laid westward from San Antonio.

Texas Trunk.—The track on this road is now laid to Kaufman, Texas, 35 miles east by south from the starting point at Dallas. Regular trains between Dallas and Kaufman will be put on shortly.

Wabash St. Louis & Pacific.—The new direct line of the Wabash Railroad between St. Louis and Detroit was opened August 14, and the first through train from St. Louis left on that day.

### The Commercial Times.

#### COMMERCIAL EPITOME.

FRIDAY NIGHT, AUGUST 19, 1881.

The advices from Washington have been such as to excite grave apprehensions regarding the recovery of President Garfield and have had a very disturbing effect on business, and retarded in some degree the progress of trade. A flurry in the money market has also taken place, during which rates for temporary loans were put at extreme figures. But neither the condition of the President nor the high rates of money, nor both in conjunction, have prevented the development of a wide-spread speculation in staples of agriculture, having its chief basis in probable short crops from the drought in July, and from other causes. It has been pushed with vigor, and parties having contracts for prompt delivery have generally covered them at advancing prices.

The provision market has shown the existence of a liberal

speculative interest, and, while values have been irregular and speculative interest, and, while values have been irregular and at times weak, the general course has been upward, in sympathy with the Western markets. To-day mess pork was sold on the spot at \$18 25@\$18 50@\$18 75, the latter for choice grades; September options sold at \$18 and October at \$18 25@\$18 50. Bacon is quoted at 93/4c. for long and 10c. for short clear; half-and-half, 93/6c. Lard closed weak, after selling at 11.65@11.70c. for prime Western on the spot; September contracts realized 11.57%@11.62%c.; October, 11.70@11.80c.; November, 11.77%@11.82%c.; January, 11.92%@12c.; seller year, 11.57%@11.62%c.; refined to the Continent, 11.65c. Beef is vemper, 11 772 11 82/26; sandary, 11 82/26126; sener year, 11 57% 11 62% c.; refined to the Continent, 11 65c. Beef is quiet at \$23@\$25 for extra India mess. Beef hams are quiet at \$22@\$23. Butter is held firmly for fine grades, which are scarce. Cheese active and higher at 9% 11 ½c for fair to choice State factory. Tallow has advanced to 63/4 07c. Stearine is dull at 13c. for prime.

In naval stores a fair business has been effected at \$2@\$2 07\/2 for strained to good strained rosins, and 46@46½c. for spirits turpentine. Petroleum has been dull and easy: refined in bbls, 7½c. Crude certificates have a good speculation at higher prices; closing 81¼c. bid. Ingot copper has advanced to 16%c. for Lake. All other metals are firm, and pig iron and rails are active for 1882 delivery. Lead is quoted at 4 90@5c. for common domestic. Pig tin has advanced to 21½c. Steel rails, \$53@\$65; iron, \$48@\$49; old iron, \$27.50@\$29.50 for T's & DH's. Wool is still quiet and without especial features of interest. Hops are dull and wholly nominal. Hemp sold to the

extent of 10,000 bales Manila to arrive, 11@11%c.

Rio coffee was very quiet until to-day when the sales reached 10,000 bags; the market closed firm at 12½c. for old crop fair cargoes and 12¾c. for new. Mild grades have sold fairly at generally steady prices. Rice has been in fair demand and steady. Molasses has been in fair demand for the grocery grades and prices have been steady; boiling grades have been firmer, but not active, at 34@34½c. for 50 degrees test; 34c. is now quite generally bid. Spices have been quiet with pepper rather weak. Raw sugar has been only moderately active, but has remained firm at 75%@734c. for fair to good refining. Latterly there has been a slight improvement in the demand for the better grades of muscavado and for centrifugal.

Bags. 65,460 79,537 Melado. 

 Receipts since August 1
 22 811

 Sales since August 1
 16.541

 Stock August 17, 1881
 110,771

 Stock August 18, 1880
 126,744

 178 7,866 10,074 6,720

Refined sugar has been in fair demand and firm latterly at 10<sup>1</sup>/<sub>4</sub>c. for crushed, 10<sup>1</sup>/<sub>8</sub>@10<sup>1</sup>/<sub>4</sub>c. for powered, 9<sup>3</sup>/<sub>4</sub>c. for granulated and 9<sup>1</sup>/<sub>4</sub>@9<sup>3</sup>/<sub>8</sub>c for standard "A." Tea has sold lower in most cases at the auction sales, and otherwise the market has been very quiet. Green and Japan have been comparatively steady, but Oolong has favored buyers and the bulk of the trade has been in this description.

Ocean freight room during the past few days has been sparingly taken in view of the rapid advances in the grain market, thus checking an export interest. Tonnage is only in moderate supply, and yet rates are weak at a sharp decline. The engagements were: Grain to Liverpool by steam, 4@41/4@41/2@ 5d.; bacon, 25s.@27s. 6d.: cheese, 30s.; cotton, 7-32@1/4d.; flour, 17s. 6d. per ton; grain to London by steam, 7d.; cheese, 30@35s.; flour, 18s. 9d.; grain by sail, 6½d.; do. to Glasgow by steam, quoted 4½d; do. to Bristol, 7d.; do. to Hull, 6d.; do. to New Castle, Leith, Rotterdam and Antwerp, by steam, 7d.; do. to Cork for orders taken at 4s. 9d. per qr.; refined petroleum to do., 4s.; do. to Dublin, 3s. 7½d; do. to Antwerp, 3s. 4½d.@

3s. 5<sup>1</sup>/<sub>4</sub>d.; crude do. to Dunkirk, 3s. 6d.

There has been an active speculation in Kentucky tobacco, based on reports of serious injury to the growing crop by a prolonged drought. There can be no doubt of the truth of these reports. The sales are very large, but the exact quantities cannot be given. Prices of useful grades are 1½@2c. per lb., but so unsettled that no reliable quotations can be made. Seed leaf has been rather quiet, being generally held higher, the crop reports not being entirely satisfactory. Sales for the week are 2,550 cases, as follows: 1,300 cases 1880 crop, Wisconsin, 4@8½c.; 300 cases 1879 crop, Wisconsin, 4@7c.; 400 cases 1880 crop. Pennsylvania, 12@20c; 100 cases 1879 crop, Pennsylvania, 7@30c.; 300 cases, 1880 crop Ohio, private terms, and 150 cases 1879-80 crop, sundries, 5@20c. Also, 600 bales Havana, 88c.@\$1 20.

#### COTTON.

FRIDAY, P. M., August 19, 1881.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (August 19), the total receipts have reached 20,538 bales, against 13,062 bales last week. 17,818 bales the previous week and 16,151 bales three weeks since; making the total receipts since the 1st of September, 1880, 5,809,123 bales, against 4,916,971 bales for the same period of 1879-80, showing an increase since September 1, 1880, of 892,152 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	895	450	695	624	395	653	3,712
Indianola, &c.						183	183
New Orleans	336	2,114	914	288	1,087	481	5,220
Mobile	59	491	127	12	144	294	1,127
Florida						9	9
Savannah	610	902	325	591	727	618	3,763
Brunsw'k, &c.							
Charleston	152	128	152	43	205	696	1,376
Pt. Royal, &c.						102	102
Wilmington	2	1	34	7	8	2	54
Moreh'd C.,&c						" 33	33
Norfolk	167	94	333	164	115	63	936
City Peint,&c.						274	274
New York	137	283	272	257	352	240	1,541
Boston	318	296	45	61		4	750
Baltimore	200	35		191	500		926
Philadelp'a, &c.		344	127	35	14	12	532
Totals this week	2,906	5,138	3,024	2,263	3,547	3,660	20,535

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1880, and the stocks to-night and the same items for the corresponding periods of last year.

Common series			100	and great		
	188	υ-81 <sup>°</sup> .	187	79-80.	Sto	ck.
Receipts to August 19.	This Week.	Since Sep. 1, 1880.	This Week.	Since Sep. 1, 1879.	1881.	1880.
Galveston	3,712	676,055	1,580	467,732	20,732	2,480
Indianola, &c	193	15,634	69	7,849		
New Orleans	5,220	1,585;534	780	1,486,481	62,791	30,507
Mobile	1,127	385,892	236	354,312	2,879	2,970
Florida	9	20,426		20,156	5,086	
Savannah	3,763		-726	726,480	4,529	3,655
Brunswick, &c.		5,019		3,675	•••••	
Charleston	1,376	621,120	1,047	455,259	1,485	1,380
Port Royal, &c.	102	50,142		30,639	49	
Wilmington	54	118,479	77	76,637	473	439
M'head City,&c	33	30,666		26,963		
Norfolk	936		1,613	582,334	3,014	3,307
City Point, &c.	274	211,411	98	155,856		
New York	1,541	175,183	72	216,340	104,159	72,130
Boston	750	the first and the angle	1,261	232,728	7,425	6,767
Baltimore	926	53,100	7	19,324	1,048	1,504
Philadelphia, &c.	532	And to the Control of	830	54,184	4,196	5,565
Total	20,538	5,809,123	8.396	4,916,971	217,896	130,704

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at-	1881.	1880.	1879.	1878.	1877.	1876.
Galvest'n,&c.	3,895	1,649	3,189	2,111	402	1,036
New Orleans.	5,220	780	330	499	766	1,367
Mobile	1,127	236	60	276	166	325
Savannah	3,763	726	97	1,181	200	893
Charl'st'n, &c	The state of the s	1,047	86	501	192	241
Wilm'gt'n, &c	87	77	29	206	593	98
Norfolk, &c	1,210	1,711	272	430	126	1,695
All others	3,758	and the second s	480	495	199	1,476
Tot.this w'k.	20,539	8,396	4,843	5,699	2,644	7,151
Since Sept. 1.	5809.123	4916,971	4419,406	4273,515	3965,305	4107,135

Galveston includes Indianola; Charleston meludes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 26,602 bales, of which 25,729 were to Great Britain, 21 to France and 852 to rest of the Continent, while the stocks as made up this evening are now 217,896 bales. Below are the exports for the week and since September, 1, 1880.

	We	ek Endi Export		19.	From Sept. 1, 1880, to Aug. 19, 1881. Exported to—				
Exports from—	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total	
Galveston					317,345	53,038	108,746		
New Orleans	9,889			9,889	931,593	333,174	355,528	1,620,300	
Mobile					84,070	24,774	7,419	116,263	
Florida									
Savannah				3	200,015	37,866	269,914	507,795	
Charleston *			••		200,575	61,910	217,268	479,753	
Wilmington					57,138	. 1,444	11,223	69,810	
Norfolk					316,046	2,850	9,932	328,318	
New York	9,018	21	748	9.817	410,226	38,646	118,533	567,405	
Boston	4,08)			4,080			339	132,013	
Baltimore	750		104	854	The second of the second		31,963	155,272	
Philadelp'a,&c				1,962	<ul> <li>1 Steel 5 Date</li> </ul>		102	77,507	
Total	25,729	21	832	26,602	2,819,379	538,698	1,130,934	4,534,056	
Total 1879-80	10.211	862	555	11,628	2.599,218	895,557	854 945	3.849,720	

\*Includes exports from Port Royal &:

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

	Or					
Aug. 19, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
New Orleans	6,799	3,109	305	None.	10,213	52,578
Mobile	None.	None.	None.	None.	None.	2,879
Unarleston	None.	None.	None.	50	50	1,435
Bavannah	None.	None.	None.	2,500	2,500	2,029
Galveston	3.399	None.	None.	2,069	5,468	15,264
New York	5,500	200	250	None.	*7,550	96,609
Other ports	1,500	None.	None.	350	1,850	19,471
Total	17,198	3,309	555	4,969	27,631	190,265

\* Included in this amount there are 1,600 bales at presses for foreign ports, the destination of which we cannot learn.

