

THE Commercial AND Financial Chronicle

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A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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THE FINANCIAL SITUATION.

The outlook so far as all natural influences are concerned continues unchanged. Business is excellent; the most sanguine expectations of the farmers are likely to be realized, and the promise to-day is that we shall have a large surplus of every staple product for export met by an active demand; railroad earnings continue to show a steady gain with prospects never better for a large fall and winter traffic on the principal lines; the indications now point to such success in Egypt as will prevent further complications, and therefore a speedy return of financial affairs in Europe to their normal condition.

Who can recall a season opening under more favoring circumstances than this little summary indicates? And yet it is impossible to conceal the fact that there is a growing lack of confidence, an increasing tendency to caution, among conservative classes, which is well reflected in the halting condition of Wall Street markets just now. The general reader may not know it, but it is perfectly understood at this centre, that the Government is engaged in the very hazardous work of again forcing silver certificates into circulation. Every thinking man is aware that the inevitable ultimate result of the continued operation of our silver

coinage law is to bring our currency down to a silver basis, and we have often pointed out how these certificates enhance the danger. They are the worst kind of currency inflation; they are being put out as rapidly as they can be sent to move the crops; and their only limit is the silver dollar coinage, which is being increased at the rate of about 2½ millions monthly. If one wants to know the probable result, let him draw an inference from the following statement showing what the silver coinage and certificates are doing and have done, for the poison is working secretly as all violations of currency laws do, and it is only by these stray bits of history that it can be detected until the final crisis comes.

Stock of Gold and Silver in Sight.	Nov. 1, 1881.	July 1, 1882.
<i>Gold.</i>		
In Treasury, less certificates.....	\$167,781,909	\$143,469,269
In National banks, includ'g certif's.	107,222,169	103,944,000
In State banks, includ'g certificates	19,901,491	*14,000,000
Total gold.....	\$294,905,569	\$261,413,269
<i>Silver.</i>		
In Treasury, standard dollars	\$66,576,378	\$87,153,816
Do bullion.....	3,424,575	3,230,908
Do fractional coin.....	25,984,687	28,048,630
In National banks.....	7,112,567	7,750,262
Total silver.....	\$103,098,207	\$126,183,616

* Estimated.

The above statement shows a decrease of gold in sight of \$33,492,300 and an increase of \$23,085,409 in silver. But to understand what the figures really mean it must be remembered that during the eight months covered by the table we had of new supply (1) produced about 24 million dollars, and (2) imported in November and December about 5½ millions net—so that the correct total of gold that has disappeared in the eight months is about 63 million dollars! All that amount (63 millions) has either been exported since January (\$28,311,056 net) or manufactured and hoarded (\$34,500,000) since November. Of course the superficial observer will say the amount exported was the result of short crops. Let any one who thinks so, turn to the trade statement of the Bureau of Statistics for the six months ending July 1, and he will there find that our imports were for the first half of 1882 about 54½ million dollars larger than they were for the same half of 1881. That proves clearly enough that it was not small exports, but stimulated imports, that made the gold go out.

In the light of such facts as these and of the pronounced opinions of the administration, it is very difficult to understand why the marvelous facilities have been devised which are now in operation for getting out these silver certificates.

The banks at present are at no expense whatever in transferring them to the West. Last year they had to pay expressage, and always heretofore they have borne the expense of transferring their customers' balances West and South. Now the Government does all that for them, if they will only use these silver certificates, thus putting a premium on their issue. This is all done under an order of the Treasurer, dated on or about July 22, according to which the Assistant Treasurer was instructed to take deposits from the banks and to issue checks payable in silver certificates at any interior city where there was an Assistant Treasurer. The extent to which the privilege is being used is seen in the weekly table of the currency movement, published in this article. In the mean time, also, the gold certificates authorized by Congress are delayed in their preparation, and now it is announced that they will not be ready until October 1st. It almost looks as if this delay was a part of the same scheme. Suppose, notwithstanding our immense crops, imports should be so large this fall and winter that very little gold should be shipped, and that by early spring we should begin to export gold—what would that condition of our trade be caused by, and what would be its effect on our finances?

The stock market, as already intimated, has preserved a hesitating, fitful appearance, being strong and weak by turns. If the question were simply one of railroad earnings there would seem to be little room for doubt, in case we have a fairly favorable fall for maturing corn and cotton and do not have another rate war of which at present there are no signs. While general trade is so good there must be an immense distribution of merchandise all over the country and this chiefly falls to the lot of the railroad lines to carry. The indications point also to a tardy movement of grain to market and to the seaboard, as the farmers appear in no hurry to sell their produce, being amply supplied with money and not pressed by debt. To the extent this delay in the grain movement continues until after the close of navigation, the transportation of it must fall upon the railroads. The differences regarding passenger and freight rates have now been adjusted, and therefore all the business that is done by the roads will be at full rates, not only for freight but passengers, and, as commissions have been practically cut off, the Trunk lines and connections will receive nearly the whole amount paid for passage money instead of dividing with agents as heretofore. Hence if the managers do not find it for their interest to inaugurate a war of rates, there seems every reason for believing that earnings will be large.

