

# HUNT'S MERCHANTS' MAGAZINE, A Weekly Yewspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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WILLIAM B. DANA. WILLIAM B. DANA & CO., Publishers,

JOHN G. FLOYD. To WILLIAM B. DANA & CO., Publishers,

JOHN G. FLOYD. Post Office Box 958.

Last week we added eight pages to the Chronicle, besides issuing our supplement, making 108 pages in all. This week we add sixteen pages, making the issue to-day 48 pages. In fact, there has not been a week of the year 1881, except during a portion of the summer, that we have not given our subscribers more than the ordinary 32 pages, and we see no hope of ever reducing the paper again to the old limits. In this connection it will interest our readers to know that the Chronicle's subscription list has had a marvelous increase the past year. It has always been growing, but never before with anything like the rapidity of the last twelve months. From every part of Europe and America hosts of new friends are coming, and still there is no check in the movement. This is of interest to the reader only as these evidences of approval of our course in the past make it more certain that the CHRONICLE will pursue the same course in the future.

### GRCSS RESULT OF THE RAILROAD WAR.

As the struggle between the trunk lines progresses, it becomes more and more important to see just how the respective participants are faring. Three of the five roads engaged in it—the Central, the Erie, and the Balti-

more & Ohio-make annual returns covering the same period of time, that is, the fiscal year with each ends on September 30. In the case of the remaining two lines the Grand Trunk and the Pennsylvania—the fiscal year is the same as the calendar year, ending with December 3L The regular reports of the latter two will not be out for some time yet, and it is manifest that when they do appear it would be both unfair and unreliable to place their results. embracing seven months of railroad war, with those of the other lines embracing but four. So, as both the Grand Trunk and the Pennsylvania furnish monthly statements of earnings and expenses to the public, we have thought it desirable to take these separate monthly totals for the twelve months ended September 30 and aggregate them, and thus, as respects at least the gross and net money results of operation, supply the figures on all lines for a common period. Out of this idea has grown the following table, which will be found interesting and useful.

	1879-80.	1880-81.	Inc. or Dec.
Baltimore & Ohio-	\$ 18,317,740	18,463,877	fne. 14 <b>6.137</b>
Gross earnings	10,330,770		Inc. 1,059,703
NetGrand Trunk*—	7,986,970	7,073,398	Dec. 913,572
Gross earnings	10,390,930	11,079,515	
Operating expenses	7,091,125		Inc. 657,030
Net New York Central—	3,299,705	3,331,340	Inc. 31,635
Gross earnings	33,175,913	32,348.396	Dec. 827,517
Operating expenses	17,849,804	19,464,786	Inc. 1,614,892
Net New York Lake Erie & West.—	15,326,019		Dec. 2,412,409
Gross earnings	18,693,108	20,715,605	Inc. 2,02 <b>2,497</b> Inc. 1,612 <b>,305</b>
Operating expenses	11,643,925	13,256,230	Inc. 1,612,305
Net Pennsylvania—	7,049,183		Inc. 410,192
Gross earnings	40,358,678	43,884,695	Inc. 3,526,017
Operating expenses	23,387,942	26,280,168	Inc. 2,892,226
Net Total of all lines—		17,604,527	-
Gross earnings	120,936,269	128,492,088	Inc. 5,555,819
Operating expenses	70,303,656	78,139,838	Inc 7,836,182
Net	50,632,613	48,352,250	Dec. 2,280,363

\* Pounds (sterling) reduced to dollars on the basis of five dollars to a pound.

In examining the above table, let us first consider the five roads as a whole. The point that will attract notice at once is the large aggregates. The total gross earnings amounted in 1880 to 121 millions, and in 1881, despite all the adverse influences at work, the total was raised to about 126½ millions. Net earnings were over 50½ millions in 1880, and 2¼ millions less in 1881, or about 48¼ millions. The earnings of all railroads in the United States were last year \$615,401,931 gross and \$255,193,-436 net, so that, making allowance for the Grand Trunk, which lies outside our boundaries, the four trunk lines within the United States had in 1880, in both gross and net, considerably more than one-sixth of the total revenues of all the lines in the country. Possibly, were the figures

for 1881 for all ro up, this proportion would be diminished somewha . lat any rate we see what a commanding position these lines hold as respects business among the railroads of the country, and also what a wide influence any augmentation or diminution in their receipts must have.

In view of all the circumstances, the falling off in net receipts of 21 millions cannot be regarded as very unfavorable, for the percentage of decrease is less than 5 per cent. Especially is this so if we go back one year further and compare with 1879. The net earnings then were \$39,228,653, now they are \$48,352,250, or \$9,123,597 more. The percentage of operating expenses to earnings has, of course, risen. The average on all the lines given in the table was about 61 per cent in 1878-9, fell to 58 per cent in 1879-80, and in 1880-1 was nearer 62 per cent than 61. It is worthy of note that while in 1879-80 and in 1878-9 three of the five roads—the Pennsylvania, the Baltimore & Ohio and the Central—were operated at less than 60 per cent, in 1880-1 the Pennsylvania was the only one that fell below 60, and that came so near the limit (59.88) as to be hardly worthy of being called an exception. In 1878-9 the extremes were 54.18 per cent on the Baltimore & Ohio and 76.11 per cent on the Grand Trunk. In 1879-80 the extremes were 53.80 per cent on the Central and 68.24 on the Grand Trunk. In 1880-1 they were 59.88 per cent on the Pennsylvania and 69.93 on the Grand Trunk, and in that year the percentage on the Central was 60 17 per cent, on the Erie 63.99, on the Baltimore & Ohio 61.69. The range is smallest in the latest year, and if the Grand Trunk is left out, the other lines have a difference of only about 4 per cent between them.

The Central, as will be seen, is the only road that has a decrease in gross earnings, and even in that case the decrease amounts to less than 3 per cent. The Pennsylvania has a very large increase (\$3,526,017), and the Erie comes next with \$2,022,497; but as respects the percentage of increase, the Erie leads all the rest. Its earnings are almost 11 per cent larger than in the previous year. On the Baltimore & Ohio the increase amounts to less than 1 per cent. In net earnings the roads hold about the same relative positions.

In view of the apparent bitterness towards each other entertained by the Presidents of the Central and the Baltimore & Ohio—if we may judge from the acrimonious remarks that have passed between them—it is interesting to note that these two roads appear to be the chief sufferers from the conflict. But it will not do to accept the figures as they stand, either in the case of these roads or the other three, as indicating the relative amount of loss the contest has entailed on each. Thus, for instance, the Baltimore & Ohio, as a partial offset to its loss elsewhere, had augmented gross and net receipts on its Pittsburg & Connellsville division, a large coal carrier. Except for this, its gross earnings would exhibit a decrease, and net earnings would show an even heavier diminution than they now do. On the other hand, as we pointed out last week, there were some exceptional and abnormal items in the expense account of the New York Central this year, amounting in the aggregate to almost a million dollars, and to that extent swelling the loss in net on that line beyond what it would otherwise have been. Allowing for these circumstances, the loss on these two lines directly attributable to the war would, it seems, in percentage at least, approximate more nearly to each other.

Erie's figures also are by no means a correct indication of the effect on it of the war of rates. We have frequently

that have been introduced of late years in the management of this property. Even these, however, would go only a small way towards meeting the loss entailed by the reduced rates. For instance, the report tells us that had the same rates prevailed on freight as in the previous year the freight traffic would have realized \$1,125,548 more than it did, and this may be taken as indicating very nearly the loss on account of the war; yet notwithstanding this, Erie's total earnings increased over 2 million dollars. The explanation is, that by augmenting the amount of its general freight the loss on account of rates was about neutralized, and that the road was enabled to so swell its coal business that this class of traffic alone contributed an increase of \$1,661,810 to gross receipts. Thus Erie's comparatively favorable exhibit is due to the gains in coal traffic, and but for this gain that road, like the Central and the Baltimore & Ohio, would have had to report a large loss in net earnings. As to the Pennsylvania, we have no details to enlighten us as to just how that road made its gain in gross and net receipts, but having a through business that is to a much smaller extent competitive than that of the Central, it would naturally suffer less from a war. The Grand Trunk increased its gross receipts almost 7 per cent, or \$688,685, while net earnings are about the same as last year, varying less than 1 per cent. The Grand Trunk now has its own line to Chicago, and this has improved its position.

### THE ATLANTA COTTON EXPOSITION.

The International Cotton Exposition at Atlanta was brought to a close with the closing year. It has been a most memorable industrial exhibit. From the very day the idea was suggested in our pages by Mr. Atkinson (July 3, 1880, page 25) it had a constant growth, soon passing as far beyond the original intent in scope and purpose, as it has outstripped expectations in practical results.

In reviewing the work done, one is first of all surprised to find that in matters of detail the management has been so efficient and satisfactory. This is a minor point of course, and yet was essential to success. We must remember that Atlanta is a small town in which to attempt so large a scheme. Fifty thousand inhabitants furnish a very limited local constituency to draw upon for an international fair of the dimensions this finally developed into. Besides, the time for preparation was short; for although the idea was first suggested in July, 1880, it was not until the 29th of last April that the enterprise was inaugurated, and on the 5th of October the handsome grounds and buildings were thrown open to the public. One would think that a balance sheet under such circumstances might prove a very annoying feature. But with Mr. Samuel Inman as Treasurer and Mr. H. I. Kimball as Director General, the financial interests have been thoroughly well attended to, as may be imagined from the estimate made that after all debts are paid and the buildings sold, there is likely to be a very fair sum to be returned to the stockholders.

These however are, as we said, matters of comparatively little moment except as indicating efficiency in the whole management, which always produces best results. The important features are those which relate to the effect the exposition will have in developing the industries of the South. And in that connection, a prominent position will have to be given to the wide attention thus called not only to its wealth-producing power, but to the disposition existing there to develop that wealth. It is marvelous to see how misinformed the world is on these points, and what ignorant prejudice has existed against making one's home called attention to the great improvements and economies in a Southern State. We met, a few months since, an

educated, well-to-do Scotchman, about to move to America, who expressed the greatest surprise to know that it was even safe for one who did not favor slavery to settle in that section. And this is a feeling more widely existing than many suppose. It originates out of conditions prevailing in the ante-war period, and has been confirmed by the exaggerations which, for political effect, have been current in our newspapers since the war closed. This same Scotchman believed most firmly that slavery was, in the end, sure to be re-established in the South, and was only prevented now by the presence of a Northern army. Such ignorance is too great to be enlightened by counter assertion. The fact is, Mr. Atkinson gave utterance to the truth when he said that it was to the spirit of liberty and not to Northern forces slavery yielded—"a "principle which neither you nor we can conquer, and "which neither will ever surrender."

But the exposition has been a great public notice, more forcible than any mere words could be-pushing its way into almost every corner of the world-that an industrial revolution has actually been effected in the South, and that the people are intent now only upon converting the forces of nature to the service of man. Together with this notice, we have also the demonstration, through the reports of the exhibits made, of the wealth of mine, of forest and of field which awaits the laborer, as well as of the wonderful progress the South has already made in organizing its industries and repairing the great waste suffered by war. These are facts, the evidences of which the visitors from the North saw everywhere they went, and they have brought home with them impressions that will take them there again and their capital with them.

Even more important, however, than all this, is the effect the exposition will have upon Southern people and upon Southern thought. We have not space to-day to enlarge upon these points, and it is not necessary. We can refer only to the great industry of cotton-raising and handling, with regard to which so many improvements were suggested and their importance demonstrated. First it was proved that trashy cotton, even the worst samples left in the fields, can be profitably cleaned by removing the sand and leaf before it is ginned, and worked into fine goods-for this was actually done at Atlanta. Staple treated in this way will bring in the market a considerably better price than the ordinary production. Again, it was shown that great advance can be made in the mode of cultivation. The single instance Mr. Atkinson cites of Major Jones producing cotton at 3c. and selling it at 16c., cannot be too often repeated. But to realize what he experienced requires that planting should be managed carefully and economically. One cannot borrow money at a high rate of interest in any occupation or expand his business to such an extent that he must neglect it all, and yet produce the best results. One manufactory often nets 1 cent a yard while its neighbor is losing the same, and so we suppose it will always be with planters; but there is nothing like keeping before them what can be done with care and economy as a point to aim for, since then more will be continually reaching it.

The South has also seen what improvement in tools is needed for best cultivation and preparation for market. First of all is a cleaner referred to above which will remove the sand and trash before cotton is ginned, and thus advance the grade and therefore the price of the product. Next is a gin which will combine the speed of the sawgin with the excellencies of the roller-gin. This has not been secured, but it is evident that the saw-gin harms greatly many descriptions of the staple, and that there is a pressing need for something better. A physician cannot not mention it; not, however, because we overlooked it,

act with intelligence until he has made a correct diagnosis of the disease; in like manner the inventive genius of the country could not be incited to remedy this defect in manipulation, until the exposition had made the existence of the defect public property. Then, again, uniformity of staple will add greatly to the value of a bale of cotton, and this brings out the necessity for a small press and small packages, so that good cotton need not be mixed with inferior descriptions.

We might continue this catalogue almost indefinitely. There is no doubt about it, the South needs to improve materially its methods in cultivating and handling cotton, and it will pay the planter to do it. That this truth has been demonstrated at Atlanta, is but one among many of the evidences of the wisdom which planned the exposition, and of the benefits which are sure to flow from it.

### NEW YORK CENTRAL ACCOUNTS AND DEBT.

We have received several letters in reference to our article of last week on "What the New York Central Report Shows"; only two of them, however, is it necessary to notice. The first is from Mr. Chambers, the Auditor of the road, criticising our statement that if the expense and construction accounts "had been kept in the same way as in previous years," the result would have been different. As the criticism is in one sense just, we give the letter in full. NEW YORK, January 4, 1882.

Wm. B. Dana & Co., "Financial Chronicle," New York-GENTLEMEN: In a review of the report of the New York Central & Hudson River Raiiroad Company appearing in your issue of December 31, an intimation seems to be given that very large additions to the company's equipment during the past year have been charged to transportation expenses which ought to have been charged to construction, and that if the accounts had been kept in the same way as in

previous years, &c., &c., the results shown would have been different. No change whatever has been made in the manner of making such charges or keeping such accounts. All the new equipment charged to transportation expenses was to make good the depreciation from the previous year, which depreciation had resulted from wearing out or disposition by sale, the amount realized from the old equipment having

been duly credited to the expense account. On the other hand, no expenditures are charged to construction unless

for actual increase or betterments to the company's property. I. P. CHAMBERS. Very truly,

Of course we did not suppose there had been any actua. change in the system of keeping the company's accounts, and it was an inadvertence in us to state anything bearing such a construction. This, however, does not at all affect the point we wished to make, and did make, which was that the application of the system in the two years had produced quite a remarkable result. That is to say, while in 1880 comparatively little was charged to expenses on account of wear and tear of engines, passenger cars, &c., in 1881 no less than 44 locomotives, 45 passenger cars, &c., were embraced under that head, and further that while in 1880 only 6,355 tons of steel were used in renewal of track, in 1881 the quantity was 9,014 tons. This difference between the years would have been a less important fact had it not been for the late depreciation in the price of the Central stock, and the greater desire existing, therefore, to get at a correct idea of its true value. Hence, it was very interesting to know that almost one million dollars had been added to the expense account for articles not required the previous year, and which—if we may take the past as a precedent-will not again be required until two years hence. This latter inference finds some support in the fact that the stockholders have, according to these figures, paid for in 1881, and renewed, no less than 7 per cent of the Central's total stock of engines at the close of 1880, and 8 per cent of all the passenger cars.

Our other correspondent calls attention to the fact that we made no reference in our article to the Central's increase of indebtedness during the year. It is true we did satisfactorily furnished the explanation.

For a number of years prior to 1880 the Central's funded debt remained about stationary. In 1880 this debt was increased by about \$1,700,000,\* and in 1881 by just two millions. But the increase is easily accounted for. Notwithstanding its double and quadruple tracks, notwithstanding its excellent terminal accommodations, and notwithstanding its splendid facilities in every way, the Central finds that further additions to its property and plant are an absolute necessity. Thus in 1881 (to confine ourselves to the present year) \$5,083,163 were expended in additions to road and equipment. How this money was expended was shown in detail in the construction account published last week in our news columns. Some of the larger items were as follows: \$1,024,179 for land at New York, Rochester, Buffalo, &c.; \$1,743,970 for 3,070 new freight cars; grading and superstructure for third and fourth tracks between Rochester and Buffalo, \$1,063,445; stations, piers, yard improvements, &c., at New York, Albany, and Buffalo, \$790,287.

Certainly, these are all permanent additions to the value of the property, and as such are chargeable to construction and equipment account, and not to earnings. Of the five millions added to property the funded debt supplied only two millions; the remainder of the neces sary money was derived from an increase of about \$250,000 in floating debt, a reduction of about \$1,750,000 in cash and cash assets, and an increase in general surplus, representing the accumulated earnings, &c., invested in property, of about \$1,500,000 (in this amount is included \$778,151 premium realized from the sale of the two million bonds). This makes a half a million more than the five millions required, but there are other items that enter into either side of the balance-sheet which, if included, would make the accounts just balance.

Thus there is nothing extraordinary about the Central's increase of indebtedness. The company is merely strengthening its position for commanding and handling traffic, and in so doing laying the foundation for increased business in the future.

\*In the early report for last year the debt was stated the same as in 1879, but a correction appears to have been subsequently made and incorporated in the return to the State Engineer.

### THE FINANCIAL SITUATION.

We have to record to-day another week of unsettled values in stocks. Favorable rumors have been in plenteous supply all the time, but the market has now reached such a condition that it needs as a remedy a more con centrated tonic, the attacks on it having at present assumed a regularity or periodicity which is always demoralizing. To be sure, the market reacts after each tumble; but why should it not, while the shorts are covering, in preparation for another attack? It will be noticed, however, that after every subsidence of the fever, prices have hitherto been left lower.

Of course, we would all like to know the turning point. There is a suspicion, becoming more general of late, that it will only be reached when the leading speculators have secured the ends they are seeking. This may very likely be so, and yet if the railroad war must first be closed, the signs at the present moment are not particularly favorable. It may come at any time, but is more likely to be realized when the grain speculation in the West is ended and prices fall here or rise at Liverpool, so as to admit of a free export movement, affording active employment for all the railroads running to the East. Still, it is rumored this week, as it has been every week for a long time, that nego.

but because we thought the balance sheet so readily and | tiations for a settlement are making good progress, and, further it is added now, that a referee to fix a basis of settlement is likely soon to be appointed. We give the rumor for what it may be worth, without feeling any special confidence in it ourselves.

> Investors, however, have little interest in these considerations. The railroad war will sometime be ended, and the question with them is as to the real value and not the speculative one. If the rate of interest is rising in this country, or rather if capital is finding more favorable employment than at the four or five per cent it has had to be satisfied with of late years, prices of dividendpaying stocks must in the future average lower than they have done, unless their earnings will warrant an advance in the dividends. In this connection it is to be remembered that railroad earnings continue very large, and as we shall for the weeks of winter compare with returns during the heavy snows and blockades of last winter, it is to be presumed that the Northwestern roads especially will make a good showing. Hence when the large speculators are ready for it, they may find plenty of reasons for giving the market a rapid upward turn.

> It is not surprising that there should have been a flurry in London on Tuesday amounting to what has been characterized as a "panicky" feeling. The unsettled tone at the close of our market on Saturday and the news of the partial demoralization existing here at the opening on Tuesday, doubtless contributed to an uneasy feeling in London on that day and on Wednesday. It is reported that the foreign bankers here were liberal sellers of stocks on Wednesday for European account. This report may have been only partially true and have been magnified for speculative effect. There is no evidence in the tone of the foreign exchange market of large sales for European account, for if these sales had been made and the proceeds immediately remitted there would have been a sharp demand for sterling. Still, it is possible that the stock has been sold here, but that the brokers do not intend to remit for it until the arrival of the certificates and that meantime they will borrow the stock for delivery. This course is sometimes pursued by brokers in London as well as here, and will in part explain the oversold condition of our stock market. In this case we should expect a demand for exchange some ten days or a fortnight hence.

> Money was stringent on Tuesday, when the rate on call was advanced to  $\frac{1}{8}$  of one per cent commission and interest. It was a little more abundant on Wednesday, when 1-16 was the highest commission paid, and it was plentiful on Thursday, when the extremes were 6 per cent and 2 per cent. This abundance was due to the large disbursements by the Assistant Treasurer for January interest and also to the payments for dividends and interest by the banks for other corporations. The oversold condition of the stock market aided in lessening the demand. The Treasury operations for the week show a loss (which is a gain to the banks) of \$7,400,707 24. The rates of exchange on New York at Chicage and St. Louis have risen to par, and consequently there is a cessation in the demand from that section upon this centre, and there is also a less urgent inquiry from Southern cities, all of which has resulted in causing the interior movement to run in our favor for the week ending January 6, as may be seen from the following.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency Gold		\$365,000 258,000
Total	\$2,138,000	\$623,000

The foregoing, together with the Sub-Treasury operations, indicates that the changes for the week in the bank

reserve should be as below, except so far as the result may be affected by including silver certificates, which are not counted as reserve.

	Into Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net Interior movement			\$7,400,707 1,515,000
Total	\$9,538,707	\$623,000	\$8,915,707

The Bank of America received \$3,400,000 gold from the associated banks during the week, for deposit in the vault.

The foreign exchange market has continued dull and without special feature during the week. The supply of cotton and bankers' bills about equals the demand from importers. The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	Jan. 2.	Jan	n. 3.	Jan	. 4.	Jan	ı. 5.	Jan	. в.
	× ×					Lond'n prices.*			
U.S.4s,c. U.S.3½s Erie 2d con. fil. Cent. N. Y. C Reading	Holiday	117.00 102.44 41.14 99.52 131.08 130.59 93.981	99¾ 130½ 130¾	117·49 102·44 38·59 99·04 127·92 127·92 32·04+	1021/8 383/4 98 1283/4 129	117·24 102·44 39·68 99·04 129·14 130·11 33·01+	117½ 102⅓ 40 100 129¾ 130⅓ 66¼	102:41 39:08 93:55	1021/8 32 973/ 1281/4 129
Exch'ge, cables.		4.85			3516		3516	4.85	

\* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

NOTE.—The New York equivalent is based upon the highest rate for cable transfers, which ordinarily covers nearly all charges, such as interest, insurance and commissions.

The offerings of called bonds for redemption at the Sub-Treasury since our last have amounted to \$45,500 of those embraced in the 105th and \$1,558,550 of those in the 106th call. Holders are now more inclined to surrender them than they were before the close of the year, and it is expected that comparatively large offerings will daily be made hereafter. The latest official statement of called bonds outstanding was on the 4th, when the amount of the 105th call not surrendered was stated at \$2,295,800, and of the 106th at \$12,375,500. Since then \$1,475,000 of the 106th and \$30,000 of the 105th have been paid, leaving \$2,265,800 of the 105th, and \$10,900,500 of the 106th. It is now expected that another call for extended 6 per cents will shortly be made, that the usual 60 days' notice will be given holders, and that the Treasury will offer to redeem the bonds without rebate of interest.

The Bank of England return for the week shows a loss of £68,000 bullion and a decrease of 3 per cent in the proportion of reserve to liabilities. This makes the percentage only 1 3-16 higher than the lowest last year. The Bank of France reports a loss of 7,100,000 francs gold and 10,650,000 francs silver. The Bank of Germany shows a decrease of 16,240,000 marks. The following exhibits the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	Jan. 5, 1882.		Jan. 6, 1881.		
	Gold.	Silver.	Gold.	Silver.	
	£	£	2	9	
Bank of England	20,249,340		24,263,276		
Bank of France	25,943,056	46,134,449	29,285,228	49.167.280	
Bank of Germany	6,430,737	19,292,213	6,793,000	20,379,000	
Total this week	52,623,133	65,426,662	60,347,504	69.546.280	
Total previous week	53,178,133	66,461,662	55,664,369	66.318.176	

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 payments by the Assay Office through the Sub-Treasury during the week amounted to \$306,698, of which \$98,400 was for foreign gold. The receipts by the Assistant Treasurer from the Custom House were as follows.

					Consist	ing of—	
D	ate.	Duties.		130//1		Silver Dollars.	Silver Certificales.
Dec.	30	\$236,515	64	\$182,000	\$6,000	\$1,000	\$48,000
66	31	275,082	78	214,000			56,000
Jan.	2			Holiday.			
66	3	665,600	54		32,000		129,000
66	4	1,009,310	71	860,000	36,000	1,000	
66	5	374,631	46	295,000	20,000		60,000
T	otal	\$2,561,191	13	\$2,058.000	\$105,000	\$2,000	\$405,000

#### COTTON CONSUMPTION ANDOVERLAND MOVEMENT TO JANUARY 1.

We are able to-day to bring down our overland cotton movement to the first of January. This statement covers the first four months of the season, and is supposed to present a little better basis than earlier statements upon which to estimate the year's yield. Still, we do not purpose to use it in that way, as such conclusions are frequently misleading and never conclusive. Our views of the crop we have given on previous occasions.

OVERLAND MOVEMENT TO JANUARY I, 1882.

The rail shipments continue to show a large increase over last season. The gross movement during the month of December was 305,210 bales against 191,126 bales for the same month last year, a difference in favor of 1881 of 114,084 bales; for the four months of this season the figures reach 707,529 bales, against 512,098 bales during the corresponding period of 1880, an increase this year of 195,431 bales. The net figures are also larger, being for the four months 373,510 bales against 316,763 bales last season, an increase of 56,747 bales, the increase during the month having been 35,781 bales. The details for the four months, presented in our usual form, are as follows.

OVERLAND FROM SEPTEMBER I TO JANUARY 1.

	,	1881.	1880.
•	Since September 1, shipped-		
	From St. Louis	252,000	174,254
	Over Illinois Central	4,032	25,323
	Over Cairo & Vincennes	101,541	43,314
1	Over the Mississippi River, above St. Louis	72,326	86,227
	Over Evansville & Terre Haute	9,974	11,385
	Over Jeffersonville Madison & Indianapolis	61,633	44,702
	Over Ohio & Mississippi Branch	13,106	20,134
	Over Louisville Cincinnati & Lexington	61,555	23,928
	Receipts at Cincinnati by Ohio River	34,216	17,059
	Receipts at Cincinnati by Cincinnati Southern	80,095	46,886
	Over other routes	9.732	11,875
	Shipped to mills, not included above	7,319	7,011
	Total gross overland	707,529	512,098
	Deduct—		•
	Receipts overland at New York, Boston, &c	239,661	147,914
-	Shipments between (or South from) Western in-	200,001	127,011
	terior towns	4,328	7,001
	Shipments inland (not otherwise deducted) from-	2,020	1,001
	Galveston	8,756	587
1	New Orleans	9,766	172
1	Mobile	61,854	83,151
	Savannah	02,003	
	Charleston		
1	North Carolina ports	2,390	2,333
	Virginia ports	4,264	4,177
1			
1	Total to be deducted	334,019	195,335
	Leaving total net overland*		316,763
1	* This total includes shipments to Canada by re	il which a	ince Sont

\*This total includes shipments to Canada by rail, which since Sept. 1, 1881, amount to 17,851 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

In the receipts at the ports we have been compelled to make a considerable addition for omissions in the Virginia movement from ports other than Norfolk. This brings the December port receipts within 10,649 bales of the same month last year and leaves the falling off up to Jan. 1st 256,462 bales compared with the same four months of 1880, with 96,000 bales more in stock at the interior towns. The exports to foreign ports during the month show a marked decline, the total for the four months being 1,524,-074 bales, against 2,007,369 bales during the same months of 1880, a decrease, as compared with last season, of 483,-295 bales, the falling off during December having been 244,182 bales. The stocks at the outports are now 252,-237 bales greater than at the same time last year. Our usual table of receipts, exports, &c., is as follows.

Monem't from	Receipts	Export	ed since s	Sept. 1, 188	1, to-	Stocks
Sept. 1, 1881 to Jan. 1, 1882.	since Sept. 1, 1881.	Great Britain.*	France.	Conti- nent.	Total.	Jan. 1.
Galveston	308,194	75,618	9,725	36,172	121,515	108,415
Ind'nola, &c	10,943	242,512	128,337	109.886	4×0,735	399.342
New Orleans. Mobile	859,629 192,095	10,837	3,331	100,000	14,168	49,429
Florida	18,628	$\frac{3,900}{79.313}$	14,255	118,867	3,900 $212,435$	$\begin{array}{c} 99 \\ 121.282 \end{array}$
Savannah Br'nsw'k,&c	552,610 6,461					
Charleston Pt. Royal, &c	388,523 $14.913$	$83,468 \\ 9,277$	17,152	68,999	169,619 $9,277$	
Wilmington .	103,979	35,907	1,430	5,682	43,019	16,042
Mor'h'dC,&c Norfolk	12,753 $411,477$	155,480		13,930	169,410	71,433
City P'nt, &c	77,768			30,317	188.339	265,472
New York Boston	67,757 $122,890$	143,331 45,017	14,001	1	45,018	5,195
Baltimore	15,821	28,780		18,203 50	46,983 $19,656$	
Philadel., &c.						
Total	3,197,637	933,046	188,891		1,521,074	
Total 1890	3,451,099	1,271,590	270,613	465,166	2,007,369	968,121

Great Britain exports include to the Channel.

†Total stocks, 1,220,358. Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached

a market through the outports and overland, and the Southern consumption, since September 1 this year and last year is as follows.

	1881.	1880.
Receipts at the ports to Jan. 1bales. Net shipments overland during same time	3,197,637 373,510	3,454,099 316,763
Total receiptsbales. Southern consumption since September 1	3,571,147 100,000	3,770,862 85,000
Total to Jan. 1bales.		3,855,862

The decrease in amount of cotton marketed during the first four crop months of 1881 is thus seen to be 184,715 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to Jan. 1, 1882, as above.....bales. 3,671,147 Stock on hand commencement of year (Sept. 1, 1881)-

At Northern ports..... 91,911

At Providence, &c., Northern interior markets .. 5,810- 218 043

Total supply to Jan 1, 1882..... Of this supply there has been exported

to foreign ports since Sept. 1, 1881..1,524,074

Burnt North and South..... Stock on hand end of month (Jan. 1, 1882)-

At Northern ports...... 349,620

**At Southern ports.....** 870,738

Taken by Northern spinners same time in 1880 .....

At Providence, &c., Northern interior markets.. 17,433-2,779,224 Total takings by spinners since September 1, 1881......

Taken by Southern spinners ..... Taken by Northern spinners since September 1, 1881...... 1,009,966

Increase in takings by Northern spinners this year.. bales. The above indicates that Northern spinners had up to January 1 taken 1,009,966 bales, an increase over the

corresponding period of 1880 of 103,831 bales. Our last year's figures for consumption are revised in accordance with the revision of some of our returns for that year, made, and referred to more fully, last winter.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which has already been marketed this year and last year. An additional fact of interest is the total of the crop which in sight on January 1 compared with a We reach that point by adding to year ago. the above the stocks remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the two years on Jan, 1 to be as follows.

	1881.	1880.
Total marketed, as abovebales. Interior stocks in excess of Sept. 1	3,671,147 421,000	3,855,862 325,000
Total in sightbales	4,092,147	4,180,862

This indicates that the decreased movement up to this date of the present year is 88,715 bales.

### WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to January 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time last season.

,	Four Mor	Same Period in 1880-81.		
	Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.
Texas Louisiana Alabama Georgia* South Carolina Virginia North Carolina	319,137 859,629 192,095 577,702 403,436 489,245 116,732 713,171	161,607,785 398,971,011 95,087,025 272,530,918 186,524,600 230,825,791 54,425,127 333,469,396	506·30 461·12 495·00 471·75 462·34 471·80 466·24 476·00	513·74 480·00 514·00 479·87 476·00 473·00 472·00 493·50
Tennessee, &c	3,671,147	1,739,441,653	473.81	485:53

\* Including Florida.

It will be noticed that the movement up to January 1 shows a decrease in the average weight as compared with the same time last year, the average this year being 473.81 lbs. per bale, against 485.53 lbs. per bale for the same months of 1880.

### THE COTTON GOODS TRADE IN DECEMBER.

The demand was exceedingly light during the month, but there was a fair movement on account of back orders, and manufactures are still sold some months ahead. Prices, therefore, remain firm on all such goods as govern the market, and the year closes with exceptionally small stocks in first hands. In the table below we give the price of print cloths at 4c., but a considerable portion of the "spot" sales during the month were at 4c. less 1 per cent; yet most of the "futures" for the first quarter of 1882 brought 4c. cash.

						,			
3		1881.			1880.			1879.	
DECEMBER.	low	Print- ing cloths, 64x64	ings, stand-	low	Print- ing cloths, 64x64	ings, stand-	Coll'n low mid- dling.	Print- ing cloths, 64x64	ings, stand-
2 3	1158 1111 <sub>16</sub> 1111 <sub>16</sub> 1111 <sub>16</sub> 1158 119 <sub>16</sub> 1119 <sub>16</sub> 1119 <sub>16</sub> 1119 <sub>16</sub> 1119 <sub>16</sub> 1119 <sub>16</sub> 1119 <sub>16</sub>	4 4 4 S	##### ################################	11918 11916 11916 11916 11916 11916 11716 11716 11716 11716 11716 11716 11716	438 438 438 438 438 438 414 414 4316 418 418 418	814 814 814 814 814 814 814 814 814 814	12316 12316 12716 121516 121516 121516 121516 1318 1318 121516 1234 12716	434 478 . 478 478 478 478 478 478 478 478	812 812 812 812 813 813 813 813 814 812 812 813
17	119 <sub>16</sub> 119 <sub>16</sub> 119 <sub>16</sub>	S 4 4 4	837 837 837	111 <sub>2</sub> 111 <sub>2</sub> 111 <sub>2</sub>	4 <sup>1</sup> 8 4 <sup>1</sup> 8 . 8 4 <sup>1</sup> 8 4 <sup>1</sup> 6	8 <sup>1</sup> 2 8 <sup>1</sup> 2 8 <sup>1</sup> 2	$12^{5}_{16}$ $12^{5}_{16}$ $12^{1}_{4}$ $12^{3}_{16}$	4 <sup>7</sup> 8 4 <sup>7</sup> 8 4 <sup>7</sup> 8 4 <sup>7</sup> 8	8 <sup>1</sup> 2 8 <sup>1</sup> 3
22 23 24 25	119 <sub>16</sub> 119 <sub>16</sub> 119 <sub>16</sub>	4 4 4 s	834 834 834	11 <sup>1</sup> 2 11 <sup>1</sup> 2 11 <sup>1</sup> 2	4 18 4 18 4 18	8 <sup>1</sup> 2 8 <sup>1</sup> 2 8 <sup>1</sup> 2	$12^{3}_{16}$ $12^{3}_{16}$ $12^{3}_{16}$	4 <sup>7</sup> 8 4 <sup>7</sup> 8 4 <sup>7</sup> 8 Holid	81 <sub>2</sub> 81 <sub>2</sub> 81 <sub>2</sub> ay
26 27 28 29 30	119 <sub>16</sub> 119 <sub>16</sub> 119 <sub>16</sub> 119 <sub>16</sub>	4 4 4	834	117 <sub>16</sub> 117 <sub>16</sub> 117 <sub>16</sub>	Holid 4316 4316	8 <sup>1</sup> 2 8 <sup>1</sup> 2 8 <sup>1</sup> 2	$\begin{array}{c} 12^{3}_{16} \\ 12^{1}_{8} \\ 12^{3}_{16} \end{array}$	Holid	ау

The above prices are-For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices, which are subject to an average discount of 5 per cent.

### OUR FOREIGN COMMERCE.

The November statement of our foreign commerce is characterized by the same general features for which all late reports have been conspicuous. The merchandise excess of exports over imports is this month only \$13,399,-1439, against \$35,899,226 in the corresponding month of 1880. The exhibit, though unfavorable when compared with the previous year, is yet, on the whole, satisfactory, bearing in mind the adverse conditions ruling. The reduction in the excess was the result of an increase of \$9,551,721 in imports and a decrease of \$12,948,066 in exports.

To make a correct comparison, it must be remembered that in November, 1880, the imports were very small, having been abnormally large in the early months of that year. Hence the increase in 1881 is not excessive or unnatural. The smaller total of exports is to be attributed, as in previous months, to the speculations prevailing in all our chief staples of exports. Thus the breadstuffs exports exhibit a falling off of \$4,027,318—this, be it remembered, does not indicate what the diminution in quantity was, because prices were so much higher this year; the provisions exports show a falling off of \$3,454,343, and cotton of about 100,000 bales. These three items account for pretty nearly the whole of the thirteen millions decrease in exports. The following table gives the merchandise imports and exports at each port.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic	. 18	81.	1880		
and Foreign.)	November.	Since Jan.1.	November.	Since Jan.1.	
New York. New Orleans. Baltimore Boston Philadelphia. San Francisco All other ports.	\$ 27,567,069 7,557,189 3,255,702 5,279,988 3,531,215 6,210,061 16,658,830	52,704,083 65,484,479 38,368,653 41,047,172	\$ 34,546.967 11,279,187 6,560,154 5,462,213 3,530,343 4,141,858 17,487,398	67,614,092 60,490,182 43,721,123 25,950,751	
Total	70,060,054	756,476,018	83,008,120	790,793,208	
Imports. New York New Orleans Baltimore Boston Philadelphia San Francisco All other ports	952,642 1,288,671 4,857,613 1,760,161 3,506,914 8,547,499	15,055,496 60,189,767 27,938,860 35,186,348 50,545,193	31,441,483 1,033,445 1,095,548 3,651,246 1,802,621 2,997,290 5,084,261	37,160,823 33,173,763 38,289,295	
Total	56,660,615	612,867,365	47.108,894	649,431,491	

San Francisco, as in former months, has largely augmented exports, due to the free movement of wheat from California. The whole of the 2 millions increase was made in this way. The largest decrease in breadstuffs exports at any port occurs at Baltimore. That port had a total of \$4,873,870 in November, 1880, but only \$1,898,-662 in November, 1881, or about 3 million dollars smaller. No other port shows so heavy a decrease. Even New York, having the largest exports of all, records a decline of but \$1,700,000. Baltimore's great loss at the moment is significant, in view of the contest about differential rates in progress on the trunk lines, and accords with the reports that the Baltimore & Ohio was taking very little grain at present rates, as it did not pay to carry it. New Orleans' smaller exports are of course due to the lower east-bound rates on the railroads and the diminished movement of grain down the Mississippi. The following state ment gives the breadstuffs and provisions exports at each of the leading ports.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

*	1881.		1886.		
Breadstuffs.	November.	Since Jan.1.	November.	Since Jan.1.	
		\$	\$	\$	
New York	7,430,804		9,134,946	123,943,973	
New Orleans	124,065		1,049,549		
Baltimore	1,898,662		4,873,870		
Boston	974,098		1,171,669		
Philadelphia	924,060		1,828,758		
San Francisco	5,232,280		3,165,384		
Other ports	1,441,911	15,146,472	829,022	18,311,894	
Total	18,025,880	210,318,432	22,053,198	257,231,045	
Provisions, &c.					
New York	5,692,614	82,310,594	8,776,080	91.871.926	
New Orleans	2,971	161,563	5,459		
Baltimore	58,651	4,375,411	277,090		
Boston	1,833,231	22,732,587	2,012,953	20,978,834	
Philadelphia	770,458	6,735,799	743,018	6,645,191	
Ban Francisco	40,005	349,377	33,027	402,306	
Other ports	223,541	3,681,756	228.237	3,591,985	
Total	8.621,521	120.347,037	12.075,864	128,007,783	

Regarding the individual items of breadstuffs exports nothing is to be said but that wheat, corn and flour are chiefly responsible for the diminished total this year. This is set out in the statement below.

EXPORTS OF BREADSTUFFS DURING NOVEMBER, AND SINCE JAN. 1.

None and Lan	Qua	ntity.	Value.		
November.	1881.	1880.	1881.	1880.	
Barley bush. Corn bush. Corn-meal bbls. Oats bush. Rye bush. Wheat bush. Wheat bush. Total.	$\begin{array}{r} \textbf{4,197,397} \\ \textbf{29,410} \\ \textbf{22,389} \\ \textbf{173,035} \end{array}$	7,900,299 36,704 26,368 302,311 11,859,906	2,912,805 106,435 12,008 179,123 11,577,373	4,553,420 112,497 12,679 318,384 13,064,990 3,960,800	
Since Jan. 1.  Barleybush. Cornbush. Corn-mealbbls. Oatsbush. Ryebush. Wheatbush. Wheatbush. Total.	$\begin{array}{c} 207,438 \\ 70,271,479 \\ 376,462 \\ 499,194 \\ 968,860 \\ 109,814,650 \\ 6,301,659 \end{array}$	109,654,675 354,540 542,109	134,610 42,266,154	809,912 59,410,643 1,036,000 242,834 2,038,189 159,572,814 34,120,653	

In the items included in the provisions exports, bacon and hams and lard make up the greater portion of the decrease in the total, though in dairy products—cheese and butter—there is also a decided contraction. For the eleven months every item except pork and cheese exhibits a decrease in quantity, but owing to the higher prices prevailing total values come within 8 millions of those of 1880.

EXPORTS OF PROVISIONS, &C., IN NOVEMBER, AND SINGE JAN. 1.

	Pou	nds.	Value.		
November.	1881.	1880.	1881.	1880.	
Beef, fresh and			\$	\$	
salted	9,103,605	11,116,731	858,523	921,233	
Bacon and hams	32,185,196	67,333,719	3.293,660		
Lard	23,175,314				
Pork	6,783,567				
Butter	$3,033,637 \\ 824.781$				
Cheese	5,365,549				
0.0000	0,000,010	0,140,030	000,000	1,111,828	
Total			8,621,521	12,075,864	
Since Jan. 1.		"		,	
Beef, fresh and			0		
salted	128,422,390	119,508,996	11,555,754	10,443,118	
Bacon and hams	544,683,457	716,372,639	43,796,311	52,555,752	
Lard	279,624,378	373,001,899	3),029,093	2 1,896,118	
Pork	84,777,790	84,193,114	7,021,473	5,838,987	
Tallow	64,690,173	108,284,037	4,542,460		
Cheese	20,538,926 $131,366,894$	36,096,134 $127,542,495$	3,935,832		
0	101,000,004	121,042,400	14,465,224	14,463,673	
Total	<u> </u>		120,347,087	128.007,783	

### RETROSPECT OF 1881.

The year 1881 showed a further growth and development of that wonderful business prosperity in the United States which began in 1879. The volume of transactions far exceeded the year 1880, which already stood much in advance of any former year, and the exchanges at the bank clearing houses of twenty-two leading cities amounted in round figures to 64 thousand millions, against 50 thousand millions in 1880. It appeared as if prosperity was exerting a constantly increasing force, and as if the great money-making of the two preceding years was having its influence in pushing forward in a thousand channels the business enterprises of 1881.

The general success and large profits in business were perhaps the more remarkable inasmuch as the cereal crops were a partial failure, and the country was called upon to withstand such a shock as the assassination of its chief magistrate; but these drawbacks only served to show up the undoubted strength of the commercial situation and the unlimited confidence in the stability of affairs. Never has there been a time when capital was so easily raised for new enterprises as in the first nine months of the past year; the Government negotiation of  $3\frac{1}{2}$  per cent bonds in place of fives and sixes was one of the most brilliant finan

cial operations ever known; and in railroads alone it is probably not an exaggerated estimate to say that \$400,-600,600 would hardly exceed the amount expended and definitely subscribed for roads under construction.

The gross product of the year in manufactures was enormous, and from almost every department came the report of a business large beyond precedent, and frequently of orders ahead for all goods that could be supplied far into the year 1882. The large production of coal and iron and the tonnage and gross earnings of the railroads reflected well the extraordinary activity in business movements; but the net income of many railroads was cut down, in comparison with the previous year, by the severe winter, by the war in rates carried on by the trunk lines, and by the fact, which was of more general and lasting import, that the expenses of operating had materially increased. In net income over expenses, interest and rentals, the year 1880 must yet stand preeminent.

Among the banks and dealers in commercial paper the comments were most favorable upon the moderate supply of notes offering, and both merchants and manufacturers were believed at the close of the year to be in a particularly sound and prosperous condition. The Mercantile Agency, however, reports a considerable increase in the number and amount of failures, the total being 5,582 failures with \$81,155,932 liabilities in 1881, against 4,735 failures and \$65,752,000 liabilities in 1880.

A speculative spirit pervaded the community which can hardly be looked upon as a commendable feature. The number of persons interested in stock and produce speculation was probably much larger than ever before, and at the Stock and Mining exchanges, the Produce Exchange and Cotton Exchange, the speculative transactions assumed such large proportions that the actual legitimate business to cash buyers sunk to a mere insignificant percentage of the total transactions.

One of the most noteworthy changes in the foreign trade movement was the gradual decrease in the excess of exports over imports and in the gold imports during the last six months of the year, caused mainly by the smaller supply of breadstuffs available for export from the United States, and partly also by the increasing demand for foreign goods here. But in the latter respect trade has been surprisingly conservative, and under the rapid increase in incomes both from business and from invested property, the demand for foreign articles of manufacture was but moderately swelled, and home production supplied to a great extent the widely extended markets for staple goods. The immigration of foreigners kept up briskly throughout the year and the whole number coming into the country for the year ended June 30, 1881, was 669,431, against 457,257 in the corresponding year of 1879–1880.

Taking a general view of the course of events during the year, we find that in the merchandise markets there was far more caution shown than in the previous year, and prices were not advanced to such extremes. The bitter experience of 1880 was not lost, as the prices of iron and some other articles had then been so unreasonably pushed upward that the markets were flooded with the products of foreign manufacturers, and a collapse necessarily followed which was disastrous in its results. The worst speculation of the year was in breadstuffs, and taking our short crops and the small stocks in Europe as a basis for their operations, the speculators in Chicago and New York grasped the markets in August, and from then until November held control of them, crowding the prices of wheat and corn to such a point that exports were seriously checked and stocks greatly accumulated. In No-1880, and the imports of gold were continued on a liberal

vember and December the usual decline from such an artificial movement followed, with the usual result of loss to many who had been engaged in it. In compensation for the smaller crops and decreased export of breadstuffs from Atlantic ports, the large shipments of wheat from our Pacific coast to Europe (exceeding in the later months 1,000,000 bushels per week) made an important item in the trade returns.

At the Stock Exchange the volume of business was large beyond any former year, but this consisted rather in a steady movement than in spasmodic operations wherein the sales footed up an unhealthy total. The amount of new stocks and bonds added to the list was very heavy, and the speculative operations in these new securities added largely to the brokers' commissions. The issue of stocks and bonds to represent new railroads constructed, and the vast increase in other stocks by scrip dividends, or by the sale of stocks to stockholders on the payment of a fractional part of their market value, added a large percentage to the whole amount of railroad stocks and bonds previously outstanding.

For the purpose of showing at a glance the industrial and financial statistics, which present a sharp comparison of the two years 1880 and 1881, the following table has been compiled.

	1880.	1831.
Coin and currency in U. S. Nov. 1 Total clearings in 22 cities Mercantile failures Imports of gold and silver* Exports of gold and silver* Exports of merchandise* Imports of merchandise* Excess of exports over imports* New railroad constructed miles Gross earnings of 36 railroadst Wheat produced (estimated) bush. Corn bush. Cotton in year ending Sept. 1 bales Pig iron tons Anthracite coal tons	\$65,752,000 \$75,548,731 \$16,205,741 \$871,666,346 \$709,028,302 \$162,638,044 7,174 \$161,352,107 500,000,000 1,720,000,000 5,757,397 3,835,191	\$61,000,000,000 \$81,155,932 \$83,308,289 \$20,325,253 \$835,366,262 \$660,243,050 \$195,123,212 (est.) 9,000 \$190,513,728 400,000,000 1,290,000,000 6,589,329 (est.) 4,500,000

\* Twelve months ending Nov. 30. † Eleven months ending Nov. 30; and on larger mileage in '81. ‡ Year ending June 30.

The movements of coin and currency in the United States during the past three years since the resumption of specie payments have been observed with the utmost interest. The increase in the supply of the circulating medium, by the importations of foreign specie and the retention at home of the domestic product of gold and silver, and also by the increase in national bank notes, has been quite remarkable. The total increase between Jan. 1, 1879, and Nov. 1, 1881, amounted to over \$400,000,000. Comptroller Knox in his annual report remarks that the imports of gold in excess of exports, from the date of resumption to Nov. 1, 1881, had been \$197,434,114, and the estimated gold production of the mines \$104,150,000. The amount received from these two sources during the year ending Nov. 1, 1881, was \$114,749,390. following table shows the amount of coin and currency in the country on Jan. 1, 1879, and on Nov. 1, 1880 and 1881,—the amounts of silver and gold coin, which include the bullion in the Treasury, being the estimates of the Director of the Mint:

	Jan. 1, 1879.	Nov. 1, 1880.	Nov. 1, 1891.
Legal tender notes National bank notes Gold coin	278,310,126 106,573,803	343,834,107 454,012,030 158,271,327	360,344,250 562,568,971 186,037,365
Total	\$1,055,356,619	\$1,302,798,480	\$1,455,631,602

The foreign trade of the United States presented many interesting features. In the first half of the year the exports of domestic produce were heavy, the imports of merchandise were much below the corresponding time in scale. The latter was a novel phase, and it was the first time that gold imports had been considerable in the first six months of the calendar year. In the last five months of the year embraced in the latest returns of the Bureau of Statistics, ending with November 30, the course of foreign trade materially changed, and while the twelve months ending at the last-named date presented a most favorable exhibit for the country, the last five months of that year, from July 1 to November 30, showed a decided decrease in exports, an increase in imports of merchandise, and a decrease in imports of specie, as compared with the previous year. The following table shows these changes:

#### MERCHANDISE.

Year ending Nov. 30-	1881.	1830.
Total exports	\$855,366,262 660,243,050	\$871,673,211 709,034,452
Excess of exports	\$195,123,212	\$162,638,759
Five months ending Nov. 30— Excess of exports	\$45,608,717	\$110,198,223
GOLD AND		, 410,100,1

Year ending Nov. 30-	1881.	188€.
ExportsImports	\$20,325,253 83,308,289	\$16,205,741 75,548,731
Excess of imports	\$62,983,036	\$59,342,990
Five months ending Nov. 30— Excess of imports	\$21,408,228	\$52,593,942
12 months ending Nov. 30	\$74,188,126 28,193,331	\$63,687,822 54,048,167

The drought in the summer and fall of 1881 was one of the longest and most widely extended that the country had ever experienced, and this, together with the preceding winter of extraordinary severity, caused a falling off in the crops of wheat and corn and of all dairy products, producing a scarcity in supplies and leading to an advance in prices which materially increased the cost of living. But to the farmer who marketed his crops in the fall of 1881 the actual profits must have been quite as large as on the more abundant yield of 1880, and taking the whole crop of wheat and corn, as estimated by the Agricultural Bureau, we would have the following approximate values on the average prices ruling in New York between Sept. 1 and Dec. 1 in each year:

Wheat—1880, 500,000,000 bushels, at \$1 13 per bushel, \$565,000,000 " 1881, 400,000,000 bushels, at \$1 45 per bushel, \$580,000,000 Corn — 1880, 1,720,000,000 bushels, at \$0 55 per bushel, \$946,000,000 " 1881, 1,290,000,000 bushels, at \$0 72 per bushel, \$928,800,000

The grandest financial operations, aside from the Government funding in 3½ per cent bonds, were in railroad consolidations, and in the organization and carrying forward of new projects upon a gigantic scale. Early in the year the absorption of the American Union Telegraph by the Western Union, under the management of Mr. Jay Gould and his associates, and the increase of the stock of the last-named company to \$80,000,000, was one of the most successful stock operations ever accomplished. In railroad construction, the actual mileage estimated to have been built by no means shows the real activity which was at work in this branch of industrial enterprise. The new road completed is closely estimated at 9,000 miles, and on the basis of \$25,000 per mile this would call for an actual outlay of \$225,000,000 in the year; but this includes none of the capital raised for roads in progress and to be pushed forward in 1882, nor does it include anything for railroads building in Mexico with American capital.

An interesting comparison is obtained by bringing together the figures indicating the general financial situation in New York at the opening of the present year and at the same date in each of the two preceding years. The

following summary shows the condition of the New York City Clearing House banks, rates for foreign exchange and commercial paper, and prices of leading securities and articles of merchandise, on or about the 1st of January in 1880, 1881 and 1882:

STATISTICAL SUMMARY ON OR ABOUT JAN. 1, 1880, 1881 AND 1882.

