

#### HUNT'S MERCHANTS' MAGAZINE, Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES. [Entered, according to act of Congress, in the year 1881, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

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SATURDAY, OCTOBER 22, 1881.

NO 852.

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### The Chronicle.

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#### THE FINANCIAL SITUATION.

The most prominent feature of the market this week has been the ease in money and the failure of the stock market at once to respond to it. The former was the direct result of the prompt payment by the Treasury for the \$5,608,000 bonds redeemed at Washington and \$2,000,000 at the Sub-Treasury on Monday, while the non. recovery of stocks as an immediate result was due to many special circumstances.

Early in the week the rates of exchange on New York at Western centres began to turn so as to check the drain of money from this point, and there were some indications that funds which had thus been withdrawn

regarded as important, for it was considered as evidence that the West at least would require no more money from New York, and that the banks of this city would now have an opportunity to accumulate reserve. At the same time it was observed that the national banks were liberally purchasing the extended 5 per cent bonds as security for circulation, and were also exchanging extended 6s for the 5s; further, it was reported that large amounts of new notes were being taken out and sent South, where the demand for currency is at this season always urgent. It was not, however, until Thursday afternoon that there was anything more than reasonable assurances of prospective ease in the rate for money, resulting from the ordinary sources of supply. There were rumors that the Treasury would pursue a more liberal policy as regards redemptions of bonds, but few expected that there would be any change until the new Secretary of the Treasury was appointed. Nevertheless, on Thursday, after the close of the market, the official announcement was made that the Treasury would pay, on presentation, any of the bonds embraced in the 105th call, enabling holders of the remaining thirteen millions to obtain cash for them at once.

Mr. Windom has thus done all that he can do for the present to keep the Sub-Treasury law from affecting the money market. The truth is, as we have often explained, that the law is bad, not being in accordance with the requirements of the present day. If we are to continue in the greenback business, a fixed reserve, as in the past, will always be necessary to stand against the present legal tenders, and the holdings on that account have no relation to the money market. But all other transactions of the Treasury have the most intimate connection with the interest rate, and the only point we urge or have ever urged is, not that this reserve should be disturbed, but that the Treasury receipts and payments should not at any time be allowed to contract or change the stock of currency held by the banks and people. The difficulty which we have just passed, arose out of the fact that bonds for which the calls had matured had not been presented for payment, so that the Treasury was holding the cash extracted from the money market against those bonds, and the business of the country at the most active period of the year was deprived of its use. A law that leads to and permits such a disturbance in currency movements. needs revision. In this case some favored the retention of these funds, because that would serve to check to an extent the unfortunate speculations in our exportable products now in progress, while their issue would stimulate speculation. The evident answer to such a view is, were returning to this centre. This movement was that we allow a most unsafe precedent when we permit

the Government to have any share in regulating business ventures. We do not believe in doing evil that good may come. Whether our currency is not getting dangerously excessive; whether the present extensive issue of silver certificates is not very undesirable; and whether Congress should not take steps for the retirement and cancellation of the legal tenders, are far different questions. We are not discussing them at present. It is only the unnatural, spasmodic and always untimely interference of the Sub-Treasury we protest against.

The stock market until Thursday afternoon was, as we have intimated above, a disappointment to those who regarded easy money as the only necessary factor to an advance in prices. There appeared to be for the time being a lack of confidence and an indisposition on the part of speculators to engage in new ventures until they could be more certain of success. A general inclination was apparent to wait—perhaps until the new Secretary of the Treasury should be named. At the same time many expressed the hope that some one would be selected who was familiar with the necessities of commerce and the financial problems of the day, and, putting the Department outside of politics, politicians and speculators, would seek only to solve wisely our currency questions. The varying phases of the railroad war and the apparently remote termination of the conflict, aided in making the market sluggish, and speculators for a fall were for the moment in the ascendant.

As exceptions to this remark, we may mention the Elevated Railroad stocks, which early showed that last week's love feast was almost, if not altogether, a complete success. To be sure, there were a few discordant elements among the leading manipulators, but perfect harmony would hardly have been productive of the best results. The Metropolitan did not take its allotment quietly. But very likely its opposition is merely assumed for effect; and yet its bite of the cherry was so small as scarcely to count for a bite. First it was entitled to 4 per cent, "if it earned it," with a share in the division of surplus when there was any; subsequently, for a promise of 2 per cent more, "if it earned it," it bargained away all right to surplus. Thus it has nothing in any event except what it earns, and has no chance of getting more than 6 per cent of its own earnings! Yesterday a new development occurred. Judge Westbrook denied the application of the New York for the possession of its road, expressed doubts as to the validity of the lease, and directed the receivers of Manhattan to commence an action against the New York and Metropolitan for  $6\frac{1}{2}$  millions and interest each. In the meantime, and as the week closes, the suggestion in our last issue about the World's Fair, which we made in the article telling "The Elevated Story," has become common talk. The public, however, seem to be inclined for the moment to keep out of a market thus manipulated; and, although the tendency of stocks at the close is upward, there are many exceptions, and prices are variable.

Currency movements during the week have been of more than usual importance, owing especially to the large disbursements of the Treasury, noted above. The Treasury operations include the receipt of \$1,000,000 gold from the Philadelphia Mint, and there is a net loss by the Sub-Treasury, which is a gain to the banks, of \$5,990,890 16. The Assay Office paid out \$2,095,997 for domestic and foreign bullion, including \$1,750,000 for gold received from Europe, all of which, however, is covered by the previous item. The following shows the receipts by the Sub-Treasury from the Custom House.

			1_	Consisting of—								
D	ate.	Dutics.		Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.					
Oct.	14	\$539,324 4	16	\$194,000	\$17,000	\$1,000	\$327,000					
66	15	532,420 8	0	196,000			327,000					
"	17	749,920 2	6	289,000	14,000	1,000						
"	18	575,609 5	5	<b>236,000</b>	11,000		329,000					
	19	426,839 8	1	134,000	10,000	1,000						
"	20	443,377 83	3	. 174,000	6,000	1,000						
	Total	\$3.267,492 7	1	\$1,223,000	\$67,000	\$4,000	\$1,975,000					

The movement of currency to the West and South has continued, though early in the week the exchanges indicated a probable abatement in the demand. It was renewed, however, but less in extent as money became easier here. The following gives the results of the Sub-Treasury operations for the week ended October 20, and the receipts and shipments of gold and currency reported to us by the leading banks.

	Into Banks.	Out of Banks	Net.
Sub-Treasury operations, net Interior movement			\$5,990,890 *566,000
Total	\$6,774,890	\$1,356,000	\$5,424,890
* Î.089			

The interior movement, as above, embraces all the receipts and shipments of gold and currency reported to us by the leading banks, for the week ended October 20, which (stated in our usual form) are as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency Gold		\$780,000 570,000
Total	\$784,000	\$1,350,000

The Bank of America received \$2,700,000 gold during the week from the associated banks for deposit in the vault, and paid out \$200,000.

The arrivals of gold from Europe since our last have amounted to \$1,489,000, of which two consignments, one of \$325,000 from Hamburg, and another of \$164,000 from Havre, were not included in last week's statement of gold in transit. There have been no withdrawals or purchases of gold announced during the week, but it is understood that some comparatively small lots have been shipped from London and continental ports. There are now presumed to be not far from \$2,000,000 gold in transit for this port, about \$600,000 of which is due on Saturday or Monday.

The Bank of England reports a gain this week of £188,000 and an increase of 35 in the proportion of reserve to liabilities. The Bank of France shows a loss of 987,500 francs gold and 7,175,000 francs silver. The Bank of Germany reports a gain of 6,640,000 marks, and mail advices confirm the loss of 22,400,000 marks which was reported two weeks ago. The following shows the amount of bullion in each of the principal European banks this week and at the corresponding date in 1880.

	Oct. 20	, 1881.	Oct. 21, 1880.		
•	Gold.	Silver.	Gold.	Silver.	
*	£ .	£	£	£	
	21,262,240		27,958,559		
Bank of France	24,277,672	48,647,970	23,227,956	49,957,930	
Bank of Germany	8,523,970	17,295,870	9,019,333	17,938,667	
Total this week	54,063,882	65,943,840	60,205,848	67,896,597	
Total previous week	53,932,368	65,981,840	63,958,154	67,864,616	

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 rate of discount at the Bank of France was advanced on Thursday to 5 per cent, and this may have a tendency to check a further drain of gold from the bank. The advance in the rate appears to have had the effect, although probably not the immediate cause, of breaking down the speculation on the Bourse, which had assumed

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such proportions as to attract attention in London and lead to apprehensions of trouble. Private advices received on Thursday afternoon say that the collapse was quite general in the most inflated schemes, but that the shrinkage was confined to local enterprises. If these reports should be confirmed and if the disastrous consequences of the speculation are localized, the fact will tend to allay the anxiety which has been felt in London and to a moderate extent in this country.

The foreign exchange market was active and suddenly became strong early in the week, but it grew dull and heavy toward the close. The advance on Tuesday was mainly due to a demand to cover loan bills which were put out at the time when our money market was becoming stringent. The growing ease in loanable funds naturally induced a recovery in the rate, and foreseeing this, bankers covered their contracts, seeking bills in a market not at the time abundantly supplied. As soon as the inquiry was satisfied, the rate fell off, and the tendency again downward, with a good prospect that the expected supply of cotton bills will keep the rates down. At current figures gold can be and is imported at a profit as an exchange operation, and this will justify importations on speculation. We hear of very little being done in stocks and bonds by cable, but some bankers may trade in this way and not attempt to move the securities. The margin of profit for such transactions will be seen by the following, which shows the relative prices in London and New York at the opening each day.

	Oct.17.		Oct.	18.	Oct.	. 19.	Oct.	20.	Oct. 21.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y.
U.S.4s,c. U.S.31/s Erie 2d con. Ill.Cent. N. Y. C Reading	115·53 99·70 45·25 102·67 131·40 139·27 84·00+	116 100 45)8 103¼ 130¾ 139 69	116 03 100 01 44 66 103 41 131 32 139 09 33 74 1	116 100% 445% 163 130 1383% 6734	116.03 100.01 44.18 103.41 130.35 137.15 33.01	116 100¼ 44⅓ 102⅓ 129⅓ 136¼ 66¼	116·15 100·39 43·89 103·30 129·43 136·89 33·22}	43¼ 102¾	116·15 100·63 44·01 108·30 120·93 137·49 93·58†	116½ 101¼ 44 163 129¾ 137 67½
Exch'ge, cables.	4.8	4	4.8	514	4.8	516	4.8	35	4.8	

\* Expressed in their New York equivalent. † Reading on basis of \$50, par value.

#### UNCERTAINTIES ABOUT NEW YORK CEN-TRAL.

Reports damaging to the New York Central and its President have of late become unpleasantly frequent, and under their influence the price of the stock has been skipping about in such an unbecoming and indecorous manner as to remind one strongly of some of the loose specialties that float about on the street. As a consequence, many inquiries are being made with regard to the road and its chief officer, and investors are showing more or less anxiety respecting their property. Has the road lost largely through this war of rates, and is there danger that the dividends will be lowered as a result, are questions one hears on every side. We cannot answer either point absolutely, but there are some facts which—if the Central is hereafter, as heretofore, to be managed in the interest of stockholders and not for the purpose of speculating in the stock, as we confidently believe it will be-must make it evident that the property is in a perfectly safe condition and that the dividends are not to be reduced.

That these conclusions are entitled to belief would seem to be assured by the endeavor, and probable success this week of Mr. Vanderbilt's efforts, for uniting the Cleveland Columbus Cincinnati & Indianapolis to his system of roads. We showed two weeks since the great importance of this acquisition, it being a very valuable feeder to the Lake Shore, and a long step towards preventing a new trunk line from cutting into the Central's business. This action

also tends to disprove the rumors to the discredit of Mr. Vanderbilt's management and the stories as to his future plans, for it is unreasonable to suppose that he is parting with his interest in Central, when he shows himself thus vigilant in guarding its income.

What basis there is for the reports as to losses in earnings through the railroad war, can, in the absence of definite information, only be conjectured. It would not be surprising if they were to some extent true, as such a result was anticipated. The Central makes public neither its gross nor its net earnings monthly, nor does the Baltimore & Ohio; but the other two trunk lines, the Erie and the Pennsylvania, do. From the statements of these latter for July and August, the inference would be that the results of the war are less disastrous than was gen-The Pennsylvania gained \$417,397 erally supposed. gross and \$78,490 net during the two months, and the Erie \$372,126 and \$134,274, as compared with last year. This does not enlighten us as to what the loss on through business was. It does show, however, that the loss, if any, was more than made good in other business.

The question arises, may not the same favorable result be true of the Central. Yes, it undoubtedly may, and yet it should be remembered that the loss to be made good in this way would be larger for the Central than in the case of any other road. The Central has a heavy local traffic, but it also has a more considerable share of the through business. Take, for instance, grain shipped to New York. During the months of July and August, the railroads brought altogether 22,384,272 bushels to this port, of which 10,027,784 bushels came over the Central, 7,868,206 bushels over the Erie, 4,408,138 bushels over the Pennsylvania, and 80,144 bushels by other routes. This is only one class of through business.

If we take these figures in connection with Mr. Garrett's statement that during the two months the four trunk lines lost \$2,091,595 in gross revenue from through business as compared with last year, the conclusion would seem to be that the Central has, comparatively speaking, not done as well during the war as the other trunk lines. In the first place it has, as we have seen, the largest share of the through tonnage, and secondly it has not been able to increase that tonnage to an extent sufficient to offset the lower rates received. Thus, during July, August, and September, the Central increased its grain shipments to New York 2,017,042 bushels, or only about 16 per cent, while the Erie increased 3,195,053 bushels, or more than 40 per cent, and the Pennsylvania 3,212,330, or more than 100 per cent; but the latter was probably at the expense, in part, of its movement to Philadelphia. This shows that on the last two roads the increased business went far to meet the loss from lower rates, while the smaller proportionate increase on the Central could not cover its loss. Another fact also tending to confirm the belief that the Central has suffered a diminution of receipts from its through business, is, that the Michigan Central, a connecting line, was compelled to pass its last dividend, and though the Lake Shore declared 2 per cent as usual, in neither case was the customary statement of receipts and expenses made public.

But even granting that this is the correct inference to be drawn, there would still be no reason for lowering dividends, even temporarily. In the fiscal year 1879-80, the Central, after paying 8 per cent on its stock, had remaining to its credit from net earnings the handsome sum of \$3,427,706. In other words, the Central can stand a diminution of almost 3½ millions in net earnings without risking an impairment of dividends on its stock. No one will expect any such diminution. For the first six

months of the fiscal year just closed, the company actually increased its gross earnings \$30,252. The figures for the last six months—the critical period—have not been made public. The loss during this time, however, though it may have been heavy in itself, was probably insignificant as compared to the large margin which the road has for a falling off in income.

Furthermore, as to the coming three months, it looks as if the earnings might be heavy. The closer connection now made with the Cleveland Columbus & Cincinnati inclines one to that view. But, aside from that, the speculation which has been in progress in breadstuffs this summer has resulted in very large accumulations in the West. For instance, the stock of wheat and other grain at Chicago now is more than  $14\frac{1}{2}$  million bushels, against less than 9 million bushels at the same time last year. The movement of this surplus is only delayed; it must all come forward after the close of the canals, and to that extent furnish additional business to the roads. It is reasonable, therefore, to anticipate that any loss during the summer months, not only to New York Central, but to the other routes, will be made good by a more active movement during the winter months.

Nevertheless, does not Mr. Vanderbilt owe it to his stockholders, to the general investing public, and even more especially to his own reputation, in which we are all interested, to make a statement of the company's condition? Let the worst or best be known. It would not only put an end to rumors such as we have been discussing, but would also relieve him of the odium which is now attaching to him, through a general belief that he is slaughtering his own stock for personal ends. The railroad war the public have accepted as a necessity for the present—at least until the canal closes—and are willing to submit to it after that, if it is carried on in the interest of New York commerce, as Mr. Vanderbilt asserts. But using this old property as a foot-ball in Wall Street is something of which even the suspicion should be avoided. It is easy to destroy perfect confidence in an investment property, but not so easy to restore it again in its completeness.

#### IRELAND AND THE BRITISH GOVERNMENT.

All sensible people, we believe, on this side of the Atlantic deeply regret the state of things now existing in Ireland, and the unhappy relations of that country with the British Government. It was confidently hoped that with the passing of the new Land Tenure Bill quiet and contentment would be restored, while Ireland was honestly endeavoring to work out her own salvation under the new arrangement. These feelings were shared, we believe, by all people who really have at heart the welfare and happiness of nations.

It is scarcely necessary to say that the result has been disappointing. Not only has the new Land act failed to restore tranquillity, but its passage has been followed by open and avowed rebellion on the part of the so-called Land Leaguers, and by a vigorous policy of repression on the part of the Government—a policy which has found expression in the arrest and imprisonment of all the more prominent leaders of the League. Nor is this all. If we are to credit one class of reports, Ireland is on the point of treaking out into open revolt; and it is pretended that with her own native strength, and with the sympathy and assistance she will receive in England and in Scotland, in America and Australasia, she will be able to maintain the contest, and even carry it on to a successful and the law. It was Mr. Parnell's duty to see the new

conclusion. On the other hand, the Government is pour. ing disciplined and reliable troops into Ireland; and we are not permitted to doubt, from the steps which have already been taken, and from the nature of the case, which makes it impossible for Great Britain to grant separation to Ireland, that the vast resources of the empire will be drawn upon, if necessary, to uphold law and restore and maintain order in Ireland.

That the present state of things in Ireland owes its existence to causes which are not of yesterday, there can be no doubt. No one claims that Ireland has always been governed wisely and well, and for her own highest good. But neither does any intelligent man claim that Scotland and England have always been governed wisely and well, and for their highest good. But the British Government has been pre-eminently a progressive government. It has for many generations kept steadily in the pathway of reform; public opinion has age after age been success. fully asserting her authority as against the irresponsible brute force of feudalism; and to-day there is no government in Europe nearly as amenable to public sentiment as that of the British Isles. Monarchial in form, it is practically republican in spirit. During the last half century there have been many radical changes in England and Scotland—changes which have resulted to the good of the people, which, in many ways, have ameliorated their condition, and which have increased the force of the popular will, in all matters of government.

But !reland has not been neglected. In recent years, she has received a large share of government attention; and the remedial measures which have been passed by the Imperial Parliament have been numerous and important. Catholic Emancipation, the Endowment of Maynooth, the Establishment of the Queen's Colleges, the Disestablishment of the socalled Irish Church, the Land Tenure Reform of 1869, and now the Land Tenure Reform of 1881—these are some of the remedial measures which, in the memory of men not very old, the Imperial Parliament of Great Britain has passed in the interests of Ireland. In the same space of time no such favors have been granted to either England or Scotland. But as has been well said by a writer recently deceased, while England was looking forward and vainly indulging the thought that Ireland would soon be a country without a complaint, Ireland still kept her eye on the past and persisted in brooding over wrongs. The truth of this statement is strikingly illustrated in the Ireland of to-day.

. In fact, the present commotion seems the most causeless any people ever started, and the blame lies wholly at the door of Mr. Parnell. It is unnecessary to remind the reader of what Mr. Gladstone has done-of the efforts he has put forth, of the time he has spent, of the patience he has exercised, of the sacrifices he has made, of the odium he has incurred—in the service of Ireland. To Ireland he gave the whole of his last administration, which, beginning at the close of 1868, lasted for six years. To Ireland he has given all that has yet been spent of the present administration. If any English statesman has tried to prove himself the friend of Ireland Mr. Gladstone has. With great difficulty, and after immense toil, he had passed a new Land bill. He only asked for it a fair trial. In reply, Mr. Parnell is not satisfied with refusing his assistance, but plots plans and preaches to prevent the working of the act. Some of his late speeches are not a grade above the communism of a Paris mob.

It was not the part of a statesman entrusted with the cares of a great empire, calmly to look on, when men were thus openly preaching sedition, forbidding tenants to pay their rents, and otherwise standing between the subject re

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land law fairly tried. If it had failed, he would have had the world for his audience. By the course he has pursued, he has shown that if he cannot rule, he is not unwilling to ruin.

of the result of the present antagonism of the League and the Government there can be no doubt. It will end as did the great struggle at the close of last century. It will end as did the Smith O'Brien affair in 1848. It is not likely to have so bloody an ending as the one, but it may prove as ludicrous as the other. There can be but one issue to the whole affair. The law must be maintained, and as large numbers of the disaffected and apparently rebellious have been terrorized into their present attitude, we have the less doubt that they will submit when they feel themselves confronted with the might and majesty of the Government. It will not be wonderful if Mr. Parnell and some of his more violent associates should voluntarily or involuntarily swell the ranks of another Irish exodus.

#### GOVERNMENT SALES OF LAND AND RAIL-ROAD DEVELOPMENT.

One of the clearest evidences of the rapid growth and real prosperity the country is now enjoying, is the increased quantities of new land being brought under cultivation from year to year. This movement very naturally marked the beginning of the revival after the panic of 1873, for necessity forced population into pro-The results were quickly seen in greatly duction. increased crops, enlarged exports which were chiefly agricultural products, and finally in the flow of gold which enabled us to correct our currency troubles. From that day to this the movement has been a progressive one. Except in the case of a few particular roads there is no data concerning the sales by railroad companies, but as to Government lands we have the figures of the Land Office at Washington, and as these have now been made up for the late fiscal year, we are enabled to make comparisons with previous fiscal years which will prove interesting. Accordingly, we give the following, showing the number of acres disposed of in each fiscal year since 1871 under the homestead, timber-culture acts, &c., and located with agricultural college scrip.

Year.	Acres.	Vern	
1871	5 000 300	1877	Acres.
1872	6 041 659	1878	3,439,457
1873	5 410 979	1070	7,166,333
1874	5 004 151	1879	8,650,219
1873	. 0,304,131	1880	9,166,918
1876	. a.ana.yxx	11881	10,759,107

It will be observed that the sales began to decline before the panic and kept on declining until, in 1874-5, they amounted to only about  $3\frac{1}{2}$  millions, against 6 millions in 1871-2; in 1875-6 a slight upward movement occurred, but the next year there was a recession and the minimum of the period was reached. In the year following (being the one immediately preceding the resumption of gold payments) sales were more than doubled, that is, they rose from 3,439,457 acres to 7,166,333 acres, and since then they have assumed larger and larger dimensions. During the last eleven years over 70 million acres have been disposed of-this of public lands alone. If now we also allow for the railroad lands sold during the same time, we not only see what a very important part in our recovery and continued prosperity this movement has played, but are impressed with the fact that the old limits to the country's business have been extended and are continuing to be extended, so that the activities and development of the future cannot be gauged by the past. In this connection it will also be instructive to know in what districts the land taken up is located, so we have brought together the figures showing the sales in the different States and Territories in each of the last three years, as follows.

	Year	ending June 3	10—
States and Territories.	1881. Acres.	1880. Aeres.	1879. Acres.
Alabama. Arizona Territory Arkansas. California. Colorado. Dakota Territory Florda. Idaho Territory Illinois. Indiana. Iowa. Kansas Louisiana. Michigan. Minnesota. Mississippi Missouri. Montana Territory Nebraska. New Mexico Territory. Oregon Utah Territory Wash ngton Territory	19,203 526,829 584,072 287,642 2,673,333 217,925 149,126 797 40 14,093 1,299,014 145,533	350,420 17,067 391,566 362,791 187,796 2,268,809 95,862 120,322 	162,773 28,202 208,856 379,921 110,981 1,657,811 60,845 91,400  11,661 2,784,538 27,465 165,630 935,788 21,235 40,862 40,862 43,410 37,338  120,443 103,308
Wyoming Territory	327,513 48,955	421,617 167,073 44,246	245,310 131,335 33,331
Total	10,759,107	9,166,918	8,650,219

The sales in the Southern States do not constitute a large proportion of the whole, yet of the increase of 2,100,000 acres in 1881 over 1879, more than 1,100,000 comes from that section of the country. The amount of land disposed of in Alabama, Arkansas, Florida, Louisiana, Mississippi and Missouri, was only 522,036 acres in 1879; in 1881 it was 1,658,491 acres. Dakota records the largest increase of any State or territory. In 1879, 1,657,811 acres were taken up within its borders; in 1881, 2,673,-333. It now heads the list; in 1879 Kansas did. The latter State shows a falling off of almost 11 millions. Nebraska also exhibits quite a falling off. The number of acres remaining in those States grows smaller of course each succeeding year, and it may be that the best land has now been taken, which would account for the smaller aggregates.

Taking Kansas, Nebraska, Minnesota and Dakota together, we find that during the last three years there were taken up within their borders over eighteen and a half millions of public lands alone. What a suggestive fact this for every railroad east of the Mississippi river. Be the land devoted to wheat, to corn, to the raising of live stock, or to any purpose whatever, it means an immense increase in the traffic of every east-and-west bound road. And here we have an explanation of the continued large gains that these roads are enabled to report, for the product of the soil is not the only traffic that the additional land gives them. The new settlers have wants which must be supplied, and this swells west-bound traffic. They need farming implements, they need fuel, they need food, they need manufactured goods, they need various other articles-in fact they need everything that any civilized community needs, all of which, except the portion of it they can supply themselves, must come from districts further east, and in great part come over the railroads.

It follows that so long as we keep on opening new territory the railroads to the east are sure of a constant source of gain. From New York to Omaha over the New York Central, Lake Shore and Chicago & Northwest, is about 1,470 miles, and every bushel of grain raised west of that point and sent to the seaboard, must, for a portion of the distance at least, be carried by rail, and to that extent pay toll to the railroads. It is possible that the railroads being built within the new territory may not pay, but there can be no doubt that roads already existing will reap immense benefits from their construction.

We have been led to call attention to this point because of its bearing on the new trunk lines now in process of construction. With such an increase in the source of traffic, and with lateral lines out in every direction to gather it up and swell the main body, may it not be that there is room now for an increase in the number of the chief distributing systems? The old systems could retain all they have, while the new systems could be fed with the new business which for some time to come must continue to increase.

#### COTTON CROP OF 1880-'81 APPORTIONED TO EACH STATE.

The most of our readers are aware that the table of receipts in our annual crop report is not an indication of the actual production of each State, but simply a collection of data as to the amount of cotton marketed through the outports of the States named. Some of our friends show by their letters of inquiry that they have failed to observe this, and hence we make the explanation here.

For many and obvious reasons it is also very desirable to know the further fact of each State's actual production. This cannot be ascertained except approximately. We have, however, done our best to reach the correct results for the year ending September 1, 1881, and give them in the following. Last June, in our acreage report, we revised, on the basis of the census figures for 1879-80, our previous statements of this description, and now add them below for comparison. [In this table 000's are omitted.]

PRODUCTION OF EACH STATE FOR YEARS NAMED (0003 omitted).

States.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.	1872-73.	1871-72.
No Con	460						273	265		
No. Car	1	1	1		1		1			175
80. Car	625	523	470	390	385	350	365	350	320	230
Georgia	978	814	750	680	600	559	520	600	595	453
Florida	.60	55	60	50	<b>5</b> 5	50	55	60	45	40
Alabama	730	700	595	606	555	615	600	575	550	455
Mississippi,	1,015	956	805	775	700	780	565	630	600	495
Louisiana .	529	507	400	420	385	445	340	420	410	346
Texas	1 040	825	781	610	690	680	505	550	495	. 280
Arkansas	705	607	520	590	490	565	390	410	435	280
nnessee .	392	331	290	260	235	265	200	280	260	210
Others	55	49	60	60	50	70	20	30	20	10
Total	6.589	5.757	5,074	4,811	4,485	4,669	3,833	4,170	3,930	2,974

The foregoing indicates that Georgia, Mississippi and Texas together furnished very nearly half of the entire production, the latter State showing the largest yield of any. It will be of interest to note the relation each bears to the whole crop, and we have therefore prepared a statement of percentages of production for the same years covered by the above table, from which one can see at a glance the changing importance of each State.

PERCENTAGE OF TOTAL CROP PRODUCED IN EACH STATE.

States.	1880-81.	1879-30.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.	1872-73.	1871-72.
No. Car	C6.98	06.77	06.70	07.69	07.58	06.21	07.12	06.35	05:09	05.88
80. Car	09.49	09.08	09.26	08.11	08.58	07.50	09.52	08.39	08.14	07.73
Georgia	14.84	14.14	14.78	14.13	13.38	11.97	13.57	14.39	15.14	15.23
Florida	00.01	00.96	01.18	01.04	01.23	01.07	01.44	01.44	01.14	01.35
Alabama	11.08	12.16	11.73	12.60	12.37	13.17	15.65	13.79	13.99	15.30
Mississippi,	15.40	16.61	15.87	16.11	15.61	16.71	14.74	15.11	15.27	16.64
Louisiana .	08.03	8.81	07.88	08.73	08.58	09.53	08.87	10.07	10.43	11.64
Texas	15.79	14.33	15.45	12.68	15.38	14:56	13.18	13.19	12.60	09.41
Arkansas	10.70	10.54	10.25	12.26	10.93	12.10	10.17	09.83	11.07	09.42
Tennessee.	05.95	05.75	05.72	05.40	05.24	05.68	05.22	06.72	06-62	07.06
Others	00.83	00.85	01.18	01.25	01.12	01.50	00.52	00.72	00:51	60.34
Total	100.0	100.0	100.	100.	100.	100	100.	100.	100	100.

But besides the mere fact of each State's proportionate yield, there is another and more practical use to which such a table as the foregoing can be put. We indicated it in our crop report, in speaking of a similar table as to percentages marketed through the different ports. That is to say, these percentages determine the district where last year's crop was short, and if we could include in the same percentages the acreage they would then show it more result reached would have come nearer to seven hundred

decidedly. In making, therefore, an estimate of the yield this year we must remember that the Mississippi valley, and in fact almost all the Southwest (not excepting Texas, which shows an increase simply because of its largely increased acreage), did not make a full crop last year.

#### AGRICULTURAL DEPARTMENT'S COTTON CROP ESTIMATE.

The Agricultural Department have this week issued their October report of the condition of the cotton crop, and we have given it in detail in another column. It is a surprise to the trade to find that it indicates a worse condition than the September report, as it was supposed that the weather had improved and the prospect would improve with it. The condition for each of the five months this year and last year, together with the averages of the whole, is given in the subjoined table.

		1881.						1880.				
States.	June.	July.	Aug.	Sept.	Oct.	Aver- age.	June.	July.	Aug.	Sept.	Oct.	Aver-
North Carolina	96	94	89	72	69	84.0	92	101	106	100	93	98.4
South Carolina	88	93	81	68	63	78.6	104	99	98	93	87	96.2
Georgia	92	98	92	71	73	85.2	98	97	98	95	88	95.2
Florida	100	99	100	87	82	93 6	90	92	96	91	88	91.4
Alabama	102	102	95	80	75	90.8	96	93	99	86	85	91.8
Misaisaippi	94	94	89	74	68	83.8	96	99	99	88	75	91.4
Louisiana	90	96	87	76	75	84.8	97	96	99	88	70	90.0
Texas	89	89	79	65	60	76.4	106	111	110	97	88	102.4
Arkansas	90	92	85	55	50	74.4	100	104	106	95	85	98.0
Tennessee	93	105	98	62	58	83.2	90	103	107	. 90	87	97.2
Average	93	95	88	72	68	83.5	98	100	102	91	83	95.2

The average for the entire South is thus seen to be about 13 per cent worse than the average for last year. As this is the final condition report for the season, we have prepared the following estimate based upon the five months. It is scarcely necessary to say that the Agricultural Department is not responsible for these figures; and it is equally certain that they are not an expression of our own opinion as to the extent of the crop. They are simply deductions made by us from the foregoing condition reports, and represent about what we should suppose must be the estimate of the Department based upon them. In seeking to extract the meaning of these reports, we always average them for the five months, because in our opinion the fruit. ing of a plant is the result of its condition through each of those months. The changes in acreage given are from our own report of last June.

DEDUCTIONS FROM AGRICULTURAL DEPARTMENT REPO

DEDUCTIONS FROM AGRICULTURAL DEPARTMENT REPORTS.							
	Actual	Per cent o	Per cent of Increase or Decrease.				
States. crop, 1880-81.		Decreased condition.*		Decreased result.	Estimated crop, 1891-82.		
		Per cent.	Per cent.	Per cent.			
No. Carolina .	460,000	14.4	10.0	4.4	440,000		
So. Carolina	625,000	17.6	7.0	10.6	559,000		
Georgia	978,000	10.0	4.0	6.0	919,000		
Florida	60,000	†2.2	1.0	:3.2	62,000		
Alabama	730,000	1.0	4.0	‡3.0	752,000		
Mississippi	1,015,000	7.6	3.0	4.6	968,000		
Louisiana	529,000	5.2	2.0	3.2	512,000		
Texas	1,040,000	26.0	7.0	19.0	843,000		
Arkansas	705,000	23.6	no change.	23.6	539,000		
Tennessee	392,000	14.0	4.0	10.0	353,000		
All others	55,000	12.0	· 5·0	7.0	51,000		
Total	6,589,000	13.5	4.5	9.0	5,998,000		

\* The average condition in the first table is expressed in decimals of 100; here we express it by a decreased percentage. As, for instance, in the first table North Carolina is given at 84 for this year and 98.4 for last year, which would be a loss of 14.4 per cent.

! Increased result. Increased condition.

According to this statement the Agricultural Department would estimate the present crop at about six hundred thousand bales less than the last one. If we had used the Department's acreage figures in preparing the above, the

thousand bales loss; or if the compilation had been made on the 1st of October condition solely, the estimate would have shown a loss of about two hundred thousand bales more.

# THE EMIGRANT MOVEMENT OF THE LAST THREE MONTHS.

In another article we call attention to the increase that has taken place of late years in the sales of public lands, and the bearing of this upon railroad traffic and upon business in general. These sales are largely dependent upon, and intimately connected with, the movement of emigrants to this country. Any information on the latter subject is therefore interesting not only on its own account but as throwing light upon the question whether we may expect a continuance of the rapid development of our unoccupied territory which has been such a feature in recent years. In the Chronicle of August 20 we gave the figures for the fiscal year ended June 30, showing that 668,000 emigrants had arrived here during that period, and that the total was the largest recorded in the history of the country. The aggregate for the last two years (1,125,000) was 270,000 above the aggregate for the pre-The Bureau of Statistics has this ceding five years. week furnished the figures for the month of September, so that we now have the data complete for the first quarter and can institute comparisons with the previous season. It seems that in September 58,452 emigrants arrived, against 54,874 in September, 1880, an increase of 3,578; in August the number was 56,744, against 50,504, an increase of 6,240; in July, 56,607, against 49,855, an increase of 6,752; total for the quarter 171,803, against 155,233, or an increase of 16,570. The following gives the movement in detail for September and the three months, showing the countries from which the emigrants came.

Countries from which Arrived.	Septe	ember.	Three Months Ended Sept. 30.		
Arribea.	1881.	1880.	1881.	1880.	
England and Wales Ireland. Scotland. Austria. Germany Norway Sweden Canada China. All other countries	5,633 1,971 1,043	6,832 6,394 1,658 1,099 13,141 1,668 3,191 16,371 289 4,228	24,708 16,361 4,890 4,627 59,413 7,675 13,659 19,346 4,807 16,317	18,510 18,618 4,646 4,340 36,324 5,088 9,976 42,592 1,550 13,579	
Total	58,452	54,874	171,803	155,233	

The preponderance of the German element is again marked. Of the total of 171,803 there were 59,413 Germans, or more than one-third. England and Wales also shows a marked increase. So do Norway and Sweden. Scotland and Austria gain slightly. China sent 4,807 for the quarter this year, against only 1,550 in the corresponding quarter of 1880. In fact, all nationalities exhibit an increase, unhappy Ireland alone excepted. The very heavy falling off in the number given as coming from Canada may perhaps be explained on the supposition that the movement of emigrants through Montreal destined for the United States (which movement is included under Canada, and which probably constitutes a good part of the total under that head) was made smaller by the emigrants going direct to the United States.