Money has been a little more active this week, frequently rising to the legal rate, and on one or two occasions loaning at 7 per cent. This is a natural movement, and as it has been expected borrowers manifest no surprise. Some curiosity is felt regarding the operation of the law which enables loans to be made on collateral with entire freedom; but until upon a fair test it is found that money cannot be forced to the excessive rates heretofore prevailing on similar occasions, doubt will be felt with regard to the influence of the law. The disbursements by the Treasury should be comparatively liberal this month. The quarterly interest on the 4½ per cents, amounting to \$2,812,500, is now being paid. On Monday the Assistant Treasurer will commence to disburse about \$12,000,000 for pensions, and on the 13th the call for \$16,000,000 bonds will fall due. The Treasury operations for the week have resulted in a gain, which is a loss to the banks, of \$3,739,493. The following shows the interior movement

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$1,112,000	\$715,000
Gold .....	.....	18,000
Total	\$1,112,000	\$733,000

The Bank of America paid out \$2,100,000 gold on account of the associated banks (of which \$250,000 went to Europe on Saturday last), and received nothing in return.

Last week's bank statement was probably made up on declining averages, and the following will indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net...	\$.....	\$3,739,498	\$3,739,493
Interior movement.....	1,112,000	733,000	*379,000
Transfers through Treasury.....	.....	1,369,000	1,369,000
Total.....	\$1,112,000	\$5,811,498	\$4,729,493

* Gain.

The exchange market has been dull and almost without feature until within a day or two, when the offerings of bankers' bills some of which were drawn against outgoing securities and others in anticipation of a decline in the rates, made the tone a little heavier, so that while the rates were close up to the gold-shipping point on Monday, they are now at least half a cent below that point. Speculators have found it profitable to trade by cable between London and New York, and the following shows the relative prices in the two cities at the opening each day.

	August 28.		August 29.		August 30.		August 31.		Sept. 1.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s. c.	119'80	120	119'80	120	119'80	119'80	119'80	119'80	119'80	119'80
U.S. 3½s	100'91	101½	100'91	101½	100'91	101½	100'91	101½	100'79	101
Erie.....	38'75	38½	38'33	38½	39'73	39½	39'85	39½	39'73	39½
2d con.	97'11	97	96'62	97½	97'60	98	97'60	98½	98'10	98½
Ill. Cent.	135'86	136	136'60	137½	137'83	138½	138'56	139	138'81	138½
N. Y. C.	132'08	132½	133'28	133½	135'13	135	135'62	134½	134'27	133½
Reading	30'16½	60½	30'16½	60½	30'65½	61	30'53½	61	30'41½	60½
Exch'ge. cables.	4'90½		4'90½		4'90½		4'90½		4'90½	

* Expressed in their New York equivalent.

+ Reading on basis of \$50. par value.

The Bank of England return for the week shows a decrease of £32,500 bullion, and there was a further loss on balance of £40,000 on Thursday. The Bank of France reports a decrease of 1,650,000 francs gold and of 825,000 francs silver. The following exhibits the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	Aug. 31, 1882.		Sept. 1, 1881.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	21,781,923	.....	23,517,361	.....
Bank of France.....	40,054,439	45,933,922	25,542,346	49,762,964
Bank of Germany.....	6,918,937	20,256,813	6,964,750	20,894,250
Total this week.....	68,755,299	66,190,735	56,024,457	70,637,214
Total previous week.....	68,872,068	66,778,919	55,706,202	71,020,104

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 Assay Office paid \$75,728 through the Sub-Treasurer for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.
Aug. 25....	\$825,079 63	\$538,000	\$29,000	\$1,000	\$258,000
" 26 ...	353,047 27	230,000	14,000	.....	109,000
" 28....	538,893 73	242,000	30,000	1,000	266,000
" 29....	853,093 15	417,000	35,000	.....	400,000
" 30....	444,080 48	260,000	24,000	.....	159,000
" 31....	571,730 23	282,000	51,000	1,000	237,000
Total....	\$3,585,929 54	\$1,969,000	\$183,000	\$3,000	\$1,429,000

LAKE SHORE'S NEW COMPETITOR.

The long-anticipated and much-talked-about opposition from new trunk lines, and the effect upon the business of the old roads, is now in the case of one of them to be put to a practical test. The New York Chicago & St. Louis, or "Nickel-Plate" road, has this week been opened to freight traffic, and will soon be opened to passenger traffic, giving a line of 521 miles from Buffalo to Chicago. There are other lines nearing completion, prominent among them being the New York Lackawanna & Western to Buffalo, forming with the New York Chicago & St. Louis an entirely new route between New York and Chicago, but the Nickel-Plate road has always been regarded as the most formidable of the new adversaries (partly because of its proximity to the Lake Shore), and it has therefore drawn a large share of public attention, which is increased now that the projectors of the enterprise have brought their plans to completion and are to give practical application to their scheme.

This new route aims to compete directly for the business of the Lake Shore. Without doubt it will get some of it. How much of it, results will determine. But we pointed out last May the very strong hold the Lake Shore has on its traffic by reason of its control of connecting lines. At that time we illustrated the position held, by figures from the last annual report of the company showing the traffic received at the different stations along the line, from which it appeared clear that not nearly as much harm could be done the Lake Shore by the New York Chicago & St. Louis as was generally supposed. Nevertheless, the power of the new line is not by any means to be despised. Though its traffic connections are far from being equal to those of the Lake Shore, nor can be expected to equal them for many a day, yet it has feeders which must in some degree tend to contribute to its business. The feeders we have in mind are roads controlled by the same parties—the Seney people—and whose business could to a certain extent be influenced over the new route. As the fact that the road will have such connections available to it, has not been given any special prominence, we may refer to the matter more particularly here.