The speculation in cotton for future delivery has been more active for the week under review, and has at times shown some excitement. Prices were tending upward during Saturday and Monday, on reports of injury to the growing crop by the drought in July, which the Bureau report, published on Monday, tended to confirm. There were, however, on Tuesday, many sales to realize, under which there was some depression, especially for the early deliveries. There was renewed buoyancy on Wednesday, and it was said, on the Cotton Exchange, that "outsiders" and notably Chicago speculators, had become free buyers for the rise, putting more faith in the bad crop accounts than was generally entertained on the Cotton Exchange. Prices were dearer for all positions, and yesterday the excitement was increased by the very strong accounts from Liverpool. There was a further advance of 13@17 points for the early months, and 18@20 for the later deliveries, but August receded 12 points, and the next crop 6@9 points from top prices, the market closing barely steady. Large quantities of "long" cotton, it was asserted, had been unloaded upon the "outside" bulls. To day there was an early advance, which was afterwards lost, and the final close was 10@11 points lower for September and October, and 4@7 points lower for the distant deliveries. Cotton on the spot advanced 1/3c. on Monday, and again on Thursday, and there has been a better demand for home consumption. To-day the market was quiet at 1214c. for middling uplands.

The total sales for forward delivery for the week are 616,400.

The total sales for forward delivery for the week are 616,400 bales. For immediate delivery the total sales foot up this week 5,942 bales, including 1,600 for export, 4,292 for consumption, 60 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.

Ordin'y.     Description     Sat.   Mon   Tues   Sat.   Sal.	4 10.4	U	PLANI	S.	NEW ORLEANS.			TEXAS.		
Strict Ord	Aug. 13 to Aug. 19.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Strict Ord	Ordin'y, 39 fb	8718	9918	8018	81116	81318	81316	81116	81316	81316
Good Ord. 109 16 1011 16 1011 16 1011 16 1011 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015 16 1015		9118	9318	9318	9518	9716	9716	9516	9716	9716
Str. G'd Ord   10916   10116   101116   11116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   11116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   111116   1	Good Ord	10	10-8	1018	104	1038	1038	104	1038	1038
Low Midd'g l1516       11716       11716       11716       11716       11716       11716       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       1318       <	Str. G'd Ord	10916	101110	101110	101316	101516	101516	101316	101518	101516
Str. I.'w Mid       113, 1178       1178       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1218       1	Low Midd'g	11518	11710	11710	11918	1111111	111116	11916	1111118	111116
Middling         12         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         12*8         13*8         13*8         13*8         13*8         13*8         13*8         13*8         13*8         13*8         13*8         14*9         14*8         14*5         12*4         12*4         12*4         12*4         12*4         12*4         12*4         12*4         12*4         12*4         12*4         12*4	Str. L'w Mid	1134	1178	11'8	12	1218	1248	12	1248	1248
Str. G'd Mid 1234         1278         1278         1334         1348         1348         1348         1348         1348         1348         1348         1348         1348         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1378         1442         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458         1458	Middling	12	124	1248	124	1238	$123_{8}$	124	1238	1238
Str. G'd Mid 1234         1278         1278         1334         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1348         1449         1448         1448           Wed         Th.         Fri.         Wed         Th.         Fri.         Wed         Th.         Fri.         Fri.<	Good Mid	1212	1258	1258	1234	1278	1278	1234	1278	1278
Midd'g Fair         13½         13½         13½         13½         13½         13½         13½         13½         13½         13½         13½         13½         13½         13½         13½         13½         13½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         14½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½         11½ <th< td=""><td>Str. G'd Mid</td><td>1234</td><td>1278</td><td>1278</td><td>13</td><td>1348</td><td>1348</td><td>13</td><td>1348</td><td>1348</td></th<>	Str. G'd Mid	1234	1278	1278	13	1348	1348	13	1348	1348
Fair	Midd'g Fair	1342		1358	1334	1378	1378	134	1378	1378
Ordin'y. \$\\ \begin{array}{c} \begin{array}{c} 8\\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Fair	144	1438	14.38	1412	1428	1408	1442	14.98	1408
Strict Ord 9316   9516   1014   1014   1038   1012   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   113   1013   113   1013   113   1013   113   1013   113   1013   1013   113   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1	7911	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Strict Ord.   9316   9516   9516   1014   1014   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   1013   10			011	011	012	018	015	013.	915.	015
Good Ord.   10 <sup>1</sup> 8   10 <sup>1</sup> 4   10 <sup>1</sup> 4   10 <sup>1</sup> 8   11 <sup>1</sup> 18   11 <sup>1</sup> 18	Ordin'y. BD	8816	81-18	81116	81316	09.16	09-16	07-16	0916	99.16
Str. G'd Ord   1011 <sub>16</sub>   1013 <sub>16</sub>   1013 <sub>16</sub>   1013 <sub>16</sub>   1013 <sub>16</sub>   111 <sub>16</sub>		3016	10116	10116	1033	1016	1016	1030	1010	1010
Str. L'w Mid       1178       12       12       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214	Good Ord		1013	1013	10.5	111:00	1111	1015.0	111110	111110
Str. L'w Mid       1178       12       12       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214       1214	Str. Ga Ora	117.16	119-16	1119-0	1111116	1113	1113	111110	111310	11131
Middling 1218   1214   1214   1238   1212   1212   1238   1212   1238   1212   1238   1212   1238   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238   1239   1239   1238   1239   1238   1239   1238   1239   1238   1239   1238	Cto Tim Mid	1170	11016	12 16	1210	1914	121	1210	124	124
Good Mid. 1258 1231 1231 1278 13 13 13 1278 13 13 13 13 13 13 13 13 13 13 13 13 13	Middling.			1214	1230	1210		1238	1210	1213
Str. G'd Mid: 1276     13     13     1318     1314     1314     1316     1314     1316     1314     1316     1314     1316     1316     1314     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     1416     141	Good Mid	1250	1934		1270			1278	13	13
Midd'g Fair 135g     133t     133t     137g     14     14 13t     137g     14 14 14 14 14 14 14 14 14 14 14 14 14 1	Str C'd Mid				1310			134		134
Fair	Midd'e Fair	1350			1379	14		1378		
STAINED. Sat. Mon Tues Wed Th. F. Good Ordinary. \$\\\ 9316 \\ 9516 \\ 9518 \\ 9518 \\ 9518 \\ 9518 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\ 9718 \\	Fair	1438			1458	1434		1458	1434	1434
Good Ordinary						Mon	Tues	Wed	Th.	Fri.
Strice Good Ordinary 9314   9014   9018   9018   918   91	-									
Strice Good Ordinary 9314   9014   9018   9018   918   91	Good Ordin	ary		\$ To.	8116	8316	8316	8316	8016	8516
015:431:00 103:4 1103:4 1103:4 1103:4	Strict Good	Ordina	гу		9316	9516	9516	9016	9716	1 9 1 1 R:
Low Middling					91016	10118	10116	10116	10316	10316

		SALE	S OF S	POT AR	ID TRA	NSIT.	FUTU	res.
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliveries.
Sat	Dull	100	310	••••		322 310		800
Tues.	Dull		421 307			421 307	74,300	300
Thurs Fri	Steady at 18 adv.	300 1,200		60		1,625	168.900 127,900	1,100
Total		1,600	4.282	60		5,942	616,400	3,600

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:

3								, January	
Sales since Sept. 1, '80	Total sales this week	Friday, Aug. 19— Sales, total	Thursday, Aug. 18— Sales, total	Wednesday, Aug. 17— Sales, total	Tuesday, Aug. 16—       Variable.       2,300       22,700       23,000       9,800         Sales, total.       90,400       2,300       22,700       23,000       9,800         Prices paid (range).       10.72@12.28       12.13@12.28       11.27@11.36       10.83@10.90       10.72@10.80       10.72         Closing.       Easier.       12.17—12.19       11.29—11.30       10.83—10.84       10.72—10.73       10.73	Monday, Aug. 15— Firmer. 99,700 Prices paid (range): 10.73@12.36 12.29@12.36 Closing	Saturday, Aug. 13— Firmer. 55,200 9,000 Prices paid (range). 10.62@12.26 12.14@12.26 Closing. Steady. 12.26——	Sales of FUTURES.	Market, Prices and
*27,955,400	616,400	Variable. 127.900 10.87@12.31 Weak.	Excited. 168,900 10:89@12:38 Dull.	Firmer. 74,300 10.73@12.25 Steady.	Variable. 90,400 10 72@12.28 Easier.	Firmer. 99,700 10.73@12.36 Unsettled.	Firmer. 55,200 10.62@12.26 Steady.	Range and Total Sales.	Market,
3,201,600	42,700	4,500 12:15@12:31 12:15—	6,800 12:28 <b>ø</b> 12:38 12:26—12:27	8.700 12.21@12.25 12.23—12.24	2,300 12:13 @12:28 12:17—12:19	11,400 12:29:212:36 12:27—	9,000 12:14 @12:26 12:26—	August.	•
1,622,100	143,000		30,000 11.38@11.49 11.42—11.43	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	22,700 11.27@11.36 11.29—11.30	32,800 11:34@11:43 11:35—	11,800 11.27@11.35	Seplember.	a,
840,200	136,200	29,300 10.92@11:06 10.92—10.93	37,600 10.97@11.07 10.99—11.00	16,600 10.84 <i>æ</i> 10.91 10.90—10.91	23.000 10.83 #10.90 10.83—10.84	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12,600 10.76@10.84 10.82-10.83	October.	DAI
523,800	73,400	10,100 10.87 <b>3</b> 10.98 10.87 <b>–</b> 10.88	$\begin{array}{c} 24.800 \\ 10.89 @ 11.00 \\ 10.91 - \end{array}$	8,800 10.73@10.82 10.80—10.81	9,800 10.72@10.80 10.72—10.73	13,600 10 73 <b>2</b> 10 79 10 75—10 76	6,300 10.63 <i>a</i> 10.70 10.69—10.70	November.	DAILY PRICES AND
566,000	119,300	31,900 10.90@11.03 10.90—10.91	40,100 10.92@11.01 10.95—10.96	11,600 10.74@10.83 10.82—10.83	$ \begin{array}{c} 16,100 \\ 10.72 \not\equiv 10.80 \\ 10.73 - 10.74 \end{array} $	10,900 10.73@10.80 10.75—10.76	8,700 10.62@10.70 10.69—10.70	December.	AND SALI
123,800	58,000	12,460 11.04-@11·16 11·03-11·04	17,400 11:05@11:16 11:08—11:09	10.87@10.97 10.96—10.97	12.000 10.88.2010.94 10.36-10.87	7,200 10.85 <b>a</b> 10.91 10.90—10.91	2.800 10.75@10.82 10.80—10.82	January.	SALES OF FUTURES FOR
28,800	7,600	1,900 11.20@11.29 11.16—11.18	600 11.23@11.26 11.22—11.24	600 11.03 <b>2</b> 11.08	1,100 11.04@11.06 11.02—11.04	1,800 10.98 æ111.05 11.04—11.05	1,600 10.86 <b>2</b> 10.95 10.93—10.95	February	
47,000	14,300	3,200 11.30@11.42 11.30—11.32	4,100 11.34@11.40 11.35—11.37	$\begin{array}{c} 1.200 \\ 11.15@11.24 \\ 11.22-11.24 \\ \end{array}$	2,100 11·16æ11·19 11·14—11·15	2,500 11·12æ11·19 11·17—11·19	1.200 11.02@11.10 11.07—11.08	March.	EACH MONTH.
28,800	15,900	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	6,000 11.46@11.53 11.46—11.48	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	April.	VTH.
6,700	0,400	1,600 11.60 æ11.63 11.52-11.54	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1,000 11.45@ — 11.44—11.49	800 11·43@11·45 11·39—11·41	300 11·42 <i>æ</i> – 11·40–11·42	600 11·25@11·30 11·28—11·30	Мау.	
. 700	700	200 - @11·75 	11.73 <i>æ</i> 11.75	   @ : 	19:	19:	10:	June.	