	1882.	1881.	1880.
New York City Banks-			
Loans and discounts\$	315,443,400	297,756,700	276,706,200
Specie		58,047,900	
Circulation\$	20,162,400	18,408,200	
Net deposits	289,890,400	272,466,900	
Legal tenders\$	15,942,000	12,796,600	12,723,500
Legal reserve\$	72,472,600	68.116,725	60,521,775
Reserve held\$			
Surplus\$		-	483,825
Money, Exchange, Silver-	1,201,000	2,121,110	200,020
Call loans.	3 26+18p. d.	6	6 06+164p.d.
Prime paper, sixty days	60612	5@512	51226
Silver in London, per oz	5113 <sub>16</sub> d.	51581.	527 <sub>16</sub> d.
Prime sterling bills, 60 days	4 81	4 8112	4 8034-4 8112
United States Bonds-			
6s,1891, cou. (continued at 312)	10118	10113	1044
6s, currency, 1898	129	133	122
5s, 1881, (continued at 3½)	10238	10112	10338
4 <sup>1</sup> 28, 1891, coupon	11412	112	10638
4s of 1907, coupon	11758	11238	103
Railroad Stocks—			
New York Central & Hud. Riv.	13018	150	12912
Erie (N. Y. L. E. & W.)	4058	4818	434
Lake Shore & Mich. Southern.	1124	1304	$100^{1}4$
Michigan Central	8534	12113	90
Chicago Rock Island & Pacific	13112	1364	149
Illinois Central	12914	126	$99_{2}$
Chicago & Northwestern, com.	12514	124	91
Chicago Milw. & St. Paul, com.		1104	7558
Delaware Lack. & Western	127	107	87
Central of New Jersey	9058	83	8013
Merchandise—			<b>#</b> 20
Cotton, Middl'g Uplands. # 15.	1178	1116	12916
Wool, American XX 9 fb.	37@45	37@4912	44@53
Iron, Amer. pig, No. 1 \$ ton.	23 30 027 00	1 179 1 191	33 00 0 35 00
Wheat, No. 2 red win. 9 bush.	1 41 4-1 43 4	11/4-1184	1 58 21 59
Corn, Western mixed. 3 bush.		54@58	60 263
Pork, mess B bbl.	Tr 20.0 Ta 201	14 00	12 75@13 00

#### BANK MOVEMENTS.

The changes in the banks of New York City during the year are always observed with much interest. In the year under review it will be noticed that by the ninth of July the loans and discounts had risen to the extraordinary figure of \$352,856,800, against \$293,428,500 in the preceding year. From this large total they fell off gradually, and at the close of the year were about \$18,000,000 larger than at the close of 1880. The circulation was run down by the fear of the possible effects of the funding law, until it reached \$15,448,500 on March 5; but from that point there was a rise, and the demand for new circulation increased the amount to \$20,162,500 by the end of the year. In the items of specie and legal tenders the changes were not very important.

The following were the totals of the New York City Clearing House banks about the first of each quarter in the year 1881 and at the first of January, 1882:

	Loans and Discounts.	Specie.	Circulat'n.	Net Deposits.	Legal Tenders.
	\$	\$	\$	- 8	\$
Jan., '81	297,756,700	58,017,900	18,403,200	272,466,900	12,796,600
	300,288,100				
	350,491,100				
Oct., '81	330,497,400	59,643,200	19,859,100	308,518,100	14,730,300
Jan. 1,'82	315,443,400	57,782,500	20,162,400	289,890,400	15,942,000

### THE MONEY MARKET.

The year opened with an easy money market, and from the first of January the supply of funds was quite ample at 4@6 per cent on call loans. There was no stringency in the market till the latter part of February, when an extraordinary refund? ing bill was passed by Congress, embracing a provision which would prevent the national banks from withdrawing their bonds deposited as security for circulation, by depositing legal tenders to meet these bills, in the usual method. The banks became so much alarmed at this threatened restriction that they hastened to deposit legal tenders before it should go into effect, and as a natural consequence the contraction put up the rate for money on call loans to 1 per cent a day on February 25, and almost precipitated a panic in stocks. The money market continued very active for some days, but after the bill was vetoed by President Hayes on March 3, there was a decided relaxation. In the latter part of March and early in April rates for call loans again advanced, and stock brokers paid a commission for loans in addition to 6 per cent per annum; but after that time money was quite easy till after the middle of August. In August began the great speculation in wheat and corn in Chicago and New York, and the active demand for money again put up the rates till a commission on call loans was paid

in addition to the legal interest. After a few weeks of tight money a relaxation again took place until October, when the accumulation of money in the Treasury had some effect in reducing the market supply, and the Secretary found difficulty in getting his funds out quickly by offering to pay called bonds. The market, under the same difficulty in December, again worked very closely, and stock brokers paid commissions, while Government-bond dealers were supplied on their collaterals as low as 3 per cent per annum. This rate, however, was abnormal, and was only made in consequence of the small supply of governments offered as collaterals for trust funds, &c. Upon the whole, it was remarkable that the supply of money throughout the year was so fairly abundant, as the demand was immense from the dealers at all the exchanges, and for new railroad and other enterprises.

Wk end'g Friday.	Call Loans.	Prime Paper.	Wk end'g Friday.	Call Loans.	Prime Paper.
Jan. 7. 4  " 14. 4  " 28. Feb. 4. " 11. 4  " 18. 4  " 18. 4  April 1. 4  " 8. 4	1 96 1 96 1 96 1 96 3 96 3 96 4 96 4 96 4 96 4 96 4 96 4 96 4 96 4	5 6 6 6 5 12 6 6 6 6 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6	Oct. 7 " 14 " 21 " 28 Nov. 4 " 11 " 18 " 25 Dec. 2	4 26 & 1 <sub>16</sub> p. d 3 26 4 26 3 26 31 <sub>2</sub> 26 31 <sub>2</sub> 26 31 <sub>2</sub> 26 & 1 <sub>32</sub> p. d. 31 <sub>2</sub> 26 & 1 <sub>16</sub> p. d.	5 5 5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6
" 102 " 172	2 76	3 @4 3 @4 3 @4	" 16	3½26 & ½ p. d. 3½26 & ½ p. d. 3 76 & ½6 p. d.	$6 \ \ 26^{1}_{2}$
July 1		3 24		21206 & 116 p. d.	

FOREIGN EXCHANGE.

In the first half of the year 1881 the course of foreign trade was quite remarkable, and, for the first time, there was a considerable importation of gold between January and July. As compared with 1880, the most noteworthy change was the decrease in imports of merchandise, as the inflated prices in the prior year had led to a heavy importation of foreign goods, but, also, the exports of grain and other domestic products from the immense crops of 1880 were very large in the first half of 1881, and rates of exchange were much of the time quite low. For sterling bills the prices were low in January, and after improving considerably by the 20th of February, the market became demoralized for some time by the flurry in money, and not until the middle of April was there a decided recovery in rates. In May, June and July, prices were firmer, but in August bankers' fell off again to 480½ as their posted rate for 60 days sterling, and between that time and November the imports of gold were again quite large. Towards the close of the year, with a close money market, the rates of exchange were again rather easy. There was a general advance of the bank rates in Europe, made in October for the purpose of checking their gold outflow, and throughout the balance of the year they were generally maintained at or near 5 per cent. UNITED STATES BONDS.

The year opened with some uncertainty as to the measures to be taken by the Government to provide for the payment or renewal of its five and six per cent bonds falling due in 1881. A bill passed both houses of Congress for the issue of a 3 per cent bond, but it was so objectionable in some of its features that President Hayes vetoed it on March 3, and the new Secretary of the Treasury, Mr. Windom, was left without any definite course being prescribed for meeting the obligations then seon to mature. Under these circumstances, and with due reference to the means under his control, the Secretary adopted an ingenious plan, which resulted in one of the most brilliant transactions ever known. He offered to the holders of the bonds coming due the privilege of continuing them in registered bonds payable any time at the option of the Government, and bearing 3½ per cent interest. The holders availed themselves of this privilege, and the available surplus funds then and afterwards in the Treasury were applied to the purchase or payment of bonds, and the entire changes in the interest-bearing debt, and the saving of interest thereon, by the continuance and payment of bonds during the year ending November 1, 1881, as given in the report of the Secretary of the Treasury, were as follows:

Amount.	Rate.	Disposition.	Yearly sav'g.
\$178,055,150 401,504,900 39,644,400 68,146,150 16,179,100	5 per cent. 6 per cent. 5 per cent.	Continued at 3½ per cent Continued at 3½ per cent Redeemed or interest ceased. Redeemed or interest ceased. Redeemed or interest ceased.	6,022,573 2,378,664 3,407,307
Total ann	ual saving in in	iterest	\$16,826,192

The prices of Government bonds were relatively stronger than ever before, and the supply in the market became more and more scarce to meet the demand for exclusive investments in these securities.

#### RAILROAD AND MISCELLANEOUS STOCKS.

The stock exchanges in New York and other cities absorbed more than the usual attention, as centres of a constantly growing financial business in which the whole community is more or less interested. At the New York Board the price of seats advanced in the first half of the year to over \$30,000, but fell off again in the latter part of the year when commission business was less profitable. It was notable that the first six months of the year had much the larger business, and for the whole year there was an increase in stocks but a decrease in railroad bonds. The total sales of all stocks were in round figures 113,000,000 shares, against 97,000,000 in 1880 and 74,000,000 in 1879. The sales of railroad bonds amounted to \$387,000,000, against \$570,000,000 in 1880 and \$412,000,000 in 1879.

Although the year 1881 witnessed the most wonderful consolidations, stock-waterings and other enormous issues of stocks and bonds, it may fairly be said that the year passed without a single collapse of importance in the market, and without any depression which amounted to a stock panic. There was no break even which could be compared to that of Nov., 1879, or May, 1880, and this, too, notwithstanding such occurrences as the money pressure of Feb. 25, when loans cost 1 per cent a day, and the assassination of President Garfield on July 2, when the country was shocked to its foundation. The great strength of the leading operators who were interested in sustaining the market, and the general confidence in the prosperity of the country which caused a quick rally from every decline, were simply astonishing.

In looking at the controlling influences of the year, we find that the winter opened with great severity, and in the Northwest the obstruction to railroad traffic had hardly ceased by the first of May. This had even a more damaging effect in increasing expenses than in causing a loss of gross earnings, but in both ways the injury was great, and it was only by a large increase in business afterward that the railroads were able to recover their position in comparison with the previous year. After the hard winter came the partial failure of crops and the great drought throughout the West, which inflicted a further loss of business in the later months of the year. On the other hand, the movements of passengers and general merchandise, including the transportation of material for about 9,000 miles of new railroad, were so large, that the Western railroads kept up their gross earnings quite remarkably, and in many cases showed a considerable increase over 1880. In the last half of the year came the railroad war among the trunk lines, by which the rates between the West and the seaboard were so reduced that the transportation between Chicago and New York was done at prices which could not pay expenses. There were charges and counter-charges among the several managers, but it was not concealed that Mr. W. H. Vanderbilt was opposed to a settlement, except upon the new basis of one uniform rate for freight between Chicago and the Atlantic cities. At the close of the year the fight was still carried on, without promise of settlement, although it had been shown by the reports of the Vanderbilt roads that they had lost most seriously by the prolonged contest.

At the Stock Exchange the year opened with buoyancy, under the influences of the manipulations of Western Union Telegraph stock by Mr. Gould, which was advanced to high prices on the consolidation of the company with the American Union and Atlantic & Pacific, and the distributing of 38½ per cent as a stock dividend. There was afterward no great feature until the end of February, when the contraction caused by the action of the banks in apprehension of the passage of the funding law with the "Carlisle" amendment caused a money panic for a few days and produced a very sharp decline in stocks on the 25th of February. There was speedy recovery from this as soon as money relaxed, and the confidence in stocks quickly re-asserted itself. Except the ordinary fluctuations of the market, there was nothing of great importance from this time forward until

the shooting of President Garfield on the 2d of July, which caused a temporary decline; but as the next two days (Sunday and July 4th) were business holidays, the time given for reflection was sufficient to make a steadier feeling, and with a strong support at the opening on July 5th, it was soon shown that the danger of a panic was gone.

In the last half of the year there occurred only the usual variations of the stock market, until December, when the effect of the long-continued war in rates, together with a growing interest on the bear side, with the belief that prices of many of

High 483¼ 485¼ 481 487 481¼ 481 484 486 Low.. 48) 482¼ 479 481¼ 480 482½ 481¼ 481

the new stocks were too high, led to a gradual decline in stocks, which was shared in by most of the active list. The first decline was precipitated by a sharp fall in Denver & Rio Grande stock, under the attacks, as reported, of Mr. Gould, and soon after that came the reports of the Vanderbilt roads showing a heavy loss in net earnings, which was followed, on December 30, by the reported troubles in Wabash and the passing of its January dividend on preferred stock; and under all these influences the market closed with much depression and with many stocks near the lowest prices of the year.

### QUOTATIONS OF STERLING EXCHANGE FOR EVERY DAY IN THE YEAR 1881.

[Compiled from the quotations of leading bankers.]

COURSE OF PRICES OF GOVERNMENT SECURITIES FOR THE YEAR 1881.

483\4483\4485 485 487 484\485\485 485 485 481\485 485 486 486 481 483 485 480\485 481 485 480 481

[Compiled from sales made at the New York Stock Exchange.] Coupon Bonds. Coupon Bonds. 6s, cur-6s, currency. 1898,rg. 1898, rez. 58, 1881. 4148, 1891. 48, 1907. 6s, 1881. 6s, 1881. 54, 1881. 4148, 1891. 4s, 1907. July. January. x 1011% 1011/ 112 x 1121/6 133 Opening ..... Opening ..... 10276 \* 102% 11476 x 11714 11316 11238 133 Highest.... 10134 10176 Highest ..... 103 10234 11434 11714 .... 1011 1011/6 112 1123% 133 Lowest ..... 10214 10156 11436 11534 .... Closing..... 10134 10134 11236 1127/8 133 Closing ..... 102% 102 11456 1163% February. August. 10134 x 100% 11214 112% Opening ..... 10236 Opening ..... 10216 11456 · . . . 11616 11276 114 Highest..... Highest ..... 10134 101 .... 10256 1021/8 1145% 11656 .... Lowest ... 10134 100% 11134 11236 Lowest ..... 1011/6 11334 114% .... .... 10134 1011/2 1001/2 1121/8 11234 1015% Closing ..... 11334 Closing ..... .... 11534 March. September. 102 101 x 11134 11276 131 Opening ..... 1011/2 10116 x 113 116 Opening ..... 131 11434 Highest ..... 1021/4 102 11234 Highest.... 10116 10116 1135% 11738 •••; 1111/8 10076 11278 131 1007/8 Lowest ..... 101 1127/8 116 Lowest..... .... 10214 102 11234 11434 131 (losing..... 101 1011/8 11354 11736 Clos ng..... October. April. 1021/6 1127/8 x 114 133 Opering ..... 100% x 1001/2 113 x 11636 Opening ..... 10236 11614 133 Highest ..... 1037/8 1027/8 11436 Highest..... 1011/8  $102\frac{1}{8}$ 113 11636 .... 10036 1131/2 133 Lowest..... Lowest ..... 102 11256 9934 113 1151/2 103% 1027/8 1:436 116,4 133 101 1025 113 Closing..... Closing..... 116 May. November. x 1015% 11614 135 10114 .... 10334 11434 Opening ..... 102 11334 1181/8 Opening ..... 105 1061 11616 11814 135 10134 102% 1145% 11716 .... 1161/8 10114 11336 10334 10158 11434 135 10178 116 Lowest. ..... Lowest..... •••• 10616 1021/3 101% Closing ..... 1041 11616 11818 135 11456 11716 Closing..... June. December. 11814 x 134 Opening ..... x 100% 10216 x 113% \* 104 x 1153% 10414 11758 Opening..... x 130 Hignest ..... 104/4 11038 118% THE 103 11756 134 100% 10236 11334 117% 129 Lowest ..... 102% 1147/8 Lowest ..... 134 10116 10316 1031/2 11456 115 118 11856 129 Closing..... Closing .....

### COURSE OF PRICES OF STATE SECURITIES DURING THE YEAR 1881. [Compiled from prices bid at the New York Stock Exchange on each Friday.]

Class A, small													
Low. High   Low.	* DESCRIPTION	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	August.	SEPT'BER.	OCTOBER.	Nov'BER.	DEC'BER.
Class A, small	DESCRIPTION.	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
7s. 1890	Class A, small. Class B, 5s, 1906. Class C, 2 to 4, 1906. 6s, 10-20, 1900. Arkansas—6s, fd., 1899-1900 7s, L. R. & Ft. S. Issue. 7s, Memphis & Little Rock 7s, L. R. P. B. & N. O. 7s, Miss. O. & R. R. 7s, Ark. Central RR Connecticut—6s, 1889-84. Georgia—6s, 1886. 7s, new bonds, 1886. 7s, gold bonds, 1890. Louislana—7s, consol., 1914.	71½- 72¾ 73 - 74 91 - 96½ 87 - 88 20 - 21 9½- 11 12 - 16 10 - 11 10 - 11 104 - 104 107 - 108¾ 109½- 110 115 - 115 53¼- 54 51 - 52 102 - 102	71¼-71¾ 74 - 75 95 - 95 85 - 85 105 - 105 20 - 20 10 - 11 10 - 11 10 - 11 10 - 11 10 - 11 104 - 104 106 - 106 110 - 110¼ 115 - 116 53¾-61¾ 50 - 55 102 - 102	71 - 72 72 - 75 94 - 96 84 - 86 105 -106 22 - 26 11 - 11 10 - 12 9 - 11 9 - 11 10 - 11 104 - 104 108/4-109 110/4-111 110/4-111 110/4-111 110/4-111 110/4-111 110/4-111 110/4-111 110/4-111 110/4-111	71 - 711/4 72 - 72 94 - 94 80 - 84 100 - 110 22 - 27 10 - 15/4 10 - 15 8 - 14 8 - 14/4 104 - 104 109 - 110 109 - 112 111 - 112 111 - 118 58/4 - 61 58/4 - 61 102 - 102	7114-7318 72 - 73 93 - 96 83 - 84 100 -100 26 - 36 12 - 1914 1214-16 13 - 16 104 -104 109 -110 111 -112 117 -118 5914-6114 56 - 56 102 - 102	74½-77 76½-78 97 - 98 98 - 98 98 - 34 100 -100 28 - 34 14 - 15 13 - 14 13 - 14 104 -105 110 -113 111½-114 111½-115 62 - 64 57 - 57 103 - 103	x76 - 771/x x79 - 80 93 - 95 81 - 84 100 -105 30 - 30 14 - 15 13 - 14 13 - 14 104 -106 112 -112 110 -1114 118 -119 63/4 6796 57 - 64 104 -104	74 - 76 80 - 82 90 - 95 80 - 83 100 - 102 27 - 30 12½ 14 10 - 14½ 10 - 13 10 - 13 10 - 12½ 102 - 104 111 - 112 110½ - 111 110 - 119 66 - 68 60 - 68	7434-78 76 - 79 90 - 93 80 - 82 100 - 103 2014- 3214 1214- 24 1214- 24 1214- 1814 105 - 105 107 - 110 11014- 111 117 - 119 66 - 67 60 - 61 104 - 105	771%-781% 78 - 80 95 - 97 79 - 82 102 -103 33 - 371% 24 - 30 24 - 30 24 - 29 24 - 30 105 -105 107 -108 111 -111 115 -116 66 - 68 61 - 61 103 -108	77¼-80 80 - 81 96 - 99¼ 80 - 83 104 -107 35 - 38 28 - 40 29 - 32 28 - 35½ 103¼-105 107 -109 111 -111½ 111 -111½ 116 -117 67½-68¼ 63 - 65 104 -104	80%-81% 81 - 82 99%-101% 80 - 83 104 -111 35 - 39 20 - 27 22 - 30 20 - 27% 20 - 20% 14 - 15% 105 - 105% 108 - 109 111 - 111% 117 - 118% 67%-69 62 - 64 104 - 104

<sup>\*</sup> Continued at 31/2 per cent.

## COURSE OF PRICES OF STATE SECURITIES-CONCLUDED.

· ·												
D.TOGDY DITTON		FEBR'RY.		APRIL.	MAY.	JUNE.	JULY.		SEPT'BER.			DEC'BER.
DESCRIPTION.	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low.High
Missouri—5s, due 1832 or '83 6s, 1883 6s, 1889 6s, 1889 or 1890 Asylum or Univ., 1892 Funding bonds, 1894-95 Hannibal & St. Jo., 1886 Hannibal & St. Jo., 1886 Hannibal & St. Jo., 1887 New York—3s, good, reg., '87 6s, coupon, 1887 6s, loan, 1883 6s, loan, 1893 No. Carolina—6s, old, '83-'98 6s, loan, 1892 6s, loan, 1893 No. Carolina—6s, old, '83-'98 6s, old, A. & O N. Car. RR., 7s, coupon off N. Car. RR., 7s, coupon off V. Car. RR., 7s, coupon off Funding act, 1868-1898 New bonds, J. & J., 1892-98 New bonds, J. & J., 1892-98 New bonds, J. & J., 1893-9 Special tax, class 2 Special tax, class 3 Consol., 4s, 1910 Small bonds Ohio—3s, 1881 6s, 1886 Rhode Island—3s, cp., '93-99 South Carolina—3 ', act Mar. 23, 1869, non-fund, 1838 Browne consol., 6s, 1893 Tennessee—3s, old, 1890-2-8 6s, new bds., 1892-'88	102½-103 107 -107 107 -108 108 -109 108½-109 110 -111 111 -115 107 -107 107 -107 105 -109 105 -109 105 -109 105 -109 105 -109 105 -109 107 -107 107 -107 107 -107 107 -107 107 -109 108 -109 109 -109 110 -120 32½-32½	108¼-108¼ 107½-103¼ 107½-110 109 -113 115 -115 107 -107½ 107 -107½ 107 -107½ 109 -109 109 -109 109 -109 120 -120 132 - 33¼ 32 - 33¼ 33 - 120 120 - 120 120 - 120 12¼ - 13¼ 20¼ - 20¼ 4¼ - 5¼ 30 - 81¼ 80 - 83 80 - 83 80 - 83 101 - 101 108 - 110 116 - 120 4¼ - 5 52¼ 48 - 53¼ 48 - 534 48 - 551	103 -104 107%-108% 109 -110 109 -112% 111 -112 115 -117 107%-108 107%-108 107%-108 107%-108 109 -109 109 -109 109 -109 109 -109 120 -120 90 -90 120 -120 90 -90 120 -120 90 -90 120 -120 90 -90 12%-12% 20%-20% 20%-7% 6%-7% 81%-84% 81 -84% 81 -84% 81 -84% 81 -104 110 -110% 115 -117 4%-4% 56%-67% 56%-67% 56%-67%	104 -10514 1104-1104 11094-11114 110 -11314 111 -117 112 -112 116 -116 108 -110 109 -110 109 -110 109 -110 109 -110 110 -120 121 -122 31 - 37 120 -141 90 -121 120 -120 120	104 -105 110½-111 111 -112 112 -114 114½-116 115 -118 118 -119 110 -111 110½-113 110 -112½ 110 -112½ 110 -121 121 -122 34 - 35½ 34 - 35½ 34 - 35½ 130 -141 110 -121 130 -141 110 -121 13 - 13 13 - 73 14 - 73 15 - 73 16 - 73 17 - 73 18 - 73	104 -105 111 -111 112 -113 114 -114 115 -115 114 -115 118 -118 1109 -112 109 -112 109 -112 105 -108 120 -120 121 -121 1122 -122 35 - 36 35 - 36 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 130 -145 110 -125 131 - 131 13 - 13 22 - 22 23 - 23 24 - 25 25 - 25 115 - 120  9 - 9  71 4 - 78	102-108   102-108   102-110   1110-111   1111-112   1112-113   117-113   117-113   117-110   110-110   1	103 -103 110 -110 109 -11014 111 -111 11114-114 11313-114 115 -116 110 -11014	102 -102 107 -109 109 -109½ 109 -111 109 -110 110 -112 112 -115 107 -109 107 -109½ 110 -110 103 -104 120 -125 121 -121 122 -123 36½ - 37 37 - 97 140 -145 120 -125 13 - 13 13	102 -102 107 1-108 108 1-109 110 -110 1 110 -120 1 120 -120 1 121 -121 1 122 -122 38 - 40 1 140 -140 1 120 -120 1 120 -120 1 121 -121 1 122 -122 38 - 40 1 120 -120 1 121 -121 1 122 -122 1 88 - 40 1 103 -168 1 104 -140 1 120 -120 1 120 -120 1 120 -120 1 121 -131 1 122 - 123 1 123 - 140 1 120 - 120 1 120 1 120 1 120 1 120 1 120 1 1	103 -103 109 -109 109½-110½ 110½-111 110½-111 112 -113½ 114 -115 107½-109 108 -109 110 -110 110 -110 110 -110 110 -121 121 -123 122 -123 35 - 39 35 - 39 35 - 39 140 -140 120 -120 120 -120 120 -120 12½-16 12½	103 -103 109 -110 110 -110 110 110 -110 1111 1111 11
6s, new series, 1914 Virginia—6; old 6s, new bonds, 1866 6s, new bonds, 1867 6s, consol. bonds 6s, ex-matured coupons 6s, consol., 21 series 6s, deferred bonds Dis. of Columbia—3:65s,1924 Smull bonds Registered Funding 5s, 1897 Smull Registered	30 - 31 31 - 82 31 - 32 104 - 105 71½ - 79½ 31 - 31 13 - 16¼ 104 - 101 101¼ - 104½ 	30 - 30 30 - 30 30 - 30 105 -113 80¼- 85 30 - 35 12¼- 15½ 102 -102¼ 102 -103 109 -109	31 - 31 30 - 32 30 - 33 114 -115 73% - 834 32 - 35	92 - 99 92 - 98 92 - 98 115 -117 80 - 82 94 - 41 15 - 2014 103 -105 102 -103 100 -110 110 -110	38 - 40 38 - 40 38 - 40 117 -121 81½- 85¾ 40 - 45 19 - 19¼ 105 -103½ 105 -107½ 110 -111 110 -110	39 - 40   33 - 40   38 - 40   120 -121   63 - 85   42 - 45   164 - 174   108 -109	85 - 88   85 - 97   85 - 97   121 -121   81½ - 83   45 - 46   16 - 17   109 -109½   103½ -109   x110 -112   110 -112	37 - 40 37 - 40 37 - 40 120 -121 79 - 8114 41 - 45 16 - 1614 106 -1074	95 - 87 95 - 87 95 - 87 112 -116 75 - 8014 40 - 42 15 - 1714 107 -107 107 -107 107 -107 110 -110	32 - 33 32 - 33 32 - 33 115 -116 79 - 805 42 - 42	30 - 30 30 - 36 30 - 36 110 -116 7516-77 45 - 45	33

## COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS FOR THE YEAR 1881.

[Compiled from all sales of Stock at the New York Stock Exchange.]

Cin. Sandusky & Cleve. 44 - 49% 41½- 47¾ 42 - 63 58 - 65 62 - 67½ 62 - 68¼ 44½- 65½ 45 - 54 47½- 51 48 - 64 50 - 59½ 62 - 68¼ 64½- 65½ 65 - 90¾ 87 - 101¾ 93 - 100¼ 89 - 96½ 81 - 94¾ 84½- 99¾ 99½- 98½ 90½- 96 82¾- 93½ 135½-140 138¼-131 129½-132¼ 132 - 132½ 135½-142 138 - 140 139 - 140½ 137 - 137½ 134½-138 135½-140 138¼-139¼ 134 - 137½ 138½-138 135½-140 138¼-139½ 134 - 137½ 138½-138 135½-140 138¼-139½ 134 - 137½ 138½-138 135½-140 138¼-139½ 134 - 137½ 138½-138 135½-140 138¼-139½ 134 - 137½ 138½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-138½ 138½-138 135½-140 138¼-138½ 138½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-138½ 138½-138 135½-140 138¼-139½ 134½-138 135½-140 138¼-138½ 138½-138 135½-140 138¼-138 135½-140 138¼-138½ 138½-138 138¼-138 135½-140 138¼-138½ 138½-138 135½-140 138¼-138½ 138½-138 138¼-138 138½-138 138			*	Compile	d Hom at	t bittes of i		110 11011 1						
RAILROAD. Albany & Sasuechann. 120   1234   120   122   120   122   120   123   1234   120   122   120   123   1234   120   122   120   123   1234   120   122   120   123   1234   120   122   120   123   1234   120   122   120   123   1234   120   122   120   123   1234   120   122   120   123   1234   120   122   120   123   1234   120   122   120   123   1234   120   120   123   1234   120   120   123   120   123   120   120   123   120   122   120   123   120   123   120		CMOCHES	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER	OCTOBER.	Nov'BER.	DEC'BER.
Albany & Susquehanna, 190 - 1214  120 - 122   120 - 123   1204-123	ř	STUUKS.	Low.High	Low. High	Low. High	Low. High	Low. High	Low. High	Low, High	Low. High	Low. High	Low. High	Low. High	Low. High
Albany & Susquehanna, 190 - 1214  120 - 122   120 - 123   1204-123		RAILROAD.						<u> </u>				3		*
Boston & N. Y. Ait-L.	Albai	y & Susquehanna.	120 -1241/2	120 -122	120 -123	1221/2-123	1231/6-131	127 -130		125 -129	:28 -128		133 -133	
Pref.   141. & West.   49   48   525   48   48   48   49   40   48   48   69   67   711   53   67   71   70   60   605			ŧ		:					the second second				
Brr. C. Rap, & North. 73 = \$1 69 - 59% 69 - 70 70 - 22% 75 - 90 80 - 83 60 - 83 75 - 89% 73 - 81 75 - 70 80 - 89 80 - 88 60 - 80 60 - 89 76 - 89% 79% 69% 69 61 - 89 76 - 89% 79% 69% 79% 69% 69% 69 62 - 89 78 - 89% 79% 69% 69% 69 63 - 89 76 - 89% 79% 69% 79% 69% 69% 69 63 - 89 77% 69% 79% 69% 69% 69% 69% 69% 69% 69% 69% 69% 6		and the second s	46 - 48	48 - 521/9	48 - 48%	1		1					The second second second	
Bark C, Lado & North. 73 - 31 09 - 732 09 - 70 - 72% 75 - 90 0 - 83 00 - 83 75 - 89/6 73 - 89/6 73 - 69/6 70 - 834 60 - 830 60 -	Buffa	lo Pitts. & West.*	39 - 43	37 - 42	39 - 39	42 - 431/8	40 - 44	431/6- 487/8	43 - 4614	42 - 4214	1	1	4514-60	
General Sonthern  994, 90  00 - 80  00	Pre	f												
Ochica Falle & Minn	Bur.	C. Rap. & North	73 - 81	. ~				- CONTRACT			1 -			
Central Pacific.  70 - 703  14 197  70 - 704  70 - 705	Cana	da Southern	6914-90			1	,	1			1			
Sat   Pref	Cedar	r Falls & Minn			1		100000					The same of the sa		
Caltral of New Tersay, \$2\frac{1}{2}\$ 09\frac{1}{2}\$ 09\frac{1}2\$ 09\frac{1}{2}\$ 09\frac{1}2\$ 09\frac{1}2\$ 09\frac{1}2\$ 09\fra	Centr	al Iowa			1		45 - 45				1	31/9-31/9		4
Contral Parolis					1				1		1			
Cantral Pacific							100000				1			
Chesaperke & Ohio		Section of the sectio												
## 14   14   14   14   14   14   14   14		The state of the s			1			1	1		1		500 00 00 00 00 00 00 00 00 00 00 00 00	
98 pref 93 - 27 234, 274 25 - 334 284 - 33 294 - 364 25 26 26 26 26 26 26 26 26 26 26 26 26 26						1				•				
Chicago & Alton							, -			1	1			
Pref. 133 153 1699-1499; 140 -140 145 -145 147 -147 150 -150 1-10 16794-1829; 100 -175 16114-1619; 183 -16194 185 -173 1524-173 150 1-10 16194 1879-1619 130 100 1934-145 x13313, 3914 2016 1614 16195; 183 -16194 1879-1619 130 16194 1879-1619 130 16194 1879-1619 1879-173 1879-1619 190 -90 10 -95 100 -95							Parameter Committee and Commit							
Chick. Barl. & Quincy. 167%-189% 100 -175		_	149 -156					The second second second	199 -142/8		,		100/2	
Chic. & East Illinois.  Chic. & East Illinois.  Chic. & St. Paul.  1095-1244  1015-1175  100 -1144							10000000 800000000000000000000000000000		154 _18514			The state of the s	1363/-145	
Chic. M. Paul II. & St. Paul II.   1094-11414   1014-11714   100 - 11444   108 - 1133   11294-1293   1	Unic.	Burl. & Quincy	10798-182/2					1	10078	-10179				1
Chic. & Northwest	Chic.	& East Illinois	1001 ( 1041 (	1011/ 1171/	100 11414	100 - 80		190 -1901	10714-19836	11016-11816	+1114-12236	106 -11214	10556-11076	1021/-1087/
Chic. & Northwest. 1234;138 117 - 1254; 1194-1254; 1244;138 1243 1254; 1234;138 1134;138 1354;140 1364;141 136 - 145 1354;140 135				117 1981	1903/-198	1103/-1981/	19584-140	199 -195%	128 -1384	12016-13316	11213/1333/	1163/-1244	11934-1254	117 -121
Pref.	Fre	& Name barrace						TO2 -100/4	121 -13176	122 -12756	12234-12734	12076-1281	12334-13036	x123 -13014
Chic. R. I. & Pacific. 1344-142   129 - 139   130 - 138   132   138   137 - 148   142 - 148   133 - 144   1314-139   1324-1394   1334-1394   1334-1394   1324-1394   1334-1394   1314-139   1324-1394   1334-1394		_					Contraction Contract to the							
Chic. St. Louis & N. O. 40 - 574   52 - 6534   58 - 75   73 - 7794   78 - 88   7934   55   75 - 8334   73 - 81   77 - 77   7784   5934														
Chic. St. Paul M. & 0	Chic.	R. I. of Pacific				1					The second secon			
Pref.						1	1	1			1			3314- 40
Cin. Sandusky & Cleve. 44 - 40% 41½ 47¾ 42 - 83 58 - 65 62 - 67¼ 62 - 68¾ 44½ 69¼ 45 - 54 47% 51 45½ 55 48 - 64 50 - 59¾ 61		_	1 0	1	1.7									9934-10314
Cleve. Col. Cin. & Ind.    X88 - 97%   81 - 92%   85 - 90%   85 - 90%   87 - 101%   93 - 100%   89 - 804   81 - 94%   84% - 93%   89% - 93%   139% - 133%											1			50 - 5916
Cleve. & Pitts., guar   1274/-134   1284/-131   1294/-1324   132   1324/-132   138   142   138   140   139   1404   137   1374/-133   1354/-140   1384/-135   1384/-1354/-140   1384/-135   1384/-1354/-140   1384/-135   1384/-1354/-140   1384/-135   1384/-1354/-140   1384/-1354/-140   1384/-1354/-140   1384/-1354/-140   1384/-1354/-140   1384/-1354/-140   1384/-1354/-140   1384/-1354/-140   1384/-1354/-140   1384/-1354/-140   1384/-1	Cleve	Col. Cin. & Ind	×88 - 9774	81 - 9276	85 - 90%						8414- 9934	8914-9814	9014- 98	8234- 931/
Columbia & Greenv., pf.  Col. Chic. & Ind. Cen 19½ 27½ 21½ 27½ 23½ 23½ 23 23 30½ 20 25½ 18¾ 23¾ 20½ 82½ 19 22½ 19½ 22½ 19¾		& Pitte. onar	1274-134	1283/-131	12916-13214	132 -1321							13814-13914	134 -13714
Cel. Chic. & Ind. Cen										1				82 - 9516
Danbury & Norwalk 70 - 70				2114- 2734	2234- 2316	2214- 26	2414- 327	23 - 3056	20 - 2534	1834- 2334	2014- 8276	19 - 2214	1916- 2216	1934- 2236
Del. Lack, & Western	Danh	nry & Norwalk	70 - 70	73 - 7614	70 - 73		60 - 77	70 - 7234	1 1.,	J			70 - 70	J
Denver & Rio Grande   8214 9914 99   10934 91   10934 11014-10814 110534-111   10714-11314 9154-11014   80 -10374 8114-9214   774. 8914 68 - 813	Del.	Lack. & Western	107 -x2516	114%-128%	11736-131	x15%-x23	11778-128	12114-12814	118 -125	11976-12534	123 -12914	x120% 28%	12454-12834	12514-129
Dabuque & S. City       83 - 85       80 - 82\% 79 - 80\% 76\% 76\% 76\% 77 - 86\% 85 - 88       85 - 88       -       -       83 - 85       83 - 88	Denv	er & Rio Grande	8214- 9914	89 -109%	98 -1083	1011/4-1081/4	<b>‡105¾-111</b>	10716-11314	915%-110%	80 -1027	84%- 92%	7856- 8614	7716- 8616	66 - 8134
Pref	Dubu	que & S. City	83 - 85	80 - 821/2	79 - 801/2	7816- 7816	77 - 8634	85 - 88			86 - 88	83 - 83		
Evansville & T. Haute  Rint & Pere Mar. pref. Frankfort & Kokomo.  20 - 27  Georgia RR.& Bkg.Co.  Green Bay Win.& St.P.  Hannibal & St. Joseph Pref.  100½-110  101½-10  104 -107%  96 -105%  100 -105  104 -116  112 -116½  113 -118  111½-117½  112 -121  111½-117½  112 -121  111½-117  112 -121  111½-117  112 -121  111½-117  110 -110	East '	Tenn. Va. & Ga							1	17 - 21	13 - 1718	13%- 15%	14 - 17	
Evansville & T. Haute  Rint & Pere Mar. pref.  Frankfort & Kokomo.  Georgia RR.& Bkg Co.  Green Bay Win.& St.P.  Hannibal & St. Joseph  Pref.  100½-110  101½-107%  100½-110  10	Pre	f							···· - ····	30 - 33		23 - 294	24 - 2814	23 - 251/2
Rint & Pere Mar. pref.	Erie	& Pittsburg					110 -110	\			····· - ····			
Frankfort & Kokomo . 20 - 27	Evan	sville & T. Haute											61 - 64	
Georgia RR.& Bkg.Co.  Green Bay Win. & St.P.  Hannibal & St. Joseph Pref. 100½-110 94 -107% 96 -105% 100 -105 104 -116 112 -116½ x107½-118 111½-117; 112 -121 11½-117 109 -114% 109½-116  Harlem 197 -197 183 -200 - 250 -250 250 -250 Houston & Texas Cent. 124 -135 128 -138 129½-137% 133 -138½ 135¾-146½ 137½-145¾ 134½-142 x124½ 33¾ 126½-183¾ 128¾-131½ 130⅓-137½ 129½-137½ 130 -26  New 198 - 100 90 - 95¼ 82 - 93 87 - 93 86 - 92 11110 183 - 200 1 - 200 83 82 -100½ 93 - 26  New 198 - 100 90 - 100 90 - 25¼ 82 - 93 87 - 93 86 - 92 11110 183 - 200 1 - 200 83 82 -100½ 93 - 26  New 198 - 100 90 - 25¼ 82 - 93 87 - 93 86 - 92 128¾-131½ 130⅓-137½ 128¾-13	Plint	& Pere Mar. pref.	ļ		801/4- 91		(	ļ						
Green Bay Win.& St.P.  Hannibal & St. Joseph Pref. 100½-110 94 -107½ 96 -105½ 100 -105 104 -116 112 -116½ 110 -117½ 112 -121 111½-117 109 -114½ 109½-116 1197 -197 183 -200					·	{·····		····· - ····				102 102	1	
Hannibal & St. Joseph		The same of the sa	1	1	1 .									101/ 101/
Pref. 100½-110   94 -107½   96 -105½   100 -105   104 -116   112 -116½   111½-117½   112 -121   111½-117   109 -114½   109½-116   197 -197   183 -200									0074 049		1	A STATE OF THE PARTY OF THE PAR	1 /	1
Harlem 197 -197   183 -200     250 -250   250 -250     215 -215   210 -210   215 -215   205 -205     250 -250   .				4716- 8014	5198- 5936	5814-5934	5898-85	82 - 93	09/8- 91/4	1111/ 117				1
Houston & Texas Cent. 67 - 73   63 - 75   65\% - 60\%   67 - 74\%   72 - 93\%   89 - 106   97 - 102\%   89 - 100   90 - 95\%   82 - 93   87 - 93   88 - 92   111inois Central   124 - 135   126 - 138   129\% - 137\%   133 - 138\%   135\% - 146\%   137\% - 145\%   134\% - 142   124\% 38\%   126\% - 131\%   126\% - 131\%   130\% - 137\%   129\% - 137\%   133 - 138\%   135\% - 146\%   137\% - 145\%   134\% - 142   124\% 38\%   126\% - 183\%   126\% - 131\%   130\% - 137\%   129\% - 137\%   129\% - 137\%   130\% - 137\%   129\% - 137\%   130\% - 137\%   129\% - 137\%   130\% - 137\%   129\% - 137\%   130\% - 137\%   130\% - 137\%   130\% - 137\%   130\% - 137\%   129\% - 137\%   130\% - 137\%   130\% - 137\%   129\% - 137\%   130\% - 137\%   129\% - 137\%   130\% - 137\%   129\% - 137\%   130\% - 137\%   129\					1	100 -105	104 -116	112 -116	X107,4-118	11174-1179	015 -121	510 -010		
Illinois Central       124       -135       128       -138       129½-137¾ 133       -138½ 135¾-146½ 137½-146½ 137½-146½ 134½-142       x124½ 33¼ 126¼-183½ 128¼-131½ 130⅓-137½ 129½-137½ 129½-134½         Ind. Bloom. & West       50½-75       50½-75       60       -83       82       -100½ 93       -96		•		183 -200			250 -250	200 -200	07 1001	80 100	00 - 021	20 - 00	87 - 02	
Ind. Bloom. & West       50½-75       \$58½-73       60 - 83       82 -100½       93 - 96	Hous	ton & Texas Cent.	67 - 73	03 - 75	1001 1007	67 - 7414	72 - 931	1901/1451	1941/ 149	1941/ 991	1981 1997	1281/-1911	19014-19714	The state of the s
New	Liling	ois Central			129%-137%	133 -138%	130%-146%	19176-1497	19478-144	VIOT 8 200	TWO ME TOO			100/8-101/8
Internat. & Gt. North. 50 - 65   63% - 71% 67 - 69   69 - 91% 92 - 92			DUX9- 75							981. K11	4114_ 405	41 - 48		The company of the co
			FO 05						1	• *******				1-
	inter	nat. oz Gt. Norta	00 - 05	0394- 71%	1 61 - 08	08 - 81%	28 - 20		·}···· = ····			J	1	1
			J	1	<u> </u>	1 .					The not-11			

<sup>\*</sup> Previous to Feb. 10 sold as Pittsburg, Titusville & Buffalo.

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS-CONTINUED.

- COU	1 .	PRICE	1	1	1	1	1	1		1	1	Ducina
STOCKS.		FEBR'RY.		Low.High	Low, High	JUNE.	Low.High			Low. High		Low. High
Joliet & Chicago	130 -130				<u>-</u>	13614-13614						
Keokuk & Des Moines. Pref	1 44 20	19 - 24 53 - 56	14 - 19 43 - 43	17½- 19 48 - 48	17 - 301/8 5234- 54	55 - 55	50 - 5234		19½- 20 50 - 52	19¼- 20 50 - 50	19½- 24 50 - 51	18 - 20 51½- 52
Lake Erie & Western Lake Shore	3814-56 12754-13534	49½- 59½ 118 -133¾	50¼- 58¾ 123¼-133¼	45% - 54 x22% 131%	493%- 641% 1261%-1351%	57%- 65% x25%134%	521 <u>%</u> - 621 <u>%</u> 1201 <u>4</u> -1271 <u>4</u>	47¾- 58 121¾-126¼	48½- 56½ 122¼-127%	41¼- 48½ x117-125%	43 - 47 <u>%</u> 119 <u>¼</u> -123 <u>%</u>	x11256 2256
Long IslandLouisiana & Missouri R				241/4- 271/2		44 - 63 22 - 32	60 - 63	44 - 50 18¼- 20	47 - 53 18 - 23	51½- 55½ 18¾- 19	85 - 551/6	49 - 5498
PrefLouisville & Nashville.				901/4-1011/4		42 - 48 106 -109½			9214- 99	9014- 9614	9134-1004	99 -108%
Louisv. New Alb. & Chic.	58 - 77	75 - 77	70 - 73	68 - 801/2		100 -1171/2	88 -103¾ 15%- 26¾	80 - 991/6	75 - 75	50 - 75 17% 55	65 - 84¾ 50 - 59½	74 - 80
Manhattan Elevated Manhattan Beach Co	34 - 36	34 - 35	34 - 43	42 - 581/2	5014- 593%	44%- 57%	32 - 43	23 - 36	271/4- 30	18 - 26¼ 16 - 21	21½- 25½ 17 - 18½	23 - 34
Mar. & Cin., 1st pref  2d pref	6 - 91/8	7 - 85%		714- 1416		16 - 21 10 - 15	12 - 16 81/6- 121/2	6 - 101/2	8 - 131/4	9 - 12	10 - 101/2	
Memphis & Charleston. Metropolitan Elevated.	104 -117		1111/2-12234		86 - 95	8714- 98	63 - 871/3 80 - 941/2				95 -105%	8334- 97
Michigan Central Milw. Lake S. &W. prf.	120 -1261/4				108½-116% 51¾- 64%		A STATE OF THE PARTY OF THE PAR	91¼-101¾ 43%- 54¾	91%- 98% 44 - 54%		89%- 95% 47%- 54%	
Milwaukee & Northern. Minneapolis & St. L				 	53 - 59	581/2- 581/2		···· ;- ····			39 - 54 23 - 30½	1.10.000
Pref				43 - 4734	 44½- 54	49 - 5336		 37 - 4536	891/6- 44	367%- 4214	70 - 70% 38¼- 44½	62½- 70 34%- 41%
Missouri Pacific  Mobile & Ohio	85 - 90				941/6-110	10614-11416	10114-112%	*98 -11076 31 - 3716	10134-10856	102 -10634 34 - 39	103¼-108 36 - 39¼	x931/6-107 323/4- 371/4
Morris & Essex	119 -12434	118 -124	119 -12234	120½-124 76 - 86	123 -130 85 - 95	124½-131 84 - 95	122 -127½ 75 - 90	119¼-126¼ 80 - 91	123 -12534	122½-126 79 - 85¼	12414-12614	121 -127 821/4- 911/4
Nashv. Chatt. & St. L N. Y. Cent. & Hud. Riv.	1471/2-155	140 -1511/4	x421/6 1483/4	1407/6-147	145 -152%	x45 -1515/8	1411/6-1463/4	1411/4-145/4	14136-1451/2	135%-142%	13014-14034	
New York Elevated N. Y. Lake Erie & West.	4734- 5274		451/4- 493/8	44¾- 48¾		4434- 5014	4114- 4714	4158- 4476	42 - 46%	4176- 4516	441/6- 483/8	3934- 4614
Pref N. Y. & New England		821/6- 921/6			88 - 9234 60 - 651/2	841/5- 841/8	8114-8114			841/4 - 883/4	8814-9614 7214-7214	
N. Y. N. Haven & Hartf. N. Y. Ontario & West	178 -180 28 - 4276	177¼-180 30½- 43½	164¼-180 33%- 38½	173 -180 32%- 38	180 -185¼ 34¼- 40	351/4- 387/8	181 -185 28¾- 37¼	2735- 3375	29 - 34%	90 - 3414	3014- 8334	·
Pref Norfolk & Western	85 - 90	80 - 80			70 - 70 	90 - 90	23½- 25½	85 - 85 25%- 26	88 - 88 2476- 26	25 - 25	25 - 261/2	
Pref		,		38¼- 46¾		60 - 6634	53½- 62½ 35 - 45½		53 - 60 38¾- 41	53 - 58 3614- 3956		
PrefOhio Central	611/8- 67%	6416- 7718		681/4- 751/4		8214-881/8		7636- 8256 24 - 2016	78½- 82¾ 25 - 20¾	76¼- 80¾ 25 - 28½	79½- 86½ 25¼- 28	21 - 271/2
Ohio & Mississippi Pref	3616- 45	3616- 4634	411/- 4876	4036- 4456	43%- 47%	40 - 46	36 - 421/2	351/8- 591/4	3634- 60	39 - 461/8 106 -1105/6	4016- 1276	35 - 40¾ 104 -107
Ohio Southern	[ · ]					3216-3716	29 - 3136	23 - 28/4	23 - 28	18 - 25	21 - 28	23 - 274
Oregon & Transcontin'l Panama	21914-231	226 -226	225 -228	237 -258	2471/4-270	270 -280	256 -261					197 -197
Trust certificates Peoria Dec. & Evansv	2714- 39%			3674- 40		*45 - 5714		3234- 4234	3178- 4334		3714- 441/2	34 - 4014
Phila. & Reading Pitts. Ft. W. & C., guar.	127 -134	50 - 73½ 130 -134	1311/4-134	51 - 65½ 129 -132¾	134 -142		56½- 61 137 -140½		138 -141	138 -138	13614-13914	13414-138
Rens. & Saratoga Richm. & Al., st. tr. ctfs.	130 -135	134 -136			138 -145	68 - 80	 52 - 74	40 - 59	140 -140 41½- 49¼	35 - 431/6	38 - 44	144 -144 87 - 47
Richmond & Danville Richmond & West Pt					···· - ····		···· - ····					122 -+1741/2
Rochester & Pittsburg. Rome Wat. & Ogdensb.				26 - 31 25 - 281/4	2834- 381 <sub>6</sub> 30 - 36	36¾- 50 39¼- 50½	37½- 46 38 - 40½	25½- 45¼ 30 - 33	29 - 33	26 - 29 30 - 36	26¼- 31½ 30 - 40	22 - 29 24 - 30½
St. Louis Alton & T. H. Pref	40 - 54	39 - 523/4	40 - 48		55 - 77½ x97 -143¾	61 - 70 95%- 98%	45 - 651/8 86 - 95	39 - 54 9216- 9716	44 - 57 90 - 96	49%- 60¼ 90 - 97	53 - 59 93 - 9936	47 - 51 85 - 94
St. Louis I. Mt. & South.	521/8- 621/2			62¼- 665⁄8 40 - 46		79½- 86½ 48 - 55			44 - 474	40 - 45%	4316- 47	39 - 44
St. Louis&S. Francisco. Pref	61 - 71	61 - 6934	621/6- 66	62 - 68	68 - 75	74) (- 81) (- 115) (-	711/6- 78%	68 - 76	70 - 751/2	63 - 74½ 104 -108¼	65 - 72	55 - 67½ 103 -107
1st pref St. Paul & Duluth	34 - 41	90 - 98 26 - 40	93¾- 96½ 38 - 59¾	36 - 3916	38 - 421/2	35 - 3938	35 - 35	31 - 32 82 - 88	28 - 35	x79¼-7916	3016-31	26 - 26 74 - 75
Pref St. Paul Minn. & Man.	881/4- 90	89¼- 93	91 - 93	91 - 92	81¾- 89½ 91 - 98¾	99 -100%	86 - 89 100 -107	100 -104	101½-104	102 -10716	1071/-11334	109¼-113½
Scioto Valley Second Ave. (N.Y. City).			<b>-</b>	!						126 -126	126 -137%	
Texas & Pacific Texas & St. Louis					4134- 4714	45 - 47	4514- 4516				32 - 33	30 - 30
Toledo Delphos & Burl. Union Pacific	107%-123%	x051/6- 247/6	113 -124	114 -1211/6	27 - 38 117¾-127½	32 - 36½ 124¾-130¾	*12212 3134	25½- 29 118¼-127½	119 12456		117 -12136	11414-12016
United Cos. of N. J Wab. St. Louis & Pac				4216- 4816	186 -186 4756- 58	5214- 60	4814- 5974	191½-191½ 45¾- 54½	190½-190½ 46¾- 53⅓	185 -185 461/6- 507/6	182 -182 44 - 49%	3314- 441/2
PrefWarren	8274- 94	x77 -x9214	8356- 9076	8634- 92	8816- 9614	9214- 9576	8614- 9536	8134- 9016	83%- 94%	8634- 9156	8334- 9034	641/4- 845/6
TELEGRAPH.								1	Ì		1	
American District		59½- 74¼ 66 - 85	01/4	x52 -x68 78 - 80	55½- 62 81 - 8956					49 - 56		
American Union Atlantic & Pacific	34 - 4934	40 - 49	71½- 80% 42%- 48	46 - 48	4716- 56	5516- 5516		1			,	
Western Union	8016-12016	99 -120	104 -118	11314-11736	114 -12918	12634-137%				8234- 8814		
Ex-certif			7734- 8114	77 - 82%	80%- 92%	50/4-94	041/8- 933/8	01 - 90%	00/4- 82%	00/4 00/4	Jz - 00%	/5
EXPRESS.	120 -13134	128 -13434	28 -133	128¾-132	130 -137	135 -140	1341/2-137	x135-141½	137 -13814	13714-153	143 -147	140 -145
AmericanUnited States	62%- 71 51½- 61	65½- 71 52 - 60½	68 - 73¼ 55½- 58¾	72¾- 80 57 - 64	78 - 88½ 61 - 73	83 - 8736 70 - 75	80 - 85½ 65 - 71¼	83 - 861/2   661/2 - 703/6	6714-7016	70 - 77	72%-79	731/4- 781/4
Wells, Fargo & Co	112 -121	117 -120 1	11678-11916	118 -119;4	117½-126½	125 -142	123 -126	129 -137%	129½-136	129%-137	1331/4-135	124 -133
COAL & MINING.  American Coal					60 - 65	60 - 63		]		]		
Cameron Coal		1			27%- 45% 2 - 3%		371/4- 44 3 - 31/4	40 - 44 2¾- 2¾	301/2- 42 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3214- 3978	3734- 4016 216- 218	32 - 36 2 - 214
Central Arizona Mining	4 - 514	41/4- 7	41/6- 51/4	43%- 5	4 - 478	4 - 416	11/6- 63/4	2 - 214	156- 2 49 - 5736	15%- 2 47½- 52¾	1 - 158	1¼- 2¼ 39¼- 50¼
	35 - 43	38 - 421/2	3734- 40	31 - 37	38 - 43	39 - 421/6	38 - 4214	37 - 38		30 - 3514	34 - 34	33 - 401/2
Cumberl'd Coal & Iron. Cumb. & Elk Lick Coal		36 - 80	381/6- 381/8				771/ 9	7/1 914	514- 7	6 - 7		4 - 4
Excelsior Mining	.6 - 7	6 - 6	10 - 11 5 - 5	9 - 10¾ 5 - 5	8 - 10 5 - 514	7 - 8%		7/2- 8/4	5½- 7 1½- 1¾	36- 236	16- 116	1/4- 1
Homestake Mining La Plata Mining	27% 2914			25¾- 26⅓	25 - 25		15%- 19%	1814- 1914		17 - 1834	17 - 19%	
Leadville Mining Little Pittsburg Mining.	17%- 514	314- 814	3 - 414	30 - 30	314- 414	234- 4	214- 274	2½- 3		256 278	214- 214	11/4- 15/6
# Lowest is or privilege		Fr priviled	1		7					1	}	

<sup>\*</sup> Lowest is ex-privilege.