The Lake Erie & Western, the Peoria Decatur & Evansville, and the Ohio Central, are all Seney roads, and in the Cincinnati Hamilton & Dayton, with its lease of the Cincinnati Hamilton & Indianapolis, the Seney party, as our readers know, lately acquired a large interest, giving them a voice in the management. The Lake Erie & Western extends from Sandusky on Lake Erie, through Northwestern Ohio and through Central Indiana, to Bloomington in Illinois. It does quite a little through business. The Peoria Decatur & Evansville, running from Peoria, Illinois, to Evansville, Indiana, is isolated from the other roads, and even if it were not its position is such that it could scarcely be expected to be of any great service as a feeder. And yet it would take but little new road to connect it at Peoria with the Lake Erie & Western at Bloomington, and then it is conceivable—especially in view of the growing importance of Peoria as a grain centre—that the Peoria road would contribute something not only to the Lake Erie & Western but also to the New York Chicago & St. Louis. The Ohio Central furnishes a line midway through Ohio, from Toledo to Columbus and to Corning. It promises to develop a large coal business. The Cincinnati Hamilton & Dayton forms an important line between Toledo and Cincinnati, and also gives a line to Indianapolis.

It will thus be seen that the New York Chicago & St. Louis is at the very beginning assured of outlets to a

number of important points in Ohio, Indiana and Illinois. It is true that with the exception of the Cincinnati Hamilton & Dayton, the roads mentioned are either lines only recently built or lines that have only recently established for themselves uninterrupted communication from one end of their systems to the other, and that their business, therefore, has to a great extent yet to be developed; but that they will prove of benefit to the New York Chicago & St. Louis even now no one will deny. Further, we have now the announcement that the Seney party is also reaching out into Michigan, and that the Ohio & Michigan project, providing for a line from Toledo on Lake Erie to Grand Haven on Lake Michigan, is to be immediately pushed forward, which would give a hold on the Michigan lumber traffic.

In comparing the New York Chicago & St. Louis with the Lake Shore, great stress is usually laid on what is called the smaller capitalization of the new line. It may be well to dwell a moment on this point. The stock of the Nickel-Plate road is 22 millions preferred and 28 millions common, or fifty millions altogether. This is precisely the amount of the Lake Shore's stock, so there is no difference here. Coming to the debt, we find that the new line's indebtedness is represented by 15 million first mortgage bonds and 4 million equipment bonds—together 19 millions. The debt of the Lake Shore on all lines operated is \$40,147,000. Here, then, the Seney road has an advantage over the Lake Shore, for the annual interest charge on the former is only \$1,180,000, while on the latter it is full \$2,800,000. But taking the mileage of the two roads into consideration, the advantage is more apparent than real. The New York Chicago & St. Louis has but 521 miles of road; the Lake Shore has 1,177 miles, or more than twice as much. The additional mileage consists of branches and lease and proprietary roads, the latter largely in Michigan; and though this additional mileage cannot be said to earn anywhere near as much as the main line, it yet adds to the road's earning capacity and swells receipts. The Chicago & St. Louis is limited to its 521 miles; it has no branches. The Lake Shore's branches, besides their own earnings, contribute, too, to the business of the main line. This is especially true of the roads in Michigan, and that the managers of the new line recognize this fact is evidenced by their determination to build the Ohio & Michigan road, mentioned above, in order to secure some of the Michigan lumber traffic.

Taking the debt on a mileage basis, the Lake Shore has an average per mile of \$34,000 and the Chicago & St. Louis an average of over \$36,000, so that the former and not the latter appears to the best advantage in this particular. It is to be said, though, that the debt of the Lake Shore bears a much higher rate of interest, since it was put out (some as early as 1855) when interest did not rule as low as now. None of the debt bears a lower rate than 7, and some as high as 8. Its competitor, on the other hand, has to pay but 6 per cent on the greater part of its debt, viz. the 15 million mortgage bonds, while on the equipment bonds 7 is the rate. The fixed charge on it therefore is very light, all things considering, and supposing that at the outset the managers aim only to make enough to meet this, the road's prospect would seem very good. If it were operated at 65 per cent of earnings, 4 millions gross would be sufficient to cover the \$1,180,000 called for annually on the debt. This it ought to be able to earn, and that, too, without entailing any very material loss on the other trunk lines, for trunk-line traffic is increasing at a wonderful rate, and the outlook for the crops and business is excellent, foreshadowing

continued expansion in the future. There is only one reservation to make, and that is that rates be maintained. Of this we think there is every probability. With a large volume of traffic, such as now promised, the roads are not likely to enter into any quarrel, even on the appearance of a new competitor. They will be too busy to fight.

When it comes to earning dividends on the stock, however, the new road will require just as much money for the purpose as the Lake Shore, for, as already stated, the total of stock is 50 millions in either case. This calls attention to the fact that the stock of the New York Chicago & St. Louis is, at the rate of almost \$100,000 per mile—a very heavy aggregate. On the Lake Shore, owing to the larger mileage, the average is less than half that sum. Taking stock and debt together, the former is capitalized at over \$132,000 per mile, and the Lake Shore at less than \$77,000 per mile, which is certainly a large difference in favor of the latter. Of course, the 50 millions stock of the new road does not represent that amount of money paid in. In fact, only a very small portion of it represents actual cash. The original subscribers received \$50,000 in securities for every \$13,333 in money paid by them. The securities consisted of \$10,000 first mortgage bonds, \$20,000 preferred stock and \$20,000 common stock. Assuming full payment for bonds, \$3,333 would represent the amount paid for the \$40,000 stock. On this basis, the 50 millions stock would represent an actual cash outlay of \$4,166,250.