\*Includes 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; Sept.-Jan. for January, 2,583,900; Sept.-Feb. for February 2,372,700; Sept.-March for March, 3,466,100; Sept.-April for April, 2,595.800; Sept.-May for May, 2,156,400; Sept.-June for June, 2,224,500; Sept.-July for July, 1,767,000.

Transferable Orders—Saturday, 12:30; Monday, 12:30; Tuesday, 12:30. Wednesday, 12:35. Thursday, 12:30. Friday, 12:15

12.20; Wednesday, 12.25; Thursday, 12.30; Friday, 12.15.

The following exchanges have been made during the week: -04 pd. to exch. 100 Aug. s. n. for 11 pd. to exch. 200 Nov. for Oct. regular. 10 pd. to exch. 200 Nov. for Oct.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Aug. 19), we add the item of exports from the United States, including in it the exports of Friday only:

Stock at Liverpoolbales. Stock at London	1881.	1980.	1879.	1878
	750,000	657,000	427,000	565,000
	43,200	50,600	59,070	13,500
Total Great Britain stock .	793,200	707,600	486.070	578,500
Stock at Havre.	203,000	69,400	100,900	163,250
Stock at Marseilles	3,800	8,130	2,121	6,000

	<b>4 y</b> 11 <b>y</b> 12 <b>y</b> 13 y 13		2	
	1881.	1880.	1879.	1878
Stock at Barcelonabales.	33,100	58,000	22.481	30.000
Stock at Hamburg	4.300	4.500	2.300	7.250
Stock at Bremen	52,600	30,800	19,279	38,000
Stock at Amsterdam	35,100	15,300	23,308	44,000
Stock at Rotterdam	3,900	2,880	396	9,000
Stock at Antwerp	2,500	981	200	6.300
Stock at other conti'ntal ports.		21,100	5,650	17.250
panor at ourer court mear bores.	10,700	21,100	0,000	11,200
Total continental ports	349,000	211,591	181,635	321,250
Local Continuontal Polos	340,000	211,001	101,000	021,200
Total European stocks1	142 200	919.191	667,705	899.750
India cotton affoat for Europe.	204.000	185.000	289.588	197,000
Amer'n cotton afloat for Eur'pe	113.000	89.000	32.000	24,000
Egypt,Brazil,&c.,aft for E'r'pe	26,000	19,000	5.109	14.000
Stock in United States ports	217,896	130,679	85,272	49.378
Stock in U. S. interior ports	21,089	16,788	2.722	3,604
			100	1,000
United States exports to-day	5,400	.3,000	100	1,000
Total visible supply	700 505	1 260 650	1 002 406	1 100 739
Of the above, the totals of Ameri	ican and ot	her descrip	tions are a	-8 MOHOJ 8
American—	,			
Liverpool stock	583,000	443,000	297,000	441,000
Continental stocks	227,000	109,000	133,000	260,000
American afloat for Europe	113,000	89,000	32,000	24,000
United States stock	217,896	130,679	85,272	49.378
United States interior stocks	21,089	16,788	3,722	3,604
United States exports to-day	5,400	3,000	100	1,000
Total American	1,167,385	791,467	551,094	778,982
East Indian, Brazil, &c				
East Indian, Brazil, &c.— Liverpool stock	167,000	214,000	130,000	124,000
London stock	43,200	50,600	59,070	13,500
Continental stocks	122,000	102.591	48,635	61,250
India affoat for Europe		185,000	289,588	197,000
Egypt, Brazil, &c., afloat		19,000	5,109	14,000
EEL De LEER CONTRACTORIO	20,000	10,000		
Total East India, &c	562.200	571.191	532,402	409.750
Total American			551.094	778,982
LUMI AMORICAM	1,101,000	101,401	001,004	770,002
Total visible supply	1 729 585	1 362 658	1 083 498	1.188.732
Price Mid. Upl., Liverpool	7d.	71 <sub>16</sub> d.	69 <sub>16</sub> d.	611 <sub>16</sub> d.
L LIGO MIG. O Dr., THAOL BOOK	, (1.	, -18cr.	0.18.1.	`A10gr

The above figures indicate an increase in the cotton in sight to-night of 366,927 bales as compared with the same date of 1880, an increase of 646,089 bales as compared with 1879 and an increase of 540,853 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 towns for the seven towns in the preceding table.

1878.
441,000
260,000
24.000
49.378
5.999
1,000
781,377
a d
124,000
13.500
61,250
197,000
14,000
409.750
781,377

Total visible supply ......1,748,240 1,375,734 1,087,237 1,191,127 The imports into Continental ports this week have been 31,000 bales.

These figures indicate an increase in the cotton in sight tonight of 372,506 bales as compared with the same date of 1880, an increase of 661,003 bales as compared with the corresponding date of 1879 and an increase of 557,113 bales as compared with

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:

Statement.						-
	Week en	ding Aug.	19, '81.	Week end	ding Aug.	20, '80.
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga	444	2,061	2,869	1,200	1,795	2,636
Columbus, Ga	165		1655	17	89	2,175
Macon, Ga	38	402	1,898	61		845
Montgom'ry, Ala.	124	334	1,409	106	112	1,782
Selma, Ala*	75	175	1,100	49	155	392
Memphis, Tenn	560	741	10,297	536	1,871	7,858
Nashville, Tenn.	138	32	2,861	196	795	1,100
nasivino, rom.						
Total, old ports	1,544	3,745	21,039	2,165	4,817	16,788
Total, old ports	1,011	1 0,120	,,	_,		
Dallas, Texas	85	35	170	23	18	15
Jefferson, Tex	5	147	102	7	3	22
Shreveport, La	267	215	1,290	172	111	439
Vicksburg, Miss*	100	100	424	17	20	12
Columbus, Miss	24	7	378	4	1.	93
Eufaula, Ala	76	241	511	30		1,030
Griffin, Ga	45	3	86	48	351	263
Atlanta, Ga	150	1,064	2,786	71	1,033	6,207
Rome, Ga	95	133	19	62	107	776
Charlotte, N. C*.			150	65	30	195
St. Louis, Mo	831	1.312	8,638	205	1,196	3,421
Cincinnati, O	1,139	1,338	4,101	1,160	1,956	603
Omomination, O	1					
Total, new ports	3,717	5,410	18,655	1,869	4,826	13,076
Total, all	5,261	9,155	39,744	4,034	9,643	29,864

\* This year's figures estimated.

† Actual count.

The above totals show that the old interior stocks have decreased during the week 1,928 bales, and are to-night 4,301 bales more than at the same period last year. The receipts at the same towns have been 621 bales less than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, 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	Receipt	s at the	Ports.	Stock at	Interio	r Ports	Rec'pts	from Pl	ant'ns.
ending-	1879.	1880.	1881.	1879.	1880.	1881.	1879.	1880.	1881.
une 3	11,089	23,674	32,642	37,570	130,835	123,342	6,461	11,068	23,513
" 10	6.612	18,580	29,432		115,038	98,428	1,471	2,983	4.518
" 17	7,198	19,870	28,218			88,232	4,065	1,022	18,022
" 34	6,293	23,511	23,476	and the second	81,172	81,875		8,493	17.119
July 1	3,637	17,057	20,662	22,388	75,103	69,988		10,988	8,773
" 8	8,032	14,070	19.163	20.691	71,950	64,212	1,335	10,917	13,35
" 15	2,809	10,691	18.199	15,528		54,777	1	4,939	8.76
" 22	3,272	13,148	19,362	14,410	56,662			3,612	12,98
" 29	2,503	10,859	16,151	13,966		40,926	1 - 1	3,828	8,68
Aug. 5	8,945	8,932	17,818				6 5 5 5	858	13,71
" 12	8,463	8,691	13,062	11,477	1	the same of the same of the		2,657	19.60
" 19	4.843	8,396	20,538	7.463	29,864	39,744	829	2,787	16,91

The above statement shows-

1. That the total receipts from the plantations since Sept. 1 in 1880-81 were 5,790,795 bales; in 1879-80 were 4,939,534 bales; in 1878-79 were 4,452,571 bales.

2. That, although the receipts at the out-ports the past week were 20,533 bales, the actual movement from plantations was only 16,917 bales, the balance being taken from the stocks at the interior ports. Last year the receipts from the plantations for the same week were 2,787 bales and for 1879 they were 829 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather during the past week has in general been warm and dry. Prospects are fairly favorable, though in some portions the drought still continues. Picking is making good progress in sections, particularly in the Southwest.

Galveston, Texas.-We have had splendid showers on three days the past week, the rainfall reaching two inches and eightythree hundredths. Crop accounts are more favorable, but many sections still need rain badly. Picking is progressing finely. Receipts of new cotton this week 1,913 bales, making thus far 2,385 bales. Average thermometer 84, highest 91 and lowest 75.

Indianola, Texas.—We had a good shower on one day the past week, the rainfall reaching seventy-one hundredths of an inch. More rain is desirable, but the crop is developing promisingly. Picking is progressing finely. The thermometer has ranged from 73 to 92, averaging 83.

Corsicana, Texas.—The weather has been warm and dry during the past week. The crop is developing promisingly. Picking is progressing finely. The thermometer has averaged 90, ranging from 77 to 103.

Dallas, Texas.—We have had no rain during the past week. It is needed locally very much. Picking is progressing finely. Average thermometer 90, highest 103 and lowest 77.

Brenham, Texas.—The weather has been warm and dry during the past week. Picking is progressing finely. Crop accounts are more favorable but another shower will soon be needed. The receipts of new cotton are large, it is moving earlier than usual. The thermometer has averaged 85, ranging from 75 to 98.

Waco, Texas.—The weather has been warm and dry during the past week. Many sections are still very dry. Picking is progressing finely. The thermometer has ranged from 76 to 98, averaging 85.

New Orleans, Louisiana.-It has rained on one day the past week, the rainfall reaching forty-eight hundredths of an inch. The thermometer has averaged 83.

Shreveport, Louisiana.—We have had no rain during the past week. The weather has been clear and extremely hot. The river is fifteen inches below bench mark. The drought still continues, and cotton is failing rapidly. The thermometer has ranged from 73 to 105, averaging 88.

Vicksburg, Mississippi.—Telegram not received.
Columbus, Mississippi.—The weather has been warm and dry during all of the past week. Caterpillars are reported everywhere, and great injury is undoubtedly being done; their ravages have reduced prospects one third. The thermemeter

has averaged 88, ranging from 78 to 99. Little Rock, Arkansas.—The past week is a continuation of the hot weather we have had for three weeks previous. The

drought is destroying vegitation rapidly. We had a very light sprinkle on Sunday night. The thermometer has ranged from 71 to 102, averaging 85.

Nashville, Tennessee.—It has rained on one day the past week, the rainfall reaching but eighteen hundredths of an inch. More rain is much wanted. Average thermometer 82, highest 103 and lowest 65.

Mobile, Alabama.—We have had no rain during the past week. Accounts from the interior are conflicting but generally unchanged. Average thermometer 82, highest 96 and lowest 68.

Montgomery, Alabama.—We had rain on one day the early part of the past week, but the latter portion has been clear and pleasant. The rainfall reached seventeen hundredths of an inch. Accounts from the interior are conflicting, but generally the crop is developing promisingly. Picking is progressing finely. Average thermometer 82, highest 96 and lowest 68.