Digitiz for FRASER

<sup>†</sup> Ex-privilege.

## COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS-CONCLUDED.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	Nov'ber.	DEC'BER.
	Low.High	Low. High	Low.High	Low. High	Low. High	Low. High	Low.High	Low. High	Low. High	Low. High	Low. High	Low. High
Mariposa Land & Min'g		3 - 7	3 - 51/8		514- 714	4 - 51/2	2 - 2		216- 216	4 - 5	814- 314	276- 4
Pref		5 - 9	514- 7	6 - 91/6	7 - 756	3 - 5	4 - 4	]		.4 - 516	8 - 8	
Maryland Coal	25 - 30		25 - 30	27 - 27	2714- 35	25 - 33	26 - 30	24 - 27	24 - 27	19 - 23	2016- 23	1734- 2134
New Central Coal	27 - 32	27 - 3514	2714- 32	28 - 29	2716- 34	3014-33	26 - 29%	25%- 28%	26 - 27	25 - 26	25 - 26%	, - , -
N.Y.& Straitsville Min.	68 - 68		581/2-57	5614- 5614								
Ontario Silver Mining		351/4- 86	3514- 5614		3734- 38	37 - 381/2	35 - 36	36 - 36	36%- 37	36 - 36		
Pennsylvania Coal		2		240 -240	245 -250	250 -251	254 -254		240 -245	240 -240		
Quicksilver Mining	13 - 161/2	14 - 1914	13 - 15%	1514- 20	1714- 1934	17 - 20%	1814- 2114	x14%-20%	1216- 1416	1216- 1484		
Pref									56 - 6116		60 - 64	
Robinson Cons. Miniug										1816- 1976	414- 13%	/-
Silver Cliff Mining	314- 476	456- 534	456- 516	5 - 7	514- 636		516- 516		:	20/8	-/8 20/4	
Spring Mountain Coal							45 - 4710	-		47 - 47	44 - 44	278- 078
Standard Consol. Min'g					2214- 2416		2214- 2334	21 - 234	21 - 221/2	21 - 998/	9184- 9914	-1784 9934
Stormont Mining		100 PM 100 PM 100 PM 100 PM			3)4- 4	21/4- 3	216- 276	234- 236	23/6- 3			
VARIOUS.		i					,	, ,	, ,			
Boston Land Co	1036- 1114	l.			l			l <u>-</u>	l		_	, _
Boston Water Power	13 - 13	124- 124				-		9 - 9				
Canton Co	53 - 63	56 - 56	60 - 62	60 - 61	5684- 73	71 - 734		89 - 88				R1 - A1
Cont. N. J. Land & Imp.			35 - 35	3214- 36		- 10/4		- 00				01 - 01
Del. & Hudson Canal					10874-11414	108 -11274	10814-11014	107 -1111/	10734-11084	1081/ 1109/	1028/:111	100 10054
Jerome Park Improv't	8416- 8976				-	-	90 - 90		1	100%-110%	10.194-111	100 -10998
N. Y. & Texas Land	50 - 3614	33 - 3614	36 - 36		36 - 45	4914- 47	46 - 47					
Oregon R'y & Nav. Co	135 -1674	15916-190 *	148 -186	135 -158	152 -16054	165 -179	×160 -179	1551/ 184	155 160	1501/147	100 174	+104 10F
Pacific Mail S. S	4584- 5784	4876- 624	5916- 5914	4534- 5714	52 - 5874	5084- 5534	47 - 54	475/- 598/	48 - 535/	493/ K11/	103 -174	-104 -100
Pullman Palace Car	140 -151	13916-1411	138 -14614	¥131 -145	19014-195	19434-14614	149 -144	19912-14912	190 -145	1021 1001 1	100 100	100 107
Sutro Tunnel 2	116- 156	1 - 134	1 - 134	11/- 91/	17/- 01/	11/- 91/	19/ 19/	100%-140%	110 -140	12/4-193%	128 -133	120 -137
Sutro Tunnel8	-7878		- 194	179- 279	178- 278	179- 279	198- 194	174- 174	136- 138	1%- 1%	1 - 11/2	36- 11/4

<sup>\*</sup> Ex-privilege.

## COURSE OF PRICES OF RAILROAD BONDS FOR THE YEAR 1880.

[Compiled from all sales at the New York Stock Exchange.]

Atlantic& Pacific - 1st. 6			[Co	moiled fro	m all sale	s at the l	New York	Stock Ex	change.]				
Atlanta & Churl.—Inc. 6	BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	Nov'BER.	DEC'BER.
## Balls, & O. Parks, Br.6;   0.9   0.95   0		High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Bacomes - Parlaments	Atlanta & CharlInc.6		···· -, ····						ε				95 - 95
Balt. & G.—Parks.Brd   6	Atlantica Pacinc-1st. 6										100 - 99%	10114-10016	101 -100
Boat II. & Eric.—ist., 7   60 - 515   61 - 20   62 - 515   63 - 675   635   675   63	Balt. & OParks.Br.6						112 -112	<b>-</b>		4098- 4098	110 -110		
Barr, C. R. & N.—1st	Bost. H. & Erie1st7	66 - 51%	61 - 52	62 - 547/8	63 - 57%	883%- 623%	8334- 7814	83%- 76	7934- 66	75 - 66	72 - 5614	7954- 61%	80%- 65
	Rup. C. R. & N. 1 at 5	101 - 99%	10014- 0014	1001/- 00	101 001	651/2-651/2	1009/ 101	1009/ 1018/	1005 ( 1011 )				77 - 77
C. L. L. B. C. N. — Ist. 6, 1055-105, 107 - 1096, 108 - 108	Minn. & St. L.—1st. 7	122 -122	126 -125	125 -125					125 -125	<b>-</b>	<b>-</b>		
Central Central—tat. 7  Central Br. U.—1st 0  1014-1014, 1055-1055  Atch.Col.& Pac.—1st .6  0014-1014, 1055-1055  Atch.Col.& Pac.—1st .6  0014-1014, 1055-1055  Atch.Col.& Pac.—1st .6  0014-1014, 1055-1055  Central Invar—1st 7, 1154-1134, 114 -1134, 113 -110  Central Invar—1st 7, 1154-1134, 113 -1134, 113 -110  Central Invar—1st 7, 1154-1134, 113 -1134, 113 -110  Central Invar—1st 7, 1154-1134, 113 -1134, 113 -110  Central Invar—1st 7, 1134-1134, 1	C. R. la. F. & N1st. 6	10634-1063	107 -106%	108 -108				10434-10434	10514-105	l		10514-105	105 -104
## Punded coup* ## Arch.Col. Cy.—1.16       1015-1015   102 - 101   105-105   105 - 104   103-103   103-103   102 - 101   10 - 105   10 - 100   0 - 07   ## Arch.Col. Cy.—1.16     1015-113   111-113   111-113   113-113   117-113   113-113   1105-115   114-112   115-114   115-115   115-114   115-115   115-114   115-115   115-114   115-115   117-115   115-114   117-115   115-114   117-115   117-115   115-114   117-115   117	Carolina Central-1st.7									l	101 -101		
Acch. J. Cock. W. 186.  Coup. debt. certin. 7  00 - 89  1 - 88  1 -	Funded coup			104%-104%	109%-109%				108 -108			108 -102	
Atch.J. G.&W.—1st. 6	Atch.Col.&Pac.—1st.6			1011/4-1011/4	102 -101	10614-101	106 -105	105 -104	101%-101	102 -101	101 -1001	100 -100	99 - 97
Comp. deat certis 7   00 - 80   1 - 88   7 - 87   1854   1175   1195   120 - 1175   1185   1175   1195   120 - 1175   1185   1175   1195   120 - 1175   1185   1175   1195   120 - 1175   1185   1175   1195   120 - 1185   1175   1185   1175   1195   120 - 1185   1175   1185   1175   1185   1175   1185   1175   1185   1185   1175   1185   1185   1175   1185   1185   1175   1185	Atch.J.Co.&W1st.6					1031/-101	103 -103	10314-10314	102 -102				
Cent. R. of N. J. – 18. 1. 7   121 - 1194,   120 - 1174   1184   1174 - 118   1184,   118 - 1184   1184,   1184	Coup. debt certie?	110%-115%	01 - 88	87 - 87	1131/8-112	117%-113%					1151/2-114	116 -1153/8	1151/2-114
Comp. assented 7   1159,4115	Cent.RR.of N. J1st7	121 -119%	120 -1171	11874-11734	119 -118	12114-120	122 -1201/	124 -120		117%-116%	119%-118%	119 -118	11874-118
Adjustment	Consol., assented 7	115%-115	11814-11376	11714-11616	11614-116	11814-11514	120 -11814	120 -11814	118 -116	11514-11514	11416-112%	11516-114	115%-115%
Income	Conv., assented7	116 -114%	11716-115	1171/2-116	118 -117	117 -115	120 -11714			118 -116	11714-115	113%-113%	11376-11314
Lehk-&W.BAssent 7   111   -105   112   -109   111   -105   111   -105   111   -105   112   -110   112   -110   112   -110   112   -110   112   -110   112   -105   03   -05   04   -05   03   -05   04   -05   -05   03   -05   04   -05   -05   03   -05   03   -05   04   -05   -05   03	Income7	105 - 9714	106 -100	103 - 99	10214-111	105 -107%	105 -108%	10114-100					9
Am. Dock & Imp. 7   120 - 126   125   129   125   129   123   123   130	Leh. & W.B.—Assent 7	111 -105	112 -109	111 -103	11114-108								
Assented   7   120j-122   133 - 125   133j-132   132 - 129j-130j-130j-130j-130j-130j-130j-130j-130	Income	9214-85										9016- 9016	The same of the sa
Bonds	Assented	126 -126	133 -125	1321/4-132	132 -130%	130 -130 1303/-1301/	1921/6-130	13614-132	136 -1351/	136 -136	135 -134	136 -136	
Series A. 6 6 4 50% 83½ 81 85½ 83½ 83½ 83½ 83½ 83½ 83½ 83½ 83½ 83½ 83	Bonds											10014-10014	102 -10114
Corns   1.6   6   6   5   50   50   50   50   50	Ches. & O.—Pur. Rl. 1d 6			110 -110									
Cure, int deferred 6   53   4894   53   4994   59   5904   60   55   5034   6034	Series A 6					7	,				102 - 99	102 -101	102 -100
Chic. & Alton—1 at	Cur., int deferred 6	53 - 48%	53 - 4916	59 - 5016	60 - 55	6714- 5916	6614- 6334	6356- 5816	6136- 5436	5914- 55	58 - 54	58 - 55	
Sinking fund	Chic. & Alton-1st7	122 -1211/4	121 -121	120 -120	1211/4-1211/4	125 -125	123 -123	1231/2-1231/2	119 -119	127 -119	127 -127		122 -122
Lou.& Mo. Riv.—1st. 7; 1154—1154   116 — 116 — 116 — 116 — 118 — 1	Income7	105 -105	106 -105		102 -102	105 -103					102 -102		
2d. 7 - 100 -109 -109 -109 -107 - 117 -17 - 119½-117 119½-118 120 -120 120 -120 120 -120 117 -117 117 -117 115 -115 -115 -115 -1	Lou. & Mo. Riv1st.7	11516-11516		113 -113	116 -116	118 -118	110 -110	125 -125	115 -11416		1131/2-1131/2	118 -118	117 -114
Chic. Bur. & Q.—1st. \$107-1053   1093-1094   108 - 107   1083-1084   110 - 109   110 - 110   110 - 110   1083-1084	2d7		109 -109										_
Consol. 7   129 - 127   1274-127	St. L.J.& Chic.—1st7	1003/ 1003/	117 -117			119½-117	1191/2-118	120 -120	120 -120		117 -117	117 -117	115 -115
Sinking fund 5 103 - 105   107 - 106   108 - 108   107 - 106   108 - 108   109 - 109   109 - 130   130	Chic. Bur. & Q.—1st8	100%-100%	100%-100%	108 -107	10814-108	110 -109	110 -110	10814-10914	10814-10814	105 -105	10814-10814	10814-10814	
Chic. & E. III.—1st . 6   106 - 105   107 - 108   108 - 108   110 - 110   1113   -113   1103 - 1103   110   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -113   1103 - 1101   1113   -13   1103 - 1103   1103 - 1101   1103 - 1103   1103 - 1101   1103 - 1103   1103 - 1103   1103 - 1103   1103 - 1101   1103 - 1103   1103 - 1101   1103 - 1103   1	Сопвот7	129 -127	12716-127	1274-128	12814-12714	130 -130	19914-191	13114-130	199 -1911	199 _191	19184-190	19014-190	190 -190
Tracome	C Dani garanie	103 -105				10534-10534				- · · · · · · · · · · · · · · · · · · ·			_
Chic. Mil. & St. P.—1 st. S   1374–138   1334–139   133 –130   135 –135   1364   137 –137   139 –139   136 –138   133 –133   134 –133   134 –134   1334–134   1334–134   1344–12	Curci to La III. Ist	100 -100	101 -100%	108 -108	110 -110	11134-11134		113 -113	110%-110%	113 -113		108 -108	10416-10416
1st, gold	Ohic. Mil. & St. P1st. 8	1371/3-136	1333/4-1331/4	133 -130	135 -135	13614-136	137 -137	139 -139	136 -136				
18t	247 3-10	1271/4-1251/4	124 -1231/2	123 -121	12216-12216				118 -118				
1. & D. Div 7 125 -123   125 -1234   1224-1204   122 -1214   128 -123   123 -123   128 -128	La Crosse Div	128 -1231	124 -1231/2	122 -122	109 1011	132 -125	132 -129	126 -126		126 -126	120 -120	121 -121	122 -122
C. & M. Div	1. 02 M. DIV7	123 -123	125 -12234	12214-12014	122 -12116	12736-12356		126 -126				122 -120	
Consol. 7   124 - 124   126 - 125   122	1. & D. DIV7				123 -123	126 -126							
1. & D. Exten   7   128\lambda - 120   124\lambda - 122   122\lambda - 120   122\lambda	C. & M. DIV7	124 -124	126 -125	12234-12234	12214-12214	131 -12616	129 -129	128 -128		125 -125	125 -125	121 -12016	125 -124
So. West Div 6 108¼-108¼ 108 108 -108 107¾-107 98½-98¾ 98½-97 102½-98 107¾-108 111½-107 118¾-117 Chic. & Pac. Div 6 108¼-101 10 -110 109½-109 110½-109 111½-111 112½-112½ 110½-110½ 109 -99 108 -108 108 -108 100 -97 109½-109½ 109 109½-109½ 109 109½-109 109½-109 109½-109 109½-109 109½-109½ 109 109½-109½ 109 109½-109½ 109 109½-109 109½-109 109½-109 109½-109 109½-109½ 109½-109½ 109½-109½ 109½-109½ 109 109½-109½ 109	zu mort			_	10114-10114	_ 1	_ 1	_	126 -123	126 -124	124%-120	124 -122	124 -1201/
105. West DIV 6 108¾-108¾ 107½-107 98⅓-96¾ 98 - 96⅓ 98⅓-97 108 - 106¾ 107 - 107 108¾-109¾ 109 - 106¾ 108 - 106¾ 107 - 107 108¾-108 107 - 107 108¾-108 107 - 108 108¾-107 108 - 106¾ 107 - 106 108¾-107 108 - 106¾ 107 - 106 107¾-106 108¾-107 118 - 116 117¾-116 118 - 116 117¾-116 119¾-117 118 - 116 119¾-117 110 119¾-119 111¾-111 111½-111 112½-112¾ 110¾-108 108 - 108 108 - 108 107 - 106¾ 107 - 1	1. & D. Exten	1261/6-120	12476-123	12216-120	122 -12116	130 -123	130 -128	126 -126		126 -126	120 -120	121 -121	12114-120
H. & D. Div 7   1184-117   118 -116   1174-116   1174-116   1174-116   1174-116   1184-1174   123 -1174   1234-1234   125 -1244   129 -127   1264-1254   1254-1254   125 -1244   129 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   120 -127   1264-125   1254-1254   125 -1244   124 -124   1244-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -123   1254-1244   124 -124   1244-1244   124 -123   1254-1254   125 -12444   124 -1244   12	20. Mest DIA	1084-1084	1071/4-107	10734-107	108 -1071	11016-11016	107 -107	10976-10946	109 -1061	10614-106	106 -10334	109 -10634	107 -107
H. & D. Div	So. Minn. Div 6	10834-107	108 - 108	967%- 9634 107 -108	9814-97	10216-98	1011/2-1001/4	98 - 98	9814-92	94 - 93	96 - 941/	107 1081	95 - 95
Western Div 5   110½-110   110 -110   109½-109   111½-111   112½-112½   110½-110½   109¾-108½     109 -107½   108 -108   100 - 97    Mineral Point 5   112½-111     100½-109   110½-109   110½-109   102 -101   98¾-98¾     90 - 90     90 - 90     95½-95½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½     108½-108½	H. & D. Div7	11814-117	118 -116	11714-116	11816-11716	123 -11716	12216-12216		118 -115	118 -117		118 -11616	11716-117
Mineral Point 5 Chic. & N.W.—S.F. 7 112½-111 110½-109 1108 -108 10	Caic. of Pac. Div	110%-110	110 -110	10916-109	11014-109	11114-111	11216-11256	110%-110%	10976-10816		109 -10736	108 -108	110 -108%
Interest	Mestern Dia					·	103 -102		99 - 99	108 -108	98 - 97	98 - 98	100 - 97
Consol	Carc. of N. W5. F 7	1121/6-111	· · · · · · · · · · · · · · · · · · ·	11016-109			102 -101	11214-11214		90 - 90			95½- 95½
Consol	Interest 7	106 -106	108 -108	108 -108			1051/4-1051/4		···· - ····	1081/4-1081/4			
Gold, coup	1st mort			131 -130	18214-131	1331/4-133	135 -138	135 -134	133 -133	13514-133	134 -1311/4	133 -1301/2	131 -1301/4
Gold, reg	Gold, coup		12514-109	110 -109	110 -110	1121/2-1111/2	113 4-108	113 4-113/6	110 -107	10816-107	1081/2-1081/2	110 -1081	110 -1083
	Gold, reg	12814-126	125 -124	12514-12314	125 -12416	1303/-127		12634-125	125%-125%	125 -124%	124 -124	12414-12414	124 -123
	Sinking fand, coup6	111 -106%		111 -110	108 -108	112 -1081	111 -111	11114-11078	1107/8-1107/8	110 1110	107 -1051/2	108 -107	10934-10734
		<u></u>					l						

### COURSE OF PRICES OF RAILROAD BONDS-CONTINUED.

	<del>,</del>	0001601	ī	1	1	1	ī	<del></del>	1	<del></del>	1	1
BONDS.	JANUARY			APRIL.	MAY.	JUNE.	JULY.		SEPT'BER.			
	High. Low	High. Low	High. Low	High. Low	High.Low	High. Low	High. Low	High.Low	High. Low	High. Low	High. Low	High.Low
Chicago & Northwest.			-			1101/ 1101/				1081/ 1081/	10784-10734	1001 / 1009 /
Sinking fund, reg6 Sinking fund, coup5	I _					1		1			1	1101 -101
Iowa Midland—1st8 Gal.& Chic.—Ext'n7				1132 -132		1		1		130 -130	I	1
Ohio & Wil -1at 9	-	12114-12016		12434-12434	1	125 -125	12514-12516					1
Winana Ar St D _1at 7		110 -110	108 -108	l		- · · · · · · · · · · · · · · · · · ·		1			109 -109	
2d	120 -120 125 <b>%</b> -125	12416-124	124 -121	125 - 124	1128 -128	130 -12834	12914-129	130 -127	128 -126	128 -125	127 -125	130 -12614
Dan	_	125 -1234	_ 0	124 -124	124 -124		12916-12916	l	12614-12614	12514-12414	126 -125	127%-127
Keok'k&DesM.—1st,5 C.St.L.& N.O.—Consol.7	116 -116		· · · · · · · · · · · · · · · · · · ·	l <b>-</b>				l	117 -117		1114 -114	11836-11836
Od income &	100 _100	100 -100	100 -100		1	1		1	1			
C.St.P.M.&O.—Cons6 Chic.St.P.& M.—1at6	111 -10814	1124-112	11116-111	11134-1114	112 -10916	113 -111	11216-112		1113 -113	113 -113	1110 -1024	108%-108
St D & S City_lat 6	115 -110	114 -112	11216-11116	1110 -1081/4	1112 -10916	1113 -112	1113 -112	111316-110	1113 -1111/2	111038-10038	110 -109%	110 -108%
C.St.P.&ML.g. inc.6 Cin. I.St.L.&CCons.6	1 _ 1		_	l –	l				1	10376-10376		1
~	1110 110				1	1 -		I -	-		1	-
Cin. Laf. & Chic.—1st.7 Cin.&Sp.—1st,C.C.&I 1st, L. S. & M. S 7	111212_117	1119 _119	_	-	l <b>–</b>	1	1	1	111034-11034			1
Of O O 8- T -1et a 14 9	1 - 1	-	125 -125	1125 -12216	123 -123	1124 -124	112416-12416	1	···· - ····	125 -125	123 -120	124 -12336
Consol	121 -116	122 -121	121 -120	12016-120	12616-124	12616-124	126%-126%	<b>-</b>	12516-125	123/9-120	92 - 90	911/6- 8994
Colum & Croony _1st &				l		1		···· - ···				1061/2-1061/2
Del.&Hud.C.—1st.,'84.7	106 -105%	10634-1051/2	107 -1061/6	108 -108	109 -10814	111 -109¼ 120 -120	107%-106%	108 -107	115 -115	108 -107% 117%-115%	116 -113	1081/2-1031/2
78, 18917 Coupon, 18947	117 -116	118 -118	118 -118	117 -117	119 -119	12014-11816	121 -120		121 -120	118 -1161/2	120 -119	11634-11634
Registered, 18947 Penna. Div.—Coup7	118 -118		1154-1154	117 -117	198 _199	120 -119 126 -125				113%-113% 127 -128	120 -120 128 -128	···· - ····
Desistand		_	1911/_1911/	1 -	_	124 -124	1128 -128	1			125 -125	l
Alb. & Susq.—1st m. 7 2d mort7	11184_11184	113 -113	114 -1194	_	l			1		110 -110		
Clancel anam M	1111/ 1111/	195 _195	1951/_1951/	19414_194	12834-12114	·	1126 -125				1	126 -125%
Rens. & Sar.—1st,cp.7 1st, reg7	' _		135 -134	-	J		137 -137	1	l		[ · · · · · · · · · · · · · · · · · · ·	
Dol Tools & W Od A	1001/ 1001/				_	1	l	l				I
Convertible	_		-			1174-1174		119.4-115				,
Svr Rin & N. V. 1at 7	122 -120	120 -120	123 -122	12184-12116		126 -126	1125 -123	12514-12516				1122 -123
Marria & Feery-1et 7	135 -133	135 -134	19514-195	135 -13416	137 -137	138 -13416	143 -140	141 -141	135 -135	137 -135	135%-134	
2d mort	1110 -110			<b>-</b>	1		l					
Construction 3	1109 -109						<b>-</b>					,
7s, 18717 Consol., guar7	126 -124	 125 -1244	120 -118 125 -124	120 -118½ 124¼-123¼	129 -124	124 -120 127 -126	12514-124	124 -123%	125 -12434	1251/2-124	12516-12414	1231/4-1221/4
Denver & Rio G1st.7	1151/4-1131/4	117%-114	11734-115	120 -118	120 -116	12114-11914		,	117¼-116 112 -110¼			
Consol	1141/2-1111/2	114¼-112 109 -105	114¼-112 10736-105¼	11516-113	119¼-115¾ 111 -106¼	121¾-119¼ 110%-110¼						1091/6-1091/6
E. Tenn. V. & G1st7	115 -115	115 -115	117 -115				118 -117%	117%-117%				821/4- 821/4
Income6 Erie—1st, Extended7	12916-12816	127 -1264	 128 -127	129 -129	12814-12814		132 -132		60 - 55 12914-12914		57 - 5214 12714-125	
2d, Ext7	109 -10816		10934-108	10814 10814	110 -109	11016-11016		110%-110		1067-1067		107 -106 106 -105
3d	111 -110	111 -111 110 -107	108¼-107¼ 109¼-108¾	108 -107¼ 109 -107¾	10914-10714	111 -109 111 -109	110 -109 111 -110			106 -105 107 -1061/2	107 -105	
Kth. "	111 -111	1123/-1123/	11316-113						113 -113	100 107	1071/ 1081	112 -112
1st, consol., gold7 Long Dock7	131 -129%	131 -12934 120 -120	128 -126¾ 120 -119	129 -127 120 -119	132½-129 127 -127	12316-12336	124 -124	126 -126		–		
Buff. N. Y. & E1st.7	12714-127					129 -129				126 -126	129 -129	
N. Y. L. E. & W.— New, 2d consol6	102 -10014	102 - 9414	10234_ 98	10376-101	1083/-104	1061/-1023/	10416-10014	10334- 9936	103%-100%	104 -1011/2	10 <b>5 -1</b> 03½	10194-199
2d fund, coup	9716- 9576	9616- 95	9616- 94	991/5- 9634	10416- 9916	10134- 9834	100 - 98	100 - 971/6	10034- 88	100 → 99%	10978-100	86.18 - BB
Income	91 - 9016			·	90 - 90	91 - 90		=		7		10234-10134
Flint & P. MMort 6			111 -111	11016-110	11056 110	113 -111						
Frankf. & Kok.—1st7 Gal. H. & H.—Gold7	10514-10014		75 - 71			89 - 89	78 - 75	81 - 78	80 - 7534	90 - 80	86 - 85	,
Gal. H. & San A 1st 6	10234-10234	1021/4-102	102 -102	1051/4-105	105 -105		110 -109		103 -107%	111 -106	10736-106	
2d	10314-10284	_ 1	_ 1	_	_							
Han, & St. JoConv. 8	11316-11116	11316-112	10976-108	110 -10814	112 -10016	11256-11116	1131/2-112	115 -113%	114 -109%	103 -100%	109 -10/34	109 -109
Consol											112 -112	
1st, Main Line7		111½-110	1101/2-1093/4	11234-1104	117 -112%	117 -116	113 -110%	112 -1101/4	112 -11178	1111/4-109/4	1101/-11034	1134-113
1st, Western Div? Waco & No. Div?		111 -111	_		<b>-</b>		115 -115		116 -116	,		109½-103½ 116 -113
2d. Main Line	126 -119	127 -126	12716-128	124 -123	13416-122	133 -1301/6	132 -131	1311/6-127	180 -130	128 -126	120 -125	
Inc. & Indemnity7 General mort6	9756- 975	100 - 9914	1001/2-100	103 -102	··· - 881/2	107 -106	106¾-105	105 -104	106 -105,	10134- 9954	100¼-100	991⁄2- 98
Illinois Central-	1	1						1	1161/4-116			
Cedar F. & M., 1st 7 Dub. & S. C., 2d Div. 7	113 -113		···· - ····				1074-1074	110 -110				
Ind. Rl. & W1st. nf 7	1 _ 1	120 -120	120 _110	191 -1901	_					123 -123		120 -120
1st3, 4, 5, 6 2d3, 4, 5, 6	7334 7014	81 - 72%	81 - 79	81 - 7934	83 - 80	186 - 84 1	80 - 84	80 - 80	00 - 10	00 - 10	00 - 00	811/4- 801/4
Income6	8014- 65	80 - 74	854- 78	100 - 8434	108 - 98						10 - 10	10514-10414
Ind. Dec. & Sp.—1st7 2d, income7		10816-107	109 -105	106 -10316	10714-106	109½-108½ 78½- 77	110 -110	10736-10434	107 -100	64 - 60	7634- 65	75 - 70
Trust certificates										60 - 60	75 - 66 10714-10714	73 - 78
Int. & Gt. North.—1st.6 Coupon, 19096	110 -107	10914-109	110 -109	11334-11016	1121/4-1111/4	113 -112	1121/6-1111/6	11216-111		971/4- 931/4	10716-10716 9416- 93	92 - 91%
2d, income8	94 - 87	9334- 9014	9816- 90	10034- 9514	10016- 98	10316- 9934			89 - 89	· · · · · · · · · · · · · · · · · · ·	8278- 8278	911/6- 911/6
Assented	10914-108				···· - ····	103 -101½ 110 -110						"
Lake Frie & W1st 6	113 -11114	10934-106	109 -1071	109 -108	114 -110	115 -11116		1091/6-109	110 -1071	108 -105%	108 -107	108 -107
Income	81 - 68	8214- 75	7634- 72	7756- 73	8216- 75	85 - 81	77 - 74	76 - 65	13 - 01/2	72 - 60	00 - 10	61 - 501/4
Income	70 - 70					7634-72				63 - 62		55 - 55
Laf. Bl. & M1st 6	110 -1081	109%-109岁	109 -107	109 -1081/2	109 -1081/8	111 -109		10514-104	108 -103	107 -107	105 -102%	
Income									3			
M. S. & N. I. Skg. fd. 7	110 -1091/2	110 -109%	1121/4-1111/4	113 -1121/2	112 -110%	···· - ····	113 -110%	1101/-1101/	112 -1114	112 -1111/6	10914-10914	108 -107¼ 109 -109
Clev. & Tol.—Skg. fd.7 New7	109 -108%	1081/2-1081/			113%-113%							
		, , ====/4									<u> </u>	-

Digitize for FRASER

### COURSE OF PRICES OF BAILROAD BONDS-CONTINUED.

	1	1	1 25	1	1	1	1	1	lanning	<u> </u>	l Warrian	Deet-
BONDS.		FEBR'RY.		·	MAY.	JUNE.	JULY.				Nov'BER.	
	High. Low	High. Low	High. Low	High, Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Lake Sh. & M. South.— Cl. Pains, & Ash7		1181/_118	_	_	_	117 -117			_	_		
Buff. & Erie-New7	12214-12214	· · · · · · · · · · · · · · · · · · ·	123 -123	l	l		122 -122		,	126 -126	124 -124	
Kal. & Wh. P1st7 Det. M. & Tol1st7	122 -123				112 -112	· · · · ·						
L. Shore-Dividend 7	1231/4-1231/	125 -123%	12516-125	1211/2-1211/4		125%-125%	,	i			12314-122	123 -122
Con. coup., 1st						1331/4-133	131 -128	130 -128 130 -129%	128 -128	130 -130 12816-127	131 -130 130 -128	130 -130 130 -130
Con. coup., 2d7	125 -125	124 -1221/2	12414-12314	1.25 -1241/2	128 -128	126 -125	125 -125	···· - ····	12712-125	128 -128	12514-125	12414-123
Con. reg., 2d	124¼-123	123 -1221/2	125 -123 114 -114	125 -124½ 112¼-112¼	1251/6-125	126 -1241/2	12614-126		126 -126	126½-125%	127 -125	124 -123
Louisv. & NConsol7	123 -1214	122 -12114	122 -121	120 -1181/2	1221/4-1201/4	124 -1231/8	124 -124	12314-12214	12214-12114	1181/6-118	119 -11756	121 -119
2d, gold7 Cecilian Branch7											109 -10S	
N. O. & Mob1st6	10314-103	103 -102	102 -102	102 -102	109 -1021/2	110 -107	104 -104		103 -103	103 -103		103 -100
E. II. & Nash.—1st6 Gen'l mort6	10514-10314	10415-10214	108 -108 10434-1024	108 -108 10616-10414	109¼-108 112 -106¼	106%-106%	108 -108	1061/2-1033/4	102 -102		100 -100 106 -1041/4	
St. Louis Div1st6					1121/2-1061/2				105 -105	10314-10314	10734-10734	
2d3 Pensacola Div6						60½-60 108 -108			po - p <del>1</del>	53½- 53½ 104 -104	56 - 56 104 -104	57 - 57 104 -103
Leb. & Knox Div6					l							101 -101
Nash. & Dec.—1st7 Lou. N. Alp. & C.—1st. 6			11614-11614	105 -1021/6	111 -105	11014-10814	108 -1087	1071/6-105	106 -103	106 -1021/6	105 -1011/6	118½-116½ 105 -103
Man. B. Imp. Co1st .7		95 - 95	93 - 93	96 - 92	100 -100	100 -100	981/4- 981/4			+		911/4- 911/4
N.Y.& Man. B7 Metropolitan El.—1st. 6				1051/4-101		109 -109 104¼-103	101 - 99½	100%-100%	100 - 98	103 - 98	105 -105	10316-10116
2d6						91 - 8834	90 - 89	90 - 85	88 - 821/2	96 - 87	94 - 90	91½- 90
Memphis & Char.— 1st, consol., Tenn. lien 7					10374-10374		,	,,,,		.,		
Mich. Cent.—Consol7	12856-127	127 -126		129 -12634	129 -1261/6	131 -129	130 -127	130 -130	1261/6-126	125 -1241/2	125 -1211/2	125 -122%
Sinking fund8 Gr. Riv. Val1909. 6	_	1 _ 1				1			_	10012 10012		
Coupon, 1931								100 -100	100 - 96	100 - 95%	99 - 97	98 - 97
Jack. Lan. & Sag6		l					110%-110%	111 -111	108%-108%	109 -109	11014-11014	
Mid.of N.J.—1st4-5-6 Mil. L. Sh. & W.—1st6		78 - 78		87 - 87	99 - 99					9214- 9214		
Income9		l				88 - 8716					75 - 75	70 - 70
Mil. & No1st4-5-6 Minneap. & St. L1st. 7					10214-100	102 -101	101 -101			101 -100		
Iowa Extension 7	1111/6-108	111 -110	110 -109	111 -110	111 -1101/2			111 -11036	112 -111	11214-11138	113 -1121/2	1091/3-1091/3
Mo.K.&TCon.,ass'd7 2d, income			10716-104	10834-10878		111¾-110¾ 89 - 85½		111 -10416	106%-105 84%- 81	106¾-103 82¼- 77¾	10716-10614	107½-105 77½- 68¼
General6			/ - ,			98 - 9534	9814- 92	9234- 88	89 - 88	89 - 82	93 - 86	8736-80
Han.& Cen. Mo.—1st.7 Mobile & Ohio—New6				113 -11014	118 -11914					114 -114 114 -1125		107 -105 10914-10914
1st, pref., debenture7	89%- 84%	86 - 79	8634- 82	9212-88	99 - 93	100 - 95	99%- 97	101 - 94%	98 - 96	99 - 951/2	98 - 96	9714- 95
2d, pref., debenture?		531/6- 50	55½- 50 4 42 - 39¾	64 - 54½ 49 - 43¾		72½- 64¾ 65 - 57		711/4- 65	72 - 65 62 - 60	73 - 71½ 62 - 62	72%- 72 63 - 62	71½- 70 61 - 61
4th, pref., debenture.7	43 - 40		421/8- 40	48 - 43	59 - 491/2	64 - 56	62 - 62				631/6- 62	61 - 60
Nashv. C.& St. L.—1st. 7 1st, Tenn. & Pac6		118½-116½			123 -118¼	125 -125			11834-11814		11734-117	119 -11714
Nevada Central-1st6	101 -101							102 -100		100 -100	,	100 -100
N. J. So.—Int., guar6 N. O. Pacific—1st6		96 - 96	101 - 96	10178-10114	1081/2-1013/4	107½-107 105 -101¾	104¼-104¼ 101%-100	104 -104 100 - 95	95%- 91	102 -101¾ 96 - 92	102 -101 96 - 91%	101 -100½ 96 - 91
N. Y. Central-18836	105 -1041/6	1051/4-105	105%-104%	107 -105%	10614-10334	106 -10416	106 -105	10514-105	10416-10416	105 -105	10314-10214	103 -10314
1887	1101/4-109	10978-10978		111¼-110	113 -113			1121/8-112	112½-112½	11216-11134	110 -110	102 -103
Subscription6										105 -105		103 -103
N.Y. C.& H.—1st,cp7			132½-132 132½-132½		137¼-133⅓ 137½-137½				138 -137%			138 -136 <del>%</del> 137 -135 <del>%</del>
Hud. Riv.—2d, s. fd .7 Can. So.—1st, guar5			1101/4-110				110 -109			110 -110	111 -111	
Harlem-1st, coup7		103 -100	100¾- 99½ 193 -132			104¼-103¼ 135 -135				9914- 97 136 -13534	991/4- 983/4 135 -134	99¼- 98⅓
1st, reg		,	,				135 -135	135 -135	135 -135		134 -134	86 - 85
N. Y. Elevated-1st7	118 -115	120 -11734	9736- 97 120 -118	95 - 95 11834-11314	98½- 94½ 118 -113%			941%- 927% 117 -1131%	11614-114	89%- 88 118 <i>-</i> 114%	86 - 85 119 -118	119 -11874
N.Y.Pa.&O.—Pr'r lien 6			6734- 631/2	95 - 95						100 -100		471/4- 43
N.Y.& Tex. Land-Scrip	2814- 2214	3078- 261/2	271/6- 261/6	32 - 28	67¾- 66½ 35 - 32	67 - 62 34¾- 32	56½- 54 33 - 32	57 - 57 33¼- 32½	···· - ···	55½- 55½ 32 - 32		30 - 30
Norf. & West.—Gen.M.6 Og. & L. Champ.—Inc. 3-6					···· - ····		108 -107	1071/2-103	10716-10716	107%-106%	104 -1031/6	104 -1031/4
Ohio Central-1st6	107 -10316	1061/4-1031/4	105 -1031/2	1041/4-103	107½-103¼				1001/4- 993/4			100 - 981/4
1st, terminal trust6 Income7	103 -100 70 - 594		102 -101 67 - 5916		104 -100½ 69 - 60	104¼-103¾ 68¼- 63¼	65 - 54	101 -101 57 - 47	58 - 48	100 -100 5214- 4934	54 - 48	98 - 98 4814- 4314
.O. & Miss.—Consol. s. f.7	12016-119	11916-119	120 -11834	119%-119%	12214-120	124 -12214	1221/2-122	12114-12114	1201/2-1201/2	119%-118	120 -1181	120 -120
Consol	128 -122	12614-124		125 -121		122½-122½ 126 -124¾			120 -120 1221 <u>4</u> -1201 <u>4</u>		118½-118½ 124 -123	119 -118 123½-123½
1st, Springf. Div 7	11716-115	117 -115%	116 -115	120 -115	11934-11234	12216-11916	121 -1181	118 -110	114 -113	121 -113	11834-1151/2	120 -1181/4
Ohio Southern—1st6. Income						102 - 99 66 - 59	99½- 96½ 55 - 49	96½- 94 48 - 43	94¼- 90 48 - 40	95 - 90 46 - 40	98 - 94 4914- 43	93 - 91 47½- 44
Or. R'y. & Nav.—1st6 Pacific Railroads—	08 -105	10714-10614	107 -105	1081/2-1061/2	112 -109	115 -11114			177,000	110%-107%		110 -1081/2
Cent. PacGold 6	15 -112	114 -113	134-1124	115 -114	118¼-115	120 -117	117 -115%	116½-114	116 -11316	116 -11456	116 -11416	11614-11534
San Joaquin Br 6	108 -108	110 -110 1	11016-11016	107 -106	110 -110	112 -111	11216-112	112 -112		107 -107	10834-10736	
Cal. & Oregon61 State aids			05 -105									10514-10514
Land grants6	0516-10516			10316-10316	10674-106		10736-106%	10734-108	10734-10734	10714-105	106 -1051	1051/4-105
Western Pac61 No.Pac.—Bond cert's 61	0214-10214	103 -102 1	0216-102	102 -102	10434-10114	107 -10434.						
1st, coup						108¼-104¾ 1	105 -1031/1	10414-10216	103¼-102¼[]	LO5 -102%	1041/4-103	104 - 102 %
Union Pac1st6	15 -113	115 -113  1	14 -113	115%-113%	119 -116	122 -11716 1	19 -117	118%-117%	11716-116	11654-116	117%-116%	1734-117
Land grants	1516-11456	11434-11434 1	16 -114	15%-112	118 -11514	120 -1181/1	1816-118	19 -117%	1184-117	13%-113%	113%-113%	11316-11216
Registered	2014-12014	12416-12376 1	1914-11914			130 -127 ].	]1	29 -129			′	
Collateral trust 6 1	.0636-10636		]1	10834-1061	1114-10836	11216-111561	09 -109 1	12 :-108%	10916-10916	10876-1081	10814-10814	
K.Pac.—1st,F.&A6 1st, 1896, J.& D6	1016-11016	111%-111	12 -111	114 -114	17 -114	116 -114	15 -115				113 -1121/2	1101091
Denv. Div.—Ass'd 61 Leav. Branch	08 -107	LO9 -107 🚹	.0834-10776 1	12 -109 1	1414-10914	11456-112361	14 -113 11	1316-112	112 -111 [1	1314-110	110 -1093611	109 -1071
1st, consol	05 -10376	10634-101341	.0534-103 11	10814-10534	09 -10516	1093∕4-108	10 -109 11	0914-107	10736-10834	08 -106	10514-1031411	04 -10914
Income, No. 117. Income, No. 167.				1	.0614-10614.							
		10073	-100	-100				00 - 00				
												. 1: -

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# COURSE OF PRICES OF RAILROAD BONDS-CONCLUDED.

Part			COURSI	OFP	11	JF BAL	LRUAD	BONDS-	1	1	<u> </u>	Ī	·
Fuer Part   March   Ma	BONDS.				APRIL.	1	1						
MA 14. 15. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10					1		1		1			1	
MA 14. 15. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	Pacific Railroads.— Pac. of Mo.—1st6	1101/6-110	10814-107	108 -1061/2	10814-1071	110 -109	11014-110	113 -113	109¼-108¼ 115 -112	10814-10714 112 -112	10716-10616 114 -113	108 -107 114 -114	108 -107% 113 -113
March   Marc	2d	114 -113	110 -119	110 -11079	11079		100 110	100 100			_	113 -1104	111 -109%
Class C	Mo. Pac1st, con6	108 -10516	107 -105¾ 103 -102¾	1001/100	108 -1091	10514-10514	107 -107						
Class   Clas	Class "C"3-6	88 - 861/2	861/6-88	8098-80	0257 0017	0714- 0914	98 - 9634	US - 0814	97 - 93	9314- 95	941/1- 91		
So.P. Prof. M. S 14. 6   1009-103   1009-	Class "B"3-6	89 - 88	00 - 0170	00 - 02		14001 / 1001 /	100 100		1041/ 1041/	110412_104	105 -105	103 -103	
Common	So.Pac.of Mo1st6	105%-104	100%-100%	103%-103	100 -10191	110 4 100/2	110/9 110/4		1			107%-107%	1075%-1081/4
Inc.de End er. per. p. per. per. per. per. per. pe	Consols	102 -102	104 -104		000	0114 0014	05 001	00 105	00 775	70 - 75	75 - 6934	7976- 7346	7614- 7014
Panamer Sala, figure 1. 19 1	Inc.& land gr., reg.7	831/6- 74	89%- 78	0014 0014	09 081/	10354- 9756	10256-10016	10136- 9876	964:- 90%	198 - 90	9134- 87	92%- 68%	19136- 87
34	Fanama—Sink. fd.sub. 6		10974-10976										
34	Pennsylvania KK:- Pitts.Ft.W.&C1st.7	137 -137	137 -137	137 -137	135 -135	138 -137	1391/6-139	138 -138	1304-1304	138 -138	138 -138		140 -138 1341 <u>6</u> -1341 <u>6</u>
Clerck PConnach. G. 181-210   111-110   23-111   110-110   131-110   101-110   111-1	2d	131 -128	132 -130	130 -130	100 100	195 195	100 100	19614-19814	120 -120		130 -130	120 -120	
9.C. & L.C Jat. com.   101-103	Clev.& PCons.s.fd.7	123 -123	••••	120 -1224	· · · · · · · · · · · · · · · · · · ·	120 -12094		1191/ 119	2.0.74		118 -112		113 -1121/2
Lat. trast cert's, name   100-3106   100-3	AL A R. T A _ 1 at none !	111114-1084	111 -110%	112 -110%	1140 -110%	100 -100		• • • • • • • • • • • • • • • • • • • •				125 -120 118 -118	125 -125
Through Cartes   1964   1965	1st, trust cert's, ass'd	10816-10616	100%-100%	110 -105	122 -1684	126 -121	125 -122	12434-122	126½-120	125 -122	123 -115	120 -108	120 -118
Section   Sect	Income7	75%- 58	74%- 61	1274- 0176	1991- 08	105 -105	10 - 10/4	102 -102	- ''	10016-100	10414-10414	10014- 9914	
Provide Dec. & Ever_late   10   10   10   10   10   10   10   1	Pa. Co.—Guar., cp 4% St.L.V.&T.H1st,gd7	12016-11918				100 100					10816-10714	10816-107	108 -106
Franch   11	Peoria Dec.& Ev.—1st.6	111 -10916	8414- 7034	80 - 75	80 - 79	9016-80	9414- 8816	88 - 78	81 - 78	85 - 78	81 - 80	81 - 81	
Piles, B. & Bell.—14.6	Evansv. Div	11114-111	81 - 78		7814- 78		93 - 89		80 - 80	. 80 - 80	79 - 79	80 - 75	
Hickman & Ah. 1-14.7   .		1			_		ll	<i>.</i>		108 -105		106 -105	105¼-104
	Richmond & All.—1st. 7						110/8-110/8	- 101	-		101 -100	10314-10034	105 -10234
Manufact   Control   1.00	Roch. & Pittsb.—1st6				591/ 51	5014_ 51	61 - 56	5716- 44	53 - 40	45 - 40		43 - 38	44 - 30%
St. L.A.H. & T.H 18.7.   1105						051/ 05	1079/ 02	10454- 0314	100 - 01	98 - 921/2	95 - 89	98%- 94½ 113¥-112	941/4- 90
24. Income	St.L.Alt.& T.H1st7		115 -111	120 -120		110 110	11078-11078	1151/ 115	1191/ 1191/		110 -10916	110 -109	110 -109
Selic   Se   11.   1-14.   15.   10.   15   15   15   15   15   16   17   17   15   17   17	2d, income	104 -101	104 -104	105 -104%	105 -105	107 -107	80 - 778		108 -107	6216- 6216	67 - 60	66 - 60	58 - 50
24d. AFR. Branch. 7   113   1005   113   1	Bell. & So. Ill1st8						10017 100			116 -115	117 -1154	118 -118 117 -1151/	1171/-1161/4
Ark, Branch. 7 [13] 109   113   1106   113   1106   110   11	9t. 1 & Iron Mt1st 7	120 -118	115 -1141/6	11734-115	118 -118	122 -11756	115 1193/	114 _119	11934_11014	11134-110	113 -110%	110 -107	10914-108
Chirch Ark. & Texas 9   1005-075   110 - 1005   110 - 110   112 - 110   1015-114   113 - 113   112   112   112   110   113 - 110   113 - 110   113 - 110   114 - 110   115 - 110   110 - 100   100 - 1	Ark Branch 7	1113 -109	113 -110%	112 -10916	115 -113	1118 -118	1110 -110%	11494-110	110 -110	111 -110	111 -110	112 -1111/6	
General mort.	China Ant & Toyag 9	10916-1071	110 -10816	110 -110	112 -110	11534-114	113 -113	11216-112	112 -110	112 -110			
2.d. pref. income. 6 8 70 37% 54% 57 53% 59% 57 40 10% 59% 10 10 10 10 10 10 10 10 10 10 10 10 10	General mort5	98 - 9176	96 - 90	94¾- 91	9614- 9416	100 - 95%	1001/4- 993/4	1011/4- 99	99 - 98	9914- 9814	98 - 95	9916- 97	9914- 96
Dakton Extension. 6	2d, pref. income6	88 - 76	87½- 84¼	87 - 831/2	8914-8716	119 -11014	115 -11314	11246-11146	112 -112	112 -111	112 -111	1111/6-110	1121/6-111
Dakota Extension													
South Carollina - 1st	Dakota Extension6		107 -107	106 -106	107%-107%	10.7 -100	108 -107	107 -107	10714-105		105 -105	108 -105	
Sterling I. & BR. Co.	outh Carolina—1st6	108 1001	100 100		10/12-10/12								
Texas Central-1st b. f.   Texas & St. L - 1st . 6													
Taxang St. L.—1st. : 6													
Tol. Delphos & Bur.													
1st.main line,income 6 Dayton Div. 6 Dayton													
Dayton Div.	1st, main line6	···· - ····	 	98 - 96 511/4- 401/4	98 - 98 50 <b>- 4</b> 716	100 - 97½ 63½- 48¾						391/4- 34	8514- 3014
Terminal trust		1		0014 00 1			1 00 - 08 1			40 - 40	361/4- 361/4	· ····	
Wab. St. Louis & Practored General mort.         6   0115-971/2   1005-90   100 - 98         101 - 99         1055-100   1023/-101   1023/-1003/2   102-1003/2   102-100   100-971/0   95 - 93         100 - 975/2   994-913/2   993/-993/2   94 - 903/2   95 - 95         100 - 95/10   100-98/2   100													
General mort. 6   101½ - 97½   100½ - 90   100 - 98   101 - 90   105 - 95   101 - 90   105 - 95   101 - 90   101 - 90   101 - 90   101 - 90   101 - 101   101½ - 100   105½ - 103   103% - 103   104 - 103   104 - 103   104 - 103   104 - 103   105½ - 103   103% - 103½   103% - 103½   104 - 103   104 - 103   104 - 103   105½ - 103   103% - 103½   103% - 103½   104 - 103   104 - 103   104 - 103   105½ - 103   103% - 103½   104 - 103   104 - 104   104	Itah So.—Gen'l mort7	110 -109	110 -109	109109	10934-10936	110 -110		113 -112%	111 -10978	108/3-101	100 100		,
Havana Div	General mort6	1011/2- 971/4	1001/6- 99	100 - 98		105½-100	10216-101	1021/2-1001/2	102 -100 94 - 903/	100¾-100 95 - 93	100 - 975% 94 - 91	9214-9134	911/2- 861/4
Tol. P. & W.—1st. 7  1st, pf., inc. for 2d 4 9 55 95  Wahnsh R'y—Mort. 7  110 -107½ 110 -109½ 110 -109½ 110 -109 108 -106½ 112½-109½ 111 -110½ 113½-115 100½-108 109 -108 111 -109 111½-111½ 112 -113 111½-115 100½-108 109 -108 111 -109 111½-111½ 112 -113 111½-115 100½-108 109 -109 109 -109 109 -109 109½-108 111 -109½ 111½-111½ 113 -111½ 115 -112½ 115 -111½		001/ 00	100 100	101 101 1	1011/ 100	10514-109	10974-10974	103 -103	104 -103				
Wabsh R'y-Mort. 7   10 -1074   110 -1094, 110 -1094, 110 -1094, 110 -1094, 111   113 -1114, 115 -115   104-108   1074-1084, 108 -1084, 1174-1114, 118 -1184, 1184,	Tol. P. & W1st7	95 - 95	119 -117%	118 -11714	1161/4-116	/						,	
1st, St. Louis Div	Walach P'v_Wort 7	110 -1074	110 -109%	110 -109 l	108 -10616	11214-10916	111 -110¾ 115 -113¼	113½-111 115 -115	113446-11175	109 -108	111 -109	11116-11116	112 -112
Towa Division   G   Equipment   7   50 - 38   57 - 49   53\% - 50   55 - 55   59 - 55	a . C. T . D.	1101/ 1001/	110 -100 1	100 100 1	10017-108 I	111 -1001	1111146-1111461	112 -112	114 -112	109%-106	108%-107%	107¼-106¼ 109¼-1 <b>69</b>	108 -107 110 -10814
Equipment 7 50 - 36 57 - 49 53\%-50 55 - 50 159 - 50 55 - 50 159 -	Iowa Division6			110%-109%									
Gt. Western—1st 7 113 -112 110 -110 110 -110 111 -110½ 111 110½ 111 -110 -110	Equipment7	50 - 36	57 - 49	53½-50 111½-110	55 - 55	115 -114			113 -110	110 -10816	109 -109	108 -106	108 -1061/4
Quincy & Tol.—1st. 7 III. & So. Ia.—1st. 7 St. L. Kan. C. & No.— Real estate	A	440 440	110 110 1	110 110	111 1101/	1118/ 1113/	119 _119	119 -119	109 -109	108 -10716	108 -108	109 -109 10814-10814	109 -109 108 -10814
11. & So. Ia1st													
Real estate	III. & So. Ia.—1st7												
Clarinda Branch 6   105 - 103   105 - 103   104 - 1021/4   104/4 - 1031/4   100   103 - 103   100 - 100   103 - 103   100   104   1031/4   100   1031/4   1001/4   107 - 1033/4   1005/6 - 1005/6   1005/6 - 1005/6   1005/6 - 1005/6   1005/6 - 1005/6   1005/6 - 1005/6   1005/6 - 1005/6   1005/6 - 1005/6   1005/6 - 1005/6 - 1005/6   1005/6 - 1005/6   1005/6 - 1005/6   1005/6 - 1005/6 - 1005/6   1005/6 - 1	Danil andreas W	114 -1121	114 -114	112 -1091/6	112 -112	11334-112	1901/ 1109/	118 -113	116 -115 1183/-1161/	112½-112½ 118¼-117	112 -111 114 -1134	112 -111 11436-114	110¼-110 114¼-113
St. Chas. Bridge. 7-8 105 -103 104 -102½ 104½-103¾ 101½-100 103½-100½ 107 -103½ 100½-100½ 123 -123½ 123 -122 123½-122½ 123½-123½ 123½-12	Cilcuit de Deserte C	102 100 1	105 _100 1	_ 1	QQ _ QR I	TIMD -1000	1 (2011-, (2011)						
Wabash-Fund'd int.— Dec. & E. St. Louis 6 Quincy & Toledo 6 95 - 95 97 - 97 102 -102 105 -105 106 -106 108 -106 108 -106 108 -106 108 -106 108 -106 108 -106 108 -107 -107 -107 -107 -107 -107 -107 -107	St. Chas. Bridge. 7-8	105 -103	104 -1021/6	1041/4-1033/4	1011/6-100	1031/4-1001/4	107 -103% 126%-126%	100%-100% 123 -123	12314-12214		123 -12134	123 -122	1241/4-129
Quincy & Toledo 6 95 - 95 97 - 97	WWY 1 1 73 39 5 5 4	1			1		1					1	
L. E. Wab. & St. L. 7  Tol. & Wab.—2d. 6  Wab. & West.—2d. 6  Cit. Western—1st. 6  2d.													
Wab. & West.—2d. 6	L. E. Wab. & St. L. 7			100 -100		105 -105		108 -108					
Cit. Western—1st. 6	THE PARTY OF THE O				100 _100 }	108 _103	_ 1	- 1					
Til. & So. Ia.—1st7	Gt. Western-1st6			100 -100		105 -103	105 -105			_		100 -100	
Warren RR.—2d	Ill. & So. Ia.—1st7	10014 10014	100 100	100 100	109 -100	105 -105	105 -105		102 -102	1021/-1021/			100 -100
Track Trackan Class M/100 1101 1100 1100 1100 100 1 a 1100/Late 12146/12150-121501120 -160 4000 1100 1100 1100													
	MY A WY O	100 1179 1	The second secon	100 _100 1	100 _100 #	1	10012-192	128 -12146	101707101701	120 -120 4			
							1	. 1					

### THE DEBT STATEMENT FOR DEC., 1881.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of December, 1881:

#### INTEREST-BEARING DEBT.

Character	Author-	When	Interest Periods.	Amount Ou	tstanding.
of Issue.	ising Act.	Payable.	Inte	Registered.	Coupon.
6s of 1881*. 6s of 1881*. 5s of 1881*. 41 <sub>28</sub> of 1891 4s of 1907	Mar. 3,'63 July 14,'70 July 14.'70	June 30, '81 May 1, '81 Sept. 1, '91	J.&J. QF.	47 855 700	\$68,514,000 191,011,850
4s, refects. 3s,navyp.fd Aggrega	July 23,'68	t-bearing de		14,00	5,250 0,000

On the foregoing issues there is a total of \$1,311,845 interest ever-due and not yet called for. The total current accrued interest to date is \$13,502,532.

### DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$11,528.265 principal and \$714,985 interest. Of this interest. \$520,137 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$370,700; do 1864, \$58,650; do 1865, \$77,050; consols of 1865, \$411,300; do 1867, \$1,103,850; do 1868, \$315,750; 10-40s of 1864, \$490,350; funded loan of 1881, \$3,558,750; 3's certs., \$5,000; 6s of 1861, continued at 3½ per cent, \$2,763,300.

#### DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Cartificates of deposit Gold certificates Silver certificates	July 17, '61; Feb. 12, '62. Feb. 25, '62; July 11, 62; Mar. 3,'63 June 8, '72. March 3, '63. February 28, '78. July 17, '62; Mar. 3, } \$15,451,860 '63; June 30, '64}	9,590,000 5,188,120 68,675,230
Less amt. est'd lost or	destr'yed, act J'e 21,'79 8,375,934	7,075,926
Aggregate of debt Unclaimed Pacific Rai	hearing no interest	\$437,270,212 7.256
,		

#### RECAPITULATION.

	Amount	•
,	Outstanding.	Interest.
Interest-bearing debt— Bonds at 6 per cent, continued at 3½. Bonds at 5 per cent, continued at 3½. Bonds at 4½ per cent. Bonds at 4 per cent. Refunding certificates. Navy pension fund	575 950	
Total interest-bearing debt.  Debt on which int. has ceas'd since mat'rity  Debt bearing no interest—  Old demand and legal-tender notes  Cartificates of deposit	\$1,554,534,600 11,528,265 346,740,936	\$14,814,377 714,985
Gold and silver certificates. Fractional currency.  Total debt bearing no interest. Unclaimed Pacific Railroad interest.	73,863,350 7,075,926	
Total Total debt, principal and interest, to date	\$2,003,333,078	\$15,536,619 \$2,018,869,697
Total cash in Treasury  Debt, less cash in Treasury, Jan. 1, 1882 Debt, less cash in Treasury, Dec. 1, 1882	• • • • • • • • • • • • • • • • • • • •	200,077,980
Decrease of debt during the past mon Decrease of debt since June 30, 1881.	th	\$12,793,623 75,107,094
Interest due and unpaid Debt on which interest has ceased Interest thereon Gold and silver certificates U. S. notes held for redemption of certific Cash balance available Jan. 1, 1882	eates of deposit	714,985 73,863,350
Mada1		\$253,377,980

### BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES. INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U. S.
Central Pacific Kansas Pacific Union Pacific Central Br., U.P. Western Pacific Sioux City & Pac.	1.970.560		\$3,600,920 2,625,289 8,227,294 109,032 9,367 135,982	\$16,097,148 2,747,683 13,462,174 1,241,849 1,422,414 1,132,916
Total	\$64,623,512	\$51,467,272	\$14.707.886	\$36,104,186

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

## UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, for

returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

#### LIABILITIES, JANUARY 3, 1882.

Post-office Department account.	\$4,918,252 04
Disbursing officers' balances.	94,310,202 04
Fund for redemption of notes of national banks "failed,"	22,521,32 <b>5</b> 87
"in liquidation" and "reducing cinculation"	
"in liquidation," and "reducing circulation"	29,202,678 10
Undistributed assets of failed national banks.	830,621 84
Five per cent fund for redemption of nat'l bank notes.	16,063,949 83
rund for redemption of national bank gold notes	487,124 00
Currency and minor-coin redemption account	4,686 71
Fractional silver-coin redemption account.	77,634 45
Interest account, Pacific Railroads and L.& P. Canal Co	
Treasurer U.S., agent for paying interest on D. C. bonds	16,840 00
Treasurer's transfer checks and drafts outstanding	352,432 18
Treasurer's general account—	5,541,446 20
Interest due and annuil	
Interest due and unpaid \$13,264,981 14	
Matured bonds and interest 1.777,375 00	
Called bonds and interest 9,674,837 95	
Old debt	
5 188 190 00	
Silver certificates	
Certificates of deposit	
Balance, including bullion fund 145.112,315 82	

Total Treasurer's general account \$254,073,897 53 695,916 77-\$253,377,930 76 Less unavariable funds.....

\$333,394,971 98

	ASSETS, JANUARY 3, 1882.	
	Gold coin.	\$81,639,864 73
	Croid Dillion	87,977,602 65
	Standard silver dollars.	69.589.937 00
	Fractional silver coin.	25,963,641 48
	Silver bullion.	
	Gold certificates.	3,607,829 86
	Silver certificates	0.070.010.00
	United States notes	6,359,910 00
1	United States notes.	25,992,799 99
1	National bank notes.	5,611,951 02
	National bank gold notes.	65,740 00
1		19,696.26
	Dobusits held by hational hank denogitaries	13,268.697 76
	Nickel and minor coin.	395,374 90
1	Now Tork and San Francisco exchange	1,660,000 00
1	One and two-year notes, &c	63 00
I	Redeemed certificates of deposit. June 8, 1872	50,000 00
1	Quarterly interest checks and coin coupons paid	119,471 80
1	Registered and unclaimed interest paid	-10,11100
١	United States bonds and interest	8,(73,47 ± 00
1	Interest on District of Columbia hands	157 53
I	SDeaker's certificates	
I	Pacific Railroad interest paid.	360 00
ı	L	. 300 00

3333,394,971 93

# Monetary Commercial English News

### English Market Reports-Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported' by cable as follows for the week ending January 6:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd. Consols for money	5178 991110		511316 9911 <sub>16</sub>	5178 991116	52 9913 <sub>16</sub>	52 997
Consols for account	991116		991116	991116	100116	1001
Fr'ch rentes (in Paris) fr. U.S. 5s ext'n'd into 3 <sup>1</sup> 2s	1054	, A	34.95 1051 <sub>2</sub>	$84.521_2$	84.05 105 <sup>1</sup> 2	84·20
U. S. 4 <sup>1</sup> <sub>2</sub> 8 of 1891	11712	ids	11712	11712	11712	11712
U. S. 4s of 1907 Erie, common stock	1203 <u>4</u> 431 <sub>4</sub>	Holiday	121	121	12034	12012
Illinois Central	135	Н.	13412	13212	133	131%
Pennsylvania Philadelphia & Reading.	$63\frac{1}{9}$ $35\frac{3}{4}$		3412	62 <sup>1</sup> 4 33 <sup>1</sup> 4	$\frac{62^{1}2}{33^{7}8}$	62 33
	136	'	134	132	1314	132%
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Filomo (on Chata 100 II	s. d.	:	s. d.	s. d.	8. d.	8. d.
Flour (ex. State 100 lb.) Wheat, No. 1, wh. "	14 0		14 0 10 7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	14 0 10 7	14 0 10 7
Spring, No. 2 "	10 9		10 9	10 9	10 9	10 9
Winter, West., n "Cal. white"	$\begin{smallmatrix}10&8\\10&11\end{smallmatrix}$	lay	10 9	$10 \ 9 \ 10 \ 11$		10 9. 1 10 11
Corn, mix., West. "	$5 \cdot 10^{1}_{2}$	Holiday	5 1012	5 10	5 10	5 10
,	$\begin{array}{cccc} 72 & 0 \\ 47 & 0 \end{array}$	H	$\begin{array}{cccc} 72 & 0 \\ 47 & 0 \end{array}$	$\begin{array}{ccc} 72 & 0 \\ 47 & 0 \end{array}$	$\begin{array}{ccc} 72 & 0 \\ 47 & 0 \end{array}$	72 0 47 •
Beef, pr. mess, new, \$tc.	90 0		90 0	90 0	90 0	90 0
Lard, prime West. \$\pi\$ cwt. Cheese, Am. choice, new	56 0 65 0		56 0 65 0	56 0 65 <b>0</b>	56 0 65 0	56 • 65 0

### Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national banks have been organized:

2,606—The Manistee National Bank, Manistee, Mich. Authorized capital, \$100,000; Richard G. Peters, President; George M. Burr,

2,607-The First National Bank of Pontiac, Mich. Authorized capital, \$100,000. Charles Dawson, President; John D. Norton. Cashier.

2.608—The Lincoln National Bank of the City of New York. Authorized capital. \$300,000. Thomas L. James, President; Joseph H. B. Edgar, Cashier.

2,609—The First National Bank of Saltsburg, Penn. Authorized capital, \$50,000. Archie Deery, President; D. O. Brown, Cashier.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Jan. 1st. We gave the statement for Dec. 1st December, was issued this week. It is based upon the actual the changes made during the month can be seen.

	U. S. Bonds Held Dec. 1, 1881, to Secure—			
Description of Bonds.	Public Deposits in Banks.	Bank Circulation.	Total Held.	
6s, not continued	\$18,000	\$	\$18,000	
Currency 6s	The second of th	3,486,000	3,519,000	
5 per cents		194,000	194,000	
412 per cents		32,286,650	33,134,650	
4 per cents	6,290,800	91,924,600	98,215,400	
5s, extended at 312		192,318,850	199,223,250	
6s, extended at 3½	1	51,482,000	53,153,300	
Total	\$15,765,500	\$371,692,100	\$387,457,600	

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$6,929,597, against \$10,516,630, the preceding week and \$8,179,504 two weeks previous. The exports for the week ended Jan. 3 amounted to \$6,395,100, against \$4,613,132, last week and \$10,176,412 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 29 and for the week ending (for general merchandise) Dec. 30; also totals since January 1, 1831:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1878.	1879.	1880.	1881.
Dry Goods Gen'l mer'dise	\$1,276,819 2,991,013	\$1,381,4 6 6,481,501	\$1,573,016 <b>3,443</b> ,281	\$1,848,112 5,081,485
Total	\$4,267,832	7,862,989	\$5,016,291	\$6,929,597
Dry Goods Gen'l mer'dise	\$74,972,247 211,907,897	\$91,354.931 249.637,761	\$121,225,608 357,690,517	\$111,407,545 327,623,512
Total	\$286,880,114	\$340,992,692	1478,916,125	\$439,031,057

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The followng is a statement of the exports (exclusive of speci ) from the port of New York to foreign ports for the week ending Jan. 3, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1878.	1879.	1880.	1881.
For the week Prev. reported	\$4,429,57	<b>\$5,90</b> 6,669	\$7,648,993 411,984,354	\$6,395,100 378,3 <b>0</b> 2,872
For year	.346,910,87	\$353,253.730	\$419,633,347	\$384.697.972

The following table shows the exports and imports of specie at the port of New York for the week ending Dec. 31 and for the year 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	oorts.	Imports.	
	Week.	Year.	Week.	Year.
Great Britain	\$	\$71,160		\$33 001,769
France	•••••	11,500	290	
West Indies	•••••	2,000	7.820	9,345,112 3,271,856
Mexico.	•••••	2,000	5,477	402,594
South America	*****	253,706	2,216	766,082
All other countries	•••••	110,185		2,217,542
Total 1881		\$448,551	\$115.039	\$53.139,801
Total 1880	100	2,237,623	2,615,239	69,581,241
Total 1879		2,074,469	5,990	75.859,697
Silver.				1
Great Britain		\$10,061,052	\$	\$220,888
France	62,500		257	20,322
Germany	•••••	270,809		241,735
West Indies	•••••	10,204	5,660	
Mexico	•••••	40.001	36,174	
All other countries		46,094	759	
An omer countries	*****	36,056		29,281
Total 1881		\$10,865,665	\$42,850	\$2,820,864
Total 1880	676,125		22,172	5,656,836
Total 1879	3.820	12,379,874	392,365	8,317,067

Of the above imports for the week in 1881, \$7,920 American gold coin and \$13,348 American silver coin.

STATEMENT of the Comptroller of the Currency on Jan. 1, 1882, showing the amounts of National Bank Notes and of Legal Tender Notes outstanding at the dates of the passage of the Acts of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amounts outstanding at date, and the increase or decrease:

National Bank Notes-

Amount outstanding June 20, 1874	\$349.894.182
Amount outstanding January 14, 1875	351.861.450
Amount outstanding May 31, 1878	322.555.965
Amount outstanding at date *	361.483.604
Increase during the last month	. 263,601
Increase since Jan. 1, 1881	18,263,661
Legal Tender Notes—	
Amount outstanding June 20, 1874.	\$382,000,000
Amount outstanding January 14, 1875	382,000,000
Amount retired under act of Jan. 14, 1875, to May 31. '78	35.318.984
Amount outstanding on and since May 31, 1878	346.681.016
Amount on doranit with the IT C Massacras to 23	

Amount on deposit with the U. S. Treasurer to redeem notes of insolvent and liquidating banks, and banks retiring circulation under Act of June 20, 1874 ..... 29,535,942 Decrease in deposit during the last month ..... Increase in deposit since Jan. 1, 1881..... 8,468,119

4 Circulation of national gold banks, not included in the above, **\$93**8,384.

405,789

STATEMENT of the Comptroller of the Currency, showing by States the amount of National Bank circulation issued, the amount of Legal Tender Notes deposited in the United States Treasury to retire National Bank circulation, from June 20, 1874, to Jan. 1, 1882, and amount remaining on deposit at latter date.

STATES	Additional circulation	Legal-Tend Retire N tion s	Legal Ten- ders on				
AND TERRITORIES.	issued since June 20, 1874.	Redempt'n of Notes of Liquidat'g Banks.	To Retire Circul'tion under Act of June 20, 1874.	Total Deposits.	Denosit with U.S. Treasurer at Date.		
Maine	\$ 1,529,580	\$ 317,000	<b>8</b> 764,700	\$ 1,081,700	\$ 251,478		
N.Hampsh		72,997	55,800	128,797	25,013		
Vermont	2,008,920	351.097	1,753,010	2,104,137	696,179		
Mass	24,894,240	234,800	9,680,700	9,915,500			
Rh. Island	3,552,620	32,350	1,706,885	1,739,235	610,251		
Conn	4,412,970	65,350	3,758,030	3,823,380			
New York.	28,615,475	2,738,993	30,612,830		6,861,544		
N.Jersey	3,068,085	467,603	2,563,137	3,030,740			
Penn	16,721,460	1,311,226	12,145,871	13,457,097	4,803,270		
Delaware.			************				
Maryland	2,046,410	166,600	1,718,380	1,884,980			
Dist. Col.	457,000	432,664	530,060		92,436		
Virginia	1,160,500		1,036,010	1,973,379			
W.V'ginia	226,810	731,060	386,685	1,117,745 1,275,785	129,671		
N.Carolina	1,235,660	128,200	1,147,585	1.187.380	200,950 150,986		
8. Carolina	189,700 623,330	330,925	1,187,380 437,675	789,600			
Georgia	72,000	330,823	401,010	103,000	30,312		
Alabama	207,000	90,000	179,100	269,100	80,210		
Mississippi		50,000	210,200	200,200	211		
Louislana	1,623,110	656,413	2,099,250	2,755,663	54,502		
Texas	557,050	61,290	274,340	335,630			
Arkansas.	171,000		171,000	171,000	6,431		
Kentucky.	4,749,250		2,220,833	2,850,700	836,164		
Tennessee.	997,270	370,401	551,859	922,260	140,189		
Missouri	1,786,860	1,043,450	3,862,135	4,905,585	599,894		
Ohio	6,163,600	1,704,597	4,898,534		2,083,184		
Indiana	3,999,850	1,414,597	7,859,083	9,273,680	2,596,206		
Illinois	3,789,865	1,884,334	7,706,046	9,590,380	1,623,817		
Michigan .	2,790,990	536,800	3,282,475	3,819,275	1,270,171		
Wisconsin.	1,298,030	680,860	1,259,589	1,940,449			
Iowa	2,324,800	946,269	1,760,615	2,706,884	530,169		
Minnesota	1,255,400	554,495	1,883,445	2,437,940	727,431		
Kansas	296,080	781,721	316,550 449,980	1,098,271 494,930	240,222 206,083		
Nebraska .	293,400 36,000		449,900	434,330	1,693		
Nevada Colorado	743,400		149,400	296,625	15,281		
Utah	134,900		196,800	357,991			
Montana	255,600	111,700	81,000				
Wyoming.	30,600		02,000	202,100	20,120		
N. Mexico.	90,000						
Wash'ton .	225,000		90,000	90,000	61,640		
Dakota	427,500						
California.	930,600						
*Leg. tend.				3,813,675			
			100 550 000	100 500 031	00 505 040		
Total	Tetal 126,950,655 20,138,444 108,776 802 132,728,921 29.535,942						

\* Deposited prior to June 20, 1874, and remaining at that date.

Chicago Burlington & Quincy.—Concerning the Denver extension, the Chicago Times, in its yearly review of western roads, says: "The movement by the management to extend the Nebraska division, which came into the possion of the Burlington & Quincy a short time ago, is by no means insignificant. While its through Pacific-coast traffic will, at least for some time to come, be carried over the Union Pacific and Central Pacific, or via the more southern route, it will have more than equal advantage for Denver and Colorado business. When the Denver extension is completed the Chicago Burlington & Quincy will own, and absolutely control under one management, the only through line from Chicago, St. Louis and other mercantile centres east of the Missouri River, to Denver, west of the Missouri. Therefore, by having asolute west of the Missouri. Therefore, by having asolute control of a continuous line under one management, the company will be in a position to dictate its own policy as to through freight and passenger traffic. Its commanding position will be so prominent that the management may make such rates as may be justifiable in order to secure business and do justice to the capital invested in the company's property. This extension is being extraordinarily well constructed, and, too, with moderate cost per mile, so that a reasonable sacrifice can be made from present through rates without affecting the net earnings that the capital invested should enjoy. When a earnings that the capital invested should enjoy. railway company is in a position to command this advantage, it is largely beneficial to the public. The Burlington & Quincy will have a shorter line to Denver than any other, and it is understood that between Chicago and Denver the distance will be made less than it is at present by shortening the Iowa division. It may be justly called the 'Denver Short Line.' The rails are now laid west of the Colorado State line, and the grading is done 110 miles west of the line. It is calculated to finish the entire work to Denver some time next June or

Long Island Railroad.—The annual report of the Long Island Railroad Company for the year 1881 has been forwarded to the State Engineer at Albany. It shows that the funded and floating debt has been reduced from \$3.837,466 to \$3,133,-177. It also shows that the capital stock authorized by charter was \$1,500,000, but that it has since raised to \$10,000,000, and that the stock subscribed and paid on is \$9,960,070. The total expenditures were \$1,756,372, and the receipts \$1,946,667. The number of passengers carried was 6,512,270, or about 1,000,000 in excess of the number on any former pear. Not one passenger was killed, and only one injured. During the year the Montauk extension from Patchogue to Eastport was opened. The company did not control the Rockaway Beach business or

run cheap excursion trains, as on former years. The free-press system was also abolished.—N. Y. World.

Pennsylvania State Bonds.—At Harrisburg, Pa., January 4, the bids for the new ten-million dollar State loan were opened in the presence of the Governor, Secretary of the Commonwealth, the State Treasurer and representatives of Drexel & Co., Townsend, Whelan & Co., and Theodore Walton, all of whom had bid extensively. Of the loan, Drexel & Co. will get about \$6,300,000 thirty-year bonds at 4 per cent, at an average premium of 107. Townsend, Whelan & Co., of Philadelphia, will receive about \$200,000 of the thirty-year loan at 4 per cent and \$825,000 at 3½ per cent; B. K. Jamison, of Philadelphia, will be awarded \$600,000 at 3½ per cent, Gilpin & Co. \$276,000 at 3½ per cent, and James T. Young, of Philadelphia, \$600,000 at 3½ per cent. About \$5,000,000 of the long bonds brought 4 per cent and an average premium of 107, and \$1,500,000 of the long bonds brought 3½ per cent and an average premium of 102.56 One million dollars of the short bonds were disposed of 102½. One million dollars of the short bonds were disposed of at 3½ per cent and \$1,500,000 at 4 per cent. In the aggregate about \$20,000,000 were bid; over \$6,500,000 were withdrawn. The premiums amount to about \$400,000, much larger than the Sinking Fund Commissioners had anticipated.

— A dispatch from Philadelphia says: "The following is a

correct synopsis of the terms of the new State of Pennsylvania loan: The State of Pennsylvania yesterday received bids for a new loan to replace maturing bonds. The amount of bonds necessary to be issued will be about \$9,200,000, of which \$2,500. 000 are to run from one to ten years, and \$6,700,000 for thirty years. Of the \$2,500,000 short bonds, \$884,000 were sold as three and a half per cent bonds at a slight premium, and \$1,616,000 were sold as four per cent bonds. Of the thirty-year bonds \$1,814,000 were sold as three and a half, at an average of 102½; the balance as fours, at an average of 107¼. Nearly all the latter go to Drexel & Co., of Philadelphia, who were awarded \$6,200,000, all in four per cent bonds, out of the entire loan of

Pullman Palace Car Co.—It is stated that negotiations are in progress for a union of the two principal sleeping car companies of the country—the Pullman and the Wagner. Mr. Pullman said Thursday evening that there will be a meeting of the Pullman and Wagner interests in New York next week; but, as regards consolidation, negotiations have not yet reached

the point where details have been considered.

Railway Construction in 1881.—The Railway Age publishes a statement of railroad construction in the United States during 1881, in advance of the corrected returns, which will be made later. The Age says: "Our figures show that track has been laid on 258 different lines-although not by as many diferent companies—and already aggregates no less than 8,242 miles. This is much the largest mileage ever constructed in any one year, that for 1880 being given by Poor's manual at 7.174 miles, which in turn was far greater than the mileage added in any previous year, except in 1871, when it reached 7,379 miles. Allowing for returns yet to be received, we believe it safe to estimate that the track laid in the United States in 1881 will prove to have been very little, if any, less than 9,000

St. Louis Iron Mountain & Southern-Missouri Pacific.—The New York World has the following: "The Iron Mountain system, which embraces the Iron Mountain, the International & Great Northern and Texas & Pacific, has added 897 miles of new road during the year. There are two short branches on the Iron Mountain of forty-six miles—the extension of the Texas Pacific from Baird to Sierra Blanco, 370 miles; Whitesboro to Fort Worth, 71 miles; the completion of the road from Shreveport, La., to New Orleans, 226 miles, and the extension of the International & Great Northern from New Braunbels to Laredo on the Rio Grande, 84 miles. All these lines run through rich cotton, sugar or timber country, and are developing very fast. In addition to the above a line has been surveyed from Knobel, on the Iron Mountain Railroad, to Alexandria, La., which will be vigorously pushed next year, and when completed will form an important line in a short route from St. Louis to New Orleans on the west side of the Mississippi River. To operate the increased mileage of this system. there have been added to its equipment 100 locomotives, 66 passenger and baggage cars and 2,846 freight cars.

"The Missouri Pacific, or what is known as the northwestern division of the southwestern system, has added 570 miles of new roads, as follows: Jefferson City to Russellville, 20 miles; Nevada to Carthage, 47 miles; Sedalia to Warsaw, Mo., 42 miles; Logan to Lenora, on the Central Branch Road, 25 miles; Hiawatha to Falls City, Kan., 35 miles; Union Pacific Junction, Neb., 4 miles; on the Missouri Kansas & Texas Division, a branch from Greenville to Mendota, 52 miles; branch from Whitesboro to Waga, 184 miles; Greenville, to Jefferson, 182 miles; Depter from Greenville to Mendota, 52 miles; branch from Whitesboro to Waco, 184 miles; Greenville to Jefferson, 122 miles; Denton to Dallas, 30 miles. The Waco branch is to be extended to Tyler, 74 miles; the line from Falls City north will be pushed rapidly, and quite a number of the branches of the Central Branch Road will be built during the ensuing year. The increased equipment of this system, which now embraces 2,466 miles of road in operation, is: locomotives, 40; passenger coaches, 20; baggage and mail cars, 10; hotel cars, 8; sleeping-cars, 2; freight cars, 3,000"

cars, 2; freight cars, 3,000."

Wabash St. Louis & Pacific.—At a meeting of the directors on December 30 Solon Humphreys resigned as President of the company and Jay Gould was chosen in his place. The change went into effect on January 5. The company has met with serious losses by floods, by the decrease in crops and particularly by the loss of the St. Charles Bridge, which will cost

\$500,000 to rebuild. The quarterly dividend on preferred stock has been passed, and on the authority of a Director it is stated that part of the money to pay the January interest had been obtained by taking up and selling some bonds on which the company had previously negotiated a small loan.

-Railroad Commissioner Turner, of Wisconsin, reports that three hundred miles of new road have been built in the State during the past year, and the increase in earnings has been \$8,000,000.

-Attention is called to the card of Messrs. Miller, Francis & Co., in to-day's Chronicle. This house, although just organized, is composed of gentlemen who may be ranked among our most experienced business men and bankers. Mr. D. J. Ely, the head of the firm, was late of the firm of Ely & Co., coffee importers, and Mr. James Francis is well known in Wall Street, having been for many years a member of the firm of Trask & Francis. Mr. Edwin J. Hanks has been a member of the New York Stock Exchange for the past fifteen years, and enjoys a reputation for energy and ability.

-Messrs. Post, Martin & Co. and Messrs. Collins, Bouden & Jenkins are now offering the first mortgage 6 per cent gold bonds, due 1922, of the Allegany Central Railroad Company. This loan is on a road bonded for \$8,000 per mile only on finished road and equipment, and, it is stated, the part of road already finished shows earnings enough to pay the interest upon the entire issue of these first mortgage bonds.

—The new firm of Howard Lapsley & Co. (formerly Lapsley, Field & Co.), have their card in the CHRONICLE to-day. The firm is now composed of Mr. Howard Lapsley, one of the oldest members of the New York Stock Exchange, and Mr. D. S. Willard, also for many years a member of the Stock Exchange. In experience, and every facility for doing a Stock Exchange business, the firm can offer to customers all the advantages of an old house.

-Mr. John G. Musgrave, late of Musgrave & Co., Pine Street, and Mr. E. P. Woodward, member New York Stock Exchange, have formed a partnership for conducting the banking and brokerage business at 44 New Street, this city. These gentlemen, we learn, have a wide circle of friends and have every prospect of becoming one of the prominent houses of the Street.

—The card of Messrs. Evans & Beebe, cotton brokers, is published in this issue of the Chronicle. The firm has been in busines for some time, but has recently removed to new and commedious quarters in New Street, this city. The members of the firm enjoy an extensive acquaintance in the South, and have also a branch house in Boston.

—Attention is called to the card of Messrs. W. T. Hatch & Sons in our issue to-day. This is one of the oldest and best known firms in the city, and enjoys a high reputation for care as well as energy. Mr. Arthur M. Hatch, another son of the senior partner, becomes a member of the firm from January 1,

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

Shares. 255 N. Y. Mining Co...per sh.\$15 135 Jersey City Gas-L. Co...15534 40 Standard Fire Ins. Co...122

#8,000 Brooklyn 68, Water
Loan, 1899 and 1902 ..... 11834
16,000 Florida Central RR.
Co. 1st 78, gold, due 1907.
July, 1879, coup. on ... 10@11

### BANKING AND FINANCIAL.

THE OPENING OF A NEW TRUNK LINE FROM THE ATLANTIC SEABOARD TO THE WEST is an event of so much importance that we have taken more than our usual pains to lay the information before our customers and correspondents.

We have just issued a pamphlet, copies of which can be obtained at our office, giving an account of the completion of the CHESAPEAKE & OHIO RAILWAY to Newport News, and also of the ELIZABETHTOWN LEXINGTON & BIG SANDY RAILROAD, forming the connection between the Chesapeake & Ohio and its allied lines, West, Southwest and Northwest.

The Chesapeake & Ohio now enters the field as a through trunk line and as the shortest route to the seaboard for ten millions of people west of the Alleghanies, with very light fixed charges and a rapidly-developing local business.

The company are now ready to sell the \$2,000,000 six per cent bonds of 1911, issued on the completed road to Newport News. Price, par and accrued interest. A description of the bonds will be found on pages 15 and 18 of the pamphlet.

FISK & HATCH, No. 5 Nassau Street.

# The Bankers' Gazette.

#### DIVIDENDS;

The following dividends have recently been autounced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)				
Railroads. Atchison Top. & Santa Fe (quar.) Attleborough Branch. Boston & Albany (quar.) Cheshire pref. Concord & Portsmouth (guar.) East Mahanoy. East Pennsylvania. Granite. Hanover Branch Pittsfield & North Adams. Portland Saco & Portsmouth Portsmouth & Dover. Ware River. Winnisimmet  Banks. Long Island (B'klyn).	\$5 50 2 1 1 2 3 1 2 \$1 50 \$1 50 \$3 2 1 2 \$3 3 3 1 2 3 3 3 3 3 1 2	Jan. 2 Jan. 2 Jan. 10 Jan. 2 Jan. 16 Jan. 2 Jan. 2 Jan. 2 Jan. 2 Jan. 16 Jan. 1 Jan. 4 Jan. 5	Jan. 25 to Feb. 4  Jan. 4 to ———  Jan. 1 to Jan. 9  Jan. 1 to ——  Dec. 18 to Jan. 2				
Citizens'. Commercial Fire. Firemen's. Franklin & Emporium Fire. Globe Fire. Hanover Fire. Mercantile Fire. People's Fire. United States Fire.	5 5 3 <sup>1</sup> 2 6 5 4 5	On dem. Jan. 10 On dem. On dem. On dem. Jan. 9 On dem.					

### NEW YORK, FRIDAY, JANUARY 6, 1882-5 P.M.

The Money Market and Financial Situation.—The year opened with tight money and a very weak stock market. It was to be expected that call loans would be quite stringent for a few days about the first of January, but with the disbursement of something like \$70,000,000 in New York, Boston & Philadelphia, for interest and dividends, it is anticipated, with good reason, that the call loan market will soon be well supplied with funds.

The course of the stock market has probably been to many a surprise and disappointment, as it was believed that the short interest was pretty well covered at the close of the year, and steadier prices, if not a positive advance, were looked for early in January. For some reason the market has not met with the usual support from large operators, and it is therefore concluded that some of them are not unwilling to see a decline. The Wabash affair unquestionably had a depressing influence upon the whole list, as the passing of a dividend at so early a period in its consolidated history, and at the same time having a deficiency in the funds necessary to pay interest, was anything but a hopeful exhibit. From the facts so far known, it appears as if the question presented was simply this: Can Mr. Gould afford to let Wabash go to default in view of his other large interests in the stock market? This question was answered -but not very promptly-in the negative, and Mr. Gould assumed the presidency and the necessary funds were immediately raised.

We are now coming to the period of the year when the earnings of many of the Western railroads should make a handsome showing, as compared with last year when they were blockaded with snow. If they do not compare favorably, provided the weather is reasonably good, it will be on account of the smaller grain business, which may certainly make some impression on the earnings reports during the next six months. The annual reports of the leading companies for the year 1881 will be looked for now with much interest, as a careful examination of mileage, gross earnings, net earnings, and bonded and floating debt, must be the test by which the stocks will ultimately be judged.

The money market opened with high rates on call loans, and in the early part of the week stock borrowers paid as high as % of 1 per cent in addition to legal interest. But latterly the range has been easier, and much of the business had been done at 5@6 per cent. On Government bonds call money remains very easy, and plenty is offered at 3 per cent. Prime paper is still quoted about 6@6½ per cent.

The Bank of England statement on Thursday showed a decrease for the week of £68,000 in specie, and the percentage of reserve to liabilities was 31%, against 34% last week. The discount rate remains at 5 per cent. The Bank of France showed a decline of 7,100,000 francs gold and 10,650,000 francs silver.

The last statement of the New York City Clearing-House banks, issued Dec. 31, showed a decrease in their surplus reserve of \$291,400, the total being \$1,251,900, against \$1,543,300 the previous week.

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

	1881. Dec. 31.	Differ'nces fr'm previous week.	1880. Dec. 31.	1880. Jan. 3i
Loans and dis. Specie Circulation Net deposits. Legal tenders.	57,782,500 20,162,400 239,890,400	Inc. 36,600 Inc. 2,442,000	58,047,900 18,408,200 272,466,900	48,282,1 <b>00</b> 23,7 <b>48,600</b> 242,087,10 <b>0</b>
Legal reserve. Reserve held.				\$60,521,775 61,005,600
Surplus	\$1,251,900	Dec. \$291,400	\$2,727,775	\$483,825

Exchange.—The rates of leading drawers remain about the same as last week, but there is rather more firmness, particularly for demand bills. To-day the rates on actual business were about 4 79¾@4 80¼ for bankers' 60 days sterling and 4 84@4 84¼ for demand, with cable transfers 4 84¾@4 85¼ and prime commercial 4 78¾.

In domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying ¼ discount, selling ¼ discount; Charleston, buying ¼@1-16 discount, selling par@½ discount; New Orleans commercial, 200 discount, bank, par; St. Louis, 50 discount; Chicago, par; Boston, 20 premium.

United States Bonds.—The market for Government bonds has been slightly irregular, and prices in some cases a triffer easier. The week, however, has been broken by the holidays, and by the universal attention to collections of coupons and dividends, and various other settlements incident to the first week of the year. The demand for investment securities has hardly yet started.

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

	Interest Periods.		Jan. 2.	Jan. 3.	Jan. 4.	Jan. 5.	Jan. 8.
6s, continued at 312	J. & J.	10113		*10118	*101	1003	10030
5s, continued at 3½				x0218			10218
4 <sup>1</sup> 28, 1891reg. 4 <sup>1</sup> 28, 1891coup.			,				*1143 <sub>8</sub> ;
4s, 1907reg.	QJan.	*11758	da	11712			*11738
4s, 1907 coup. 6s, cur'cy, 1895reg.			Holiday	1175 <sub>8</sub>			*1173 <sub>8</sub> *124
6s, cur'cy, 1896reg.	J. & J.	*127	. Н				*125
6s, cur'cy, 1897reg. 6s, cur'cy, 1898reg.	J. & J.	*1284					*125 *126
6s, cur'cy. 1899reg.		*129		130		*125	*127

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

State and Railroad Bonds.—There have been moder ate dealings in Southern State bonds, and to-day the Tennessees sold at 74, Louisiana consols 6734, South Carolina 6s non-fundable at 11, North Carolina special tax, 3d class, at 8.

Railroad bonds have not yet met with a large demand, and prices are easier for some of the very fair bonds. There is every prospect of a large investment inquiry between this time and the first of March, and it is well worth while for our readers to ask themselves whether the current prices are not as low as they are likely to be hereafter, and whether the present time of depression in stocks is not a good time to purchase anything for investment.

Railroad and Miscellaneous Stocks.—On Tuesday, the first business day of the new year, stocks fell off, and general weakness prevailed throughout most of the list. It was a little curious that a year ago we noted the fact that on December 31, 1880, a number of stocks sold at the highest prices of that entire year; and now we chronicle the fact that on December 31, 1881, some prominent stocks-notably New York Central and Lake Shoretouched the lowest points reached in that year. It is unquestionably true that the war in rates among the trunk lines is one of the prime causes for the decrease in net profits, and if that was settled on anything like a permanent basis, the prospect would be much brighter. The loss on the Vanderbilt roads has been so large that the superiority of the Erie and Pennsylvania roads in having a coal traffic to help them out has been remarkably demonstrated. To-day the worst reports come from Chicago, namely, that all the trunk roads have reduced their rates to ten cents per 100 pounds to New York, the rate to Philadelphia being eight cents and to Baltimore seven cents; also that business from Chicago to the Missouri River has again been reduced.

The ways of the railroad magnates are past finding out, and what is the ultimate purpose of this positive throwing away of money in the railroad war, can not yet be determined, though the first and last conclusion of the average operator will be that it is for the purpose of depressing stocks.

After much weakness and occasional rallies since Tuesday, the market to-day was stronger, though closing feverish and less firm on account of the Chicago dispatch just mentioned.

The Philadelphia & Reading election will be held next Monday, and a summary from the managers' report (differing somewhat from the receivers') will be found on another page.

# RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND FOR YEAR 1881.

		DAILY HIG	GHEST AN	D LOWES	r PRICES.	· · · · · · · · · · · · · · · · · · ·	1	Range for Fr	ull Year 1881.	f For Fu
STOCKS.	Saturday, Dec. 31.	Monday, Jan. 2.		Wednesday, Jan. 4.		Friday, Jan. 6.	Sales of the Week, Shares.		Highest.	Year 188
RAHAROADS. Albany & Susquehanna. Boston & N. Y. Air-Line.	130 130	:		*130	*130 135	130 130	19	120 Jan. 5	135 Dec. 14	
Do pref Buffalo Pittsburg & Western Burlington Cedar Rapids & No.		•	65 65 3934 3934	62 62	62 62	60 60	800 100	25 Dec. 7 45 Apr. 7	30 Oct. 13 71 <sup>1</sup> 2 July 13	37 61
Canada Southern Cedar Falls & Minnesota Central Iowa	52 2 53 2		51 52 1 <sub>8</sub> 19	19 19	*81 513 <sub>4</sub> 523 <sub>4</sub>	*80 51 53 ½	7,602 365	69 Feb. 24 50 Dec. 27 16 Jan. 18	90 May 26 90 Jan. 14	50 80 40 81
Central of New Jersey Central Pacific. Chesapeake & Ohio	9034 9238		89 903 <u>.</u> 901 <u>4</u> 92	904 92	897 9118 9116 92	905 917	500 82,700 81,569	31 Feb. 5 82 <sup>1</sup> 2 Jan. 4	45 May 23 112 Feb. 17 1027 June 18	25 37 45 90
Do 1st pref Do 2d pref Chicago & Alton	*36 5 37 4		25 25 35 2 36 25	25½ 25½ 34½ 34% 24 24	*31 36 25 25 25 25 25 25 25 25 25 25 25 25 25 2	2434 2518 *3410 36	785 765 4 · 3	2034 Jan. 19 3234 Jan. 12 23 Jan. 25	3378 May 14	15   25   22   36
Chicago Burlington & Quincy	1353 1364		128 1283 <sub>4</sub> 133 1353 <sub>4</sub>	132 4 134 12	*140 134 135	1333 135	597 3.938	1127 Ang 20	156 Jan. 5 153 Jan. 7 182 Jan. 17	001 120
Chicago Milwaukee & St. Paul. Do pref. Chicago & Northwestern.	119 <sup>1</sup> 2 119 <sup>1</sup> 2 124 <sup>3</sup> 4 126 <sup>1</sup> 4		$104\frac{3}{4} 106\frac{1}{4} 119\frac{1}{4} 119\frac{1}{4} 126\frac{1}{2}$	1193411934 $124$ $12538$	$\begin{bmatrix} 106 & 107 \\ 121 & 121 \\ 124 & 125 \\ 126 & 125 \end{bmatrix}$	120 120	520	1163 Oct. 12	129 4 June 6 140 May 26 136 Jan. 19	66 2 114
Chicago Rock Isl. & Pacific Chicago St. L. & New Orleans	132 132 132 132 132 132 132 132 132 132		137 13734 131 2 131 2	137 4 138	137 2 138 2	136 \( \frac{137}{131 \( \frac{1}{2} \) 131 \( \frac{5}{82} \)	2,267	129 Feb. 26	147 <sup>1</sup> 2 Jan. 17 148 <sup>5</sup> 8 May 21 88 May 23	100 5 204
Chicago St. Paul Minn. & Om. Do pref. Cincinnati Sandusky & Clev	1		3114 3514 9778 9878	34½ 35½ 98 98½ 54½ 55½	981 <sub>8</sub> 991 <sub>8</sub> 553 <sub>4</sub> 56	3434 35 4	5.450 9,610	33 <sup>1</sup> 2 Dec. 23 91 Feb. 25	51 Jan. 22 109 2 Jan. 24 68 4 June 22	
Cleveland Col. Cin. & Ind Cleveland & Pittsburg guar Columbia & Greenville, pref	*134 4		80 2 83	* 135	78 ½ 83 135 ½ 135 ½	784 80	8,280 20 100	81 Feb. 25 1274 Jan. 29	10134 May 23 1142 May 10	1063 129
Columbus Chic. & Ind. Central. Delaware Lackawanna & West. Denver & Rio Grande.	12634 128 1693-72		$egin{array}{cccc} 20 & 203 \ 1254 & 127 \ 614 & 694 \ \end{array}$	125 1 12634	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		5,295 159,750	18% Aug. 20 107 Jan. 4	95 to Dec. 15 32 % May 20 131 Mar. 9	$     \begin{array}{c cccccccccccccccccccccccccccccccc$
Dubuque & Sioux City East Tennessee Va. & Ga Do pref	1334 1414 2310 2350		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	13 <sup>1</sup> 2 13 <sup>3</sup> 4 23 <sup>1</sup> 3 24	13 <sup>1</sup> 4 13 <sup>3</sup> 4 23 8 23 b	1312 1334	5,825	71:1- 1	11314 June 7 88 June 14 21 Aug. 4 33 Aug. 6	00 -1 00
Green Bay Winona & St. Paul. Hannibal & St. Joseph Do pref	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		12 \ 12 \ 95 \ 109 \ 78 \ 109 \ 78	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		954 954	1,255 350 2,600	4434 Jan. 4	350 Sept 16	2278 50
Harlem	130 % 131 %		129 18 130 12	85 85		85 85	180	94 Feb. 26 197 Jan. 8 63 Feb. 26	250 May 23	158 200
Indiana Bloom'n & West., new. Keokuk & Des Moines Do pref			45 45 45 2		4534 48	4534 4634	3,600 18	38 2 Aug. 18 14 Jan. 10		9 20
Lake Erie & Western Lake Shore Long Island	$^{34}_{112}, ^{36\frac{1}{4}}_{8}, ^{16\frac{1}{2}}_{12}$		$34 \ 34^{1}_{4} \ 109^{3}_{4} \ 112^{3}_{8}$	$33\frac{1}{4}$ $34$ $109\frac{1}{4}$ $112\frac{5}{8}$			2,250 $228,020$	41 Jan. 4 32 Dec. 27 1125 Dec. 31	6534 June 2	2014 42
Do pref Louisville & Nashville	1004 1021		98 <sup>1</sup> 8 100 <sup>3</sup> 4	9612 99	9512 9912		230	16 <sup>1</sup> 2 Jan. 26 42 June 22	63 June 30 38 Feb. 21 48 Jane 23	
Manhattan Beach Co	54 54 27 27		5312 5312	74 74	7412 7412	4912 50	84,259 343 2,365	79 Feb. 25 50 Oct. 27 154 Aug. 9	110 <sup>1</sup> 2 May 18 117 <sup>1</sup> 2 June 11 59 <sup>1</sup> 2 Nov. 18	$\begin{bmatrix} 77 & 174 \\ 30 & 109 \\ 21 & 57 \end{bmatrix}$
Marietta & Cincinnati, 1st pref. Do 2d pref. Memphis & Charleston	791, 723		15   15   912   912   73	9 9 71 71		*26 29	100 500	9 Jan. 4 6 Jan. 7	59% May 26 24 May 2	30 50 33 <sub>4</sub> 18
Michigan Central Milwaukee L. Sh. & West., pref	86 12 86 34 85 12 87 12		843, 851 <sub>2</sub> 835, 853	84 87 83 2 86	$ \begin{array}{cccc} 70 & 71 & 5 \\ 85 & 85 & 5 \\ 84 & 85 & 5 \end{array} $	8514 871 <sub>2</sub> 84 86	5,500 3,015 <b>47</b> ,900	843 Dec. 27	93 June 13 126 Feb. 14 126 Jan. 20	29 <sup>1</sup> 8 43 83 121 75 130
Do pref Missouri Kansas & Texas	363a 375a			45 46 * 30 * 69	45 45	* 30 * 69	500	42 Mar. 22 23 Nov. 15	6478 June 2 3012 Nov. 29	
Mobile & Ohio Morris & Essex	$\begin{array}{c} 100^{5_{8}}102 \\ 35^{1_{2}}36 \\ 1213_{9}1213_{9} \end{array}$		35 <sup>1</sup> 8 36 <sup>1</sup> 2 97 <sup>3</sup> 4 101 <sup>1</sup> 2 33 <sup>1</sup> 8 33 <sup>1</sup> 8	97 78 100 3 35 35	$35^{5_8}$ $36^{1_2}$ $98^{1_2}$ $100$ $34^{1_2}$ $34^{1_2}$	984 995	27,300 38,650 1,800	347 Dec. 27 85 Jun. 28 184 Feb. 26	54 May 21 114 2 June 14 393, June 23	28 18 49
Nashville Chattanooga & St. L. New York Central & Hudson New York Elevated	87 <sup>1</sup> 2 89 130 <sup>1</sup> 4 132 <sup>1</sup> 8	AY.	129 130 ½			84 85 1285 1301 <sub>2</sub>	20,700	63 Jan. 6	102 Mar. 21	100 123 47 <sup>1</sup> 2 128
Do pref. New York New Haven & Hart	4034 421 <sub>8</sub> 893, 903,	ID	*105½ 39 40¾ 84 84¼	$106 106$ $385_8 401_2$ $814 821_2$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	3834 395 <sub>8</sub> 80 811 <sub>2</sub>	182.330 $3,200$	39% Dec. 27	130½ Feb. 15 52% Jan. 15	109   127 30   51
New York Ontario & Western Norfolk & Western Do pref	27 277 <sub>8</sub>	HOL	170 ½ 170 ½ 26 % 27 ¼	26 27	*170 175 261 271	20 20		25 5 Dec. 27 23 2 July 14	190 June 13 43 12 Feb. 2 26 12 Nov. 14	$\begin{vmatrix} 155 &  180 \\ 20 &  32 \end{vmatrix}$
Do pref	36 <sup>1</sup> 2 37 <sup>1</sup> 3 75 77 <sup>1</sup> 3		57 57 35½ 36 73 75¾	57 57 <sup>1</sup> 4 35 <sup>1</sup> 2 36 <sup>1</sup> 8 72 <sup>3</sup> 4 75 <sup>3</sup> 4	57 58 3534 36 7315 7558	5634 57 3534 3534 7338 7478	4,000 8,610 96,301	53 Aug. 26 323 Jan. 13 641 Jan. 25	70 May 26	20 36
Ohio & Mississippi Do praf Ohio Southern	364 3612		2214 2314 3514 36	22 23 1 <sub>2</sub> 34 1 <sub>2</sub> 35	2234 2314 3434 3614	2254 23 35 35	<b>4,490 7,480</b>	21 Dec 21	37 % May 21 60 Sept. 9 126 May 21	1 1 4 1 60
Panama Trust Co. certificates. Peoria Decatur & Evansville	7534 7534		21 <sup>1</sup> 2 21 <sup>1</sup> 2 70 75	69 70	*21 <sup>1</sup> 2 68 69	37 68 195 195	200 1,034	64 Dec. 23	37 to 11110 H H	
Philadelphia & Reading Pittsburg Ft. Wayne & Chic Rensselaer & Saratoga	6612 6834		$     \begin{array}{r}       34 & 35  {}^{1}{2} \\       65 & 67  {}^{3}{6} \\       134  {}^{1}{2}  134  {}^{1}{2}     \end{array} $	34 <sup>2</sup> 2 36 65 67	3434 36 6478 6614 * 135	34 <sup>5</sup> 8 35 <sup>1</sup> 2 64 <sup>1</sup> 4 66	35,800 125	274 Jan. 4	574 June 22 743 Oct. 4 142 May 17	10 00
Rich. & Allegh., stock trust ctfs. Richmond & Danville. Richmond & West Point.	170 170		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	38 <sup>2</sup> 2 39 <sup>3</sup> 4 179 180	38 40 180 183	37 37 180 18034	1,975 3,900	35 Oct. 10 995 Oct. 20	80 June 23	111 129
Rochester & Pittsburg Rome Watertown & Ogdensb'g St. Louis Alton & Terre Haute	-		175 179 20 20	178 12 180	182 18312	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		122 NOV. 28	174 <sup>1</sup> 2 Dec. 31 50 June 18	
Do pref.  St. Louis & San Francisco  Do pref	41 4112				40 41	40 40	1.400	39 Feb. 28 85 Dec. 28	77½ May 12 143¾ May 25 55 June 14	15 42 42 b 119
St. Paul & Duluth  Do pref.			105 105	58½ 59 30 30¼	58 58 4 104 2 104 2	$56^{3_8} 57^{1_4} \times 104 104^{1_2}$	2,375 378 200	55 Dec. 231	81 <sup>1</sup> 4 June 3 115 <sup>1</sup> 2 June 29	33 65
St. Paul Minneap. & Manitoba. Texas & Pacific Toledo Delphos & Burington	112 2 112 2		110 110 45 4834	110 111 44 <sup>1</sup> 4 47 <sup>1</sup> 4	1111 <sup>1</sup> 2 1111 <sup>5</sup> 8 45 <sup>1</sup> 2 47 <sup>1</sup> 8	$70  70 \ 110^{12}  110^{3} \ 45^{3}  46^{1} \ 2$	2,425 86,355	70 Mar. 8 88 <sup>1</sup> 2 Jan. 7		67   88
Wabash St. Louis & Pacific	1164 1175 <sub>8</sub> 363 <sub>9</sub>		$\begin{array}{c} 17 & 17  {}^{3}_{8} \\ 114  {}^{7}_{8} & 116  {}^{1}_{4} \\ 34  {}^{5}_{8} & 36  {}^{3}_{4} \end{array}$	$\begin{array}{c} 16 & 16 \\ 114^{1_2} & 116^{1_2} \\ 34 & 36 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	17 17 115 1164	6.075	15 Dec. 231	38 May 13 13134 July 2	80 113
MISCELLANEOUS. American District Telegraph	68 8 71 12		6558 68	657 <sub>6</sub> 681 <sub>2</sub>	66% 63%	66 58 68 34 36 38	1,200	64 4 Dec. 27 31 Dec. 21	964 May 16	5114 88
New York & Texas Land Oregon Railway & Nav. Co Pacific Mail	107 % 108 % 134 135 ½	. 1	131 13212	10634 107 12 4434 45 12	131 131 131	1064 107	7,733 328	895 Jan. 4	74 <sup>1</sup> 4 Feb. 12 115 <sup>1</sup> 4 Mar. 7 49 Aug. 2 190 Feb. 21	60 92
Fullman Palace Car	135 137		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	133 133	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3934 4114 13434 13434	19,130 4,626 4,700	39 Dec. 23	151 Jan. 3	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
EXPRESS.	*145 150	le le	773, 7912	775 <sub>8</sub> 793 <sub>4</sub>	7734 7912	77 <sup>1</sup> 2 79 <sup>1</sup> 8	157,019	77 Apr. 19	94 June 20	)
American United States Wells, Fargo & Co.	*76 79		93 93 77 77 128 132	*91 93 76 <sup>1</sup> 2	92 <sup>1</sup> 2 93 76 <sup>3</sup> 4 76 <sup>3</sup> 4 130 130 <sup>1</sup> 2	92 12 93 *75 77 128 130	220	6258 Jan. 6 5112 Jan. 4	98 Nov. 15 79 Nov. 28	42   55
Wells, Fargo & Co	3934 3934		41 4312	41 423 *35 40	41¼ 42¾ *38 40	41 42 *38 40	2,961 200	35 Jan. 3	67 June 7	194 42
Homestake Mining. Little Pittsburg Mining	14 12 14 12 *1 12 15 8		*15 16 *11 <sub>2</sub> 15 <sub>8</sub>	15 16 11 <sub>2</sub> 11 <sub>2</sub>	*15 16 158	*15 16 *11, 13,	50 200	30 Oct. 15 14 Dec. 7 1 Dec. 20 34 Jan. 4	43 Jan. 15 294 Jan. 4 84 Feb. 7 9 Apr. 22	28 39 26 39 17 <sub>2</sub> 30
Maryland Coal.  Intario Silver Mining  Quicksilver Mining  Do pref	13 13 13	: 1	*3312 3412	*18 21 *33 35	20 20 *33 <sup>1</sup> 2 34 <sup>1</sup> 2 *12 <sup>1</sup> 2 13	*19 20 ½ *33 ½ 34 ½ *12 ½ 13	200	1734 Dec. 23 3212 Nov. 23	38 12 June 10	16 27 30 39
Standard Consol. Mining	59 59 19 19 19 1 32 3 32 3		57 57 1 <sub>2</sub> *18 1 <sub>2</sub> 19 1 <sub>2</sub>	*56 58 1734 1734	57 571 <sub>2</sub> 171 <sub>2</sub> 181 <sub>2</sub>	*56 58 17 174	600 285	173 Dec. 24	21 <sup>1</sup> 4 July 7 75 <sup>1</sup> 2 July 7 27 Feb. 17	9   243 45   78 20   34
Central Arizona Mining Deadwood Mining Sxeelsior Mining	*11 <sub>2</sub> 15 <sub>8</sub> *41 <sub>2</sub> 51 <sub>2</sub>		*1 12 1 58 44 34 5 34	138 159 *434 5	*112 158 5 5 *12 1	1 12 1 12 *5 5 12 12 12	200 700 100	1 Nov. 22 4 Dec. 28	7 Feb. 14 14 Jan. 3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
lew Central Coal	+01 001		212 212		*18 21 *2 2½ 254 254	*18 20 12 ×2 2 12	265 1,000	18 Nov. 9 18 Dec. 22 2 Dec. 23	7 Jan. 8 3514 Feb. 9 137 Oct. 29	6 25 20 35
*These are the prices bid an	d asked no	; []				price is ex-d	400	238 Dec. 9 112 Feb. 28	7 Apr. 131	24 6

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

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

Week or Mo. 1881. 1880. Jan. 1 to latest date.