We may easily arrive at a close approximation to the cost of building the new road. There are 19 millions of bonds, and 4 millions besides (say) were realized from the stock, making 23 millions altogether. With this 521 miles of road were built. This gives an average per mile somewhat above \$44,000, and shows how erroneous are the statements that assume that this or that road can be replaced for one-third or one-fourth its nominal cost, as represented by stock and debt. If the figure of \$44,000 per mile is correct, then it would also seem that the Lake Shore road, with its ample terminal facilities, large depot accommodations and extensive sidings, its 16 thousand cars, and its 530 locomotives, could not at this moment be duplicated for much (if any) less than the nominal cost of the property to the Lake Shore Company.

THE POSITION AND PROSPECTS OF WHEAT.

An inquiry into the position and prospects as to demand and supply and future prices of so important a staple of food as wheat, must at all times be surrounded with uncertainties. Our country is so large that statistics of acreage and production are imperfectly kept, being indeed very difficult to procure, while the nature and extent of the demand here and abroad are so varying, and therefore so uncertain, that there is little basis for comparing one year with another. Besides, the season of 1882 seems to be peculiarly situated in many respects. In fact, the activity of speculation shows that sagacious men are taking precisely opposite views, and conversation with them soon makes it apparent that operators for the rise in prices, as well as operators for the decline, are ignoring facts that are admitted to be important and are apparently plain to the impartial observer.

That the crop of wheat grown in the United States in 1882 is the largest on record seems to admit of no manner of doubt. The Agricultural Bureau estimates it at 500 million bushels, and it is much more likely to exceed than fall below those figures. The increase is in the comparatively new wheat-growing sections of the Northwest and in the Southern States. The growth of population in the

Northwest, and the consequent opening up of new lands to cultivation, have made rapid progress in recent years, and the attention of immigrants has been given almost exclusively to wheat culture; there seemed little else in that section to do, and it is difficult therefore to keep pace with the increase of acreage there devoted to this cereal. In the South there is a growing disposition among planters to produce their own food, and very naturally wheat is sown over larger areas. In the Western States, east of the Mississippi Valley, the wheat crop is somewhat deficient. It has been damaged by storms and prolonged rains; and in Illinois it is claimed that the yield of 1882 is below that of 1880. On the Pacific Coast there appears to be a good crop.

So much for the probable supply. What of the demand? Crop accounts from the west of Europe seem to promise a fair yield; yet a wet summer in Great Britain, and the fact that the acreage sown to wheat in that Island is only slightly in excess of last season, are sufficient grounds for anticipating that a serious deficiency will remain to be made up by importation. The west of Europe is a large and steady importer of our wheat; and this fact is worth more than a thousand theories as to extent of the deficiency in that quarter.

The total exports of wheat for the fiscal year ended July 1st, 1881, were 184 million bushels, and for the year ended July 1, 1882, they were 121 million bushels, a decrease of 63 million bushels; but the decrease from the Atlantic coast was 78 million bushels, an increase of 15 million bushels from the Pacific coast reducing the net decrease to 63 millions. How much can we spare from the crop of 1882? The large crop of 1880, after we had exported 184 million bushels, furnished a liberal surplus to make good the deficiency in the crop of 1881. Under the same circumstances, therefore, we ought easily to spare 200 million bushels from the current crop for export.

But is there not such an increase in the home demand as to more than offset the increase in the yield? This is an important question that is being lost sight of by many. The crop of Indian corn in 1881 was more nearly a failure than has been generally conceded, and this cereal is now so scarce and high as to preclude its use for many of the purposes of feeding to which it is, in ordinary times, extensively devoted. Oats, that other cereal largely employed for feeding purposes, have also been scarce and dear. The accounts that reach us from many points at the West, show that Indian corn is dearer per bushel than wheat, and that farmers have been compelled to feed wheat to their beasts. These are facts of serious import, for they indicate the existence of an important drain on our supplies.

As we have said, the crop of Indian corn in 1881 was a comparative failure, and yet the yield was estimated at 1,200 million bushels. Therefore, if the consumption of wheat in the United States has ordinarily been at the rate of 250 to 275 million bushels per annum, it must now be, from the use being made of wheat for feeding purposes, at a very considerably higher rate per annum, and must continue at an increased rate until Indian corn is in better supply and cheaper, which, from the nature of the case, cannot be for several months to come. Then, again, we must not forget that in the two years since 1880 prosperity has enlarged the power of all classes to consume food products while our population has increased very considerably, both by natural increase and by immigration, and that this will add very materially to the home consumption. Furthermore, the year begins here with no stocks of corn and a minimum stock of wheat, and in

Europe also the surplus carried over is small. As an indication of this latter fact, the exports of wheat (including flour reduced to wheat) from the United States in the month of August just closed amounted to nearly 20 million bushels, or at the rate of nearly 240 million bushels per annum, and we are promised a still larger outward movement in September. It follows, therefore, that unless the wheat crop for 1882 much exceeds 500 million bushels, and unless our estimate of the increase of home consumption is too great, the current export movement is considerably in excess of prospective supplies; and the situation becomes one which demands prudence in making contracts for future delivery.

Still another fact which ought not to be overlooked is that prices are low, much lower than a year ago. The temper of speculative circles is at present adverse to an advance in wheat. But sudden changes of feeling are not uncommon in speculative circles, and this fact should be a further admonition to caution.