Taken altogether, the table above demonstrates that there is as yet no check to the tide of emigration, the statement showing an improvement thus far even on the large figures of last year. The value of this influx of labor we need not enlarge upon. It is generally admitted that the emigrants now arriving are much better than the average, that they are able-to lied, and that they bring considerable money with them.

### NEW LAWS AFFECTING MERCHANTS.

As the last session of the Legislature was kept open by political complications until the latter part of August, the publication of the annual volume of session laws has been delayed. The book, however, has now appeared. It contains some enactments which are of importance to the mercantile community, some of which we have not heretofore commented on.

The law as to public holidays has been changed by extending the privilege to the public offices. The former law (1875) provides that New Year's Day, Washington's Birthday, Decoration Day, Independence Day, Christmas Day, any general election day, and Thanksgiving or fast day appointed by the Governor or President, shall be treated as Sunday, in banking business. An effort was made during the session to have Good Friday added to the list. This, it seems, did not succeed; the names of the days stand unchanged; but it is now provided that they shall be considered as Sunday, &c., "for all purposes whatever as regards the transaction of business in the public offices in this State, or of the counties of this State." (The new law is Chapter 30 of the Laws of 1881.)

Readers will remember the lawsuit a year or two ago over the question whether elevated railroad tracks, platforms and stations could be considered real estate or land, and taxable accordingly. The Legislature has settled this and many similar questions for the future, by a new definition. The terms "land," "real estate," and "real property," are hereafter to include—in addition to the land itself, the buildings and trees, the mines, minerals, quarries, &c., all which were included by the former law—the following: structures, sub-structures and superstructures; wharves and piers, with the right to wharfage, cranage or dockage; bridges, telegraph lines, wires, poles, &c.; railroad structures of all sorts; mains, pipes and tanks set in or above the land. All these things are now made taxable as real property. (Chap. 293.)

The law requiring "all employers of females in any mercantile or manufacturing business or occupation to provide and maintain suitable seats for the use of such female employes," and to permit reasonable use of them, was widely published at the time of its passage. We have not heard that much attention has been paid to it. It is not easy to see how such a law is to be enforced, so long as employers have, as they certainly must have, the right to dismiss employes. However much girls in shops and factories may desire seats, they are not likely to complain that the law is not obeyed, if the certain result will be that the complainers will be dismissed and stronger or more patient persons taken into their places.

A new law has been passed to punish more stringently the casting of street sweepings, ashes, garbage, dead animals, or other refuse or rubbish, especially such as may be of unwholesome nature, in any of the waters around the cities of New York (Chap. 346.)

The controversy over the exclusion of Jews from certain of the summer hotels appears to have given rise to a law which declares it punishable as misdemeanor for any person to deny another the full and equal enjoyment of the accommodations of any hotel, restaurant, public conveyance, theatre, or other place of public resort, because of race, creed or color (Chapter 400.)

An important law has been passed to prevent the adulteration of food or drugs. To sell or offer to sell any article of food or drugs which is adulterated, is declared a misdemeanor, punishable by fine not exceeding \$50 for the first offence or \$100 for any subsequent offence. Extended definitions are given of what constitutes adultera-

tion, either of food or of drugs. The State Board of Health —this, it will be remembered, is an official body created in 1880, with general powers to protect the public health throughout the State, to collect statistics of health and disease, and enforce various sanitary laws-is directed to take cognizance of the whole subject of adulteration; for which purpose they may employ inspectors and analysts, and may demand samples of any article of food or drugs which may be offered for sale, and subject them to official examination. This is a species of legislation which has not been common in this country. American laws on the subject have generally been limited to imposing punishments for adulterating goods or selling them, leaving proof of the act to be made in the same manner as in the case of other crimes. England, however, has for some years had laws authorizing this censorship or inspection of articles in market, and official analysis of suspected samples. Wisconsin last year put forth a somewhat similar law. In this connection should be mentioned a new law authorizing dairymen of any county to adopt special trademarks for pure butter or full-milk cheese made in such county: and punishing any misuse of such trademarks. (Chap. 407; also 300.)

A person who receives materials to be "made up" into manufactured goods at his own place, and who pawns or sells them, is now punishable as for larceny. (Chap. 419.)

The law allowing continued use of business names has been slighted enlarged, and extended to limited partnerships. (Chap. 389; also 425.)

We gave account of the two laws providing for inspection of alien immigrants, and for collecting from shipowners a duty on immigrants whom they bring to the port of New York—(Chap. 427; also 432)—when they were passed; and then explained (Chronicle, July 9) what we believed to be the error of policy involved in such legislation by a State, even supposing it to be constitutional. Since the laws were put in force, the ship companies have decided to contest payment of the duty; suits have been brought to collect it, and the validity of the law argued; and a decision of the Court on the question is awaited.

Corporations may now be formed under the general manufacturing companies' law for constructing and operating warehouses, elevators, docks, wharves, and basins (Chap. 650); also under a new law, for organizing railroad companies for foreign countries. (Chap. 468.)

The mode of measuring oysters sold by measure is the subject of special regulations; a violation of which is a misdemeanor, punishable by fine and imprisonment. (Chap. 704.)

### Monetary Commercial English News

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

EXCHANGE	EAT L	ONDON-Oc S.	EXCH	ANGE	ON LONDON.
On-	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam .	Short.	12.3 @12.4	Oct. 8	Short.	12.15
Amsterdam :	3 mos.	12.512 @12.6			
Antwerp		25.70 @25.75	Oct. 8	Short.	25.42
Hamburg		20.75 @20.79	Oct. 8	66	25.47
Berlin	**	20.75 @20.79	Oct. 8		25.47
Frankfort	"	20.75 @20.79	Oct. 8	"	25.47
Copenhagen.		18.45 @14.48			
St.Peters'bg.	"	253 7254			
Paris	Short.	25.3212@25.4212	Oct. 8	Short.	25.37
Paris	3 mos.	25.6742@25.75			
Vienna	4f 66	11.95 @12.00	Oct. 8	Short.	118.20
Madrid	"	47142247			11010
Gadiz	"	4738@4718			
Genoa		25.90 @25.95	Oct. 8	3 mos.	25.45
Lisbon	**	5218@52	0	0 1200.	20 10
Alexandria .			Oct. 5	3 mos.	96
New York			Oct. 8	Short.	4 78
Bombay	30 days	1s. 715 <sub>16</sub> d.	Oct. 8	4 mos.	1s. 8316d.
Ualcutta	• •	18. 71516d.	Oct. 8	4 mos.	1s. 8141.
Hong Kong.		20, 104,	Oct. 8	4 mos.	38. 914d.
Bhanghai		1	Oct. 8		
			1001. 8	4 mos.	58. 142d.

[From our own correspondent.]

London, Saturday, Oct. 8, 1881.

Events of considerable importance have transpired in the money market during the past week, and the Directors of the Bank of England have been compelled to advance their published minimum rate of discount to five per cent. Ever since the Bank rate was advanced to four per cent, the opinion has prevailed in many quarters that a five per cent rate of discount would be necessary; but the decline in the open market quotations led some to take a different view, notwithstanding it was certain that any increase in the demand for gold for export to the United States would exercise an immediate and important influence. It will be remembered that only a fortnight ago the open market minimum was 3 per cent, against a 4 per cent Bank rate, but during the last ten days, the American exchange has been less favorable to us. Money has been dearer in New York, and several purchases of gold have been made in this market on American account. There has also been a demand for sovereigns for transmission to Alexandria, as well as for notes and coin for home purposes, while the movement in the value of money on the Continent having been in an upward direction, little hope is entertained of our receiving supplies of gold in any quantity from Continental sources. It now remains to be seen if a five per cent rate of discount will be equal to the purpose required of it. On this point, no conclusion can as yet be formed. The changes in this week's Bank return, compared with its predecessor, show changes of an important, and, at first sight, alarming character; but an examination of them leads to the conclusion that there is no need for apprehension. A large amount of quarterly and dividend business has, in fact, been crowded into the statement, and as regards many items, next week's return will show variations of an opposite character. According to the daily returns, the Bank lost during the week a sum of gold amounting to £545,000, but the falling off in the supply of bullion is as much as £1,373,986, while there is also an increase of £802,795 in the note circulation. A considerable quantity of coin and notes has therefore been required by the provinces as usual at the turn of the quarter, but the supply abstracted will return no doubt in the course of a few days. Money has also been borrowed of the Bank in anticipation of the dividend payments, and the Government have been compelled to borrow £3,000,000 to meet those payments. The distribution of the dividends commenced on Thursday, and since the Bank return was made up to Wednesday night, a large amount of money temporarily locked up has been released. The money market has, in consequence, assumed an easier appearance; but the open market rates of discount are fairly in harmony with those of the Bank of England. If this should continue to be the case, we may hope that five per cent will be effective though it is difficult to see how we shall be able to replenish our depleted supplies of gold. So long, however, as the drain upon our resources is checked, the Bank will not probably be desirous of making any further change; but it is doubtful if we have yet seen a termination to the present periodical crisis. The total reserve of the Bank has been reduced this week to the extent of £2,185,781, and the proportion of reserve to liabilities has fallen as much as 11 per cent, viz., from 41.27 per cent to 30.19 per cent. Next week's return will be looked forward to with more than usual interest, as some trustworthy facts may be gathered from it.

The supply of bullion held by the Bank of England now amounts to £23,069,226, comparing with £27,361,588 last year, showing a decrease of rather more than four millions sterling. The reserve has also fallen from £14,928,448 in 1880, to £10,321,910, the present amount. No further amounts of gold of any magnitude have been withdrawn from the Bank, and a better, though very cautions, feeling now prevails.

Money was much wanted in the early part of the week, owing to the very general expectation which prevailed that the Bank rate would be raised. The demand is now quieter, and is likely to remain inactive, as borrowers have provided themselves freely of late. The trade demand for money is improving though not to any important extent. From the leading centres of industry, satisfactory accounts are received of the condition of our commerce, and these accounts are confirmed by the Board of Trade as well as by the traffic returns. The following are the present quotations for money:

	Per cent.	Open market rate
Į	Bank rate. 5 Open-market rates—	4 months' bank 6 months' bank
Ì	30 and 60 days' bills 438@412	4 & 6 months' tr
l	3 months' bills $438 @ + 12$	

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A short time ago, the discount houses lowered their rates of interest for deposits, as they were paying 3 and 314 per cent, when, for choice bills, the rate of discount obtainable did not exceed those figures. Their usual practice is to allow one per cent under Bank rate; but they have only advanced their quotations one per cent, and from this it is inferred that they again expect considerable discrepancy between the Bank rate and the open market rates. The future course of the money market is undoubtedly one of considerable uncertainty, but firmness is expected to continue to prevail, as there is a more general demand for money. The following are the rates of interest at present allowed by the joint-stock banks and dissount houses for deposits:

	rer cen.
Joint-stock banks	312
Discount houses at call	312
do with notice of withdrawal	337

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

	1881.	1880.	1879.	1878.
Circulation, excluding	£	£	£	£
bank post bills	26,310,535	27,443,140	28,768,855	28,939,795
Public deposits	5,076,209	6,656,829	5,898,985	4,141,753
Other deposits	24,961,655	26,216,559	33,501,437	25,967,071
Governm't securities.	14,512,549	17,365,070	19,570,528	16,937,672
Other securities	21,585,220	18,501,930	17,432,864	20,929,774
Res've of notes & coin.	10,321,910	14,928,448	20,326,069	10,214,960
Coin and bullion in		,		, , , , , , , , , , , , , , , , , , , ,
both departments	23,069,226	27,361,588	34,094,924	24,154,775
Proportion of reserve				,
to liabilities	30.19			
Bank rate	5 p. c.	212 p. c.	2 p. c.	5 p. c.
Consols	$985_{8}$	98	98	9.112
Eng. wheat, av. price.	478. 9d.	40s. 1d.	47s. 1d.	40s. 1d.
Mid. Upland cotton	7118d.	634d.	611 <sub>16</sub> d.	618d.
No. 40 Mule twist	1034d.	1012d.	912d.	9121.
Clear'g-house return. 1	58,882,000 1	35,192,000	86,531,000	86,358,000

Silver has been in demand, chiefly for the Continent, and prices have been tending upwards. Mexican dollars are also rather dearer. India Council bills have been disposed of at 1s. 7%d. the rupee. The following prices of bullion are from Messrs. Pixley & Abell's circular:

	GOLD.	s. d.	s. d.
Bar gold, fine	per oz. standard.		
Bar gold, containing 20 d	wts. silver, per oz. standard.	$77\ 11^{1}2 $	
Spanish doubloons	per oz.	73 10 @	
South American doubloom	isper oz.	73 9 @	
United States gold coin.	per oz., none here.	····· @	
German gold coin	per oz.	@	
	SILVER.	d.	d.
Bar silver, fine	per oz. standaro	l. 5178 7	
Bar silver contain's 5 grs	.goldper oz. standare	1. 524 @	
Colra gilvan	. 11011.0	z. 5515160	
Cake Silver		0. 00.0180	
Mexican dollars	per o	$z. 51^{16} $	5114
Mexican dollars	per o	z. 51 <sup>1</sup> 8 @	$51_{-4}$

The following are the current rates for money at the principal foreign centres:

	Bank	Open	1	Bank	Open
	rate.	market.		rate.	market
	Pr. ct.	Pr.~ct.		Pr. ct.	Pr. ct.
Paris	 4	4	Madrid & other		2 / 1 001
Brussels	 413	474	Spanish cities	4	5
Amsterdam	 312	3	St. Petersburg	$\tilde{6}$	512
Berlin	 512		Geneva	312	312
Frankfort.	 512		Genoa	4	4
Vienna	 512		Copenhagen	312	319

The traffic receipts of the 14 principal British railway companies have amounted since the commencement of July to £14,-598,620, against £14,150,064, showing an increase of £448,556. The three principal Scotch lines have earned since the commencement of August £1,212,543, against £1,138,225, or an increase of £74,318. Great mportance is attached to these figures, as they clearly indicate an improved condition of general business.

The Prime Minister has been delivering some eloquent speeches at Leeds this week and has alluded to the subject of Fair Trade. He very naturally observes that to tax our food would be folly, and that to tax foreign manufactures, would yield no beneficial result, as the imports of them are comparatively small, while foreigners, were we to do so, might augment still further the duties on our goods, and thus make matters worse. It may be accepted as a fact that the country will adhere to Free-Trade principles, in spite of hostile tariffs abroad. Mr. Disraeli said some years ago that protection was dead, and the leaders of the Conservative party know that it is so. Mr. Gladstone at Leeds yesterday desired to know if the leader of the Opposition was prepared to endorse the views entertained by the newly-elected county members, as he has not yet denounced them. He will have opportunities of doing so publicly in a few days, but he well knows that as a party cry the question of Fair Trade will be of no avail, as there is no general desire to resuscitate protection in any form.

The Board of Trade returns are again satisfactory, though not up perhaps to general expectations. Our imports for the month show a decrease of about £1,000,000, and our exports an increase of nearly £900,000. The following are the leading particulars:

	Land In the Park William	1879.	1880.	1881.
į	Imports in September	£27,723,428	£34,275,327	£33,191,225
į	Imports in 9 months	259,346,232	309,907,762	296,843,993
	Exports in September	17,402,242	20,027,347	20,900,563
	Exports in 9 months	140,176,165	167,045,977	171,819,622
1				

The following figures relate to the nine months ended September 30:

		IMPORTS.		
	Cottonewt.	1879. $8,768,703$	$1880. \\ 10,109,405$	1881. 11,487,161
		EXPORTS.	,	
		1879.	1580.	1881.
	Cotton ewt.	1,247,649	1,470,010	1,350,381
	Cotton yarnlbs.	172,877,800		188,714,700
	Cotton piece goodsyards.2	2,719,476,10)	3,305,214.300	3,562,312,000
	Iron and steeltons.	1,980,120		2,822,417
	Linen yarnlbs.	13,142,100	12,029,000	13,254,500
	Linen piece goodsyards.	123,036,400	131,101,500	133,803,600
	Jute manufacturesyards.	118,053,600	129,168,200	148,159,800
	Silk manufactures 2	1,298,049	1,515,609	1,897,621
	British woollbs.	7,755,100	14,417,700	9,103,700
	Colonial and foreign wool.lbs.	197,816,005	182,769,555	199,414,163
	Woolen yarnlbs.	23,408,000	20,146,300	20,739,600
1	Woolen clothsyards.	33,933,800	38,508,400	41,732,800
	Worsted stuffsyards.	142,517,200	152,848,400	145,903,000
	Blankets & blanketingyds.	3,766,300	4,374,100	4,246,200
1	Flannelsyards.	3,383,100	3,940,400	5,397,400
1	Carpets yards.	5,042,500	7,632,100	7,293,500
1	/Dia - C - 11	4.1.	C 44	

The following were the quantities of cotton manufactured piece goods exported in September, compared with the corresponding month in the two preceding years:

	1879.	1880.	1881.
Exported to—	Yards.	Yards.	Yards.
Germany		3,174,500	3,029,700
Holland		2,740,300	3,216,500
France	4,188,000	4,558,300	5,014,200
Portugal, Azores & Madeira.	4,236,500	5,125,200	4,245,200
Italy	6,283,600	6,162,900	7,090,000
Austrian Territories	917,800	680,100	605,900
Greece	4.547,600	6,811,600	5,589,600
Turkey		52,667,400	29,947,000
Egypt	8,568,000	15,145,100	8,359,000
West Coast of Africa	2,798,300	4,774,300	2,375,500
United States	3,472,700	4,525,300	5,513,900
Foreign West Indies	7,310,300	10,441,500	10,710,600
Mexico	3,306,600	1,666,000	7,679,500
United States of Colombia	, , , , , , , , , , , , , , , , , , , ,	, , , , , , , , , , , , , , , , , , , ,	
(New Granada)	1,954,900	4,567,300	5,674,800
Brazil	18,488,200	22,705,700	24,999,800
Uruguay	2.135,700	2,411,600	2,310,600
Argentine Republic	6,164,200	3,862,600	7,284,900
Chili	2,976,300	3,715,900	10,243,000
Peru	667,900	161,800	3,125,700
China and Hong Kong	40,837,300	36,766,700	40,113,200
Japan	6,138,100	4,788,600	7,636,000
Java	5,876,700	4,970,400	6.404,400
Pailippine Islands	1,556,700	3,406,600	4,881,600
Gibraltar	2,783,300	2,904,100	1,145,100
Malta	2,406,100	4,235,500	1,767,400
British North America	2,301,000	2,180,800	3,251,000
British West India Islands &		2,100,000	0,201,000
Guiana	4,833,300	2,999,400	3,418,700
British Possessions in South	2,505,000	2,000,100	0,110,100
Africa	2,371,800	2,593,700	2,763,000
British India—	2,071,000	2,000,100	2,700,000
Bombay	30,851,500	56,796,500	47,581,500
Madras	9,301,200	9,257,500	4.894,600
Bengal	82,119,600	91,734,900	85,027,200
Straits Settlements	7,774,500	8,637,800	10,858,800
Ceylon	2,061,800	2,487,200	1,102,500
Australia	1,654,000	3,287,900	4,056,800
Other countries	26,979,300	31,221,600	31,914,000
Other countries	20,373,300	31,221,000	01,014,000
Total unbleached or bleached	256,195,100	280,200,500	283,239,100
Total printed, dyed, or colored	102,013,700	143,905,300	116,668,100
Total mixed materials, cotton	102,013,700	140,000,000	110,000,100
predominating	1,435,100	2,498,800	3,930,000
Inedomnating	1,400,100	2,490,000	3,030,000
Grand total	359,643,900	427,204,600	403,837,200
1		The state of the s	
Other manufactures of o	coulon show a	s follows:	
	1879.	1880.	1881.
Lace and patent net£	133,183	141,925	209,866
Hosiery of all sorts£	89,833	85,326	111,171
Thread for sewinglbs.	948,537	969,574	1,394,932
Other manfs., not enum'at'd &	78.219	87,187	97,220
Tot. value of cotton manfs. £	5,027,585	5,915,630	5,550,3 <b>67</b>

The following figures relate to the movements of bullion during the month of September and during the nine months ended Sept. 30:

GOLD.		
1879.	1880.	1881.
£	£	£.
1,317,223	1,115,556	781,130
11,925,977	5,663,080	7,782,371
1,197,195	942,553	1,496,670
8,330,165	5,679,430	11,157,559
SILVER.		
789,994	475,776	528,184
8,593,539	4,960,812	5,408,621
905,154	417,995	314,228
8,314,063	5,751,089	5,593,141
TAL GOLD AND	SILVER.	
2,107,217	1,591,332	1,309,314
20,519,516	10,623,892	13,190,992
2,902,349	1,360,548	1,810,898
16,644,228	11,430,519	16,750,700
	1879. £ 1,317,223 11,925,977 1,197,195 8,330,165 SILVER. 789,994 8,593,539 905,154 8,314,063 TAL GOLD AND 2,107,217 20,519,516 2,902,349	1879. £ £ £  1,317,223 1,115,556  11,925,977 5,663,030  1,197,195 942,553  8,330,165 5,679,430  SILVER.  789,994 475,776  8,593,539 4,960,812  905,154 417,995  8,314,063 5,751,089  TAL GOLD AND SILVER.  2,107,217 1,591,332 20,519,516 10,623,892 2,902,349 1,360,548

The exports of gold to the United States in September were £810,150, against £661,360; and in the nine months, £6,468,-944, against £1,451,438 in 1880.

Larger supplies of foreign wheat have been received during the week and millers have been operating with greater caution. The tone of business has, in fact, been dull; but holders have demanded full prices, especially for the better qualities of produce. The weather has been cold for the time of year; but it has been dry, and farmers have been threshing more freely. The condition of the supplies of home-grown produce has also improved; and preparations for autumn sowing have been making satisfactory progress.

During the week ended October 1 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 52,231 quarters, against 46,945 quarters last year and 15,161 quarters in 1879; while it is computed that they were in the whole kingdom 209,000 quarters, against 187,780 quarters and 60,650 quarters. Since harvest the sales in the 150 principal markets have been 210,021 quarters, against 203,-397 quarters and 90,535 quarters, the estimate for the whole kingdom being 840,000 quarters, against 813,600 quarters in 1880 and 363,583 quarters in 1879. Without reckoning the supplies of produce furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply of wheat in the United States is also given:

1881.	1880.	1879.	1878.
Imports of wheat.cwt. 7,639,263 Imports of flour 1,401,845	9,717,453 $1,254,370$	8,986,024	6,468,583
Sales of home-grown	1,204,570	1,253,439	705,585
produce 3,640,500	3,251,400	1,575,510	5,965,100
Total12,681,613  Deduct exports of	14,226,223	11,794,973	13,139,268
wheat and flour 119,380	181,933	161,910	346,346
Result 12,562,233 Av'ge price of English	14,044,290	11,633,063	12,792,922
wheat for season (qr.) 51s. 5d. Visible supply of wheat	41s. 6d.	47s. 64.	43 . 6 l.
in the U.S bush.19,700,000	15,000,000	18,146,639	13,099,673

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

	IMP	ORTS.		
Wheat ewt. Barley Oats Peas Indian corn Flour	1881. 7,639,263 1,246,857 1,804,432 62,587 259,693 3,781,167 1,401,845	1830. 9.911,453 1.335,381 1,704,452 132,515 171,402 5,871,949	1879. 8,966,024. 1,542,600 J 1,804,530. 47,877. 310,545. 3,038,280.	1878, 6,468,583 1,560,799 1,038,022 188,559 156,829 4,538,308
		1,254,370	1,253,439	705,585
	EXP	ORTS.		
Wheat ewt. Barley Oats. Peas. Beans Indian corn. Flour.	1881. 105,267 6,771 4,321 5,149 7,728 36,592 14,113	1880. 163,541 1,385 15,934 9,533 6,475 25,920 18,392	1879. $141,692$ $1,376$ $1,631$ $12,461$ $3,273$ $226,203$ $20,218$	1878. 331,325 9,686 4,381 2,394 545 39,736 12,021

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first month of the season, compared with the corresponding period in three previous seasons, together with the principal countries whence those supplies were derived:

IMPORTS OF WHEAT AND FLOUR INTO GREAT BRITAIN.

-	VI.	HEAT.		-
Thom	1881.	1880.	1879.	1878.
From—	Cwt.	Cwt.	Civt.	Cwt.
Russia.	161,380	88,185	385,459	1,126,605
United States	1,121,989	4,294,749	4,248,305	2,195,323
Brit. N. America	397,531	325,333	874,544	548,618
Germany	99,414	17,323	99,422	305,997
France	1.606	131	5,000	•••••
Chili	100,107	246,955	202,724	49,994
Turkey, &c	374	4.000	313	3,808
Egypt	129,844	67,568	259,721	43,313
British India	419,098	325,338	74,126	74,417
Australia	348,265	990,660	264,526	14,411
Other countries	9,032	21,501	34,719	250,015
(Total				
Total 5	,788,610	7,036,478	6,469,901	4,592,620
_	F	LOUR.		
Germany	151,953	72,040	59,271	01 021
France	17,437	12,381	27,562	81,931
United States	714,227	573,033	720,899	16,293
Brit. N. America	46,037	103,404		232,329
Other countries	125,662	202,784	60,728	40,017
		202,10±	121,993	123,691
Total 1	,085,376	963,697	987,153	491,261
Subjoined is an e				
~ wojoined is all e	soumate (	of the value	of cereals	imported

into the United Kingdom in September, compared with the corresponding month in the three previous years:

Wheat. Barley Oats. Peas. Beans. Indian corn. Flour.	1881. £3,246,179 478,082 496,123 25,366 73,958 892,346 903,989	1880. £3,574,332 475,421 364,271 47,647 54,725 1,359,727 775,893	1879. £3,381,263 498,722 506,851 -10,373 90,759 575,581 751,656	1878. $22,369,250$ $503,285$ $246,913$ $46,165$ $26,172$ $848,610$ $418,676$
Total	£6,116,048	£6,632,006	£5,805,210	£1,451,071

The public sales of colonial wool have been concluded, and during their progress, 362,515 bales were catalogued. A report states that on the opening night prices generally showed little if any change from closing rates of the preceding series, faulty course cross-breds only being slightly in buyers' favor, and for about a fortnight there was a steady, even demand supported chiefly by free operations on Continental account. With more satisfactory reports from both home and Continental markets prices for good shafty merinos and all cross-breds gradually hardening, and an advance of 1d. per lb. easily obtained. Eventually inferior and faulty scoured lots which had hitherto ruled irregularly advanced to the same extent, and in many instances higher. Washed superfine flocks were scarce throughout, and on this account, rather than from any material improvement in the demand for goods made from these qualities, realized 2d. to 3d. per lb. more than in the May-June series; while shafty, greasy merincs, free from fault, were even scarcer than during last sales, and the few lots offered were eagerly competed for at 1d. to 11/2d. per lb. advance.

#### 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 October 21:

London:	1	Sat.	71	on.	T	ues.	H	red.	Th	urs.	1	ri.
Silver, per ozd.	5	2 .	5	178	5	11316	5	11316	5	11313	5	1:316
Consols for money	9	31316	98	31316	' 9:	31316	95	9116	9	1118	9	1516
Consols for account	9	81516			9	9116	9	$5^{1}8$	9	3316	99	116
Fr'ch rentes (in Paris) fr.	18 £	.85	87.			5712		$27^{1}_{2}$	84	09	1	
U. S. 5s ext'n'd into 3123	10		103		10:		10:		10:	312	110:	334
U. S. 4 <sup>1</sup> 28 of 1891	11	634	116			$63_4$	111	$5^{1}_{2}$	111	314	111	314
U. S. 4s of 1907		$93_{4}$	115			34	111	$1_2$	119	34	1119	31
Erie, common stock		$6^{5}8$		;3 <u>4</u>		5 <sup>7</sup> 8	4:	$5^38$	4	538		
Illinois Central		513	136		13:		13	112	13	Į.	13	114
Pennsylvania	6	7 <sup>1</sup> 2	68			$73_{4}$	6	714	6	718	6	712
Philadelphia & Reading.	3	f 3 <sup>7</sup>		<sup>1</sup> 4	3	134	3	Ł	3	12		134
New York Central	114	1	14	173	14:	212	14	L	14		14	
Liverpool.	1 8	sat.	M	on.	T	ies.	W	ed.	Th	urs.	F	ri.
					-							· · ·
	· .	d.	8.	d.	8.	d.	8.	d.	8.	d.	8.	d.
Flour (ex. State 100 lb.	14	9	14	9	14	9	14	9	14	9	14	9
Wheat, No. 1, wh. "	11	0	11	0	11	0	11	0	11	o l	11	ŏ
Spring, No. 2 "	10	6	10	7	10	7	10	7	10	7	10	6
Winter, West., n "	11	2	11	2	11	3	11	3	11	3	iĭ	2
		0	11	0	11	0	11	0	11	0	11	õ
Cal. white "	11	U	A A.				^		0	0	6	ŏ
Cal. white "Corn, mix., West."	6	ŏ	6	()12	6	0	6.	0	6	U		
Cal. white "Corn, mix., West. "Pork, West. mess. # bbi	6 79	0		012	$\frac{6}{79}$	0	79°	0	79	ŏ		
Corn, mix., West.  Pork, West. mess. # bbl Bacon, long clear, new	6 79 19	ŏ	6		-	0	•	ŏ			<b>79</b>	Ö
Cal. white" Corn, mix., West. " Pork, West. mess. # bbl Bacon, long clear, new. Beef, pr. mess, new, #tc.	6 79 19 96	0	$\frac{6}{79}$	0	79	0	79	6	79	0	79 49	0
Corn, mix., West.  Pork, West. mess. # bbl Bacon, long clear, new	6 79 19 96 50	0 0 6	6 79 49	0	79 49	0 0 0	$\begin{array}{c} 79 \\ 49 \end{array}$	6	79 49	0	<b>79</b>	Ö

### Commercial and Paiscellaneous News.

NATIONAL BANKS.—The following national banks were organized last week.

2,571—The First National Bank of Glencoe, Minn. Authorized capital, \$50,000; paid-in capital, \$30,000. Axel H. Reed, President; E. B. Lincoln, Cashier.

2,572—The Farmers' National Bank of Cambridge, Ill. Authorized capital, \$50,000; paid-in capital, \$30,000. Richard Mascall, President; E. D. Richardson, Cashier.

2,573—The First National Bank of Hampton, Iowa. Authorized capital, \$50,000; paid-in capital, \$32,500. J. F. Latimer, President; D. D. Inglis, Cashier.

2,574—The First National Bank of Mason City, Iowa. Authorized capital, \$50,000; paid-in capital, \$50,000. H. I. Smith, President; J. V. W. Montague, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$8,411,665, against \$7,958,193 the preceding week and \$9,402,591 two weeks previous. The exports for the week ended Oct. 18 amounted to \$7,164,162, against \$5,536,912 last week and \$7,537,795 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 13 and for the week ending (for general merchandise) Oct. 14; also totals since January 1:

FOREIGN IMPORTS AT NEW YORK

		TO THE LAND	W LYNCA.	
For Week.	1878.	1879.	1880.	1881.
Dry Goods Gen'l mer'dise	\$1,273,369 3,261,401	\$1,893,977 5,212,862	\$2,182,264 6,000,568	
Total Since Jan. 1.	\$1,539,773	\$7,141,839	\$8,182,832	\$3,411,665
Dry Goods Gen'l mer'dise	\$64,101,147 168,051,682		\$106,210,767 290,770,754	\$92,173,641 255,352,378
Total	\$232,152,829	\$260,719.283	\$396.931,521	\$347,526,019

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 Oct. 18, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.							
	1878.	1879.	1880.	1881.			
For the week Prev. reported	\$7,455,993 275,496,876	\$7,763,314 271,031,345	\$9,273,779 324,223,142	\$7,161,162 305,461,899			
Total s'ce Jan. 1	1282.912.869	\$278,794,659	\$333,496,921	8312,629,061			

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 15 and since January 1, 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

~	Exp	oorts.	Imports.			
Gold.	Week.	Since Jan. 1	Week.	Since Jan. 1		
Great Britain	\$	\$68,160	\$734,842	\$30,713,140		
France			386,000			
Germany		6,500	100,360			
West Indies		2,000	111,239	1,627,793		
Mexico.				253,290		
South America	9,600	243,706		655.241		
All other countries	645	101,075	163,200	1,724,939		
Tetal 1881	\$9,645	\$421,441	\$1,495,641	\$46,478,867		
Total 1880	10,000	2,163,023		36,003,074		
Total 1879		2,055,738		43,814,948		
- Cilyan						
Silver.	\$5,200	\$8,089,136	\$	\$210,425		
France	13,000	106,850	4	20,065		
Termany	145,000	270,809		60,389		
West Indies		10,204	21,195	702,219		
Mexico		,	3,943	1,079,525		
South America		24,337	.,,,,,	144,529		
All other countries		29,796	2,001	21,761		
Total 1881	\$165,200	\$8,531,132	\$27,142	\$2,238,913		
Total 1880	223,000	4,305,636	20,650	4,066,814		
Total-1879	134.295	10.908,646	251,162	6,726,747		

Of the above imports for the week in 1881, \$109,850 were American gold coin and \$20,644 American silver coin. Of the exports for the same time, \$9,645 were American gold coin.

Auction Sales.—The following were sold at auction by Messrs. A. H. Muller & Son:

Shares. 14 People's Gaslight Co. of 7 Central Pk. North & East

15 Standard Fire Insurance, 129 132 N.Y. Gaslight Co. 105 18 ex div. 10 Havana Gaslight Co.... 33

1 Certificate of Membership of the Maratime Assoc'n of Port of N.Y., subject to dues of \$30.\$415

Bonds. \$6,000 Br'dway RR. of Bklyn 1st, 7s, due 1899.11242 and int. 

7s, due 1893......119 and int. 2,000 Coney Island & Brook-

reg. 6 p. c. etfs.....98 and int.

Brooklyn 7 per cent certificates of which 50 per cent paid.......86 and int. 16,000 Kings Co. State tax loan 7s. due 1887..114 and int. 6,000 Richmond Co. 7s. due 7s, due 1891 .... 1224 and int. 5,000 Brookiyn 6s, reg., permanent water loan, due due 1893......1084 and int.

1,000 Jersey City 7s, water.
due, 1913......117 and int.

6,000 New York, reg. consol.
7s stock (dock bonds). due
1904......138 and int.

4,000 Westchester 7s, reg.
war bonds, due 1882 and
1883

2,000 Elizabetht'n Wat'r Co. of N. J. 7s, due '91...91 and int. 8,000 Manhattan Tel. Co. 1st, 7s, due 1896....70 and int.

.10214 and int.

Minnesota Debt.-St. Paul, Oct. 20.-In the Senate yesterday the bill for the settlement of the bonded debt was favorably reported by the Finance Committee. In the House two resolutions were introduced by the anti-bond men yesterday. One provides for the appointment of a committee to inquire whether the old railroad companies are not responsible for the payment rather than the State. This is in execution of the policy of obstruction and delay adopted by some of the anti-bond men. Another resolution declares the sense of the House that the bond question be not considered at this session. Both these resolutions went over for debate.