Selma, Alabama.—We have had rain on one day the past week, and the balance of the week has been pleasant. The

rainfall reached twenty-seven hundredths of an inch. Picking is progressing finely. The thermometer has ranged from 68 to

99, averaging 83. Madison, Florida.—We had rain on one day the early part of the past week, but the latter portion has been clear and pleasant. Caterpillars have appeared, though the injury done is as yet limited. Rust is developing badly. Picking is progressing finely. The thermometer has ranged from 70 to 86, averaging 78.

Macon, Georgia.—We have had rain on one day the past week. The thermometer has averaged 80.

Columbus, Georgia.—It has rained severely on one day the

past week, the rainfall reaching one inch and twenty hundredths. Picking is progressing finely. Average thermometer 85, highest 94 and lowest 75.

Savannah, Georgia.—It has rained on one day the past week, and the rest of the week has been pleasant. The rainfall reached eleven hundredths of an inch. New cotton is moving freely.

Average thermometer 80, highest 96 and lowest 64.

Augusta, Georgia.—Weather at close of week cool and pleasant. It has rained lightly on two days, the rainfall reaching eighty hundredths of an inch. Crop accounts are less favorable, owing to lack of rain. The crop at some points in this section is not turning out as well as expected, though in a majority of sections it is very promising. The first bale of new crop was

received on the 10th inst., and to date the receipts are 10 bales.

Average thermometer 80, highest 100 and lowest 66.

Atlanta, Georgia.—It has rained on one day the past week, the rainfall reaching nine hundredths of an inch. Indications

are favorable for a general rain. The heated term is over.

Average thermometer 81, highest 98 and lowest 67.

Charleston, South Carolina.—We have had rain on two days the past week, with a rainfall of thirty-three hundredths of an inches the contraction of the past week. inch. The thermometer has ranged from 70 to 97, averaging 81. The following statement we have also received by telegraph,

showing the height of the rivers at the points named at 3 o'clock August 18, 1881, and August 19, 1880.

	August 18, 1881, and August 13, 1000.	Aug. 18, '81. Feet. Inch.	Aug. 1	9, 80. Inch.
-	New OrleansBelow high-water mark  MemphisAbove low-water mark  NashvilleAbove low-water mark  ShreveportAbove low-water mark  VicksburgAbove low-water mark	No gauge. 6 1 7 0 11 0	11 7 2 16	10 8 8 10 sing.

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.

AUGUST REPORT OF AGRICULTURAL DEPARTMENT.—The Agricultural Department has this week issued its cotton-condition report for the first of August. The full text of the report, as telegraphed, is as follows:

"The returns to this Department of August 1st show a decrease in the condition of cotton since the returns of July. The average condition is 88 on the 1st of this month against 95 on July 1st; as compared with last year the condition is reported 14 per centum less than at the same date then.

The following are the reports by States, viz.: 39 counties in North Carolina average 89; 14 counties in South Carolina average 81; 63 counties in Georgia average 92; 15 counties in Florida average 100; 28 counties in Alabama average 95; 27 counties in Mississippi average 89; 17 counties in Louisiana average 87; 55 counties in Texas average 79; 26 counties in Arkansas average 85; 25 counties in Tennessee average 98.

"Drought is universally complained of, and is the cause of the decline, particularly in South Carolina and Texas. The plant is generally reported small, and much shedding of bolls. Insect injuries are not reported to any great extent."

Collecting the three months' figures of the present season, and comparing them with the reported condition for the same months of last season, we have the following results:

ж к		18	381.			18	380.	
States.	June.	July.	Aug.	Aver'ge	June.	July.	Aug.	Aver'ge
North Carolina South Carolina Georgia Florida Alabama Mississippi Louisiana Texas Arkansas Tennessee	96 88 92 100 102	94 93 98 99 102 94 96 89 92 105	89 81 92 100 95 89 87 79 85 98	93·0 87·3 91·0 99·6 99·6 92·3 91·0 85·6 89·0 93·6	92 104 98 90 96 96 97 106 100 99	101 99 97 92 93 96 111 104 103	106 98 98 96 99 99 110 106 107	99.6 100.3 97.6 92.6 96.0 98.0 97.3 109.0 103.3
Average	93	95	88	92:0	98	100	102	100.0

AN EARLY SHIPMENT.—A special from Houston, Texas, to the New Orleans Democrat, dated August 12, says:

One hundred bales of this year's cotton crop were shipped from Houston direct to Liverpool, to-day, by F. S. Burke. This is the earliest shipment from any port in the United States of any quantity, and is the first shipment ever made from Houston to a foreign port. Another interesting fact is that it is the earliest shipment ever made.

NORTH CAROLINA COTTON.—The first bale of North Carolina cotton was received at Wilmington, Tuesday, August 16. It came from Leak, Everett & Co., of Rockingham, Richmond County, and was consigned to Worth & Worth. It was classed as middling and sold to Alexander Sprunt & Co., at 13 cents per pound, who shipped it to Cummings & Bailey, of New York. This is two days earlier than the first arrival last year.

Two bales of new cotton were received at Norfolk, August 16, by Vaughan & Barnes. They were grown in Lenoir County, N. C., graded strict middling and middling, and were sold to Reynolds Bros. for 15 and 14 cents per pound. This is three days earlier than the first arrival last year.

NEW SEA ISLAND COTTON.—The first bag of new crop Sea Island cotton was received at Savannah, Monday, August 15th, by W. W. Gordon & Co. It was shipped by R. T. Prescott, of Echols County, Ga., from his plantation, near the Florida line. It classed as "Good Florida" cotton and weighed 303 pounds.

New Arkansas Cotton.—The New Orleans Times of August 10 says:—"The following despatch was received yesterday in this city, 'Helena, Ark., August 9, 1881. To Messrs. Richardson & May, New Orleans: First bale new cotton is ready for shipment to you. D. B. McKinzie.' This is the first bale of new cotton reported north of Mississippi, and is unusually early for the section in which it was produced."

Weather Record for July.—Below we give the rainfall and thermometer record for the month of July and previous months of this year and last year:

						•								
	-	Febr	uary.	Ma	rch.	A	ril.	Me	ıy.	Ju	ne.	Ju	lu.	
	Rainfall.	-	1880.	1881.	1880.	1881.	1880.	1881.	1880.	-		-		I
	Nonfolk.— Rainfall, in Days of rain.	2·88 15	1.69	3·00 14	5·34 17	4·06 16	1.83 9	1·49 17	0·54 6	3·74 14	5·34 10	6·47 13	7.84 15	•
	WILMING'N.— Rainfall, in Days of rain.	2·80 10	2·85 12	5·14 11	1.93 14	3·47 13	3·52 10	2·11	1.84 5	3·48 12	6.93	12·40 10	9·20 16	,
	CHARLEST'N—Rainfall, in Days of rain.	1.56 10	3·97 10	4·11 12	2·01 11	3·33 14	3.65 10	0·48 5	0.90 4	1·47 10	<b>2</b> ∙18 5	4.99	5·7? 14	
	Rainfall, in Days of rain.	3·98 8	3·37 10	7·54 11	6·43 13	4·71 15	5·72 15	1.35	2·98 8	2·11 12	1·54 8	3·46 6	5.98 17	
	ATLANTA.— Rainfall, in Days of rain.	9.79	3·02 7	10.55 11	11·44 14	3·71 9	5·75 12	1·15 5	4.28	2·36 5	5·30 8	0.74 4	2·47 9	1
	BAVANNAH.— Rainfall, in Days of rain.	1.16	2·95 11	3·79 10	1·14 11	3·32 12	4·49 12	0.83	2·53 8	0.91 11	2·30 11		7·24 19	1
	COLUMB'S, Ga. Rainfall, in Days of rain.	8·73	1.90 3	10·31 7	8.60	7.65 4	4·56	3·37 5	11·84 5	5·97 8	0·45 2	3.96	5·43 10	,
	MACON.— Rainfall, in . Days of rain.	2·84 5	2·10 6	7·16	5:69 8	4·96 7	4·35 5	1:00 1	3·22 4	2.97	1.41	3·71 4	1.67	,
	Rome, Ga — Rainfall, in Days of rain.	5.55	2.92	7·70	10.40	3·35 5	9.25	4.47	1.68 1	3·05 5	2:35 8		::::	1
,	Rainfall, in Days of rain.	1.12	6·17 12	2·89 11	1.69 8	4·57 8	1.05	2·81 8	6·24 11	2:S2 6	3·00 13	····	5·94 17	(
	CEDAR KEYS. Rainfull, in Days of rain.	3·51 7	7:35 8	3·86 10	2·83 6	3·45 5	0.73 4	2·25 5	4·94 12	1:69 6	8·76 16	11.86 16	9·10 11	-
	Montgom'RY. Rainfall, in Days of rain.	7·06	6.11	5·45 13	9·26 15	4·52 8	6·42 13	1·41 11	7·07 14	3·04 11	8 0.30	2·18	3·17 14	
	Rainfall, in Days of rain.	8:00 12	5.73 12	10·41 12	9·41 14	9·21 11	2·99 12	1·44 8	5.62 16	4·85 11	5·08 11	2·77 15	4·92 19	8
	N. ORLEANS.— Rainfall, in Days of rain.	5.80 12	4·62 12	2·75 11	6.66 16	3·92 7	6.88 10	3·20 10	6·55 14	2·84 13	6·43 20	6.97	11.22 21	1
	Rainfall, in Days of rain.	3.36	6·19	1:80	6·17 12	2·81	8·43 10	8.63	3·21 12	0·33	2·74 16		10.67 13	1
	FAVETTE, Miss Rainfall, in Days of rain.	8.20	5·00 8	5·20	8·60 10	4·20 5	13·40 10	3.80 8	2·30 6	1:30 4		2 20 6	5.10	,
	Col'BUS, Miss. Rainfall, in Days of rain.	1.75	4·83	6.88	7·57 11	3·73 6	10.50 11	5·12 12	8.55	3·82 8	3.77	0 93	4.68 11	
	Vicksburg.— Rainfall, in Days of rain.	7.20	4·60 11	3·53 9	11·23 14	1·48 6	9·09 13	4.39	5.99 8	1.94	6.30		4·89 13	
	Rainfall, in Days of rain.	5.57	7·75 10	2·06 10	6·64 17	1·48 9	4·56 14	4·69 17	2·24 8	6·17 10	3·38 12	2.16	3.23	
	NASHVILLE.— Rainfall, in Days of rain.		12 <sup>.</sup> 87	2.79 19	8·18 17	5·12 18	5·26 10	3.67 16	4·13 8	3.70 16	3-95 12	0.86	5·39 12	
	MEMPHIS.— Rainfall, in Days of rain.		9·44 12	3·23 17	8.82 17	5.74 17	3·91 14	2·80 19	3.82	2·89 14	4.08	0.89	2·14 12	
	GALVESTON.— Rainfall, in Days of rain.	8.29	2·13 16	1·47 11	6.54 14	4·76 12	1.71 10	3.50	4.09	0.03	8·33 20	4·92 14	2·49 14	
	Rainfall, in Days of rain.		1.60	0.29	2.43		0.55	2.02	3.66	2	3.48	1.20	4·83 11	
	Rainfall, in Days of rain.			2.71	4.08	3.79	5 90	14.33	3.15	:::	2.75	2.36	3.43	-