1881. 1880. \$61,150 887,153 \$78,242 \$700,606 \$583,056 Ala.Gt. Southern. November. Atch.Top. & S. Fe. November. 1,277,000 887,153
Bost. & N.Y. Air-L. November. 24,897 22,390 265,259 261,682
Bur.C. Rap. & No. 3d wk Dec. 53,254 49,832 2,182,576 1,995,353
Cairo & St. Louis. 3d wk Dec. 10,964 10,661 415,266 406,134
Carolina Central October. 61,122 74,589 475,654 408,643
Central Pacific... November. 2,267,000 2,199,466 21,844,094 18,602,887
Ches. & Ohio.... November. 235,585 240,795 2,503,200 2,456,300
Chicago & Alton. 3d wk Dec. 166,427 156,825 7,422,208 7,602,873
Chic. Burl. & Q.... October... 2,031,001 1,934,762 17,454,832 17,064,616
Chic. & East. Ill..3d wk Dec. 36,475 38,077
Chic. & G.Trk. Wk.end.Dec. 24 33,946
Chic. Mil. & St. P. 4th wk Dec. 594,000 386,400 17,026,000 13,086,112 Atch.Top. & S. Fe. November. 1,277,000 Chic. Mal. & St. P. 4th wk Dec . 594,000 386,400 17,026,000 13,086,112 Clic. & Northw. December 1,835,200 1,477,902 21,828,931 19.416.003 Chi.St.P.Min&O..4thwk Dec 112,062 104,058 3,981,296 3,122,097 Chic. & W. Mich. Septemb'r. 96,177 81,780 Cin. Ind.St. L. & C.2d wk Dec. 46,089 44,112 2,195,215 2,302,155 104,058 3,981,296 3,122,097 81,780 44,112 2,195,215 2,302,155 108,385 26,277 421,418 759,648 734,343 3,725,126 3,709,282 8,095 202,959 411,927 418,033 6.206,513 3,478,007 392,733 312,751 96,227 9,015 312,751 20,790 25,386 226,779 Det. Lans. & No . . 3d wk Dec. 26,231 Dubuque&S.City.3d wk Dec. East Tenn.V. & G.3 wks Dec. Flint & Pere Mar.3d wk Dec. Gal.Har.& San A. October... 29,327 211,629 38,305 128,119 1,120,869 1,075,713 34,968 162,206 1,802,361 1,543,501 Gr't Western. Wk. end Dec. 30 105,020 5,232,553 5,175,546 99,576 Gr'n Bay & Minn. 1st.wk Oct. Gulf Col. & S. Fe. November. Hannibal & St. Jo. 3d wk Dec. Houst. E. & W. Tex. November. 8.371 8,718 -----...... 75,727 42,545 7,575 131,424 42,580 18,487 2,181,410 2,430,064 143,897 89.316 Houst. & Texas C. October ... Illinois Cen. (Ill.) November. 478,099 3,039,443 2,865,359 380,588 606,905 6,147,090 6,006,180 176,214 43,127 38,654 70,734 Do (Iowa) November.
tindiana Bl. & W. 3d wk Dec.
Ind. Dec. & Sp. November.
Int. & Gt. North. 3d wk Dec.
Iowa Central... November. 162,409 38,319 39,624 1,686,698 1,624,872 465,010 391,299 63.289 2,696,770 1,886,133 96,895 23,705 22,034 85,889 Lake Erie & West.3d wk Dec. 1,342,413 1,152,168 24,387 Long Island....4th wk Dec Louisa. & Mo. R. Septemb'r. 34,565 52,464 43,464 355,411 340,696 256,000 11,326,859 9,491,346 Louisv & Nashv.4th wk Dec Marq. II. & Ont'n. November. 333,045 35,468 46,576 65,758 Memp. & Charl. . 3d wk Dec. Memp. Pad. & No.3d wk Dec. 1,212,248 1,143,678 238,712 212,913 630,822 427,751 36,845 212,913 427,751 717,784 5,948,781 Mil.L. Sh. & West. 4th wk Dec. Min. & St. Louis. 3 wks Nov. St. Louis. 3 wks Nov. Mos. Mil. L. Sh. & West. 4th wk Dec. Min. & St. Louis. 3 wks Nov. Missouri Pacific . 3d wk Dec. Mobile & Ohio... December. Mobile & Ohio... December. Mobile & Ohio... December. Missouri Pacific . 3d wk Dec. Mashv. Ch. & St. L. November. Mobile & Ohio... December. Mobile & Ohio... December. Missouri Pacific . 3d wk Dec. Missouri Pacific . 3d w 6,214 6,099 N. Y. Pa. & Ohio. October ... Norfolk & West... November. Northern Central. November. 508,924 4,493,323 4,311,285 209,047 2,047,981 1,882,449 459,054 4,967,074 4,556,076 216,439 497,160 72,700 81,631 7,025 Northern Pacific 2d wk Dec. Ohio Central October 81,631 Ohio Southern 3d wk Dec. Oreg'n R. Nav.Co. November 458,300 55,249 3,771,547 2,519,215 

 Pad. & Elizabetht.2d wk Dec.
 11,176
 8,715
 517,107
 382,851

 Pennsylvania
 November. 3,840,215
 3,574,913
 40,392,427
 37.712,240

 Peoria Dec. & Ey. 3d wk Dec.
 14,051
 9,224
 670,135
 436,600

 Philadel. & Erie. November.
 284,078
 324,966
 3,171,537
 3,445,814

 Phila. & Reading. November.
 2,015,589

 St.L.Alt.&T.H.
 3d wk Dec.
 19,614
 20,233
 1,345,128
 1,376,411

 Do.
 (brchs). 3d wk Dec.
 17,570
 19,837
 721,124
 707,113

 St. L. Iron Mt. & S. 3d wk Dec.
 161,540
 148,344
 7,102,280
 6,053,678

 St. L. & San Fran. 4th wk Dec.
 83,000
 54,300
 3,160,239
 2,693,585

 St. P. Minn. & Man. 4th wk Dec.
 171,900
 75,403
 4,878,907
 3,160,217

 Scototo Valley......4th wk Dec.
 14,650
 7,217
 420,714
 420,714

 324,305 3,988,535 3,180,434 721,124 707,113 7,102,280 6,053,678 3,160,239 2,693.585 4,878,907 3,160,217 439,744 317,065 148,344 54,300 75,400 7,817 Scioto Valley....4th wk Dec 14,650 South Carolina...29 dys N'v. 116,965 114,831 Texas & Pacific. . 3d wk Dec. 82,365 23,95266,595 3,789,391 2,618,884 Tol. Delp. & Burl. 4th wk Dec 23,952 11,624
Union Pacific ... December 2,267,004 1,869,835 27,451,831 23,448,445
Wab. St. L. & Pac. 4th wk Dec 323,665 203,857 14,461,570 12,336,152 I Including leased lines. ! Including Ohio Division.

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

January 6.	Sixty Days.	Demand.		
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	$478\frac{1}{2}0179$ $4780478\frac{1}{2}0$ $526\frac{1}{4}0524\frac{3}{8}$ $30\frac{1}{2}039\frac{3}{4}$ $31\frac{1}{4}031\frac{1}{4}$	4 84 @4 85 4 82 2 2 4 82 2 5 21 4 2 5 19 38 39 78 @ 40 18 94 78 @ 95 18		

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:

Balances.

	Receipts.	Payments.	Coin.	Ourrency.
	\$	\$	\$	\$
Dec. 31	710,162 60	1,545,213		3,991,873 68
Jan. 2	1,651,406 73	1,380,618		4.015,617 58
" 3 " 4	1,651,406 75			
" 5	654,216 11	3,866,527	3 77,397,659 72	4,141,711 03
" 6	1,016,068 42	2,027,328	53 76,313,39 <b>6</b> 66	4,214,713 98
Total	5,693,673 40	13,929,112	30	
Coins	-The following	g are quotat	ions in gold for	various coins:
Sovereigns			ver 149 and 129. —	
Napoleons			ve francs — exican dollars —	
	marks. 4 73	2 3 97 D	o uncommerc'l. –	
X Guilders				
Span'n Doo			glish silver 4	
Mex. Doub			us. silv. thalers. —	
Fine silver	bars 1 1258	a 113 U.	8. trade dollars —	
	pars par		3. silver dollars —	99'80 par.
Dimag & L	dimes. — 994	a nar		

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 Dec. 31.

			Ave	rage amou	nt of	· .
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U. S.	Circula-
New York	2,000,000	9,914,000	\$ 1,748,000	\$ 258.000	8,0:0,000	495,000
Manhattan Co	2,050,000	7.163.000	924,000	258,000 301,900	5,641,000	
Merchants	2,000,000	6.63:,000	591,40C	843,000	5,553,700	360,000
Mechanics'	2,000,000	7,613,000	1,866,000	280,000	6.636.000	• • • • • • • • • • • • • • • • • • • •
Union	1,200,000 3,000,000	4,652,900 9,012,300	531,800 1,651,300	251,400 3d1,400	3,704,000 6,878,500	1.10
America Phœnix	1,000,000	3,210.000	755,000	37,000	2,931,000	267.00
City	1.000.000	7,195,200	2,293,800	218,000	7,317,500	-
City Tradesmen's	1,000,000	2.717,400	293,400	74,300	1,411,000	786,10
Fulton	600,000	1,694.700	3,577,700	155.900	1,275,200	
Chemical Merch'nts' Exch.	300,000	12,659,100	479,100	237,100 319,700	12,798,000 3,030,600	731,70
Gallatin Nation'l	1,000,000 1,000,000	3.894,800 4.253,000	847,700	109,000	2, 03.400	800.00
Butchers'&Drov.	300,000	1,576,400	52,300	302,600	1,403,800	248,700
Mechanics' & Tr.	200,000	1.120.000	222,000	131,000	1,122,000	174,00
Greenwich	200,000	892,500	18.400	161,200	909,100	2,60
Leather Man'i'rs Seventh Ward State of N. York.	600,060	3 251,200	466.600	160,906	2,569,400	474,40
Seventh Ward	300,000 800,000	1,012,000	231,500	42.200	1.047,900	32,60
State of N. York.	800,000	3,65-,106	755,3:0 2,024,000	163,700 560,000	3,459,000	45,000
American Exch.	5,000,000	15,409,400	1,943.100	452,500	10,112,000 8,735,700	976,20
Commerce	<b>5</b> ,000,000 <b>1</b> ,000,000	5 252 106	73 1,900	167,400	3,737,500	898.50
Morcantile	1,000,000	5,252,106 6,041,800	1,115,200	403,200	5,794.800	800,00
Pacific	422,700	2.165,700	295,700	258,600	2.414 600	
Republic	1,500,000	5,783,400	595,700	209,:00	3.499,300	1,125,000
Chatham	450,000	8,165,306	720,000	192,900		45,000
People's	200,000	1,161,000	80,800	81,500	1.641.900	5,40
North America	700,000	2,842,160 7,623,600	214,00.3	310,000 1,087,300	2,886,800 7,191,800	800.00
Hanover	1,000,000 500,000	3,203,000	472.300	291.500		443,00
Metropolitan	3,000.000	13,633,000	472,300 2,895 000	434,000	10,463,006	2,250,00
Citizens'	600,000	2,158,000	362.100	215,800	2.300,400	270,00
Nassau	1,000,000	2,738,500	213,000	98,700	2,493.300	3,900
Market	500,000	2,873,206	422,500	120,000	5,223 306	450,00
St. Nicholas	500,000	2.114,300	839,800 670,900	11.000	1,727,100	450,00
Shoe & Leather	500,000	3,051,000 3,959,700	368,500	100,000 142,000	2,862,000 2,743,100	450,000 4,600
Corn Exchange	1,000,000 1,000,000	6,811,50C	1,091,200	203,900	6,323,800	763,20
Oriental	300,000	2.020,000	28,000	203,900 421,800	1,925,000	
Marine	400,000	3,101,000	687,000	212.000	3,602,100	45,00
Importers' & Tr	1,500,000	19,018,200	5.414.100	145,100	3,602,100 20,973.760	1,102,30
Park	2,000,000	17,279,000	4,953,200 101,500	352,400	20.850.000	45,00
Mech. Bkg. Ass'n	500,000	937,300	26 200	52,600	671.306	•••••
North River	240,000 250,000	983,200 1,112,800	26.206 $1:6.400$	127.600 168.300	914,700 938,500	225.00
East River	3,200,000	17.873.500	4.130,900	435,700	17,275,000	910,000
Fourth National. Central Nat	2,000,000	8,315,000	557,000	1,254,000	8.011,600	1.265,00
econd Nation'l.	300,000	3,304.000	546.000	270,000	3.314.000	270,000
Ninth National	750,000	6.171,106	1,277,3 )9	361,900 163,700	6,314,600	595,600
first National	500,000	13,341,000	3,589,900	164.700	14.867,900	435,800
Third National	1,000,000	6,089,000	1,177,806	442.9.00	6.408,100	000 000
N. Y. Nat. Exch	300,000 250,000	1,445,100 1,708,000	128,600 226,000	115,600 151,000	1,383,600 1,494,800	268,900 225,000
Bowery National N. York County	200,000	1,498,100]	21.900	469,900	1,881,500	180,000
erm'n Americ'n	750,000	2 392 100	299,600	94,600	2,070,300	
hase National	300,000	4,484,400	1.278,100	74 900	5 048 900	91,800
ifth Avenue	100,000	1,731,900	355,600	118,00	1,51990	
erman Exch	200,000	4,484,400 1,731,900 1,413,700	19,000 58,900	118,000 202,700 194,500	1,650.400	
Jermania	200,000	1,303,000	58,800	194,500	1,590,630	450,000
	500,000	4,349,400	1,124,400	70,000	4,626,400	400.000
J. S. Nat	000,000	2,020,200				

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

1		Loans.	Specie.	L. Tenaers.	Deposits.	Circulation.	Agg. Clear	
1	1881.	. 8	8	8	8	\$	\$	. *
1		350,621,800	76,510,900	18,060,000	317,342,700	19,380,633	817,037,612	3
1		351,024,700	71.841.100	15,927,000	342,722,400	19,436,033	625,049,774	
1	" 20	349,542,800	67,138,400	15,842,800	334,795,600	19,588,000	825,491,352	3
1		343,369,600	62,151,400	16,210,900	323,721,300		859,367,412	
1		337,207,200	62,342,800	15,617,900	315,927,200		857,413,284	
1		334,091,900	61,601,700	15,076,400	314,828,200		639,967,979	
١		. 333.625.800	65,079,700	14,581,800	316,749,500		925,116,460	
1	16.			15,057,200	314,317,300		773,401,696	
1		332,672,300	64,984,400				758.155.052	
1	Oct. 1		59,643,200	14,730,300	308,518,100			
1	" 8	.326,123,900	56,534,400	14,856,800	293,897,900		1154,052,466	
-	" 15.	318,348,900	54,807,200	15,174,500	280,018,300		975,722,717	
1	" 22	3:1,3:0,500	58,359,400	15,208.700	286,643,300		959,850.12	
-	29	309,254,500	31,068,100	15,65.3,400	288,033,500		881,124,245	
-	Nov. 5.	. 313,350,900	60.913,500	15,211,800	292,032,500	20,008,400	1021,882,159	<b>)</b> .
1	12	313,123,800	60.788,900	14.853,000	290,377,300	20,043,100	796,664,256	3
1	. 19	315,182,300	59,919,700	15,276,000	291,088,500	19,932,400	892,319,707	7
-	" 98	314,758,800	57.02 , 100	15,593,600	226,566,400		892,475,508	3
1		315,321,700	55,316,800	15.861.700	286,437,500		982,859,202	
-	Dec. 3	214 722 (4)(1	54.858.900	15,740,400	286,245,100		952,335,566	
1	10	314,788,900	55,222,200	15.738.500	284,937,600		798.6 2,23	
1	17	312,978,400			287,448,400		1088,539,60	
1		313,464,100	57,390,100	16,015,300				
-	" 31	315,443,400	57,732,500	15,942,000	289,890,400	20,162,100	915,886,29	ď.

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

Specie L. Tenders, Deposits, \* Circulation, Aga Clear

ı		Loans.	Specie.	L. Tenders.	Deposits.	OUTCIME GLOOM.	Agg. Clear
į	1881.	8	8	8	8	\$	
I	Sept. 5	162,405,700	7,954,400	3,059,300	103,886,500	31,558,600	78,460,631
١	13	161,153,000	7,305,600	3.041.100	102,409,800	31,528,200	66.820.114
i		158,845,500	6,721,300	3,160,700	99,841,400	31,635,300	82,209,170
١	10	157,215,700	6,931,400	3,207,900	98,695,700	31,691,990	74,178,256
ı	20	137,510,100	7,374,500		100,669,700	31,719,300	60.910,483
ı	Oct. 3	157,448,100	7.468,900	3,451,400	99.601.200	31,628,000	97,084,363
Į	" 10 .	156,130,700		3.221.900	95,846,400	31.544.600	90,450,353
l	" 17	155,481,600	6,765,500				89.087.320
I	" 24	154,130,500	6,714,300		96,952,200	31,496,100	
ł	" 31	154,270,800	6,848,300		93,546,300	31,871,600	H2,097,838
i	Nov. 7	154,781,200	7,105,300	3,709,100	98,570,460	31,806,600	94.946.649
ı	14	154,282,100	6.895,200	3,724,600	98,220,300	31,885,100	84,055,825
۱	" 21	153,194,600	6,589,400	3,634,400	97,595,700	32,070,400	86,781,980
I	" 28	151,006,900	7.614.600	3,725,500	95.416.100	32.156.300	67.301.162
l		149,997,900	7.813:400	4,195,800	96,219,100	32.106.600	79.413.738
į		149,738,100	8.165,300	4,496,000	95,889,800	32,033,600	71,557,263
Ì	14		8,036,400		95,211,300	32,180,000	74,233,300
I	" 19	149,899,200	7,795,800	4.669.500	94.765.800	32,302,300	73,660,626
ı	" 27	150,957.400					60,703,789
١	Jan. 3,'82	151,590,641	7,266,100	5,010,400	96,674,600	32,095,300	00,102,108
١	* Includ	ng the item	" due to o	ther banks.'	•		7

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

Logns. L. Tenders. Deposits. Circulation. Acq. Clear.

1	010	Loans.	Li. Tellucis.	Deposits.	ON CHARLEON.	Ayy. Cuca.
	1881.	8 .	8	\$ 5	*	
	Sept. 5	80,431,769	20,077,783	73,125,221	10,687,733	48,864,672
1		81,192,498	20,003,036	73,049,693	10.845.126	42,790,588
	" 12	130 071 ACM	18.958,607	72,361,396	10,903,161	53.635.939
	10	79,321,538	18,443,751	70,450,936	10.942,593	52.818.320
	20		19,041,951	71.618.543	10.971.825	44.224.795
	Oct. 3	78,658,276	17.907.664	69,120,946	11.013.325	60,709,068
8	<b>"</b> 10	78,612,631			11.027.165	52.488.167
9	" 17	78,303,266	17,509,932	69,162,414		
	" 21	77,483,384	16,636,105	67,380.507	11,106,828	55,019,743
1	" 3'	78,675,853	16 773,582	67,008,778	11,089,145	48,838.774
	Nov. 7	76,675,853	17,351,141	66,423,240	11,082,796	54,704,206
	14	mm #00 000	17,331,496	66,302,069	11,113,815	48,414,735
1	" 21	75,305,557	17,259,435	65,992,954	11,125,593	57,939,492
1		73,912,244	17,835,821	65,284,802	11,122,349	43,425,679
	27	73,987,607	17.994,091	65,662,964	11,132,670	61,083,873
	Dec. 5		17.923.238	64,519,726	11,146,270	50.868.609
1	" 12	74,064,739		64.788.823	11,136,720	51,129,993
-	19	74,254,565	17,498,526			59.499.700
1	28	74,418,388	16,708,348	64,039,469	11,117,528	
•	Jan. 2, 1832	73,755,991	16,708,715	64,218,976	11,117.501	46,992,069
		- C				

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### GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.

The following abbreviations are often used, viz: "M.," for mortgage "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "cons." for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

Bubscribers will	1		a series in the series of any electric series	I	1	districtions.		
UNITED STATES BONDS.	Bid.	Ask.	STATE SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.
UNITED STATES BONDS.	1003	1014	CITY SECURITIES. Albany, N. Y.—6s, longVarious	100		Houston, Tex.—(Centinued).—	05	22
5s. 1881 do do reg Q-F	102	1024	7g long	1120		Indianapolis, Ind7-30s. 93-99.J&Jt	1110	35
4 28, 1891 reg. Q-M 4 28, 1891 coup. Q-M	11442	11458	Allegheny, Pa.—4s. J&J 6s, 1876-'90 J&J*			Jersey City—6s, water, long, 1895 7s, water, 1899-1902J & J	1113	109 115
4s, 1907reg. Q-J	$\frac{1171_2}{1173_8}$	11758	Wharf 7s, 1880			7s, improvement, 1891-'94Var. 7s, Bergen, longJ & J	110	112
4-198, 1891 reg Q—M 4-198, 1891 coup Q—M 4-1997 reg Q—J 4-1997 coup Q—J 4-1997 reg J&J 6-1997 reg J&J 6-1998 reg J&J 6-1998 reg J&J 6-1998 reg J&J 6-1998 reg J&J	125		Atlanta, Ga.—7s.	107	110	Hudson County, 6sA&O do 7s.M&S and J&D	105	106
6s, Currency, 1897regJ&J	125		Waterworks	110	122	Bayonne City, 7s, longJ&J	10812	1108
6s, Currency, 1898regJ&J 6s, Currency, 1899regJ&J	125 125		Augusta, Ga-18 Vallour	III	113	Lawrence, Mass.—6s, 1894A& Ol Long Island City, N.Y—Water,7s,'95	120	120 <sup>1</sup> 2
FOREIGN GOV. SECURIT'S.	4		Austin, Texas—10s. Baltimore—6s, City Hall, 1884 Q—J	112	118	Louisville, Ky.—7s, long dates. Var.i 7s, short dates	1117	118
Quebec-5s, 1908 M&N		106	6s. Pitts. & Con'v. RR 1886. J&J	1064	109	68. longVar.i	102	104
STATE SECURITIES.	011		6s, consol., 1890	11312	11412	5s	1104	105
Alabama—Class "A," 3 to 5, 1906	81 1		6a hounty 1903 Mar 9	120	11478	Lowell, Mass.—6s, 1890, W. L.M&Ni Lynchburg, Va.—6sJ & J	1103	118 <sup>1</sup> 9 105 <sup>1</sup> 9
Class "B," 5s, 1906	80	81	6s, do exempt, 1893 M & S 5s, funding, 1894	122	1 !	8s	1116	120 108
6s, 10-20, 1900	104	3810	6s, 1900	1128	134	Water loan, 6s, 1894-96J&J	120	121
78, L. R. & Ft. S. 18840, 1900. A & O	25	28 1	5s, consol, 1885Q—J	103		5s, 1882	100	100 <sup>1</sup> 2
7s, Memphis & L. R., 1899 A & O 7s, L. R. P. B. & N. O., 1900 A & O	20	28 28	5s, consol, 1885Q_J 6s, Valley RR., 1886A & O 5s, new 1916M&N	120	$1211_{2}$	Manchester, N.H.—5s, 1883-'85J&J 6s, 1894. J&J Memphis, Tenn.—6s, C. J&J	117	102
7s, Miss. O. & R. Riv., 1900. A & O 7s, Ark. Central RR., 1900. A & O		$\begin{array}{c} 28 \\ 16 \\ 1 \end{array}$	Bangor, Me.—6s. RR1890-'94. Var. 1	112	$\begin{array}{c c} 113 \\ 122 \end{array}$	Memphis, Tenn.—6s, CJ&J 6s, A & B		
7s, Levee of 1871, 1900J & J California—6s, 1874	8	12	6s, E.& N.A. Railroad, 1894J&J	112	113	6s, gold, fund., 1900 M&N		
Connecticut—68. 1883-4-5	10212		Bath, Me.—6s, railroad aid Vari	103	10312	68, A & B. J&J 68, gold, fund., 1900 M& N 68, end., M. & C. RR. 68, consols J&J		
Fiorida—Consol. gold 6sJ & J	98	105	5s, 1897, municipal Belfast, Me.—6s, railroad aid, '98	104	105	Milwaukee, Wis.—5s, 1891J'& Di 7s, 1896-1901Var.t 7s, water, 1902J&Jt		
Georgia—6s, 1880-86 F & A 7s, new bonds, 1886 J & J	109		Boston, Mass.—6s, cur, long, 1905 Vari	127 124	129 125	7s, water, 1902J&Jt Mobile, Ala.—3-4-5s, fundedM&N	55	60
7s, endorsed, 1886	10934		5s, gold, 1905	11712	119	Montgomery, Ala.—New 3s J & J	65	70
8s, '76, '86			Boston, Mass.—6s, cur, long, 1905 Var 6s, currency, 1894 Var. 5s, gold, 1905 Var. 4s, currency, 1899 J&J Brooklyn, N.Y.—7s, '82-83 J&J 7s, 1883-95 J&J	103	110	5s, new. Nashville, Tenn.—6s, old 6s, new.	90	90
LOUISIANA TION COM. 10. LOTE. OCO.	0. 31	6814	18, Fair, 1919-10 00 J	LAU	144	Newark-6s, longVar.1	110	112
7s, small bonds Maine—4s, 1883F&A	62	10312	7s. Water, 1903	137	140	7s, long	115	120 125
War debts assumed, 6s, 89.A& Ol War loan, 6s, 1883M&S	115-2	116 103	7s, Bridgé, 1915	124	127	New Bedford, Mass.—6s, 1909, A&O	128	130
Maryland—6s. defense, 1883 J&J	100	102	Kings Co. 7s. 1882-'89 M & N	102	114	5s, 1900, Water Loan A.&O N. Brunswick, N. J.—78	108	114
6s, exempt, 1887	106		Buffalo, N. Y7s, 1880-'95Var.	103	116	Newburyport, Mass.—6s, 1890.J&J	103	105 115
6s, 1890	98	]	7s, water, long	115	120	New Orleans, La.—Premium bonds. Consolidated 6s, 1892Var.		73
Massachusetts—5s, 1883, gold J&J   5s, gold, 1890	101-2	102	Cambridge, Mass.—5s. 1889 A&O!	107	108	Newport—Water bonds	114	1115
58. gold. 1894 Var. il	11001	116 (	6g 1904 city hands I&I	1216	$\begin{vmatrix} 122 \\ 125 \end{vmatrix}$	N.Y.City5s, water stock, '90.Q-F' 6s, do 1883-90Q-F	104	109 115
5s, g., sterling, 1891. J&J do do 1894. M&N do do 1888. A&O Michigan—6s, 1883. J&J			Charleston, S.C.—6s, st'k,'76-98Q-J 7s, fire loan bonds, 1890J & J	79 45			106 128	120 130
do do 1888	104		7s, non-tax bonds	103		6s, reservoir bonds, 1907-'11.Q-F 5s, Cent. Park bonds, 1893Q-F	120	$\frac{122}{110}$
7s, 1890. M& N Minnesota—7s, RR. repudiated	120 1	140	Chelsea, Mass.—6s, '97, water l. F&A† Chicago, Ill.—7s, water bonds, 1892	120	122	6s. do 1895Q-F	118	119
Missouri—6s, 1886J & J	10612		7s, water bonds, 1895	125	12212	0 1 1000 35 0 37	$\begin{array}{c} 128 \\ 122 \end{array}$	130 123
Missouri—6s, 1886	110		7s, city bonds, 1892	125	12634	6s. improvem't stock, 1889. M & N	107	127 108
Asylum or University, 1892. J & J Hannibal & St. Jo., 1886 J & J	11112	107	4½s, city bonds, 1900	107	12212	7s. do 1890M & N	114	116
do do 1887J & J N. Hampshire—5s, 1892J & J		111	Cook Co. 58, 1899. Cook Co. 4½8, 1900.	109	10934	6s, street impr. stock, 1888. M & N	109	110
War loan, 6s, 1892-1894J&J	1174	119	West Chicago 5s, 1890	105	103	7s, do do 1882.M & N 6s, gold, new consol., 1896	121	107 122
War loan, 6s, 1901-1905J & J War loan, 6s 1884M&S	103	128 104	West Park 7s. 1891		16	Newton-6s, 1905, water loanJ&J	127	110 129
New Jersey—6s, 1897-1902J&J* 6s, exempt, 1896J&J*			South Park 6s, 1899	1084	109 1	1 5g 1905 water loan T&I	117	117 <sup>1</sup> 2 104
New York—6s, gold, reg., '87J&J 6s, gold, coup., 1887J & J		108	Cincinnati, O.—6s, longVar.i 6s, shortVar.i			*8s, coup., 1890-93Var. 8s, water, 1901M&N	123	132
6s, gold, 1883		103	Ton mili			Manusiah Of Ex 1007	1110 1	114
£.gold. 1892	1	119	do 7-30s, 1902			7s, 1905 J.&J Orange, N. J.—7s, long Swego, N. Y.—7s, 1837-8-9	110	132
s,gold, 1893	30	120						103 120
6s ,old	$\begin{bmatrix} 30 \\ 135 \end{bmatrix}$		do Skg. fd. 5s, 1930M&N†		••••	6s, long 5s, long Petersburg, Va.—6sJ&J	112	113
do	135 [.		Hamilton Co., O., 6st			Petersburg, Va.—6sJ&J	::::	103
do coup. off	115		do long 7s & 7-30s.			8s. J&J 8s, special tax.	112	
6s. do 1868.1898A&O	11 .		Cleveland, O.—6s. longVarious! Special 7s. 1879-'89Yearly!			6s, old, regJ&J		
6s, new bonds, 1892-8J&J 6s, doA & O	20 ].		Special 7s. 1879-'89 Yearly i Columbus, Ga.—7s, Various Var. Covington. Ky.—7-30s, long i 7-30s, short 1 8s. 1	100		6s, new, reg., due 1895 & over. J&J	132	
6s, Chatham RRA&O 6s, special tax, class 1,1898-9A&O	5	8	7-30s, short			Pittsburg, Pa:—4s, coup.,1913J&J.	10112	
6s, do class 2 A & O 6s, do class 3 A & O	812							
4s. new. 1910	81		10s, 1883-96. Dayton, O.—6s 1890.			Portland, Me.—6s, Mun., 1895. Var.	116	
4s. new, small. Ohio 6s, 1886	107		7g water long Vari	100	115 11	6s, railroad aid, 1907 M&S Portsmouth, N.H.—6s, '93, RR. J&J	119	119 <sup>1</sup> 3
Pennsylvania—5s, g, '77-'78F&A* . 5s. cur reg 1877-'82F&A		18	District of Columbia		- 11			
5s, new, reg., 1892-1902	117 1	18	Consol. 3-65s, 1924, reg.			Poughkeepsic, N. Y.—78, water	125	127
6s, 15-25, reg., 1882-'92F & A 1	102		do smallJ&J			Richmond, Va.—6sJ&J	11034	111
Rhode Ial'd—6s, 1893-9, coup. J & J   Bouth Carolina—6s, Act of March }	114	126	Perm. imp. 6s, guar., 1891J&J†			8sJ & J 5s	128 102	104
23, 1869. Non-fundable, 1888. \ Browne consols. \ Tennessee—6s, old, 1890-98 J & J			Yerm. imp. 7s, 1891J&Jt Wash.—Fund.loan(Cong.)6s.g92t			8sJ&J 8sJ&J 5sVar. 7s, water, 1903J&J† Rockland Ma 6s 289-99 FR E&A	107 125	112
Tennessec—6s, old, 1890-98J & J 6s, new bonds, 1892-1900J & J	7414	7434	Fund. loan(Leg.)6s, g., 1902 Var Elizabeth, N. J.—7s, short.	42	H	LUCKIANU, MO. US, OU US, ICIG. I GEA	100	10012
	74	743	7s, funded, 1880-1905Var.	42	45	st. Joseph, Mo.—78	180	
Texas-6s, 1892 M &St 1		15	7s, consol., 1885–98	42	45 H	St. Louis, Mo.—6s, shortVar.† Water 6s, gold, 1890J & D†	1094	
7s, gold, 1892-1910		25 32	Fall River, Mass.—6s, 1904F& At   5s, 1894, goldF&A   1	124	124 <sup>1</sup> 2	do do (new), 1892.A&O Bridge approach, 6s	1124	
Vermont—6s, 1890			Fitchburg, Mass.—6s. '91, W.LJ&J† Frodericksburg, Va.—7sM&N	113	115	Renewal, gold, 6sVar. Sewer. 6s, gold, 1891-93Var.	113	
Ge, new bonds, 1886-1895J & J	33		Galveston, Tex.—10s, '80-'95 Var.	95	110	8t. L. Co.—Park, 6s, g., 1905 & O Currency, 7s, 1887-'88 Var.	118	
6s, do ex-coup., 1905J & J	69	71	Galvest'n County, 10s. 1901. J & J. Hartford, Ct.—City 6s, var. dates.	107		St. Paul, Minn.— 6s, '88-'90J & D	103	108
6s, deferred bonds	45 174	173	Capitel, untax, 6s		128	7s, 1890	110	115
	40	42	Haverhill, Mass.—6s, 85-89. A&Ot 1 Houston, Tex.—10s.	L08 1	110	Salom, Mass.—6s, long, W. L. A&O t 5s, 1904, W. L	122	12 <u>4</u> 112
					-		-	-

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

For	Expl	anati	ons See Notes at Head of F	irst 1	Page	of Quotations.		
CITY SECURITIES	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	-
rancisco-7s, g., City & Co Var.	80	88	Central Pacific—(Continued)— Cal. & Oregon, 1st, 6s, g., '88.J&J	10319	10419	Clev. & Pitts.—4th M., 6s, 1892.J&J Consol. S. F., 7s, 1900M&N		. 11
vannah funded 5s. consols morville, Mass.—5s, 1895A&O	1102	110	Cal. & Or. C.P. bonds, 6s,g., '92 J&J Land grant M., 6s, g., 1890 A&O	1100	108	C.C.& I.C.—1st cons.,7s,1903.A&O 2d mort., 7s, 1909F&A	125	12
68, 1885	LIGF	100	West. Pacif., 1st, 6s, g., '99J&J	110		Trust Co. cert., 1st, ass'd		12
ringfield, Mass.—6s, 1905A&O 7s, 1903, water loanA&O		$\begin{array}{c} 128 \\ 135 \end{array}$	Charl'te Col.&A.—Cons.,7s,'95.J&J 2d mort., 7s, 1910J&J	108 101	110	do do supplementary Income 7s, 1890	7312	12
Mado, O.—7-30s, B.R., 1900, M & N	trio )		Cheraw & Darl.—1st M.,8s,'88.A&O 2d mort., 7s.	116 104		Chic. & Gt. East., 1st, 7s, 93-95. Col. & Ind. C., 1st M., 7s, 1904.J&J	*105	iii
88. Var. 88, water, 1893 & '94. Var.	1117		Ches. & Ohio—Pur. money fd.,1898 Series A, 1903	100			*105	111
ashington, D.C.—See Dist. of Col. ilmington, N.C.—68			6s, gold, series B, int. def. 1908		8112	T. Logansp. & B., 7s, 1884F&A Cin. & Chic. A. L., 1886-'90	*101	10
8s, gold, cou. onorcester, Mass.—6s, 1892A&O	1117	118	6s, currency, int. deferred, 1918. Cheshire—6s, 1896-98	1108	10812	Columbia & Green., 1st 6s		10
58, 1905	104	115	Chic. & Alton—1st M., 7s, '93J&J Sterling mort., 6s, g., 1903J&J	TIL	119	2d mort. Col. & Hock.V.—1st M., 7s, '97.A&Q	1116	11
onkers. N. Y.—Water. 1903	1	· · · · · ·	Income, 7s, 1883	102	112	2d M., 7s, 1892J&J  Col.Springf.&C.—1st, 7s, 1901.M&S		<u> </u> ::
RAILROAD BONDS.	10340		Miss.Riv.Bridge, 1st.,s.f.,6s,1912 Joliet & Chic., 1st M., 8s, 82. J&J			Col. & Toledo—1st mort, bonds	If 118	1:
la. Cent.—1st M., 6s, 1918J&J Income 6s, 1918J&J		90	Louis'a & Mo.R., 1st, 7s, 1900F&A	115		2d mort	1108	i
a. Gt. Southern—1st mort., 1908 b'y & Susq.—1st M., 7s, '88J&J	1132	113	do 2d,7s,1900 M&N St.L.Jacks'v.&C.,1st.7s,'94.A&O	115	1164	Massawippi, g., 6s, gold, '89 J&J	1105	1
2d mortgage, 7s, 1885A&O	106		do 2d M. (360), 7s, '98J&J	115		Conn. Val.—1st M., 7s, 1901J&J Conn. West.—1st M., 7s, 1900.J&J	30	
lock Wol Gon M 72-10g Ist I	12312		do 2d guar. (188) 7s, '93. J&J Chic. B. & Q.—1st, S.F., 8s, '83. J&J	102	1017	Connecting (Phila.)—1st, 6sM&S Cumberl'd & Penn—1st 6s,'91.M&S		
ncome. 7s. and., 1894	32-21		Consol. mort., 18, 1903J&J		1274	2d 6s, 1888		
ch'n & Neb.—1st, 7s, 1907. M&S ch.& Pike's Peak—1st.7s, g.M&N	1100		58. 1901			Dakota Southern—78. gold, '94, F&A	190	10
on. Top. & S.F.—1st, 7s, g., '99.J&J and grant, 7s, g., 1902A&O	119	120 118	5s, 1919, Iowa DivA&O 4s, 1919, doA&O	8742		Danb'y & Norwalk—7s, '80-92. J&J Dayton & Mich.—1st M., 7s, '81.J&J	1	. ::
2d mort., 7s, g., 1903, conv. A&O and income, 8sJ&J		105	Bur. & Mo. R., 1'd M., 7s,'93.A&O do Conv. 8s,'94 ser.J&J	130	116 135	2d mort., 7s, 1887	T	. ii
Juaranteed 7s, 1909 J&J&A&O	110.2	116	Bur.& Mo. (Neb.), 1st, 6s, 1918. J&J	1119	115 <sup>1</sup> 4 104	Dayt. & West.—1st M.,6s, 1905.J&J 1st mort., 7s, 1905J&I	1107	1
s, 1900ss, plain bonds, 1920	91	9412	do 4s	$\begin{array}{c} 85  \overset{2}{\iota_2} \\ 112 \end{array}$	80	Delaware-Mort., 6s, guar., 95. J&J		٠١.
128, 1920	1093	93 110	do Neb. RR,1st,7s,A&O do Om.&S.W.,1st,8s,J&D	125	127	Del. & Bound B'k—1st, 7s, 1905F&A Del. Lack. & W.—Conv. 7s, 1892 J&D		.11
K.C.Topeka&W., 1st M.,7s,g.J&J do income 7s.A&O	1118	$\begin{array}{c} 120 \\ 113 \end{array}$	Dixon Peo.& H.,1st,8s,'74-89J&J Ott. Osw.& Fox R., M.,8s,'90.J&J	126	128	Mort. 7s. 1907	$\frac{127}{112}$	1
I.Mex.&So.Pac.,1st,7s,1909 A&O	11442	115	Quincy& Wars'w, 1st, 8s, '90.J&J Chic. & Can. So.—1st, 7s, 1902 A&C	116 45	118 55	1st consol. mort., 7s, 1900J&J Denv.S.P.& Pac.—1st,7s,1905 M&N	$102^{1}_{2}$ $102$	1
Pleas't Hill & De Soto, 1st.7s,1907. Pueblo & Ark.V., 1st, 7s, g.,1903.	1174	11812	Chie. C. Dub & Minn.—78, 1910 J&J	106		Des M. & Ft. D.—1st, 6s, 1905. J&3	70	. 1
Vichita&S.W.,1st,7s.g.,gua.,1902 lanta & Charlotte Air L., 1st, 7s	10834	110	Income bonds, 1907	104		1st inc., 6s, 1905 Detroit & Bay C.—1st, 8s, 1902. M&N	100	1
ncome, 6s. lantic & Pac., 1st 6s, 1910J&J	90	100	Chic. & Gr. Trunk—1st mort., 1900  Chic. & Iowa—2d M., 8s, 1901.J&J	95 95	99	1st M., 8s, end. M. C., 1902.M&N Det.G.Haven&Mil.—Equip.6s,1918	1112	1
manmag 1010			Chic. I'a & Neb.—1st M.,7s,'92F&A Chic.& Mich.L.Sh.—1st, 8s,'89.M&S	1114	11312	Con. M., 5% till'84, after 6%1918	1110	1
(tar)ing, 5s, 1927	100	101	Chic. Mil. & St. Paul—	13312		Det. L. & North.—1st, 7s, 1907.J&J Dub. & Dak.—1st M., 6s, 1919.J&J		11
terling, 6s, 1895	1111	116	Pac. Div., 1st, M., 8s, 1898. F&A P. D., 2d M., 73-10s, 1898. F&A	120		Dubuque Sioux C.—1st.7s,'83.J&J	103 110	
do 6s, g., 1910. M&N Parkersburg Br., 6s, 1919 A&O	:120	122	St. P. & Chic., 7s, g., 1902J&J Mil. & St. P., 2d M., 7s, 1884.A&O	118 100		1st mort., 2d Div., 1894J&J Dunk.A.V.& P.—1st,7s,g1890J&D	100	1
lt. & Pot'c—1st, 6s, g., 1911. J&J st, tunnel, 6s, g., g'd, 1911. A&O		114	La. C., 1st M., 7s, 1893J&J I. & M., 1st M., 7s, 1897J&J	115 116		East Penn.—1st M., 7s, 1888. M&S E.Tenn.Va.& Ga.—1st, 7s, 1900.J&J	113	i
dvidere Del1st.6s.c1902.J&D			I'a. & Dak., 1st M., 7s, 1899 J&J Hast. & Dak., 1st M., 7s, 1910 J&J	$115\frac{1}{2}$ $113\frac{1}{2}$		1st mort., consol., 5s, 1930J&J Income, 6s, 1931	55	1
2d mort., 6s, 1885	TOO		Chic. & Mil., 1st M., 7s, 1903.J&J	121	11912	Divisional, 5s, 1930J&J	1 91 1 102	1
ston & Albany—7s, 1892-5.F&A 3s, 1895J&J	11812		1st M., I. & D. Ext., 7s, 1908J&J	116	119	E.Tenn. & Va., end., 6s, 1886. M&N Eastern, Mass.—4 2s, g., 1906. M&S	104	1
st.Clint.& F —1st M,6s,'84,J&J Lst M., 7s, 1889-90J&J	ITTO 1	102	1st M.,6s, S'thwest Div.1909J&J 1st M., 5s, La C. & Day.1910J&J	105	94	Sterling debs., 6s, g., 1906 M&S	1104	i
N. Bedford RR., 7s, 1894J&J Equipment, 6s, 1885F&A	1115		So. Minn. 1st 6s, 1910J&J Chic. & Pac. Div. 6s, 1910		103.8	Elmira& W'mspt—1st, 6s,1910.J&J 5s, perpetualA&O	95	1::
Fram gham & Lowell—1st, 5s, '91	†93	.94	do West. Div., 5s, 1921. J&J Minerai Pt. Div., 5s, 1910 J&J	90	95	Erie & Pittsb.—1st M., 7s, '82.J&J Cons. mort,, 7s, 1898J&J	111	i
Notes, 8s, 1883. st. Conc.& Mon.—S.F., 6s, 89.J&J	107	108 119	Chic. & N.W. +Sink.t., 1st, 7s, '85 F&A Interest inprt., 7s, 1893 M&N	10912	103	Equipment, 7s, 1890A&O Evansv. & Crawf.—1st, 7s, '87.J&J	$\begin{array}{c} 92 \\ 103 \end{array}$	li
Jonsol. mort., 7s, 1893A&O st. Hart.& E.—1st, 7s, 1900.J&J			Consol. mort., 7s, 1915Q-F	13114	132	Evans.& T.H., 1st con., 6s, 1921, J&J Evansv.T.H.&Chi.—1st, 7s, g.M&N	95	li
st mort., 7s, guarJ&J ston & Lowell—7s, '92A&O	121	123	Exten. mort., 7s, 1885 F&A 1st mort., 7s, 1885 F&A	110	1001	Fitchburg—5s, 1899	103	1
s, 1896. J&J Tew 58, 1899. J&J	1112 2	113 105	Consol., gold, 7s, cp., 1902. J&D do do reg		$\begin{array}{c} 123^{1} \\ 123 \end{array}$	6s, 1898	12612	
ston & Maine—7s, 1893-94. J&J st. & Providence—7s, 1893. J&J	123 2	$\begin{array}{c} 126 \\ 126 \end{array}$	Sinking fund, 6s, '79, 1929. A&O do reg	103 1084	$109^{1}_{2}$	Flint & P.Marq.—1st m.,l.g.8sM&N Mortg. 6s, 1920		
st.& Revere B'h—1st,6s,'97.J&J	116	116 <sup>1</sup> 2	do 5s, '79-1929A&O do 5s, '79-1929, reg. A&O		102	Flint & Holly, 1st, 10s, '88.M&N Bay C.& E. Sag.—1st, 10s, 82.J&J	110 100	1::
ooklyn Elevated—Bonds ff. Brad.& P.—Gen.M.78,'96.J&J		110	Iowa Mid., 1st M., 8s, 1900. A&O			Holly W. & M.—1st, 8s, 1901.J&J	• • • • • • •	
ff.N.Y.&Brie-1st, 7s, 1916.J&D ff.N.Y.&Phil.—1st, 6s,g.,'96.J&J	12112		Gal. & Chie. ext., 1st, 7s,'82.F&A Peninsula, 1st, conv., 7s,'98.M&S			Flushing & N. S.—1st, 7, '89 M&N 2d mort., 7s		1:
d mortgage, 7s, g	107	112	Chic. & Mil., 1st M., 7s, '98J&J Mil. & Mad., 1st, 6s, 1905M.&S.		$\begin{array}{c c} 121 \\ 112 \end{array}$	Ft. Madison & N. W., 1st 7s, g., 1905 Ft.W. Mun. & C.—1st, 7s, g., '89. A&O	55	1
r. C. R. & N1st.5s.new,'06.J&Di	$991_{2}$	100	Chic.R.I.&Pac.—6s, 1917, coup.J&J 6s, 1917, regJ&J	125 125	126	Frankfort & Kokomo — 1st, 7s, 1908 Gal. Har. & S. A. — 1st, 6s, g. 1910. F&A		i
r.& Southw.—1st M., 8s, 95.M&N ro & St.L.—1st M., 7s, 1901.A&O			Chic.&S.W1st,7s,guar.,'99.M&N		120 123	1st La Grange, ex 6s, 1910. F&A 2d do 7s, 1904 J&D		1.
iro & Vincennes, 1909ifor. Pac.—1st M., 7s, g., '89.J&J	108		Chic. St. L. & N.O.—1st con. 1897,78 2d mort. 6s, 1907J&D	110		Gal. Hous. & H.—1st, 7s, g., 1902. J&J		
d M., 6s, g., end C. Pac., '89.J&J	102	1060	Ten. lien, 7s, 1897		105	Georgia—7s, 1876-96J&J 6s	f	1
do do 3s, 1905.J&J nden & Atl.—1st, 7s, g., '93J&J	65		do 2d mort., 8s		110	Gr.Rap. & Ind.—1st, l.g., g'd, 7s, g. 1st M.,7s, l.g., gold,not guar. A&O	114	1
n.& Bur. Co.—1st M., 6s,'97.F&A		9612	do 2d M.,8s,'90,ctfs.A&O	116	120 120	Ex land grant, 1st 7s, '99	103 92	1:
nada So.—1st M., guar., 1903, J&J rolina Cent.—1st, 6s, g., 1920. J&J	96 95		Chic.St. P. Min. & Om. — Con. 6s, 1930	9812	$981_{2}$	2d, incomes, 1911	25 1011 <sub>2</sub>	
awissa—1st M., 7s, 1882F&A low mort., 7s, 1900F&A	120		Ch.St.P.& Minn. 1st,6s,1918M&N Land grant, inc., 6s, 1898M&N	10334		Hannibal & Nap —1st, 7s, '88.M&N		1 -
lar F. & Min.—1st, 7s, 1907. J&J	11841	113 <sup>1</sup> 2	St. Paul&S.City, 1st 6s.1919.A&O	109	110	Han. & St. Jo.—Conv. 8s, 1885. M&S Con. 6s, 1911		110
st mort., 78, 1916	120	12012	Chic. & Tomah.—Scrip, 1905 Cin. Ham. & Dayt 2d, 7s, '85 J&J	1111	113	Kans. C. & Cam., 1st, 10s, '92. J&J Housatonic—1st M., 7s, 1885. F&A	121	1:
	100	100	Consol. mort., 7s, 1905A&O	117	121 106	Houst. E. & W. Tex.—1st, 7s, 1898. Houst. & Tex. C.—1st., 7s, guar'91		11
tch'n Col. & P. 1sts, 6s, 1905 Q tch.Jew'l Co.& W.1sts, 6s, 1905 Q		100 100	Cin. H. & L., 1st M., 7s, 1903.J&J	t		West. Div., 1st, 7s, g., 1891J&J Waco & N. W., 1st, 7s, g., 1903.J&J	107	10
nt. of Ga.—1st. cons., 7s, '93.J&J facon & Aug., 2d. end., 7s, '79.J&J			Cin. I. St. L. & Chic.—Con. 6s, 1920 Cin.& Indiana, 1st M.,7s, 92.J&D	108	112	Cons. mort., 8s, 1912A&O		12
nt. Iowa—New 1st., 7s, '99.J&J nc. bonds, "debt certs.", 7s, A&O	115	115½		104	103 113	Waco & N., 8s, 1915		i
ntral of N. J.—1st M.,78,'90.F&A	11838	و 118				Income & indem. 7s, '87M&N Hunt. & Br. Top—1st, 7s, '90A&O		1::
onsol.M.,7s,1899, assented.Q-J	1124	116	Cin. Rich. & Chic.—1st. 7s, '95. J&J	112	115	1st M., 7s, sep., g., 1889 2d mort., 7s, g., 1895F&A		12
Adjustment bonds, 1903	101	1034	Cin. Rich. & F. W.—1st, 7s, gJ&D Cin. Sand'ky & Cl.—6s, 1900. F&A	101	10112	Cons 3d M. 7s, 1895 A&O	1110	1
Am. Dock & Imp. Co., 7s,'86 J&J do assented			7s, 1887 extended	102	103 105	Ill. Ceut.—1st M.Chic. & Spr. '98J&J Sterling, S. F., 5s. g., 1903 A&O	1103	10
do 5s, 1921J&J Leh.& Wilkesb.Coal,inc.,'88.M&N	87	100 <sup>1</sup> 2	Cin.&Sp.—7s, C.C.C.& I., 1901.A&O 7s, guar., L.S.& M.S., 1901A&O		110	sterling, gen. M.,6s, g., 1895. A&O) do 5s. 1905 J&D	105	i
Congol 7s cold 1900.888'd.Q-MI	107	107 4	Clev. Col. C. & I.—1st, 7s, '99. M&N	124	125	Il. Grand Tr.—1st M., 8s. '90.A&O Ind. Bl. & W.—1st, pf., 7s, 1900J&J	1164	A
- L OLIA 4-L M N- 4000 MAN	1 1 7 40	TUD B	Onzor mor 6, 12, 1214		119	1st, 3s, 4s, 5s & 6s, 1909 A&O		1
nt. Ohio—1st M., 6s, 1890M&S nt. Pacific—1st, 6s, g., '95-98.J&J tate Aid, 7s, g., 1884J&J	11342	• B	Bellef. & Ind. M., 7s, 1899J&J Clev.&M. Val.—1st, 7s. g., '93. F&A		112	2d M., 3s, 4s, 5s, & 6s, 1909. A&O	79	18