New York Lake Erie & Western.-The following is an official report of the earnings of the New York Lake Erie & Western Railroad Company:

MONTH OF AUGUST. 1880. 1881. Increase. Gross earnings...... \$1,606,873 \$1,772,895 \$166,021 Working expenses ..... 137,837 1,095,523 Net earnings ..... \$649,187 \$677,371 \$23,183 OCTOBER, 1880, TO AUGUST, 1881, INCLUSIVE. 1880-81. \$18,981,406 1879-80. Increase. \$2,074,714 Gross earnings..... \$16,906,691 Working expenses ..... 10,615,626 12,103,713 1,488,086 Net earnings..... \$6,291,065 \$6,877,693 \$586,627

Norfolk & Western Railroad.—The earnings and expenses of this railroad for the year ending September 30, 1881, were

The fixed charges (interest on funded debt) are, per annum.

Philadelphia & Reading .- A press dispatch from Philadelphia, Oct. 18, said that Mr. Vanderbilt had about completed arrangements for a connection with the anthracite coal fields. The connection is to be made by the Geneva & Lyons road to Corning, N. Y., and thence to Antrim, Tioga County, Pa., by coal roads already built. It is proposed to make Antrim the northern terminus of the Jersey Shore & Pine Creek road. The right of way for this road belongs to the Reading, and it has never been completed.

-- Judges McKennan and Butler of the United States Circuit Court refused the application of the Reading Receivers for authority to create a car trust of \$1,000,000, expressing the opinion that the receivership is not intended to be interminable, and that if the companies are upon a self-sustaining basis no delay should occur in relieving the Court from the responsibility of conducting their affairs.

-The Receivers furnish a comparative statement of the business over the road for the month of September, together with the receipts of the Coal & Iron Company for the same period. Owing to the drought in the coal regions, and the consequent curtailment in production, the profits for the month are not so large as those for the corresponding month of last year, though the profits of the year to date show a gain of over a million dollars in excess of the same period of 1879-80. The

detailed figures are here given:

RailroadCo Railroad traffic Canal traffic Steam colliers	Gross Receipts Sept. \$1,763,542 106,982 67,650	for Sept.	Profit for Ten Mos. \$ 6,728,253	Profit for Month. \$ 1,082,371 110,210	9-80. ————————————————————————————————————
Richmond coal barges.  Total RR. Co Coal & fron Co	$\frac{7,698}{1,945,874}$	696	994 7,238,848	loss1,611	loss 84 6,759,496

Total both compan's 3,356,411 1,128,819 8,063,677 1,432,142 6,992,693

Toledo Cincinnati & St. Louis.—A circular issued by Messrs. George Wm. Ballou & Co. says that "it is now proposed to give to the original subscribers to the Toledo Cincinnati & Louis the first right to take the remaining \$1,000,000 first mortgage bonds and other securities upon the following basis: For \$10,000 cash, purchasers will receive \$10,000 first mortgage bonds, \$20,000 second mortgage income bonds, \$10,000 par value stock. Allotments to be made pro rata. You can receive all the securities by paying in full, or payments can be made in three instalments, to be called monthly.'

-Some of the most active men of the New York Stock Exchange have incorporated a new electric light company, G. L. Haight, President; C. Minzesheimer, Treasurer; H. E. Dillingham, Vice-President; S. V. White and T. C. Buck, Trustees; under a patent granted to W. H. Markland in August last, who has discovered a new departure in electricity, and has produced what they consider a wonderful lamp in its clear, perfect and unchanged steadiness, the light said to be free from flutter-ing or wavering, and claimed to be the only light possessing this property. The Edison stock is reported to be selling at \$1,000 per share, and the managers of the Markland Electric Light Company anticipate that the stock will be in demand at a premium over par, the present price, after the present offerings are sold. William Euclid Young, member of the New York Stock Exchange, 30 Broad Street, New York, is agent for the company.

#### BANKING AND FINANCIAL.

BANKING DEPARTMENT.

#### Office of FISK & HATCH,

No. 5 NASSAU STREET,

NEW YORK, 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 an account.

2. We allow interest at the rate of 3 per cent per annun 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 post-

paid on application.

FISK & HATCH.

### The Bankers' Gazette.

#### DIVIDENDS:

The following dividends have recently been aunounced:

Name of Company.	Per cent. When Payable.		Books Closed. (Days inclusive.)				
Railroads. Cedar Rapids & Mo. River (quar.) Concord	5 2 \$3 50 3 3 <sup>1</sup> 2 2 <sup>1</sup> 2	Nov. Nov. Nov. Oct. Nov. Nov. Nov.	1 25 1	Oct. Oct. Oct. Oct. Oct.	21 21 23 19 22 22	to to to to	Nov. 1

#### NEW YORK, FRIDAY, OCTOBER 21, 1881-5 P. M.

The Money Market and Financial Situation.—The principal change in the market this week was the decided relaxation in money, which presented a strong contrast to the tone prevailing in any of the past three weeks. Not only was the street well supplied with call money for the time being, but the outlook for a better supply of money in the immediate future was greatly strengthened by the circular of Secretary Windom issued yesterday, in which he offers to redeem on presentation any of the bonds embraced in the 105th call. The amount of these bonds yet outstanding is about \$13,000,000, and any stringency in the money market will bring them in for redemption.

The general feeling in stocks has naturally been stronger in consequence of the better monetary situation, but the condition of affairs in London and Paris is not particularly satisfactory, and there is some slight apprehension of a possible flurry there which might send home a considerable amount of our nondividend paying stocks, and so depress our markets.

In the manœuvres of the week, the Vanderbilt success in the Ohio Railway (C. C. C. & I.) election at Cleveland and the new phases of the elevated railroad litigation have been the most noteworthy events. It is a little curious how the action of a number of important personages has from time to time been brought to bear on the values of the elevated railroad stocks. From the start, we have Samuel J. Tilden, Cyrus W. Field, Russell Sage, Jay Gould, Attorney-General Hamilton Ward and Judge Westbrook, no two of them positively known to be acting together, but all of them at times either accusing or excusing, condemning or exalting, these unfortunate stocks. The latest phase was the reported decision of Judge Westbrook to-day "refusing to restore the New York Elevated Railroad to the company, stating that grave questions are involved regarding the validity of the lease of the New York and Metropolitan roads to the Manhattan Company, and also that he had granted an order authorizing the Manhattan Receivers to begin suit against the New York and Metropolitan companies to recover from each \$6,500,000, with interest from May, 1879."

In the money market this week loans on call have been quite easy, and rates have ranged from 3 to 6 per cent. Loans on time are scarcely any easier, and lenders are reluctant to make them at all; prime commercial paper is quoted as before at 6@6½ per

The Bank of England statement on Thursday showed a gain of £188,000 in specie, and the reserve was 35% per cent, against 32 the previous week; the discount rate remains at 5 per cent. The Bank of France lost 987,000 francs gold and 7,175,000 silver, and the discount rate was advanced to 5 per

The last statement of the New York City Clearing-House banks, issued Oct. 15, showed a decrease in the deficiency of the reserve below the legal 25 per cent limit of \$810,400, the total deficiency being \$2,522,875, against \$3,333,275 the previous

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

	1881. Oct. 15.	Differ'nces fr'm previous week.	1880. Oct. 16.	1879. Oct. 18.
Loans and dis. Specie Circulation Net deposits . Legal tenders.	19,596,100 296,018,300	Dec.\$7,775,000 Dec. 1,727,200 Inc. 29,000 Dec. 8,879,600 Inc. 317,700	67.364,300 <b>17</b> 629,100 <b>102</b> ,566,900	26 383.600 22,286.800 232,805;300
Legal reserve. Reserve held.		Dec.\$2,219,900 Dec. 1,409,500	\$75,641,725	\$58,201,325
Surplus	df.\$2,522,875	Inc. \$310,400	\$4,757,575	\$1,279,975

Exchange.—The prices for sterling bills have advanced slightly on the week, but to-day the demand was dull and tone weak. On actual business the rates were 4 791/4@4 793/4 for bankers' prime 60 days, and 4.831/4@4.833/4 for demand, with cable transfers 4 84½@4 85 and prime commercial bills 4 77½0 478. Francs are at 5 281/8 and 5 233/4; marks, 935/8 and 945/8; and guilders, 39½ and 39%.

In domestic exchange the following were the rates on New York at the undermentioned cities to-day: Savannah, buying 1/4, selling par to 1/8 off; Charleston, buying 1/4@3/8 dis.; selling par @1-5 dis.; New Orleans, commercial 50@75 dis., bank 100 prem.; St. Louis, par; Chicago, 25@50 dis.; Boston, about par.

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

October 21.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen(reichmarks)	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 4 \ 83 \ ^{1}2 \ @4 \ 84 \ ^{1}2 \ @4 \ 81 \ ^{1}2 \ @4 \ 81 \ ^{1}2 \ @4 \ 81 \ ^{1}2 \ & 81 \ ^{1}2 \ $

United States Bonds.—There has been more activity in Government bonds, with a decided advance in prices. Treasury took in \$2,000,000 bonds here on Monday, the total offerings being \$11,090,750, and also redeemed at Washington \$5,608,000 more; and as many of these bonds had to be replaced by the purchase of others, there has resulted rather a lively trade in our market.

The bonds embraced in the 105th call, and not yet redeemed. are about \$13,000,000, which will now be taken up under the following circular:

TREASURY DEPARTMENT, WASHINGTON, D. C., Oct. 20, 1881.

Until further notice the Department will pay the bonds embraced in the one hundred and fifth call upon their presentation to this Department with interest accrued to date of presentation. Parties transmitting bonds for redemption should address them to the "Secretary of the Treasury, Loan Division, Washington, D. C.," and all the bonds presented under this circular should be assigned to the "Secretary of the Treasury for redemption." Where checks in payment are desired in favor of any one but the payce, the bonds should be assigned to the "Secretary of the Treasury for redemption for account of —" (here insert the name of the person or persons to whose order the check should be made payable.)

WILLIAM WINDOM, Secretary.

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

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

		Interest Periods.		Oct. 17.	0et. 18.	Oct. 19.	Oct. 20.	Oct. 21.
-	6s, continued at 3½ 5s, continued at 3½	J. & J.	* 1001 <sub>2</sub>	*1001 <sub>2</sub>	-1005s	*10058	10034	*10058
-	4 <sup>1</sup> 28, 1891reg. 4 <sup>1</sup> 28, 1891coup.	QMar.	*113	11318	*11318	*113	*113	*113 113
-	4s, 1907reg. 4s, 1907coup.	QJan.	*11578	116	*11578	*11578	111534	*116
-	6s, cur'ey, 1895. reg. 6s, cur'ey, 1896. reg.	J. & J.	*130.	130	^130	*130 *130 <sup>1</sup> 2	*130	*130
-	6s, cur'ey, 1897. reg. 6s, cur'ey, 1898. reg.	J. & J.	*131	*130	131	*1311 <sub>0</sub>	*131	*13112
	6s, cur'cy. 1899. reg.					*132		

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

State and Railroad Bonds.—The Southern State issues generally hold very firm, although there is not a single new point in regard to the repudiated or "neglected" bonds, excep the Minnesota question and the general talk of greater prosperity in the South.

Railroad bonds, with the easier money market, show a tendency towards stronger prices, but investors should enter into a careful estimate of the probable income of new roads, and the probable effects on old railroads of the new lines soon to be finished. There is opportunity in this direction for the exercise of great judgment and discrimination.

Railroad and Miscellaneous Stocks.—The stock market has generally shown more strength, but the tone is irregular, and the confidence does not seem to be very great. Indeed, it happens not unfrequently that at the moment when the money market is the easiest, stocks are quite weak; but this may easily be accounted for by the circumstance that large operators may take that opportunity to dispose of some of their holdings. There is no definite information of a settlement of the railroad war, and many of the western roads are feeling the effects of it quite severely, as also of the smaller grain transportation. It is known that the expenses of railroad operation have increased materially during the past year, and hence the mere statements of gross earnings are the less satisfactory, as an indication of the real condition of their income accounts.

The Erie monthly report of gross and net earnings is much more to the point, and for August, the latest month reported, the returns are good. As the reports of both gross and net earnings are given by us as fully as they can be obtained, we suggest to our readers that they watch these carefully as a better gauge, in the long run, of the values of the several stocks, than the fluctuations of the market.

To-day stocks generally closed lower than yesterday, with some notable exceptions, such as Manhattan Elevated and Oregon

R. & N. Company.

for

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York ¼, par em.;

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

	<u> </u>	DAILY HI	GHEST A	ND LOWE			1	Ranga Singa	Jan. 1, 1881.	For Full
STOCKS.	Saturday, Oct. 15.	Monday, Oct. 17.	Tuesday, Oct. 18.	Wednesday Oct. 19.	Thursday, Oct. 20.	Friday, Oct. 21.	Sales of the Week, Shares.	1	Highest.	Low. High
RAILROADS. Albany & Susquelanna. Boston & N. Y. Air-Line	1 2/12 2/12	*125 2814 2834	*125 27 <sup>1</sup> 2 28	2712 273	27 27		1,100	120 Jan. 5	131 May 16	100 120
Buffalo Pittsburg & Western  Burlington Cedar Rapids & No.	*75 78	78 78	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	*78 793	60 60 *78 <sup>1</sup> 2 80	79 79	298	26 <sup>1</sup> 2 Oct. 13 45 Apr. 7 37 Feb. 26 69 Feb. 24	71 lo July 13	
Canada Southern Codar Falls & Minnesota Central Iowa Central of New Jersey		9378 9514	931, 9412	573 <sub>4</sub> 581 25 25		5812 5912	16,515	5534 Oct. 12 16 Jan. 18 31 Feb. 5	90 Jan. 14	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Central Pacific. Chesapeake & Ohio. Do 1st pref.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$923_4 935_8$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	53,129 $35,367$ $1,235$	82 <sup>1</sup> 2 Jan. 4 80 <sup>1</sup> 2 Feb. 25 20 <sup>3</sup> 4 Jan. 19	112 Feb. 17 1027 <sub>8</sub> June 18	45 901 <sub>4</sub>
Chicago & Alton	$*129\frac{30}{2}$	$\begin{array}{c} 30\frac{1}{2} & 31\\ 128\frac{1}{2} & 128\frac{1}{2} \end{array}$	*30 31	$^{*30}_{127}^{31}_{2}^{31}_{127}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2 *2912 3010	$2,750 \\ 1,200 \\ 575$	3234 Jan. 12 23 Jan. 25 127 Aug. 20	48 <sup>1</sup> 4 May 14 36 <sup>7</sup> 8 May 14 156 Jan. 5	$\begin{array}{c c}  & 361_4 \\  & 271_4 \\  & 991_2 \\  & 1591_2 \end{array}$
Chicago Burlington & Quincy Chicago & Eastern Illinois Chicago Milwankee & St. Paul.		$\frac{155}{108}, \frac{155}{1093},$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\frac{151\frac{1}{2}153\frac{1}{3}}{106\frac{5}{8}107\frac{5}{8}}$	136 137 1074 1085	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	9,079		182 \(\frac{1}{2}\) Jan. 17	
Chicago & Northwestern  Chicago Rock Isl. & Pacific	$122\frac{7}{8}124\frac{1}{2}$ $134\frac{5}{8}134\frac{5}{6}$ $134$	$1233_4 1251_4  135 135  1341_2 1341_2$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$122  123 \\ 131_{12}  132_{12} \\ 1321_{12}  132_{23}$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{vmatrix} 121 & 121 \frac{1}{4} \\ 122 \frac{7}{8} & 124 \\ 132 & 132 \end{vmatrix}$	$39,250 \\ 1,185$	1164 Oct. 12 117 Feb. 25 1314 Feb. 26	140 May 26 136 Jan. 19	99 124 18
Chicago St. L. & New Orleans Chicago St. Paul Minn. & Om Do pref.	4012 4112	$\begin{array}{c} 41\frac{1}{2} & 42\frac{1}{4} \\ 102\frac{1}{2} & 103\frac{3}{8} \end{array}$	$\begin{array}{c} 40^{1}_{4} & 41^{1}_{2} \\ 101^{1}_{2} & 102^{1}_{4} \end{array}$	40 404	$\begin{vmatrix} *132\frac{3}{4} & 134\frac{1}{2} \\ 40\frac{1}{2} & 41\frac{1}{8} \\ 101\frac{1}{2} & 102 \end{vmatrix}$		100	129 Feb. 26 40 Jan. 4 3634 Aug. 22 91 Feb. 25	14858 May 21	10012 204
Cincinnati Sandusky & Clev Cleveland Col. Cin. & Ind Cleveland & Pittsburg guar	$\begin{bmatrix} 50^{3}4 & 52 \\ 93 & 94 \\ 138 & 138 \end{bmatrix}$	$54\frac{7}{8}$ $55$ $95\frac{1}{2}$ $97$ * $139$	94 96	$^{50}_{93}$ $^{50}_{2}$ $^{18}_{94}$ $^{12}_{2}$ $^{*136}$ $^{140}$		51 51 9314 94 *138 • 140	6,650	81 Feb. 25	684 June 22 1013 May 23	61 961
Columbus Chic. & Ind. Central. Danbury & Norwalk Delaware Lackawanna & West.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\frac{20^{1}_{8}}{123^{3}_{8}} \frac{21^{1}_{4}}{124^{1}_{2}}$	$\begin{array}{ccc} 20^{1}_{2} & 21 \\ \hline 123^{1}_{4} & 124^{1}_{8} \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	253.700	1274 Jan. 29 184 Aug. 20 60 May 12 107 Jan. 4	3270 May 201	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Denver & Rio Grande Dubuque & Sioux City East Tennessee Va. & Ga Do pref	$\begin{array}{cccc} 81^{3} & 85^{4} \\ 14^{7} & 15 \\ 27^{4} & 27^{5} \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	221,885	78 <sup>5</sup> 8 Oct. 12 1 76 <sup>1</sup> 2 Apr. 8 13 Sept.22 25 Oct. 11	13 <sup>1</sup> 4 June 7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Georgia RR. & Banking Co Hannibal & St. Jeseph	97 98 114 <sup>1</sup> 2 114 <sup>3</sup> 4	975 <sub>8</sub> 98	967, 973	$\begin{array}{c} 26 & 26 \frac{1}{4} \\ 96 \frac{1}{2} & 97 \frac{1}{8} \\ 113 & 113 \frac{7}{8} \end{array}$	$\frac{165}{964}, \frac{165}{963},$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4,700	165 Oct. 20 1 443 Jan. 4	75 Aug. 17 . 50 Sept. 11	227 <sub>8</sub> 507 <sub>8</sub>
Harlem Houston & Texas Central Illinois Central	$\begin{array}{c} 91 & 93 \\ 130 \frac{1}{2} & 130 \frac{3}{4} \end{array}$	13034 131	129 18 130	129 129 5	9012 9019		800	94 Feb. 26 1 97 Jan. 8 2 63 Feb. 26 1 24 Jan. 4 1	50 May 23 1 06 June 18	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Indiana Bloom'n & West., new. Keokuk & Des Moines Do pref Lake Erie & Western	46 461	4312 4412	42 4214	41 4114	42 4212	4212 4312	2,250	38 <sup>1</sup> 2 Aug. 18 14 Jan. 10 41 Jan. 4	57½ May 19 30¼ June 2 56 Jan. 27	$\begin{array}{c c} 9 & 201_{2} \\ 25 & 431_{2} \end{array}$
Lake Shore Long Island Louisiana & Missouri River	1184 1193	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$1177_6 1191_2$	$117\frac{1}{8}$ $118\frac{1}{8}$	$1173_4 1185_8 \\ 52 52$	$118\frac{45}{119}$ $118\frac{1}{2}$ $119\frac{1}{2}$ $152$	1,010	17 Oct. 12 1 44 June 4	6534 June 2 3534 Jan. 20 63 June 30	$\begin{array}{c c} 20^{1}_{4} & 423_{4} \\ 95 & 1395_{9} \\ 20 & 24 \end{array}$
Louisville & Nashville. Louisville New Albany & Chie. Manhattan	9234 96		$92^{1}_{2}$ $94^{1}_{2}$	65 65	924 938	92% 94	28,570	79 Feb. 25 1	48 June 23 . 10 1 <sub>2</sub> May 18	77 174 30 109
Manhattan Beach Co	$197_8$ $197_8$ $173_4$ $193_4$ $91_4$ $111_6$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccc} 40  {}^{1}\!$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 44^{1}_{4} & 50^{7}_{8} \ 21^{1}_{2} & 21^{1}_{2} \ 19 & 19 \end{array}$	$\begin{array}{c c} 77,150 \\ 2,155 \\ 6,900 \end{array}$	15 <sup>1</sup> 4 Aug. 9 18 Oct. 10	50% Oct. 21 59% May 26	21 57 <sup>1</sup> <sub>2</sub> 50 18
Memphis & Charleston	83 <sup>1</sup> 4 85 <sup>3</sup> 4 87 <sup>7</sup> 8 89 <sup>3</sup> 8	75 76 85 89	8634 89 1 <sub>2</sub> 8814 89 1 <sub>2</sub>	72   74   8698   8812   8758   8814	86½ 88 83 89	$74   74   854   873   881_2   895_8$	38,576	41 Feb. 18 773 Sept. 5	15 May 21 93 June 13 26 Feb. 14	$2^{12}_{29^{18}}$ $43_{121}$
Milwaukee L. Sh. & West., pref Milwaukee & Northern Missouri Kansas & Texas	$48\frac{3}{4}$ 50 $39\frac{1}{2}$ $41\frac{1}{4}$	$50\frac{1}{2}$ $52$	4912 5078	49 4 49 4	$\frac{49_{14}}{39_{34}} \frac{50}{40_{34}}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3,500	42 Mar. 22	64 78 June 2	Market Market Market Market
Mobile & Ohio	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	37 <sup>1</sup> 2 39 124 124	$37  37^{1}_{2}$	$\frac{1035}{363}$ $\frac{1043}{37}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c} 11,390 \\ 7,355 \\ 337 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	14 <sup>1</sup> 2 June 14 39 <sup>3</sup> 4 June 23 31 June 3 1	12 291
New York Central & Hudson New York Elevated New York Lake Erie & West	$137\frac{1}{2}139$ $109\frac{1}{2}111\frac{1}{2}$ $44\frac{1}{8}$ $45\frac{1}{8}$	111 114 11	$35\frac{3}{4} 138\frac{3}{8} 1$ $10\frac{1}{2} 111\frac{1}{2}$	$\begin{array}{c} 83 & 83 \\ 135 {}^{9}\!\!\!_{8} & 136 {}^{3}\!\!\!_{8} \\ 43 {}^{1}\!\!\!_{8} & 44 {}^{1}\!\!\!_{8} \end{array}$	1093, 110	10/4 110	107,416	35 Jan. 6 10 35 s Oct. 19 1 96 Aug. 25 1 41 4 July 26	02 Mar. 21 4	$\begin{array}{c c} 47^{1}_{2} & 128 \\ 22 & 1553 \end{array}$
New York New Haven & Hart. New York Ontario & Western.	$88\frac{1}{2}$ $88\frac{1}{2}$ * $31\frac{7}{8}$ $33\frac{1}{2}$ *	88 <sup>1</sup> 4 88 <sup>3</sup> 4 180 *.	180	23		179 317 <sub>8</sub> 33	68 1	80 ½ July 27   9 34 ¼ Mars 25   19	05 Jan. 10 00 June 13 13 2 Feb. 2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Norfolk & Western  Do pref  Northern Pacific	56 <sup>1</sup> 4 56 <sup>1</sup> 4 37 <sup>1</sup> 2 38 <sup>1</sup> 2	561 <sub>6</sub> 561 <sub>2</sub>	551 <sub>2</sub> 557 <sub>8</sub>	5412 55	54 54%	55 554	2,750	$^{70}$ May 14 $^{14}$ $^{23}$ July 14 $^{23}$ Aug. 26 $^{7}$	00 Jan. 29 7 26 Aug. 2 70 May 26	70 853
Ohio-Central Ohio & Mississippi Do prof. 1	78 7878 -	$78\frac{1}{2}$ $79\frac{1}{4}$ $27\frac{1}{2}$ $28\frac{1}{2}$	$78^{1_{8}} 79 \ 26^{3_{4}} 27$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$   \begin{array}{ccccccccccccccccccccccccccccccccccc$	$18,646 \mid 69,278 \mid 69$	3234 Jan. 13   53448 Jan. 25   8	1 Mar. 17 2 8 June 24 8	20 36 39 <sup>3</sup> 8 67 <sup>1</sup> 2
Panama Trust Co. contituates	20 2112	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccc} 10 & 110  {}^{1}_{2} \\ 20 & 23 \end{array}$		*21 22	00 115	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Det 13	
Peoria Decatur & Evansville. Philadelphia & Reading Pittsburg Ft. Wayne & Chic. * Rensselaer & Saratoga.	$\begin{bmatrix} 393_8 & 42 \\ 67 & 681_2 \\ \dots & 140 \end{bmatrix} *1$	$67\frac{1}{2}$ 69	664 68	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6612 6732	$\begin{array}{ccc} 40 & 41 \frac{1}{2} \\ 66 & 67 \frac{1}{2} \\ \dots & 140 \end{array}$	$     \begin{array}{c cccc}                                 $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$7\frac{1}{4}$ June 22 1 $4\frac{3}{4}$ Oct. 4 1 2 May 17 11	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Richmond & Danville	00 2 10034 1	005 1012 10	00 100 1	00 100	$\begin{vmatrix} 40 & 40 \\ 99 & 99 \end{vmatrix}$		$\begin{array}{c c} 2,310 & 3 \\ 2,000 & 9 \end{array}$	5 Oct. 10 8	6 June 10 11 0 June 23 1 4 Oct. 17	1 129
St. Louis Alton & Terre Haute.  Do  pref.	53 53	$\begin{bmatrix} 32 & 33 \\ 523 & 531_8 \end{bmatrix}$	54 54		53 53	53 <sup>3</sup> <sub>4</sub> 60 <sup>1</sup> <sub>4</sub> 93 97	1,000 3	9 Feb. 28 7	$7\frac{1}{2}$ May $12$ 1	$\begin{array}{c c} 9^{7_8} & 35 \\ 5 & 42 \\ 2^{1_2} & 112 \end{array}$
Do pref	7034 7034	$\begin{bmatrix} 71 & 71 & 71 \\ 07 & 107 & 12 \end{bmatrix} = \begin{bmatrix} 71 & 71 \\ 107 & 12 \end{bmatrix} = \begin{bmatrix} 71 & 71 \\ 107 & 12 \end{bmatrix}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	70 107½*.	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$egin{array}{c c} 4,010 & 3 \\ 2,100 & 6 \\ 180 & 9 \\ \end{array}$	9 Mar. 24 5 1 Jan. 4 8 0 Feb. 25 11	$5$ June 14 2 $1\frac{1}{4}$ June 3 3 $5\frac{1}{2}$ June 29 6	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
St. Paul Minneap. & Manitoba.	794 794			5038 5158		51 ½ 527 <sub>8</sub>	200   7	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 79 <sup>1</sup> 4 7 88
Union Pacific Urited Companies of N. J.	84 1194 11	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	818 11978 11	175 <sub>8</sub> 1183 <sub>4</sub> 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	11,175   10	1 Oct. 18 3 55 Feb. 25 13	3 May 13	0 1133
American District	83,1 00,15	0018 9158 8	838 9038 8	177 <sub>8</sub> 481 <sub>2</sub> 38 89 ‡	4778 4812	48 4876	37,894 7		5 4 May 16 5	114
Delaware & Hudson Canal 16 New York & Texas Land 17 Oregon Railway & Nav. Co. 15 Pacific Mail 24 Pullman Palaco Car 4	$\frac{17}{9}$ $\frac{108}{159}$ $\frac{10}{10}$	109 10	73, 108 10		$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	08 <sup>1</sup> 4 109 57 <sup>1</sup> 2 160	8,902 8	6 June 29 74 9 5 <sub>8</sub> Jan. 4 11 0 Jan. 15 49 5 Jan. 3 190	14 Mar. 7 6	9234
Pullman Palace Car Sutro Tunnel West Union Tell, ex-certificates EXPRESS	812 5034 4	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	138 112	$\frac{19}{11}$ $\frac{493}{11}$	49 <sup>1</sup> 4 50 1	$49\frac{7}{8}$ $50\frac{3}{4}$ $27\frac{1}{4}$ $128$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5 <sup>3</sup> 4 Jan. 4 62 7 <sup>1</sup> 4 Oct. 21 15	14 Feb. 18 2' Jan. 3 10'	$7\frac{1}{2}$ $62$ $7\frac{1}{2}$ $146$
American +13	8 140 14	0 152 15	$\begin{bmatrix} 5^{1}8 & 86^{3}4 \end{bmatrix} & 8 \\ 0 & 153 & 15 \end{bmatrix}$	0 150 ×15	$84\frac{7}{8}$ $85\frac{3}{4}$ $45\frac{1}{8}$ $149$ $1$	$85\frac{3}{8}$ $86\frac{5}{8}$ 1	600 120	7 Apr. 19 94 3 Jan. 5 153	Oct. 18 106	612 681
Wells, Fargo & Co		1 71   *7	$egin{array}{c cccc} 4 & 95 & 9 \ 1 & 74 & 7 \ 5 & 135 & 12 & 13 \end{array}$	2 72 7		$     \begin{array}{ccccccccccccccccccccccccccccccccc$	$egin{array}{c c} 385 & 62 \\ 488 & 51 \\ 555 & 112 \\ \hline \end{array}$	$^{15}_{8}$ Jan. $^{6}_{12}$ Jan. $^{4}_{142}$ Jan. $^{4}_{142}$	June 11 42	22
Colorado Coal & Iron 55 Consolidation Coal 53	0 30 3	2 32 +33	312 40   *3	$1^{1}2^{2}38$	$32  32  \dots$			Jan. 3 67 Oct. 15 43	June 7: 19 Jan. 15: 28	12 4212
Mariposa Land & Mining Maryland & Mining		*18	3 20   *1	8 20 *1 21 <sub>2</sub> 23 <sub>4</sub> *1	18 20 * *21 <sub>2</sub> 23 <sub>4</sub> *	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	15 1	<sup>1</sup> 2 July 15 29 <sup>7</sup> 8 Jan. 5 8 <sup>3</sup> 4 Jan. 4 9	<sup>1</sup> 4 Jan. 4 26 <sup>1</sup> 4 Feb. 7 1 Apr. 22 2	7 <sub>8</sub> 30 1 <sub>8</sub> 4 3 <sub>4</sub>
Quick-silver Mining *19 Do pref. *19	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		212 14 *15	6 37   *3	36 36 ½ *8 *1	$\begin{bmatrix} 23 & 23 \\ 36 & 36 \frac{1}{2} \\ 12 \frac{1}{2} & 13 \frac{3}{8} \\ \dots & 59 \end{bmatrix}$	33	<sup>1</sup> <sub>2</sub> Jan. 10 38 <sup>1</sup> <sub>2</sub> Sept. 7 21	$\begin{array}{c cccc} \text{May 27} & 16 \\ ^{1}2 & \text{June 10} & 30 \\ ^{1}4 & \text{July 7} & 9 \end{array}$	27 393 241
Cameron Coal Central Arizona Mining Cumberland Coal	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$3^{1}_{2}$ $33^{3}_{4}$	2 2212 2	2238 2238 *2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c cccc} 1,450 & 21 \\ 1,100 & 25 \end{array} $	Aug. 6 27	Feb. 17 20 34 May 26	34
Deadwood Mining Excelsior Mining New Central Control	4 0-4	*6	12 634 *(	5 <sup>1</sup> 2 7 *	6-2 634	612 7	10 5 1	June 1 20 Sept.17 14 June 8 7	June 3 23 Jan. 3 11 Jan. 8 6	70 25 18 25
Silver Cliff Mining		bod primarani nasala		·····················	······································		25	Oct. 6 35	<sup>1</sup> 4 Feb. 9 20	

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

# QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE	BONDS.

Alabama— Class A, 3 to 5, 1906 78½ 80 Class A, 2 to 5, small 78½ 80 Class B, 5s, 1906 97 Class C, 4s, 1906 80 6s, 10.20s, 1900 102 Arkansas— 6s, due 1882 or 1883 102 6s, due 1886 1083 6s, due 1887 1083 7s, L. Rock & Ft. S. iss 26 7s, L. Rock & Ft. S. iss 26 7s, Memp. & L. Rock R R 7s, M. R. P. B. & N. O. RR 27s, Arkansas Cent. RR. 18½ 27s, Rock & Ft. S. iss 26 28orgia—6s, 1886 111 21s, 13s 21 No. Carolina—6s, old, J.&J. 38 33 103 102 103	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
7s, consol., 1914. 68 61 6s, loan, 1893. 6s, coupon, 1893-99 115 Do small 110 Do registered 110	Class A, 2 to 5, small Class B, 5s, 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, endorsed, 1886 7s, gold, 1890 Louisiana— 7s, consol., 1914	97 80 102 33 26 27 25 18 1 <sub>2</sub> 107 111 111 115 68	37 30 21 	Michigan— 6s, 1883 7s, 1890 Missouri— 6s, due 1882 or 1883 6s, due 1886 6s, due 1887 6s, due 1888 6s, due 1889 or 1890 Asyl'm or Univ., due '92 Funding, 1894-'95 Hannibal & St. Jo., '86 Do do '87 New York— 6s, gold, reg., 1887 6s, loan, 1883 6s, loan, 1891 6s, loan, 1892	102 108 10834 109 110 111 112 107 108		N. Carolina—6s, old, J.&J. 6s, old, A.&O. No. Carolina RR., J.&J. Do A.&O. Do coup. off, J.&J. Do coup. off, J.&J. Do t. 1866-1900. Funding act, 1866-1900. 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. Rhode Island—	38 38 140 120 120 13 14 22 22 7 <sup>1</sup> <sub>2</sub> 9 8 <sup>1</sup> <sub>2</sub> 8 <sup>5</sup> <sub>8</sub>	9 ½ 9 90	South Carolina— 6s, Act Mar. 23, 1869 } 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, deferred District of Columbia— 3.65s, 1924 Small bonds Registered Funding 5s, 1899 Do small	11 103 <sup>1</sup> 2 68 <sup>1</sup> 2 68 <sup>1</sup> 2 32 32 32 32 116 80 42 17 <sup>1</sup> 4 107 107 110 110	12 <sup>1</sup> 2 106 70 69  82 17 <sup>7</sup> 8