_	1001110		•					r	. · · · · · · ·	TOD		A.L	50
1		Febr	uary.	Ma	rch.	An	ril.	i M	ay.	Ju	ne	To	dy.
	Thermometer.	1881.			1880.		-	-			1880.	-	
	NORFOLK.	90:0	20.0	73.0	91.0	90:0	04:0					100.0	
1	Lowest	39·6 13·0 69·0		29·0 45·6	81.0 27.0 48.5	89.0 28.0 52.5	84.0 27.0 60.0	92·0 49·0 67·1	98·0 45·0	58.0	58.0		63.0
	Average								73.4	74.0	76.8	79.8	80.3
	Lowest	71.0 19.0	30.0 81.0	31.0	82·0 34·0	86·0	90·0 34·0	93·0 54·0	92·0 45·0	59.0	22.0 22.0	98.0 98.0	98·0
	Average CHARLEST'N-	49:1	53.3	52.1	56.2	57.8	63.5	70.6	70.9	78.4		80.2	79.4
	Highest Lowest Average	71.0 26.0 52.3	56·1 56·0 56·0	75.0 38.0 54.6	80.0 40.0 61.2	81.0 81.0	87·0 39·0 67·0	91·0 56·0 73·1	89·0 53·0 73·1	96.5 64.0 81.8	100 0 6 0 80 6	67.0	97.0 71.0 83.4
	AUGUSTA.— Highest Lowest Average	74·0 27·0 50·8	81·0 83·0 55·1	77·0 33·0 53·0	59·9 59·0	89·3 31·0 62·2	88.0 86.1	98·2 58·3 75·1	89.0 50.0 73.4	101:8 62:3 81:7	99.0 81.0	102·3 64·3 84·2	98·0 69·0 96·0
	ATLANTA.— Highest Lowest Average	68·0 20·0 44·0	74·0 28·0 49·0	71.0 28.0 47.0	79·0 34·0 55·0	82·0 25·0 58·1	86.0 83.0 62.0	93·0 52·0 71·5	89.0 44.0 71.3	96·0 57·0 77·5	92·0 59·0 76·0	100 0 60 0 81 2	95·0 64·0 78·5
	SAVANNAH.— Highest Lowest	73·0 29·0 53·8	80·0 38·0 57·7	76·0 36·0 56·7	85.0 43.0 64.3	86.0 80.0	83.0 41.0 68.9	93·5 57·5 74·2	89·0 56·0 73·7		100·0 63·0	::::	97·0 70·0 83·1
1	Average COLUMB'S, Ga.										81.9		
	Highest Lowest Average MACON.—	72·0 29·0 53·0	75·0 95·0 54·0	70·0 87·0 54·0	82.0 42.0 65.0	85.0 49.0 65.0	88.0 42.0 68.0	64.0	58.0 72.0	100·0 70·0 85·0		102·0 64·0 85·0	82.0 88.0 88.0
1	Highest Lowest Average	74·0 25·0 51·0	77·0 26·0 53·0	74 0 80 0 54 0	84.0 34.0 60.0	86.0 27.0 63.0	88·0 84·0 66·0	26.0	86.0 52.0 73.0	97.0 62.0 80.0	62.0		95.0 68.0 78.0
	Rome, Ga.— Highest Lowest Average	67.0 23.0 45.3		69.0 28.0 48.9	75·0 33·0 55·8	82.0 27.0 59.8	86·0 88·0		86·0 44·0 72·3	96.0 56.0 78.6	59.0	,	••••
	JACKSONV	78.0		80.0	86.0	88.0	91.0		02.0	99.0			97.0
-	Lowest Average	34·0 58·0	42.0		43.0	37·0 67·4	42.0	63.0	58.0	66 0 83 2	69.0		70 0 82 6
	CEDAR KEYS. Highest Lowest Average	35·0 58·3	43.0	40.0	81.0 49.0 69.0	38.0	88·0 50·0 71·4	66.0			65.0	69.0	94.0 71.0 82.6
	MONTGOM'RY. Highest Lowest Average	72·0 30·0 51·1	33.0	34.0	39.0	30.0	40.0	58.0	49.0		63.0		100·0 69·0 81·9
	MOBILE									1			
	Lowest Average	30.0	34.0	38.0	82.0 39.0 64.5	33.0	42.0	58.5	53.0	64.0	63.0	100.8 69.2 83.3	71.0
l	N. ORLEANS.— Highest Lowest Average	36.0	43.0	42.0	42.0	38.0	49.0	60.0	58.0	71.5	69.0	73.5	71.0
	SHREVEPORT. Highest Lowest	22.0	29.0	35.0	34.0	32.0				101.6			96.0
	Average FAYETTE, Miss		1	1	59.0	61.4	66.1	77.0		83.8	78.0		80.0
). -	Highest Lowest Average	28 0	27.0	33.0	34.0	38.0	40.0	81.0	56.0	68.0	1	72.0	65.0
4	Col'Bus, Miss. Highest			ļ						l			
0	Lowest'										1	74.0	
•	VICKSBURG	-	}	1					1	100.0	94 0		0000
?	Lowest Average	28.0	31.0	36.0	36.0	31.0	41:0	62.0	52.0	89.0	63 0		04.0
	LITTLE ROCK				1	1				}	1	100.0	
8	Lowest Average	. 16.0	20.0	24.0	29.0	28.0	40.0	58.0	44.0	62.0	59.0	62.0	62.0
7	NASHVILLE.— Highest		1		1	84.0	87.0					101.2	95.0
4	Lowest	20.0	11.0	26.0	29.0	23.0	33.0	51.0	40.0	55.4	58 0	60.4	59.0
-	MEMPHIS.— Highest	69.0	74.0	78.0	76.0	87.0	87.0	92.0	91.0	100.0	98.0	99.0	
3	Average	43.1				27.0	38.0						
7	GALVESTON.— Highest Lowest Average	68.0	40.0	46.0	37.0	47.0	46.0	64.0	56.0	73.0	68.0	70.0	69.0
:	Indianola.— Highest Lowest	32.0	38.0	47.0	32.0	40.0	46.0	64.8	58.0	70 8	8 63.0	75.8	69.0
4	ORSICANA.		100							85 (	1		100.0
_	Highest											99.0	

The following remarks accompany the month's reports for July, 1881:

49.5 53.6 58.3 58.3 68.9 69.6 76.3 76.6 86.2 80.5 85.7 82.

Norfolk, Va.—Thunder storms frequent during the month, almost every rain being accompanied by thunder and lightning. Wilmington, N. C.—Very heavy thunder storms on the 1st, 15th, 17th and 27th. On the 1st, 4.20 inches of rain fell in two hours.

Augusta, Ga.—Gale on 2nd inst. No damage except to telegraph lines.

Columbus, Ga.—The drought caused some shedding on light uplands which seasonable rains have since checked.

Nashville, Tenn.—In some portions of West Tennessee no rain has fallen since the last three days in June. The drought is the most severe ever known, being far more destructive than that of 1854. In many sections crops are literally drying up. Cotton crop is suffering greatly.

Indianola, Texas.—Drought has been very severe during the month.

Corsicana, Texas.—A heavy rain and wind storm passed over this section on the 27th inst.

JUTE BUTTS, BAGGING, &c.—There has been a fair amount of business doing all through the week and the market has not changed. Prices are very steady and holders are not forcing goods. Bagging is moving at our quotations and there have been sales of 600 rolls various qualities. There is further inquiry reported and the close is steady at 9%@10c. for 1¾ lbs.; 10½@10¾c. for 2 lbs.; 11½c. for standard qualities. Butts are moving fairly though no large transactions are

reported. No change is noted in prices which continue to be very firmly maintained, and holders are quoting 2 13-16@21/c. for paper grades, and 31/c. for bagging quality.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1 has been as follows:

Monthly		Year	Beginnin	g Septemb	er 1.	
Receipts.	1880.	1879.	1878.	1877.	1876.	1875.
Sept'mb'r	458,478	333,643	288,848	98,491	236,868	169,077
October	. 968,318	888,492	689,264	578,533	675,260	610,316
Novemb'r	1,006,501	942,272	779,237	822,493	901,392	740,116
Decemb'r	1,020,802	956,464	893,664	900,119	787,769	821,177
January .	571,701	647,140	618,727	689,610	500,680	637,067
February.	572,723	447,918	566,824	472,054	449,686	479,801
March	476,582		303,955	340,525	182,937	300,128
April	284,216	159,025	167,459	197,965	100,194	163,593
Мау	190,034	110,006	84,299	96,314	68.939	92,600
June	131,871	88,455	29,472	42,142	36,030	42,234
July	78,572	54,258	13,988	20,240	17,631	29,422
Total year	5,759,853	4,891,586	1,435,737	4,258,486	3,957,386	4,085,531
	of tot. port			· .		
receipts	July 31	97.79	99.74	97.99	98.00	97.48

This statement shows that up to July 31 the receipts at the ports this year were 868.267 bales more than in 1879-80 and 1,324,116 bales more than at the same time in 1878-79 By adding to the above totals to July 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1881.	1880.	1879.	1878.	1877.	1876.
Tot.Jly 31	5,759,853	4.891.586	1,435,737	4,258,486	3,957,386	4,085,531
Aug. 1	3,592		419			635
" 2	2,838	1,51%	507	1,465	264	724
" 3	2,477	2,394	s.	395	861	501
" 4	3,038		562	g.	452	846
" 5	3,705		698	596	s.	834
" 6	1,783	1,891	330	509	839	s.
" 7	S.	1,526	666	529	618	1,141
" 8	3,424	S.	1,182	340	247	1,168
" 9	1,900	1,298	527	700	364	1,082
" 10	1,615	1,444	8.	468	245	761
" 11	2,110	1,354	778	s.	531	1,033
" 12	2,230	827	764	712	s.	1,084
" 13	2,906	2,242	317	612	487	B.
" 14	В.	1,232	239	737	598	1,963
" 15	5,138	S.	809	505	867	1,714
" 16	3,024	1,657	520	1,623	264	1,039
" 17	2,263	1,087	8.	634	561	845
" 18	3,547	1,520		B.	394	739
" 19	3,660	971	556	941	8.	607
	5,809,123	4,915,012	4,445,858	4,269,394	3,964,899	4,102,338
	e of total ots Aug.19	98.27	99 97	98:24	98-19	97.88

This statement shows that the receipts since Sept. 1 up to to-night are now 894,081 bales more than they were to the same day of the month in 1880 and 1,363,265 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 August 19 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 August 18.

	BO A	BAY RE	CEIPTS	AND SHI	LAMENIA .	FOR FOUR	YEARS	•
	Shipme	ents this	week.	Shipm	ents since	Jan. 1.	Re	ceipts.
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.
1881 1880 1879 1878		3,000 6,000	3,000 6,000	352.000	522.000 477.000 329,000 386.000	804,000 829,000 573,000 679,000	8.000 2,000	

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 2,000 bales, and a —crease in shipments of — bales, and the shipments since January 1 show a decrease of 25,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

	Shipm	ents this	week.	Shipment	s since Jan	uary 1.
Year.	Great Britain.	Continent.	Total.	Great Britain.	Conti- nent.	Total.
1881 1880	4,000	1,000	5,000	170,000	68,000	238,000 277,000
1879 1878	7,000 6,000	3,000	7.000	198,000 184,000 93,000	79,000 101,000 51,000	289,000 149.000

The above totals for this week show that the movement from

the ports other than Bombay is 5,000 bales more than for the same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1881, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	18	381.	18	380.	18	79.
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay All other p'rts.	3,000 5,000		3,000	829,000 277,000	6,000 7,000	573,000 289,000
Total	8,000	1,012,000	3,000	1,106,000	13,000	862,000

This last statement affords a very interesting comparison of the total movement for the week ending Aug. 18, 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, Aug. 18.	1881.		18	80.	1879.		
Receipts (cantars*)— This week Since Sept. 1	2,7	75,000	3,2	04,000	1	,66 <b>7,000</b>	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	1,250	250,000 154,705	500 241	292.530 177,638	1,000 76	172,400 79,776	
Total Europe	1,250	104,705	741	470,168	1,076	252,176	

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending August 18 were —— cantars and the shipments to all Europe were 1,250 bales.