FINANCIAL REVIEW OF AUGUST, 1882.

During August the bank reserves were drawn down, and on the 26th the surplus above the legal requirement was only \$1,131,025. The money market hardened for time loans, and also rose about 1 to 1½ per cent in the range for call loans; but there was at no time any stringency in the market.

The statements of the New York City Clearing House banks in each week of August were as follows:

NEW YORK CITY BANK MOVEMENTS IN AUGUST.

N. Y. City Bank Statements.	Aug. 5.	Aug. 12.	Aug. 19.	Aug. 26.
Loans and discounts.....	\$335,324,600	\$336,916,200	\$338,415,400	\$335,746,600
Specie.....	58,060,500	60,105,100	59,338,300	57,195,400
Circulation.....	18,259,900	18,204,100	18,131,000	18,203,100
Net deposits.....	320,083,900	322,141,600	321,657,900	315,251,100
Legal tenders.....	24,044,900	23,982,600	22,963,300	22,748,400
Legal reserve.....	\$80,020,975	\$80,535,400	\$80,414,475	\$78,812,775
Reserve held.....	82,705,400	84,367,700	82,301,600	79,943,800
Surplus.....	\$2,084,425	\$3,882,300	\$1,887,125	\$1,131,025
Range of call loans.....	2@4	2@4	2½@8	2 @7
Rate of prime paper.....	5@5½	5@6	5½@6	5½@6

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of Sept., 1880, 1881 and 1882.

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

	1882.	1881.	1880.
New York City Banks—			
Loans and discounts.....	\$335,746,600	343,369,600	310,738,100
Specie.....	57,195,400	62,151,400	65,413,800
Circulation.....	18,203,100	19,590,900	19,396,800
Net deposits.....	315,251,100	323,721,300	296,422,900
Legal tenders.....	22,748,400	16,210,900	15,335,500
Legal reserve.....	78,812,775	80,930,325	74,105,725
Reserve held.....	79,943,800	78,362,300	80,749,300
Surplus.....	1,131,025	2,568,025	6,643,575
Money, Exchange, Silver—			
Call loans.....	3@6	3@6+1½p.d.	2@3
Prime paper, sixty days.....	5½@6½	5@6	4½@5
Silver in London, per oz.....	52½d.	51¾d.	52½d.
Prime sterling bills, 60 days.....	4 95½	4 80½	4 82
United States Bonds—			
6s, 1881, cou. (continued at 3½)	131	101½	104¾
6s, currency, 1898.....	101	133	123
5s, 1881, (continued at 3½).....	113¾	113	102¾
4s, 1891, coupon.....	119½	116	111½
4s of 1907, coupon.....			110½
Railroad Stocks—			
New York Central & Hud. Riv.	133½	142	129½
Erie (N. Y. L. E. & W.).....	39½	42¾	38½
Lake Shore & Mich. Southern.....	112½	123	106¾
Michigan Central.....	98½	93½	94
Chicago Rock Island & Pacific.....	136	133¾	114½
Illinois Central.....	138½	127½	112¾
Chicago & Northwestern, com.	148	124½	99¾
Chicago Milw. & St. Paul, com.	123¾	114½	87¾
Delaware Lack. & Western.....	145½	123¾	89¾
Central of New Jersey.....	77½	93	76½
Merchandise—			
Cotton, Middl'g Uplands. ½ lb.	12½	12½	11½
Wool, American XX..... ½ lb.	35@43	34@43	40@47
Iron, Amer. pig, No. 1..... ½ ton.	26 00@27 00	21 00@25 50	27 50@29 00
Wheat, No. 2 red win. ½ bush.	1 11½-1 12½	1 44¾@1 45	1 03@1 03½
Corn, Western mixed..... ½ bush.	85 @93	65@71½	50¼@52½
Pork, mess..... ½ bbl.	22 15@22 25	18 75	15 87@16 00

In United States bonds the principal attention centred in the exchange of 3½ per cents for new 3 per cents at Washington, which began on the first day of August at 10 A. M. The whole amount of bonds presented for exchange was over \$250,000,000, and those marked "10

A. M., August 1, 1882," exceeded \$200,000,000, on which the priority for new 3 per cents was determined by lot.

In the stock market there was decided strength shown in most of the list, and in a few stocks very marked advances were made, owing to special causes. The Chicago & Northwestern stocks advanced sharply on the expectation of a stock dividend of some sort, and the Chicago St. Paul Minneapolis & Omaha on the prospect of a lease to Northwestern, or else on the buying of Mr. Vanderbilt to obtain control of the stock. The Chicago & Northwestern annual report published also helped the advance of its stocks. The amount of business in stocks was comparatively small in consequence of the holiday season among business men, but the feeling was strong on the prospects of fall business.

Foreign exchange ruled very firm, and at the end of August rates were close up to specie shipping point, though very little gold was actually sent out. The export of wheat was large, but this alone did not supply enough bills to meet the demand for exchange, and importers had to look forward to the later autumn months for a decline in bills by reason of cotton and produce shipments.

CLOSING PRICES OF GOVERNMENT SECURITIES IN AUGUST, 1882.