7	7s, gold, 1890 Louisiana— 7s, consol., 1914 7s, small	68	3	6s, loan, 1892 6s, loan, 1893		Rhode Island-			Funding 5s, 1899 Do small	110	
	es, omar		· /····		1 . 1	1			Do registered	. 110	
	Dallaced Devile		1	RAILROAD BOND	S AND M	ISCELLANEOUS SEC			uObio St. D. 6 N		
	Railroad Bonds.			1st, consol., gold, 7s, 1926 Long Dock bonds, 7s, '92	31±125 4/128	Panama—S.F. sub.68,189 Peoria Dec. & Ev.—1st. 6	7	109	Chic. St. P. & M L. g. Inc. 6 Chic. & E. Ill Inc., 190 E. T. Va. & G Inc., 6s, 193	7 ‡	100
. A	lla. Central—1st, 6s, 191 Atch. T. & S. Fe—4 <sup>1</sup> 2,192 Atl'c & Pac.—1st,6s, 191	20 ±	101		3 ‡ 103	Pac. RRs.—C. Pac.—G. 6s.	10234	$105\frac{1}{2}$	Ind. Bl.& West.—Inc., 1919 Ind s Dec.&Spr'd—2d inc	60	90
Ì	Balt.&O.—1st, 6s, Prk.B Bost. H. & E.—1st mort	r	110 1 693	2d, consol., fd. cp., 5s.	1	. Cal. & Oregon-1st m.	‡	107 105	Int. & Gt. North.—2d Inc.		60
I	Bur. Ced. R.& No.—1st, a Minn.& St. L.—1st. 7s.g	s 100 u 120	21	- FIT&P. Marq.—M.68,1921	11074	State Aid bonds,7s, 84 Land grant bonds, 6s West. Pac.—Bonds, 6	. 105	$106 \frac{1}{2}$		31 93	95
	Iowa C.& West.—1st, 7 C.Rap.Ia.F.& N.—1st, 6 Central Iowa—1st, 7s, '9	38 t	1116	2d mort., 7s, 1904	108  112	So. Pac. of Cal.—1st, 6s Union Pacific—1st mort	$103 \\ 1163$	117	Lake E. & W.—Inc. 78, '99 Sand'ky Div.—Inc., 1920 Laf. Bl. & Mun.—Inc. 78, '99	60	
Č	bleasp. & O.—Pur. m'y fo 6s, gold, series A, 1908	d.f	102	Gulf Col. & S. Fe-7s, 1909 Han. & St. Jos.—Ss, conv. Houston & Texas Cent.—	106741108	Land grants, 7s, '87-9 Sinking funds, 8s, '93	113	11144	Mil. L. S. & W.—Incomes. Mob. & O.—1st pref.deben.		99
_	6s, gold, ser. B, int. de 6s, currency, int. def hicago & Alton—1st m	f   84	78 85 1 18 57	1st mort., l. gr., 7s 1st mort. West Div 7s		Registered 8s, 1893 Collateral trust, 6s Kans. Pac.—1st, 6s, 93	10814	1	3d pref. debentures	72	73
C	Income 7s. 1883	1	-1263	1st mort., Waco & N., 7s 2d, consol., main line, 8s	$ 117 \\  122 \\  128 $	1st m., 6s, 1896 Den. Div., 6s, ass'd, '99	11134		4th pref. debentures N.Y.LakeE.&W.—Inc.6s N.Y.P.& O.—1st inc.ac.5-7		92
	Sinking fund, 6s, 1903. Joliet & Chicago—1stn La. & Mo.—1st m., gua	1.)	120	2d, Waco & N., 8s, 1915 Gen. mort., 6s, 1921	1100 101	1st cons., 6s, 1919 Cent. Br. U. Pac.—1st.6s	$\frac{1073}{106}$		N.O. M.& Tex.—Deb.scrip Ohio Cent.—Income, 1920	50%	
	St. L. Jack. & Ch.—1st r	n ‡114			110		100	101	Ohio So.—2d Inc., 6s,1921 Ogdensb.&L.C.—Inc.1920	44	45
	2d m. (360), 7s, 1898.	4 ‡	117	Ind. Bl. & W.—1st, pref., 7s 1st mort., 2-4-5-6s, 1909	891	Utah So.—Gen., 78, 1909	1	110	Peoria D. & Ev.—Incomes Evansv. Div.—Inc., 1920 Roch. & Pitts.—Inc., 1921	!	81
C	2d, guar. (188), 7s, '98 Miss.R.Br'ge—1st,s.f. 6 .B.&Q.—8 p.c., 1st in.,'8	8	lo 107	Indianap. D & Spr.—1st.7s	102 2 103 4	3d mortgage, 7s, 1906. Pacific of Mo.—1st, 6s	\$106 1 <sub>2</sub>	118	St. Louis I. Mt. & So.— 1st, 7s, pret. int accum.	1	98
	Consol mort., 7s, 1903. <b>5s</b> , sinking fund. 1901.	130	1304	Int.& Gt. No.—1st. 6s gold Coupon, 6s, 1909 Kent'ky Cen.—M.,6s.1911	93 5 94	St. L.& S. F2d, 68, cl.A	$\begin{vmatrix} $113 \\ 105 \\ 90 \end{vmatrix}$		2d, 6s, int. acc'mulative St'gI.&R'y-Ser.B.,inc.'94	86	91
,	R.I.& P.—6s, coup., 191 6s, 1917, registered	1 124	10/125	Mich. Sc. & N.I. s.fd. 7s	111 112	3-6s, class B, 1906 1st, 6s, Peirce C. & O.	9212		Plain Income 6s, 1896 Sterling Mtn. R'y Inc.,'95 St.L.A.&T.H.—Div. b'nds		1 00
U	Keo.& Des M.—1st, g.,5 entral of N.J.—1st m.,'9 1st consol., assented, '9	01	120	New bonds, 78, 1886	107 2 111	Equipment, 7s, 1895 So. Pacific of Mo.—1st m		103 104	Tol. Del. & B.—Inc. 6s, 1910 Dayton Div.—6s, 1910		45
	Conv., assented, 1902 Adjustment. 7s. 1903	115		Buff. & Erie-New bds.	‡123 ½	Tex. & Pac.—1st.6s,1905 Consol., 6s, 1905	100	701	[Tex.&St.LL.g.,inc.1920]		
	Am. Dock & Im.—Ass'd	1. 107 1. ‡134	109	Kal. & W. Pigeon—1st . Det.M.& T.—1st 78.1906	105 115	Income & 1'd gr., reg. 1st, Rio G. Div., 6s, 1930 Pennsylvania RR—	$\begin{vmatrix} 72\\89 \cdot_8 \end{vmatrix}$	721 <sub>4</sub> 893 <sub>8</sub>	Miscellaneous List.		
	. M. & St. P.—1st.8s, P. D 2d m., 7 3-10, P. D., 189 1st m.,7s, \$ g., R.D.,190	119	13 1 <sub>2</sub> 121	Lake Shore—Div. bonds Consol., coup., 1st., 7s	119 124	Pa. Co's guar. 4½ 1st c. Registered, 1921			(Broker's Quotations.)	15.	17
	1st m., LaC. Div., 1893. 1st m., I. & M., 1897	119		Consol., reg., 1st, 7s Consol., coup., 2d, 7s Consol., reg., 2d, 7s	$egin{array}{c cccc} 126 & \dots & \\ 123 & 126 & \\ 126 & 126 & \\ \end{array}$	Pitts. Ft. W. & Ch.—1st m 2d mort., 7s, 1912		140	Bost. Har. & E. new stock Chic. & Can.So.—1st, g., 7s Cin. Ind. St. L. & Chic.—	45 8	52 to
	18t m., I. & D., 1899	1 119	122	Louisvilla & Nashvilla_		3d mort, 7s, 1912 Clev.&Pittsb.—Cons.,s.f 4th mort., 6s, 1892	1	130	1st mort., 6s, 1920 Des M.& Ft. Dodge—1st. 6s	11108	104 <sup>1</sup> 5 111
	1st m., C. & M., 1903 Consol. 7s, 1905 2d mort., 7s, 1884 1st, 7s, I.& D. Ext.,1908	119			F	Col. Ch. & I. C.—1st, cons 2d con., 7s, 1909			Galv. H.& Hen.—78, g., '71 Gr. Rapids & Ind.—1st. 78	75	121
	8. W. Div., 1st, 6s, 1909 1st. 5s. La.& Day 1910	103	12	N.O.& Mob1st, 6s, 1930 E. H. & N1st, 6s, 1919 Gen'l mort., 6s, 1930	100	1st, Tr't Co. ctfs., ass'd 2d, Tr't Co. ctfs., ass'd			1st mort., 7s, guar Ex-land grant Stock	103	105 <sup>1</sup> 2 18
	1st S. Minn. Div., 6s, 1910 1st m., H. & D., 7s, 1910	105	$106 \\ 120$	Pensacola Div.—68,1920 St. L. Div.—1st. 68, 1921	104	1st,Tr't Co.ctfs.,suppl. St.I.V.&T.H.—1st,g.,7s 2d mort., 7s, 1898	118		Ransas & Neb.—1st mort 2d mort	28	85 31
	Ch. & Pac. Div., 6s, 1910 1st Chic. & P.W., 5s, 1921 Min'l Pt. Div., 5s, 1910	11 95	$\frac{109}{96\frac{1}{2}}$	Nashv. & Dec.—1st, 7s.	117 60	2d m., guar., 7s, 1898. Pits B'd, & B —1st 6s 1911			Long Island—1st mort 2d mort		113
C.	& N. west.—S.f, 7s, 1885 Interest bonds, 7s, 1885	<u> </u>		211221101 2111,00,1101	‡100 \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Rome W.&Og.—Con., 1st. Roch.& Pitt.—1st.6s.1921	$\frac{90\frac{1}{2}}{102\frac{1}{8}}$	1024	Midland of N.J.—1st,new- Income, "A" Income, "B"	1412	91 <sup>1</sup> 2 16 10 <sup>1</sup> 2
. }	Consol. bonds, 7s, 1915 Extension bonds, 7s, '85	1130		1st, 6s, 1919 Sandusky Div., 6s, 1919	107	Rich. & All'g.—1st,7s,1920 Rich. & Danv.—Cons.g., 6s. Scioto Val.—1st, cons., 7s.	100 1	104 1007 <sub>8</sub> 108	N.Y.&G'nw'd L.—1st,7s,n	24 50	28 55
	1st mort., 7s, 1885 Coupon gold, 7s, 1902 Reg., gold, 7s, 1902	1 121	124 12	Louisy N Alb & C _1st 6s	102 5 104	St. Louis & I. Mount.—1st 2d mort., 7s, 1897	$\frac{115}{112}$		2d mort St. Joseph & Pac.—1st m.	12 85 30	90
	Sinking fund, 6s, 1929 Sinking fund: reg	1065		Manhat. B'ch Co.—7s.1899 N. Y. & M. B'h—1st, 7s. 97 Marietta & Cin.—1st, 7s.	‡106 <sup>1</sup> 2	Arkansas Br.—1st mort. Cairo & Fulton—1st m	$111\frac{1}{2}$ $110\frac{3}{4}$ $110\frac{1}{2}$	111	2d mort. St. Jos. & West'n—Stock. Tex. & St. L.—1st, 6s, 1910	15 <sup>1</sup> 2	35 17 <sup>1</sup> 2 93
5	Sinking fund. 5s, 1929 Sinking fund. reg		-	1st mort., sterling		Cairo Ark. & T.—1st m. Gen.c.r'y&1.g.,5s,1931 St. L. Aiton & T. H.—1st m.	86 12	88	Utah Central—1st mort. Utah Southern—1st mort.	1094	108
	Iowa Midl'nd-1st m., 8s Galena & Chic.—Exten Peninsula—1st m., conv.	1 101		2d mort., 6s, 1899	$\begin{vmatrix} 89^{1}4 \\ 124 \end{vmatrix} \begin{vmatrix} 90 \\ 125 \end{vmatrix}$	2d mort., pref., 7s, 1894.	108 ±106		Wis.Cent.—1st series, new 2d series, new	78 54	79 55
•	Winona & St. P.—1st m	106	. 124	1st mort., 8s, 1882, s. f. Equipm'nt bonds, 8s,'83 6s, 1909		St. P. Minn. & Man1st. 7s	‡	112	Southern Securities		
O.	C. C. & Ind's—1st. 7s.s. f	$\frac{115}{1234}$	$\frac{123^{1}_{2}}{2}$	Coupon, 5s, 1931	‡90 98 <sup>1</sup> 2	2d mort., 6s, 1909 Dakota Ext.—6s, 1910 St. P. & Dul.—1st,5s,1931	1	$106\frac{1}{4}$ $109\frac{1}{2}$	(Broker's Quotations.)	- 1	
C	Consol. mort., 7s, 1914. St. L. & N. O Ten. lien, 7s lst m., con., 7s, 1897	114	124	Jack. Lan. & S-6s, 1891 Mil. & No1st. 4-5-6s, 1910	1101	Tex.Cen.—1st,s.f.,7s, 1909 Tol. Del. & Bur.—Main, 6s	‡	110 95	STATES. So. Car.—Consol. 6s(good)		
U.	St. P.M.& O.—Cons., 68 C.St.P.&M.—1st 69 1918	103	$103\frac{1}{2}$	Mil. L.S.&W.—1st 6s, 1921 Mo. K. & T.—Gen., con., 6s Cons., assented, 1904-6.	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1st, Dayt. Div., 6s, 1910 1st, Ter'l trust, 6s, 1910 W. St. L. & P.—Gen. m., 6s			Browne, consol Virginia—New 10-40s	$\begin{bmatrix} 103 \\ 52 \end{bmatrix}$	$\begin{array}{c} 105 \\ 54 \end{array}$
- 8	No. Wisc.—1st, 6s, 1930. St.P.&S.C.—1st, 6s, 1919 ic.& E.Ill.—1st, s.f., cur.	1081	2	2d mort., income, 1911 H. & Cent. Mo.—1st.'90.	78   79	Chic. Div.—58, 1910 Hav. Div.—68, 1910	90-1	9234	RAILROADS. Atl. & Gulf—Consol.7s,'97 Atl.& Charlotte—1st, 7s	1109	112 109
De	Mort. 78. 1907	‡110 125	126	Mobile & O.—New m., 6s. Morgan's La.& Te.x.1st.6s	115	Tol.P.&W.—1st, 7s,1917 Wabash—Mort. 7s of '09		$117$ $108$ $\iota_2$	Income, 6s		90
	yr.Bing.& N.Y.—1st,7s Horris & Essex—1st. m	122		Nash.Chat. & St. L—1st, 7s 2d, 6s, 1901 N. Y. Central—6s, 1883	117   118   1054	Tol. & W.—1st, ext., 7s 1st, St. L. Div., 7s, 1889 2d mort., ext., 7s, '93.		107 2	Car. Central—1st, 6s, 1923 Cent. Ga.—Consol. m., 7s.	117	100 120
	2d mort., 1891 Bonds, 7s, 1900 7s of 1871-1901		1001	6s, 1887 6s, real estate, 1883	108 110	Equipm't bonds,7s, '83 Consol., conv., 7s, 1907	60	114	Stock. Charl'te C.&A.—Consol.7s 2d mort., 7s.	109 1	123 112 107
De	18t m., consol., guar., 7s	124	$122 \frac{1}{2}$ $124 \frac{1}{2}$	N. Y. C. & H.—1st m., cp.	105 4 137 2	Gt. West.—1st, 7s, '88. 2d mort., 7s, 1893	108	12	Stock	50 100	52 106
1	st mort., 78, 1891 st mort., ext., 78, 1891 .	117	117	1st mort., reg., 1903 Huds. R.—7s, 2d, s. f., 85 Canada So.—1st, int. gu.	985 99	Q. & T.—1st, 7s, 1890. Ill.&S.I.—1st, 7s, 1892. Han.& Naples—1st, 7s	100		E. Tenn. Va. & Ga.—1st, 7s Georgia Railroad—7s	1115 [1	118 <sup>1</sup> 2 120 112
i	st mort., 7s, 1891 st mort., ext., 7s, 1891 st mort., coup., 7s, '94 st mort., reg., 7s, '94 st, Pa. Div., cp., 7s, 1917	1164	2	Harlem—1st m., 7s, cp 1st mort., 7s, reg., 1900	133	St.L.K.C.&N.—R.e.,78 Om.Div.—1st mort78	$\frac{111}{1137_8}$	12	Memph. & Char1st, cons.	110 1	115
	Reg., 78, 1917	+116	130	N. Y. Pa. & O.—Pr.l'n, 68, '95	116	Clarinda Br.—6s, 1919 No. Missouri—1st. 7s	120	04	Miss. Central—1st m., 7s.	102 108	110
	1st.cons guar 7s 1906	104	107	N. Y.& New Eng.—1st, 7s. 1st m., 6s, 1905		West. U. Tel.—1900, coup. 1900, reg. N.W. Telegraph—7s, 1904	119   1		Certificate, 2d mort., 8s.	112 1	114
Dè	1st mort., reg., 1921 nv. & Rio Gr.—1st. 1900	+120		Nevada Cent.—1st m., 6s. 4 N. Pac.—G.l.gr., 1st con 6s					2d mort., 8s	115 102   i	05
De	nv. So. P. & Pac _1st 7s	$1084_{2}$	109	N. O. Pac.—1st, 6s,g.,1920	93 94	INCOME BONDS.			Rich.& Dan.—1st, cons.,6s Stock	$\begin{array}{c c} 102 & 1 \\ 100 & 1 \end{array}$	04 01
Er	ie—isc mort. extended	85		Consolidated 7s, 1898	120	(Interest payable if earned.) Ala. Cent.—Inc. 68, 1918. Atl. & Pac.—Inc., 1910.			Stock	120	
4	U MOLL" 8X L, U 20 1050	105	105½	2d consolidated, 7s,1911 1st m., Springfield Div.	120 1264	Chic.st.L.&N.O.—2d.1907	100	00 2	S.Carolina RR.—1st m., 7s Stock, assessment paid 7s, 1902, non-enjoined.	122 1	41 23
5	th mort., ext., 7s, 1888.	• • • • • •		Ohio Cent.—1st, 6s, 1920. 1st m., Springheid Div. 1 Ohio Cent.—1st, 6s, 1920.	100	Col.Chic.&I.CInc.7s,'90 Cent.IaCoup.deb.certs.	73	7478	Non-mort, bonds	72 1	76 08
	acomiliate	1.	and a	cerued interest. ‡ No	price Friday	-these are latest quotation	as made	this	week		1

<sup>\*</sup> Prices nominal

Ask.

82 177<sub>8</sub>

### New York Local Securities.

America*	· X				· · · · · · · · · · · · · · · · · · ·			
COMPANIES.   Par.   PRICE     PRICE     PRICE     Par.     PRICE   Par.     PRICE   Par.   Par.   PRICE   Par.	- 0:							1
COMPANIES.   Par.   PRICE.   Bid.   Ask.   COMPANIES.   Par.   Bid.   Ask.   American	Bank Sto	ck Li	st.		[Quotations by E. S. No. 7 Pine	Street	EY, B	roker
Marked thus (*) are   Par.   Bid.   Ask.   COMPANIES.   Par.   Bid.   Ask.   American   50   150   164   Am. Exchange   100   American Exchange   100   Bowery   25   215   180   200   180	COMPANIES	1	1 P	RICE.		1		ICE.
Marked thus (') are not National.		Par.		1	COMPANIES.	Par.		1
American Exchange   100   108   118   109   100   109   109   100   109   100   109   100	Marked thus (*) are not National.		Bid	l. Ask			Bid.	Ask.
Bowery	America*			- 6				165
Broadway   25	Am. Exchange	100	1					1
Brooklyn	Broad way	25	1	1	Broadway	25	180	502
Central Chase	Butchers' & Drov'rs'	25			Brooklyn			
Chiatham   25	Central		,					158
Öhemical         100         Columbia         80         60         77         100         Commercal         50         100		25			Clinton	100	135	
Citizens'         25         Commerceal         100         Continental         100         2.0         25           Commerce         100         Eagle         40         225         25           Continental         100         Eagle         40         225         25           East River         25         Farragut         50         120         122         127           Eleventh Ward*         25         Firemen's Trust         10         10         121         122         127         121         127         120         127         124         120         127         124         120         127         124         120         127         124         120         127         124         124         120         120         127         124         120         120         127         124         120	Chemical	100	1		Columbia			70
Commerce	Citizens'		-					
Continental   100	Commerce							240
Corn Exchange*         100         175         Exchange         30         100         125           East River         25         Sergaut         50         120         127           Eleventh Ward*         25         Firemeu's         17         90         20           Fifth Avenue*         100         Frist         100         Firemen's Trust         10         108         100           Fulton         36         German         50         155         168         160         160         155         168         160	Continental	100			Empire City		95	100
Bast River   25	Corn Exchange*	100						107
Fifth Avenue*	East River		,					
Fifth Avenue*				ı		10		
Fourth.   100   124½   130   Germania   50   125   125   125   120   Globe   50   120   125   125   120   Globe   50   120   125   120   125   120   125   120   125   120   125   120   125   120   1	Fifth Avenue*				Franklin & Emp			124
Fulton	First		1913	130				
Gallatin			1	- /				125
German Exchange*         100         —         Guardian         100         60         65         155         152         156         160         —         Hamilton         15         125         15         125         15         125         15         125         15         125         15         125         160         70         160         70         160         70         160         70         17         160         155         126         160         17         160         150         150         115         123         115         123         115         123         115         123         115         123         115         123         115         123         115         123         115         123         115         123         115         123         150         115         123         150         115         123         150         124         150         15	Gallatin	50			Greenwich	25	2:0	290
Germania* 100	German American*.				Guardian			63
Greenwich*	German Exchange*.		(					
Hanover						50	60	70
Imp. and Traders'   100	Panover	100		1	Home		150	156
Second   S	Imp. and Traders'				Howard			
Leather Manul'trs'. 100 165   50   165   1	Irving		1::::		Irving		70	80
Manhattan*         500 Marine         145         150 Marine         Knickerbocker         40 do         60 70 Market         207 70 Market         207 70 Market         207 70 Market         208 116 Market         208 116 Market         209 120 Market         207 120 Market         208 116 Market         208 117 Marke	Leather Manuf'trs'.	100	160		Jefferson	30	150	
Market.         100          152         Lafayette (Br'klyn).         50         108         116         80           Mechanics' Assoc'n.         50         90          Lamar.         100          80           Mechanics' Assoc'n.         50         90          Lenox.         25         60         70           Merchanics' Erdr'drs'         50         130         Lorillard.         25         60         70           Merchanics' Exch'ge         50          Manufae'rs' & Build.         100         140         140         140         140         140         140         140         140         140         141         146         146         140         141         146         140         141         146         141         146         141         146         141         146         140         <	Manhattan"		145	150				2:0
Mechanics' Assoc'n         25          152         Lamar         100          80           Mechanics' Assoc'n         50         90          Lenox         25         60         70           Mechanics' Assoc'n         50         118          Lony Island (B'klyn)         50         115         120           Merchants'         50         130         Manufac'rs' & Build         100         143         146           Merchants'         Exch'ge         50         102/s         Manufac'rs' & Build         100         143         146           Metropolitan         100         170         Mechanics' (B'klyn)         50         15)         130           Murray Hill*         100         107         Mechanics' (B'klyn)         50         15)         130           New York         100         107         Morthants'         50         117         125           New York County         100         Nassau (Brooklyn)         50         115         150           North America*         70         New York Fire         100         160           North River*         30         North River         25         15         195				100				
Mechanics' Assoc'n.         50         90         Lenox.         25         60         70           Mechanics' & Tr'drs'         25         130         188         Lorillard.         25         60         70           Merchants' Exch'ge         50         130         102½         Manhattan         100         143         146           Metropolis*.         100         170         Mechanics' (B'klyn)         50         15         15         120           Metropolitan         100         170         Mechanics' (B'klyn)         50         15         130           Mount Morris*.         100         107         Mechanics' (B'klyn)         50         15         130           Murray Hill*         100         107         Mechanics' (B'klyn)         50         115         130           New York         100         107         Montauk (Brooklyn)         50         115         125           New York County.         100         100         Nassau (Brooklyn)         50         150         115         125           New York County.         100         119         New York Equitable         35         150         160           North America*         70         New Yo	Mechanics'			152	Lamar	100		.80
Merchants	Mechanics' Assoc'n.	50	90		Lenox			
Merchants' Exch'ge         50          102/8         Mannattan         100         95         16 bits           Metropolis*         100          Mech. & Traders'         25         140         150           Metropolitan         100          Mech. & Traders'         25         140         150           Mount Morris*           Mercantile          50         15)         130           Mannattan          Mech. & Traders'         25         140         150         150         150         150         150         140         160         160         117         125         125         117         125         112         125         115         117         125         115         117         125         115         117         125         115         117         125         125         115 <td< td=""><td></td><td></td><td>118</td><td></td><td>Lorillard</td><td></td><td></td><td></td></td<>			118		Lorillard			
Merchants' Exch'ge         50          102/8         Mannattan         100         95         16 bits           Metropolis*            Mech. & Traders'         25         140         150           Mount Morris*            Mercantile          50         15)         130           Massau*         100         107          Merchants'         50         117         123           Nassau*         100          Montauk (Brooklyn)         50         115            New York County         100          Nassau (Brooklyn)         50         150            New York County         100          Nassau (Brooklyn)         50         150            New York County         100          Nassau (Brooklyn)         50         150            New York County         100          New York Equitable         35         150         160           North America*         70          New York Eguitable         35         150         160           North River*         30	Merchants'				Manufac'rs' & Build.	100	140	
Metropolitan         100         170         Mechanics' (B'klyn)         50         15)         130           Mournt Morris*         100         107         Mercantile         50         10         10         117         125           Nassau*         100         107         Montauk (Brooklyn)         50         115         125           New York         100         Nassau (Brooklyn)         50         150         150         150           New York County         100         National         3715         150         160         150         160         150         150         160         150         150         160         150         150 <td>Merchants' Exch'ge</td> <td>50</td> <td>:</td> <td>1021/8</td> <td>Mannattan</td> <td></td> <td>95</td> <td></td>	Merchants' Exch'ge	50	:	1021/8	Mannattan		95	
Mount Morris*			126		Mech. & Traders'			
Murray Hill*         100 Nassau*         107 Montauk (Brooklyn)         50 117 125           New York         100 New York County         100 Nassau (Brooklyn)         50 115 Nassau (Brooklyn)         150 115 Nassa		100	1		Mercantile			
Nassau*         100         107         Montauk (Brooklyn)         50         115            New York County         100          Nassau (Brooklyn)         50         150            N. Y. Nat'l Exch'ge         100         100          New York Equitable         35         150         160           North America*         70          New York Fire         100         10          New York City         100         65         70           North River*         30          New York City         100         65         70           Pacific*         50          North River         25         1.5         112           Pacific*         50          North River         25         1.5         112           Park         100         160         165         Pacific         25         215         225           People's*         25          Peter Cooper         20         190         205           People's*         50         115         1.0         10         120         125           People's*         50         135         140					Merchants'	50	117	
New York County   100   100   100   119   New York Equitable   35   150   160   160   119   New York Fire   100   110   110   New York Fire   100   110   New York River*   30   New York Edutable   35   150   160   110   New York River*   100   150   155   195   160   New York River*   100   150   155   195   155	Nagsau*						150	
New York Equitable   35   150   160   160   17	New York County			1		9716	115	•••
North America*   70	N. Y. Nat'l Exch'ge.			, ,	New York Equitable	35	150	180
North River*   30	Ninth	100			New York Fire		110	
Driental*	North America*			, ,				rac.
Pacific*   100   160   165   Pacific   25   1.5   112   Pacific   25   215   225   Park   100   120   127   Pacific   25   215   225   Park   100   120   127   Peter Cooper   20   190   205   People's   50   115   120   People's   50   115   120   Peter Cooper   20   190   205   People's   50   115   120   Peter Cooper   20   190   205   People's   50   115   120   Phenix   50   135   140   Phenix   25   150   Phenix   25   150   Phenix   25   150   Phenix   25   150   Phenix   25   130   Phenix   25	1-14-14				Mingon	50	185	T/. P
Park         100         160         165         Pacific         25         215         225           People's*         25         25         Park         100         127         127           Phenix         20         Peter Cooper         20         190         205         127           Produce*         50         People's         50         115         120 <td>Pacific*</td> <td>50</td> <td></td> <td></td> <td>North River</td> <td>25</td> <td>1.5</td> <td>112</td>	Pacific*	50			North River	25	1.5	112
Phenix         20          Peter Cooper         20         190         205           Produce*         50          People's         50         115         120           Republic         100          Relief         50         80         95           Reventh Ward         100          Republic         100         70         80           Recond         100          Rutgers'         25         150         125         130           Rath         100          Standard         50         125         130           Rate of New York         100         118         Sterling         100         65         70           Prird         100          Stuyvesant         25         115         10           Tradesmen's         40          Tradesmen's         25         100         110	Park	100			Pacific	25	215	225
Produce*         50         People's         50         115         120           Republic         100         Relief         50         135         140           Reventh Ward         100         Relief         50         80         95           Becond         100         Rutgers'         25         150         80           Shoe and Leather         100         126         Standard         50         125         130           Sixth         100         Star         100         90         100           State of New York         100         118         Sterling         100         65         70           Phird         100         Stuyvesant         25         115         115         115         120           Tradesmen's         40         Tradesmen's         25         100         110	Phonix	20			Peter Copper		100	127
Republic.     100      147     Phenix     50     135     140       St. Nicholas     100      Relief     50     80     95       Seventh Ward     100      Republic     100     70     80       Second      100      Rutgers'     25     150       Shoe and Leather     100     126     Standard     50     125     130       Sixth     100      Ster     100     90     100       State of New York     100     118     Sterling     100     65     70       Phird      Stuyvesant     25     115       Gradesmen's     40      Tradesmen's     25     100     110			71. 72		People's	50	115	1:0
Republic   100   70   85	Republic	100		147	Phenix	50	135	140
Rutgers'   25   150     Shoe and Leather   100   126   Standard   50   125   130     State of New York   100   118   Sterling   100   65   70     Fradesmen's   40   Tradesmen's   25   100   110     Rutgers'   25   150     Standard   50   125   130     Star   100   65   70     Tradesmen's   25   100   110     Tradesmen's   25   100   110     Tradesmen's   25   100   110     Tradesmen's   25   100   110     Rutgers'   25   150     Star   100   100     Star   100   65   70     Tradesmen's   25   100   110     Tradesmen's   25   100			, ,		Relief	50	60	
Standard	lecond				Rutgers'		150	87
Star	hoe and Leather	100	128		Standard	50		130
Tradesmen's 40 Stuyvesant 25 115 Tradesmen's 25 100 110	Mxth	100			Star	100	90 1	100
radesmen's	mird New York			1	Sterling			70
Jnion       50       149       United States       25       130       135         Jnited States       100       Westchester       10       115       15         Vest Side*       100       Williamsburg City       50       200	radesmen's	40			Tradesmen's			10
Mestchester	nion	50	149		United States	25	130 1	
west side 100     william sourgetty 50 [200 ]	Inited States	100			Westchester	10	115	
	vest Side	100	••••		Williamsburg City	90 (A	200	•••

#### 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	25	2,000,000	Var.	5	Apr., '81	125	130
Citizens' Gas Co (Bklyn)	20	1,200,000		216	Aug., '80	53	55
do bonds	1,C00		A. & O.	7	1898	105	109
arlem	50	1,850,000		3	Feb. '78	90	88
ersey City & Hoboken	20	750,000	J. & J.	7	Jan., '31	150	160
anhattan	50	4,000,000	J. & J.	5	Aug., 'cl	210	215
r etropolitan	100	2,500,000		736	Aug. '81	150	123
do bonds	500	1,000,000	F. & A	3 1		108	117
Matual, N. Y	100	5,000,000		136	Oct. 8!	72	45
do bonds,	1,000	1,000,000	F.& A.		1882	10.)	104
Nassau, Brooklyn		1,000,000	Var.	2161	Dec. '80	65	70
go acrip	Va".	700,000		316	May, '8! Nov., '8!	100	103
New York	100	4,000,000		4	Nov., '81	104	105
teople's (Brooklyn)		1,000,000		314	Nov., '81 Jan., '76	34	37
DOUGS	1,000			7	1897	103	105
DODGS		125,000		6	1900 &c		92
Course of New York	50	466,000		3	July, '80	60	70
Williamsburg		1,000,000			July. '81	70	75
do bonds	1,000	1,000,000		8	1900	101	104
Metropolitan, Brooklyn		1,000,000		216	July, '81	65	70
municipal	100	3,000,000		5	Oct., 81		178
uo ponda	****	750,000		8 !			110
Fulton Municipal	100	1,500,000				68	72

[Quotations	bу	H,	L.	GRANT,	Broker,	145	Broadway.]