Manchester Market.—Our report received from Manchester to-night states that prices for both twists and shirtings have advanced, and that the market is hardening. We give the prices of to-day below, and leave previous weeks prices for comparison:

		1881.					1880.					
	32s O Twis	op.		8 <u>4</u> Shir	lbs ting		Ooti'n Mid. Up ds	32s Cop. 1wist.		84 lb. Shirtin	s. gs.	Cott'n Mid. Uplda
J'ne17 " 24 July 1 " 15 " 22 " 29 Aug. 5 " 12 " 19	d. 8780 8780 9180 9180 9180 9180 9180 9180		666666666666666666666666666666666666666	9 6 9 6 5 19 6	77 78 78 78 78 78 78 78 78	d. 812 812 0000 000 80	6316	838 20 1 O 4	606666666	d. s. 41907 41907 71907 71907 71907 71907 71907 71907 71907	d. 719 6 6 719 9 9 9 9 9 9	634 634 61816

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

	140	Week e	•	Madail	Same	
Exported to—	July 27.	Aug. 3.	Aug. 10.	Aug. 17.	Total since Sept. 1.	period previ'us year.
LiverpoolOther British ports	8,076	3,517	6,876 158	8,800 248	388,804 21,422	469,156 28,800
TOTAL TO GREAT BRITAIN	8,076	3,517	7,034	9,048	410,226	497,956
HavreOther French ports	589	342	100	21	37,037 1,609	44,140
TOTAL FRENCH	589	342	100	21	38,646	44,440
Bremen and Hanover Hamburg Other ports	58 601	•••••	360 950	470 278	22,768	
TOTAL TO NORTH. EUROPE	659		1,310	748	104,535	83,408
Spain, Op'rto, Gibralt'r, &e	1,500			•••••	11,724 2,274	7,048 3,406
TOTAL SPAIN, &6	1,500				13,998	10,454
GRAND TOTAL	10,824	3,859	8,114	9.817	567,405	636,258

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

Bassimia	New	York.	Bo	ston.	Philad	lelphia.	Balt	imore.
Receipts from—	This week.	Since Sept. 1.	This week.	since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.
N. Orl'ans Texas	977	178,913 112,878		7,220 3,391	*****	3,213	••••	
Savannah Mobile		244,951	73	28,564 8,205	234	25,258	1,182	68,472
Florida 8 . Car'lina N. Car'lina		4,913 149,834 45,068	•••••	2,402			109	23,872 19,733
Virginia North. pts		226,366		68,709 181,584			1,024	102,401 203
Tenn., &e. Foreign	1,541 20			125,043 129	749	72,489 1	261	55,569
This year.	6,613	*	1,533	125,247	983	1	2,609	270,251
Last year:	5,137	1.	2,175	435,668	197	88.675	1,096	216 146

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 21.101 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

	Total vales.
NEW YORK—To Liverpool, per steamers Engl Gallia, 379Germanic, 2,052Republic	and, 2,222
ming, 3,441	8,800
To Glasgow, per steamer Furnessia, 248	248
To Havre, per steamer St. Laurent, 21	21
To Bremen, per steamers Elbe, 210Hapsb	urg. 260 470
To Rotterdam, per steamer W. A. Scholten, 2	78 278
NEW URLEANS-To Liverpool, per ship L. B. Gilch	rist, 3,998 3,998
TEXAS-To Liverpool, per bark Tvisko, 2,056	2,056
BALTIMORE-To Liverpool, per steamer Hibern	ian, 1,305 and
167 bags	
To Bremen, per steamer Hohenzollern, 259	259
Boston-To Liverpool, per steamers Atlas, 511	Illyrian, 1,888 2,399
PHILADELPHIA-To Liverpool, per steamer Illinoi	s, 1,000 1,000

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

Liverpool.  New York. 8,800 New Orleans. 3,998 Texas. 2,056 Baltimore. 1,472 Boston. 2,399 Philadelphia. 1,000	Glasgow. 248	Havre. 21	Bremen. 470 259	Rotterdam. 278	Total. 9,817 3,998 2,056 1,731 2,399 1,000
Total19,725 Cotton freights the p	248 past week	21 have l	729	278 follows:	21,001

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	732@932	722@932	732 20932	732@932	732@932	732@932
Do saild.						
Havre, steamc.	1332*	1332*	1332*	1332*	1382*	1332*
Do sailc.	••••					
Bremen, steamc.	3870 12	38 @ 12	387 19	387012	38@12	38712
Do sailc.						
Hamburg, steam.d.	38@12	3870 12	3872	38012	38@19	38012
Do saild.						
Amst'd'm, steam.c.	- 1g.	19	12	129	12	12
Do saild.					••••	
Baltic, steamd.	516	516	516	516	516	516
Do sailc.	518	516	518	516	516	516

\* Compressed.

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

	July 29.	Aug. 5.	Aug. 12.	Aug. 19.
Sales of the weekbales.	60,000	44,000	44,500	76,000
Of which exporters took	1,730	1,860	4,000	6,600
Of which speculators took	5,700	3,500		7,700
Sales Americau	44,000	33,000		55,000
Actual export	4,400	2,200		3,900
Forwarded	3,500	3,900		3,200
Tetal stock—Estimated	780,000	777,000		750,000
Of which American-Estim'd	597,000	592,000	593,000	583,000
Total import of the week	39,000	41.500	35,000	53,000
Of which American	27,000	29,000	33,000	38,000
Amount afloat	186,000	202,000	192,000	175,000
Of which American	91,000	95,000	87.000	77,000

The tone of the Liverpool market for week ending Aug. 19, and the daily closing prices of spot cotton, have

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, { 12:30 p.m {	Quiet and un- changed.	Firmer & fr'ction'ly dearer.	Firm.	Harden'g.	Active and firmer.	Firm.
Mid. Upl'ds Mid. Orl'ns		634 613 <sub>16</sub>	6 <sup>13</sup> 16 6 <sup>7</sup> 8	6 <sup>7</sup> 8 6 <sup>7</sup> 8	615 <sub>16</sub> 615 <sub>16</sub>	7
Market, }						<i>-</i>
Sales Spec.& exp.	7,000 1,000	12,000 2,000	1,000	12,000	14,000 2,000	1,000
Futures. Market, 5 P. M.	Dull but steady.	Quiet.	Quiet.	Quiet.	Steady.	Weak for near months.

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 otherwis	e stated.		= 1		
		SATURD.			
Delivery.	d.	Delivery.	d.	Delivery. DecJan	đ.
Aug	62732	OctNov	6033	DecJan	6332
AugSept.	52432	NOVDec	.6487332	MarApr	6632
SeptOct	61332			1 .	ъ .
		MONDA	0000000		
Aug	7871518	NovDec	.618@316	OctNov	6732
Ang Sent	379 @ 1518	DecJan	648	SeptOct	61532
SeptOct	67.8	JanFeb	618	OctNov	64
Oct. Nov	63,070 4				
000,2101	0 10 4 4			•	
* *	Arrowse	TUESDA			
Aug	61516	NovDec	6318	Aug	63132
AugSept	61514		$a_{32}a_{16}$	AugSept	63132
AugSept SeptOct	6:539	FebMar	$67_{32}$	SeptOct	61532
OctNov. 64	29,200 14	MarApr	614	SeptOct	6716
	02	SeptOct	6718	- ,	
		WEDNES		•	
Ang	6313377	SeptOct	6716	NovDec	6315
AugSept	63132 @7	OctNov	614		
1		THURSD	AY.		
Ang	.707118	NovDec	6732 @ 4	DecJan	64
Ang Sent	700/110	DecJan	D139	Aug	/ 48
Sent -Oct	61520@12	JanFeb	6732 @ 4	AugSept	/18
Oct -Nov	690 7514	MarApr.	6900 2514	Sept. Oot	61532
O00-2101	0.32 0.10	,	04 - 10	1	00

		FRIDAY	r	•	. ,
Delivery.	đ,	Delivery.	d.	Delivery.	d.
Aug	322316	AugSept	75.2	SeptOct	
AugSept	32 4316	OctNov	0 32	OG6NOV	
SeptOct	Pr083	Aug	7-8	I Dec-Jan	
OctNov	6513	AugSept	718	JanFeb	
NovDec	614	NovDec	6316	SeptOct	
DecJan	614	Aug	7332	MarApr	614
Aug	7500	AugSept	$73_{32}$		

#### BREADSTUFFS

FRIDAY, P. M., Aug. 19, 1881.

There has been an active flour market during the past week. The export demand has at times been quite urgent, and the local dealers have been pretty free buyers. The offerings have been quite liberal; still, in sympathy with wheat, prices have made rapid advances. Prime extras and good double extras from winter wheat have been comparatively scarce, and, being in much request for export, have improved most. Rye flour and corn meal are also dearer, the latter making an unusual advance. To-day the market further advanced, but the close was quiet.

The wheat market has been much excited by speculative action here and at the West, and prices have advanced rapidly. The advance has been most decided for winter wheat for August delivery, something of a "corner" on contracts for this month being apprehended; and on Tuesday a phase of the speculation was buying for September and selling for October. Exporters were liberal buyers down to the close of Wednesday's business, paying cash \$1 36%@1 37% for No. 2 red winter, \$1 32½@1 33½ for No. 3 do., \$1 34@1 34½ for No. 1 white and \$1 30½@1 31 for No. 2 spring. The latest crop accounts give good promise of a full yield of spring wheat, which will go far to make good the deficiency in winter wheat. To-day the opening was excited and buoyant, with some revival of export demand; but the close was quiet and easier. No. 2 red winter, \$1 45% for September and \$1 47% for October.

Indian corn has also advanced materially. The regular trade has not been active, but the speculation has frequently been quite excited. As in wheat, the improvement has been most decided in early deliveries, the parties having out contracts having become active buyers to cover them. The current movement of corn is very fair, but there cannot be any longer a doubt that a prolonged drought in the Ohio Valley has cut the next crop short. Corn needs abundant moisture, and a drought affects it disastrously. To-day the opening was quite buoyant, and further advances were paid, but the close was dull. No. 2 mixed, 74%c. for September and 77%c. for October.

Rye has been more firmly held, but is without activity. Barley continues quite nominal, selling slowly at 90c.@\$1 10 for State. Oats have followed wheat and corn in an active speculation. Yesterday the excitement was great, the business very large, and the advance an important one. The "shorts" have apparently again allowed themselves to be "cornered" on early deliveries. To-day there was an excited opening, but the close was flat; No. 2 mixed 47%@48%c. for September and 4834@4914c. for October.