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

-	Diwnoin Bound		1	ons See Notes at Head of F		1	1	Dia	
•	RAILROAD BONDS.	Bid.		RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Asl
1	r'polis D.& Sp'd—1st,7s,1906 A&O Trust Company certificates		70	Michigan Contral—(Continued)— Joliet & N.Ind.,1st,7s (guar.M.C.)			Ohio Cent.—1st, mort., 6s, 1920, J&J Incomes, 1920	95 43	97 <b>4</b> 9
	2d mort., income, 1906J&J d'polis & St. L.—1st,7s, 1919. Var.	65 105	70 110	Midland of N. J.—1st mort	$\begin{array}{c} 92 \\ 13 \end{array}$	93	1st Ter'l Trust, 6s, 1920J&J	, ,	97
	2d mort., 7s, 1900	60	70	Income, "A."do "B."	8	11	Mineral Div., inc. 7s, 1921 Ohio&Miss.—Cons. S. F. 7s, '98. J&J	120	
	d'apolis& Vin.—1st, 7s, 1908. F&A   2d mort 6s, g., guar., 1900. M&N	112		Mil.L.S.& W.—1st M.,6s,1921.M&N 1st, incomes	•••••	102 70	Cons. mort., 7s, '98J&J 2d mort., 7s, 1911A&O		11
	t. & Gt.North.—1st,6s,1919.M&N		107	Mil. & No.—1st. 4-5-6s. 1910. J&D		100.	1st mort., Springf. Div., 1905 M&N		119
	Coup. 6s, 1909		100	Minneapolis & Duluth.—1st 7s Minn. & St. L.—1st M., 1927J&D	$\begin{array}{c} 102 \\ 120 \end{array}$	106	Oh o Southern—1st 6s, 1921J&D 2d income, 6s, 1921	92 435 <sub>8</sub>	9:
	2d assented income, 6s, 1909		100	1st M., Iowa City& W., 1909.J&D	10912		Onio & W.Va1st.s.f., 78, 1910M&N	1111	11
	nia & Lansing—1st 8s, '89 J&J wa City& West.—1st,7s,1909M&S	113	115	1st mort., C. R. I. F. & N., 1920 Miss.& Tenn.—1st M., 8s, series "A"	$\begin{array}{c} 105 \\ 120 \end{array}$		Old Colony—6s, 1897 F&A 6s, 1895J&D	†116 †1154	11
	Falls & Sioux C.—1st, 7s,'99A&O	1118	119	8s. series "B"J&J	1106		7s, 1895	12612	12
	haca & Athens.—1st m., 7s.g.J&J Merson—Hawl'y Br. 7s, '87J&J	106	90	Mo.K. & T.—Cons. ass., 1904-6.F&A Consolidated 6s, 1920J&D	10578 8234	834	Oreg. & Cal.—1st 6s, 1921J&J Osw.&Rome—1st M., 7s, 1915.M&N	109	
	1st mort., 7s, 1889J&J		115	1st. 6s. g., 1899. (U. P. S. Br.)J&J			Panama—Sterl'g M., 78, g. '97.A&O	1121	12
	off. Mad.& Ind.—1st, 7s,1906.A&O 2d mort., 7s, 1910J&J		118 116	2d mort., income, 1911A&O Boonev'e B'ge,7s,guar,1906.M&N	70		Sinking fund sub., 6s, 1910.M&N Subsidy bonds, Eng. issue, 6s	:111	11
	inction RR. (Phil.)—1st,6s,'82 J&J			Han. & C. Mo., 1st 7s, g., '90.M&N		107	Paris & Danville—1st M., 7s. 1903.		
	2d mort., 6s, 1900A&O C.Ft.Scott& G.—1st,7s,1908 J&D	111	11112	do 2d, 1892 M&N Mo.Pac.—1st mort.,6s,gld,'88, F&A	108		Paris & Dec't'r—1stM.,7s,g.,'92.J&J Pekin Lin. & Dec.—1st,7s,1900 F&A	‡15	5
	ansas C. Lawr. & So. 1st, 5s. 1909!	$103^{1}_{2}$	104	Consol. 6s, 1920 M&N	102	10312	PennaGen. M., 6s, cp., 1910 Q-J	:123	12
	C.St.Jos.& C.B.—M.7s,1907J&J ansas & Nebraska—1st mort	84	86	2d mort., 7s, 1891J&J Car. B., 1st mort., 6s, g. '93A&O		114	Gen'l mort., 6s, reg., 1910. A&O Cons. mort., 6s, reg., 1905. Q—M	±120	$\frac{12}{12}$
	2d mort	22 100	28	3d mortgage, 7s. 1906M&N		111	do 6s, coup., 1905J&D	116	
	entucky Central—6s. 1911J&J ookuk& Des M.—1st.5s, guar.A&O		10612	Income, 7s, 1892 M&8 Mob. & Ala. Gr. Tr.—1st, 7s, g'ld, '95	30	40	Penn. Co., 6s, reg., 1907Q.—J do 1st M., 4 <sup>1</sup> 2s, 1921.J&J		10
	Erie & West.—1st, 6s,1919.F&A		10712	Mobile & O.—1st pref. debentures	94	96	do 1st mort., 412s, reg		1
	Income, 7s, 1899	51 <sup>1</sup> 2 90	57 <sup>1</sup> 2	2d pref. debentures		69 <sup>1</sup> s	Penn.&N.Y.—1st.7s,'96&1906.J&D Peoria Dec.& Ev.—1st,6s,1920,J&J		
	do income, 1920	49		4th pref. debentures		61	Incomes, 1920		7
	Laf. Bl.& Mun.,1st, 6s,1919. M&N do income, 7s, 1899.		103 75	New mortgage, 6s, 1927 Morg'n's La.&Tex.,1st,6s,1920J&J	108	111	Evansville Div.,1st 6s,1920.M&S do income, 1920	100	8
	ake Shore & Mich. So.—			Morris & Essex-1st, 7s, 1914 M&N	134	138	Peoria Pekin & J.—1st. 7s. '94. J&J		
	M. So.& N.I., S.F.,1st, 7s,'85.M&N Cleve. & Tol., 1st M., 7s, '85J&J	$107^{1}4$ $105$	$\frac{107^{1}2}{108}$	2d mort, 7s, 1891F&A Bonds, 7s, 1900J&J		118	Perkiomen—1st M., 6s, 1887A&O Petersburg1st M., 8s, '79-'98.J&J	109	
	do 2d M., 7s, 1886.A&O	108	110	General mort., 7s, 1901A&O	$122\frac{1}{4}$	123	2d mort., 8s, 1902J&J	130	
•	Cl. P. & Ash., new 7s, 1892A&O Buff.& E., new bds, M.,7s,'98.A&O	$\begin{array}{c} 108 \\ 122 \\ 122 \end{array}$		Consol. mort., 7s, 1915J&D Nashua & Low.—6s, g., 1893.F&A	12308	124 114	Phila. & Erie—2d M., 7s, 1888. J&J Gen. M., guar., 6s, g., 1920. J&J	t120	11 12
•	Buff. & State L., 7s, 1882J&J			5s. 1900	106	108	Gen. M., guar., 6s, g., 1920. J&J Sunbury&Erie, 1st M.,7s.'97.A&O	65	
	Det. Mon. & Tol., 1st, 7s, 1906 Jamest. & Frankl1st, 7s, '97.J&J			Nashv.Ch.& St.L.—1st, 7s,1913 J&J 2d mort., 6s, 1901J&J	119	117	Phila. & Reading—1st, 6s, '80J&J 2d mort., 7s, 1893A&O	65	12
	do 2d M.,78,'94.J&D			1st, Tenn. & Pac., 6s, 1917J&J			Debenture, 1893J&J		
•	Kalamazoo Al.& Gr.R.,1st,8s.J&J Kal.& Schoolcraft, 1st, 8s,'87.J&J			1st, McM. M. W.&A.,6s,1917.J&J Nashv.& Decat'r.—1st,7s,1900.J&J	t		Gold mort., 68, 1911J&D		
	Kal. & Wh. Pigeon, 1st, 7s, '90 J&J Dividend bonds, 7s, 1899 A&O	112	114	Natchez Jack. & Col.—1st, 7s, 1910	†	$100_{2}$	Improvement mort., 6s, 1897		1
	L.S.& M. S., cons., cp., 1st, 7s. J&J	126	126	Nevada Cen.—1st 6s, 1904A&O Newark & N. Y.—1st, 7s, 1887.J&J	107	103	Gen'l mort., 6s, G. C., 1908. J&J New convertible, 7s, 1893. J&J	x70	
	do cons., reg., 1st, 7s, 1900.Q—J do cons., cp., 2d, 7s, 1903J&D	$\begin{array}{c} 126 \\ 125 \end{array}$		New'kS'set&S.—1st, 7s, g.,'89.M&N	10812	114	G. s. f., \$&£,6s,g.,1908, x cps.J&J	‡100	10
	do cons., reg., 2d, 7s, 1903. J&D	123	12412	Newburg D. & Conn.—Income N'burgh&N.Y.—1st M. 7s,1888.J&J	100	110	Scrip for 6 deferred 42 coupons Coal & I., guar. M., 7s, '92 M&S	‡95	10
	awrence—1st mort., 7s,1895.F&A ehigh & Lack.—1st M.,7s, '97.F&A	•••••		N. J. Southern—1st M., new 6s. J&J		10034	Income mort., cons. 7s, '96, J&D	95	13.3
	enigh Val.—1st.6s.coup., '98.J&D	120		N. O. Mob. & Tex.—Deb.scrip.1930 N. O. Pac.—1st, 6s, gold, 1920.J&J	91	913	Phila.Wil.&Balt.—6s,'92-1900A&O	106	11
	1st mort., 6s, reg., 1898J&D 2d mort., 7s, 1910M&S	121		N.Y. & Can.—£ M., 68, g., 1904.M&N N.Y.C.& Hud.—M.,78, cp.1903.J&J	‡106 133	108	Pitts. Brad. & Buff.—1st, 6s, 1911	$\begin{array}{c} 97 \\ 121 \end{array}$	
	Gen. M., s. f., 6s, g., 1923J&D	11712	118	Mort., 7s, reg., 1903J&J		135	Pittsb.C.& St.L.—1st, 7s, 1900.F&A 2d mort., 7s, 1913A&O	1	
	Delano Ld Co. bds, end.,7s,'92J&J lttle Miami—1st M., 6s,1883.M&N	1104	118 105	Subscription, 6s, 1883 M&N Sterling mort., 6s, g., 1903 J&J	102	125	Steubenv.& Ind., 1st., 6s, '84. Var. Pittsb.&Con'llsv.—1stM.7s, '98.J&J	102	12
	.Rock& Ft.S.—1st,l.gr.,7s'95.J&J	11112	11219	N. Y. C., premium, 6s, 1883. M&N	1024		Sterling cons. M., 6s, g., guar. J&J	1122	112
	lttle Schuylkill—1st, 7s, '82.A&O ong Island—1st M., 7s, 1898.M&N	112	116	do 6s, 1887J&D do real est., 6s, 1883M&N	109 102		Pittsb.Ft.W.& C.—1st, 7s, 1912.J&J		13
	2d mort., 7s, 1918	110	113	Hud. R., 2d M., 7s., 1885J&D	102		2d mort., 7s, 1912J&J 3d mort., 7s, 1912A&O		13
1	Newtown & Fl., 1st, 7s, 1891 N. Y. & Rockaway, 7s, 1901.A&O	89	101 95	N.Y.City& No.—Gen'l,6s,1910M&N N. Y. Elevated.—1st M., 1906.J&J	11512	85	Equipment, 8s, 1884	105	10
	Smitht'n & Pt. Jeff., 7s, 1901.M&S	90	95	N. Y. & Greenw'd Lake.—1st M., 6s	50	55	Buff.Ch.L.&Pitt.1st,7s,1909 M&N		
	ou'v.C.& Lex.—1st,7s,'97 J&J(ex) 2d mort., 7s, 1907A&O		116 116	2d mortgage N.Y.&Harlem—7s,coup.,1900.M&N	13 135	15	Oil Creek, 1st M., 7s, 1882 A&C Union & Titusv., 1st, 7s, 1890.J&J	10012	3
•	ouisv.& N.—Con.1st7s,1898.A&O	121		7s, reg., 1900	133		Warren & Fr'kln, 1st, 7s,'96.F&A		1
	2d mort., 7s, g., 1883 M&N Cecilian Br., 7s, 1907 M&S	100 108		N.Y.L.E.&W.—1st,7s,'97,ext.M&N 2d mort. exten., 5s, 1919M&S		107	Portl'nd&Ogb'g—1st6s,g.,1900J&J Vt. div., 1st M., 6s,g.,1891. M&N	107	10
	Louisville loan, 6s, '86-'87A&O			3d mort., 7s, 1883	106	10612	Port Royal & Aug 1st, 6s, '99. J&J	104	10
	LebKnoxv. 6s, 1931M&S Mem.& O.,stl., M.,7s, g.,1902J&D	$101 \\ 122$	124	4th mort., ext., 7s, 1920A&O 5th mort, 7s, 1888J&D	110	112	Income mort., 6s, 1899J&J Quincy Mo.& P.—1st,6s, guar.,1909		10
	M.&Clarksvst'g,6s,g.,1901 F&A	‡113	115	1st cons. M., 7s, g.,1920M&S	‡		Ren.&S'toga-1st 7s,1921 cou.M&N	130	13
	N. O. & Mobile. 1st 6s, 1930 J&J Pensacola Div.,1st,6s,1920. M&S	96	100 104	New 2d cons. 6s, 1969J&D 1st cons. fund coup.,7s,1920 M&S		$129_{2}$	1st, 7s, 1921, reg	1001	iic
	St. Louis Div 1st, 6s, 1921 M&S	103		2d cons. f'd cp., 5s, 1969 J&D		99	Rich'd&Dan.—Con.,6s,'78-90.M&N	102	10
	do 2d., 3s, 1980.M&S Nash. & Dec., 1st 7s, 1900J&J		55	Goldi acome bonds, 6s, 1977 Long Dock mort., 7s, 1893J&D		9012	Consol. mort., 6s, 1915 J&J Piedmont Br., 8s, 1888 A&C	101	10
	E. H. & N., 1st 6s, 1919J&D	94	10018	N.Y.& N.Eng.—1st M., 7s, 1905J&J		$121_{2}$	Rich. Fred. & Potomac—6s, ext. J&J	110	
	Gen'l mort., 6s. 1930J&J So. & No. Ala., S. F., 6s, 1910 A&O	100		1st 10ort., 6s, 1905	10912	111	Mort, 7s, 1881-90J&J Rich. & Petersb., 8s, '80-'86A&C	115	1::
	'sv.N.A.& Chic.—1st,6s,1910. J&J	101	10=	N.Y.Pa. & O.—1st inc.ac.,5-7s,1905			New mort., 7s, 1915	1112	1
	aine Cent.—Mort. 7s, 1898J&J Exten. bonds, 6s, g., 1900A&O	†111	$\frac{125}{112}$	do prior lien,inc.ac.,5-6s,'95 2d mort	$  \begin{array}{c} 100 \\ 16^{1} \end{array}  $	1712	Richmond York Riv. & Ches., 8s Roch. & Pitts., 1st, 6s, 1921F&A	$\begin{vmatrix} 113 \\ 1001 \end{vmatrix}$	2 11
	Cons. 7s, 1912A&O Androscog. & Ken., 6s, 1891.F&A	†120	$\frac{122}{112}$	3d mort	† ±9	912	do income. 1921	.) 30	4
	Leeds & Farm'gt'n, 6s, 1901.J&J	†111	112	L'sed L.rental tr'st'73, Trus.cer.7s West. ext. certifs, 8s, 1876J&J	1100	34 105	RomeWat'n&O.—S.F.,7s,1891.J&L 2d mort., 7s, 1892J&J	108	11
	Portl'd & Ken., 1st, 6s, '83A&O do Cons. M., 6s, '95.A&O	111	102 113	do do 7s. guar. Erie	195	100	Consol. mort., 78, 1904A&C	Н	. 9
	$[an.Beach\ Imp.,lim.,7s,1909,M\&S]$	111	92	N.Y.Prov.&B'n—Gen.7s,1899.J&J Norf'k &W.—Gen'l M.,6s,1931 M&N	1027	103	Rutland—1st M., 6s, 1902M&N Equipment, 2d mort., 5sF&A	791 <sub>9</sub>	1(
	N.Y.& Man. Beach, 1st 7s,'97,J&J larietta & Cin —1st M7s. '91F&A	103 125	12512	Norf'k & Petersb., 2d, 8s, '93. J&J	110	115	St. Joseph & Pacif.—1st mort	88 25	1 8
	Starling, 1st M., 7s, g., 1891.F&A	121	125	South Side, Va., 1st, 8s, '84-'90.J&J do 2d M., 6s, '84-'90.J&J	110	112	2d mort. st. L. Alt.&T.H.—1st M., 7s, '94.J&J		3
	2d mort., 7s, 1896	105 5878	106	do 3d M., 6s, '86-'90.J&J	100		2d mort., pref., 7s, 1894 F&A	108	
	Scioto & Hock. Val., 1st, 7s., M&N	106		do 4th M., 8s, 1900. J&J	115		2d income, 7s, 1894M&N Div. bonds, 1894	50	1.6
	Balt. Short L., 1st, 7s, 1900J&J larq'tte Ho.& O.—Mar.& O.,8s, '92	118	122	North Carolina—M., 6s. North Penn.—1st M., 6s, 1885. J&J			Bellev. & S. Ill., 1st, S. F. 8s, '96. A&C	118	1
	6s, 1908M&S			2d mort., 7s, 1896			St. Louis & I. Mt.—1st, 7s, '92, F&A 2d mort., 7s, g., 1897M&N	1084	iic
	lass. Central—1st, 6s, 1893 lemphis & Charleston—1st consol.	110	114	Gen. mort., 7s, 1903J&J New loan, 6s, reg., 1905M&S			1st 7s, inc., pf. int. accumulative.	90	3
	1st, cons Tenn. lien, 7s, 1915 J&J	113	114	North Wisc.—1st, 6s, 1930J&J		1	2d 6s, inc., int. accumulative	109	ii
	lem.&L.R'ck · 1st,4s (8s after '82) letrop'n Elev.—1st, 6s, 1908. J&J	100	101	Northeast., S.C.—1st M., 8s, '99, M&S	120		Cairo Ark. & T.,1st,7s,g.,'97.J&D	108	11
	2d 6s, 1899M&N	9012		2d mort., 8s, 1899M&S North'n Cent.—2d mort.,6s,'85.J&J	104	106	Cairo & Ful., 1st,l.g., 7s,£','91.J&J Gen. con. r'y & l. g., 5s,1931A&O	84	1.8
	lexican National lich. Cen.—1st M., 8s, 1882.:A&O	50		3d mort., 6s, 1900	116	120	St.L.&SanF.—2d M., class A,'06M&N	1 102	10
	Consol., 7s, 1902	12358	12334	Con. mort., 6s, g., coup., 1900.J&J 6s, g., reg., 1900A&O	113	$ 1131_{2}$ $ 120$	2d M., class B, 1906		2
	1st M. on Air Line, 8s, 1890.J&J Air Line, 1st M., 8s, guarM&N	†115½	116	Mort. bonds., 5s, 1926J&J	97	9712	South Pacific.—1st M, 1888 .J&J	101	
	Equipment bonds, 8s, '83A&O			Con. mort, stg. 6s, g., 1904J&J Northern, N.J.—1st M., 6s, '88.J&J	†100	103	P. C. & O. 1st, 6s,		1 3
	Gd. Riv. V., 1st 8s, guar., 86.J&J 6s, 1909	110812	109	North. Pac., P. D'O Div.—6s, M&S.	‡105	107	St. L. Vand. &T.H1stM.,78,'97.J&		
	5s, coup., 1931M&S	97	98	Bond certificates, 6s, 1921	9914	9938	2d mort., 7s, 1898	110	ii
	5s, reg., 1931	96		Gen'l l. g., 1st, 6s, regJ&J			St. P. & Duluth-1st, 5s, 1931.F&A	101	
	J.L.& Sag.1st,8s'85,"wh.bds"J&J	1107	113 109	Norw'h&Wore'r—1st M., 6s.'97.J&J Ogd'nsb'g&L.Ch.—1st M.6s,'98,J&J	105	117	St. P. Minn. & Man.—1st 7s, 1909 J&J   2d 6s, 1909		10
	do North Ext., 8s. '90.M&N	108	103	8. F., 8s, 1890M&S	1103	103	Dak. Ext., 6s, 1910 M&N	105	10
	do Cons. M.,8s,'91M&S	115	11512	Consol. ,6s, 1920	98	99	St. P. & S. City-1st, 6s, 1919.A&C	)[	.   :

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

For	Exp	lanat	ions See Notes at Head of E	irst E	age (	of Quotations.		_
RAILROAD BONDS.	Bid.	Ask.	RAILROAD STOCKS.		Ask.		Bid.	A
ndusky M.&N.—1st, 7s,1902.J&J vannah Florida & West.—	1114		Winona&St.Pet.—1stM.,7s,'87.J&J 2d mort., 7s, 1907	108		East Pennsylvania, leased50 East Tennessee Virginia & Ga.100	50 1338	i
At. & Gulf, cons. 7s, 1897J&J 1st mortgage, 7sJ&J	†108 103	110	Wis. Cent.—1st, 7s, coups. unfund.	78		do do Pref. Eastern (Mass.)100	2318	3
8.Ga.& Fla., 1st M. 7s, 1899, M&N	110	110	2d series, new	4912	50	Eastern in N. H	95	9
doto Val.—1st M., 7s, sink'g fund 2d mort	90	110	Woro'r & Nashua-5s, '93-'95 Var.	101	10119	Elmira & Williamsport, 550	40	
Consol. 7s, 1910J&J lma Rome & Dalton—1st mort	4	100 5 <sup>1</sup> 4	Nash. & Rooh., guar., 5s, '94.A&O	101	10112	de Pref., 750 Erie & Pittsburg, guar., 750	110	
2d mort., stamped2d mort., clean	41 <sub>2</sub> 21 <sub>2</sub>	3	RAILROAD STOCKS. Par. Alabama Central	20	30	Evansville & Terre Haute 50 Fitchburg	X133	13
Incomes eboyg'n&F-du-L1st,7s,'84J&I)	1	112	Ala. Gt. South.—Lim., A., 6s,pref Lim., B, com	11034 154	1114 584	Flint & Pere Marquette do do Pref	201 <sub>2</sub> x92	9
oux C. & Pac., 1st M., 6s, '98.J&J			Albany & Susqueh., Guar., 7100 Allegheny Valley50	130	135	Georgia Railroad & Bank'g Co.100 Grand Rapids & Indiana	155	116
. & No. Ala.—Sink. fd., 6s, 1910. Carolina—1st M.,6s,1920A&O		114 1004	Atchison Topeka & Santa Fe 100	9338	933	Grand River Valley, guar., 5 100		
2d mort., 6s, 1921J&J Bds.7s,'02,2d M.,unenjoinedA&O	123	87 130	Atlanta & Charlotte Air Line Atchison & Great Western			Green Bay Winona & St. Paul. 100 do Pref100		1
Bonds. 7s, non-mortA&O ncome 7s, 1931]	1004		Atl. & St. Law., leased, 6, £100 Augusta & Savannah, leased109			do Pref., 7100	108	10
uth Side, L.I.—1st,7,1887M&S			Baltimore & Ohio	200	210 125	Harrisburg P. Mt. J.& L., guar., 7.50 Highland (street), Boston100	4	13
. Con. (N.Y.)—1st7s, 1899 F&A .Pac.,Cal.—1st.,6s,g.,1905-6.J&J	10358	104	Balt. & Ohio. 2d. pref	121	125	Houston & Texas Central100 Huntingdon & Broad Top50	85	1 8
uthwestern(Ga.)—Conv.,7s,1886 mmit Br.—1st, 7s, 1903J&J	• • • • • • • • • • • • • • • • • • • •		Parkersburg Branch100	8	13	do do Pref50	26	13
nb.Haz.&W-B.—1st,5s,1928M&N	†102		Boston & Albany	45	165 47	Illinois Central	46	12
r.Bing.&N.Y.—consol.7s.'06A&O x. Cent.—1st,sk.fd.,7s,1909M&N	121		do do Pref 100 Bost. Con. & Montreal100	129 10	130 101 <sub>2</sub>	do do Pref100	20	2
xas & Pac.—1st. 6s. g.1905 M&S	103		do Pref., 6100	106	108	Iowa Falls & Sioux City100	8212	8
Consol. mort., 6s, gold, 1905. J&D no. and land gr., reg., 1915. July	7212	7278	Boston Hartford & Erie newdo do old	118	14	Jeff'v. Mad. & Ind'p's, l'sed. 7100 Joliet & Chicago, guar., 7100	138	14
lst (Rio Gr. Div.), 6s, 1930F&A xas & St. Louis—1st,6s,1910 J&D	8812	88 <sup>7</sup> 8	Boston & Lowell	105 141 <sup>1</sup> 2	106 145	Kansas City Ft. Scott & Gulf100 do do pref100	124	12
Land grant, incomes, 1920	86		Boston & New York Air Ldo do pref	62	62	Kentucky Central 100 Keokuk & Des Moines 100		1
do 1st Dayton div.,6s, 1910			Boston & Providence100	1614	162	do Pref100 Lake Erie & Western100		1.3
do 1st Ter'l trust, 6s. 1910 ncome, 6s, 1910		1	Buston Revere Beach & Lynn100 Brooklyn Elevated	20	30	Lake Shore & Mich. So100	11134	11
Dayton Div. inc., 6s, 1910			Brooklyn & Montauk100 do Pref100	60		Lehigh & Wilkesbarre	30	1
terling mort., 6s, 1894M&S do 6s, 1901M&S	<b>‡112</b>	114	Buff. N. Y. & Erie, leased100 Buffalo Pittsburg & Western50	20	204	Little Rock & Fort Smith100 Little Miami, leased, 8 guar50	i	1.6
am & Amh mort 69 '89 M&N	1134	1 1	do Pref			Little Schuvlkill, leased, 750		1 3
and Grant, 78, 1887-9A&O	1124	114-2	Buffalo & Southwest100 do Pref100	61		Long Island		
om. Bridge, sterl. 8s, g., '96.A&O	12212	$\begin{array}{c} 123 \\ 124 \end{array}$	Burlington C. Rapids & North 100 Cairo & St. Louis	91		Louisville & Nashville100	9712	. 5
30g. 88. 1893 M &S		112	do Pref. 5 p. c.	+24	45 93	Louisville New Albany & Chic. 100	7412	
ollateral trust, 6s, 1908J&J bolorado Cent.,1st,8s,g.,'90.J&D Danver Pac.,1st M.,7s,g.,'99.M&N			California Pacific	10	13	Lynn & Boston (street)100 Macon & Augusta	138	14
kans. Pac., 1st, 6s, g., cp. ctfs. F&A	11112	1	Camden & Atlantic501	28-2		Maine Central 100 Manchester & Lawrence 100	40	16
do 1st M., 6s, g., ep.etfs. J&D do 1st.R.&L.G.D'd, '99.M&N	109		do Pref50 Canada Southern100	5234	52%	Manhattan Beach Co100	26	1.2
do L'd 1st M,7s,g.,'80.J&J do Land 2d M7s, g., 1836			Catawissa	52	52-2	Manhattan Railway	15	
do Leav. Br., 7s, '96M&N do Inc., No.11, 7s, 1916.M&S		1		5149	19	do 2d pref. 50 Memphis & Charleston25	9	7
do Inc., No. 16, 78, 1916. M&S		100	Cedar Rapids & Mo. and Ia. Ld.100	142	143	Metropolitan (street), Boston50 Metropolitan Elevated100	x76	1 7
do Denv.Div., 6s ass.ep.cert. do 1st cons. M, 6s, 1919 M&N	10258	$108\frac{1}{2}$ $102\frac{3}{4}$	do Pref., 7100 Central of Georgia100	135	140	Mexican National		
ah Cen.—1st M., 6s, g.,1890.J&J ah So.—Gen. M. 7s, 1993J&J	104	107	Central Iowa 100 do 1st pref 100	50	65	do Subscript'ns, Ex.	8412	
Extension, 1st, 7s, 1809 J&J ica & Bl'k R.—Mort., 7s, '91. J&J	100	••••	do 2d pref100 Central of New Jersey100	$\frac{40}{903}$ 8	50 9058	Middlesex (street), Boston100 Midland of New Jersey100	25	12
rm't & Cau.—M., 8s	51	52	Central Ohio	45 50	47 55	do Class A do Class B		1 1
Mississquoi, 7s, 1891J&J rmont Cen.—1st M., 7s, '86.M&N	1112		Central Pacific100	9158	9134	Mil. Lake Shore & West., pref 100	514	5
d mort., 7s, 1891	51	52	Charlotte Col. & Aug100 Chesapeake & Ohio, common100	$\begin{array}{c} 67^{1_{2}} \\ 25 \end{array}$		Mine Hill & S. Haven, leased50 Minneapolis & St. Louis100		1 3
tanstead S. & C., 7s, 1887J&J rm't& Mass.—1st M., 6s, '83.J&J	3412	35 103	do 1st pref100 do 2d pref100	31 25	36 30	do do Pref100 Missouri Kansas & Texas100	3578	3
ony. 7s, 1885J&J ck.&Mer.—1stM.,end.,7s,'90.J&J	130	135	do 2d pref100   Cheshire, pref100   Chicago & Alton100	60	1304	do do Scrip Missouri Pacific100		ic
d mort, end., 7s, 1890J&J	80		do Pref., 7100	140		do rights	3312	
rginia Midland—1st mort., 6s			Chicago Burlington & Quincy100 Chicago & Canada Southern	6	10	Morris & Essex, guar., 750	122	12
d mort., 5-6sth mort., 3-4-5s	54	56	Chicago & East Illinois	x150	151	Nashville. Chat. & St. Louis25 Nashua & Lowell100	1515	
th mort., 5sbash—1st M.,ext.,7s,'90,ex.F&A	98	$\begin{array}{c} 99 \\ 111^{1}2 \end{array}$	Chicago Milwaukee & St. Paul. 100	10612	$1067_{8}$ $121$	Nashua & Rochester, guar., 3100 Newburg Dutchess & Conn., pref	52	1.
fort 7s. 1879-1909		105	do rights			New Jersey & New York New Jersey Southern	6 112	
auipment, 7s, 1883		)	Chicago & North Western100 do Pref., 7.100	139	140	N. London Northern, leased, 8 100		
leneral mort., 6s, 1920J&D hio. Div., 5s, 1910		8631	Chicago Rock Island & Pac100 Chic. St. L. & N. O100	80	8212	N. Orleans Mobile & Texas100 New Orleans Pacific subscrip. ex. N. Y. Central & Hudson Riv100		
lavana Div., 6s, 1910J&J		1134	Chic. St. P. Minn. & Om., com. 100 do Pref.100	$\begin{array}{c} 35 \frac{1}{2} \\ 98 \frac{1}{2} \end{array}$		N. Y. Central & Hudson Riv100 N. Y. Chic. & St. Louis, subscrip.	$1297_8$	3 1
do 1st pref. inc., conv. do 2d pref. inc			Chicago & West Michigan100 Cincinnati & Baltimore	78	80	do Com do Pref	31	
owa Div., 6s, 1921	90		Cincinnati & Georgia subscriptions		34p.	New York Elevated100	106	10
	10112	105	Cin. Hamilton & Dayton100 Cin. Indianap. St. Louis & Chic. 100	,		New York & Harlem		
st, St. L. div., 7s, 1889, ex. F&A tt. West., Ill., 1st. 7s, '88.ex. F&A	10778	112	Cincinnati N. Orleans & Tex. Pac. Cin. Sandusky & Cleveland5	2712	273	N. Y. L. Erie & West	80	1 8
do 2d,7s, '93,ex.M&N Pncy & Tol., 1st, 7s,'90, ex.M&N	102	106	do Pref., 6.50 Clev. Col. Cin. & Indianapolis10	51 813 <sub>4</sub>	51½ 82¾	New York & New England100 N. Y. N. Haven & Hartford100	170	17
II. & S. Ia., 1st. 7s. '82., ex. F&A	10012		Clev. & Mahoning Val., leased56 Clev. & Pittsburgh, guar., 756			N. Y. Ontario & Western100 do Pref	26 <sup>1</sup> 2	
do Om.Div1st7s.1919.A&O		11334	Col. Chic. & Indiana Central10	204	2034	New York Providence & Bos100		
do Clarin. Br., 6s, 1919.F&A do No. Mo., 1st M., 1895.J&J	120	121	Columbus & Xenia, guar., 85( Columbia & Greenville10!			Norfolk & Western, comdo do pref	5718	3
Vab. Fund. 1907—Var. 7sF&A do Various 6sF&A			do Pref104 Concord50	82 99	82 991 <sub>2</sub>	North Pennsylvania		1.
rren (N.J.)-2d M., 7s, 1900	110		Concord & Portsmouth, guar., 7 100 Connecticut & Passumpsic100	95	96	Northern Central 50 Northern New Hampshire 100		10
Jersey—Debent. 6s, 1883M&S st mort., 6s, 1896J&J	115		Connecticut River100		166	Northern Pacific, common 100		3
Jorsey & At. 1st M.,6s1910M&S		112	Danbury & Norwalk		70	do Pref100 Norwich&Worcester,leased,10.100	x151	11
Cornel of March and Land	115	120 120	do Pref., guar., 8.50 Delaware & Bound Brook100			Ogdensburgh & Lake Champ100 Ohio Central100	34 221 <sub>2</sub>	
est'n Ala.—1st M., 8s, '88A&O			Delaware Lack. & Western50	1264		do Subscript'ns, \$600 pd.	\$400	\$
est'n Ala.—1st M., 8s, '88A&O  2d mort., 8s, guar., '90A&O  est. Md.—End., 1st, 6s, 90J&J	115				111111	I ( ) I I I I I I I I I I I I I I I I I		
est'n Ala.—1st M., 8s, '88A&O  2d mort., 8s, guar., '90A&O  est. Md.—End., 1st, 6s, 90J&J  lst mort., 6s, 1890J&J  End., 2d mort., 6s, 1890J&J	108 115		Denver & New Orleans	65 <sup>1</sup> 2	$\begin{array}{c} 100 \\ 65 \\ 5 \end{array}$	Ohio & Mississippi		
est'n Ala.—1st M., 8s, '88A&O  2d mort., 8s, guar., '90A&O	108 115 103 108		Denver & New Orleans	65 <sup>1</sup> <sub>2</sub>		do Pref100 Ohio Southern100 Old Colony100	21 <sup>1</sup> 2 x1251⁄4	12
est'n Ala.—1st M., 8s, '88 A&O  2d mort., 8s, guar., '90 A&O  sst. Md.—End., 1st, 6s, 90 J&J  lst mort., 6s, 1890 J&J  End., 2d mort., 6s, 1890 J&J  2d mort., pref., 6s, 1895 J&J  2d, end. Wash. Co., 6s, 1890 J&J  3d, end., 6s, 1900 J&J  6st'nPenn.—1st M., 6s, '93 A&O	115 108 115 103 108 123		Denver & New Orleans	72	65 <sup>5</sup> 8	do   Pref	21 <sup>1</sup> 2 x1251/4	12
est'n Ala.—1st M., 8s, '88 A&O 2d mort., 8s, guar., '90 A&O 8st. Md.—End., 1st, 6s, 90 J&J 8st mort., 6s, 1890 J&J End., 2d mort., 6s, 1890 J&J 2d mort., pref., 6s, 1895 J&J 2d, end. Wash. Co., 6s, 1890 J&J	115 108 115 103 108 123		Denver & New Orleans	72	6558	do Pref. 100 Ohio Southern 100 Old Colony 100 Oregon & California 100	21½ x125½	12

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

		For	Explanations See	Notes	at H	eaa of First Page	or Qu	lotati	ons.		<del></del>
RAILROAD STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	Miscellaneous.	Bid.	Ask.
RR. STOCK .	·		CANAL STOCKS. Chesapeake & Del50	*5		Pacific R'way Imp'mnt Texas & Col. Imp		100	COAL & MISCEL. MINING STOCKS.		r
Paris & Decatur	2	6	Del. & Hudson100	107		GAS STOCKS.	38		American Coal25 Barclay Coal		•••••
Pennsylvania RR50 Pennsylvania Co50	6		Del. Div. leased, 850 Lehigh Navigation50	*\43		Balt. Consoi. Gas Boston Gaslight500 East Boston25	785	790	Buck Mount'n Coal.50		212
do Pref50 Peo. Dec.& Evairs.100	354			165		South Boston100	114	115	Caribou Con. Min'g. 10 Cent. Arizona Min. 100	142	158
Phila. & Erie50 Phila. & Reading50	3258	20 323 <sub>4</sub>	Pennsylvania50 Schuylkill Nav50			Brookline, Mass 100 Cambridge, Mass 100	144	107 146	Colorado Coal & I.100 Consol.Coal of Md.100	38	4234
do Pref., 7.50 Phila. & Tren., 10, 100			do do pref.50 Susquehanna50	§13		Chelsea, Mass100 Dorchester, Mass100	91	95 95	Cumberl'd Coal&I.100 Deadwood Mining	434	
Phila. Wilm.& Balt.50 Pitte. Cin. & St. L50		63	MISC'LLANEOUS BONDS.			Jamaica Pl'n, Mass 100 Lawrence, Mass 100	133	135	Excels'r W.&M.Co.100 George's Cr'k C'l (Md.)		1
Pitts. & Con., l'sed.50 do Pref	10	20	Amer'n SS.Co.(Phil.)— 6s, R. C., 1896A&O			Lowell100 Lynn, Mass., G. L100		166 82	Homestake Min'g.100 Lehigh & Wilkes	15	16
Pitts.Ft.W.& C.,guar.7 do Special,7.100		135	Balt. Gas Light 6s Canton (Balt.)—	90	100	Mald. & Melrose100 Newton & Wat'n100	98	100	Little Pittsburg Marip'sa L.&M.Cal100	14	1.58
Pittsburg & Western Port.Saco & Ports,lsd 6	2012	21 <sup>1</sup> <sub>2</sub>	£ 6s, g., 1904J&J Mort. 6s,g.,1904 J&J		1081 <sub>2</sub>	Salem, Mass., 100 Brooklyn, L. I25	100	101	do pref.100 Maryland Coal100		
Port Royal & Augusta Ports. Gt. F. & Con. 10	10	20	Un. RR.,1st, end.,6s. do 2d,end. 6s,g.M&N	117 103		Citizens', Brooklyn.20 Metropolitan, B'klyn.	60 68	6212	Montauk Gas Coal. 100 New Central Coal	18	21
Prov. & Worc'ster.100 Rens. & Saratoga100	<b>x</b> 130	135	Col.C.&Ir.—1st con.,6s Cov. & Cinn. Br., 6s	104	89 105	Nassau, Brooklyn 25 People's, Brooklyn . 10	72	75	N.Y.&Straits.C.&I.100 Ontario Sil. Min'g.100		
Repub. Val., def100 R.&Al., subs., \$1,600pd		105	Gold & Stock Tel Iron Steamboat, 1st	101	93	Williamsb'g, B'klyn 50 Charlest'n, S.C., Gas. 25			Pennsylvania Coal. 50 Pilot Knob I. (St.L) 100	240	
Richmond & Dany.100	180	125	Mariposa Gold L.&M	00,	30	Chicago G.& Coke. 100 Cincinnati G. & Coke.	185	210	Quicksilver Min'g. 100		
do Ter. rights Rich. F. & P., com 100	70	18 80	Cons. M., 78, '86.J&J Oreg.R.& N.1st,68,J&J	106	107	Hartford, Ct., G. L25	x26	28	do pref Robinson Consol. M.50	2	212
do Guar. 7.100 do do 6	110		Pullm'n Palace Car— 3d series, 8s,'87F&A		111	Jersey C.& Holok'n 20 People's, Jersey C	75	80	Spring Mount. Coal.50 Stand'd Cons. G.M.100	1712	$18^{1}_{2}$
Richmond & P'b'g.100 Rich. & West Point	175	180	4th do 8s,'92F&A Deb'nt're,7s,'88A&O		117 106 <sup>1</sup> 4	Louisville G. L. Mobile Gas & Coke. 8			Stormont. 1 BOSTON MINING		
Richmond York R.&C. Rochester & Pitts. 100		2578	Stlg, 7s,g1885 A&O St.Charles Bridge, 6s		100	Central of N. Y50 Harlem, N. Y50	93	65 94	STOCKS.§ Allouez25	$3^{1}_{2}$	
do rights Rome W. & Ogd100		20	St. L. Bridge & Tun— 1st, 7s, g., 1929.A&O	:126	128	Manhattan, N. Y 50 Metropolitan, N.Y.100	155	220 160	Atlantie	35c.	50c.
Rutland	5	5 <sup>1</sup> 8	Spring Valley— W.W.,1sts,1906.M&S			Municipal100 Mutual of N. Y100	193½   86	196 90	Blue Hill (Me.)10 Brunsw'k Antimony.5	94	100
St. Joseph & Western. St.Louis Alt. & T.H.100	812	1112	Sterling Iron & Ry.— Series B., inc., 1894.	50		New York, N.Y100 N. Orleans G. L100	112	114 74	Calumet & Hecia25 Catalpa Silver10		238 60e.
do Pref.100 Bellev.&S.Ill.,pf.100	854	8514	Plain income 6s, '91. Western Union Tel.—			N. Liberties, Phila25 Washington, Phila20	18		Central25 Contentment Silver 25	25	30 50e.
St. Louis & San Fr.100 do Pref100	41	41	78, coup., 1900.M&N		$118\frac{1}{2}$ $120$	Portland, Me., G. L.50 St. Louis G. L50			Copper Falls50 Dana25	4	414 30c.
do 1st pref.100 St. Paul & Duluth.100	1041	10412	Sterl'g 6s, 1900.M&S MISC'LLANEOUS		107	Laclede, St. Louis. 100 Carondelet, st. Louis 50	110	11112	Douglas (Me.)5 Duncan Silver20	- 1	30e.
do Pref.100			STOCKS.	,		San Francisco G. L	68	60	Franklin25 Harshaw Silver20	1442	15
scioto valley	24	28	Amer. Elec. R. & Pow. Aspinwall Land10	8	1 7 1	STOCK S. Am.B.H.S.M.(Pa.)12 <sup>1</sup> 2			Humboldt25	30c.	50c.
Seab'd & Roanoke100 do Guar100	106		Boston Land10 Boston Water Power.	638	642	Am. Linen (Fall Riv.)			Hungarian25 Huron25	358	4 80e.
Selma Rome & Dalton South Boston (str.).50	x71	72	Brookline (Mass.) L'd 5 Canton Co. (Balt.) . 100	412		Amory (N. H.) 100 Amoskeag (N.H.) 1000	2515	$\frac{135}{2525}$	Mesnard25 Minnesota25	112	$2^{1}\!_{2}$
So. & No. Alabama		30	Cin. & Cov. B'dge pref. Edison Electric Light.		800	Androscog'n (Me.).100 Appleton (Mass.).1000	1195	1200	National	$31^{1}_{2}$	
8'west., Ga., g'd, 7.100 8yr. Bing. & N. Y.100			Edison Ore Milling fron Steamboat Co	44	48	Atlantic (Mass.)100 Barnard Mfg. (F. R.)			Pewabic	3	1634 318
Summit Branch, Pa. 50 Terre H. & Ind'nap. 50	12712	12 <sup>1</sup> <sub>2</sub>	Keeley Motor Louisville Bridge			Bates (Me.) 100 Boott Cot. (Mass.) 1000	2150		Pontiac	52	60c. 53
Tex. Cent. & St. Louis Texas & Pacific 100	4718	4718	McKay Sew'g Mach.10 Mayerick Land 10	$\frac{13}{238}$	258	Border City Mfg. (F.R.) Boston Co. (Mass.) 1000	1310	$\frac{145}{1325}$	Ridge25 Silver Islet25	2012	
do Subs Texas & St. Louis, subs	75	81	N.E.Mtg.Secur.(Bost.) N. Hampshire Land 25	$\begin{array}{c} 99 \\ 2^{1} 2 \end{array}$	100	Boston Belting100 Bost. Duck (Mass.)700	$\begin{array}{c} 179 \\ 1025 \end{array}$	1130	Star25 Sullivan(Me.)Silver 10	75c. 23 <u>ւ</u>	90c. 3
Tol. Delph. & Bur.100 U. N.J. RR &C. Co.100	17	17 1851 <sub>2</sub>	N.Y.& Tex.Ld., Lim. 50		48 30	Cambria Iron(Pa.)50 Chicopee (Mass.)100	\$	193	Winthrop25 GOLD&SILVER	40c.	60°c.
Union Pacific 100 do Rights	11512		Oregon Ry.&N.Co.100 Rights	131 143 <sub>4</sub>	131 15 <sup>1</sup> 4	Cocheco (N.H.)500 Collins Co. (Conn.)10	850	$\frac{875}{12^{1}2}$	MINING STOCKS (N. Y. & SAN. FRAN.)	-	
Utah Central100 Vt. & Can., leased 100		15	Pacific Mail SS. Co.100 Pullm'n Palace Car100	3934		Continental (Me.). 100 Cres't Mills (F. R.) 100	8912	90	Alice Alpha Consol G&S.100	2.55	3.00
Vt.& Mass., l'sed, 6.100 Vicksb. & Meridian	133	135	do Rights St. Louis B'dge, 1st pref		104	Davol Mills (F. R.) 100 Dougl's Axe (Mass) 100	103	115 123	Alta Montana100 American Flag10		1.90
Wab. St. L. & Pac. 100 do Pref. 100	3,58	3578	2d pref. certificates. St. Louis Tunnel RR	;144 ;106	46 110	Dwight (Mass.)500 Everett (Mass.)100	x795	800 170	Amie 10 Bassick	.14	17 10
Warr'n(N.J.),1'8'd,7.50 Westch. & Phila.,pf.50			Et. Louis Transfer Co.		70 \$1	Fall Riv. Iron W. 1000	120		Bechtel	.28	
West Jersey50 West Jersey & Atlantic	37	40	Jutro Tunnel10 U. S. Electric Light	135	155	Flint Mills (F. R.) 100 Franklin (Me.)100	x113	115 113	Bodie 100 Bonanza Chief 100	2.70	10
Western Maryland	1512	1612	EXPRESS ST'CKS	146	93	Great Falls (N. H.)100 Hamilton (Mass.) 1000	x1215	1225	Вискеуе 5	.02	.03
Wil. Columbia & Aug Wil. & Weld., lsd., 7.100		105	American100 United States100	92 76	78	Hartf. Carpet (Ct.)100 Hill (Me)100	x104	105	Buldomingo50 Bullion100	14	
Wisconsin Central do Pref.	33	10 40	TELEGRAPH	125	130	Holyoke W.Power. 100 Jackson (N. H.) 1000	1360	1330	Bulwer100 Calaveras1		-08
Worc'ter&Nashua.100 CANAL BONDS.		59	American District. 100	35	35	King Philip (F. R.) 100 Laconia (Me)400	600	13) 610	Caledonia B. H100 California100	.30	
Albermarle & Ches.— 1st, 7s, 1909J&J	-1		American Union100 Atlantic & Pacific25	50	56	Lancaster M.(N.H)400 Lawrence (Mass.)1000	895 1775	900 1800	Cherokee	4.02	4.15
Chesap. & Delaware— 1st mort., 6s, '86 J&J	88	90	Cent. & So. Am. Cable. Franklin100	90 25	100	Lowell (Mass)690 Lowell Bleachery.200	695 280	700 · 285	Chollar 100 Climax 10	·20	1.10
Ches.&O.—6s, '70.QJ Del. Div.—6s, '78.J&J			Gold & Stock25 Internation'l Oc'n. 100	104	85	Lyman M. (Mass.).100	$\begin{array}{c} 1260 \\ 118 \end{array}$	119	Consol. Imperial100 Consol. Pacific100		.12
Del. & H.—78, '91 J&J 1st ext., 1891M&N	$\begin{vmatrix} 1111_2 \\ 112 \end{vmatrix}$		Mexican100 Mutual Union	115 78	125 82	Manchester (N.H.) 100 Mass. Cotton1000	x155 1400	156 1416	Consol. Virginia100 Crown Point100	1.00	1.95 1.95
78, 1884J&J Coup. 78. 1894.A&O	105		do subs Northwestern50	85	86	Mechanics' (F. R.) 100 Merchants' (F. R.) 100	$\begin{array}{c c} 125 \\ 172 \end{array}$	128 175	Dundenberg10 Dunkin	25	.75
Reg. 78, 1894 A&O 1st Pa.D.cp.,78,M&S			Southern & Atlantic 25 Western Union100	78	84	Merrimack(Mass)1000 Mid tlesex (Mass.).100	1845	1850 250	Eureka Consol 100 Father De Smet 100	12	.74
do reg. 7s, M&S James R. & K.—1st, 6s.		$128\frac{1}{2}$	TRUST CO.'S			Nashua (N. H.)500 Naumkeag (Mass.)103	735	750 125	Findley 1 Gold Placer 25		·25
2d mort., 6sM&N Leh.N.—6s, rg.,'84 Q-J	1	·	Brooklyn Trust25 Central100	150		N. E. Glass (Mass.)315 Newmarket	-90	91	Gold Stripe	.16	.18
RR. 6s, reg., '97,Q-F Deb.6s, reg.,'77,J&D	1114		Ecuitable100			Pacific (Mass.)1000	x2000	2050	Gould & Curry S100		
Conv.6s,reg.,'82J&D do 6s,g.,rg.,'94M&S		1112	Farmers' Loan & Tr.25 Mercantile100	145		Pepperell (Me.)500 Rich. Bord'n (F.R.) 100		1260 98	Granville Gold Co 1 Great Eastern 1	·08 2·00	.10
6s,g.,ep.&rg'97J&D Cons.M19117sJ&D			Metropolitan N. Y. Guar. & Ind. 100			Robeson (F. Riv.) 1000 Sagamore (F. Riv.) 100	125		Green Mountain10 Hale & Norcross100	112	$^{11_2}_{26}$
Louisv & P3d,6s,'81		1000	N.Y. Life & Trust. 100 Real Estate Trust. 100			Salmon Falls(N.II.)300 Sandw.Glass(Mass.)80	$49^{1}_{2}$		Hibernia	16 <sup>3</sup> 8	17
4th mort., 6s, 1886	108	1083	Union	200 415		Shove (Fall Riv.). 100 Slade (Fall Riv.) 100	106	140 110	Hortense	•60	:17 :65
Boatl'n,reg.,'85A&O New mort			IMPROVER'T & CONSTR'N COS.			Stafford (Fall Riv.) 100 Stark Mills (N.H.) 1000	1460	145 1470	Independence100 Iron Silver20	2·00	2.10
<b>Pennsylvania— 6s, coup., 1910J&amp;J</b>	97		Am. Cable Construct'n Am. Railway Imp'nnt	27	30 p 145 թ	Tecumseh (F. R.). 100 Thorndike(Mass.) 1000	135	140	Lacrosse10 Leadville Consol10		·28 ·90
<b>Schuy</b> lkill Nav.— <b>1st M.</b> , 6s, 1897.Q-M			Cent. N. J. Land Imp. Continental Construc.	64	68	Tremont&S.(Mass)100 Troy C. & W. (F.R.) 500	175	180	Little Chief 50 Mexican G. & Silv. 100	.82	·83 978
2d M., 6s, 1907 J&J Mort. 6s, cp., '95 J&J	87	89	Cent. R'way Construc. Hudson Riv. Contract	- 20	25 p 103%	Union C.Mt. (F.R.) 100 Union Mfg.(Md.)		230	Moose Silver10		1.00
66, imp.,cp., '80 M&N 66, bt&car, 1913 M&N	60		International Imp. Ex. N. Y. Loan & Imp'mnt	85 80	90 82	Wampanoag(F.R.)100 Washingt'n(Mass.)100		190	Mono	71	62
7s,bt&car,1915M&N 9ucq.—6s,cp.,1918J&J	60		N. Y. & Scranton Cons. North River Construc.		105	Weed Sew. M'e (Ct.)25 Weetamoe (F. R.)100	15	17 103	Plumas 10 Potosi 100	·12 13 <sub>8</sub>	·18 1·40
7s, coup., 1902J&J Union—1st 6s.'83M&N	l		Oregon Improvement. do 1st M. bonds	73		Willim'tic Linen(Ct)25	88	90	Rappahanock1 Red Elephant10	.19	.20
- 200 det Gold (en		,	. 440 Ten pr. mandel	A	00. ]	York Co. (Me.)750	1990	T900,	THE PARTY IN THE P	00	

Price nominal; no late transactions, | Purchaser also pays accrued interest, | In London | \$Quotation per share. | p. Premium.