Bleecker St. & Fult. Ferry-St'k	100	900,000 J. & J.	8	July, '81	234	26
1st mortgage.	1,000		7	J'ly,1900	113	1115
Broadway & Seventh AvSt'k	100	2,100,000 Q-J.	2	Oct., '21	130	133
18t mortgage	1.000	1,500,000 J. & D.		June '84	10914	
Brooklyn City—Stock	10	2,000,000 QF.		Aug., '81	100	200
TOU MOREOGO	1 1 000	300,000 M. & N.	7	Nov '80	109	110
2 Oddway (Brooklyn)—Stock	1 . 100	200,000 Q-J.	3	Oct. '8!	150	160
Brooklyn CrosstownSt'k	100			Nov., '80 Oct., '81 July, '81	100	
1st mortgage bonds	1.000			1888	10216	105
Bushwick Av. (B'klyn)-Stock.	100	500,000 J. & J.		July, '81		
Central Pk. N. & E. RivStock	100	1.800.000 Q-J.	2	Oct., '31	194	128
Consolidated mort. bonds	1,000	1,200,000 J. & D.		Dec.1902	118	120
Unistopher & Tenth St.—Stock	100	650,000 F.& A.		Aug., '81	92	971
Bonds	1.000	250,000 J. & J.	7	1898	100	110
Dry Dock E.B.& Batt'ry-Stock	100	1,200,000 Q-F.	4	Aug. '81	200	
1st mortgage, consolidated	500&c	900,000 J. & D.	7	June. '931	114	118
Elienth Avenue—Stock	100	1,000,000 Q-J.	3	Aug., '81 June, '93 Oct., '81	185	
1st mortgage	1,000	203,000 J. & J.	7	Jan., '81	100	110
1st mortgage. 42d St. & Grand St. Ferry—St'k	100	748,000 M.&N.	6	May. '81	190	
- 720 HIOI (KUKE	1,000	236,000 A.& O.	7	Apr., '93	110	115
Courtai Cross Town—Stock	100	600,000			60	70
1St mort#age	1,000	200,000 M. & N.	7		105	110
A DUST. West St. & Pav. F'v-St'k	100	250,000	٠.		60	
1st mortgage	500	500,000 J. & J.	7	July. '94	105	110
become Avenue-Stock	100	1.199,500 J. & J.	91/	In 1 1 21	190 1	126
ou mortgage	1,000	150,000 A.& O.	7	Apr., '85	103	
Consol. convertible	1,000	1.050,000 M.&N.	7	Oct '80	1075	117
Extension	500&c	200,000 M.& S.	7	Sept'83	120	126
DIALU AVERNE-SLOCK	100	750,000 M.&N.	5	Oct. '8112	250 l	
18t mortgage	1,000	500,000 J. & J.	7	July, '90	110	115
Avenue—Stock	100	2,000,000 Q-F.	5	Aug., '81	190	
15t mortgage	1,000	2,000,000 J. & J.	7	Aug., '81 July, '90	1)	115
- welley-lilled Street.—Stock	100	600,000 F. &A.	4	Aug '31 I	145	155
1st mortgage	1,000	250,000 M.& N.	7	May Mail	105	112

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

#### Quotations in Boston, Philadelphia and Baltimore.

_	Quotations in Bos	ston	, P	hiladelphia and Baltimore.	
r	SECURITIES.	Bid	Ash	k. SECURITIES. Bid. A	sk.
r,	DOSTON			Catawissa 1st, 7s, conv., '82	
	BOSTON. Atch. & Topeka 1st m.7s			CO new 78 1900	0
	do land grant 7s do land inc. 8s Atlantic & Pacifi , 6s	1	981	Chartiers val., 1st m. 78.C., 1901	
-	Boston & Maine 7s	414	4	Del. & Bound Br., 1st, 7s, 1905 124	
	do 68			do 58, perp	•
	Boston & Lowell 78			Harrisburg 1st mort 6s, '83	
	do 6s Boston & Providence 7s Burl. & Mo., land grant 7s	127	104	H. & B. T. 1st m. 7s, gold, '90.	
	do Nebr. 68 Ex				_
	do Nebr.48 Chicago Burl. & Quiccy 41			Lenigh Valley, 18t,68, cp., 1898 121	•
- 1	Connott in Valley, 78, 1897.	.98	981	do do reg., 1893	
	Fitchburg RR., 6s	••••	109%	do do 68, p., 19.8 120	
-	FORE SCOLE & CHILT AS	871	677	IIN O Page 1ct m for 1000	
-	Hartford & Erie 7s K. City Lawrence & So. 4s Kab. City, St. Jo. & C. B. 7s.	ii7	107	do 2d m. 7s, cp., '96, 128 do gen. m. 7s, cp., 1903.	
1			114	do gen m 78 reg 1909 . 1129	
-	New York & New Eng. 6s do 78		108%	Pittsb. Titusv. & B., 78, cp., '96 96	
	New Mexico & So. Pac. 73 Ogdensburg & Lake Ch.63	116	101	Pa.& N.Y.C. & RR. 78, 1896	
	Old Colony, 78			Pennsylv.gen, m. 68, cp. 19:0 120	
	Pueblo & Ark. Valley, 78	110	120	do gen. m. 6s, rg., 1910. 120	
	Vermont & Mass. RR., 6s	••••	1041	do cons.m. 68, cp., 1905. 123 do do do 51 110	
	Vermont & Canada, new 8s		,	do do 4%s	
	Atchison & Topeka	166		Perkiomen 1st m. 6s, coup., '8i Phil. Wilm & Bat, 4s, Tr. certs 98	
	Boston & Lowell			Phila. & Erie 2d m. 7s. cp., 98 118 do cons. mort. 6s, 1920	
	Cheshire preferred.	00	85	do 58,1920 105	
-	Chic. & W. Michigan Cln. Sandusky & Clev	2514	251/2	do do 1910 115	
	ConcordConnecticut River			do 2d m., 78, cp., 23, 123 124	
	Conn. & Passimpsie	22 45%	,	do cons.m.6s,g.18C1911 114	
	Eastern (New Hampshire)		150	do gen. m. 63, g., C. 103 9414 941 do lu. m., 78, coup., 896.	É
	Fitchburg Flint & Pere Marqdo pref	96	28 98%	do d b. coup., 1993*	μ.
1	Fort Scott & Gulf, pref			do conv. 78, R. C., 1893") ar [	
	Iowa Falls & Sioux City	7018	85 175	Phil.&R.Coal&Ir'n deb.78,92	
		65	68	do deb. 78, cps.off do mort., 78, 1892-3	
1	Nahanad Lowell	15 50	67	Pitts.Cin.&St. L. 7s, cou., 1900   120   123   120   123	
	Northern of N. Hampshire 1	13		Rich. & Dany.cons.int. 68,19 5 Shamokin V.& Pottsy. 78, 1901	
	on de la la caracteria de la caracteria			Stony Creek 1st m. 7s 1907	
1	Jid Colony	1	130	Sunb. Haz. & W.,1st m.,5s,'23	
1 ]	Pullman Palace Car	::: }	128 28	Syra.Gen.& Corn'g,1st,7s,1905	
1	Revere Beach & Lynn		132	do Rio Grande D.v. 100 91	
1	Vorcester & Nashua	65 23	231/2	do cons. m,6g,g,1905 colored do inc.&l. gr., 7s 1915 colored truey ist m 7g 290 colored truey is m 7g 290 colored tr	
1	PHILADELPHIA.			United N. J. cons. m. 68, 94.	
١,	STATE AND CITY BONDS. Penna. 58, g'd, int., reg. or cp.			West Chester cons. 78. '91.	
1	do 5s, reg., 1582-1892		118	do ist m. 6s cn. '96 \ i	
	do 68, 10-15, reg., 1-77-82.		}	do cons. 68, 1909	
ı	do 4s, reg., 1894-1904	]		W. Jersey & Atl. 1st m 5s, cp. 110 Western Penn. RR. 6s, cp. '93. 113 do 6s P. B., '96	
	do 6s.n., rg., prior to '95 do 4s, various	}	:::	CANAL BONDS.	
	RAILROAD STOCKS.			Ches. & Del., 1st m., 6s, 1886 Lehigh Naviga. m., 6s, reg., '84 do mort. RR., rg., '97 110	
1	do prei.	20%	21 32	do mort. gold, '97 117 119	
1	do do pref		25	Morris, boat loan, reg., 1885	
1	do pref		1816 3612	do 2d m. 6s, reg., 1207	3
	elaware & Bound Brook	:. l.	5513	BALTIMORE. Maryland 6s, defense, J.& J 10314 108	
H	lmira & Williamsport	10	 80	do 6s, exempt, 1887 do 6s, 1890, quarterly	
H	lar. P. Mt. Joy & Lancaster		60 15	do 5s, quarterly Baltimore 6s, 1881, quarterly	
	do do pref	1914	2912 61	do 68, 1886, J.& J	;
L	ittle Schuylkill	]	57 6134	do 6s, park, 1890, Q.—M	
I N	esquehoning valley	(	57	do 6s, exempt, '95, M.&S do 6s, 1900, Q.—J do 6s, 1902, J. & J	
N	do do com	66	57	do 68, 1902, J. & J	
P	orth Pennsylvania	514	60 6536	RAILEOAD STOCKS. Par. Balt. & Ohio	
P	hiladelphia & Erie	1 :	214	do 1st pref	
P	hiladelphia & Trenton hila. Wilming. & Baltimore.	· · j.	:::	do Wash. Branch. 100	
	Paul & Duluth R.R. Com do do pref.		:: 11	Northern Central	
W	nited N. J. Companies			Central Ohio	
W	est Jersey & Atlantic		::	Balt. & Ohio 6s, 1885, A.&O.	
			161/2	Pittah & Connellay is 198 J&J	
	ennsylvaniahuylkili Navigationdo pref		316	Northern Central 6s, '85, J&J 10734 10614 do 6s, 1900, A.&O. do 6s, gld, 1900, J&J. 114 11414	
St	squehanna	,		Cen. 19110 08, 18t III., 90, 51. & 8. 107 10832	å.
A	legheny Val., 73-10s, 1896 do 7s, E. ext., 1910 118	0 1	34	do 1st m., 1890, J. & J	
Be	do inc. 78, end., '94 ( 5)	9	::	do 2d m., preido 2d m., gr. by W.Co.J&J	
e) 2231	elvidere Dela. 1st m., 6s, 1902. 111 do 2d m. 6s. '85 100 do 3d m. 6s, '87 100	B 110	8	do 6s, 3d in., guar., J.& J Mar. & Cin. 7s, '92, F. & A 124 12514	
Ci	do 68, co	ii	17	00 35, 30, 3, 06 3, 45561 5054	- 4
Ca	do mort. 6s, '62	516 11	63	do Conton endorsed	
	do 2d m. cur. 78, 1879 106 m. & Burlington Co. 68. 97	3 1	[	Consolidated Gas	
1	In default. + Per share.				-1

in default. † Per share.

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

-Latest earnings reported -- Jan. 1 to latest date. -Week or Mo. 1881. 1880.

Ala.Gt. Southern.Septemb'r. \$70,704 \$62,187

Atch.Top. &S. Fe. Septemb'r. 1.147,000 806,730

Balt. & Ohio .... Septemb'r. 1,540,002 1,593,313

Post f. N. V. Air I. Luly \$25,202 96,134 1881. \$541,495 \$151,257 ...... Balt. & Ohio .... Septemb'r. 1,540,002 1,593,313
Bost. & N.Y. Air-L. July \* .... 25,306 26,184 159,149 158,876
Bur. C. Rap. & No... 2d wk Oct. 49,769 48,098 1,706,278 1,561,539
Cairo & St. Louis. 1st wk Oct. 11,833 12,848 315,905 305,921
Carolina Central. August .... 42,016 34,499
Central Pacific ... Septemb'r. 2,293,000 1,964,996 17,141,272 14,283,192
Ches. & Ohio .... Septemb'r. 247,144 247,303 2,031,219 2,003,685
Chicago & Alton. 2d wk Oct. 194,621 199,427 5,831,791 6,053,235
Chic. Burl. & Q... August ... 2,173,945 1,934,321 13,160,850 13,267,569
Chic. & East. Ill... 1st wk Oct. 41,779 33,278
Chic. & Chric. & Chri  $\begin{array}{ccc} 159,149 & 158,870 \\ 1,706,278 & 1,561,539 \\ 315,995 & 305,921 \end{array}$  $33,278 \\ 34,861$ Chie. & East. III. 1st wk Oct. Chie. & G.Trk. Wk.end. Oct. 15 39,046 Chie. & Mil. & St. P. 2d wk Oct. Chie. & Northw. 2d wk Oct. Chie. & N.O. August ... 257,700 Chi.St. P. Min&O. .2d wk Oct. Chie. & W. Mich. 1st wk Aug Cin. Ind.St. L.& C.3 wks Sept Cinemnati South. August ... 225,000 Chi. & Springt ... 2d wk Oct. Clev. Col. Chi. & L.2d wk Oct. Clev. Col. Chi. & L.2d wk Oct. Clev. Mt. V. & Del. 1st wk Oct. Col. & Hock. V., & e. 2d wk Oct. Det. Lans. & No. .1st wk Aug Dubaque&S. City. 1st wk Oct. Eastern ... August ... 24,462 22,159 32,000 East Tenn. V. & G. 2 wks Oct. East Tenn. V. & G. 2 wks Oct. Flint & Pere Mar. 1st wk Oct. Gal. Har. & San A. August ... 32,000 141.819 37,285 Gal. Har. & San A. August ... 408.847 Gr't Western. Wk.end Oct. 14 Gr'n Bay & Minn. 1st wk Oct. Gult Col. & S. Fe. Septemb'r ... 408.847 Haunibal& St. Jo. 2d wk Oct. Houst. E. & W. Tex. Septemb'r ... 419.669 119.669 Chie. & G. Trk. Wk.end. Oct. 15 39.016 361,613.12,745,000 9,423,129 467,500 16,619,632 14,911,768 224,737 2,369,223 2,070,425 2,369,223 2,070,425 2,964,791 2,281,748 596,406 467,22882.895 14,382 161.8381,626,137 1,686,247 101,835 148,437 26,277 99,419 7,616 39,7173,496,789 318,890330,758 101,973 4.642,552 2,445,029 7,805 21,908 30,209300,279 763,566 851,536 683,614 906,631 302,389 142,828 35,436 122,708 120,335 8,371 1,392,211 1,168,561 4,101,099 3,960,055 60,325 56,395 1,729,616 1,945,185 9,205 96,163 623,725 178,111 73.186 2,280.371 4,711.165106,539 2,554,922 4.905,397Houst. & Texas C.3d wk Sept 88,336 Illinois Cen. (Ill.). Septemb'r. 619,669 Do (Iowa) Septemb'r Indiana Bl. & W.2d wk Oct. Ind. Dec. & Sp. Septemb'r Int. & Gt. North. 2d wk Oct. Iowa Central... Septemb'r 193,941 1,349,831 1,256,557 42.142 52.696 68.90645,569  $\begin{array}{ccc} 378.381 & 308.221 \\ 2,016,851 & 1,289,868 \end{array}$ 44,836 64,400 88,551 101,068 Lowa Central....Septemb'r.
K. C. Ft. S.& Gulf.1st wk Aug
Lake Erie & West.2d wk Oct.
Louisa. & Mo. R. July....
Louisa. & Mo. R. July....
Louise. & Nashv.2d wk Oct.
Marq. H. & Ont'n.Septemb'r.
Memp. & Charl...2d wk Oct.
Memp. Pad. & No.1st wk Oct.
Mil. L. Sh.& West. 2d wk Oct.
Minn. & St. Louis. 2 wks Aug.
Mo. Kans.& Tex. 2d wk Oct.
Missouri Pacific. 1st wk Oct. 28,506 30,751 41,279838,497 20,432 650,934 28,760 869,846 248,132 1,087,016 40,537 223,100249,231 233,800 8,613,851 7,040,749 134,742 28.750 5,714 17,450 58,527 206,710 104,079 30,492 900,273 5.304179,060 154,645  $9,119 \\
30,061 \\
158,975$  $450,454 \\ 649,686$ 301,466 413,911 5,970,517 4,500,006 Missouri Pacific .1st wk Oct. 171,674 145,577 Mobile & Ohio... Septemb'r. 299,044 145,577

Mobile & Ohio... Septemb'r. 299,044 14246 1,621,843 1,470,168

Nashv. Ch. & St. L. Septemb'r. 179,979 167,474 1,577,949 1,513,074

N. Y. L. Erie & W. August... 1,772,895 1,606,874 13,557,369 12,278,914

N. Y. & N. Engl'd. Septemb'r. 250,493 230,708

N. Y. N.H. & Hart. June... 488,440 369,116 2,676,860 2,211,531

N. Y. Pa. & Ohio. August... 455,032 476,546 3,611,686 3,331,714

Norfolk & West... Septemb'r. 212,863 209,446 1,576,303 1,437,492

Northern Central. August... 498,008 453,923 3,600,685 3,120,011

Northern Pacific. Septemb'r. 490,006 330,500 2,541,587 1,729,702

Ohio & Miss.... August... 338,044 390,997 2,368,562 2,477,185 3,611,686 1,576,303 3,600,685 2,541,587 2,368,562 Ohio & Miss. ... August. ... 338,044
Springf. Div. ... August. ... 46,784
Ohio Southern. ... 2d wk Oct 6,602
Oreg'n R. Nav.Co. Septemb'r. 446,458 390,997 50,585 389,335 3,057,435 2,476,627 27,015 385,153 2,6692 

 Pad. & Elizabetht. Septemb'r.
 52,095
 389,335
 3,057,435
 2,476,627

 Pennsylvania... August...
 3,809,978
 3,723,355
 29,144,235
 26,607,070

 Peoria Dec. & Ev. 2d wk Oct...
 12,735
 11,338
 530,067
 329,752

 Philadel. & Erie. August...
 303,849
 347,532
 2,318,545
 2,431,029

 Phila. & Reading. Septemb'r. 1,945,874
 2,089,256
 30,590
 1,099,540
 1,085,722

 Do. (brehs). 1st wk Oct...
 25,056
 30,590
 1,099,540
 1,085,722

 St. L. Iron Mt. & S. 1st wk Oct...
 188,000
 17,285
 557,342
 513,751

 1,099,540 1,085,722 557,342 513,751 5,390,419 4,459,789 8t. L. Iron Mt. & S. 1st wk Oct. 186,692 8t. L. & San Fran. 2d wk Oct. 74,628 8t. P. Minn. & Man. 2d wk Oct. 156,000 171,560 75.108 76,400 5,992 75,525 72,765 Scioto Valley... 1st wk Oct. South Carolina. August... Texas & Pacific... 1st wk Oct. 11,079 81.183 73,2032,733,256 1,909,466 Tol. Delp. & Burl. 1st wk Oct. Union Pacific... 1st wk Oct. Wab. St. L. & Pac. 2d wk Oct. 8,861 584,953 19,950,802 17,204,655 433,065 11,093,724 9,489,174  $\begin{array}{c} 15,782 \\ 829,113 \\ 373,555 \end{array}$ Wisconsin Cent .. 1st wk Sept 28,563 20,540

\* 5 per cent basis in 1881; 6 per cent in 1880. Including leased lines. ! Including Ohio Division.

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:

			_	Balar	ices.
		Receipts.	Payments.	Coin.	Currency.
		\$	\$	\$	*
Oct.	15	1,153,158 4		78.633,928 97	5,073,132 85
66	17	1,681,015 8		79.513.350 75	4,989,441 08
6.5	18	*3,780,787 2	5 5,369,303 66	77,935,006 68	
66	19	868,766 2	8 + 3,792,648 45		4.923.670 93
64	20.,	963,391 6	5   1.537,295 36	74.449.910 39	4,966,579 15
4.4	21.*	13,134,335 0	0 \$11,241,360 26	76.327,500 55	4,981,963 73
Total	l. <b></b> .	21,581,454 4	8 24,111,589 74		

Includes \$1,000,000 gold received from Philadelphia Mint. Including \$2.613.138 88 on account of redemption of bonds.

Including \$695,364 68 on account of redemption of bonds. Including \$337,994 27 paid on transfer checks in redemption of United States Bonds.

Coins.—The following are quotations in gold for various coins: Silver \(^{1}\_{4}\)s and \(^{1}\_{2}\)s. \(-99\)34\(^{3}\) par. Five francs \(...\) \(-91\) \(^{3}\) \(-95\)

Mexican dollars \(.-98\) \(^{3}\) \(^{3}\) \(-89\) Sovereigns......\$4 83 @\$4 86 @ 3 86 4 73 3 95 Mexican dollars. — 98 @ — 99

Do uncommerc'l. — 86 @ — 87<sup>1</sup>2

English silver. . . . 4 70 @ 4 80

Prus. silv. thalers. — 68 @ — 69

U. S. trade dollars. — 99<sup>3</sup>8 @ — 99<sup>5</sup>8

U. S. trade dollars. — 99<sup>3</sup>8 @ — 99<sup>5</sup>8 X X Reichmarks. 4 73 @ 4 77 X Guilders...... 3 95 @ 3 97 8pan'h Doubloons.15 55 @ 15 70 Mex. Doubloons...15 55 @15 60 Fine silver bars .. 1 12 Fine gold bars... par @14 prem. Dimes & 12 dimes. — 9958@ 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 Oct. 15.

ž.			Ave	rage amou	nt of	
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U. S.	Circula- tion.
New York	2,000,000	8.951.000	1,813,000	363,000	8,242,000	8
Manhattan Co	2,050,000	8,951,000 7,565,800	1,101,100	189,700	6,133,400	495,00
Merchants	2,000,000	6,821,300	772,800	755,700	5,667,200	330,00
Mechanics'	2,000,000	7.445.000	791,000	382,000	5.914.000	*****
Union	1,200,000 3,000,000	5,038,800 8,538,500	433.600 886,200	595,500 595,000	4,225,800 5,822,700 3,410,000	V 11
Phoenix	1,000,000	3.580.000	883,000	31,000	3 410 000	213.00
City	1,000,000	7,209,300	2,351,600	176,000	7,307,5001	237,00
I'radesmen's	1,000,000	3.225,200	450,500	71,300	2.031,800	7 )5,60
Fulton	600,000 300,000	1,707,209 $13,514,606$	3,498,300	173,500	1,336,000	••••
Merch'nts' Exch.	1,000,000	8,993.100	314,800	296,306 478,900	3,520,100 3,165,600	875 40
Fallatin Nation'l Butchers'& Drov.	1,000,000	$\frac{4,428,400}{1.678,300}$	472,100	61,200	2.336,700	675,40 790,30
Butchers'& Drov.	300,000	1.678,300	332.8001	61,200 58,800	1,531,500	241.30
Mechanics' & Tr.	200,000	1,955,000	138,000	133,000	1,042,000	174.00
dreenwich Leather Man'f'rs	200,000 600,060	$\frac{1,054,200}{2,844,400}$	$21.700 \\ 430,500$	172,500 79,500	1,009,700 $2,040,100$	174,00 2,70 474,80
Seventh Warl	300,000	962,100	180,300	66,700	940.700	33,00
State of N. York.	800,000	3.308.8001	767,900	121,300	3,306,200	13,30
American Exch.	5,000,000	13,926,000	1,838,000	509,000	1 330,000	
Commerce	5,009,000 1,000,000	14,850,506 5,893,100	$2,102,500 \\ 841,000$	595,000	8.4 6,500 4,090,000	1,018,70
Mercantile	1,000,000	# Of 0 4001	1,121,900	187,000 864,900 131,300	6.013.000	900.00 799,50
Pacific	422,700	2,163,000 5,411,800 8,065,006 1,581,500	020 000	131,300	2.400.8001	100,00
Republic	1,500,000	5.411,800	422,206	157,100 229,700	2.799,530 3.411,500	1,125,00
Chatham	450,000	8,085.006	732,900	223,700	3,411,500	45,00
People's North America	200,000 700,000	2.655.600	259,000	229 1100	1.774,200 $2.686,700$	5,40
Ianover	1,000,000	7,674,000	230,800 422,200 732,900 88,000 259,000 636,000	229,000 966,100	7,119,500	800,00
rving	500,000	3.110,000	0 (4, 100)	239 900	2,808,500	413,70
Metropolitan	3,000.000	18,158,000	2,855,000 357,100	158,8(1)	13,008,006	2,250,00
Citizens' Nassau	1,000,000	2,063,900 2,789,700	90,600	236,400	2,241,600	270.00
Market	500,000	3,035,706	485,100	98,700	2,494,700 2,474,106	450,00
t. Nicholas hoe & Leather	500,000	1,976,300	260,000	105,200 68,500	1,464.500	450.00
thoe & Leather	500,000	-3.200.3001	260,000 701,000	110,000	3.161,0 <sub>00</sub>	450,00
Corn Exchange	1,000,000	4,289,500	202,500	$162,000 \\ 121,400$	2 920.6561	4,60
Continental	$\frac{1,000,000}{300,000}$	7.080,800 2.020,200	1,263,400 $34,000$	121.400	6,599,500 1,881,000	763,20
darine	400,000	3.140.000	637,000	157.000	3,556.000	45,00
Marine	1,500,000	18,809,400	637,000 5.405,800 4,027,300	368,000 157,000 138,200	20.864,960	1,124,90
Park	2,000,000	16.582,800	4,027,300	452.200 23.700	19.551.400	45,00
North River	500,000 240,000	1,042,500 $939,100$	202,200 43.706	23.700	759.800	• • • • • • • • • • • • • • • • • • • •
East River	250,000	1,086,800	116,600	188.300 77.300	1,135,300 818,400	224,50
fourth National.	3,200,000	17.198.30C	3,602,610	472,500	18,118.700	810,00
entral Nat	2,000,000	8,395,000	383,000	1,385,000	7.777,000	1,260,60
second Nation'l.	300,000	3,293,000	1,093,600	290.000	3.683,006	45,00
Ninth National	<b>750,000 500,000</b>	6,032,806 14,112,000	3.368.8001	275,900 127,600	5,840,400 $15,470.000$	600,00 450,00
hird National	1,000,000	5.673,700	1,177,500	253.400	5.833.6001	400,00
Y. Y. Nat. Exch Bowery National	300,000	1.450,500	195.900	109.709	1,146,100	270,00
lowery National	250,000	1,610,600	3,868 800 1,177,500 195,900 177, 00 82,200	253.450 109.709 191.000	5,833,500 1,146,100 1,423,700 1,833,500	225,00
V. York County Jerm'n Americ'n	200,000 750,000	1,550,500 2,630,500	335.200	4 9,900 25 0 0	1,833,500	180,00
hase National	300,000	4.394.400	235,200 1,099,700	67,1 6	2.342.200 4.773.300	91,80
ifth Avenue	100,000	4,394,400 $1,853,700$	372,800	141,30	1 978.0 0	01,00
erman Exch	200,000	. 1,337,900	49.700	151.800	1,499,100	
ermania	200,000	1,471,800	83.500	190,20	1.706,200	
J. S. Nat	500,000	4,156,400	9-9,000	95,100	4,331,600	449,60
Total	31,162,700	318,848,906	54,807,200	15,174,500	290,018,300	19.896,10

The deviations from returns of previous week are as follows: Loans and discounts ... Dec. \$7,775.000 | Net deposits ... Dec. \$8,879,800 | Pecile ... Dec. Dec. 1,727.200 | Circulation ... Inc. 29,000 | Legal tenders ... Inc. 317,790 |

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

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:

1881.	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
	78,653,276	19,041,951	71,618,513	10,971,835	44,224,795
10	78,612,651	17,987,684	69,120,946	11,013,325	60,709,038
" 17	78,303,263	17.509.952	69.162.414	11.027.165	52.488.167

Unlisted Stocks and Bonds.—The following are the reported quotations for securities that are not "listed" at the

-	Stook Evehance.			
	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	Asked.		l. Asked.
	Am. Cable Constr. Co		N.Y. Loan & Imp. Co. 8	80 , 85
	Am. Railway Imp. Co.		N. O. Pacific subs	25
	Atlantic & Gt. West. 54	$6^{1}2$	North River Const. Co. 16	*1713
	Do prei	7	N. Y. Ch. & St. L. subs	
	Bost. H. & E., new st'k 134		Oregon Imp. Co. 1st M	9112
1	Do old stock 1	112	Do stock 83	
	Continental Constr.Co	. 80		$\frac{74}{}$
Ì	Central Railway Con-		Do part paid	75
į	struct'n Co. (D.L.W.) 25	*29	Oregon S. L. subs 2	†114
į	Chie. Burl. & Q. rights. 1512	*1612		\$65
i	Chie. M. & St. P. rights		Tuesday itili Co., Ca.	
į	Cin. & Georgia subs 35	<b>~10</b>	Pullman Pal Car rig'ts	
Į	Deny. & R.G. subs, new 80	81	Rich.&Al. subs.\$300pd\$10	0 \$125
١	Do subs., old 6	*		1 <sub>4</sub> *1 <sub>4</sub>
1	Edison Electric L. Co.800	900	So. Carolina RR. stock 39	
	Gr. Bay & Minn. st'k 13	$13\frac{1}{2}$	Do 2d mort121	
-	Grand Rapids & Ind		Do non-mort 70	
ł	I. C. & L. assented st'k 2	214	Selma Rome & D. 1st M. 4'	
	Do old stock 1	$-13_8$		6
į	Internat. Imp. Co. ex.	†5	Do 2d M., clean 4	
ļ	Iron Steamboat stock. 38	40	Do incomes 2	
	Do 1st mort. bds. 88		DO SLOCK	
	Kan. & Neb. 1st mort. 81	86	St. Jo. & West. stock	
	Do 2d mort 20		St. Jo. & Pacific 1st M. 83	
	Keely Motor stock 412	514		35
Ì	Lehigh & Wilkesbarre. 30		Scranton Construction	
	Louisv. & N. rights	*18	Seney certs	
ĺ	Mid.RR.of N.J.ass.stk	28	State Line & Sull. com	
١	Do A stock	16	Texas, St. Louis RR. sub	
١	Do B stock 8	$10^{1}_{2}$		
l	Mexican Nat. subs., ex	†15	Texas & Col. Imp	100
	Do bonds 63	65 .	U. S. Electric Light Co	175
	Do stock	23	Vicksb. Mer'n com.st'k. 11	
	Mut. Union Tel. subs 93	95	A.D	
	Missouri Pacific rights 14	*12	* Premium.	
	N. J. Southern 1	112	† Discount.	1

100

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# 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 Bond's of Railroads and other Companies. It is published on the last Saturday of every other month-viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the Chronicle. Single copies are sold at \$2 per copy.

#### ANNUAL REPORTS.

#### Louisville & Nashville.

(For the year ending June 30, 1881.)

The annual report, just issued, states that at the date of the last annual report, June 30, 1880, the line comprised 1,840 miles of road, but as fully two-fifths of this had been acquired and operated during only the last four months of that fiscal year, the statements of the year's operations could not exhibit the earning capacity of the property. The statements submitted with this report are therefore the first exhibit of the operations of the consolidated line for an entire year. The length of road operated has remained practically unchanged throughout the year; the extension of the Pensacola & Selma Division north from Pensacola, 32 miles, was completed in May, too late to affect the year's business to any appreciable extent.

"The charter authorizes the company to increase its capital stock to an amount sufficient to represent the full cost of the road and branches in stock. Under this authority, during the year just closed, and in view of the large increase in the number of miles of road owned and operated and the augmented earnings to result therefrom, the capital stock was increased from \$9,059,361 to \$18,130,913. The outcome of the year's business has confirmed the anticipation of increased earnings on which this doubling of the capital stock was based. The

company has earned enough surplus over fixed charges to divide among the stockholders for the year, six per cent on their shares, and to carry forward a handsome balance to the credit of income account for the next year."

BONDED AND FLOATING DEBT.

The mortgage debt of the company (as set forth in detail in the Investors' Supplement) shows, by comparison with last year's report, an increase of \$23,089,020, consisting of the following new issues:

20 1128	
General mortgage 6 per cent bonds	\$10,361,000
St. Louis Division first mortgage 6 per cent bonds	
St. Louis Division second mortgage 3 per cent bonds	
Lebanon-Knoxville Branch 6 per cent bonds	1,500,000
Pensacola Division 6 per cent bonds	
Pensacola & Selma Division 6 per cent bonds	
New Orleans Mobile & Texas Railroad Co. debentures	
*	
	\$23,209,000

Less	மும்பிர்.	209,000
Redeemed mortgage main office and lot	)	119,980
Increase, as above stated	23,0 $23,9$	089,020 002,820

Of the above new issues the company has in its treasury, not yet marketed, the \$1,500,000 Lebanon-Knoxville Branch bonds and the \$1,248,000 Pensacola & Selma Division bonds, the proceeds, when realized, to be applied to the cost of the

improvement and extension of those roads respectively. DEBT PER MILE.

The roads owned by the Louisville & Nashville Company, on which the bond and stock debt of the company is based, are as

Owned in fee and now in operation 904	
Owned in recall now in operation	miles
Owned in fee, not yet completed	
Owned outright, through capital stock 534	

,	
Total miles owned by Louisville & Nashville Co	1.532 miles
Total capital stock \$18,130,913= \$11 Total mortgage debt 46,991,840= 30	673 ter mile
	,010

Total stock and mortgage ........... \$65,122,753 = \$42,508

The floating debt of the company (other than amounts due on audited bills and pay-rolls for the last month of the fiscal year, which were discharged during the ensuing month) consists in large part of obligations issued in settlement of rolling stock added to the equipment of the line prior to the marketing of the company's recent bond issues. The proceeds of the latter, unexpended, are applied to the extinguishment of these debts as rapidly as the state of another debts as rapidly as they mature, so that by the close of another

fiscal year the company will have little or no debt of this kind.
Of the Lebanon-Knoxville Branch the report says: "During the past year it was deemed desirable to resume the extension of this branch to the Tennessee line, under a contract with the East Tennessee Virginia & Georgia Railroad to extend their Knoxville & Ohio Branch to meet us at that point by January 1, 1883. Work was accordingly resumed upon that branch and is progressing well. It will open a valuable through line to East Tennessee and North Carolina and Virginia, and also develops some unusually fine coal and iron deposits, which will give a large local business."

Of the Georgia Railroad system the report says: "An opportunity being offered during the year to acquire a half interest in a lease of the Georgia Railroad, including its investments in the other roads connected with it, it was taken advantage of by your board, the remaining half interest being taken by the Central Railroad & Banking Company of Georgia. The lease is for ninety-nine years, at an annual rental of \$600,000, the lessees receiving the benefits and profits of all its investments in other roads. This gives us in conjunction with the Central Railroad of Georgia, the control of 641 miles of railroad extending from Montgomery, Ala., where it connects with our system through the best local towns and villages of Alabama and Georgia and the cities of Atlanta and Augusta to the harbor of Port Royal, the best on the coast south of New York."

In the tables following have been compiled for the CHRONICLE the statistics of the operations and financial condition for the last four years

	last four years.				Sch. Miller Store
	2	1877-78.	1878-79.	1879-80.	1880-81.
	Miles owned	662	660	880	1,438
,	Miles ls'd & contr'd	304	312	960	434
	Total operated	966	972	1,840	1,872
	OI	PERATIONS AN	D FISCAL RE	SULTS.	
9	Operations.	1877-78.	1878-79.	1879-80.	1880-81.
,	Passengers carried	720,427	793,350		
•	Passenger mileage	42,014,042	36,774,540	48,389,396	82,044,283
•	Rate p. pass. p. mile	3.39 cts.	3.44 cts.	3.72 ets.	3.15 ets.
,	Freight (tns) moved.	2,688,350	2,282,180		
	Fr'ght (t'ns) mileage.	224,654,030 :	237,075,582		492,933,791
•	Av. rate p. tn p. mile	1.657 ets.	1.530 cts.	1.606 cts.	1.503 cts.
•	Earnings—	\$		\$	. \$
	Passenger	1,425,128	1,267,797	1,700,207	2,599,353
	Freight	3,723,643	3,627,925	5,135,985	7,407,403
	Mail, express, &c*	458,828	491,874	599,651	904,894
	Total gross earn'gs	5,607,599	5,387,596	7,435,843	10,9:1,650
	Op. ex. (incl. taxes).	3,263,356	3,155,824	4,208,199	6,928,524
	of on the taxes.	0,20,000	0,100,021	1,200,100	0,020,022
	Net earnings	2,344,243	2,231,772	3,227,643	3,983,126

\* Includes rents, rent of cars and engines, &c.

de of cars and	cirgines, ce	U•	
INC	OME ACCOUN	T.	
1877-78.	1878-79.	1879-80.	
8	\$ .	*	\$
2.327.023	2.481.841	3.227.613	$\substack{\$\\4,208,335}$
	,	-,,	-,
149,149	119.825		
	,	5₹.666	52,000
1.519.717	1,548,129	2,050,900	2.912.327
221,140	236,840	69,750	
368,727	459,998	823,120	1,221,692
140,271	67,143		
62,666	66,713		
30,679	26,289	39,933	6,345
2,492,349	2,524,937	3,042,369	*4,192,364
Def.145,326	Def.43,096	Sur.185,274	Sur.256,840°
	1877-78.  \$ 2,327,023  149,149  1,519,717  221,140 368,727 140,271 62,666 30,679  2,492,349	INCOME ACCOUN 1877-78. 1878-79. \$\frac{\pi}{8}\$ 2,327,023 2,481,841 149,149 119,825 1,519,717 1,548,129 221,140 236,840 368,727 459,998 140,271 67,143 62,666 66,713 30,679 26,289 2,492,349 2,524,937	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

\* \$240,869 of this is to be refunded to the L. & N. Co., and is included in the balance of \$256,840.

† On L. & N., N. & D., and Mob. & Mont.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR. 1878-79. 1877-78. 1879-80. 1880-81. Materials, fuel, &c... Cash on hand So. & N. Ala. RR.... Nash. & Dec. RR.... 148,847 575,876 389,024 $310.844 \\ 810,018$ 1,191,870 579,836460,523 179,158 456,209421,873 329,348 Cecilian Branch..... 583,986 . . . . . . . . 574,798 317,769 Other roads.. . . . . . . . . 70,000 Susp'd int.S.& N.Ala. Total assets..... 32,315,980 31,468,518 47,297,529 71,340,274 Liabilities-9,007,819 9,052,950 9,059,361 19,130,913 46,951,840 850,000 643,600 17,370,720 17,336,770 30,978,520 . . . . . . . . Debentures......Bills payable..... 1,261,723 931,515 343,644 543,900 1,386,098 364,312 896,343  $\substack{1,649,291\\321,839\\452,965}$  $740,849 \\ 162,475 \\ 226,322$ All other dues & ac'ts 830,604 162,706 135,11740,000 33,947 Mort. on buildings ... 70,000 60,000 50,000 Miscellaneous..... 48,151 32,236 29,949 Income account..... 1,123,970 3,304,765 3,492,604 3,909,759 Profit and loss..... Total liabilities.... 32,315,980 31,468,518 47,297,529 71,340,274

### Oregon Railway & Navigation Company.

(For the year ending June 30, 1881.)

In the annual report, ready to-day, President Villard refers to the issue of \$6,000,000 new stock at par, and says the propositions of the Board of Directors were promptly responded to, so that the whole proceeds of the two subscriptions for three millions of stock each were at the disposal of the company by July 21, 1881.