Aug.	6s, con- tin'd at 3½	5s, con- tin'd at 3½	4½s, 1891, coup.	4s, 1907, coup.	6s, Cur., 1898, reg.	Aug.	6s, con- tin'd at 3½	5s, con- tin'd at 3½	4½s, 1891, coup.	4s, 1907, coup.	6s, Cur., 1898, reg.
1.....				120½		19.....				119½	
2.....		101½				20.....			S.		
3.....		101½		120½		21.....				119¾	
4.....				120½		22.....				119¾	
5.....						23.....			114½	119¾	
6.....			S.			24.....				119¾	
7.....		101½		120½		25.....					
8.....		101½		120½		26.....				120	
9.....						27.....			S.		
10.....				119½		28.....					
11.....				119¾		29.....					
12.....				119½		30.....		101½			
13.....			S.			31.....				119½	
14.....				119½							
15.....				119½		Open.....		101½	114½	120½	
16.....		101½				High.....		101½	114½	120½	
17.....			114½			Low.....		101½	114½	119½	
18.....				119½		Clos.....		101½	114½	119½	

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN AUGUST.

August.	Cons'ls for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.	August.	Cons'ls for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.
1.....	99¾	102¾	116½	122½	20.....		S.		122
2.....	99½	103	116½	122½	21.....	99½	102¾	116	122
3.....	99½	103	117	122½	22.....	99½	102½	115½	122½
4.....	99½	103	117	122½	23.....	99½	102½	115½	122½
5.....	99½	103	117	122½	24.....	99½	102½	115½	122½
6.....		S.			25.....	99½	102½	115½	122½
7.....		H.			26.....	99½	102½	115½	122½
8.....	99½	103	117	123	27.....		S.		
9.....	99½	103	117	122½	28.....	99½	102½	115½	122½
10.....	99½	103½	117	122½	29.....	99½	102½	115½	122½
11.....	99½	103½	116½	122½	30.....	99½	102½	115½	122½
12.....	99½	102¾	116½	122	31.....	99½	102½	115½	122½
13.....		S.			Opening.....	99¾	102¾	116½	122½
14.....	99½	102¾	116½	122	Highest.....	99½	103½	117	123
15.....	99½	102¾	116½	122	Lowest.....	99½	102½	115½	122
16.....	99½	102½	116½	122	Closing.....	99½	102½	115½	122½
17.....	99½	102¾	117	122	S'ce Jan. 1.....				
18.....	99½	102¾	117	122	Highest.....	102½	105½	118½	124½
19.....	99½	102¾	116½	122	Lowest.....	99½	102½	115	119½

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of July and Aug.

RANGE OF STOCKS IN JULY AND AUGUST.

	June 30.	Low.	High.	July 31.	Low.	High.	August 31.
RAILROADS.							
Atch. Top. & San. Fe.....	83½	83½	95¾	94	95¼	.....	.....
Bost. & N. Y. Air L. pf.....	78½	76	78½	78	76½	80¼	80
Burl. Ced. Rap. & No.....	75	75	81	79	81½	*81	.....
Canada Southern.....	*51½	51½	65½	62½	60½	65¾	63½
Cedar Falls & Minn.....	19½	30	.....	21	27	.....	.....
Central Iowa.....	27	50¾	.....	.....	.....	.....	.....
Central of N. Jersey.....	76¾	75½	85½	79¾	76¼	92½	77½
Central Pacific.....	91½	91	97½	*95½	91½	96½	93¾
Ches. & Ohio.....	23	22½	27	25½	23¾	25½	24
Do 1st pref.....	*30	30¼	40	38½	35¾	39½	*37
Do 2d pref.....	23	23¾	28½	26½	26	27½	26
Chicago & Alton.....	134	133	141	139¾	138	145½	.....
Do pref.....	.....	.....	.....	146	146	.....	.....
Chic. Burl. & Quincy.....	130½	127	135	*134	133½	141	136½
Chic. Mil. & St. Paul.....	112¾	111½	122½	120½	119½	125	124
Do pref.....	127½	127	135½	*133½	134	139½	137½
Chic. & Northwest.....	*131½	130¾	138½	137½	137	150	147½
Do pref.....	*146½	146	151½	151	151¾	175	170
Chic. & Rock Island.....	129¾	*126½	*134½	*133½	133	140½	136
Chic. St. L. & N. Orl'ns.....	79	82½	.....	76	80	.....	.....
Chic. St. P. Minn. & O.....	40½	40	52½	50	49½	55½	55½
Do pref.....	*102½	102	111	109½	108½	114½	113½
Cin. San. & Clev.....	53	53	59	53	58½	53	53
Clev. Col. Cin. & Ind.....	73½	72¾	92¾	84	78	89	81½
Clev. & Pittsb., guar.....	138	138½	140	.....	137	139	*137
Columbia & Gr'nv. pf.....	62	78	.....	74	74	.....	.....
Col. Chic. & Ind. Cent.....	*8½	8¾	17	15½	10½	15½	*12½
Danbury & Norwalk.....	64	64	.....	.....	.....	.....	.....
Del. Lack. & West'n.....	127½	*125¾	140	*127½	136¾	150	145½
Denver & R. Grande.....	56½	55½	65½	61½	55½	64½	57½

* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend.