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

_			For	Explanations See	Notes	at H	ead of First Page	or Q	lotati	OR3.		<del>,</del>
	MINING STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	Insurance Stocks.	Bid.	Asl
GH	LD & SILVER INING STOCKS.		t	Home National100 Merchants' Nat100			Mechanics' & Tr25 Mercantile100	119	101	Aurora25	108	109
	CONTINUED.		-66	Nat. B'k of Illinois. 100 Northwestern Nat. 100	135		Merchants'50	129	130	Citizens'20 Commercial25	125	
Ro	binson Consol 50	2.30 814	2.35	Union National100 Un.Stock Y'ds Nat.100			Metropolitan 100 Nassau 100	165	167	Eagle100 Enterprise20	110	1115
Sil	rra Nevada100 ver Cliff50	2.60		CINCINNATI.		1	New York100	1139		Eureka20 Firemen's20	176	
Bo	ith Hite, new 25 ith Pacific	3.80		Citizens' National Commercial Bank	157		N. Y. Nat. Exch'ge100 New York County 100			Germania20	105	107
Sta	ring Valley1 indard100	x16		First National Fourth National		170	Ninth National100 North America 70	:95		Globe20 Merchants'& Manuf 20		102
Ti <sub>I</sub> Tu	Top100 searora100		15	German National Merchants' National		130	North River50 Oriental25			Miami Valley50 National100	132	100
Un	adillaion Consol100	13		Metropolitan Nat Nat. Laf. & Bk. of Com.	162	130	Pacific50 Park100	160	170	Security20		. 80
	ANK STOCKS.			Second National Third National		230	Peopie's	100	110	Washington 20 Western 25		150
	BALTIMORE. nk of Baltimore 100	135	140	Union Nat	124	127	Republic100 Second National100	140	146	HARTFORD, CONN. Ætna Fire100	x233	235
Ba	nk of Commerce.25 esapeake25	1714	18	HARTFORD. Ætna Nat100		130	Seventh Ward100 Shoe & Leather100			Atlas Insurance100 Connecticut100		25
Cit	izens'10 m. & Farmers'100	16	17	American Nat50 Charter Oak Nat100	x72	75 140	St. Nicholas100 State of N. Y100	‡		Hartford100 National100	x305	308
Fa	rmers' & Merch. 40	31 473 <sub>4</sub>	50	City Nat100 Connecticut River 50	95	100	Tradesmen's40 Union50	Í	102	Orient	x115	118
Fa	rmers'&Planters'25	4012	4112	Far. & Mech. Nat. 100 First Nat 100	x132	135 122	United States Nat	160		Steam Boiler40	75	80
Fr	st Nat. of Balt. 100 anklin	100		Hartford Nat100	170	172 127	B'k of N. America . 100	275		Commercial Union. £5	21 72	25
Ho	ward 1	10	110 10 <sup>1</sup> 2	Mercantile Nat100 National Exchange.50	73	76	City National50			Guardian50 Imperial Fire25	150	155
Me	rine30 chanics'10	11	1134	Phenix Nat100 State100	x108	170	Commercial Nat50 Common wealth Nat 50			Lancashire F. & L. 25 London Ass. Corp. 122	64	66
Na	rchants'100 tional Exch'ge. 100	117	118	LOUISVILLE. Bank of Kentucky100	142	144	Consolidation Nat30 Corn Exchange Nat.50	}	70	Liv. & Lond. & Globe. 2 North'n Fire & Life5	203 <sub>e</sub>	52
Pe	ople's25 cond National100	150	21	Bank of Louisville100 Citizens' National.100	97 122	98 123	Eighth Nat100   First Nat100			North Brit. & Mer. 83 Queen Fire & Life1	67 31 <sub>4</sub>	68
<b>l</b> h	ird National100	108	824	City Nat100	128	130	Farmers'&Mech.N.100 Girard National40	13634	88	Royal Insurance3 NEW ORLEANS.		28
Ve	estern20 BOSTON.	30	32	Farmers' & Droy100	105	106	Kensington Nat50 Manufacturers' Nat.25	73	29	Crescent Mutual Factors' and Traders'.	118 1203 <sub>4</sub>	120
At	lantic	149	150 121	First Nat100 German Ins. Co.'s.100	1 148	150	Mechanics' Nat100	122		Firemen's	7612	121
$\mathbf{B}\mathbf{b}$	las	1124	113	German100	112	113	Merchants' Nat Nat. B'k Commerce. 50			Hibernia	x134	1116
30	te Hill100 ston Nat100	124	125	German National. 100 Kentucky Nat100	1.134	131	Nat.B'k Germant'n 50 Nat.B'k N. Liberties 50	140		Home	87	9
Br	ylston	110	125	Louisv. Banking Co.40 Masonic100	127	218 130	Nat. B'k Republic 100 National Security . 100			Lafayette Merchants' Mutual	117	iii
ЗT	oadway100 nker Hill100	118	100 175	Merchants' Nat100 Northern of Ky100	106	139	Penn National50 People's100	60		Mechanics' & Traders' New Orleans Ins. Ass'n	119	
æ	ntral 100 ty 100		123	Second Nat100 Security100	105	106	Philadelphia Nat. 100 Second Nat 100	210	· • •	New Orleans Ins. Ass'n New Orleans Ins. Co. People's.	30	2 6
'n	lumbian 100 mmerce 100	135	140	Third National 100 Western 100	1118	119 110	Seventh Nat100 Sixth Nat100	1	·	Sun Mutual Teutonia	122 128	12:
n	mmonwealth100	114	1116	West. Finan. Corp. 100 MONTREAL	108	109	Southwark Nat50 Spring Garden100		125	NEW YORK. American		16
Ca	ntinental 100 gle	118	1120	British N. America	103	10312	22d Ward 50			American Exch100	108	113
Εx	ot	134	1130	Commerce50 Dominion50	$171_{2}$		Third Nat 100 Underground	140	1.5	Bowery	190	20
Fa	rerett	127	1129	Du Peuple50 Eastern Townships 50	120	93	Union Nat50 Western Nat50	1	83	Brooklyn	150	16
Fi	rst National100 rst Ward100	114	$\frac{210}{115}$	Exchange 100 Federal 100	161		West Philadelphia.100 PORTLAND, ME.			City70 Clinton100	145	130
Fo Fŕ	erth National100	$\frac{108}{117}$	110	Hamilton 100	118	88	Cumberland Nat. 40 Canal Nat. 100	x159	58 161	Columbia30 Commercial50	98	10
Gl H₁	obe	110 <sup>1</sup> 2 114 <sup>1</sup> 2	111	Imperial100 Jacques Cartier100	x135	$136 \\ 1151_{2}$	Casco Nat100 First Nat100	x155 x155	157 157	Continental100 Eagle40	210	250 240
Hi	de & Leather100 ward100	113-2	$ 114 \\ 124$	Maritime100 Merchants'100	1	1125 5	First Nat100 Merchants' Nat75 National Traders'.100	x112 x151	113 154	Empire City100 Exchange30	90	93
M	nufacturers'100 arket100	103	109	Molsons	1118	11834	RICHMOND, VA. City Bank. 25	i		Farragut50 Firemen's17	[ 120	100
M	arket(Brighton).100 assachnsetts250	135	140 120	Nationale50 Ontario40	94		First Nat100 Merchants' Nat100	135		Firemen's Trust10 Frank.& Emp'ium	108	120
M	verick 100	249	253 130	Quebec100	110		Nat. Bk of Virginia100 Planters' Nat100	90		Germania50	185	190
M	ochanics' (So. B.) 100 orchandise100	101	105	Toronto100	165	167 96	State Bank of Va.100			Globe 50	125	13
M	erchants'100 etropolitan100	120	145	Union 100 Ville Marie 100	95	90	ST. LOUIS. B'k of Commerce. 100	350		Greenwich25 Guardian100	60	7
M	0 nument 100 t. Vernon 100	122	121 121	NEW ORLEANS. Canal & Banking. 100	x133		Commercial100 Continental100	130		Hamilton50	155	140
N	w England100 orth100	13942	141	Citizens'100   Germania Nat100	138	$ 1343_4 $ $ 149 $	International 100	96		Hoffman50 Home100	150	16
V	orth America100 d Boston50	112	1113	Hibernia Nat100 Louisiana Nat100	$128 \ 126 $	130	Mechanics'100 Merchants' Nat		119	Howard50 Importers' & Trad50	95	12
PE	cific100 cople's100		162	Metropolitan100	. 107	112	St. Louis National.100 Third National100	113	101	Irving100 Jefferson30	130	15
Re Re	edemption $\dots$ 100 public: $\dots$ 100	130	133 125	New Orleans Nat: 100 People's	165	63	Valley National100 SAN FRANCISCO.	10212		Knickerbocker40	200	21 5
Re	evere100 ockland100	117	117 <sup>1</sup> 2	State Nat100 Union Nat100	125	135	Bank of California Clay Street	155	85	Lafayette (B'klyn) .50 Lamar100	108	11
30	cond Nat100 curity100	149	150	NEW YORK.		153	First Nat. Gold100 Nat.Gold Bank& Tr. Co	120		Lenox	60	12
3h	awmut100	120	12012	American Exch'ge100	120	125	Pacific		129	Lorillard25 Manuf. & Builders'100	60	6
3t	oe & Leather100 ate100	1264	111	Broadway 25 Butchers'& Drovers 25	1122	100	FIRE INSUR'CE	<b>c</b> }		Manhattan100	95	10
ri	ffolk100 nird Nat100	105	1106	Central National100 Chase National100	170	128	BALTIMORE.			Mech. & Traders'25 Mechanics' (B'klyn)50	1	. 15
ri ri	emont100	97	98 119	Chatham 25 Chemical 100	2000	130	Associate Firemen's.5 Baltimore Fire Ins.10	27	28	Mercantile50 Merchants'50	120	12
U	nion100 ashington100	1194	150 140	City100	0lt236	1	Firemen's Insur'ce, 18	3 23	25	Montauk (B'klyn)50 Nassau (B'klyn)50	122 150	12 16
W	ebster100 BROOKLYN.	111	112	Commerce100 Continental100	148	151	Howard Fire			National374 New York City	115	7
A	tlantic (State)	175	115	Corn Exchange 100 East River 25	160		National Fire10 BOSTON.	11	1112	N. Y. Equitable35 New York Fire100		. 15
FY	rst National	235	250	Eleventh Ward25	5		American F. & M. 100 Boston100		153 143	Niagara	185	19
Ci	ty National	250	118 270	First National100 Fourth National100	0	13312	Boylston 100	150	151	Pacific25	5 210	22 12
L	ommercialong Island	100	105	Fulton30 Fifth Avenue100	0		Commonwealth 100 Dwelling House 100	0 116	120 120	Peter Cooper20	190	120
M	amifacturers'	190	100	Gallatin National50 German American75	5		Eliot100   Firemen's100	0 149	150 173	People's	155	16
N	assau	170	175	Germania100	120		Franklin100 Manufacturers'100	0 61 134	63 135	Relief50 Republic100	85	7
	CHARLESTON. k of Chas. (NBA) 100	-		Groors'30	0		Mass. Mutual100 Mercantile F. & M.100	0 1164		Rutgers' 100 St. Nicholas 5	OF 140	
F	rst Nat. Chas100	155		[Importers' & Tr10	0 230		Neptune F. & M10	0 122	124 150	Standard50	0 120	11:
	ople's National. 100 CHICAGO.			Leather Manufts. 10	0 150		North American100 Prescott	0 145	150	Sterling10	60	
4 %	ommercial Nat100 orn Exch. Nat100 ith National100	185		Marine100	01t	150	Shoe & Leather 10	0 138	140	Stuyvesant2 Tradesmen's2	5 100	L
Č			1	Market10	DI:130	1	Washington10	UI 150	1155	United States2	130	1.
200	fth National100 rst National100 ide and Leather	223		Mechanics'2	51	. 148	CINCINNATI.  A nazon(new stock) 2	l	91	Westchester1	0 115	J;

<sup>\*</sup> Price nominal; no late tranactions.

FRASER

# Luvestments

STATE, CITY AND CORPORATION FINANCES.

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

### ANNUAL REPORTS.

### Philadelphia & Reading Railroad.

(For the year ending November 30, 1881.)

The President and managers have submitted their annual report, at much length, from which the following is condensed. The managers refer in detail to their proposed plan of readjustment, of which they give the following summary:

First. It proposes to cover, by a general consolidated mort-gage, all the properties of both companies, in such manner as to avoid all danger from a forced disintegration.

Second. It proposes to reduce the fixed charges for interest, rentals and sinking funds, so as to bring them within the limit

of the earning capacity of the company.

Third. It proposes to give to unsecured junior creditors of the company, and to junior creditors of some of the more burdensome of the leased properties, a lien upon the property for the principal amount of their indebtedness; the interest upon such new secured obligation to be fixed at the rate of 3 per cent per annum—additional interest, not exceeding 3 per cent in any one year to be paid from current net revenue only when

earned. Fourth. By binding the properties together in the manner suggested, and handling them all in a common interest, it is believed that a more harmonious and economical working can be secured than is otherwise practicable.

COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURES AND NET EARN-INGS OF THE PHILADELPHIA & READING RAILROAD COMPANY AND THE PHILADELPHIA & READING COAL & IRON COMPANY FOR THE FISCAL YEARS ENDING NOVEMBER 30, 1881 AND 1880.

YEARS ENDING NOVEMBER 3	0, 1881 AND	1880.	w
		Working Ex-	•
	Gross	penses and	Net
Phila. & Reading RR. Co.	Earnings.	Taxes.	Earnings
Railroad		\$10,489,946	\$8,122,493
Canals	919,105	479,637	439,468
Steam colliers	667,153	379,382	287,770
Richmond coal-barges	80,544	77,833	2,710
The state of the s			
Total railroad company, year			
ending Nov. 30, 1881	\$20,279,244	\$11,426,800	\$8,852,443
Total railroad company, year			
ending Nov. 30, 1880	18,520,402	10,147,148	8,373,254
	01. 770.011	41.050.050	A150 100
Increase	\$1,758,841	\$1,279,652	\$479,188
Phila. & Read. Coal & Iron Co.			
Land department	\$438,171	<b>\$192,258</b>	\$245,912
Coal department	12,865,116	12,163,962	701,153
Rolling mill department	1,489,303	1,408,051	81,252
Iron ore department	30,117	43,501	Loss 13,384
Miscellaneous stocks and bds.	184,510		184,510
Total P. & R. C. & I. Co., year		A10 000 001	41 100 115
ending Nov. 30, 1881	\$15,007,219	\$13,807,774	\$1,199,445
Total P. & R. C. & I. Co., year		10 100 717	407 000
ending Nov. 30, 1880	13,656,600	13,168,717	487,883
Typopogo	\$1,350,618	\$639,056	\$711,561
Increase		φυσσ,υσυ	φ/11,001
Total both companies, year	007 000 103	DOE 004 ==4.	@10.0E1.000
ending Nov. 30, 1881	\$35,286,463	\$25,234,574	\$10,051,888
Total both companies, year	32,177,003	02 215 065	0 061 197
ending Nov. 30, 1880	32,177,003	23,315,865	8,861,137
Increase	\$3,109,459	\$1,918,709	\$1,190,750
The revenue statements	and palance	sneets, furnis	sned by the
receivers, show apparent co	redit balance	s for the busin	ness of 1881,
as follows:			
		, ,	@140 500
For Railroad Company	• • • • • • • • • • • • • • • • • • • •	••••••	\$142,588
For the Coal & Iron Company.			40,667
Apparent credit balance.			\$183,256

Had the following items from the balance-sheets been written off, as, in the opinion of your board, and as is customary with other railway corporations of the same class, they should have been, and charged against revenue, a correct balance would have been shown on the debit side, as follows:

For cost of 12 locomotives purchased in 1881, to replace old engines worn out and condemned, and 1,236 cars built in the company's shops, the cost of which, with other similar expenditures, stands on the general ledger in an account called "new engines and cars," all of which should be properly charged against revenue.

For loss on 10,179 tons old rails, contracted for at \$44.50 per ton. The rails were received during 1880, and paid for at current rates by the Receivers, and the claim of the seller for reclamations was adjusted or recognized in 1881, and should have been written off into profit and loss account.

For amounts due sinking funds under the general and under-For cost of 12 locomotives purchased in 1881, to replace old

For amounts due sinking funds under the general and under-

lying mortgages for the year 1881.

For rebuilding Wissahickon bridge and Wayne Junction depot, for cost of sidings on main line and laterals, for expenditures on elevator-wharf, and other similar expenditures that stand on general ledger in an account called depots and real estate," all of which should be properly charged against revenue.....

.....\$2,190,884 Total debits. Less credit balance, as above..... 183,256 2,007,628 Actual debit balance.....

-which is the amount the two companies were short of earning their current expenditures, losses, fixed charges for interest and sinking funds, for fiscal year ended November 30, 1881.

#### RAILWAY EARNINGS.

.\$18,612,440

or 9 per cent.

The expenses of the company were 56 4-10 per cent.

Being an increase over the previous year of \$1,242,455, or 13 4-10 per cent. 10,489,946

. \$8,122,493 2,546,958

\$5,575,535 Which is an increase over the previous year of \$379,-141, or 712 per cent.

The General Manager's report (the figures of which for November estimated) under date of December 1, 1881, shows that the coal tonnage for the year was 8,046,375 tons, an increase of 866,977 tons, equal to 12 1-10 per cent, with 48days' suspension of coal production, by agreement among the coal companies, against 81 days of suspension during the year previous. The receipts from transportation of coal were \$9,019,427, an increase of \$661,615, equal to 79-10 per cent. General merchandise tonnage was 6,695,535 tons, an increase of 810,455, equal to 13 8-10 per cent. The receipts from transportation of general merchandise were \$5,681,119, an increase of \$622,975,091, equal to 123-10 per cent. The number of passengers carried was 10.521,462, an increase of 699,040, equal to 7 1-10 per cent. The receipts from transportation of passengers were \$2,857,689, an increase of \$183.-232, equal to 6 9-10 per cent.

#### COAL & IRON COMPANY.

The accounts furnished by the Receivers show that-\$15,007,219 618, or 10 per cent.

The expenses of the company were (92 per cent)......

Being an increase over the previous year of \$639,056, or 4 8-10 per cent. 13,807,774

\$1,199,445 1,158,777

\$40,667 Credit balance for year's business..... These figures include revenue and current expenses on account of mining coal, iron ore, and of iron mills and furnaces

worked and leased, and from real estate, rentals, &c. The percentage of Schuylkill output transported by the Reading Company has steadily diminished from 83 49-100 per cent in 1877, to 75 45-100 per cent in 1881; and the percentage of the aggregate output from all the anthracite districts, that was transported by the Reading Company, has as steadily diminished, from 32 82-100 per cent in 1877, to 24 44-100 per

The coal tonnage from the estates of the Coal & Iron Company during five years is shown in the following table:

	Mined by the Company.	by Tenants.	Total.	of total
	Tons.	Tons.	Tons.	output.
1877	3,794,528	1,359,108	5.183,637	24 8-10
	2,727,608	1.100,181	3 827,789	21 2-10
1879	4,269,929	1,300,322	5,570,251	21 3-10
1880	3,460,464	1,235,642	4,696,106	20
	3,937,607	1,484,992	5,422,600	19 2-10,
		,		

The following table shows the earnings and expenses, thefixed charges for interest, rentals and sinking funds, and yearly profit and loss of the Railroad and Coal & Iron companies. from 1871 to 1881, both inclusive:

RESULT OF BUSINESS OF THE PHILADELPHIA & READING RAILROAD AND COAL & IRON COMPANIES.

i			Operating		Interest	
١		Gross	Expenses and	Net	and Sinking	Dividend'
I	Year.	Revenue.	Rentals.	Revenue.	Funds.	Funds.
Ì		\$15,512,691	\$10,665,542	\$4,847,149	\$1,720,138	\$3,127,010
Ì	1872	15,575,104	12,083,874	3,491,229	2,953,678	537,550
I		23,494,505	18,987,601	4,506,903	3,893,206	613,697
١		26,164,687	20,322,201	5,842,486	5,477,056	365,430 <sub>9</sub>
١	20.2					Deficit.
l	1875	24,038,932	19,989,430	4,049,502	5,863,918	1,814,415
ł	1876	26,392,586	23,539,039	2,853,546	5,892,792	3,039,246
١	1877	24,508,324	20,758,403	3,749,920	6,392,407	2,642,486
ı	1878	22,022,419	18,428,092	3,594,327	7,012,442	3,418,114
ł	1879	26,937,886	23,493,880	3,444,005	7,052,760	3,608,754
I	1880	32,177,003	26,682,024	5,494,978	7,542,073	2,047,094
I	1881	35,286,463	28,598,114	6,688,348		777,743
۱						

Total \$272,110,606 \$223,548,205 \$48,562,400 \$61,266,566 \*\$12704,166

\* Total deficit.

\$898,660

182,619

961,000

148,605

The figures furnished by the Receivers have been assumed as correct, adding only the amount of the sinking funds of the Railroad company, which makes a deficit for the year of \$777,743.

Coal & Iron Company chargeable to cost of property 44,040 111,981

These figures show that the current charges and expenditures for the year 1881 have been in excess of the revenue \$2,163,649.

FLOATING AND CURRENT INDEBTEDNESS-BOTH COMPANIES.

	Nov. 30, '81.	Nov. 30, '80.	Nov. 30, '79.
Floating debt Railroad Company	\$8,823,124	\$9,081,854	\$7,550,079
Floating debt Coal & Iron Co	859,169	1,103,373	1,507,830
Receivers' certificates		2,565,308	
Arrears of interest*	3,060,596	1,747,416	833,120
Arrears of rentals	1,098,605	1,009,101	717,947
Current indebtedness	3,027,127	2,769,129	2,691,206

Total......t\$19,255,080 \$18,276,185 \$13,300,184

Interest has been paid on bonds that underlie the general mortgage. On the general mortgage bonds, it has been paid up to January, 1881; the coupons for July, 1881, and January, 1882, being in default. No interest is paid on junior obligations. The amount of these arrears of interest differs from Receivers' statement on page 111 by \$977,009. They have apparently deducted coupons and interest purchased costing \$774,220 (page 42), the par value of which about equals this difference. The Receivers omit altogether from their statement arrears of rentals \$1,098,605, and current indebtedness, \$3,027,127. In this statement the amount due the sinking funds, \$199,364 due in 1876, on consolidated mortgage loan, \$160,070 on loan 1836-1892, \$228,000, due November, 1880, on Schuylkill Navigation Company Improvement loan, and \$961,000 on Philadelphia & Reading Railroad Company loans for 1881, in all \$1,554,434 is not included. It is, however, an obligation that must be provided for under any plan of reconstruction, the same as any other indebtedness. \*Interest has been paid on bonds that underlie the general mortgage.

About \$10,000,000 of the floating indebtedness of the company was under the former management secured by a pledge of \$5,480,000 general mortgage, and \$6,976,000 income mortgage bonds of the company, and \$8,000,000 of Coal & Iron Company capital stock, with other stocks and bonds owned by the two companies, including those by which twenty-one offlietd companies of the Pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companies are companied to the pailwood and Coal & Iron companied to the pailwood and Coal & Iron companied to the pailwood and Coal & Iron companied to the pailwood to the pailwo affiliated corporations of the Railroad and Coal & Iron companies are controlled. The permanent control of these tributary corporations is vital to the railroad company, and it is of primary importance that this indebtedness shall be provided for in such manner as to protect these hypothese that describes from ever again being placed in a position where they edness shall be provided for in such manner as to protect these hypothe-cated securities from ever again being placed in a position where they are liable to be sold separately, to satisfy notes and indebtedness for which they may be pledged as collateral. In order to secure this, an ap-plication has been made to the Court for the company to issue floating indebtedness certificates to the extent of \$10,000,000, the Receivers to indorse on the certificates an obligation to pay from current revenue in excess of what shall be required for interest on liens prior to the general mortgage bonds any difference necessary to make good current interest on the certifiates, in case the dividends and interest that shall be collected upon the collaterals shall not be sufficent to provide for such interest promptly as it matures. This proposed arrangement of the Receivers, when carried out, will be of very great benefit to the company, and the managers have cordially joined with them in taking such action as was processary to carry it into practical effect. necessary to carry it into practical effect.

#### Maine Central Railroad.

(For the year ending September 30, 1881.)

The fiscal year of this company has been changed so that it now ends with Sept. 30 instead of Dec. 31, as formerly. For this reason no comparison of statistics with preceding years is possible. The report states that "the gross transportation earnings of the last two years have increased very largely over those of the two years immediately preceding, as will appear from a comparison of the earnings for these periods. For the years ending Sept. 30 they were: 1878, \$1,482,770; 1879, \$1,465,-458; 1880, \$1,661,779; 1881, \$1,877,078. Our ordinary operating expenses have necessarily been increased to enable us to do this amount of business, but not in the same proportion, and we should be able to exhibit a handsome gain in the net results had we not been obliged to make large expenditures in the nature of permanent improvements, and as they are charged to the operating expenses this account is unduly increased." "We have thus included in these nine months the cost of 3,000 tons of steel rails, seven new passenger cars, two locomotives, one hundred new freight cars and two new postal cars, and we have also added the State taxes for 1881, amounting to

"There are now 108.6 miles of steel rails in the track, and the urgent necessity that the main line should all be of steel is so apparent that it has been determined by the directors that it must be so laid within the next two years. A purchase of 4,500 tons of steel for delivery in 1882 has been made, and about the same quantity in 1883 will be sufficient to complete the laying of the main line with steel. Until this is done, the annual expenditures in this department must continue to be large."

The statistics for 1880-S1 compiled for the Chronicle are as

ZOHOWS:	
BOAD OWNED AND OPERATED.	INCOME ACCOUNT.
Miles leased and controlled. 46	Receipts— Net earnings\$647,72 Other receipts8,65
Total operated 351	Total income \$656,378
OPERATIONS AND FISCAL RESULTS.  Operations— Passengers carried	Disbursements – Rentals paid
Rate per pass. per mile. 2.7 cts.	Balance \$31,919
Freight (tons) moved 515,946 Freight (tons) mileage. 36,695,243 Rate per ton per mile 2.74 cts.	GENERAL BALANCE SEPT. 30, '81.
Earnings— Passenger	Assets— Railroad buildings, &c.\$10,016,649 Equipment
Total gross earnings \$1,877,079	ceivable. 90,16 Materials, fuel, &c 188,33
Operating expenses—	Cash on hand 15,554
Maintenance of way,&c Maint'nce of equipm't Transportation expns	Total \$12,751,167
Taxes, insurance, &c.  Miscellaneous.	Stock, common\$3,603,360 Bonds (see Supplem'nt) 8,720,023 All other dues and ac'ts 53.05
<b>Tetal</b> , includ'g taxes \$1,229,357 <b>Netearnings</b> \$647,722	Profit and loss 374,793  **BRICE #** Total \$12,751,16

### GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe.—The Boston Advertiser reports: "During the past year this company has added materially to its mileage, both by acquirements and extensions. An important purchase was that of the Kansas City Lawrence & Southern Kansas Railroad, with a mileage of 375 miles, connecting Kansas City, via Lawrence, Cherryvale and Coffeyville, with the Indian Territory, and by another stem, via Cherryvale, Independence and Harper, with the southwestern part of Kansas. Exclusive of the lines or branches in Mexico, the total mileage at present of the Atchison Topeka & Santa Fe amounts to some 3,000 miles. The Colorado line, from Kansay City to Pueblo is 635 miles in length. The New Mexico line length to Pueblo, is 635 miles in length. The New Mexico line leaves the main line at La Junta, Col., a distance of 571 miles from Kansas City, and extends in a southwesterly direction to Deming, New Mexico, a distance of 1,149 miles. A branch, 77 miles in length, extends from Rincon, a point on the New Mexico line about 50 miles from Deming, to El Paso. From El Paso to the City of Mexico the connecting line will bear the name of Mexican Central Railroad. The distance between these two points is 940 miles, of which 200 miles are now graded, and about 75 miles of track laid.

"The additions made to the rolling stock of the Atchison Topeka & Santa Fe within the past twelvemonth include 2,700

freight cars, 35 passenger cars and 46 locomotives. The amount of steel rails purchased during the year foots up the impressive total of 42,000 tons, sufficient to build and relay 500 miles. The earnings of the road have been enormous, showing that liberal and progressive enterprise is sure to succeed, and that in return for the common benefits conferred it will obtain a gratifying measure of commercial reward. It is safe to say that the increase in earnings of the Atchison Topeka & Santa Fe for the past year has been fully 33 1-3 per cent, if not more. During the year some changes have been made in the executive department of the company. W. B. Strong, Esq., has been advanced from the position of Vice-President and General Manager to the Presidency of the road, and George O. Manchester has resigned the position of General Manager and accepted a position in railroad circles elsewhere."

Central Railroad of Georgia.—A press dispatch from Savannah, Ga., Jan. 2, says: "The election for Central Railroad directors to-day resulted in the success of the Alexander party, which favors a big dividend. Four new members were elected—Messrs. Alexander, Phinizy, Talligant and Maclean. The election in a measure changes the policy of the road and will insure the issuance of income bonds of the Ocean Steamship Company, and decides a dividend of 41/2 per cent on Central common stock."

Chicago & Alton.—A press despatch from Chicago, Jan. 5, reports: "The books of the Chicago & Alton Railroad Company show that the gross earnings of the road for 1831 were \$7,553,988, against \$7,718,198 for 1880. The net earnings were \$3,375,000, or about \$250,000 less than for 1880. The decrease is attributable chiefly to the falling of in the grain business."

Denver & Rio Grande.—The American Exchange gives the following in regard to this road: "The gross earnings of the Denver & Rio Grande Railway Company from January 1 to December 31, 1881, are officially reported at \$6,206,812. The company's card report places the gross earnings in 1880 at \$3,478,006, showing an increase of \$2,728,806 last year. But the last annual report of the President gave the gross earnings in 1880 as \$3,478,066; the difference is trifling, but in our subsequent calculations we shall prefer the latter figures. The gain, then, in 1881 from previous year was \$2,728,746 gross. The average miles operated in 1880 were 474 miles and in 1881 786 miles, so that the percentage of increased mileage was 66 per cent, and that of increased earnings 78½ per cent." \* \* "On Dec. 31, 1880, it owned and operated 551 miles of road, and on Dce. 31, 1881, 1,062, an increase of 511 miles, or nearly 100 per cent.

"But in view of the greater expense of operating railroads in 1881, and of the fact that the Denver & Rio Grande has increased its capital stock and funded debt account during last year, stockholders will be more interested in receiving an account of the net than of the gross results of the year. From an official report of the company, published in the annual issue of the Denver Republican, showing the earnings and expenses for the ten months ended on Oct. 31, 1881, and through the courtesy of the comptroller of the company in this city in furnishing us with a statement of the additional consolidated mortgage bonds issued in 1881, we are enabled to make an approximate estimate of the net operations of the company last year. The official report for the ten months is as

Earnings\$ Expenses	1880. 2,714,219 1,347,840	1881. \$4,996,566 - 2,837,873	Increase. \$2,282,347 1,490,033
Net earnings\$		\$2,158,693	\$792,314

"The percentage of expenses to earnings in 1881, according to the foregoing figures, was 56.79 per cent, an increase from 1880 of 5.98 per cent. This is a very moderate increase, in view of the fact that most of the railroads that have reported recently have shown an increase in working expenses of about 10 to 15 per cent. By applying this rate of expenses to the gross earnings reported for the whole year of 1881, the expenses will be found to be \$3,524,848, leaving the net earnings for the year at \$2,681,964." \* \* \* \* \* \* \* The estimated results of the business of the year 1881 com-

pare as follows with the actual results of 1880:

1889. Gross earnings	1881. \$6,206,812 3,524,848	Increase. \$2,728,746 1,757,243
Net earnings \$1,710,461 All payments 1,172,773	\$2,6\$1,964 2,636,622	\$971,503 1,463,849
Surplus       \$537,688         Capital stock       \$16,000,030         Funded debt       17,398,000	\$45,342 \$21,660,000 22,803,000	*\$492,346 \$5,000,000 5,405,000
Total	\$43,803,000 1,062	\$10,405,000 511

\* Decrease.

Elizabeth City Debt.—The conference committee appointed by the Elizabeth Common Council have reported that the city's creditors refuse to accept any plan of compromise except that submitted by them, which is that the entire principal and interest is assumed, amounting in round numbers to \$6,500,000, at a rate of interest which begins at one per cent, and adds a half per cent per annum until the sixth year, when a rate of three and a half per cent is reached. This is to be maintained until the eleventh year, when the rate is to be raised to four per cent, which rate is to be continued until the expiration of fifty years, making the average rate 3.75—N. Y. Herald.

Hannibal and St. Joseph.—The attorneys of this company have served a notice on Gov. Crittenden, at Jefferson City, that application will be made to Judge McCrary, of the United States Circuit Court, at his chambers in Keokuk, Iowa, on January 10, for an order restraining him from advertising for

sale the Hannibal & St. Joseph Railroad. Governor Crittenden says of the controversy between the company and the State, that the company paid the July interest on the 20th of June by giving the money to Mr. Chappell, eae Treasurer of the State, for that purpose, and as to the payand of the \$3,000,000 for which the State authorities gave a series "on account," the Governor states it is true the \$1,000,000 represents the principal of the bonds but not the sempons; that the bonds yet have from eight to sixteen years to run, and that the coupons are as much an indebtedness as the bonds themselves. The Governor also says an agreed case was made by Mr. Easley on behalf of the road and the Attorney-General of the State, and submitted to the Supreme Court, with the understanding that the decision of the court would end the controversy. The Court decided the case in favor of the State, in which the Court said \$3,000,000 was not the full

amount the road owed the State.

Louisville New Albany & St. Louis.—This road was recently opened to Fairfield, Ill.; twenty-eight miles of the road, from Princeton, Ind., to Albion, Ill., has been in operation for nearly ten years. That portion lately completed extends from Princeton, Ind., to Mount Vernon, Ill., a distance of 72 miles. About a year ago the present company was reorganized. Mr. John Goldthwait is the President. Its length, when completed, will be 258 miles, which will make it the shortest route from St. Louis to Louisville.

Minnesota State Bonds.—A press dispatch from St. Paul, Minn., Jan. 3, reports: "This afternoon the State Auditor began to pay the new State railroad bonds, authorized by the adjustment act of last November, to the holders of the old began to interest on which her defended since 1860. bonds, the interest on which has defaulted since 1860. The State has sold \$800,000 of trust securities for cash and has reinvested the funds in new bonds. This permits the payment of a considerable number of old bonds in cash. All fractional parts of \$1,000 will be paid in cash and a percentage of all, besides about \$30,000 of claims against the old railroad companies. The new bonds issued bear 4½ per cent, and run thirty years, being redeemable after ten years at the pleasure of the State.

New York Chicago & St. Louis.—It has been reported that this company would issue their securities early in January. Each subscription of \$10,000, upon which \$13,333 cash is payable, is entitled to \$10,000 first mortgage bonds and 200 shares of preferred and 200 shares of common stock, being a total of \$50,000 par value of securities. No income bonds are issued,

Painesville & Youngstown.—This company defaulted Jan. 1 on the interest due on its first mortgage bonds.

Philadelphia & Reading.—The Philadelphia Ledger reports that in regard to the coming election, after argument and consultation among the counsel on both sides, the following decree was made:

First. Immediately on the report of the judges of election being made and filed in Court (irrespective of any action by the Court), the person reported elected by the judges of election shall occupy the office, unless the Court, on cause shown, shall direct otherwise.

Second. Then, if, upon any preliminary hearing of the case, the Court should be of opinion that the certificate of election should have been given to the other parties, they can direct it to be so given, and then, pending further litigation, it will be

obeyed.

Third. At final hearing of the case before this Court the

decision of this Court to be final, without appeal.

This decree is supplemental to that of Court No. 2, under which the last election was held. Both sides agreed on Saturday to accept the No. 2 decree with the supplement. This carries with it the appointment of George M. Dallas, Esq., as Master to conduct the coming election.

# The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, January 6, 1882.

The new year opens with a very comfortable feeling in mercantile circles, notwithstanding the disturbance in the money and stock markets. Prices, which had been forced up so high for domestic products as to materially check exports, have declined somewhat, and there are indications of an improvement in this movement. Credits are unimpaired, and labor seems to be fully employed in all directions. The increased cost of living is felt, and is causing demands for higher wages; but as a rule there is very little disturbance of the labor market.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

1882. ( 1881.

	Jan. 1.	Jan. 1.	Dec. 1.
Porkbbls.	54,226	45,534	39,927
Beeftcs. and bbls.	39.024	3.512	2,295
Lardtcs.	77,219	41,407	42,639
Tobacco, foreignbales.	*33,432	22,488	27,601
Tobacco, domestichhds.	43,457	48,747	45,342
Coffee, Riobags.	111,788	95,129	147,189
Coffee, otherbags.	32,000	89,000	54,875
Coffee, Java, &cmats.	130,660	169,640	141,229
Sugarhhds.	24,367	21,736	47,980
Sugarboxes.	7,714	7,716	7,776
Sugar bags, &c.	325,000	961,400	496,287
Meladohhds.	41	2,423	52
Molasses, foreignhhds.	1,721	801	1,828
Molasses, domesticbbls.	1,500	3,000	1,000
HidesNo.	396,400	187,900	264,000
Cottonbales.	262,013	151,669	170,299
Rosinbbls	26,335	67,298	24,108
Spirits turpentinebbls.	3,868	3,062	2,627
Tarbbls.	903	1,057	. 858
Rice, E. Ibags.	13,940	10,920	22,620
Rice, domesticbbls. and tcs.	1;560	2,780	612
Linseedbags.	61,500	64,250	63,600
Haltpetrebags.	11,000	7,500	9,600
Jutebales	2,600	3,500	1,900
Jute buttsbales.	23,400	45,000	25,000
Manila hempbales.	6,050	9,140	6,000

Less a large quantity destroyed by fire, said to be 14,000 bales in all. The market for provisions has been but moderately active in the past week, whether in the regular way or for speculation, yet prices have shown an upward tendency. The marketing of swine has faller off, and in this market they advanced fully 1c. a pound; but the scarcity which caused this advance was believed to be but temporary, and already a reaction has set in. Pork, bacon and cutmeats are without decided change, but the shipments of bacon are much more active. Lard to-day was firmer, at 11.25c. for prime Western and 11.15c. for city refined for the Continent. Prices for future delivery closed at 11.45c. for February, 11.57%c. for March, 11.65c. for April and 11.72%c. for May. Butter has been dull, but cheese has met with a good demand at 12@13c. for prime to choice. Tallow has been active at  $7\frac{3}{4}$ @8c.

Rio coffee has been quiet at the quotations of last week; mild grades have been firmly held at unchanged prices, and occasionally there has been a fair business is Maracaibo. Rice has been moderately active and steady. Spices have remained dull. Foreign fruits have sold but slowly at unchanged prices. New Orleans molasses has been in brisk demand and quite firm at 53@65c. Tea has declined slightly at auction. Raw sugar has been in more demand, at gradually hardening prices; the statistical position is regarded favorably by hol ders, and as refined sugars are beginning to sell better, the tone is generally firmer. The closing quotations for fair to good refining were 7 7-16@7 9-16c.; 96 degree test centrifugal, 8%c. Refined sugars closed active and higher at 9%c. for crushed and powdered, 9½c. for granulated and 8%@9c. for standard

soft white "A."

Ingot copper has been quiet but quite firm at 20 1/2c. for Lake Superior owing to an advance in London. Lead has been steady but quiet at \$5 15@5 25. American pig iron has been very firm though still quiet; Scotch has been stronger, with sales of Glengarnoch at \$25, freights ruling higher on the other side. American steel rails are quoted from \$56@60, as to delivery, and quiet at those prices owing to foreign competition. Buyers are disposed to hold aloof; for the present a little business is being done. Spelter has been in fair demand and steady at 5%@6c. Pig tin has been quiet but firm; tin plates have been quiet but steady. Hemp has been quiet but firm. Wool has been steady though only moderately active.

Kentucky tobacco has been fairly active at firm prices, and sales for the week are 610 hhds., of which 562 for export, at 6@634c. for lugs and 7@14c. for leaf. Seed leaf tobacco has been quiet, and sales for the week are only 830 cases, as follows, all from the crop of 1880: 300 cases Pennsylvania fillers, 6@7c.; assorted, 12@18c., and wrappers. 18@40c.; 150 cases New England wrappers, 15@30c.; 100 cases Ohio, private terms; 180 cases Wisconsin, 3@12½c., and 100 cases sundries, 4@18c.; also 580 bales Havana, at auction, at 50@70c., and 350 bales at private sale, 88c.@\$1 10.

Strained rosin has, owing to continued scarcity, advanced to \$2 40@\$2 45; the better grades have also ruled very firm. Spirits turpentine has been quiet but firm latterly at 56c. Hides have been dull and ic. lower. Leather has sold moderately at about steady prices. Refined petroleum fined has been quiet but firm at 7c. from refiners, though outside contracts have been obtainable at 6%c. Certificates hav- been declining, but closed more steady to-day at 81@ 81%c. Alcohol has declined with sales for Jan. at 35%c. in bond

### COTTON.

FRIDAY, P. M., January 6, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 6), the total receipts have reached 152,429 bales, against 195,808 bales last week, 201,855 bales the previous week and 236,576 bales three weeks since; making the total receipts since the 1st of September, 1881, 3,329,357 bales, against 3,564,834 bales for the same period of 1880-81, showing a decrease since September 1, 1881, of 235,477 bales.

						-	
Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,366	3,322	1,628	2,754	1,492	1,671	13,233
Indianola, &c.	••••				••••	1,062	1,062
New Orleans	4;161	11,415	9,574	481	7,105	14,985	47,721
Mobile	1,408	1,147	867	895	1,207	1,603	7,127
Florida	341				• • • • •	340	681
Savannah	3,533	5,084	3,584	4,066	3,604	3,048	22,919
Brunsw'k, &c.							
Charleston	974	1,134	868	1,013	1,052	2,050	7,091
Pt. Royal, &c.						986	986
Wilmington	572	286	772	370	285	703	2,988
Moreh'd C.,&c							
Norfolk	1,863	2,679	1,815	2,439	1,996	2,138	12,930
City Point, &c.						3,746	3,746
New York	1,961	839	1,514	3,775	5,777	2,054	13,920
Boston	2,274	1,996	2,464	1,206	791	1,953	10,684
Baltimore	856	928	300				2,084
Philadelp'a, &c.	400		942	927	96	892	3,257
Totals this week	20,709	28,830	24.328	17,926	23,405	37,231	152,429

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.

	188	31-92.	188	0-81.	Sic	ock.
Receipts to January 6.	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1882.	1881.
Galveston	13,233	319,061	18,543	395,127	105,382	116,830
Indianola, &c	1,062	12,005	528			
New Orleans	47,721	903,189	32,657	845,152	401,287	289,142
Mobile	7,127	197,814	9,166	258,019	51,272	65,233
Florida	681	18,968	775	18,031	. 99	5,086
Savannah	22,919	571,996	12,717	628,542	114,137	105,410
Brunswick, &c.		6,464	13	4,144		
Charleston	7,091	394,640	6,279	458,334	87,414	82,061
Port Royal, &c.	986	15,899	534	38,135	986	735
Wilmington	2,988	106,395	502	94,781	15,445	10,565
M'head City,&c		12,753	474	22,418		
Norfolk	12,930	422,544	14,129	486,398	58,961	38,757
City Point, &c.	3,746	81,514	3,944	146,296		
New York	15,920	81,716	3,404	58,747	286,384	158,224
Boston	10,684	131,300	4,418	65,045	5,195	5,804
Baltimore	2,094	17,049	265	13,269	55,081	33,056
Philadelphia, &c.	3,257	36,050	2,384	21,327	17,088	9,818
Total	152,429	3,329,357	110,735	3,564,834	*	920,721

\* 1,198,731.

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

Receipts at-	1882.	1881.	1880.	1879.	1878.	1877.
Galvest'n,&c.	14,295	19,071	7,010	12,452	11,157	23,400
New Orleans.	47,721	32,657	51,031	35,422	49,549	22,838
Mobile	7,127	9,166	13,342	13,431	13,237	10,200
8avannah	22,919	12,717	15,016	20,694	13,660	15,472
Charl'st'n, &c	8,077	6,813	9,525	10,301	11,795	7,382
Wilm'gt'n, &c	2,988	976	2,639	3,897	2,248	2,883
Norfolk, &c	16,676	18,073	16,069	13,539	24,303	10,657
All others	32,626	11,262	34,794	11,355	16,150	8,300
Tot.this w'k.	152,429	110,735	149,486	121,091	142,099	101,132
Since Sept. 1.	3329,357	3564,834	3316,341	2840,382	2640,769	2778,363

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

The exports for the week ending this evening reach a total of 104,340 bales, of which 59,042 were to Great Britain, 14,596 to France and 30,702 to rest of the Continent, while the stocks as made up this evening are now 1,198,731 bales. Below are the exports for the week and since September 1, 1881.

Famorta	W	eek End Export	ing Jan ed to—	. 6.	From Sept. 1, 1881, to Jan. 6, 1882.  Exported to—					
Exports from—	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	itain. France nent.		Total.		
Galveston	3,038	3,126	2,153	8,317	78,656	10,999	36,172	125,827		
New Orleans	11,685	7,342	6,510	25,537	254,197	133,679	111,886	504,783		
Mobile				·*,	10,837	3,331		14,168		
Florida					3,900			3,900		
Savannah	8,881		8,800	17,681	84,194	14,255	125,967	224,416		
Charleston *	6,838	1,135	10,481	18,452	99,581	18,287	77,551	195,419		
Wilmington			1,180	1,180	35,907	1,430	6,862	44,199		
Norfolk	12,349	2,580		14,929	167,829	2,530	13,930	184,339		
New York	9,594	413	578	10,585	147,722	15,071	30,547	193,343		
Boston	440			440	45,457		1	45,458		
Baltimore	4,694		1,000	5,694	31,674		18,203	49,877		
Philadelp'a,&c	1,525			1,525	20,503		50	20,556		
Total	₹9,012	14,596	30,702	104,340	980,460	201,630	424,109	1,608,234		
Total 1880	66.759	7.816	49.48	117 097	1 229 210	279 411	<b>ታለት በ</b> ነር	2 101 000		

"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.

	Or	On Shipboard, not cleared—for								
JAN. 6, AT—	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.				
New Orleans	8,800 6,800 6,100 2,500	None.	ceived . 1,150 7,400 9,500 ceived . 1,300	1,200 2,500 5,400 None.	14,150 16,700 21,000	37,122 70,714 93,137 282,584				
Other ports	2,300	None. 3.000	$\frac{1,200}{20,550}$	2,400	5,900 61,550	146,955 630,512				

The Cetton Exchange was closed from Friday evening until Tuesday morning, when the opening was quite depressed under the relatively large receipts at the ports and the accumulation of stocks. The depression on the Stock Exchange and the dearness of money had also an unfavorable influence, more from sympathy than from immediate or direct relation. The large crop movement was regarded as promising an excess for January, 1882, over January, 1881, the latter on account of the storms of last year, being in the aggregate less than a full proportion to the final out-turn of the crop. There was renewed depression at the opening of Wednesday's market, and a small failure, but toward the close an active demand set in to cover contracts, which caused not only the recovery of the early decline, but finally some advance for the spring and summer months. Yesterday a buoyant opening was followed by further decline, and the close was slightly below Wednesday's latest figures. To-day the market was buoyant, owing to a falling off in the receipts at interior towns, causing a demand to cover contracts and some revival of confidence in the future of values. Cotton on the spot declined %c. on Tuesday and 1-16c. on Wednesday. To-day the market recovered 1-16c., middling uplands closing at 11%c.

The total sales for forward delivery for the week are \$14,000 bales. For immediate delivery the total sales foot up this week 1,890 bales, including 396 for export, 1,219 for consumption 275 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.

Dec 21 40	נס	PLANI	08.	NEW	ORLE	ANS.	T	EXAS	
Dec. 31 to Jan. 6	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. B b Striet Ord Good Ord Str. G'd Ord Low Midd'g Str.L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair		Holiday	93:6 93:6 109:6 11 117:8 111:16 117:8 12:4 12:4 12:4 13:3:4	Holiday	oliday	919 10116 1075 11516 11516 1121 12316 12916 121316 13516 14116	Holiday	Holiday	91 <sub>2</sub> 101 <sub>16</sub> 107 <sub>9</sub> 115 <sub>16</sub> 113 <sub>4</sub> 12 123 <sub>16</sub> 1213 <sub>16</sub> 1213 <sub>16</sub> 1213 <sub>16</sub> 135 <sub>16</sub>
,	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. % D Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	$\begin{array}{c} 911_{16} \\ 101_{2} \\ 1015_{16} \\ 113_{8} \\ 113_{16} \\ 123_{16} \\ 1215_{16} \\ 1215_{16} \end{array}$	10 <sup>1</sup> 2 10 <sup>15</sup> 16 11 <sup>5</sup> 8 11 <sup>13</sup> 16 12 <sup>3</sup> 16 12 <sup>7</sup> 16	109 <sub>16</sub> 11 117 <sub>16</sub> 1111 <sub>16</sub> 117 <sub>8</sub> 121 <sub>4</sub> 121 <sub>9</sub>	1114	9716 10 101316 1114 111116 111516 1213 1231 1231 1314	115 <sub>16</sub> 113 <sub>1</sub> 12 123 <sub>16</sub> 1213 <sub>16</sub> 135 <sub>16</sub>	11 <sup>1</sup> 4 11 <sup>1</sup> 1 <sup>1</sup> 6 11 <sup>1</sup> 5 <sup>16</sup> 12 <sup>1</sup> 8 12 <sup>1</sup> 2	9716 10 101316 1114 111116 11218 1218 1218 1218 1234 1334	11516
8	TAINE	ED.		Sat.	Mon	Tues	Wed	Th.	Fri
Good Ordin Strict Good Low Middling	Ordina	ry	••••••	Holi-day.	Holi-day.	834 934 10716 11716	811 <sub>16</sub> 911 <sub>16</sub> 103 <sub>8</sub> 113 <sub>8</sub>	911 <sub>16</sub> 911 <sub>16</sub> 10 <sup>3</sup> 8 11 <sup>3</sup> 8	834 934 10716 11716

### MARKET AND SALES.

		SALI	S OF S	POT A	ID TRA	NSIT.	FUTU	RES.
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliveries.
Wed.	Quiet at <sup>1</sup> 8 dec Quiet at <sup>1</sup> 16 dec . Dull & nominal . Steady at <sup>1</sup> 16 adv	396	298 318 273 300	200 15 30		363 303	181,800 243,300 190,500 198,400	1,500 1,400
Total		396	1,219	275		1,890	814,000	4,700

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 tota sales

Bales since Sept. 1, '81  13.800,900	Total sales this week	1: 7:		e; 1	: ~:	Monday, Jan. 2— Sales, total. Prices paid (range). Closing.	Saturday, Dec. 31— Sales, total Prices paid (range). Closing	FUTURES.	Market, Prices and Sales of
13.800,900	814,000	Buoyant. 198,400 11.52 \(\varphi\) 13.13 Firm.	Variable. 190,500 11.41@13.02 Lower.	Variable 243,300 11:28@12:95 Firmer.	1.00			Total Sales.	Market, Range and
4,234,300	22,000	Buoyant. 198,400 11.52 \(\varphi\)13.13 11.76 \(\varphi\)11.93 \(\varphi\)12.21 Firm. \(\varphi\)11.91-11.93 \(\varphi\)2.16-12.17	5,400 11.74@11.89 11.75;—11.80	10,200 11.70@11.82 11.82—11.83	4,700 11.79@11.94 11.78—11.79			January.	
1,772.000	110,900	28,100 11.93@12.21 12.16—12.17	Variable. 24,900 79,300 11:41:313:02 11:74:311:89 11:98 & 12:11 12:22:312:34 Lower. 11:7:1-11:80 11:99-12:00 12:23	32,600 11.88 <i>æ</i> 12.04 12.04–12.05	4,700 11·79 <i>æ</i> 11·94 11·78—11·79 12·98—11·99 12·20——		L	February	
2.870,800	313,200	74,900 12:20@12:45 12:41—12:42	79,300 12:22@12:34 12:23—	96,200 12·10 <i>p</i> 12·26 12·26——	62,800 12·19 <i>æ</i> 12·38			March.	DAI
1,179,500	199,800	74,900 12.20 a12.45 12.40 a12.61 12.58 a12.81 12.41 12.42 12.61 12.76 12.77	48,100 12.43 <i>a</i> 12.54 12.42—12.43	53,000 12:28@12:46 12:45—12:46	47,500 12:38@12:56 12:38—			April.	LY PRICES
585,000	95,700	24,700 12.58@12.81 12.76—12.77	17,600 12:56@12:69 12:57—12:58	32,900 12:43@12:60 12:59—12:60	20,500 12:52@12:71 12:52—12:53	Holidays		May.	AND SAL
253,300	37,000	$\begin{array}{c} 3,700 \\ 12.71  @12.96 \\ 12.84  @13.01 \\ 12.95  @13. \\ 3  12.34  @12.46 \\ 12.90 - 12.91 \\ 13.02 - 13.03 \\ 13.12  @13.15.12.46 - 12.48 \\ \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Variable 10,200 32,600 96,200 53,000 8,300 2,500 4,500 1,900 11.28 ## 170 ## 11.82 ## 11.83   12.10 ## 12.26   12.28 ## 12.46   12.43 ## 12.60   12.55 ## 12.70   12.66 ## 12.95   12.76 ## 12.32 ## 11.6 ## 12.32	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			June.	DAILY PRICES AND SALES OF FUTURES FOR
67,5(0	9,700	3,700 12:84@13:01 13:02—13:08	1,700 12.82 <i>@</i> 12.90 12.82—12.83	2,500 12.66 <i>a</i> 12.80 12.84—12.85	1,800 12:79@12:91 12:76—12:77		le-	July.	
65,000	17,000	3.700 $1.500$ $12.84 @ 13.01$ $12.95 @ 13.3$ $12.34 @ 12.46$ $12.46$ $12.46$ $12.46$ $12.48$ $11.75$ $11.75$	3,900 12.92@13.02 12.92—12.93	4,500 12.76 æ12.95 12.95 — —	4,900 12.86@13.06 12.86—12.88			August.	EACH MONTH.
29,000	5.000	1,500 12:34@12:46 12:46—12:48	400 12·32@12·37 12·31—12·37	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1,200 12.28@12:38 12:24—12:25			September.	VTH.
14,500	-	11·75-11·77	500 11.52 a 11.5711.58	11.46 <i>a</i> 400	500 11.52@11.60		. ,	October.	
9 300	2.300	$1.100 \\ 11.52   11.56 \\ 11.58   -11.66$	300 11.41@11.42 11.41—11.42	$\begin{array}{c} 300 \\ 11.28\bar{p}11.33 \\ 11.40-11.42 \end{array}$	100 11:368 —		1	November.	