"The company's system of railroads, so far as its construction as already definitely decided upon, will consist of the following: On the main lines, from Portland to Umatilla, 185 miles; from Umatilla to Baker City, 173 miles; from Umatilla to Wallula (Junction with Northern Pacific), 28 miles; from Wallula to Walla Walla, 32 miles; from Walla Walla to Junction with Dayton Branch, 25 miles; from Junction of Dayton Branch to Junction of Lewiston Branch, 23 miles; from Junction of Lewiston Branch to crossing of Snake River, 5 miles; from crossing of Snake River to mouth of Rebel Flat (Junction with Elk Creek Branch), 33 miles; from muth of Rebel Flat to Colfax, 26 miles. Total length of main lines, 535 miles. On the branches, Dayton Branch, 13 miles; Lewiston Branch (located 40 miles to head of Pataha), 67 miles; Elk Creek, 16

miles; Colfax & Pine Creek Branch, 39 miles; Colfax & M. scow, 26 miles. Total of branches, 161 miles. Total length of main lines and branches, 696 miles."

"On July 1, 1880, at which time new construction had been progressing hardly more than four months, there were 84 miles of road graded and 5 miles of track laid on the Columbia River line from Celilo to Wallulla, so that the company had then in actual operation of standard gauge 24 miles and of narrow gauge 48 miles.

"There were graded up to July 1, 1881 (including 84 miles graded up to June 30, 1880), 171 miles." \* \*
"Between Portland and the Dalles there are 70 miles of extremely heavy work, which is being pushed with all the forces at our command. There are three tunnels aggregating about 1,200 feet in length, of which two are almost completed, and the third under way.'

The following track mileage was laid during the year: Between Celilo and Wallula, 108 miles; between Walla Walla and Dayton, 24 miles; between the Dalles and Portland, 7 miles—

**139** miles.

Since the first of July, 1881, a total of about 50 more miles of track have been laid between the Dalles and Portland, and be-

tween Walla Walla and Grange City.

The track of the narrow-gauge lines between Wallula and Walla Walla, and Whitman and Weston, respectively, was widened and entirely relaid as standard gauge. broken standard-gauge line from the Dalles to Dayton, a distance of over 200 miles, has thus been in operation since the middle of July. As shown by the above figures, the company has at this date (September 15, 1881) actually completed 250 miles of standard-gauge road.

#### COST OF CONSTRUCTION, &C.

"As will be seen from the general statement, printed in the following, there was expended during the year for

Railroad	consti	ruction	 	 	 	 	\$ 1.247.4	68
Other con	struc	tion	 	 	 	 	 240.3	54
Railroad	equip	ment	 	 	 	 	296.5	58
Other equ	iivme	nt	 	 	 	 	116.6	80
								_

"These figures include new material and equipment actually delivered to the company at the end of the fiscal year. The additional amount of about \$1,700,000 has been expended for new construction, new material and new equipment up to the 1st of September."

The several steamer and railroad lines operated by this company at the end of the fiscal year represented the following

Ocean Line—Between San Francisco and Portland River lines.	670
Railroad lines.	
Total mileage	,
The traffic gross earnings for 1881 were. Operating expenses, including taxes.	\$3,730,245 2,063,383
Leaving net earnings	\$1,666,861
For 1879-1880, the corresponding results were—	
Gross earnings. Operating expenses.	\$2,989,701 1,332,471
Net earnings.	\$1,657,230

Against 147,817 passengers and 379,844 tons of freight carried in 1879-1880, there were carried in 1880-1881, 167,787 passengers and 623,025 tons of freight, showing an increase of 19,970 pas-

sengers and 243,181 tons of freight.

It further appears that notwithstanding the increase of gross earnings in 1880-1881 over the preceding year, to wit, \$740,544, there was an increase of only \$9,631 in net earnings, owing to the increase of \$730,912 in the operating expenses in the former period over those of the latter. This apparently unfavorable result was due to the following causes: 1. The navigation of the Columbia River was almost continuously interrupted during the months of December, January and February. 2. The low prices last season induced producers to hold back their wheat. 3. Lastly and mainly, in order to afford relief to the farming community from the effects of the low market

value of wheat, we reduced our freight charges fully 25 per cent. Wheat shipments have been, and will be, very heavy this year, as shown by the increased earnings for July and

August, as follows:

	18	80	18	81.——	Net
	Gross.	Net. \$154,001	Gross.	Net.	increase.
July		194,328	\$4.7,415 $450.100$	$$227,978 \\ 257,100$	$$73,976 \\ 62,771$

#### RELATIONS TO THE NORTHERN PACIFIC.

In reference to the negotiations concerning the Northern Pacific, Mr. Villard concludes thus: "This control over both corporations is now transferred to a third corporation, the Oregon & Transcontinental Company, with an authorized capital of \$50,000,000; of which, however, only \$30,000,000 is to be issued at present, and is now in process of being paid in. The large proprietary interest of this company in the other companies is the very best guarantee to the latter that its power will only be exercised to promote their legitimate development to the fullest extent."

#### INCOME ACCOUNT, 1880-81.

Gross Earnings.	*
Debil.	9
Ocean Division, one year \$911,829	
River Division, one year 9 278 838	
Dalles & Wallula RR., two months	627
Dividends on stock owned by this company 104,	800

Profit on sales of iron rails and fastenings	\$9,93 <b>7</b> 96,290
Total	. \$3,610,655
", ", "Dalles & Wallula RR., two months. 76,147- Taxes. Interest. Dividends— Six per cent on \$6,000,000. \$360,000 Two per cent on \$9,000,000. 180,000-	. 34,933 . 399,733
Total. Surplus for the year. Surplus June 20, 1880.	. \$746,565
Total. Scrip representing amount expended in new construction.	\$1,934,117 900,000
Surplus	. \$1,034,117

#### Indianapolis Decatur & Springfield Railway Co.

(For the year ending Aug. 31, 1881.)

The annual report, just issued, gives the following for the fiscal year ending Aug. 31, 1881. REVENUE.

Freight Passenger Mail	115,355	34 34
Express. Mileage and miscellaneous.	6 260	\$191,187
OPERATING EXPENSES.		
Management and supervision	62.248	
Station and general expenses	.90,181—	332,308
Net earnings Percentage of expenses to earnings		\$159,178 67.61

The President, Mr. H. B. Hammond, remarks in his report upon "the extraordinary expenditures made necessary by the delay in the completion of your railroad to Indianapolis, and the long-continued limited revenue of that part in operation before said completion. This has been a continual embarrassment, and accounts for the increase in operating expenses above those of last year. The interregnum between the time of completion of the Western Division of your railroad, and of the Eastern Division thereof covered a period of nearly eight years, during which the management had only sufficient revenue for ordinary expenses of operation, and nothing for renewals or betterments. This period covers the life of such features of railroad construction and operation as bridges, trestles, ties, iron and equipment, and your management has been obliged to make extensive renewals and betterments of this portion of your property." \* \* \*

"A proposition for the readjustment of your company's funded debt has been made during the past year, and, while the same was generally approved and accepted, legal difficul-ties have retarded its consummation. Sufficient encouragement has been given, however, to warrant your board of directors in calling a special meeting of stockholders on the 17th day of November next, to ratify the action of the board of directors, and to authorize the proposed mortgages to secure the new issue of bonds, and to authorize the issue of preferred stock, so that by January 1, 1882, the exchange required by the above proposition can be completed.

"That this proposition has been well received is shown by the appreciation of the market value of your securities. Your company will largely benefit by this plan, from the fact that its interest charges will be fixed at the sum of \$158,000 per annum, which, as is clearly shown by this report, can be easily provided for out of the net revenue of your company, and will insure an early dividend on the preferred stock."

BALANCE SHEET AUGUST 31, 1881.	×
Assets.	8.
Cost of road	\$3,157,972
Construction of Eastern Division	1,450,362
Additional construction, Western Division	66,351
Equipment	. 341,308
Cash on haud	
Uncollected revenue	
Material on hand—shous	21.881
Material on hand-road department	5,170
Stone quarry	1,333
Outstanding accounts.	63,771
Center Township, Marion County, Indiana	
Total	. \$5,232,638
Liabilities.	
Capital stock.	\$500,000
First mortgage bonds	
Second mortgage bonds	
Bills payable	
Interest due and unpaid	
Unpaid wages.	1,530
Outstanding accounts	
Surplus.	
Total.	\$5,232,638

#### GENERAL INVESTMENT NEWS.

Allegheny Valley.—This company is not able to pay the interest due October 1 on the income bonds, so the cash fund applicable will be distributed pro rata, allowing \$12 cn each \$35 coupon. The deficit will be paid in orders upon the trustees for bonds of the same issue and scrip convertible into 104,800 | those bonds for sums less than \$100.

Atlantic Tennessee & Ohio.—The Atlantic Tennessee & Ohio Railroad, running between Charlotte and Statesville has been leased for ninety-nine years, at an annual rental of \$25,000, to the management of the Charlotte Columbia & Augusta Railroad. The majority of the stock in the latter is owned by the Clyde Syndicate, and the transaction adds fortynine miles of road to the lines of that company.

Brooklyn Elevated.—The Receivers of this (Bruff) road are making good progress with its construction, and have funds in the Trust Company much more than sufficient to finish the first 2½ miles as projected. There are some important plans on foot for pushing the company's lines, which will probably be matured in a few weeks. The Receivers make a report in which the liabilities are stated at \$4,880,482; assets, \$979,503; total receipts, \$185,200; disbursements, \$176,629; balance on hand, \$8,570. The report says that the road can be finished from Fulton Ferry to East New York for \$2,500,000, which they expect to raise on interest-bearing certificates.

Chicago Milwaukee & St. Paul.—From the report filed with the Wisconsin Railroad Commission, for the year ending June 30. 1881, the St. Paul Pioneer-Press gives the following

The total number of miles of track, exclusive of sidings, operated is 3,786, an increase of 361 during the year. Of this number there are 1,025 miles in Wisconsin, 317 in Illinois, 827 in Iowa, 1,003 in Minnesota and 254 in Dakota.

The general exhibit of the company's finances are as follows: \$14,757,455 8,929,027 \$5,828.128 426,759 Int. and exchange rec'd over am't paid, pre-177,599 484,283 2,914,328 3,750,000 Dividends declared on preferred stock at 7

863,938 1,078,298 81,000 Sinking funds..... 70,000 \$6,199,996 454,769

859,563

The total amount of stock now outstanding is \$28,354,744. During the year \$671,000 of preferred stock has been issued, secured by mortgage bonds of the company. No common stock was issued. Total amount of funded indebtedness, \$74,-615,000, as compared with \$47,575,500 at the time of the previous report.

The following items, among others, are found in the expendi-

tures of the year for construction and equipment:

per cent. On common stock, 6 per cent.

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Cost of Southern Minnesota Railway	. \$7,238,443
Davenbort & Northwestern Railway	1 1 10 111
nastings & Dakota Kallway	1 000 110
United to I will be the state of the state o	756 656
MIDERAL FOIRE KAILWAY	1 200 001
Chicago Chitton Dublique & Minnesota Railway	6 8 10 000
Wisconsin Valley Railway	4 000 000
Fills River valley & Stevens' Point Railway	97 400
Ushkosh & Mississippi River Rahway	215 500
Sloux City & Dakota Railway	1 500 500
Extension of lowa & Dakota Division	1 016 005
EXIGNSION Of the Hastings & Dakota Division	9 017 604
Extension of the Southern Minnesota Division	412 200
Minneapolis extension.	526,611
monroe extension	240 507
Beloit extension.	. 192,264
Clinton extension.	89,650
Line from St. Paul to Minneapelis	. 224.498
	. 424,498
Total paid for construction and purchase	\$30 971 111
To the state of th	Ψου,υ ε 1,111

During the year the company has purchased 22 locomotives, costing \$220,524; 5 parlor and sleeping cars, costing \$57,987; 26 passenger, mail, baggage and express cars, costing \$34,664; 4,392 freight and other cars, costing \$24,669,647. The total addition made to the property of the company during the year is \$33,750,934. Total cost of the company's lines to date, \$107,-583,572.

Chicago St. Paul Minneapolis & Omaha.—No annual report of this important company was issued for the year 1880, and therefore the report to the Railroad Commissioner of Wisconsin for the year ending June 30, 1881, is of greater interest. This report, quoted in the St. Paul *Pioneer-Press*, gives the total income of the company as \$2,139,593, of which \$574,385 was from passengers and \$1,565,208 from freight; operating expenses, \$1,135,249, leaving \$1,004,003 as excess of income over operating expenses. Dividends declared during the year were \$336,-138, all on preferred stock. Amount of common stock issued since the date of last report, \$8,491,833; preferred stock, \$8,613,-333. Total amount of stocks outstanding, \$23,426,666. The stock issued during the year was to take up the stock of the roads issued during the year was to take up the stock of the roads consolidated June 1, 1880, to purchase stock of the consolidated roads June 1, 1880 and to purchase the stock of the St. Paul & Sioux City Railway Co. The total bonded indebtedness of the company is \$16,156,175, and its unfunded and floating debt is \$1,409,525. Total stock and debt, \$40,992,366, which is \$44,514 per mile on a total of 900 28-100 miles of road. The expenditures of the company on property accounts were as follows: Extension of the North Wisconsin Railway, \$787,480; new lines in Nebraska, \$16,148; cost of the Menominee Railroad, \$44,017; cost of the Black River Railway. \$49,166; the Eau Claire & Chippewa Falls Black River Railway, \$49,166; the Eau Claire & Chippewa Falls Railway, \$1,591; right of way \$2,363; new freight and passenger stations, water stations and wood sheds, \$47.830; new shops, engine houses and turn-table, \$32,470; new freight depot, yard and grounds in Minneapolis, \$106,632; new draw-bridge at Hudson, \$53,130; new bridge over the Chippewa River, \$84,279;

new side tracks, \$33,893; new steamer for the Missouri River transfer, \$867; consolidation expenses, \$13,131; other expenditures sufficient to make a total of \$1,353,870 paid out for construction. Number of locomotives purchased during the year, thirty-six, at a cost of \$321,164; passenger, mail and baggage cars, five, at a cost of \$18,959; freight and other cars, 1,309 at a cost of \$777,465; total for the equipment, \$1,117,587. Total cost of the line to date of this report, \$35,109,978; at date of last report, \$12,542,980. Cost of the St. Paul & Sioux City Railway, \$18,728,684. At present the company owns 111 locomotives, 45 passenger cars, 77 baggage, mail and express cars, 3,223 freight cars and 59 other cars.

Cleveland Columbus Cincinnati & Indianapolis-Ohio Railway.—Judge Barrett, in the New York Supreme Court, heard argument in the injunction suit of James McHenry against Hugh J. Jewett, President of the New York Lake Erie & Western Railway Company. The plaintiff claimed to be the owner of 11,477 shares of the stock of the Cleveland Columbus Cincinnati Ind., Railway Co., held by Mr. Jewett as collateral security, and asked that the latter be enjoined from voting on them at the coming election in Cleveland. Judge Barrett rendered a decision continuing the temporary injunction against Mr. Jewett's voting those shares, on the ground that he holds them only as collateral security, although they are registered in his name on the books. The Judge says: "It will hardly be contended that a pledgee has a right, without a special contract to that effect, to vote upon the collaterals against the wish of the pledgor. This is substantially this case, for there is no pretense of a direct contract upon the subject of voting, and whatever license the defendant may previously have had is plainly revocable."

-At Columbus, Ohio, Oct. 19, the Jewett party began a suit and procured a temporary injunction to prevent the final consolidation of the Cincinnati Hamilton & Dayton and the Cleveland Columbus Cincinnati & Indianapolis roads under the name of the Ohio Railway Company. The title of the suit in which the Columbus court granted the injunction is "Hugh J. Jewett, as trustee, and others, against the Cleveland Columbus Cincinnati & Indianapolis Railway Company, the Cincinnati Hamilton & Dayton Railroad Company, J. H. Devereux, Geo. H. Russell, F. H. Short and Stevenson Burke." Mr. Jewett is joined by R. Suydam Grant of New York, who sets up that he is the owner of 200 shares of stock, while the Jewett interest is 14,200 shares. One of the main points relied on to prevent a consolidation is the law of 1874, prohibiting the consolidation

of competing lines of railway in Ohio.

-At Cleveland, October 20, in spite of the legal steps taken by the Jewett party, the stockholders of the new Ohio Railway Company met and elected a board of directors in the Vanderbilt interest. The Erie party presented no contesting ticket, and will rely on the courts for the possible overthrow of this election. The restraining order of the Columbus court was served on the Cleveland Columbus Cincinnati & Indianapolis and the Cincinnati Hamilton & Dayton Railroad companies, and on Messrs. J. H. Devereux, George H. Devereux, George H. Russell, F. H. Short and Stevenson Burke, all of whom are directors of the former company except Mr. Short. The Vandard decided to preced with the election of derbilt party, however, decided to proceed with the election of directors of the Ohio Railway, contending that the articles of incorporation having been filed prior to the application for an injunction, the order enjoining the Cleveland Columbus Cincinnati & Indianapolis and the Cincinnati Hamilton & Dayton directors does not concern the Ohio Railway. Mr. W. H. Vanderbilt cast a vote of 75,861 shares, which is more than a majority of the stock which can be voted; the individuals named in the restraining order, including President Devereux, refrained from voting. The total vote cast was 89,615 shares. There was but one ticket voted as follows: Messrs. William H. Vanderbilt, Cornelius Vanderbilt, Augustus Schell, James H. Rutter and A. G. Dulman of New York; William L. Scott of Erie, Pa; J. H. Devereux, Stevenson Burke, T. P. Handy and Amos Townsend of Cleveland; John Newell, M. E. Ingalls and John Carlisle.

Galveston Houston & Henderson.—Arrangements have been made by which the Houston & Texas Central Company last week began to run its trains through to Galveston, using this company's track from Houston, Texas, to Galveston, fifty miles. The International & Great Northern trains were to begin to use the road this week.-Railroad Gazette.

Green Bay & Minnesota.—This road was in the hands of a Receiver, and his report to the Wisconsin Railroad Commissioners is for the year ending June 30. The road was sold under foreclosure in January last, and the purchasers have organized the Green Bay Winona & St. Paul Company, and will issue \$2,000,000 preferred stock, \$8,000,000 common stock, \$1,600,000 first mortgage bonds, and \$3,781,000 income bonds, in exchange for the old securities. The earnings were as follows:

1045.		
Freight	1880-81. \$286 544	1879-80. \$291,633
Pas engers	104 872	86,320
Other	10,471	23,128
Total. Expenses	\$\frac{\$401,883}{287,782}	\$401,082 250,063
Net earnings	\$114,106	\$151.019

Gap Railway Company. The whole line extends from Knox-ville to Lula, on the Atlanta & Charlotte Air Line road. The road is being built by the Richmond & Danville Syndicate, and work is advancing on both the Tennessee and Georgia ends of

Long Island Railroad.—An order was made by Judge Gilbert in the Kings County Supreme Court this week, discharging Austin Corbin from the office of Receiver of the Long Island Railroad Company. The affairs of the company will be managed by its own officers hereafter.

Metropolitan Elevated.—Edward B. Esterbrook has brought a suit against the Metropolitan Elevated Railroad Company, Jay Gould, Russell Sage, Washington E. Conner, Sidney Dillon, Horace Porter, Jose F. Navarro, Robert M. Galloway, et. al., to restrain the defendants from modifying, cancelling or abrogating the tripartite lease agreement made between the Metropolitan, the New York and the Manhattan Railway companies in May, 1879. Judge Barrett granted a temporary injunction, with an order to show cause why it should not be continued. The suit is brought by the plaintiff as stockholder in the Metropolitan Elevated Railroad Company. He asserts in his complaint that the individual defendants, who are directors in the Metropolitan and Manhattan companies and are large owners and holders of the stock of the latter company, have wrongfully and corruptly conspired together and agreed with others to use their powers and authority as directors of the Metropolitan Company in such manner as to benefit the Manhattan Company and chance the value and market price of its stock, by sacrificing the rights and claims of the Metropolitan Company. The motion to continue the injunction was to be heard on the 21st.

-Kiernan's News Agency reports on Friday that Judge Westbrook has just rendered a decision refusing to restore the New York Elevated to the New York Company, stating that grave questions are involved regarding the validity of the lease of York Elevated and Metropolitan companies to the New the Manhattan Company, and intimating that the receivers should test the question. He also granted an order authorizing the Manhattan Receivers to begin suit against the New York Elevated and Metropolitan companies, and to recover from each \$6,500,000 and interest from May, 1879.

Missouri Pacific, etc.—The New York World, which is supposed to have special facilities in getting information concerning the Gould roads, has the following statement of total gross earnings for the current year to October 7 compared with those for the corresponding period last year; the net earnings are not stated. This includes the Missouri Pacific, Missouri Kansas & Texas and Central Branch from January 1, the International & Great Northern from July 1, the Texas & Pacific from September 1 and the St. Louis Iron Mountain & Southern from October 1:

	1881.	1330.	increase.
Freight	\$8,067,087	\$6,386,394	\$1,680,693
Passengers-local		1,139,870	459,435
Passengers-foreign		798,051	Dec. 59,747
Miles		222,641	39,616
Express freight		134,555	40,464
Miscellaneous		134,485	21,692
	The state of the s		
Total	\$10,998,153	\$8.815,999	\$2,182,154

Mutual Union Telegraph Company.—In the controversy between this company and parties connected with the Western Union, a few matters of fact leak out as to the contract for building the Mutual Union. The contract is dated April 14 1881, between the Mutual Union Telegraph Company and John C. Moore & Co. of this city, for the construction and equipment of telegraph lines for the company to the extent of 13,000 miles, the providing of suitable offices, etc. It is specified that the lines shall have an average of four wires of the best quality of extra B. B. galvanized wire, 20 per cent of which shall be of size No. 6 and the remainder of size No. 8, to be in all respects equal to the telegraph lines constructed by the Western Union and the American Union companies. The work is to be finished within twenty-eight months from date. The contractors also assume the expenses of all possible litigation over right of way, etc. They assume the payment of the interest on the company's funded debt (\$300,000 per annum), and advance the moneys for working expenses for three years from the time it opens for business, to be repaid with 6 per cent interest from the first earnings of the company. The consideration paid to the contractors is \$4,500,000 six per cent bonds and \$9,500,000 stock. They agree to give a bond with at least four sureties, to be approved by the company, in the sum of \$500,000. Moore & Co. are allowed by the contract to organize a construction company for the carrying out of the contract.

Nashville Chattanooga & St. Louis.—The following is a statement of receipts and expenses for the three months ending September 30, 1881, compared with same period of last year:

pehremner ou, root, co	mpareu	with same	period of last	y car.
Receipts—	1881.	1880.	Increase.	Decrease.
Passage	3141,754	\$122,790	\$18,964	\$
Freight		349,384		9,078
Mail	10,871	10,400	47i	
Rents and privileges	5,794	5,819		25
\ \ \	8498,726	\$488,394	\$19,332	\$
Operating expenses		290,160		Ψ
Surplus over operat-				
ing expenses	\$195,898	\$198,234	\$	\$
Interest on bonded debt				
and taxes	132,067	116,061		r
Net earnings	\$63,831	\$82,173	\$	\$
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Ohio & Missisippi.—The President, Mr. W. T. McClintock, read to the board of directors at their last meeting an extended

report, covering the period of operations under the receivership. His report states that all the improvements and betterments made by the Receiver, including the difference between the cost of steel rails and the value of iron rails, were charged directly to "operating expenses." The Receiver, acting under the orders of the Court, reduced the floating debt from the sum of \$1,585,236 by the payment of \$1,252,870, leaving on December 31, 1880, a residue unpaid of \$332,365. He has also paid, under like orders of the Court, the coupons on the various bonds, leaving unpaid the amounts stated below.

The following statement will show the gross earnings and net results for the years 1878, 1879, 1880, and eight months of 1881:

			-	
Main line earnings. Expenses	1878. \$2,799,567 1,908,099	1879. $$3,140,124$ $2,084,926$	1880. \$3,933,443 2,694.465	$\begin{array}{c} Jan.\ 1\ to\\ Aug.\ 31, '81.\\ \$2,368,562\\ 1,705,718 \end{array}$
Net	\$891,467	\$1,055,197	\$1,238,978	\$662,844
Springfield Division earnings Expenses	\$337,268 364,188	\$362,115 365,894	\$142,867 425,136	\$281,387 403,239
Net deficiency Net earnings, main	\$26,920	\$3,778	*\$17,731	\$121,852
line and Spring-field division	\$854,547	\$1,051,418	\$1,256,709	\$510,991
Ratio of expenses, per cent	72.44	69.98	71.28	79.58

" Net earnings.

Early in June last a meeting of preferred shareholders in London appointed a committee of five gentlemen to communicate with the Receiver and directors of the company, with the object of obtaining, at the earliest date, the release of the company from the receivership. The claims against the company, which should be met in order to relieve it from embarrassment and allow it to regain possession of its property, are as follows:

AU TOTAL CITIES .		
BOND INTEREST-PAST DUE.		
Coupons on bonds belonging to the First Mort. Sinking Fund	\$48,825	
Four second mortgage coupons	536,480	
Five coupons on Springfield Division bonds, estimated at	351,575	
Total mortgage coupons unpaid	\$936,88 <b>0</b>	
CONTRIBUTIONS TO SINKING FUNDS.		
On second mortgage, including Oct. 1, 1881\$170,000		
On first mortgage, including July 1, 1881 180,000	-\$350,000	
FLOATING DEBT.		
Ten coupons on \$140,000 debenture bonds May 1,		
1877, to November 1, 1881, inclusive		
Due Robert Garrett & Sons, Assignees of Smithers		
& Watson		
Due B. & O. R. R. Co.—special loan		
Other debts probably	-399,000	
(Foto)	088 689 18	

There are beyond these claims certain deposited claims for interest on coupons not paid at maturity—and divers others unsettled—and it was suggested that the round sum of \$2,000,000 should be raised, bearing interest at 5 per cent per annum. If this should be done the bond debt of the company and the annual fixed charges thereon would stand as follows: Total bond debt, \$15,052,000; total of annual interest, \$1,012,670; required for sinking funds, annually, \$6.000.

It is proposed to issue a new consolidated mortgage at 5 per cent. The arrearages due the sinking funds could be paid in these new bonds, as the trustees could so agree to purchase them, and in future it is proposed to issue new bonds of this class to the same amounts that are paid to the sinking funds.

The committee say—in reply to the suggestion that the only way of settling the question as to the cumulative character of the preferred stock, unless amicably adjusted, will be by the decision of the proper court in a proper case to be made—that they look at it in the same way.

The first mortgage sinking fund was not provided for by the terms of the first mortgage deed, executed December 24, 1867, but exists under a separate contract made in 1872, the object being to facilitate the sale of \$3,600,000 of the bonds secured by the first mortgage, which had been reserved at the time of the original issue.

The report says: "It is to be noted that the payment of these annual contributions can not be enforced by proceedings to foreclose the first mortgage, because their payment is not secured by such mortgage; and the non-payment of the \$180,000, constituting the five annual contributions to the fund. now in arrears, forms no part of the barrier in the way of restoring the company's property to the control of the directors; but its payment may be enforced by suit at the pleasure of the trustee.

The second mortgage sinking fund was created by the second mortgage, or deed of trust, executed March 25, 1872, and provides that the trustees are to apply the contributions as received to the purchase of said second mortgage bonds at the market price, and the same are to be immediately canceled and surrendered to the company; but if the market price be above par, the trustees shall not buy at a premium without the consent of the directors or the Executive and Financial Committee of the company; and if such consent be refused, the trustees may invest in other bonds, stocks or securities, at their discretion. This, it is claimed, in case said second mortgage bonds can not be bought at par, will give to the trustees ample power to invest in the new five per cent bonds.

Toledo Delphos & Burlington.—At a meeting of the stockholders held in Columbus, Ohio, articles of consolidation of this company with the Iron Railroad Company were adopted. This gives the Toledo Delphos & Burlington Company a connection with the coal and iron region at Ironton, O., on the

Ohio River.

### The Commercial Times.

#### COMMERCIAL EPITOME.

FRIDAY NIGHT, October 21, 1881.

The progress of trade has been very satisfactory during the past week, and the autumn season is now in full motion. The weather has been rather mild for the season, and there have been excessive rains, followed by injurious floods in the Northwest, but these episodes do not affect the general result. The rivers of the Southwest are again in navigable condition, and this fact has helped to give an impetus to business in that direction. The money market is very easy, domestic politics perfectly quiet, and no obstacles to trade exist, except such as arise from speculative values, based upon injuries to the crops by drought.

The course of the provision market has latterly been downward. Prices have declined rapidly and business has been very moderate, particularly for export. To-day there was a better tone and values showed a partial recovery. Mess pork was sold on the spot at \$18 25; November and December options were nominal at \$17 75@\$18. Bacon has advanced in sympathy with the Western advices; long clear quoted 9½c. and halfand-half 10c. Cutmeats have been dull. Lard sold to-day at 11.80@11.87%c. for prime Western on the spot; November options were sold at 11.77½@11.87½c.; December, 11.87½@12c.; January, 12.05@12.17½c.; seller year, 11.77½@11.87½c.; February, 12.25c.; refined to the Continent, 12.10c. Beef is firm at \$26 50@\$28 50 for extra India mess. Beef hams are quiet at \$20@\$21. Tallow sells moderately at 8@81/4c. Stearine quoted at 121/4@121/2c. Butter has been fairly active and prices remain steady, with fine grades rather scarce. Cheese quiet but steady at 11@1134c. for State factory fair to prime. Pork packing at the West continues to make active progress.

	1830-81.	1879-80.	Decrease.
Porklbs	. 57,575,400	65,438,200	7,862,306
-Baconlbs	. 655,011,897	748,635,233	93,623,336
Lardlbs	. 311.370,936	365,377,720	54,006,784
Totallbs	1.023.958.233	1.179.451.153	155 492 920

Rio coffee has further declined to 10%c. for fair cagoes and there was a rather better trade at the declining prices at one time, but the close is dull and nominal. Mild grades have been dull and for the most part nominal all the week. Rice has sold fairly at steady prices. Foreign fruits have been moderately active and steady. Spices have been dull and depressed. Molasses has been very quiet at the prices of last week. Tea has declined slightly at the auction sales. Raw sugar has been quiet most of the time, though yesterday about 4,000 hhds. of centrifugal were sold at 9c. for 96 degrees test. Prices have remained very firm and it is claimed that refiners are holding smaller stocks than usual, but the close is very quiet.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since October 1	10,659	993	208,509	55
Sales since October 1	20,984	547	382,157	55
Stock October 19, 1881	61,556	7,980	556,453	63
Stock October 20, 1880	67,264	8.852	886.552	7.470

Refined sugar has fluctuated some, but closes firm, with a fair demand at 9%c. for standard soft white "A," 10@10%c. for granulated, and 10¼@10%c. for powdered crushed and cut loaf.

Kentucky tobacco has been quiet; the sales for the week are only 300 hhds., of which 200 for export and 100 for home consumption. Prices, however, have continued to rule firm; lugs being quoted at 6½@7½c., and leaf 8@15c. Seed leaf has been active for New England growth, but others quiet; sales for the week are 3,850 cases, as follows: 2,400 cases, 1880 crop, New England, including Housatonic assorted, 23@25c., and Hartford County wrappers, 22@38c., and Massachusetts, 12½@17c.; 800 cases, 1880 crop, Pennsylvania assorted, 11@18c.; 200 cases, 1880 crop, State, 9½@15c.; 250 cases, 1880 crop, Wisconsin, 4@15c., and 200 cases, 1880 crop, Ohio, 4¼@12c.; also 600 bales Havana, 85c.@\$1 20.

Naval stores have latterly shown a general improvement, in sympathy with the Southern markets; good strained rosin quoted \$2 60 asked. Spirits turpentine is held at 53½c. in yard. Petroleum has been dull, and is almost nominal at 7¾c. for refined in bbls., for export. Crude certificates have been weaker; to-day there were sales at 94@94¾c., closing 94½c. bid. Ingot copper has declined to 18¼c. for Lake. All metals are fairly active. Steel rails for 1882 delivery, \$60; iron rails, \$48@\$50; old do., \$28@\$31. Lead is down to 5c. for western common. Spelter is active at 5½c. Wool has been fairly active at generally active.

ive, at generally steady prices.

Ocean freight room has been very quiet, and rates have shown much weakness and irregularity. The engagements to-day included: Grain to Liverpool, by steam, 2½d.; bacon, 12s. 6d.; cheese, 15s.; flour, 7s. 6d. per ton; cotton 5-32d.@7-32d; grain to London, by steam, quoted 3¼d.; do. to Glasgow, by steam, 3½d.; do. to Bristol, by steam, 3½d.; do. to Havre, by steam, 5c. The charters were: Grain to Cork, for orders, quoted 4s. 4½d.@4s. 6d. per qr.; refined petroleum to Bremen, 3s. 1½d.@3s. 2½d.; crude do. to Marseilles, 3s. 6d.; do. to Blaze, 3s. 5½d.

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#### COTTON.

FRIDAY, P. M., October 21, 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 (Oct. 21), the total receipts have reached 184,531 bales, against 185,056 bales last week, 170,810 bales the previous week and 132,696 bales three weeks since; making the total receipts since the 1st of September, 1881, 962,454 bales, against 1,139,466 bales for the same period of 1880, showing a decrease since September 1, 1881, of 177,012 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,200	4,983	1,424	3,141	2,943	2,835	17,526
Indianola, &c.						738	738
New Orleans	4,857	17,381	3,737	1,098	14,725	7,542	49,390
Mobile	975	2,179	914	1,783	1,400	1,399	1
Florida						306	
Savannah	5,706	6,460	5,317	5,732	4,656	5,526	33,397
Brunsw'k, &c.						464	
Charleston	5,096	5,531	4,336	4,951	4,190	3,927	28,031
Pt. Royal, &c.						139	
Wilmington	677	77	1,587	906	704	1,106	
Moreh'd C.,&c						971	971
Norfolk	5,017	5,447	2,602	4,103	3,915	4.888	
City Point, &c.						4,661	4,661
New York	119	65	31	132	56	184	587
Boston	1,067	705	1,338	1,301	1,063		6,276
Baltimore	328	286			42	132	788
Philadelp'a, &c.	102	201	475	105	170	540	1,593
Totals this week	26,144	43,315	21,811	23,252	33.864	36.145	184.531

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1881, and the stocks to-night and the same items for the corresponding periods of last year.

Receipts to	18	881.	18	880.	Sie	ock.
October 21.	This Week.	Since Sep. 1, 1881.	This Weck.	Since Sep. 1, 1880.	1881.	1880.
Galveston		126,880	22,447	129,465	66,941	48,947
Indianola, &c		5,430	707	4,759		290
New Orleans	49,390	232,536	50,453	198 010	173,307	134,598
Mobile	8,641	55,398	17,784			
Florida	306	1,083	677	1	1	9
Savannah	33,397	202,740	52,085	259,894	73.852	106,272
Brunswick, &c.	464	3,334	151	2,794		,_,_
Charleston	28,031	129,432	33,817	194,911		94,620
Port Royal, &c.	139	10,289			~ ,	,
Wilmington	5,051	28,150				12,374
M'head City,&c	971	- 2,027			, , , , ,	,-,-
Norfolk	25,972	119,785				47,929
City Point, &c.	4,661	11,877		41,564		21,0,20
New York	587	5,344	,		103,150	63,671
Boston	6,276	17,306		17,620		
Baltimore	788	C,769	1,201	4,950	,	13,148
Philadelphia, &c.	1,593	4.071	2,321	9,857	8,208	9,433
Total	184,531	962,454	236,341	1,139,466	574,320	553.021

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.	18,264	23,154	23,709	25,718	20.180	19,027
New Orleans.	,	50,453	58,435	13,985	38,523	
Mobile	8,641	17,784	14,362	7,661	14,067	
Savannah	33,397	52,085	39,915	37,965	28,132	20,896
Charl'st'n, &c		36,279	27,462	26,250	23,347	
Wilm'gt'n, &e		7,441	8,546	7,403	7,148	7,490
Norfolk, &c	30,633	38,596	31,492	31,780	24,495	31,104
All others	10,214	10,549	10,540	11,474	1,717	7,312
Tot.this w'k.	184,031	236,341	214,461	162,236	157,609	174,617
Since Sept. 1.	962,454	1.139.466	976.522	848.075	555 038	807 616

Galveston includes Indianola; Charleston includes Port Royal, &c. : Wilmirgton includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 79,737 bales, of which 63,971 were to Great Britain, 6,607 to France and 9,159 to rest of the Continent, while the stocks as made up this evening are now 574,320 bales. Below are the exports for the week and since September 1, 1881.