RAILROADS.		June 30.	July.		Low.	High.	July 31.	August.		Low.	High.	Aug. 31.
Dubuque & Sioux C.		85	91	92	92	96	96	92	96	92	96	96
East Tenn. Va. & Ga.		10	10	12	10	12	11	10	12	10	12	11
Do pref.		167 ⁸	18 ¹	21 ³	20	17 ¹	20 ¹	167 ⁸	18 ¹	21 ³	20	17 ¹
Evansv. & Terre H.		76	77 ¹	77 ¹	79	80	80	76	77 ¹	77 ¹	79	80
Green B. Win. & St. P.		11	13 ¹	13 ¹	8 ¹	11 ⁸	11 ⁸	11	13 ¹	13 ¹	8 ¹	11 ⁸
Hannibal & St. Jo. pf.		86	81 ¹	94 ¹	93 ¹	92 ¹	93 ¹	86	81 ¹	94 ¹	93 ¹	93 ¹
Harlem		201	205	205	205	205	205	201	205	205	205	205
Do pref.		203	203	203	203	203	203	203	203	203	203	203
Houst. & Tex. Cent.		31 ¹	80	92 ¹	88	80 ¹	90	31 ¹	80	92 ¹	88	85
Illinois Central		133 ¹	133 ¹	139 ¹	138 ¹	135 ¹	143	133 ¹	133 ¹	139 ¹	138 ¹	135 ¹
Indiana Bl. & W. new		39	47 ¹	46 ¹	42 ⁷	47 ¹	44 ¹	39	47 ¹	46 ¹	42 ⁷	44 ¹
Keok. & Des Moines		17	19 ⁸	19 ⁸	18	18	18	17	19 ⁸	19 ⁸	18	18
Lake Erie & West.		28 ¹	28 ¹	45	41	37 ¹	43 ¹	28 ¹	28 ¹	45	41	40 ¹
Lake Shore		110 ⁸	108	117 ⁸	114 ¹	110 ¹	117 ¹	110 ⁸	108	117 ⁸	114 ¹	112 ⁸
Long Island		58	55 ¹	59 ¹	57 ¹	56 ¹	59 ¹	58	55 ¹	59 ¹	57 ¹	59 ¹
Louisv. & Mo. River		16 ¹	21 ¹	21 ¹	17	17 ¹	17 ¹	16 ¹	21 ¹	21 ¹	17	17 ¹
Louisville & Nashv.		67 ³	64 ⁸	76 ⁸	74 ⁸	70	76 ¹	67 ³	64 ⁸	76 ⁸	74 ⁸	72 ¹
Louisv. N. A. & Chic.		57 ¹	77	72	70	73 ¹	70	57 ¹	77	72	70	73 ¹
Manhattan		52 ¹	49 ⁸	53 ¹	51 ¹	51 ¹	57	52 ¹	49 ⁸	53 ¹	51 ¹	57
Do 1st pref.		90	90 ¹	91	89	90 ¹	89	90	90 ¹	91	89	90
Do com.		23 ¹	20	23	19 ¹	27	23	23 ¹	20	23	19 ¹	27
Manhattan Beach Co.		23 ¹	20	23	19 ¹	27	23	23 ¹	20	23	19 ¹	27
Mar'tta & Cm. 1st pf.		14	14	14	6	6 ⁷	6	14	14	14	6	6 ⁷
Do 2d pf.		5 ¹	9	9	5	5	5	5 ¹	9	9	5	5
Memphis & Chas'ton		45	45	60	55	61	61	45	45	60	55	61
Metropolitan Elev.		85 ¹	81 ¹	85	83 ¹	83	90	85 ¹	81 ¹	85	83 ¹	90
Michigan Central		89	88 ⁸	100 ¹	98 ⁷	97 ⁷	101 ¹	89	88 ⁸	100 ¹	98 ⁷	97 ⁷
Mil. L. Sh. & W. pref.		47	47 ¹	55 ¹	54 ¹	53 ¹	58 ¹	47	47 ¹	55 ¹	54 ¹	53 ¹
Minneapolis & St. L.		25 ¹	35 ¹	32 ¹	32	34 ⁷	33 ⁸	25 ¹	35 ¹	32 ¹	32	34 ⁷
Do pref.		6 ¹	72	67 ¹	66 ⁸	69 ⁷	67 ¹	6	72	67 ¹	66 ⁸	69 ⁷
Mo. Kans. & Texas		33 ¹	33 ¹	41 ⁷	40 ⁷	37 ¹	42 ¹	33 ¹	33 ¹	41 ⁷	40 ⁷	39 ¹
Missouri Pacific		91 ⁸	91 ⁸	107 ¹	105 ⁸	101 ¹	109 ¹	91 ⁸	91 ⁸	107 ¹	105 ⁸	101 ¹
Mobile & Ohio		17	17 ¹	22	21 ⁸	23 ¹	22 ¹	17	17 ¹	22	21 ⁸	23 ¹
Morris & Essex		124	121	125 ¹	124 ¹	128	127 ⁸	124	121	125 ¹	124 ¹	128
Nashv. Chatt. & St. L.		57 ¹	56 ¹	66 ¹	61	59	65 ¹	57 ¹	56 ¹	66 ¹	61	59
N. Y. Cent. & Hud. R.		131	130 ¹	136 ¹	135 ¹	132 ¹	138	131	130 ¹	136 ¹	135 ¹	132 ¹
N. Y. Chic. & St. Louis		11 ¹	11 ¹	16 ⁷	16 ¹	15	17 ⁸	11 ¹	11 ¹	16 ⁷	16 ¹	15
Do pref.		29	29	36 ⁸	35 ¹	33 ¹	37 ⁸	29	29	36 ⁸	35 ¹	33 ¹
New York Elevated		101	107	107	103	109	107	101	107	107	103	109