\*Includes sa'es in September, 1881, for September, 314,000: September-October for October, 416,400; September-November for November, 511,200; September-December for December, 1,479,100.

Transferable Orders-Tuesday, 11.80; Wednesday, 11.95; Thursday, 11.30; Friday, 11.95.
Short Notices for January — Tuesday, 11.89@11.90; Wednesday, 11.72; Thursday, 11.70@11.79; Friday, 11.70@11.90.

The following exchanges have been made during the week:

15 pd. to exch. 100 Apr. for May. 24 pd. to exch. 400 Feb. for Mar. 13 pd. to exch. 600 Mar. for Apr. 65 pd. to exch. 300 Jan. for April.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and t slegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Jan. 6), we add the item of exports from the United States, including in it the exports of Friday only.

	1882.	1981.	1880.	1879.
Stock at Liverpoolbales.	519,000	490,000	524,000	407,000
Stock at London	42,200	34,000	51,284	49,250
Total Great Britain stock	561,200	524,000	575,284	456.250

	1882.	1881.	1880.	1879.
	Stock at Havrebales. 119,000	89,900		89,750
	Stock at Marseilles 3,700			
19	Stock at Barcelona 21,500			
	Stock at Hamburg 22,000	A CONTRACTOR OF THE PARTY OF TH		0,000
	Stock at Bremen 42,300			-,
	Stock at Amsterdam 11.300			
	Stock at Rotterdam 390			-,
	Stockat Antwerp 2,090	906		2.000
	Stock at other conti'ntal ports. 8,790	5,320		
	Total continental ports 231,570	167,570	120,903	176,000
	Total European stocks 792,770	6)1,570	696,187	632,250
	India cotton affoat for Europe. 118,000	85,000	55,486	62,000
•	Amer'n cotton afloat for Eur'pe 527,000	720,000	476,515	The second secon
	Egypt, Brazil, &c., afit for E'r'pe 42,000	23.000	23,403	22,000
	Stock in United States ports1,198,731	920,157	907,791	859.822
	Stock in U. S. interior ports 406,904	300,509	349,859	253,647
-	United States exports to-day. 19,600	20,000	5,000	
	Total visible supply3,105,005	2,760,236	2,519,276	2,459,719
	Of the above, the totals of American and o	ther descri	ptions are:	ewollod es
	American—			
	Liverpool stock 380,000	363,000	337,030	295,000
	Continental stocks 109,000	92,000	60,000	129,000
	American affoat for Europe 527,000	720,000	476,545	609,000
	United States stock1,198.731	920,137	907,791	859,822
	United States interior stocks 406,904 United States exports to-day 19,600	300,509 20,000	349,859 5,000	253,647
1				21,000
1		2,420,666	2,186,195	2,157,469
1	East Indian, Brazil, &c.—	****	4 0 0 0 0 0 0	
1	Liverpool stock	$\frac{122,000}{34,000}$	137,000	122,900
I	Continental stocks	75,570	51,284 $60,903$	49,250
1	India affoat for Europe 118,000	85,000	55.486	62.000
١	Egypt, Brazil, &c., affoat 42,000	23,000		22,000
	Total East India, &c 463,770	339.570	333.081	302,250
1	Total American	2,420,666	2,186,195	2,157,469
1	Total visible supply3.105,005	2.760.236	2,519,276	2 450 710
	Price Mid. Upl., Liverpool 6916d.	634 1.	71 <sub>16</sub> :1.	55 <sub>16</sub> d.
1	7 7		1.0	10.2

The imports into Continental ports this week have been 34,200 bales.

The above figures indicate an increase in the cotton in sight to-night of 344,769 bales as compared with the same date of 1880. an increase of 585,729 bales as compared with the corresponding date of 1879 and an increase of 645,286 bales as com. pared with 1878.

AT THE INTERIOR PORTS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1880-81—is set out in detail in the following statement:

rotal all	l'otal, new ports	Little Rock, Ark. Brenham, Tex* Houston, Tex	Raleigh, N. C Petersburg, Va	Total, old ports	St. Louis, Mo Cincinnati, O	Rome, Ga Charlotte, N. C.	Griffin, Ga*	Vicksburg, Miss. Columbus, Miss.	Shreveport, La.	Dallas, Texas	Memphis, Tenn,	Montgom'ry, Ala.	Columbus, Ga		TOWKS.	
65,083	15,231	366 200 13,523		49	9,683 17,134	678 876	800 400	4,660	1 879	532 564	5,837	890	1,754	This week.	Rec	More
2,167,922	461,397	21,723 20,249 321,503	12,170 42,174 21,479	1,706,525	279,664 214,304	103,675 69,565	40,813 20,632	105,606	11,940	44,541 23,558	65,912 273,697	53,790 83,879	135,798 85,605	Since Sept.1,'81.	Receipts.	Movement to Ja
79,510	19,199	1,438 334 229 16,144	429 429	60,311	8,027 17,935	,		5,552						This week.	Shipm'ts	January 6,
453,659	46,255	9,546 2,873 2,185 23,561	734 1,733 5,673	106,904	85,426 12,097	29,589	3,082	12,410	1,942	19,073	11,667	11,669	35,467 27,585	Stock Jan. 6.		1882.
€0,904	14,414	227 449 258 12,807		46,460	11,981 13,292	1,498	571	2,139	991	1,727	1,644	707	1,612	This week.	Rec	Move
2,223,267	553,894	12,691 20,432 26,695 405,260	15,642 55,183 18,091	1,669,273	37,894 222,993 168,105	101,933	40,052	45,315 67,633	20,135	55,782	77,293	53,225	158,632 85.450	Since Sept.1,'80.	Receipts.	Movement to January 7.
86,265	19,089	502 420 573 16,651	36 800 107	67,176	$15,484 \\ 15,290$	2,222 5,041	354 816	2,248	674	2,678	1,126	1,236	275	This week.		
337,664	37,155	4,421 1,409 2,878 24,650	593 2,463	300,509	840 41,027 13,080	17,721	3,791	9,243 8,286	<b>4.290 5.170</b>	12,772	10,068	10,217	27,751	Stock Jan. 7.		1881.

\* This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 9,459 bales, and are to-night 106,395 bales more than at the same period last year. The receipts at the same towns have been 3,392 bales more than the same week last year, and since Sept. 1 they are 55,345 bales less than for the same time in 1880-81.

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

RECEIPTS FROM PLANTATIONS.

Week	Receip	Receipts at the Ports.			t Interio	r Ports	Rec'pts from Plant'ns.			
anding—	79-30.	'80-'sl.	'81-'-2.	772-70.	'89-'8'.	'8:-'82	774-1.0.	'su-'31.	'3:-'52	
Oct. 21				95,89						
<b>"</b> 23	245,613	251,330	203,241	11 .735	179,676	218,150	265,855	291,741	225,290	
Nov. 4	225,057	251,763	2:6.885	133,905	201.759	251,938	243,257	276,851	253.473	
" 11	. 220,216	215,842	224,430	187.126	227,135	285,408	273.437	238,218	251,890	
13	. 218,:03	256,618	224,837	218,998	242,326	303,738	250,230	271,809	246,187	
25	. 219,152	205,1 12	221,876	264,183	247,911	325,993	291,337	210,777	241,021	
Dec. 2	218,167	213,511	216,170	237,109	218,885	350,364	239,093	219,295	240,631	
" 9	. 231,878									
" 16	. 218,907	233,4"0	236,76	313,503	294,224	397,538	214,942	267,438	269,837	
	207,601									
<b>"</b> 30				355.943						
a		110 735								

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1881 were 3,661,064 bales; in 1880 were 3,844,400 bales; in 1879

were 3,658,899 bales.

2. That, although the receipts at the out-ports the past week were 152,429 bales, the actual movement from plantations was only 142,970 bales, the balance being taken from the stocks at the interior ports. Last year the receipts from the plantations for the same week were 90,019 bales and for 1879 they were 143,402 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather during the past week has in general been dry, but the temperature has been lower and from some sections killing frosts are reported.

Galveston, Texas.—Telegram not received. Indianola, Texas.—Telegram not received. Dallas, Texas.—Telegram not received.

Brenham, Texas.—Telegram not received.

New Orleans, Louisiana.—Telegram not received. Shreveport, Louisiana.—It has rained on one day during

the past week, the rainfall reaching thirty-eight hundredths of an inch. The thermometer has ranged from 31 to 72.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has been showery on two days during the past week. The thermometer has ranged from 32 to 66, averaging 42. Rainfall for the month of December four inches and fifty-six hundredths. Rain on 9 days.

Little Rock, Arkansas.—During the month of December we had rain on six days, and the rainfall reached two inches and twenty-seven hundredths. The thermometer ranged from 29 to 67 and averaged 45. During the year 1881 the thermometer ranged from 13 to 102, and averaged 60 5. There was rain on ninety-seven days and snow on ten days, and the rainfall reached thirty-nine inches and twenty-seven hundredths.

Nashville, Tennessee.—It has rained on four days of the past week, the rainfall reaching ninety-three hundredths of an inch. Average thermometer 36, highest 56 and lowest 18.

Mobile, Alabama.—We have had no rain during the past week, but to-day the weather looks threatening. The thermometer has averaged 49, the highest being 71 and the lowest 32. The rainfall during the month of December reached nine inches and fifteen hundredths.

Montgomery, Alabama.—The weather has been cold and dry during all of the past week. We have had killing frost on three nights of the week. It is cloudy to-day, with indications of rain. The thermometer has ranged from 24 to 71, averaging 45. During the month of December the rainfall reached nine inches and seventy-five hundredths.

Selma, Alabama.—We have had no rain during the past week. The thermometer has averaged 42, the lowest being 25.

Madison, Florida.—The weather has been cold and dry during all of the past week. We have had a killing frost this week, and ice formed in the vicinity. The thermometer has ranged from 35 to 65, averaging 50.

Macon, Georgia.—The thermometer, during the past week. has averaged 51, the highest being 65 and the lowest 24.

Columbus, Georgia.—We have had no rain during the past week. The thermometer has ranged from 36 to 59, averaging 48. Rainfall for month of December, seven inches and eightynine hundredths.

Savannah, Georgia.—The weather has been dry and pleasant | for the different years.

during the past week. The thermometer has averaged 46, ranging from 33 to 68.

Augusta, Georgia.—The early part of the past week we had light rain on three days, but the latter portion of the week has been clear and pleasant. The rainfall reached eight hundredths of an inch. Average thermometer 41, highest 53 and lowest 28. During the month of December the rainfall reached four inches and ninety-six hundredths.

Atlanta, Georgia.—We have had rain on one day of the past week, the rainfall reaching twenty hundredths of an inch. The thermometer has averaged 37, ranging from 22 to 57.

Charleston, South Carolina.—It has rained on one day during the past week, the rainfall reaching eighteen hundredths of an inch. The thermometer has averaged 46, the highest being 58 and the lowest 26.

New York Cotton Exchange.—On account of the holidays the applications for seats which we last noticed have had to stand over without action. Other applications are continually coming in, and in the next few weeks we shall have to repor the election of many new members. These, however, are only a transfer of membership, for present members post their intention to transfer their seats in about the same number, including several of those who obtained them last October at the price of \$5,000, and who evidently bought them on speculation. Nothing has transpired respecting actual sales since that mentioned on December 24 at \$5,000.

The following visitors have been entered since we las reported:

Dec. 22-W. R. Walker, N. Y. City. Dec. 22—W. K. Walker, N. Y. City.
P. Fachiri, Norfolk.
George H. Box, England.
Dec. 30—H. D. Spears, Chicago.
I. F. Mollette, N. C.
Robert Collinge, Commercial Mills, Oldham, Eng. L. Seligberg, Bal imore. Mr. Agnew, Liverpool. James B. Krug, Boston. Albert Gore, Wilmington, N. C. Joseph Wolf, Little Rock. Jeffery Hazard, Prov. P. D. Barker, Selma.

Dec. 30-R. F. Hudson, Mississipp Jas. I. Harrison, Mississipp
Jas. I. Harrison, Miss.
H. Sherman, Mississippi.
I. L. Baker, Fall River.
I. M. Bemes, Boston.
Jan. 3—I. R. Irion, Overton, Tex.
G. W. March, St. Louis.
I. B. Rocke, London.
I. E. Jarrow, N. Y. City.
C. Preston, Indiana C. Preston, Indiana. C. A. L. Magnus, St. Louis. M. J. Leach, Raleigh, N.C H. Wright, Cincinnati. C.W. Anderson, Savannah.

Overland Cotton Movement.—In our editorial columns wil be found our overland movement up to January first. The movement for December is large; but what will attract particular attention is the addition to port receipts on account of omissions of shipments from Virginia ports other than Norfolk. It will be seen that the total in sight January 1st was only 89,000 bales less than on the 1st of last January.

THE ATLANTA Exposition. - Our readers will find some remarks on this subject which may interest them in our editorial

STOCKS OF COTTON.—The great accumulation of stocks is attracting attention. It is accounted for by the notable falling off of exports, which, compared with last year, amounts to about 500,000 bales. Cotton offered from the South might be placed here to advantage for future delivery, but few of our operators care to increase their interest as our banks refuse as make further advances, and warehouse room is becoming

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.			
Sapt'mb'r	425,770	458,478	333,643	288,818	98,491	236,868			
October	837,349	968,315	888,492	689,264	578,533	675,260			
Novemb'r	951,078	1,006,501	942,272	779,237	822,493	901,392			
Decemb'r	983,440	1,020,802	956,464	893,664	900,119	787,769			
Totalyear	3,197,637	3,454,099	3,120,871	2,651,013	2,399,636	2,601,289			
Perc'tage	of tot. port								
receipts	Dec. 31	58.80	62.39	59 60	55.21	64.42			

This statement shows that up to Dec. 31 the receipts at the ports this year were 256,462 bales less than in 1880 and 76,766 bales more than at the same time in 1878-79. By adding to the above totals to Dec. 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement

Antiques of the last						
, 404	1881-82.	1830-81.	1879-80.			-
Tot. Nv.3	2,214,197	2,433,297	2,164,407	1,757,349	1,499,517	1,813,520
Dec. 1	. 35,867	26,647	52.479	S.	21,387	
# 2	48,967				s.	21,089
<b>4 3</b>	34,006	48,897	28,110	40,894	40,703	s s.
« 4	4	30,346			27,179	44,873
« 5			49,608			
« 6						
4 7			•	25,563		
" B				1	22,784	1
· 9	46,103	(5)				26,981
10	39,377	59,133		28,693	A	
<b>411</b>	8.	41,993	33,164	30,836		1
« 12	50,059	8.	59,014	30,614	The second secon	
« 13 « 14	30,942	42,522	37,733	46,024	1	
¥ 15	32,913	30,650	S.	<b>26</b> ,923		
« 16	36,960	33,332	45,251	8.	32,893	
₹ 17	48,226	40,452	30,412	<b>52,46</b> 8		23,479
·" 18	28,929	49,541	32,588	33,308		
« 19	8. 45,560	39,649	30,473	35,179	34,519	
<b>~ 20</b>		8.	42,450	25,930	38,346	
<b>4 21</b>	25,260	43,275	31,874	31,074	30,037	
4 22	26,156 35,119	37,419 25,775	8. 46,158	27,899	45,471	
~ 23	44,545	32,077	28,891	8. 55,204	31,722 8.	25,931
24	31,591	59,785	28,445	27,382	54,604	28,042
25	S1,551 S.	33,096	29,614	22,297	44,635	
· 26	33,552	8.	42,619	29,956	35,804	DATE OF THE PROPERTY OF THE PARTY OF THE PAR
« 27	23,910	49,703	29,995	37,243	35,803	
<b>44</b> 28	43,358	26,643	8.	25,532	22,066	23,076
··· 29	24,990	29,021	30,953	8.	29,398	23,041
· <b>"</b> 30	38,377	17,390	26,918	27,402	ŝ.	20,862
51	20,709	35,582	20,456	21,943	37,323	
	3,197,637					
Jan. 1	S.	20,291	15,776	9,614	18,351	
.46 2	28,830	8.	30,208	22,227	30,235	16,245
.44 3	24,328	23,424	30,790	36,137	18,957	15,384
4 4	17,920	11,808	8.	14,949	31,491	12,671
« 5	23,405	13,397	23,548	S.	20.055	12,891
a 6	37,231	16,773	22,906	33,248	s.	13,218
	3,329,357	3.539.795	3.244.099	2.767.188	2 518 725	
Percentage		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, = = =, 000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2,010,120	2,000,221
port rec'p		60.26	61.86	62.22	57.96	66.62
-	atament o					3 1

This statement shows that the receipts since Sept. 1 up to to-night are now 210,438 bales less than they were to the same day of the month in 1881 and 85,258 bales more than they were to the same day of the month in 1880. We add to the table the percentages of total port receipts which had been received to January 6 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Jan. 5.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.				ents since	Receipts.		
Wear	Great Brit'n.	Conti- nent.	Total.	Great Britain	Conlinent.	Total.	This Week.	Since Jan. 1.
1582 1881			17,000 12,000		10,000		34,000 16.000	34,000
1880	5,000	1,000	6,000	5,000	1,000	6,000	11,000	16,000 11,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 18,000 bales, and an *increase* in shipments of 5,000 bales, and the shipments since January 1 show an *increase* of 5,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

÷	Shipm	ents this	week.	Shipments since January 1.			
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Totas.	
1882	3,000	13,000	16,000	3,000	13,000	16,000	
1880	16,000 3,000	16,000 3,000	32,000 6,000	3,000	3,000	32,000 6,000	
1879	4,000	4,000	8,000	4,000	4,000	8,000	

The above totals for this week show that the movement from the ports other than Bombay is 16,000 bales less than same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE PROM ALL INDIA.

#hipments	18	82.	18	81.	1880.		
co all Europe	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
BombayAli other p'rts.	17.00 <b>0</b> 16,000	17,000 16,000	12,000 32,000	12,000 32,000	6,000 6,000	6,000 6,000	
Total	33,000	33.000	44,000	44,000	12,000	12.000	

This last statement affords a very interesting comparison of the total movement for the week ending Jan. 5, and for the three years up to date, at all India ports.

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

Alexandria, Egypt, Jan. 5.	1881-82.		18	80-81.	187	1879 80.	
Receipts (cantars*)— This week Since Sept. 1	1 2,1	30,000 17,550	1,8	70,000 65,500	140,000 2,575,000		
. **	This week.		This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	17,000 6,297	131,000 65,710	8,000 3,832	121,000 44,122	5,000 5,096	166,000 96,189	
Total Euro	23,297	196,710	11,832	165,122	10,096	262,189	

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 5 were 130,000 cantars and the shipments to all Europe were 23,297 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is steady and prices are without change. We give the prices of to-day below, and leave previous weeks' prices for comparison:

- (		1831-92.		1880-81.				
	32s Cop. Twist.	8 <sup>1</sup> 4 lbs. Shirtings.	Oott'n Mid. Up ds	32s Cop. 84 lbs. Shirtings.		Cott'n Mid. Uplds		
Nov. 4 " 11 " 18 " 25 Dec. 2 " 9 " 16 " 23 " 30 Jan. 6	9 <sup>1</sup> 60 9 <sup>7</sup> 8 9 <sup>1</sup> 4010 9 <sup>1</sup> 4010 9 <sup>3</sup> 8010 <sup>1</sup> 8 9 <sup>3</sup> 8010 <sup>1</sup> 9 9 <sup>1</sup> 4010 9 <sup>3</sup> 8010 9 <sup>3</sup> 8010	$\begin{bmatrix} 6 & 6 & @8 & 1 \frac{1}{2} \\ 6 & 6 & @8 & 1 \frac{1}{2} \\ 6 & 6 & @8 & 1 \frac{1}{2} \\ 6 & 6 & @8 & 1 \frac{1}{2} \end{bmatrix}$	6916 612 611 <sub>16</sub>	9 <sup>1</sup> 4 @10 9 <sup>1</sup> 4 @10 9 <sup>1</sup> 4 @ 9 <sup>7</sup> 8 9 <sup>5</sup> 8 @10 9 <sup>1</sup> 2 @ 9 <sup>7</sup> 8 9 <sup>5</sup> 8 @10	6 9 @ 0 0 6 9 @ 8 0 0 6 9 @ 8 0 0 7 0 @ 8 11 <sub>2</sub> 7 0 @ 3 11 <sub>2</sub> 7 0 @ 3 11 <sub>2</sub>	d. 61 <sub>2</sub> 67 <sub>16</sub> 63 <sub>8</sub> 611 <sub>16</sub> 65 <sub>8</sub> 613 <sub>16</sub> 611 <sub>16</sub> 63 <sub>4</sub>		

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1881.

		Week	1	Same		
Exported to—	Dec. 14.	Dec. 21.	Dec. 28.	Jan. 4.	Total since Sept. 1.	period previ'u year.
Liverpool Other British ports	6,118	13,975	13,550 50		144,264 3,458	
TOTAL TO GREAT BRITAIN	6,118	13,975	13,600	9,594	147,722	166,869
HavreOther French ports	1,304	258	351	413	15,074	22,719
TOTAL FRENCH	1,304	258	351	413	15,074	22,719
Bremen and Hanover Hamburg Other ports.	559 300 500		910	278 300	15,603 11,467 2,640	14,560
TOTAL TO NORTH. EUROPE	1,359	1,345	3,231	578	29,710	38,009
Spain, Op'rto, Gibralt'r,&c All other			100		837	460 953
TOTAL SPAIN, &c			100		837	1,413
GRAND TOTAL	8.781	15.578	17.282	10.585	193.343	

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1881:

Receipts	New	York.	Bo	ston.	Philad	lelphia.	Baltimore.	
from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'ans Texas		131,129 64,633					•••••	
Savannah Mebile		151,893		21,115 1,615	2,000	23,654	2,353	41,279
Florida 8. Car'lina	7.384	5,894 $105,374$						13.110
N.Car'lina Virginia	9,040	45,029 126,318	1,332	33.537		4	4,165	12,688
North. pts Tenn., &c.	15,920		8,513 6,001	$102,142 \\ 72,174$	1,949	24,015	825	56 10,021
Foreign		1,468					•••••	
This year.						17,669		134,010
Last year.	32,157	626,121	11,274	165,9851	1,691	32,467	7,391	136,030

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 88,783 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

Total	al bales
New York-To Liverpool, per steamers England, 1,255	
Galla, 509Germanic, 1,710Lake Nepigon, 1,839	
Republic, 1,905Wvoming, 2,376	9,594
To Havre, per steamer Canada, 413.	413
To Bremen, per steamer Donau. 278.	278
To Bremen, per steamer Donau. 278. To Hamburg, per steamer Cimbria, 200. Rhemana.	300
NEW ORLEANS—To Liverpool, per steamers Historian, 3.750.	
Shevington, 8,409Venezuelan, 2,970	15,129
To Bremen, per ship Constantia, 3,272	3,272
To Sebastopol, per steamer Ravensdale, 3.161	3.164
To Vera Cruz, per steamer City of Merida, 292	292

Tot	al bales.
MOBILE—To Liverpeol, per ship N. Mosher, 2,367	2,367
To Havre, Der Dark Roma, 3.331	3 331
CHARLESTON-To Liverpool, per barks Atlantic, 1,050 Upland	0,001
Johanna, 2,135 Upland and 132 Sea Island	3,317
To Cork, for orders, per bark Professor Schweigaard, 1,039.	
To Have non-books Lores 1 600 Heland and 1 Co. 1	1,039
To Havre, per barks Josva, 1,660 Upland and 11 Sea Island	
Theodor, 1,150 Upland.	2,821
To Amsterdam, per bark Sostreme, 1,680	1,630
10 Barcelona, per brig Sensat. 450	450
SAVANNAH—To Havre, per bark Ocean, 1.750 Upland	1,750
To Bremen, per bark Lidskialf, 1.100 Upland.	1,100
To Amsterdam, per bark Medbor, 1.759 Unland	1,750
TEXAS-To Liverpool, per barks Herbert C. Hall, 2,141Wey-	_,,,,,
mouth, 1.928	4,069
mouth, 1,928.  To Bremen, per barks Hampton Court, 3,377 Kosmos, 831	4,208
WILMINGTON—To Liverpool, per barks Agder, 1,669Erragon,	4,200
1,633Pallas, 2,230per barkentine Ribnitz, 976	0 500
NORFOLK—To Liverpool, per steamer Cotherstone, 7,070per	6,508
ship Causadon 4 042	10.004
ship Crusader, 4,045per bark Belgium, 6,569	13,634
BALTIMORE—To Bremen, per steamer Ohio, 2,222.	2,222
Boston-To Liverpool, per steamers Atlas, 969 Iberian, 1,536	
Parisian, 243	2,748
PHILADELPHIA-To Liverpool, per steamers Indiana, 800	
Lord Gough, 2,000.	2,800
Total	88,783
The narticulars of these shapeants area and in any	

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

		$\boldsymbol{B}$	remen	& Ams-				
	Liver-		Ham-	ter-	Sebas-	Barce-	Vera	
	pool.	Havre.	burg.	dam.	topol.	lona.	Cruz.	Total.
New York	9,594	413	578					10.535
N. Orleans.	15,129		3,272		3,161		292	21.854
Mobile	2,867	3,331						6.198
Charleston.	3,317	2.821		1.680		450		9.307
Savannah		1,750	1,100					4,600
Texas	4.069		4,208					8.277
Wilmington	6,508		-,		5			6.508
Norfolk	13.684							13,684
Baltimore	,		2,222					2.222
Boston	2,748	•••••	_,		•••••	•••••		2.7.8
Philadelp'a	2,800	•••••			• • • • •	•••••	•••••	
z miwacip a	2,000	•••••	• • • • •	•••••	•••••	• • • • • •	•••••	2,805
Total	60.716	8.315 1	1.380	3.430	3.161	450	292	88.783

Included in the above totals are, from Charleston to Cork, for orders, 1,039 bales.

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

VIDAL SALA, steamer (Sp.), before reported, from Savannah for Barcalona, which was towed into Charleston, Dec. 12, with a broken shaft, returned, Jan. 3, to Savannah for repairs, there being no ways at Charleston sufficiently large to take her up.

ways at Charleston sufficiently large to take her up.

ROSA B, (steamboat), with about 800 bales of cotton on board, was totally destroyed by fire in Bayou Darbourne, five miles from Monroe, La., Dec. 30. The steamer was valued at \$9,000; insured for \$6,000 in a New Orleans company.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	:	:	532@14	532@14	532@14	532@-4
Do saild.	:	:			32 - 1	32 4
Havre, steamc.			1332*	1332*	1332*	1332+
Do sailc.	: 1	i				32
Bremen, steamc.	, X	, , , , , , , , , , , , , , , , , , ,	716	716	716	716
Do sailc.	da	da				
Hamburg, steam.d.	Holiday	Holiday	716	716	716	716
Do sail $d$ .	Ħ	Ħ				10
Amst'd'm, steam.c.		;	12 @ 916	12 20 9 16	12@916	122916
Do saild.		:			- 10	
Baltic, steamd.			38	38	38	38
Do sailc.	: 1	:				

\* Compressed.

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

	Dec. 16.	Dec. 23.	Dec. 30.	Jan. 6.
Sales of the weekbales.	48.500	76.000	43,506	38,500
Of which exporters took	3,800	9,500		
Of which speculators took	3,800	7,300	1,510	1,430
Sales American	35,500	55,000		28,000
Actual export			12,000	2,500
Forwarded	8,000			8,100
Total stock—Estimated	487,000	471,000	481,000	519,000
Of which American—Estim'd	374,000	344,000	351,000	380,000
Total import of the week	41,500			82,000
Of which American	28,000	27,500		61,000
Amount afloat	244,000	280,000		302,000
Of which American.	194,000	227,000	230,000	240,000

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 6, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, { 12:30 P.M {			Mod. inq. freely supplied	Easier.	Steady.	Mod. inq freely
Mid. Upl'ds Mid. Orl'ns	:		6 <sup>5</sup> 8	6 <sup>5</sup> 8 6 <sup>3</sup> 4	69 <sub>16</sub> 611 <sub>16</sub>	supplied. 69 <sub>16</sub> 611 <sub>16</sub>
Sales Spec.& exp.	Holiday	Holiday	10,000 1,000	8,000 1,000	10,000	10.000
Futures. Market, ?	Ho]	.Hol	Dull .			Dull
12:30 р.м.			but steady.	Quiet.	Steady.	and easier.
Market, } 5 P. M.			Quiet but	Steadier.	Dull and	Firm.

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, Helidays.

	TUESDAY.	
$\begin{array}{ccccc} \textbf{\textit{Delivery.}} & \textbf{\textit{d.}} \\ \textbf{\textit{JanFeb}} & .69_{16} \\ \textbf{\textit{FebMar.}} & .65_{8} \\ \textbf{\textit{MarApr.}} & .621_{32} \\ \textbf{\textit{AprMay}} & .623_{32} \\ \end{array}$	Delivery. d.   May-June 634   June-July 61316	FebMar62132 May-June 625
	WEDNESDAY.	
$egin{array}{lll} JanFeb & & .6^{17}32 & & .6^{19}32 &$	July-Aug $6^{25}_{32}$ JanFeb $6^{12}$	FebMar
ь	THURSDAY.	
Apr-May	$\begin{array}{llllllllllllllllllllllllllllllllllll$	May-June634
	FRIDAY.	
$egin{array}{lll} { m Jan} & & 69_{16} @ ^{17}_{32} \ { m JanFeb} & & 69_{16} @ ^{17}_{32} \ { m FebMar} & & 619_{32} \ { m MarApr} & & 621_{32} \ \end{array}$	June-July 61310 2500	May-June $63$ June-July $613$

### BREADSTUFFS.

FRIDAY, P. M., January 6, 1882.

The flour market has been dull, and efforts to sustain values, from sympathy with the grain markets, have not been successful. The stocks in store on the first of January were found to be about 425,000 bbls., or much larger than estimated, and the pressure to sell has increased, while the export demand has been impeded by an upward tendency of freights to the United Kingdom. Still, the declines have not been great or general, many holders of good lines maintaining their positions with much pertinacity. To-day the market was dull and weak.

The wheat market has been unsettled and variable, prices fluctuating not only from day to day, but from hour to hour, such is the feverish state of the speculation. The efforts to promote a higher range of values have had but slight and momentary success, and yet none have the courage to sell for lower prices. The export demand has been fair, and considerable quantities have been taken for the Continent. Buying for the United Kingdom has been embarrassed by the advance asked for ocean freights. Receipts at the Western markets have been in much better proportion to last year, yet are small, affording little surplus for export. To-day the market was firm from scarcity, but dull; Nc. 2 red winter \$1.46 for February and \$1.47% for March.

The market for Indian corn is but a repetition of that of wheat. The demand has been fair and general, and there has been considerable, but the fluctuations in prices as well as the changes, as compared with last Friday, are not important. Today the market was weak; No. 2 mixed for February 71%, and for March 73%c.

Rye has been dull and weak. Barley has been more active at pretty full figures; yet the firmness of holders checked the demand. To-day No. 1 Canada sold at about \$112. Oats have had rather a slow trade in the regular way, and the speculation has been less active. Prices, however, have been pretty well maintained. To-day the market was steady; No. 2 graded 51¾c. for white and 50½c. for mixed, and No. 2 mixed 50%c. for March.

Stocks of grain in the port of New York for four years:

į		18/9.	1880.	1881.	1882.
	Wheat	5,565,698	10,258,729	7,179,567	5,732,922
Ì	Corn		1,318,975	2,599,694	6,244,700
ļ	Oats	761,575	815,816	929,455	721,686
Į	Rye	936,958	485,261	225,121	445,271
	Barley	1,604,028	1,367,508	2-9,814	419,271
Ì	Malt	186,750	155,630	146,275	109,159
I	Peas	39,395	14,239	16,782	12,769
	Totals	12,948 729	15,016,167	11,386,654	13,685,778

The following are closing quotations:

		_			
Flour.			Grati	ı.	
No. 2 spring 3 bbl. 8	83 250	3 75	Wheat-		
No. 2 winter	3 65 @	425	Red winter		
Winter superfine	4 35 7		Red winter, No. 2	1 431	20145
Spring superfine	4 00 a		White		@142
Spring wheat extras	4757		Corn—West. mixed.	68	@ 7243
do XX and XXX	5 250				æ 713
Wis. & Mirn. rye mix.	5 85 @				<b>7</b> 3
Winter shipp'g extras.	4 00 0		_ Western white	72	<b>@</b> 75
do XX and XXX			Rye	93	@ 96
Patents	6500		Oats-Mixed	48	@ 51 <sup>1</sup> 2
City shipping extras.	6 90 7	7 25	White	. 50	$@ 52^{1}_{2}$
Southern, bakers' and	0.050	= 00	Barley-	• • •	
family brands	6 25 7		Canada No 1	1 10	@1 12
South'n ship'g extras.	5 40 2			1 13	@1 16
Rye flour, superflue	4 600	4 90	State, 4-rowed	• • • •	@1 00
Corn meal-	0000	0 ==	State. 2-rowed	1 00	@ 85 ·
Western, &c	3 35 3		Buckwheat	1 00	Ø
Brandywine. &c	3757	3 85	Barley Malt-	1 05	-10"
Buckw't flour, 100 lbs.	3 50 @	3 80	Canada	1 25	<b>1</b> 35
Wheat-	00 01	07	State	1 00	@115
Spring 1	20 01	3/			

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

Receipts of flour and grain at Western lake and river ports for the week ending Dec. 31, 1881:

	38 THE	CHRONICLE.	[V.Jr. X CXIV
	Flour, bb!s. bush.	4         Do. afloat (est.)         550,000         650,000         66,000           0         Albany         1,500         87,000         28,500           Buffalo         684,256         273,762         17,422           Chicago         3,824,612         5,256,509         852,174           Mlwaukee         1,041,347         191         14,690           Duluth         480,000         1018,535         204,087         23,770           Detroit         660,973         27,996         36,315           Oswego         150,000         175,000           4         5t. Louis         760,98         953,776         153,406	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
	Total receipts at same ports from Dec. 26, 1831, to Jan. 1882, as compared with the previous three years:    1881-82.   1880-81.   1879-80.   1878-7   Flour	Toronto.	272.585 14.692 23,463 35,896 3,633 140,187 18,700 7,708
	Corn         870,313         1,135,407         2,321,203         1,289.3           Oats         539,048         445,569         390,337         412.4           Barley         410,733         373,227         145,120         109,5           Rye         52,124         46,943         63,788         63,5           Total grain         2,517,142         2,801,700         4,232,039         3,155.5           Comparative receipts (crop movement) at same ports fro	7 On rail	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
	August 1, 1881, to January 1, 1882, as compared with the privious three years:         1881-92.       1880-81.       1879-80.       1878-7         Flourbbls.       3,712,981       3,93,443       3,300,050       2,932,06         Wheatbush.       25,558,475       53,997,396       59,608,654       57,369,46	The following are the exports of provision Boston, Baltimore, Philadelphia, Montreal, I Orleans, for week ending Dec. 31, 1831, and the	s from New York, Portland and New
	Corn       59,902,398       61,294,315       43,987,733       41,356,73         Oats       16,345,533       21,575,054       13,823,592       17,272,43         Barley       7,832,432       8,251,019       7,997,669       7,151,3         Rye       2,716,519       2,503,749       2,886,174       1,020,93	$\left\{ egin{array}{c c} To- & Pork, & Beef, & Lard, & Bacon, \\ bbls. & bbls. & lbs. \end{array}  ight.$	Cheese, tbs. Tallow, lbs.
ï	Total grain 112,355,357 148,256,563 128,303,822 124,170,87 Comparative shipments of flour and grain from the samports from Dec. 26, 1881, to Jan. 1, 1882, inclusive, for for years:	Glasgow	18,960 18,960 18,960 112,200
	Flourbbls.       1881-82.       1880-31.       1879-80.       1878-7         Wheatbush.       236,541       379,360       178,686       455.4         Corn       744,795       614,954       573,271       411.0         Cats       3-5,630       417,391       238,080       212,3         Barley       212,938       178,016       60,378       86,22         Rye       50,232       58,730       46,332       18,13	Copenhagen   20   50   1,609,925   1,282,900   247,830   144,225   85,000   1,787,000   1,653,500   30,847   240   Mexico   2   704	11,820 240 290,800 56,000
	Total grain 1.629,536 1.648,451 1,096.747 1.183,14  Rail shipments from Western lake and river ports for the weeks ended:  1881. 1881. 1880. 1879. Week Week Week Week	Central Am. 28 32 99,482 2,519 S. Am. ports 18 1 48,633 1,200	1,771 4,180 6,262 1,000
	Flour       Dec. 31.       Jan. 1.       Jan. 3.       Jan. 3.         Wheat       bush.       236,541       379,360       178,686       455,41         Corn       738,207       614,954       573,271       411,00         Oats       372,171       417,391       238,080       212,33         Barley       212,938       178,016       60,378       86,22         Rye       50,232       58,730       46,332       18,13	THE DRY GOODS TR	ADE.
	Total	The past week has not developed any mater condition of the dry goods market. The dem has shown little, if any, improvement, but the somewhat larger than during the previous we	and at first hands ne movement was ek, agents having
	Dec. 17124,311 252,121 922,915 311,922 180,903 45,27 Dec. 10122,643 228,655 1,131,824 365,536 168,705 31,56  Tot., 4 wks.467,821 1,034,183 3,801,483 1,449,763 709,437 169,73 4 wks.80779,593 1,249,541 2,334,023 1,664,363 503,418 194,33  Receipts of flour and grain at seaboard ports for the wesended Dec. 31:	wear, white goods, &c, in execution of back bing trade was irregular and, upon the whole business was done by a few of the larger jobs	orders. The job- e, quiet, but a fair pers with retailers of whom a good
	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	steady and without quotable change, and st staple goods are well in hand.  Domestic Cotton Goods.—The export trade was comparatively light, the total shipmen	in cotton goods
. 3	Total week 22 3,535 483.625 904,196 337.463 152,477 9.24 Cor. week 80 256,321 935.412 1,136,576 282,158 122,935 33,15 Total receipts at same ports from Dec. 26, 1881 to Jan. 1882, inclusive, for four years:  1881-82. 1880-81. 1879-80. 1878-79	348 to Argentine Republic, 326 to Great Bri Brazil. Brown, bleached and colored cotton steady at unchanged prices, and there was a s ment in white goods, liberal quantities of white to jobbers and the manufacturing trade on a	tain, and 110 to as ruled quiet but atisfactory move- ch were delivered
	Wheat       bush       483,625       935,412       915,257       795,32         Corn       904,196       1,136,576       1,786,539       1,091,77         Oats       337,463       292,935       291,530       177,80         Barley       152,477       122,935       104,715       59,28         Rye       9,246       33,152       16,762       23,66	orders. Print cloths ruled quiet at 4c. less for "spots" and January deliveries, 4c. car April, and 3½c. for 56x60s. There was more medium fancy prints, with a moderate business.	one-half per cent sh for 64x64s to inquiry for new ess in a few lead-
1	Total grain 1.887.037 2.513,233 3.114.803 2.147,84  Exports from United States seaboard ports and from Montres for week ending Dec. 31, 1881:		, -

Domestic Woolen Goods:-There has been little doing in men's-wear woolens as regards new business, but spring cassimeres, suitings and worsted coatings continued to move in fair lots on account of back orders. Agents are not prepared to show new heavy woolens save in exceptional cases, but some considerable orders have already been booked for all-wool and cotton warp cassimeres. Kentucky jeans continued dull and satinets were in limited demand. Cloakings ruled quiet aside from a few specialties, which were taken in relatively small parcels. Flannels and blankets were in light request, and worsted dress goods, shawls and skirts were slow of sale. Knit

Total for w'k 65,449 661,512 Same time '80, 186,203 1,783,375 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, Dec. 31, 1881, was as follows:

Wheat,

bush.

436,267 24,999

170,961

29,285

Corn, bush.

340,114

93,337

.....

34,000

47,155 810

520.466

875,912

Oals,

1,170

1,185

359

15

bush.

Rye,

bush. 16,251

•••••

.....

.....

.....

16,251

8,820

Peac,

bush. 3,048

1,672

.....

4,720

From-New York ....

Montreal.... Philadelphia...

Baltimore .....

New Orleans..

or FRASER

Flour,

bbls.

62,516

2,281

72

500

underwear continued to move steadily on account of old orders, but the demand was strictly moderate.

Foreign Dry Goods have been devoid of animation, but importers are now nearly ready to show new spring goods, and a more active demand is looked for in the near future. Laces and embroideries have received some attention from the manufacturing trade, but silks, dress goods, linens, &c., were generally quiet.

#### Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 5, 1832, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

-											_								_		Y						
881.	Since Jan. 1, 1882.	Value.	÷ 0.00	455.45	135.832	945 509	77,661	1.493.403			41,082	37.015	41.783	50,579	241.458	1,493,403	1,734,861		),	156.132	187,869	91,677	94,628	65,326	595,632	1,493,403	2,089,035
1882 AND 1881	Since Ja	Pkgs.			657	5		4,749	KKET.			1 2 2	265	736	1,279	4,749	6,028		,	30.00	557	162	200	3.16	2,110	4,749	6.859
		Value.	\$78.957					4,749 1,493,403	AND THROWN INTO THE MARKET.	11 800	7077	37.015	41,789	50,579	241,458	Ξ,	6,028 1,734,861	PERIOD.			~		97,628		595,632	_	6,859 2,089,035
VCE JAN	Week Jan.	Pkgs.	J		657	ri		4,749	INI NI	100	2000	53	265	736	1,279	4,749	6,028	SAME		345	557		a		2,110	4,749	6,859
ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANDARY 1.	Since Jan. 1, 1881.	Value.	\$ 1×7,165	559,050	319,072	172,725	140,979	1,378,991		70.05	120.021	61,956	107,494	32,710	525,391	1,378,991	1,904,382	WAREHOUSE DURING		59,015	600.06	93,952	81,570	29,416	353,052	1,378,931	1,742,043
FOR THE W	Since Ja	Pkgs.	414	1,627	485	929	100	4,242	WAREHOUSE	103				1,042	2,371	4,242	6,613			124	231	160	424	X 20 1	1,227	4,242	5,469
SUMPLION	Week Ending Jan. 6, 1881.	Value.	187,185		319.072		140,979	4.242 1,378.991	WITHDRAWN FROM	70 07	252.274	61,956	107,494	32,710	525,391	1,378,991	6,613 1,904,382	ENTERED FOR		59,015	99,099	93,952	0/6,18	23,410	363,052	1,378,991	5,469 1,742,043
OR CON	Week Jan.	Pkgs.	414	1,627	485	656	787	4.242	TTHDRA	193	450	85	561	1,042	2,371	4,242	6,613	3		124	231	100	724	007	1,227	4,644	5,409
ENTERED F			Manufactures of— Wool	Cotton	Silk	Flax	Miscellaneous	Total		Manufactures of Wool	Cotton	Silk	Flax	miscellaneous	Total	ent a forconsumpt.	Total on market		Manufactures of-	Wool.	Cotton	CILK	dispallencers	a iscentancous	Total	and a rot cousample.	Cctal at the port

### Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port for the years 1881 and 1880:

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

	1881.	1880.		1881.	1880.
China, &c.—			Metals, &c-		
China	28,707	24,499	Iron, pig	264,936	331,981
Earthenw.	54,599	59,133	"RR. bars	351,253	
Glass	498,397	721,960	Lead, pigs.	42,286	
Glassware.	57,086			4,682,553	5,167,247
Glass plate.	8,199	7,441		1,231,245	514,770
Buttons	11,039	11,867	Tin, boxes.	1.629,083	
Coal, tons	58,161	86,177		19,250,947	26,821,963
Cocoa, bags.	63,330	41,039		178,897	305,573
Coffee, bags.	2.683.114	2,909,433			505,575
Cotton, bales	10,278	6,179			608,493
Drugs, &c-			Sugar, boxes		003,493
Bark, Peru.	31,880	34,523	and bags	3,169,279	3,763,606
Blea. powd.	20,109	30,018	Tea	1,405,193	1,082,595
Cochineal	5,483	4,039	Tobacco	73,054	77.610
Gambier	59,607	95,492	Wines, &c	10,001	77,618
Gum, Arab.	7,914	7,365	Champ'gne		
Indigo	4,651	6,673	baskets	221,282	161,538
Madder. &c	701	1.119	Wines	236,001	198,339
Oil, Olive	52,614	49,596	Wool, bales.	62,307	123,567
Opium	1,327	1,632	Reported by	02,007	123,307
Boda, bi-cb.	8,199	11,753	value.	. \$	•
Soda, sal	48,797	56,125	Cigars	1,750,801	1.528,191
Soda, ash	75,158	99,618	Fancy goods	1,810,649	1,548,223
Flax	7,260	7,632	Fish	784,747	639,150
Furs	11,835	12,807	Fruits, &c	102,12.	000,100
Gunny cloth	2.464	4,405	Lemons	1,429,745	1,645,731
Hair	7,990	12,603	Oranges	1,742,845	1,631,584
Hemp, bales	300,082	251,694	Nuts	1,287,688	1,335,052
Hides, &c		1777	Raisins	2,795,314	2,441,865
Bristles	2.622	3,232	Hides, undr.	20,518,561	23 466 414
Hides, dr'sd	7,499	8,122	Rice	259,923	354,219
India rubber	72,785	74,527	Spices, &c	200,020	004,210
Ivory	3,632	2,442	Cassia	81.144	226,986
Jewelry.&c-		, 1	Ginger	72,291	102,964
Jewelry	1,733	3,746	Pepper	924,197	729.699
Watches	1,317	1,169	Saltpetre	400,955	391,774
Linseed	174,427	440,012	Woods-	200,000	001,114
Molasses	68,312	78,461	Cork	755,985	590,749
Metals, &c-		,	Fustie	125,792	84,996
Cutlery	6,848	7,663	Logwood	802,514	913,823
Hardware	973	1,229	Mahogany.	479.404	281.119

### Receipts of Leading Articles of Domestic Produce.

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

•	Week ending Jan. 3.	Year 1881.	Year 1880.
Ashesbbls.	132.	4,586	3,032
Beansbbls.	1,718	93,560	72,032
Breadstuffs			
Flour, wheatbbls.	104,745	5,993,246	5,412,474
Corn mealbbls.	1,573	208,286	179,351
Wheatbush.	251,566	44,413,913	53.996,628
Ryebush.	6,512	1,363,668	1,879,606
Cornbush.	168,963	45,908,131	60,784,311
Oatsbush.	$145,916 \\ 94,550$	14,750,460	13,819,481
Barleybush.	16,438	6,502,572	6,530,281 518,319
Peasbush.	46,816	1,237,031	1,120,360
Cotton seed oil bbls.	112	32,526	40,729
Flax seed. bags.	7,680	1,148,778	504,345
Grass seed bags.	7,369	148,700	107,580
Hides No.	1,128	143,714	142,999
Hidesbales.	-408	40,371	45,650
Hopsbales.	4 1,308	97,053	63.592
Leathersides.	37,309	2,812,611	3,812,773
Leadpigs.	6,767	187,959	169,609
Molasseshhds.	• • • • • • • • • • • • • • • • • • • •	3,443	545
Molassesbbls.	5,082	88,198	95,653
Naval Stores-		1,870	0.103
Turpentine, crudebbls.	1,417	20 303	3,132
Turpentine, spirits bbls.	4,895	82,323 317,082	100,699 389,284
Rosinbbls.	279	24,871	23,492
Tarbbls. Pitchbbls.	2.0	3,497	2,699
Oil cakepkgs.	8.027	608,431	685,933
Oil, lardbbls.	200	10,019	10,792
Oil, whalegalls.			181
Peanutsbush.	1,239	120,272	94,621
Provisions -			
Porkpkgs.	5,613	179,697	183,802
Beefpkgs.	827	48,575	39,741
Cutmeatpkgs.	33,292	1,238,033	1,820,010
Butterpkgs.	16,649	$1,494,876 \\ 2,963,781$	1,399,824
Cheesepkgs.	25,464 4,389	597,822	2,614,363 559,551
Eggsbbls.	16,962	651,021	717,407
Lardtcs. & bbls.	7,386	299,708	216,594
Lardkegs. Hogs, dressedNo.	1,120	52,569	54,448
Ricepkgs.	1,768	90,438	77,667
Spelter slabs.	931	121,522	73,071
Stearinepkgs.	475	20,546	24,746
Sugarbbls.	36	10,613	1,211
Sugarhhds.	84	18,016	16,288
Tallowpkgs.	478	49,320	103,613
Tobacco boxes & cases.	816	160,481	158,191
Tobaccohhds.	412	87,842	104,317
Whiskeybbls.	5,079	219,569	300,536
Woolbales.	1,048	108,921	106,591

### Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports for the years (ending with Tuesday last) 1881 and 1880:

	Week ending Jan. 3.	Year 1881.	Year 1880.
Ashes, potsbbls.	2	1,393	901
Ashes, pearlsbbls.		195	198
Beeswaxlbs.	108	63,314	87,080
Breadstuffs—			
Flour, wheatbbls.	63,540	4,440,114	4,677,691
Flour, ryebbls.		3,264	4,162
Corn mealbbls.	507	196,935	190,437
Wheatbush.	373,349	41,798,182	62,384,727
Ryebush.	8,276	1,068,728	2,145,830
Oatsbush.	285	431,426	390,320
Earleybush.		15,477	262,936
Peasbush.	1,032	218,370	324,352
Cornbush.	295,150	31,731,985	49,538,220
Candlespkgs.	1,142	55,590	52,836
Coaltons.	1,236	69,872	59,439
Cottonbales.	7,913	558,643	655,861
Domesticspkgs.	842	139,467	124,397
Haybales.	1,275	85,871	111,356
Hopsbales.	277	35,344	29,007
Naval Stores—	2	0.7,011	20,001
Crude turpentine bbls.		176	
Spirits turpentine bbls.	235	12,864	32,186
Rosinbbls.	4.154	189,243	194.185
Con	361	10,994	7,494
farbbls. Pitchbbls.	34		5,400
Oil colto		5,146	4,352,224
Oil cakecwt.	25,632	2,525,801	4,332,224
Oils—	,	100 550	71 021
Whalegals.	1=0-7	163,553	71,031
Spermgals.	15,257	292,569	344,397
Lardgals.	977	357,946	721,498
Linseedgals.	1,025	39.248	124,674
Petroleumgals.	6,268,540	351,309,616	253,650,255
Provisions—	4,525	107 000	040014
Porkbbls.	1 011	197,609	240,014
Beefbbls.	1,011	47,609	58,920
Beeftierces.	1,362	62,141	89,315
Cutmeatslbs.	12,831.165	389,8 38,630	533,488,694
Butterlbs.	41,085	18,421,187	28,404,201
Cheeselbs.	1,685,198	128,253,788	124,131,361
Lardlbs.	7,937,555	230,256,753	298,239,387
Ricebbls.	70	22,596	22,595
Tallowlbs.	991,296	44,254,288	80,417,273
Tobacco, leafhhds.	932	85,522	90,837
Tobaccobales and cases,	780	54,536	54,105
Tobacco, manufactured. lbs.	47,797	5,651,472	6,598.336
Whalebonelbs.	708	134.826	218.936

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