Exports	We	ek Endi Export	ng Oct. ed to—	21.	From Sept. 1, 1881, to Oct. 21, 1881. Exported to—				
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total	
Galveston	14,194	1,030	۵	15,224	39,887	2,073	4,982	46,314	
New Orleans	15,199	4,843	5,304	25,346	77,801	27,872	8,820	114,493	
Mobile					3,660			3,669	
Florida									
Savannah					42,483	4,65	18,448	65,581	
Charleston *	8,721			8,721	31,7-6	5,326		37,012	
Wilmington	1,900			1,900	6,336		1,424	7,760	
Norfolk	5,360		908	6,208	39,463	:	5,333	44,798	
New York	6,256	731	1,589	8,579	61,912	8,071	13,298	83,309	
Boston	4,526			4,526	13,916		1	13,917	
Baltimore	6,815		1,308	8,123	18,217		6,777	24,994	
Philadelp'a,&c	1,000	-	50	1,050	5,848		50	5,898	
Total	63,971	6,607	9,159	79,737	341,339	47,894	58,53!	447,764	
Total 1880	74.259	10,403	22 909	107 571	415 '01	74.99	77 071	587.687	

\*Includes exports from Port Royal, &c

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.

	On	Shipbou	rd, not c	leared-f	or	T	
Ост. 21, ат—	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.	
New Orleans Mobile Charleston Bavannah Galveston New York Other ports	20,527 2,800 4,750 3,700 9,271 1,800 6,500	14,559 None. 500 2,500 None. None. None.	12,953 900 14,717 11,000 4,343 750 800	3,727 None. 500 5,100 841 None. 4,200	51,776 3,700 20,467 22,300 14,455 2,550 11,500	121,541 17,826 49,680 51,552 52,486 100,600 53,897	
Total	49,348	17,559	45,463	14,368	126,738	447,582	

The speculation in cotton for future delivery has been without much activity the past week, the course of prices quite variable, and the tone of the market feverish and unsettled. On Saturday and Monday the opening was firmer, and the close easier. On Tuesday morning the lowest figures of the week were made, but the close for that day was at a slight improvement on Monday's latest bids. During Wednesday and Thursday prices were advancing. The receipts at the ports and at the principal interior towns of the South were not only smaller than for the corresponding dates of last year, but fell below last week; and Liverpool was dearer. There was a considerable demand to cover contracts. The bulls asserted that much of the new crop, while grading high, is deficient in length and strength of "staple" or fibre, and that consequently its better quality is more apparent than real. Still, there was very little buying for the rise, and the close on Thursday evening was at prices considerably below the best figures of the morning. To-day the market was variable, closing, however, firmer. Cotton on the spot has been more active. Shippers and spinners have both purchased fairly, and there was some speculation. Quotations were reduced 1-16c. on Monday. To-day the market was quiet. and prices were unchanged, middling uplands closing at 11%c.

The total sales for forward delivery for the week are 615,800 ales. For immediate delivery the total sales foot up this week 10.437 bales, including 3,554 for export, 3,886 for consumption, 2,997 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.

Oat 15 to	· <b>U</b> I	PLANI	08.	NEW	ORLE	CANS.	1 7	TEXA8	<u> </u>
Oct. 15 to Oct. 21.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. P to	81116	858	858	81516	878	878	81516	878	878
Strict Ord	$9^{1}_{4}$	9316	9316	912	9716	9716	912	9716	9716
Good Ord	10116	10	10	10518	104	1014	10516	104	1014
Str. G'd Ord	$109_{16}$	$10^{1}_{2}$	$10^{1}_{2}$		1034	1034	101318	1034	1034
Low Midd'g Str.L'w Mid	1178	11116	11116	1138	11516	11516	1138	11516	11516
Str.L'W Mid	1138	11516	115:6	1158	11916	11916	1158	11918	11916
Middling	11916	1112	1112	111316	1134	1134	111316	1134	1134
Good Mid.	111316	1104	1134	12116	12	12	12116	12	12
Str. G'd Mid	12116	12	12	12516	1214	124	12516	1214	124
Midd'g Fair Fair	12016	$12^{1}_{2}$	$12^{1}_{2}$	121316	1234	1234	121316	1234	1234
Fair	13016	1314	134	13916	1342	$13^{1}_{2}$	13916	132	1312
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.智力	858	858	§5 <sub>8</sub>	878	878	878	87g	878	878
Strict Ord	$93_{16}$	9316	9316	9716	9716	9716	9716	9718	9716
Good Ord	10	10	10	104	104	1014	1014	1014	1014
Str. G'd Ord	1012	1012	1012	1034	1034	1034	1034	1031	1034
Low Midd'g	11116	11116	11116	11516	11516	11516	11516	11510	11516
Str. L'w Mid	11516	11516	11518	11916	11916	11916	11916	11918	11916
Middling	1112	1142	1112	1134	1134	1131	1134	1134	1134
Good Mid		1134	1134	12	12	12	12	12	12
Str. G'd Mid		12	12		124	124	124	124	124
Midd'g Fair	1212		1212	1234	12%		1234		1234
Fair	134	1314	134	1342	1312	1342	1312	$13^{1}_{2}$	$13^{1}_{2}$
STAINED.				Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordina	79 Th	85.0	814	84	814	814	01.		
Strict Good (	. w w.	9516	914	914	914	94	$9^{1}_{4}$		
Low Middlin	Strict Good OrdinaryLow Middling					91516	91516	91516	91516
Middling				$\frac{10}{11^{18}}$	$\frac{9^{15}_{16}}{111_{16}}$	11:16	11116	11116	11116

#### MARKET AND SALES.

. 1		SALE	S OF S	FUTURES.				
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- eries.
Mon . Tues . Wed . Thurs	Quiet	330	695 1,027 944 371	910 857		1,357 3,151 781	111,000 124,700	$300 \\ 300 \\ 400 \\ 400$
Total		3,554	3,986	2,997		10,437	615,800	1.700

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.

Sales since Sept. 1, '81 *6,158,900	Total sales this week	Friday, Oct. 21— Sales, total Prices paid (range). Closing	Thursday, Oct. 20— Sales, total	Wednesday, Oct. 19—Sales, total Prices paid (range). Closing	Tuesday, Oct. 18— Sales, total Prices paid (range). Closing	Monday, Oct. 17— Sales, total Prices paid (range). Closing	Saturday, Oct. 15— Variable Sales, total	FUTURES.	Market, Prices and
*6,158,900	615,800	Variable. 110,200 11.40@12.60 Firmer.	Firmer. 900 5.800 13.800 14,700 26,400 5,400 11.40@11.46.11.40@11.49.11.58@11.65.11.76@11.84.11.92@12.00 12.07@12.15.12.20@12.28. Weak. 11.40—11.41.11.42—11.43.11.58—11.59.11.77—— 11.94—— 12.08—12.09.12.21—12.22	Firmer. 1,300 5.900 10,700 35,400 11,300 16,700 2,800 3,700 1.00 200 11.37 $\alpha$ 12.60 11.37 $\alpha$ 11.41 11.57 $\alpha$ 11.44 11.53 $\alpha$ 11.58 11.70 $\alpha$ 11.75 11.87 $\alpha$ 11.92 12.02 $\alpha$ 12.07 12.15 $\alpha$ 12.19 12.27 $\alpha$ 12.31 12.37 $\alpha$ 12.40 12.50 $\alpha$ 12.51 12.52 $\alpha$ 12.51 12.52 $\alpha$ 12.53 12.52 $\alpha$ 12.53 12.52 $\alpha$ 12.53 12.52 $\alpha$ 12.53	Variable. 124,700 11 28 @ 12:34 Firmer.	Variable. 2,000 5,100 13,700 51,000 12,200 17,300 6,100 11.25@12.50 11.25@11.32 11.32@11.44 11.44@11.57 11.61@11.75 11.75@11.89 11.90@12.05 12.00@12.17 Easier. 11.32—11.33 11.35—11.36 11.47— — 11.66— — 11.80—11.81 11.96— — 12.10— —		Total Sales.	Market,
412,300	7,200	1,800 11:40@11:46 11:41—11:42	900 11:40@11:46 11:40—11:41	1,300 11:37@11:41 11:39—11:40	$\begin{array}{c} 200 \\ - & 211:30 \\ 11:34-11:36 \end{array}$	2,000 11·25@11·32 11·32—11·33	1,000 11.32@11.36 11.30- 11.32	October.	
505,300	42,600	7,300 11.41 æ11.48 11.43—11.44	5,800 11:40@11:49 11:42—11:43	5.900 11.37@11.44 11.41—	11,300 11.28@11.87 11.36—11.37	5,100 11·32@11·44 J1·35—11·36	$7.200$ $11.40\bar{a}11.46$ $11.40-11.41$	November.	. [
1,037.100	82,300	16.200 11.55@11.65 11.58—11.59	13,800 11.58@11.65 11.58—11.59	10,700 11:53 <i>@</i> 11:58 11:56—11:57	17,000 11:39@11:51 11:48—11:49	13,700 11.44@11.57 11.47——	10,900 11:53 <i>@</i> 11:60 11:52—11:53	December.	DAILY
2,405,800	249,600	51,000 11.74.@11.83 11.77—11.78	42.600 11.76@11.84 11.77—	35,400 11:70@11:77 11:75—11:76	44.100 11.56@11.70 11.67—11.68	51,000 11.61 a 11.75	25.500 11.71@11.79 11.71—	January.	LY PRICES ANI
482,400	69,000	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$14,700 \\ 11.92 @ 12.00 \\ 11.94$	11,300 11.87@11.92 11.90—11.91	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$12,200 \\ 11.75 \bar{a}11.89 \\ 11.80-11.81$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	February	AND SALES
578,500	112,200	14,000 12.04@12.14 12.09—12.10 12.09—12.10	26,400 12:07@12:15 12:08—12:09	16,700 12:02@12:07 12:06— —	25,600 11.87@11.98 11.97—11.98	17,300 11.90@12.05 11.96—	12.200 12.00@12.09 12.00—12.01	March.	OF
198,400	27,400	4,200 12·17@12·27 12·22—12·23	5,400 19:20@12:28 12:21—12:22	2,800 12·15@12·19 12·19—12·20	5,800 11.99@12.11 12.10—12.11	6,100 12:00@12:17 12:10—	3,100 12·13· <b>@</b> 12·20 12·13—12·14	April.	FUTURES FOR
156.000	18,500	$\begin{array}{c} 2,900 \\ 12\cdot29\pi12\cdot38 \\ 12\cdot34-12\cdot36 \\ 12\cdot34-12\cdot36 \\ \end{array}$	1,700 12.32@12.40 12.32—12.33 12.44—12.45 12.55—12.57	3,700 12:27@12:31 12:30—12:31	6,200 12·10@12·20 12·21—12·22	2,000 12·16æ12·29 12·21—12·22	2,000 12·30 <i>@</i> 12·31 12·24—12·25	Мау.	EACH MO
58,800	5,700		600 12:44 <i>-</i> 012:50 12:44-12:45	1,100 12:37@12:40 12:42—12:43	600 12·27@12·34 12·32—12·33	$1,200$ $12.26\bar{x}12.39$ $12.32-12.33$	1,000 12:35@12:43 12:35—12:36	June.	MOVTH.
9,200	1,000	100 12:60 <i>®</i> — 12:57—12:59		200 12:50@12:53 12:52—12:54	- 0 - 12·42-12·44	$\begin{array}{c} 2,000 \\ 12\cdot16\varpi12\cdot29 \\ 12\cdot26\varpi12\cdot39 \\ 12\cdot21-12\cdot22 \\ 12\cdot32-12\cdot33 \\ 12\cdot42-12\cdot49 \end{array}$	1,000 12·35@12·43 12·41@12·48 12·35—12·36 12·45—12·47	July.	
1,100	300	1 9:	19:	100 - @12.60	1   0:	12:50@	   <b>:</b>	August.	

\* Includes sales in September, 1881, for September, 314,000. Transferable Orders—Saturday, 11.35; Monday, 11.35; Tuesday, 11.35; Wednesday, 11.40; Thursday, 11.45; Friday, 11.45. Short Notices for October—Tuesday, 11.21.

The following exchanges have been made during the week:

\*20 pd. to exch. 100 Dec. for Jan. | 36 pd. to exch. 100 Mar. for June. 54 pd. to exch. 200 Jan. for May. | 19 pd. to exch. 100 Dec. for Jan. | 18 pd. to exch. 300 Dec. for Jan. |

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Oct. 21), we add the item of exports from the United States, including in it the exports of Friday only:

Stock at Liverpoolbales.	1881. 514.000 43,400	1980. 368,000 42,300	1879. 226,000 59,387	1878. 306,000 33,500
Total Great Britain stock. Stock at Havrebales.		410,300 55,700	285,387 89,530	339,500 121,250 1.750

•	1881	. 1880	. 1879	. 1878
Stock at Barcelonabales.	45,200			
Stock at Hamburg	17,000		- 0.0 -0	
Stock at Bremen	40,700			
Stock at Amsterdam	18,100		21,522	
Stock at Rotterdam	2,150			
Stock at Antwerp	2,300		,	0.080
Stock at other conti'ntal ports.	19,500	13,800		0.200
BUOCH AT OTHER COURT HEAT POTES.	10,000		0,783	9,730
Total continental ports	290,250	154,351	154,410	213,500
Total European stocks	875,650	564,651	120 502	======
India cotton affoat for Europe.	199,000		439,797	
Amer'n cotton affoat for Eur'pe	266,000			102,000
Amer'll cotton anoat for Eur pe	15,000		305,412	205,000
Egypt, Brazil, &c., afit for E'r'pe			38,936	17,000
Stock in United States ports	574,320		447.250	416,540
Stock in U. S. interior ports	196,095		95,993	97,887
United States exports to-day	17,900	11,000	7,000	21,000
Total visible supply	2,143,965	1,719,600	1,421,702	1,412,427
Of the above, the totals of Amer	ican and o	ther descri	ptions are	as follows:
American—				
Liverpool stock	415,000		87,000	148.000
Continental stocks	140,000	65,000	60,000	166,000
American afloat for Europe	266,000	354,000	305,412	205,000
Inited States stock	574,320	553,184	447,250	416,540
Inited States interior stocks	196,095	152,765	95,993	97,887
Inited States exports to-day	17,900	11,000	7,000	21,000
Total American1	600 215	1 261 040	1 000 055	1.054.40-
	.,000,510	1,361,949	1,002,655	1,054,427
East Indian, Brazil, &c.—	107 000	140,000	100 000	
	127,000	142,000	139,000	158,000
London stock	43,400	42,300	59,387	33.500
Continental stocks	150,250	89,351	94,410	47,500
India affoat for Europe	199,000		87,314	102,000
Egypt, Brazil, &c., afloat	15,000	22,000	38,936	17,000
Total East India, &c	534.650	357,651	419,047	250,000
Total American1	,609,315	1,361,949	1,002,655	358,000 1,054,427
Total visible supply2				

The imports into Continental ports this week have been 67,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 424,365 bales as compared with the same date of 1880, an increase of 722,263 bales as compared with the corresponding date of 1879 and an increase of 731,538 bales as compared with 1878.

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

	Week en	ding Oct	21, '81.	Week en	nding Oct	22, '80.
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga	2,010	597	14,676	12,130	10,281	11,486
Columbus, Ga	5.173	2,185	13,098	5.403	4,240	10,953
Macon, Ga	1.324	3,573	7,257	3,893	3.302	5,814
Montgom'ry, Ala.	5,399	4,140	9,023	5,908	4,219	10,912
Selma, Ala	3,770	2,450	6,805	5.200	3,950	8,000
Memphis, Tenn	16,954	10,515	41,143	22,893	14,495	32,806
Nashville, Tenn.	2,329	694	7,169	4,193	1,284	6.189
Dallas, Texas	1,339	782	5,701	3,329	3,955	2,063
Jefferson, Tex	320	280	716	1,226	487	1,439
Shreveport, La Vicksburg, Miss.	3,116	2,486	7,654	3,719	2,005	5,000
Columbus Miss.	4,374	4,161	6,509	4,027	3,298	3,430
Columbus, Miss	1,069	360	3,129	1,073	1,008	1,348
Eufaula, Ala Griffin, Ga	2,209	2,127	2,132	3,103	2,307	2,678
Atlanta, Ga	1,969 $8,256$	1,420	4,132	2,776	1,792	2,966
Rome, Ga	3.353	6,222	14,377	11,231	7,775	12,688
Charlotte, N. C.	837	5,550 987	6,731	5,816	4,398	10,129
St. Louis, Mo	17,791	8,450	500	3,620	3,407	1,963
Cincinnati, O	10,251	10,641	39,866	15,051	11,881	19,554
	10,201	10,011	5,417	5,961	5,568	3,317
Total, old ports	94,946	67,910	196,095	120,552	89,682	152,765
Newberry, 8 C.	1,102	1,008	558	1,238	1,159	225
Raleigh, N. C	2,504	2,500	1,547	3,242	4,500	1,690
l'etersburg, Va	1,993	1,777	1,700	2.122	2,123	332
Louisville, Ky		460	1,907	780	441	2,561
Little Rock, Ark.	1,424	851	1.963	2,267	2,543	454
Brenham, Tex	1,100	1,407	2,174	1,452	1,223	1,659
Houston, Tex	22,203	17,790	22,841	23,392	21,495	20,106
Total, new ports	31,081	25,793	32,690	34,493	33,494	27,027
Total, all	125,927	93,703	228,785	135,045	123,166	179,792

The above totals show that the old interior stocks have increased during the week 26,936 bales, and are to-night 43,330 bales more than at the same period last year. The receipts at the same towns have been 25,706 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, 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.
	T TPO THE	THANTAILUNG.

Week	Receipts at the Ports.			Stock at Interior Ports			Rec'pts from Plant'ns.		
ending-	1879.	1880.	1881.	1879.	1880.	1881.	1879.	1880.	1831.
Aug. 5	3,915		17,818	13,049	41,507	36,826	3,028	858	13,718
" 12	3,463	-,	13,062	11,477	35,473	43,365	1,890	2,657	19,601
" 19	4,843	-,	,	7.463	29,864	39,744	829	2,787	16,91
26	4,875		,-,-	2 50000	27,762	33,753	4,713	19,021	29,087
Sept. 2	13,920	42,083	-,	9,598	21,770	35,692	18,217	36,090	
9	30,051	,			25,550	42,933	35,019	64,897	78,103
" 16		162,695		23,896	38,094	59,135	82,266	115,239	108,164
.20	127,729			40,774	61,009	87,191	144,607	159,328	138,499
	162,303			52.207	78,735	105,334	173,736	189,947	150,839
	169,408			68,913					198,449
	181,714			81,227	121,893	169,159	191,028	229,176	221,212
21	214,461	236 311	184,531	95,993	152.765	196,095	220.227	217.211	211.467

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1881 were 1,123,014 bales; in 1880 were 1,267,288 bales; in 1879 were 1,065,214 bales.

2. That, although the receipts at the out-ports the past week were 184,531 bales, the actual movement from plantations was 211,467 bales, the balance going to increase the stocks at the interior ports. Last year the receipts from the plantations for the same week were 267,211 bales and for 1879 they were 229,227 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been a continued favorable condition of the weather throughout the greater portion of the South during the past week. Picking has made very satisfactory progress, and is reported from some sections of the Southwest to be nearly finished.

Galveston, Texas.—It has been showery on four days of the

past week, the rainfall reaching eighty hundredths of an inch. Crop prospects show no material change. Average thermometer

77, highest 85 and lowest 62.

Indianola, Texas.—We have had showers on four days of the past week, with a rainfall of thirty-five hundredths of an inch. Picking is progressing finely. The thermometer has ranged from 64 to 87, averaging 77.

Corsicana, Texas.—It has been showery on two days during the past week, the rainfall reaching sixteen hundredths of an inch. Picking is making good progress and it is claimed will soon be finished. The thermometer has averaged 72, ranging from 56 to 88.

Dallas, Texas.—We have had showers on two days of the past week, with a rainfall of fifty hundredths of an inch. Picking progresses well, and is now drawing to a close. There is a largely-increased planting of small grains reported. Average thermometer 72, highest 88, lowest 56.

Brenham, Texas.—It has been showery on two days during the past week, the rainfall reaching fifty hundredths of an inch. Picking is progressing finely. Crop prospects are unchanged. The thermometer has ranged from 62 to 86, averaging 75.

New Orleans, Louisiana.—We have had no rain during the past week. The thermometer has averaged 75.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—We have had rain on one day during the past week.

Columbus, Mississippi.—It has rained steadily on one day of the past week, and the balance of the week has been pleasant. The rainfall reached one inch and fifty hundredths. The thermometer has ranged from 58 to 84, averaging 76.

Little Rock, Arkansas.—Monday and Tuesday of the past week were cloudy, with rain on Monday. The remainder of the week has been clear and cool. The rainfall reached fourteen hundredths of an inch. The thermometer has ranged from 47 to 88, averaging 67.

Nashville, Tennessee.—It has rained on two days during the past week, the rainfall reaching sixty-two hundredths of an inch. The thermometer has averaged 68, the highest being 86, and the lowest 44.

Mobile, Alabama.—It has been showery on one day during the past week, and the remainder of the week has been pleasant. The rainfall reached thirty-three hundredths of an inch. Good progress is being made in picking. ranged from 61 to 87, averaging 74.

Montgomery, Alabama.—The weather has been warm and dry during the past week. Picking is making very satisfactory progress; so far this season we have had the best picking weather for many years. Average thermometer 76, highest 87 and lowest 64.

Selma, Alabama.—We have had no rain during the past week. The days have been warm, but the nights have been cold. Average thermometer 72, highest 85, lowest 66.

Madison, Florida.—Telegram not received. Macon, Georgia.—It has rained on one day during the past week. The thermometer has ranged from 58 to 85, averaging 73. Columbus, Georgia.—We have had rain (very slightly) on one day of the past week. The thermometer has averaged 80,

the highest being 88 and the lowest 68. Savannah, Georgia.—It has rained on three days of the past

week, and the rest of the week has been pleasant. The rainfall reached one inch and sixty-three hundredths. The thermometer has averaged 72, the highest being 84 and the lowest 59.

Augusta, Georgia.—The early part of the past week we had showers on three days, but the latter portion has been clear and pleasant. The rainfall reached eighty-eight hundredths of an inch. Crop accounts from this section are very conflicting. Some points report a decided improvement in the top crop, and predict a much better yield than was expected, with late cotton

doing well, while from other points the information received is quite the reverse. The reported general appearance of worms and the falling off in receipts thus far tend to strengthen the latter. However, we think that without the aid of further developments no definite estimate of the coming crop can be given. Picking is making good progress, and the planters are marketing their crop freely. The thermometer has averaged 72, ranging from 57 to 88.

72, ranging from 57 to 88.

Atlanta, Georgia.—It has rained on one day of the past week, the rainfall reaching fifty-eight hundredths of an inch. The weather has been very favorable for all farm operations.

The thermometer has ranged from 62 to 84, averaging 72.

The thermometer has ranged from 62 to 84, averaging 72.

Charleston, South Carolina.—We have had rain on two days during the past week with a rainfall of thirty-one hundredths of an inch. Average thermometer 65, highest 82 and lowest 58.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 20, 1881, and October 21, 1880.

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.

COTTON CROP OF 1880-81—APPORTIONED TO EACH STATE.—In our editorial columns we give an article showing the production of each State last year, in response to numerous inquiries received. We also give some deductions from the Agricultural Department reports for this year in the same place.

TENNESSEE COTTON CROP.—We notice the following going the rounds of the press credited to the Chattanooga *Times* of the 11th inst., and taken by some as a sample of what the Tennessee crop is to be:

"Cotton picking in this county is progressing rapidly and the entire crop will be in within two weeks. The entire crop is now ready for picking. The crop has resulted far better than was anticipated. The total product in this county will be fully 60 per cent larger than last year; the yield per acre will be two-thirds as good, and the quality is better."

One is, of course, glad to know that Chattanooga (Hamilton County) is doing so well; but as the total crop of the county in 1880 according to the census report, was only 143 bales, it will readily be seen that the item is of no importance as an indication of the total crop of Tennessee.

AGRICULTURAL DEPARTMENT'S REPORT.—In our editorial columns we give some deductions from the Agricultural Department's reports for all of this year. Below will be found the full text of the report for Oct. 1. The returns give a condition of only 68, being a decline of 4 per cent since the returns of Sept. 1. Compared with the returns received at the same time last year, there is a decrease of 15 per cent. The following is a summary of the reports by States and the number of counties that reported in each State:

North Carolina, 45 counties reporting, gives an average of 69. South Carolina, 18 counties reporting, average 63. Georgia, 62 counties, average 73. Florida, 15 counties, average 82. Alabama, 31 counties, average 75. Mississippi, 38 counties reporting, average 68. Louisiana, 14 counties, average 75. Texas, 62 counties, average 60. Arkansas, 34 counties, average 50. Tennesseee, 25 counties, average 58.

The weather is generally reported as favorable, although in some sections the drouth is still mentioned as prevailing. In almost all sections the failure of the top crop, together with

much shedding of the bolls, is reported.

JUTE BAGS, BAGGING, &c.-There has been a fair amount of business in bagging, and parcels are moving steadily. The demand continues to be for small lots, but in the aggregate a considerable amount of stock has been placed. Prices are steady, and holders are quoting 9½c. for 1½ lbs., 10½c. for 2 lbs. and 11½c. for standard grades. Jute butts continue to rule quiet, and we do not hear of any important transactions. A moderate inquiry is reported for small parcels, and quotations are as last reported. Holders do not press goods, and for the lots moving 2¾@2½c. for paper quality, and 3@3½c. for bagging grades, are the closing quotations.

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, 1881, has been as follows:

Monthly		Year Beginning September 1.								
Receipts.	1881.	1880.	1879.	1878.	1877.	1876.				
Sept'mb'r	422,057	458,478	333,643	288,848	95,272	236,868				
Perc'tage	Sept. 30	07:80	06.67	06.49	02·19	05.87				

This statement shows that up to Sept. 30 the receipts at the ports this year were 36,421 bales less than in 1880 and 88,414 bales more than at the same time in 1878-79. The receipts since September 1, 1881, and for the corresponding periods of the five previous years have been as follows:

	1881.	1880.	1879.	1878.	1877.	1876.
Tot.Sep30	422,057	458,478	333,643	238,848	95,272	236,868
Oct. 1	19.012	35,186	20,785	23,599	13,941	8.
" 2	S.	31,901	21,495	23,283	9,741	30,714
" 3	36,637	s.	35,016	17,537	12,179	15,621
" 4	27,147	39,051	25,784	24,181	10,720	19,854
" 5	25,535	33,555	s.	22,862	12,903	19,197
" 6	23,398	25,374	37,355	s.	10,210	22,115
" 7	39,081	25,164	25,809	25,800	s.	19,247
" 8	33,710	44,049	21,335	24,369	18,609	s.
" 9	s.	30,586	23,504	24,966	21,523	32,049
" 10	42,489	s.	35,621	22,539	19,304	24,533
" 11	24,839	33,937	21,819	27,622	18,399	20,722
" 12	26,969	37,697	s.	25,343	21,302	18,950
" 13	26,244	34,515	41,177	S.	14,873	20,348
" 14	30,805	33,776	27,876	26,402	s.	19,812
" 15	26,144	39,856	26,622	29,014	35,142	8.
" 16	s.	44,637	23,825	27,764	21,081	38,513
" 17	43,315	s.	40,395	20,549	20,815	21,034
" 18	21,811	38,729	34,763	31,161	21,359	27,821
" 19	23,252	37,058	s.	22,510	23,632	24,796
" 20	33,864	35,650	43,101	s.	21,673	21,843
" 21	36,145		32,554	31,631	S.	26,617
Total	962,454	1,091,100	872,479	742,983	422,680	660,654
Percentage					00 50	13 10 00
port rac'n	ots Oct. 21	18.57	17:44	16.70	09.73	16.36

This statement shows that the receipts since Sept. 1 up to to-night are now 128,646 bales less than they were to the same day of the month in 1880 and 89,975 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 October 21 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 Oct. 20.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Shipments this week.			Shipm	ents since	Receipts.			
Year	Great Brit'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.
1881 1880 1879 1878	1,000	1,000	1,000	359.000 251.000	548,000 494,000 350,000 388,000	853,000 601,000	6,000 5,000	

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 4,000 bales, and an increase in shipments of 4,000 bales, and the shipments since January 1 show an increase of 9,000 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.	Shipments since January 1.			
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.	
1881 1880 1879	2,000 1,000 2,000	3,000 1,000 1,000 3,000	5,000 2,000 1,000 5,000	192,000 205,000 202,000 130,000	76,000 82,000 108,000 63,000	268,000 287,000 310,000 193,000	

The above totals for this week show that the movement from the ports other than Bombay is 3,000 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.

	18	381.	18	380.	1879.		
Shipments to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
BombayAll other p'rts.	5,000 5,000		1,000 2,000		1,000 1,000	601,000 310,000	
Total	10,000	1,130,000	3,000	1,140,000	2,000	911,000	

This last statement affords a very interesting comparison of the total movement for the week ending Oct. 20, and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Oct. 20.	1881.		18	80.	1979.		
Receipts (cantars*)— This week Since Sept. 1		150,000 322,550		00,000 55,500	180,000 550,000		
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	4,500 935		7,500 1,109		11,000 4,415		
Total Europe	5,435	14,290	8,609	15,110	15,415	39,816	

<sup>\*</sup> A cantar is 98 lbs.

This statement shows that the receipts for the week ending Oct. 20 were 150,000 cantars and the shipments to all Europe were 5,435 bales.

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

		1881.						1880.							
	32s Cop. Twist.		8 <sup>1</sup> 4 lbs. Shirtings.		Cott'n Mid. Up ds	32s Cop. Iwist.		84 lbs. Shirtings.			Cott'n Mid. Uplds				
Aug19 " 26 Sept. 2 " 9 " 16 " 23 " 30	d. 9 <sup>1</sup> 8 @ 8 <sup>7</sup> 8 @ 8 <sup>7</sup> 8 @ 8 <sup>7</sup> 8 @ 9 @ 9 <sup>1</sup> 8 @	30000000000000000000000000000000000000	6666666	5 l <sub>2</sub> 5 l <sub>2</sub> 5 l <sub>2</sub> 6	@7 @7 @8 @8	d. 0 81 <sub>2</sub> 81 <sub>2</sub> 81 <sub>2</sub> 81 <sub>2</sub> 0	$ \begin{array}{c} 6^{15}_{16} \\ 7^{1}_{4} \\ 7^{3}_{16} \\ 7^{1}_{4} \\ 7^{7}_{16} \end{array} $	9 <sup>1</sup> 8 9 <sup>1</sup> 8 9 <sup>1</sup> 8 9 <sup>1</sup> 8 9 <sup>1</sup> 4	000000	978	66666	99999	8. 207 07 07 07 07 07	d. 999999999999999999999999999999999999	d. 71 <sub>16</sub> 73 <sub>16</sub> 7 7 71 <sub>16</sub> 73 <sub>16</sub> 73 <sub>16</sub> 71 <sub>16</sub> 613 <sub>16</sub>
Oct. 7 " 14 " 21	9 @ 9 @	934 95 <sub>9</sub> 91 <sub>2</sub>	6	6	@8 @8 @9	0 0	$egin{array}{c c} 67_8 \ 67_{16} \ 63_8 \end{array}$	918	<b>7</b>	934978	$\frac{6}{6}$	789	@7 @7 @8	890	611 <sub>16</sub> 63 <sub>4</sub> 68 <sub>4</sub>

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 91,102 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:	-
Tot	al bales.
NEW YORK-To Liverpool, per steamers Abyssinia, 1,180	
Bolding, 26 City of Regio 1 788 City of Proceeds	
009Spain, 1.324Thales, 1.129	6,056
To Hull, per steamer Lepanto, 200	200
To Havre, per steamer Pereire, 734	73.4
To Bremen, per steamer Mosel, 1,489.	1,489
To Hamburg, per steamer Herder, 100.	100
MEW ORLEANS—To Liverpool, per steamers Andean, 4,107	
Mediator, 4,680Regent, 7,743 To Havre, per steamers Gladiolus, 5,712Lancaster, 5,545	16,530
To Bremen, per steamer Butoshire, 2,700.	11,257
CHARLESTON—To Havre, per steamer North Durham, 5,226	2,700
Upland	5 000
SAVANNAH-To Liverpool, per steamers Alverton, 3.990 Upland	5,226
Bessarabia, 4:409 Upland Puerto Regueno 6:087	
Upland. To Bromen, per steamer Marion, 5,672 Upland.	14,486
To Bremen, per steamer Marion, 5.672 Upland	5.672
10 10 vai, per steamers Nio. 4.030 Upland Scio. 4.450	0,012
CDIMINI	8,480
TEXAS—To Liverpool, per steamer Cyanus, 4.549	4.549
10 Havre, per bark Cartez, 1.045	1.045
WILMINGTON—To Liverpool, per brig Speranza, 978	978
To Bremen, per bark Fruen. 1.424	1,424
MORFOLK—To Liverpool, per steamer Beaconsfield, 4,906	4,906
BALTIMORE—To Bremen, per steamer Strassburg, 1,278.  BOSTON—To Liverpool, per steamers Bavarian, 1,055Pales-	1,278
bourds—10 Liverpool, per steamers Bavarian, 1,055Pales-	
tine, 1,208 Samaria, 168.	2,431
40 Cu. Outur. II. D., VIII. INCIDIUM. N. M. DOP GIARMAN	_
PHILADEL PULLA To Livermond man stormen Land Court 1 000	1
PHILADELPHIA—To Liverpool, per steamer Lord Gough, 1,000	7 500
Ohio, 560	1,560
Total	91.102

The particulars o these shipments, arranged in our usual form, are as follows.

sorm's are a	2 TOHOW	D:					
	Liver-		Bre-	Ham-		St. John	8.
	pool.	Hull. Havre.	men.	burg.	Reval.	N. B.	Total.
New York	6,056	200 734	1.489	100			8.579
N. Orleans.	16,530	11,257	2,700				30,487
Charleston.	2.0,500		2,,,,,,,				5.226
Savannah	14.486		5.672		8,480		28,638
Texas	4,549	1.045			0,200		5,594
Wilmington	978		1.424		•••••		2,402
Norfolk	4.906						4.000
Baltimore			1,278				1,278
Boston	2,431	******	•		• • • • • • • • • • • • • • • • • • • •	·····i	2,432
Philadelp'a	1,560					_	1.560
• • • • •							1,500
Total	51.498	200 18.262	12 563	100	8 480	1	01 102

Cotton freights the past week have been as follows:

· ·		•	•	•		
4	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Uverpool, steam d.	532@14	532@14	532@14	532@14	532@14	533@14
Do sail $d$ .					32 -	
Havre, steamc.	716*	716*	716*	716*	716*	716*
Do sailc.						10
Bremen, steamc.	38 @ 716	382716	382716	38@716	382716	38@716
Do sailc.						
Hamburg, steam.d.	716	716	716	716	716	716
Do sail $d$ .				10	10	10
Amst'd'm, steam.c.	916	916	916	916	916	916
Do saild.				10	. 10	10
Baltic, steamd.	38	38	38	38	38	38
Do sailc.						