The following are closing quotations:

THE TOHO WANTED SELEC	0101		•
Flour.		Grain	<b>.</b>
No. 2 spring bbl.	33 750 4 15	Wheat-	
No. 2 winter	4 100 4 50	1 DUTHIK	B1 20 701 40
Winter annerfine	5 002 5 40	Spring, No. 2	135 @137
Spring superfine	4 752 5 10	Red winter	1 30 @1 48
Spring wheat extras	5 500 5 85	Red winter, No. 2	1 45 901 46
do XX and XXX	6 000 7 25	White	130 @144
Wis. & Minn. rye mix.	6 250 6 50		65 75
Winter shipp'g extras.	6 000 6 60	West. No. 2	74 75
do XX and XXX	6750 730	Western yellow	72 @ 75
Patents	6750 850	Western white	73 76
City shipping extras.	6850 725		73 70 76
"outhern, bakers' and	0000 . 20	South. white	75 2 78
amily brands	6 750 7 75	Rye	90 @ 97
Scuth'n ship'g extras.	6 150 6 60		44 @ 48
Rye flour, superfine	5 500 6 00		47 @ 52
Corn meal—	0000 000	Barley-Canada W.	100 0110
	3 600 3 75		
Western, &c	3 850 4 00		0
Brandywine, &c	0 000 4 00	Peas-Can'da,b.&f.	
		I am The law and The class	

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

Receipts of flour and grain at Western lake and river ports for the week ending Aug. 13, 1881:

	Flour,	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At-	(196 lbs.)	(60 lbs.)	(56 lbs.)		(48 lbs.)	(56 lbs.)
Chicago	56.147	337.516	3,096,244	223,395		28,636
Milwaukee		157.630		39,700	3,850	1,760
Toledo	13,000			35,966		8,056
Detroit	- 400	10		14,441		
Cleveland				20,000		
				185,214	2,231	13,318
St. Louis	4 0==		- 11	204,750	4,000	27,925
Duluth	0 000					
(Date)	198 191	1 686 067	4,185,151	728.446	16,366	79.695
Total	156,101	2 887,927	3,704,128	914,391	30,949	105,915

Aueter 20, 1	201.]			and the second of the second	May .
Total receipts	at same po	rts from De	27 to Aug	g. 13, inclu-	
sive, for four ye	1881. 5,494,721	1880. 3,687,087	1879. 9,383,339	1878. 3,448,220	Ph Pe In
Flourbbls. Wheatbush.	32,876,880	40,803,939	45,250,614	41,167,238	Ka B
Dorn	78,649,635 27,768,672 4,034,221	100,307,045 19,733,180 2,656,384	61,030,293 15,672,029 2,482,802	61,238,131 17,876,061 3,087,242	Or
Barley Rye	1,189,863	1,627,730	2,260,832	2,546,455	Oı
Total grain Comparative	receipts (cr	op movemen	t) at same	125,915,177 ports from	To A
August 1 to Aug	g. 13, inclus 1881.	ive for four ; 1880.	years: 1879.	1878.	Ju
flourbbls.	376,570	295,756	233,400	271,559	A
Wheat bush.	3,453,457 7,746,521 1,315,058	5.642.699 7, !70.816 1.705.768	5,252,739 5,191,077 1,596,962	7,160,301 8,733,978 3,315,020	D
Oats Barley Rye	42,933 190,476	51,148 235,376	42.065 349,292	156,361	B
Total grain	12,748,445	14,903,807	12,432,135		-
Comparative orts from Dec.	shipments of 27 to Aug.	of flour and 13. inclusive	grain from	m the same	L
Flourbbls.	1881. 5,485.688	1880. 2,542,902	1879. 4,285,853	1878.	L
Wheat bush.	32,476,570	40,203,142	41,699,569	34.820.223	
Jorn	67,452,438 22,599,641 2,058,547	82,626,278 15,714,249 1,630,171	53,927,595 13,938,038 2,079,915	11,412,014	E
Barley Rye	1,170,267	1,387,198	2,027,953	2,010,956	B
Total grain  Bail shipmen					l. F
weeks ended:		, ,	880. 187		G
*.	Au	eek W	eek Wee	k Week 16. Aug. 17.	. O
Flour	bbls. 14	$\frac{8,257}{-}$ $\frac{132}{-}$	96,5		-   0
Wheat Corn Oats	938	5.428 457	,517 562,6 ,163 460,1 ,794 623,6	61 302,978 699 663,296	B
Barley Bye		7,708 12 9,465 33	5,578 8,5 50,67 <b>5</b> 0,4	263 11,613 194 13,734	B I
Total				237 1,497,000	
Rail and lake	r, Wheat,	rom same po Corn,	Oats, I	Barley, Rye,	
ending— 000 Aug. 13190,3	80 1,634,974		630,538	bush. bush 7,708 42,11 9,393 24,11	4
Aug. 6191,3 July 30169,7 July 23160,7	43 728,334	2,928,751		4,647 20,03 6,150 11,14	7 ]
Tot. 4 wks.712.1	38 4.750.17	5 11,599,520	4,142,179	27,898 97,40	3 3
Receipts of				49,870 318,96 for the weel	٠.
ended Aug. 13	:	heat, Corn		Barley, Rye	,   ;
New York	109.716 744	ush. bush. 1,094 1,265,19 5,800 268,24	1 970,972	bush. bush 550 3,18	4
Boston Portland Montreal	0.000	5,800 268,24 6,80 0,787 134,60	0 3,875		
Philadelphia Baltimore	15,795 373 25,374 976	3,700  211,20 $3.750  284.35$	0 57,370 0 19,000	i,00	[
New Orleans Total week		300 122,72		550 4,18	-
Cor. week '80	253,463 4,779	9,767 3.010,99	1 379,801	23,00 lug. 13, inclu	180
sive, for four		1880.	1879.		4
Flourbbls			6,115,93	5,265,34	16
Wheatbush Corn	71,183,349	96,958,97	0 72,789,2	28 72,764,5	16
OatsBarley	2,026,43	3 1,589,86	7 1,751,29	2,450,1	10
Total grain	. 148,218,386	183,107,219	161,266,96	35 141,439,49	50
Exports from for week ending	n United Sta	tes seaboard 1881:	ports and	from Montre	al
From-	Flour, W	heat, Cornsh. bus		Rye, Pea	٤.
New York Boston	72,036 1,22 8,587	20.751 976.	199 <b>41,997</b>	6,507 5,3	26
Montreal Philadelphia.		24,759 104, 10,257 252,	820 238	18,0	24
Baltimore	1,916 1,0		754		
Total for w'k	93,510 2,5	21,261 1,583,	487 41,997 886 30,408	6,507 23,3 15,958 29,8	
The visible	supply of g	rain. compris	sing the sto	cks in grana	cy.
at the princi ports, and in	pal points	of accumula	tion at lake	and seaboar	ra. I
follows:	Wheat	Corn,	Oats,	Barley, R	ye,
In store at—	bush. 4,615,03	bush. 1 3,238,828 2 0 990,000	bush. 2,044,413 414,000	7,041 24,9 1,000 12.0	49
Do. afloat (e. AlbanyBuffalo	10,00 168,01	$\begin{array}{cccc} 0 & 41,000 \\ 1 & 227,185 \end{array}$	26,500 984,969	13,0	000
Chicago Milwaykee	3,659,78 1,206,18	2 <b>3,331,334</b> 3 9 12,604	1,460,093	26,5 <b>64 13</b> 5,6 <b>60,851 3</b> ,7	740
Toledo Detroit	1,052,59	0 636,729	43,591 · 6,328		541
Oswego St. Louis	65,00	50,000 2 717,756	305,973	13,3	
Boston	35,81 59,68	0 216,080	30,044 4,368 59,170	1,620	180 333 46
Montreal	141,01	- AU2,U20	201110		
¥		N MI			

	Wheat,	Corn.	Oats,	Barley,	
In Store at-	bush.	bush.	buek.	bush.	bush.
Philadelphia	569,383	299,838	100,000		
Peoria	12.051	230,353	37,684		20,335
Indianapolis	368.800	171.700	19,900		2,000
Kansas City	160,664	68,190	6,213		2,902
Baltimore	1.022.774	471,912			
Down Mississippi.	112,734	3.969	22,551		
On rail	726,907	1.884.507	1,150,738	7,708	45,465
On lake	1,423,000	2,996,000	127,000		
On canal	727,000	259,000	408,000		•••••
Tot. Aug. 13, '81	17,405,069	16.045.101	7.259.348	184.784	290,728
Aug. 6. '81				125,573	250,521
July 30, '81	16,772,508			124.808	188,836
July 23, '81	15,621,645			133.736	117.023
July 16, '91	14.823.393	15,979,164	7.217.764	154.958	114,077
Aug. 14, '80	14,179,091	17,363,832	1.360.783	169,757	432,718
Aug. 14, 00	,_,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_,_,_,,,		

Exports of Provisions.

The following are the exports of provisions from New York,
Boston, Baltimore, Philadelphia, Montreal, Portland and New
Orleans, for week ending August 13, 1881, and their distribution.

To-	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Oheese, lbs.	Tallow, lbs.
London	110 1,050	147 127 543 83 	211,500 21,800 10,500 106,000 108,400 661,500	421,675 6,626,031 441,750 655,975 64,600 26,600	766,380 1,940,728 416,580 110,820 226,460 298,440	358,880 173,800 387,300
Marseilles Bremen Antwerp Amsterdam Rotterdam	338	25 65 25 50	99,400 144,000 26,250 109,400	118,750 4,750 91,300		
German ports Brazil Mexico Central Am S. Am. ports	23 10 288 270		112,421 11,000 117,375 99,295 818,252	8,980 194 1,817 25,379	180 534 1,903 7,654	200 14,745 28,728
West Indies Brit.N.A. Col. Other count's Total week Prev's week.	3643 730	266 298 18	166,257 9,491 2,432,841 3,250,955	23.583 9,910 8,578,241	17,851 4,280 3,898,048	975 11,500 976,128

#### THE DRY GOODS TRADE.

FRIDAY, P. M., Aug. 19, 1881.

The demand at first hands has been restricted in volume the past week (many package buyers having temporarily retired from the market), but there was a good steady movement on account of former orders, in which most descriptions of fall and winter goods participated. There was a still further improvement in the jobbing trade, and a satisfactory business was reported in nearly all departments by jobbers doing business with retailers in the West, Southwest and South. The general market retains the firmness of tone noted of late, and prices have slightly advanced on print cloths, and on a few makes of cotton goods which are largely oversold.

DOMESTIC COTTON GOODS.—The demand for cotton goods for export has been more active, but agents heve been compelled to decline orders in some cases owing to their inability to guarantee deliveries within the next few months. The exports of domestics for the week ending August 16 were 3,106 packages, of which 2,050 were sent to China, 324 to Great Britain, 301 to United States of Colombia, 172 to Argentine Republic, 62 to Mexico, and the remainder to other markets. The demand by jobbers was chiefly confined to small reassortments, but there was a liberal movement in plain and colored cottons in execution of back orders, and an increased distribution was made by jobbers. Stocks are in excellent shape and prices remain very firm, but without material change. Print cloths have shown more activity and prices have advanced in the face of considerable sales to 3 15-16c. for extra 64x64's and 3%c. for 56x60's respectively. Prints were in fair demand and steady, and there was a large movement in dress ginghams, and a fair business in cotton dress fabrics.

Domestic Woolen Goods.—Deliveries of men's-wear woolens (on account of former orders) were made to a considerable aggregate amount by manufacturers' agents, but the current demand for fancy cassimeres, worsted coatings, overcoatings, &c., was almost wholly restricted to small duplicate lots required by clothiers for the renewal of assortments. Samples of spring clothing woolens have been shown in exceptional cases, but it is yet too early to look for much business in this connection, and but little has been done. Cloakings have been in fair demand, but repellents were quiet and steady, as were Kentucky jeans and satinets. Flannels and blankets were fairly active in jobbers' hands, and a considerable distribution of these goods was made by agents on account of back orders. Worsted dress goods were less active, and there was only a moderate demand at first hands for shawls, skirts, carpets, underwear and

hosiery. As a rule prices of woolen goods are firmly main-

tained and stocks are in very good shape.