Compressed.

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

	1			
	Sept. 30.	Oct. 7.	Oct. 14.	Oct. 21.
Sales of the weekbales.			70,000	79,000
Of which exporters took Of which speculators took	3,600	-,	3,300	2,900
Sales American	$\begin{array}{c} 7,600 \\ 40.000 \end{array}$	5,900 $52,000$		
Actual export	6,600	3,800	4,700	
Forwarded Total stock—Estimated	3,600			8,000
Total stock—Actual	$715,000 \\ 665,000$	612,000	591,000	542,000
Of which American—Estim'd	581,000	490,000	458,000	415,000
Of which American-Actual. rotal import of the week	515,000 $79,000$	31,500	£ 4 000	
Of which American	70,000	29,000	$\frac{54,000}{28,000}$	
Amount afloat	162,000	181,000	204,000	235,000
Of which American.	102,000	166.000	162,000	195,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 21, and the daily closing prices of spot cotton, have

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, } 12:30 P.M }	Fair demand freely met	Firm.	Mod. inq. freely supplied.	Steady.	Firm.	Firm.
Mid. Upl'ds Mid. Orl'ns	$\substack{67_{16} \\ 61_2}$	$\substack{67_{16} \\ 61_2}$	$\frac{67}{612}$	$6^{38}$ $6^{7}$ $13$	$\frac{63_8}{67_{16}}$	$\frac{63}{67}$ 16
Market. { 5 P. M. }						
Sales Spec.& exp.	10,000	15,000 1,000	10,000	12,000 1,000	15,000	14,000 2,000
Futures. Market, 5 P. M.	Firm.	Weak.	Firm.	Firm.	Firm.	Steadier.

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

	l	SATURDAY.	
	Delivery. d.	Delivery. d.	Delivery. d.
	Oct	FebMar61532	Oct.
ı	OctNov6932	Man Ann	Oct6932
	NovDec61132@516	MarApr612	NovDec61132
	NovDec01132@516	April-May 6916	MarApr61732
	Dec-Jan 638	May-June 61932	AprMay61932
Ì	JanFeb67 <sub>16</sub>		
	v	MONDAY.	_
	Oct69 <sub>32</sub>	June-July62132	Oot Now CO OL
	OctNov 6932	Ann Mor	OctNov6932@14
1		AprMay61932	NovDec6516
	NovDec61132	JanFeb61582	DecJan638@1132
1	DecJan $6^{13}_{32}$	Oct	JanFeb67 <sub>16</sub> @38
1	JanFeb67 <sub>16</sub>	May-June658	FebMar6716
I	FebMar $6\frac{1}{2}$	OctNov6518	MarApr 612
١	MarApr $617_{32}$	MarApr 6916	AprMay 6916
1	AprMay 6916	Oct	May-June 61932
I	May-June $\dots 6^{19}_{32}$	32	
I	32	- (	Page 1
١		TUESDAY.	
1	Oct614@732	OctNov63 <sub>16</sub>	Apr-May61532
١	OctNov64 @732	OctNov 6316	May-June612
I	NovDec6932@14	NovDec 6732014	Oct 07
١	DecJan61132@516	DecJan6932	Oct6732
١		Ton Fob	OctNov 6732
I	JanFeb638	JanFeb61132	NovDec614
l	FebMar613 <sub>32</sub>	MarApr 6716	FebMar 61332
١	MarApr612@1532	June-July6916	April-May 612
١	AprMay $617_{32}$ @ $1_2$	NovDec6732	May-June
I	May-June 617 <sub>32</sub>	FebMar 6 8	June-July 61732@916
١	June-July $619_{32}$		32 4 10
Į		WEDNESDAY	
I		WEDNESDAY.	
ł	Oct6732	May-June69 <sub>16</sub>	FebMar61532
١	OctNov 6732	NovDec6982	MarApril612
۱	NovDec614	May-June61932	AprMay 6916
١	DecJan6932@516	Oct 64	DecJan638
Ĭ	$JanFeb611_{32} @ 3_8$	OctNov614	
ł	FebMar61332@716	DecJan61132	May-June 658
ł	MarApr61532	Ion Fob	NovDec6516
ļ	Amm Morr Cl. 017	JanFeb61332	MarApr61732
ı	AprMay612@1732		
I		THURSDAY.	
ı	Oct642933	FebMar 61532	OctNov6516
١	OctNov642932	MarApr61782	NovDec61132
Ì	NovDec6932@516	AprMay6918	Ian Fob
l	DecJan	May Tuno	JanFeb61532
١	200.3811	May-June61932@58	FebMar612
١	Ton Fob 07382	July-Aug62332	AprMay 61932
I	JanFeb67 <sub>16</sub>	Oct65 <sub>16</sub>	June-July
I		FRIDAY.	
I	Oot co		A 35
1	Oct	JanFeb67 <sub>16</sub> @13 <sub>32</sub>	AprMay 6916
1	OctNov6932	FebMar61532	JanFeb6716
I	DecJan638	MarApr612	
1	*		
	-		

# BREADSTUFFS. FRIDAY, P. M., October 21, 1881.

The flour market has been dull during the most of the past week and prices have given way, especially for the low and medium grades, the supplies of which have materially increased of late. Receivers are not much inclined to send any portion of current receipts to store, and in the absence of demand prices have given way. Rye flour has also been tending downward; but corn meal, owing to its high cost, has ruled rather firmer. Buckwheat flour also continued to bring extreme prices. To-day there was a rather better demand for wheat flour at the reduction and the close was steadier.

The wheat market has been feverish and variable throughout the week, with no important changes to note. The speculation has been brisk, but the export demand quite slow. The stocks of spring wheat have been found to be pretty nearly exhausted, and the supplies of all grades coming forward slowly. There have been excessive rains in the Northwest, followed by floods which have interfered with railway transportation. To-day there was a better market. Speculation for the rise was renewed at the West, and there was at this point a better export demand; No. 2 red winter closed at \$1503/4 for November, \$1533/4 for December and \$1563/4 for January; No. 1 white on the spot, \$146; and there was some further advance in futures, after 'Change.

Indian corn was dull and depressed early in the week; especially was there a loss of speculative spirit, under a vast accumulation of stocks at the West and the prospect that the new crop will be in condition for marketing at an early day. Supplies offering here for immediate delivery are small, and today, when an export demand sprung up, there was a smart advance in prices, and speculation, looking to better prices, had a considerable revival, in sympathy with a corresponding movement at the West; No. 2 mixed sold at 71@71%c. for November, 72%c. for December and 74%c. for January.

Rye has been dull and drooping; a boat-load of prime sold last evening at \$1 06. Barley is held higher, but is somewhat unsettled.

Oats were dull and declining through the week and prices declined, with an unsettled feeling apparent; but to-day there was some recovery and a generally stronger feeling, without, however, any considerable activity. No. 2 mixed sold at 47½c. for November and 49¾c. for December.

The following are closing quotations:

ZHO ZOMO WING WIO	CLUDIN	5 4 44	000000000	*
Flour.		1	Grain.	•
No. 2 spring 38 bbl. 8	84 250	4 50	Wheat-	
No. 2 winter	4 500		Spring \$1	25 @1 45
Winter superfine	5 500	5.75	Spring, No. 2 1	41 @143
Spring superfine	5 15 <b>a</b>	5 50	Red winter 1	40 @155
Spring wheat extras	5802	6 15	Red winter, No. 2 1	51 @15112
do XX and XXX	6 25 Ø	7 50		40 @148
Wis. & Mirn. rye mix.	6750	7 25	Corn—West. mixed.	67 @ 73
Winter shipp'g extras.	6 00 a	6 60	West. No. 2	71120 7212
do XX and XXX	675@	7 75	Western yellow	70 @ 73
Patents	8000	$9\ 50$	Western white	72 @ 75
City shipping extras.	$7\ 250$	7 50		02 @1 06
Southern, bakers' and			Oats-Mixed	$44 @ 47^{1}_{2}$
family brands	$7\ 25a$	825	White	$50 \ \ 00 \ \ 53^{1}_{2}$
South'n stip'g extras.	625 a	7 00	Barley—	
Rye four, superfine	5 65 <b>a</b>	<b>6</b> 00	Canada No 1 1	12 @115
Corn meal—				15 @1 18
Wes ern, &c	3400		State, 4-rowed 1	$00 \ a1 \ 02 $
Brandywine, &c	@		State, 2-rowed	∂
Buckw't flour, 100 lbs.	3 800	4 10	Peas—Can'da,b.&f.	@

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

Receipts of flour and grain at Western lake and river parts for the week ending Oct. 15, 1881:

						1
	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At- (	196 lbs.)	(60 lbs.)	(56 lbs.)			(56 lbs.)
Chicago	59,119	371,947	2,117,701	504,041	214,172	61,232
Milwaukee	83,157	112,197	9,200	74,094	198,580	27,725
Toledo	2.015	240,178	53.938	42,781		5.398
Detroit	16.586	174,058	9,636	28,543	7.827	
Cleveland	3,617	8,000	18,000	34,400	10,363	
St. Louis	34,019	233,505	135,710	154.465	68.207	23.877
Peoria	1,931	450	311.300	117.650	13,500	40,950
Duluth		218,943		•••••		

Total ..... 218,944 1,359,278 2,655,485 955,974 512,649 159,182 Same time '80. 195,273 3,525,897 3,500,645 1,583,421 526,125 138,263

Total receipts at same ports from Dec. 27 to Oct. 15, inclusive, for four years:

Flourbbls.	1881. 7,053,505	1880. 4,981,195	1879. 5,262,961	1878. 4,539,255
Wheat bush. Corn. Oats. Barley. Rye.	113,732,454 34,772,985 6,711,506	62,588,611 129,291,298 31,162,851 6,166,061 2,950,083	78,813,092 80,001,783 25,681,432 6,643,576 3,861,181	68,771,466 80,881,547 26,107,162 7,332,511 4,156,416

Total grain .... [204,908,699 232,158,904 195,001,067 187,249,052 Comparative receipts (crop movement) at same ports from

August 1 to Oct	. 15, inclusiv	ve for four y	ears:	
Flourbbls.	1881.	1880.	1879.	1878.
	1,937,354	1,611,833	1,518,023	1,342,596
Wheat bush. Corn Oats Barley Rye	17,375,484	29,637,886	38.815.217	34,764,427
	42,829,340	38,610,050	24,162,566	28,377,395
	9,319,371	13,135,439	8,619,365	12,446,121
	2,720,218	3,560,325	4,202,839	4,401,660
	1,893,460	1,557,729	1,949,643	2,097,107
Total grain	74 137 873	86 501 420	77 740 630	92 096 712

Total grain... 74,137,873 86,501,429 77,749,630 82,086,712 Comparative shipments of flour and grain from the same ports from Dec. 27 to Oct. 15, inclusive, for four years:

Flourbbls.	1881.	1880.	1879.	1878.
	7,020,408	3,896,523	5,741,250	4,601,839
Wheat bush. Corn	42,270,669	58,519,582	66,931,271	56.849,476
	92,510,117	109,179,615	73,699,487	70,989,698
	29,213,548	24,823,770	18,554,570	18,591,391
	3,236,956	2,909,377	3,894,466	3,572,949
	1,742,564	2,342,720	3,682,858	3,159,668

Total grain .... 168,973,854 197,775,064 166,702,652 153,343,182 Rail shipments from Western lake and river ports for the weeks ended:

*	1881.	1880.	1879	1878.
	Week	Week	Week	Week
Flourbbls.	Oct. 15.	Oct. 16.	Oct. 18.	Oct. 19.
	158,294	125,178	162,036	104,218
Wheat bush. Corn. Oats. Barley.	285,509	282,562	501,242	754,080
	901,985	529,139	653,639	242,262
	536,299	1,123,444	417,780	293,547
	220,597	127,296	226,466	160,851
Total 2	65,671	$\frac{70,158}{2,132,599}$	1,868,589	$\frac{36,175}{1,436,915}$

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

Tot., 4 wks.737,679 2,972,758 8,295,468 2,842,911 770,830 307,257 4 wks'80..647,767 7,236,536 11,167,528 4,709,849 878,383 418,620

Receipts of flour and grain at seaboard ports for the week ended Oct. 15:

At-	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley,	90,
New York	113,421	713,166	737,002		bush. 139,000	bush. 30,950
Boston	70,091	88,600	279,700	169,900	3,900	1,400
Portland Montreal	$\frac{3,650}{26,001}$	404.360	8,400 $11.254$	9,800 35,777		04 770
Philadelphia	17,166	23,000	144,600	68,000	96,400	84,753 1,000
Baltimore New Orleans	$20,853 \\ 16.360$		$161,430 \\ 54.138$	33,000		15,000
New Officialis	10,500		04,130	17,155		
Total week				458,156	240,900	133,103
Cor. week '80	278,065	3,540,719	2,060,388	652,966	280,850	88,798

Total receipts at same ports from Dec. 27 to Oct. 15, inclusive, for four years:

The state of the last	Flourbbls.	1881. 10,099,119	1880. 8,126,129	1879. 8,423,244	1878. 7,344,227
and department on Assessment Street	Wheatbush. Corn Oats Barley	$\begin{array}{c} 89,006,611 \\ 22,821,740 \\ 2,623,708 \end{array}$	100,174,460 118,935,992 18,649,815 2,369,993 1,782,369	117,321,456 89,545,664 17,686,563 2,307,959 3,774,814	84,590,540 96,013,031 20.132,299 3,628,463 4,017,580
	Total grain	193,873,752	211,912,629	230,636,456	202,401,913

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of Sept., 1881, and for the nine months ended the same, as compared with the corresponding months of the previous year:

Delaries				<u> </u>
Dollars.   Bushels.   Dollars.   Burrels.   Dollars.   Bushels.   Dollars.   Bass.   Dollars.   Bass.   Dollars.   Bass.   Dollars.   Bass.   Dollars.   Bass.   Dollars.   Bass.   Dollars.   Dolla	1 Sept. 30, 1 Sept. 30,	York On On On On Orles Franci ago Ont On	Contain District	Districts.
Indian eorn   Indian eorn meal   Oats   Bye	10,970,393 14,262,655 92,766,138 106,230,858	Bushels. 4,927,579 244,898 636,053 1,027,548 3,037,444 3,037,444 3,037,337 120,395	Wh	Bushels. Dolla 6,381 3,9 6,381 3,9 227,281 192,6 94,459 50,8 895,487 642.0
Rept.   Rept	13,749,542 15,225,590 107,939,345 129,151,734	,	reat.	86.84 93.08 93.08
Leorn meal   Oals   Bushels   Dollars   St. 233   St. 233   201,769   87,430   8,144   8,297   5,740	478,235 606,567 5,492,328 4,539,195 26,	1: 140:000	Wheat fu	an corn.    Dollars.   62   1,098,83   534,66   685,27   685,27   685,72   685,72   685,72   685,72   685,72   685,72   685,72   687,72
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		ollars. 862.942 463,221 61,053 169,167 275,457 275,457 23,149	our.	### Indian   Harrel   14,655   14,655   14,655   1,538
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		Sept., 1881. \$9,905,488 1,307,850 1,293,556 2,330,651 463,296 3,232,502 456,810 2,246 2,246 261,907	Total valu	1 1 1 3 1
Rushels.   Dollars.   8,7430   8,144   8,297   296   4,011   4,015   7,924   1,643,714   1,452,013   1,951,514   2,858,857   1,951,514   2,858,857   1,219,692   1,315,290   1,315,290   1,219,692   1,315,290		( <del>ff)</del> = 15	es for the	Oat Bushels. 201,769 540 813 6,227 6,227 40,601 457,127 496,589
Taye.  144 8,297  44 8,297  44 8,297  15 1,000  75 1,000  75 334,079  79 792,416  141,452,013  or the nine mided  8ept. 30. '80. \$10,924,809  10,924,809  10,9464,518  10,9464		Sept. \$78, 114, 30, 99, 19, 2, 2, 2, 2, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,		ollars. 87,430 87,430 401 3,185 3,185 18,096 18,096 209,225
Dollars. 8,297 8,297 8,297 8,297 8,297 334,079 334,079 334,079 334,079 334,079 334,079 334,079 334,079 334,079 334,079 334,079 334,079 1,452,013 1,450,537 1,229,410 1,490,692		107 20 13	lues for	Bushels. 8,144 8,144 8,75 875 875 875 9,019 405,358 740,579 643,714
		0. '80. 24,809 10,537 10,537 10,537 10,681 11,607 11,607 11,607 11,607 11,607 11,607 11,607 11,607	the nine	s. Dollars. 8,297 1,000 1,000 1,000 1,000 1,000 1,000 1,000

'Included in the foregoing totals are the reports from Milwaukee New Haven, Portland, Richmond and Willamette, the details for Sept 1881, being as follows:

Barley—	Milwau- kee.	New Haven	Port- land.	Rich- mond.	Willa- mette.
Bushels\$		•••••			
Indian corn— Bushels Value\$	•••••			z	• • • • • • • • • • • • • • • • • • • •
Indian corn meal— Barrels	, 	1,200 4,800			•••••
Oats— Bushels\$	· · · · · · · ·	•••••			•
Rye— Bushels Value\$				••••	
Wheat— Bushels	49,800 62,500				303,620 301,963
Wheat flour— Barrels		265 2,100		19,454 157,599	13,807 64,876
Total values— Sept., 1881\$ Sept., 1880\$	62,500 42,500	6,900 2,550	27,560	157,599 193,300	366,839 36,700
9 months— 1881\$ 1880\$	638,010 975,997	41,645 52,931	906,488 1,295,541	1,261,244 1,411,355	

Exports from United States seaboard ports and from Montreal for week ending Oct. 15, 1881:

From—	Flour, bbls.	Wheat,	Corn,	Oats, bush.	Rye, bush.	Peas,
New York	47,896	465,048	621,599	2,352	•••••	1,178
Boston	14,091	69,275	167,659	1,155		
Portland	9.685	205,545	12.692		17 121	011 800
Montreal Philadelphia	3,000	75,917	235,775	• • • • • •	17,454	211,588
Baltimore	1,082		81,655	350		
New Orleans	45	• • • • • • • • • • • • • • • • • • • •	5,0 12	• • • • • • •		•••••
Total for w'k Same time '80.		815,815 3,935,611	1,064,332 1,888,401	3,857 2,645		214,766 161,489

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Oct. 15, 1881, was as follows:

New York
Do. afloat (est.)         210,000         1,600,000         381,000         300,000         62,000           Albany         15,500         111,000         14,500         65,001         106,000           Buffalo         430,226         748,809         37,800         21,386         16,059           Chicazo         3,643,602         9,054,908         394,109         198,258         358,481           Milwaukee         310,991         6,616         20,195         231,940         78,895           Duluth         406,41         1,581,196         305,177         61,649         10,911           Detroit         920,531         29,052         20,341         10,911           Oswego         140,000         205,000         700,000         6,000           8t. Louis         989,658         1,779,938         364,219         13,437         117,654           Boston         19,274         181,325         32,064         727         1,898           Toronto         206,854         32,064         727         1,898           Philadelphia         771,669         1,106,551         92,000         92,000           Peoria         7,363         166,386         19,2485         297
Do. afloat (est.)         210,000         1,600,000         381,000         300,000         62,000           Albany         15,500         111,000         14,500         65,001         106,000           Buffalo         430,226         748,809         37,800         21,386         16,059           Chicazo         3,643,602         9,054,908         394,109         198,258         358,481           Milwaukee         310,991         6,616         20,195         231,940         78,895           Duluth         406,41         1,581,196         305,177         61,649         10,911           Detroit         920,531         29,052         20,341         10,911           Oswego         140,000         205,000         700,000         6,000           8t. Louis         989,658         1,779,938         364,219         13,497         117,654           Boston         19,274         181,325         32,064         727         1,898           Toronto         206,854         32,064         727         1,898           Philadelphia         771,669         1,106,551         92,000         971         24,365           Philadelphia         7,363         166,386         192,48
Buffalo       430,226       748,809       37,800       21,386       16,059         Chicazo       3,643,602       9,054,908       394,109       198,258       358,481         Mulwaukee       310,991       6,616       20,195       231,940       78,895         Duluth       406,141       1,581,196       305,177       61,649       10,911         Detroit       920,531       29,052       20,341       20,000       6,000         St. Louis       989,658       1,779,938       364,219       13,487       117,654         Boston       19,274       181,325       32,064       727       1,898         Toronto       206,854       350,010       5,821         Montreal       256,668       89,612       21,081       971       24,365         Philadelphia       771,669       1,106,551       92,000       92,4365         Peoria       7,363       166,386       192,485       297       166,316         Indianapolis       452,300       147,600       38,260       1,400         Kansas City       353,258       78,685       53,311       6,576         Baltimore       1,993,361       715,458       1,092
Chicago       3,643,602       9,054,908       394,109       198,258       358,481         Milwaukee       310,991       6,616       20,195       231,940       78,895         Duluth       406,141       1       10911         Toledo       1,581,196       305,177       61,649       10911         Detroit       920,531       29,052       20,341       20,000         Oswego       140,000       205,000       700,000       6,000         St. Louis       989,658       1,779,938       364,219       13,487       117,654         Boston       19,274       181,325       32,064       727       1,898         Toronto       206,854       350,010       5,821         Montreal       256,668       89,612       21,081       971       24,365         Philadelphia       771,669       1,106,551       92,000       97       166,316         Indianapolis       452,300       147,600       38,260       1,400         Kansas City       353,258       78,685       53,311       6,576         Baltimore       1,993,361       715,458       1,092       1,092         On rail       784,000       2,457,000       63
Chicago       3,643,602       9,054,908       394,109       198,258       358,481         Milwaukee       310,991       6,616       20,195       231,940       78,895         Duluth       406,141       1       10911         Toledo       1,581,196       305,177       61,649       10911         Detroit       920,531       29,052       20,341       20,000         Oswego       140,000       205,000       700,000       6,000         St. Louis       989,658       1,779,938       364,219       13,487       117,654         Boston       19,274       181,325       32,064       727       1,898         Toronto       206,854       350,010       5,821         Montreal       256,668       89,612       21,081       971       24,365         Philadelphia       771,669       1,106,551       92,000       97       166,316         Indianapolis       452,300       147,600       38,260       1,400         Kansas City       353,258       78,685       53,311       6,576         Baltimore       1,993,361       715,458       1,092       1,092         On rail       784,000       2,457,000       63
Milwaukee       310,991       6,616       20,195       231,940       78,895         Duluth       406,41       1       10911         Toledo       1,581,196       305,177       61,649       10911         Detroit       920,531       29,052       20,341       20,000       6,000         St. Louis       989,658       1,779,938       364,219       13,487       117,654         Boston       19,274       181,325       32,064       727       1,898         Toronto       206,854       350,010       5,821         Montreal       256,668       89,612       21,081       971       24,365         Philadelphia       771,669       1,106,551       92,000       71       24,365         Peoria       7,363       166,386       192,485       297       166,316         Indianapolis       452,300       147,600       38,260       1,400         Kansas City       353,258       78,685       53,311       6,576         Baltimore       1,993,361       715,458       1,092       1,092         On rail       784,000       2,457,000       630,000       220,000       67,000         On sale       854,000 *2,782,
Duluth         406, 41           Toledo         1,581,196         305,177         61,649         10 911           Detroit         920,531         29,052         20,341         700,000         6,000           Swego         140,000         205,000         700,000         6,000         700,000         6,000           St. Louis         989,658         1,779,938         364,219         13,497         117,654           Boston         19,274         181,325         32,064         727         1,898           Toronto         206,854         320,010         5,821           Montreal         256,668         89,612         21,081         971         24,365           Philadelphia         771,669         1,106,551         92,000         2000         7,363         166,386         192,485         297         166,316           Indianapolis         452,300         147,600         38,260         1,400           Kansas City         353,258         78,685         53,311         6,576           Baltimore         1,993,361         715,458         1092         1,092           On rail         784,000         2,457,000         630,000         220,000         67,000
Toledo         1,581,196         305,177         61,649         10 911           Detroit         920,531         29,052         20,341         700,000         6,000           St. Louis         989,658         1,779,938         364,219         13,487         117,654           Boston         19,274         181,325         32,064         727         1,898           Toronto         206,854         32,064         727         1,898           Montreal         256,668         89,612         21,081         971         24,365           Philadelphia         771,669         1,106,551         92,000         24,365           Peoria         7,363         166,386         192,485         297         166,316           Indianapolis         452,300         147,600         38,260         1,400           Kansas City         353,258         78,685         53,311         6,576           Baltimore         1,993,361         715,458         1,092         1,092           On ràil         784,000         2,457,000         630,000         220,000         67,000           On lake         854,000         2,782,000         197,000         24,500
Detroit         920,531         29,052         20,341           Oswego         140,000         205,000         700,000         6,000           St. Louis         989,658         1,779,938         364,219         13,497         117,654           Boston         19,274         181,325         32,064         727         1,898           Toronto         206,854         32,064         971         24,365           Philadelphia         771,669         1,106,551         92,000         971         24,365           Peoria         7,363         166,386         192,485         297         166,316           Indianapolis         452,300         147,600         38,260         1,400           Kansas City         353,253         78,685         53,311         6,576           Baltimore         1,993,361         715,458         1,092         1,092           On rail         784,000         2,457,000         630,000         220,000         67,000           On lake         854,000         2,782,000         197,000         24,500
Oswego.         140,000         205,000         700,000         6,000           8t. Louis.         989,658         1,779,938         364,219         13,487         117,654           Boston         19,274         181,325         32,064         727         1,898           Toronto         206,854         350,010         5,821           Montreal         256,668         89,612         21,081         971         24,365           Philadelphia         771,669         1,106,551         92,000         92,000         92,485         297         166,316           Indianapolis         452,300         147,600         38,260         1,400         1,400           Kansas City         353,253         78,685         53,311         6,576         6,576           Baltimore         1,993,361         715,458         1,092         1,092         1,092         1,002
8t. Louis       989,658       1,779,938       364,219       13,487       117,654         Boston       19,274       181,325       32,064       727       1,898         Toronto       206,854       350,010       5,821         Montreal       256,668       89,612       21,081       971       24,365         Philadelphia       771,669       1,106,551       92,000       92,000       92,000       92,000       92,485       297       166,316         Indianapolis       452,300       147,600       38,260       1,400       1,400         Kansas City       353,258       78,685       53,311       6,576       6,576         Baltimore       1,993,361       715,458       1,092       784,000       2,457,000       630,000       220,000       67,000         On rail       784,000       2,457,000       197,000       24,500       67,000
Boston       19.274       181,325       32,064       727       1,898         Toronto       206,854       320,010       5,821         Montreal       256,668       89,612       21,081       971       24,365         Philadelphia       771,669       1,106,551       92,000       1,062       <
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Montreal       256,668       89,612       21,081       971       24,365         Philadelphia       771,669       1,106,551       92,000
Philadelphia       771,669       1,106,551       92,000         Peoria       7,363       166,386       192,485       297       166,316         Indianapolis       452,300       147,600       38,260       1,400         Kansas City       353,258       78,685       53,311       6,576         Baltimore       1,993,361       715,458       1,092       1,092         On ràil       784,000       2,457,000       630,000       220,000       67,000         On lake       854,000       *2,782,000       197,000       24,500
Peoria       7,363       166,386       192,485       297       166,316       1,400         Indianapolis       452,300       147,600       38,260       1,400       1,400         Kansas City       353,253       78,685       53,311       6,576         Baltimore       1,993,361       715,458       1,092       1,092         On rail       784,000       2,457,000       630,000       220,000       67,000         On lake       854,000       *2,782,000       197,000       24,500
Indianapolis 452,300 147,600 38,200 1,400 Kansas City 353,258 78,685 53,311 6,576 Baltimore 1,993,361 715,458  Down Miss'pi 1,092 On rail 784,000 2,457,000 630,000 220,000 67,000 On lake 854,000 *2,782,000 197,000 24,500
Kansas City       353,258       78,685       53,311        6,576         Baltimore       1,993,361       715,458         1,092         On rail       784,000       2,457,000       630,000       220,000       67,000         On lake       854,000       *2,782,000       197,000       24,500
Baltimore 1,993,361 715,458 1,092 1,092 784,000 2.457,000 630,000 220,000 67,000 On lake 854,000 *2,782,000 197,000 24,500
Down Miss'pi       1,092         On rail       784,000       2,457,000       630,000       220,000       67,000         On lake       854,000       *2,782,000       197,000       24,500
On rail
On lake 854,000 *2,782,000 197,000 24,500
On canal 501,000 571,000 382,000 17,000
On canal 501,000 571,000 382,000 17,000
Tot. Oct. 15, '81, 20,586,272 28,682,059 4,760,412 2,506,187 1,093,772
Oct. 8, '81. 20,169,847 28,120,876 5,759,915 1,922,309 1,052,599
Oct. 1, '81 19.494.352 27.381.974 6.468.050 1.393.024 901.840

VUI. 0,	01	20,100,047	20,120,070	0,700,010	1,922,009	1,002,000
Oct. 1,	81	19.494.352	27.381.974	6,468,050	1,393,024	901.81
Sept. 24,	81	19.651.811	25,908,683	6.437.203	875.021	829,929
Sept., 17, '	81	20.146.478	24,483,970	6,720,368	522,721	727.38
Oct. 16,	80	15.764.158	20,265,011	4,158,725	2,003,435	760,50

<sup>\*</sup> Including in vessels not cleared at Chicago.

NOTE.—There is a probable error in the Chicago stock of corn of about 700,000 bushels. as is indicated by stock October 10, plus the receipts for the week, minus the shipments for the week, as reported.

#### THE DRY GOODS TRADE.

FRIDAY, P. M., October 21, 1881.

Operations on the part of package buyers have been mostly of a hand-to-mouth character the past week, but fair in the aggregate amount, and the movement on account of former orders was so brisk that the volume of business was by no means unsatisfactory for this stage of the season. There was an increased and partly speculative demand for light prints, white and printed piques, and some other spring fabrics, by Californian and Southern jobbers, resulting in a considerable business, and a good many additional orders for light-weight cassimeres and worsted coatings were placed by the clothing trade. Continued mild weather has had a depressing effect on the retail branches of the trade, both here and in many parts of the interior, and business has consequently been less active with jobbers than could be desired; but there is a very hopeful feeling among the latter, who express no uneasiness at a temporary lull in the demand resulting from natural causes. Prices remain firm on all such staple fabrics as govern the market, but slight concessions have been made on certain makes of dark prints, cotton dress goods, &c.. in order to close out undesirable styles.

Domestic Cotton Goods.—The exports of cotton goods for the

week ending October 18 were 2,222 packages, of which 691 were shipped to China, 588 to Great Britain, 178 to U.S. of Colombia, 161 to Brazil, 143 to Hayti, 81 to Venezuela, 72 to Uruguay, 58 to Argentine Republic, 46 to Italy, &c. The demand for cotton goods at first hands was comparatively light, but there was a steady movement in nearly all kinds of plain and colored cottons on account of back orders, which almost wholly absorbed the production of the mills, no accumulations of desirable goods having arisen, despite the late lull in the demand. Cotton flannels continue scarce, and many makes of brown, bleached and colored cottons, wide sheetings, corset jeans, &c., are still largely sold to arrive. Prices are very strong, save in the case of print cloths, which have slightly declined, closing at 3 15-16c. less a small discount, for extra 64x64s, and 3%c. for 56x60s. Prints were in irregular demand but mostly quiet, and ginghams were less active; but an increased business in low-grade dyed cotton dress goods was stimulated by liberal price concessions.

Domestic Woolen Goods.—There was a good healthy demand for spring cassimeres, suitings and worsted coatings by the clothing trade; and though orders were for smaller quantities than reported of late, business was satisfactory in the aggregate. Heavy clothing woolens were generally quiet with agents, but a fair distribution was made by cloth and dry goods jobbers. Cloakings were mostly quiet, but sackings were fairly active. Kentucky jeans have shown little animation, and there was only a moderate business in satinets, save in the case of a few specialties, which met with considerable sales. Flannels were distributed in relatively small lots to a satisfactory amount, and stocks are so light that prices are firmly maintained. Blankets were in moderate request and firm. Worsted dress goods were in steady demand, and there was a less active inquiry for shawls and skirts; but prices remain unchanged.

Foreign Dry Goods have shown very little animation in first hands, and the jobbing trade was mostly quiet. Cashmeres are more firmly held because of the late advance in the European markets, and staple silks are generally firm, owing to the upward tendency of raw silk. Linen goods, laces and embroideries ruled quiet and steady, but there was a fair demand for novelties in ribbons and millinery goods.

#### Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 20, 1881 and since January 1, and the same facts for the corresponding periods of 1880, are as follows:

Total at the port 6,	Total 1, Ent'd for consumpt. 4,	Manufactures of— Wool Cotton Silk Flax Flax Miscellaneous		Total on market   6,	Total	Manufactures of Wool. Cotton Silk Flax Hiscellaneous	١.	Total 4,		Wool		0	ENTERED FOR CONSUMPTION
138	1,793 4,345	373 203 199 414 604	E	477	2,132 4,345	512 189 216 535 680	DRA	4,345	,026 973	560	Pkgs.	Week En Oct. 21,	CONS
6,138 1,837,288	546,412 1,290,876	147,467 66,936 134,764 105,265 91,980	NTERED FO	6,477 1,832.369	541,493 1,290,876	197,952 52,356 142,494 103,258 45,433	WN FROM	1,290,876	475.089 214,710 145,616	\$ 183.690	Value.	Week Ending Oct. 21, 1880.	
417,781	148.761 269,020	23,705 12,833 7,110 23,763 81,350	R WAREH	392,034	$123,014 \\ 269,020$	17,298 11,276 6,403 7,643 80,394	WAREHOU	269,020	39,899 59,327 67,689	41,450	Pkgs.	Since Ja	FOR THE V
417,781 106,665,567	25,964,172 80,701,395	9,087.693 3,971,083 5,642,712 5,280,707 2,081,977	ENTERED FOR WAREHOUSE DURING	392,034 101,431,569	20,733,174 80,701,395	6,799,831 3,420,996 5,093,877 3,775,145 1,643,325	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE	80,701,395	26,010,315 11,397,827 7,275,781		Value.	Since Jan. 1, 1880.	WEEK AND SINCE
	1,610 5,457	1742 1742 524	SAME		2,455 5,457	409 133 184 568 1,161	TNI NAC	_		954	Pkas.	Oct. 2	NCE JAN
7,067 2,299,234	422,545 1,876,689	113,671 48,616 120,392 87,509 52,357	PERIOD.	7,912 2,341,844	465,155 1,876,689	165,411 40,359 117,416 87,400 54,569		5,457 1,876,689	723,742 288,768 163,693	346,918	Value.	Week Ending Oct. 20, 1881.	JANUARY 1, 18
391,446	132,481 258,965	14,528 9,797 5,941 18,780 83,435		418,035	159,070 258,965	18,567 11,865 6,709 22,266 99,663	MARKET.	258,965	39,143 70,163 53,878	36,828	Pkgs.	Since Jan	1881 AMP 18
94,472,875	18,597,118 75,873,757	5,787,76¢ 3,170,785 4,020,234 3,508,679 2,109,604		97,888,943	22,013.186 75,875,757	7,332,788 3,909,161 4,531,858 4,281,440 1,957,933		75,875,757	24.799,860 10,343,954 7,021,360	15,510,578	Value.	Since Jan. 1, 1881.	1880.

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