Foreign Dry Goods have exhibited more animation in both first and second hands, and though the demand was somewhat irregular, the week's business was fairly satisfactory. Cashmeres were in moderate demand, and there was a steady movement in fancy dress goods. Medium and fine silks were in steady request, but the lower grades were mestly quiet. Fancy dress and millinery silks have received a fair share of attention, and velvets and plushes were in steady demand. Linens, white goods, embroideries and laces, were severally sought for in moderate quantities, and there was a limited demand for mens' wear woolens. Prices remain firm in this market, and cashmeres are higher at the sources of supply in Europe.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 18, 1881 and since January 1, and the same facts for the corresponding periods of 1880, are as follows:

LOL	ULLO C	orrespond	1115	P	J110 W	5 01 1000, a	-	CB -3	LOHO WO.			_ 1
lotal at the port	Total Ent'd for consumpt.	Wanuractures of— Wool. Cotton Silk Flax Hiscellaneous		Total on market	TotalEnt'd for consumpt.	Manufactures of— Wool. Cotton Silk Flax Miscellaneous	W	Total	Manufactures of— Wool Cotton Silk Flax Miscellaneous			ENTERED FOR CONSUMPTION FOR THE
9,646	3,760 5,886	891 321 187 476 1,885	×	8,480	2,594 5,886	796 415 277 668 438	ITHDRA	5,886	1,395 1,602 1,263 1,777 849	Pkgs.	Week Aug.	OR CON
9,646 3,088,711	782,295 2,306,416	376,220 96,600 151,330 105,971 52,174	ENTERED FOR	8,480 3,095,893	789,467 2,306,416	293,850 119,586 217,209 131,542 25,280	WITHDRAWN FROM	2,306,416	\$ 615,238 459,836 841,876 193,777 195,689	Value.	Week Ending lug. 19, 1880.	SUMPTION
348,512	126,394 222,118	18,351 10,561 5,063 18,363 74,056		321,943	99,825 222,118	10,797 8,400 4,214 2,824 73,590	WAREHOUSE	222,118	32,859 50,134 30,580 47,214 61,331	Pkgs.	Since Jan.	FOR THE
84,692,024	20,020,317	6,962,311 3,216,478 4,079,468 4,250,505 1,511,585	WAREHOUSE DURING	78,998,168	14,326,491 64,671,677	4,314,093 2,617,908 3,494,758 2,749,227 1,150,505	SE AND THROWN INTO THE	64,671,677	\$ 13,555,553 15,862,889 19,995,605 9,551,556 5,706,074	Value.	n. 1, 1880.	WEEK AND SINCE JANUARY 1,
9,716	2,180 7,536	520 217 119 450 874	SAME		2,103 7,536	693 310 282 606 212	TNI NWC	7,536	1,680 1,597 1,408 1,641 1,210	1. (	Week Aug. 1	NCE JAN
3,182,748	516,625 2,666,123	194,817 66,078 87,564 92,418 75,748	PERIOD.	9,639 3,330.266	664,143 2,666,123	275,724 88,841 166,756 106,129 26,663		7,536 2,666,123	\$ 711,920 487,551 905,792 305,777 252,783	Value.	c Ending 18, 1881.	
322,325	117,835 204,490	10,946 8,429 4,651 13,891 79,918		344,127	139,637 204,490	13,275 9,803 5,103 17,855 93,601	MARKET.	204,490	26,426 46,633 28,269 56,359 46,803	Pkgs.	Since Jan. 1,	1881 AND 1880
71,673,626	14,829,118   56,844,508	4,391,702 2,751,859 3,148,819 2,761,956 1,774,782		73.986,737	17,142,229 56,844,508	5,290,673 3,339,921 3,496,953 3,508,943 1,505,739		56,844,508	\$11,375,243 14,641,230 17,743,129 7,564,259 5,220,667	Value.	n. 1, 1881.	880.

#### 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 Aug. 12, 1881, and for the corresponding period in 1880.

The quantity is given in packages when not otherwise specified.]							
	1881.	1880.		1881.	1880.		
China, &c			Metals, &c-			ĺ	
China	13,400	11,826	Iron, pig	148,627	255,432	-	
Earthenw -	30,888	34,115	" RR. bars	243,416	587,208		
Glass	282,276	486,447	Lead, pigs.	25,521	39,157		
Glassware.	28,029	27,772	Spelter, lbs	1,339,591	4,715,077		
Glass plate.	4.790	4,573	Steel	639,809	375,829	1	
Buttons	7,125	8,690	Tin, boxes.	981,978	1,042,955		
Coal, tons	38,276	31,892	Tin slbs.,lbs	9,788,450	19,136,543		
Cocoa, bags.	42,360	28,624	Paper Stock.	106,176	221,741		
Coffee, bags.	1,640,014	1,542,935	Sugar, hhds,	•		1	
Cotton, bales	7,606	4,560	tcs., & bbls.	466,791	472,950	1	
Drugs, &c-	,,,,,		Sugar, boxes	•		١	
Bark, Peru.	18,188	24,479	and bags	2,070,846	2,198,938	ı	
Blea. powd.	12.386	17,336	Tea	662,939	492,281	1	
Cochineal	2,990	2,880	Tobacco	33,460	50,833	1	
Gambier	32,499	73.559	Wines, &c		- 1,500	۱	
Gum, Arab.	4,402	4,533	Champ'gne			l	
Indigo	3,593	5,887	baskets	133,211	93,609	l	
Madder, &c	379	968	Wines	156,949		ł	
Oil, Olive	33,320	32,570	Wool, bales.	28,406		١	
Opium	510	1,320	Reported by		31,1.50	١	
Boda, bi-cb.	3,853	8,552	value.	\$	* \$	١	
Boda, sal	30,584	41,056	Cigars	1,035,142	963,085	١	
Goda, ash	45,981	62,276	Fancy goods	860,133	747,401	١	
Flax	3,175	4,544	Fish	311,499	284,330	ŀ	
Furs	6,573	8,994	Fruits, &c		-52,000	١	
Gunny cloth	1,472	2,064		720,516	1,279,950	l	
Hair	3,713			1,281,372		١	
Hemp, bales			Nuts	561,574		Ì	
Hides, &c.—	200,000		Raisins	501,655		١	
Bristles	1,539	2,220	Hides, undr.	12.593,663	16,234,808	١	
Hides, dr'sd			Rice	114,426	224,246	I	
India rubber			Spices, &c			١	
Ivory	2,056		Cassia	34,246	141,883	١	
Jewelry,&c-		-,	Ginger	49,915		ľ	
Jewelry	1.120	2,306	Pepper	234,536	396,270	١	
Watches	686			229.826		١	
Linseed	160.927		Woods-	220,520	211,002.	١	
Molasses	63,959		Cork	508,998	441,911	1	
Metals, &c-	00,000	00,000	Fustic	95,060		I	
Cutlery	4,369	4,729	Logwood	437,328		١	
Hardware						l	
BIRA DIRE	1 000	1 914	ц шапокацу.	1 287,675	157,250	•	

#### Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports) also the receipts from Jan. 1, 1881, to that day, and for the corresponding period in 1880:

	Week ending Aug. 16.	Since Jan. 1, 1881.	Same time last year.
Ashesbbls.	80	2,375	2,510
Beansbbls.		48,217	30,069
Breadstuffs		20,221	00,000
Flour, wheatbbls	97,378	3.490,047	2,819,594
Corn mealbbls	5.826	132,449	86,625
Wheatbush	1 721.262	27,241,241	32,719,363
Ryebush	3,298 1,162,796	560,951	594,153
Cornbush	1,162,796	29.524.536	38,460,705
Oatsbush	1,046,850	10,001,208	7,970,513
Barleybush	28,780	3,041,692	2,705,439
Peasbush	472	177,773	340.455
Cottonbales	7,358	534,507	340,455 495,054
Cotton seed oilbbls	.1 777	17,336	31,960
Flax seedbags	29,340	587,297	22,400
Grass seedbags	. 150	53,575	70,417
Hides		102,656	98,778
Hidesbales	634	27,104	32,625
Hopsbales	. 564	43,171	11.916
Leathersides	. 65,129	1,802,300	2,587,999
Leadpigs	. 2,570	96,150	119,159
Molasseshhds		3,178	545
Molassesbbls	393	50,681	42,346
Naval Stores—			i
Turpentine, crudebbls	. 112	1,250	2,319
Turpentine, spirits bbls	.] 1,107	49,972	61.274
Rosinbbls	7,122	184,317	243,682
Tarbbls	430	15,924	13,510
Pitchbbls	. 10	2,497	1.418
Oil cakepkgs	5,460	391,954	430,028
Oil, lardbbls	200	5,505	7,511
Oil, whalegalls			181
Peanutsbush	1,774	84,539	59,285
Provisions -	2.038		
Porkpkgs	999	86,667	105,394
Beefpkgs		23,257	22,532
Cutmeat 1pkgs	16,864	703,235	1,115,181
Butterpkgs	. 32,188	942,435	861.476
Cheesepkgs	65.250	1,738,554	1.462.600
Eggsbbls	.1 9.738	397.519	414.658
Lardtcs. & bbls	3,438	363,341	432,858
Lardkegs	2,933	182,983	105,533
Hogs, dressedNo		35,419	40,674
Ricepkgs	703	40,881	41,609
Spelterslabs		93,291	37,640
Stearinepkgs	134	14.807	13,794
Sugarbbls	. 195	9,240	91
Sugarhhds		15.603	8,338
Tallowpkgs	721	34,312	72,159
Tobacco boxes & cases	.  5,698	89,062	103,023
Tobaccohhds	. 1.994	62.173	57,133
Whiskeybbls	. 2,702	147,865	204,749
Woolbales	. 936	74,158	54,140

#### Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1881, to that day, and for the corresponding period in 1880:

	Week ending Aug. 16.	Since Jan. 1, 1881.	Same time last year.
Ashes, potsbbls.		1,048	677
Ashes, pearlsbbls.		154	145
Beeswaxlbs.	*****	52,371	56,078
Breadstuffs-			
Flour, wheatbbls.	59,760	3,061,218	2,532,661
Flour, rye		2,246	2,848
Corn mealbbls.	3,623	133,668	114,720
Wheatbush.	1,063,754	26,557,895	38,244,293
Ryebush.	13,879	725,129	967,866
Oatsbush.	41,630	182,331	311,664
Barleybush.	2 000	15,187	262,800
Peasbush.	3,298	178,374	227,158
Cornbush.	805,758 906	22,309,139 39,136	30,945,252 40,079
Candlespkgs. Coaltons.	3,191	39,136	32,219
Cotton bales.	9,306	337,498	405,839
Domesticspkgs.	3,106	89,424	67,680
Haybales.		54,115	81,640
Hopsbales.	120	18,622	2,964
Naval Stores—	120	20,022	2,00
Crude turpentine bbls.		6	
Spirits turpentine bbls.	418	7,264	18,308
Rosinbbls.		118,852	146,034
Tarbbls.	177	7,692	4.484
Pitchbbls.		3,535	3,69
Oil cakecwt.		1,636,200	3,495,243
Oils—			
Whalegals.	30	154,529	69,90
Spermgals.	49	108,252	238,548
Lardgals.	6,260	267,972	567,91
Linseedgals.	280	22,911	79,41
Petroleumgals.	6,672,341	202,793,894	153,608,75
Provisions—		100.070	151.40
Porkbbls.	1,197	130,253	154,49
Beefbbls.	362	27,125	40,42
Beeftierces.	906	35,110	39,26
Cutmeatslbs.	5,815.342	272,258,867	362,260,08
Butterlbs.		13,216,992	17,777,220 78,319,18
Cheeselbs.	3,515,225	88,271,251 142,274,239	194 879 36
Ricebbls.	1,545,752 868	16.671	184,872,36 13,67
Tallowlbs.		35,072,718	55,911,34
Tobacco, leafhhds.	2,295	50,414	45,68
Tobaccobales and cases	691	30,099	29,69
Tobacco, manufactured. lbs.	64,119	3,845,238	4,060,07
TOPOCOUNIMIEM COMPONE TOO.	) VIII	75,917	53,46