N. Y. Lake Erie & W.		36	35 ⁸	41 ⁸	40	38 ¹	41 ⁸	36	35 ⁸	41 ⁸	40	38 ¹
Do pref.		73	81 ²	79 ⁸	77	81 ¹	81	73	81 ²	79 ⁸	77	81 ¹
N. Y. & New Eng'd.		175	180	180	181	181	181	175	180	180	181	181
N. Y. N. H. & Hartford		24 ¹	24 ¹	31 ⁷	29 ¹	25	30	24 ¹	24 ¹	31 ⁷	29 ¹	25
Do pref.		18	20	20	18	20	20	18	20	20	18	20
Norfolk & Western		50 ¹	50 ¹	57	56 ¹	54	57 ¹	50 ¹	50 ¹	57	56 ¹	54
Do pref.		41	40 ⁷	50 ¹	48 ¹	48 ³	52 ⁸	41	40 ⁷	50 ¹	48 ¹	48 ³
Northern Pacific		78 ⁷	78 ¹	90 ¹	89 ¹	89	93 ¹	78 ⁷	78 ¹	90 ¹	89 ¹	89
Do pref.		13 ⁸	13 ⁸	21	18 ¹	16 ¹	19 ¹	13 ⁸	13 ⁸	21	18 ¹	16 ¹
Ohio Central		34 ¹	35	42	38 ¹	37 ¹	40 ¹	34 ¹	35	42	38 ¹	37 ¹
Ohio & Mississippi		100	106 ¹	107 ¹	107 ¹	112	112	100	106 ¹	107 ¹	107 ¹	112
Do pref.		14 ¹	21 ¹	15	15	19 ¹	17	14 ¹	21 ¹	15	15	19 ¹
Ohio Southern		70 ¹	70 ¹	89	86 ¹	87	95 ¹	70 ¹	70 ¹	89	86 ¹	87
Oregon & Trans-Con.		165	167	165	166	167	167	165	167	165	166	167
Panama Tr. Co. etts.		28 ¹	28	39 ¹	37 ¹	34	39	28 ¹	28	39 ¹	37 ¹	34
Peo. Decat. & Eville		56 ¹	55 ⁷	63 ¹	60 ¹	57 ¹	63	56 ¹	55 ⁷	63 ¹	60 ¹	57 ¹
Phila. & Reading		131	130	134	130	136 ¹	136 ¹	131	130	134	130	136 ¹
Pittsb. Ft. W. & C. Guar.		131 ¹	131 ¹	135	135	135	135	131 ¹	131 ¹	135	135	135
Rensselaer & Sar.		20	28	20	20	2	2	20	28	20	20	2
Rich. & Al. st. k. tr. et.		96	118 ⁷	114 ¹	112	123	116 ¹	96	118 ⁷	114 ¹	112	123
Richmond & Danville		52 ¹	52 ¹	63 ⁷	62 ¹	60 ¹	66 ¹	52 ¹	52 ¹	63 ⁷	62 ¹	60 ¹
Richmond & West Pt.		24 ¹	24 ¹	35 ⁸	29 ⁸	24 ¹	31	24 ¹	24 ¹	35 ⁸	29 ⁸	24 ¹
Rochester & Pittsb.		38	49	35	35	43	39	38	49	35	35	43
Rome Water'n & Og.		26	27	36 ¹	35	35	43	26	27	36 ¹	35	35
St. L. Alton & T. H.		57 ⁷	61	80	79 ¹	89	85	57 ⁷	61	80	79 ¹	89
Do pref.		36 ¹	36 ¹	43 ¹	42 ¹	40	43 ¹	36 ¹	36 ¹	43 ¹	42 ¹	40
St. L. & S. Francisco		48	48 ¹	61 ⁸	60	58	61 ¹	48	48 ¹	61 ⁸	60	58
Do pref.		90	92	100	97 ¹	100	96	90	92	100	97 ¹	96
St. Paul & Duluth		30	39	30	33	34	33	30	39	30	33	34
Do pref.		84 ¹	90	85	88	90	88	84 ¹	90	85	88	90
St. Paul Minn. & Man		134 ¹	128	141 ¹	131 ¹	131	149 ¹	134 ¹	128	141 ¹	131 ¹	146
2d Ave. (N. Y. City)		25	27	22	22	29 ¹	29 ¹	25	27	22	22	29 ¹
South Carolina		44 ¹	43 ⁸	55	52 ⁸	48 ¹	54 ¹	44 ¹	43 ⁸	55	52 ⁸	48 ¹
Texas & Pacific		20	31	15 ¹	15 ¹	17 ¹	16	20	31	15 ¹	15 ¹	17 ¹
Texas & St. Louis		12 ¹	12 ¹	19	15 ¹	17 ¹	16	12 ¹	12 ¹	19	15 ¹	17 ¹
Tol. Delphos & Bur.		110 ¹	110 ¹	118	116	114 ¹	119 ¹	110 ¹	110 ¹	118	116	114 ¹
Union Pacific		49	56 ¹	50	50	54	54	49	56 ¹	50	50	54
United Cos. of N. J.		27 ¹	28	39	37 ¹	34 ¹	39 ⁷	27 ¹	28	39	37 ¹	34 ¹
Virginia Midland		51 ⁸	51	69 ¹	67 ¹	63 ¹	69	51 ⁸	51	69 ¹	67 ¹	63 ¹
Wab. St. L. & Pacific		118	118	118	118	118	118	118	118	118	118	118
Do pref.		47	59	51	54	54	54	47	59	51	54	54
Warren		25 ¹	30 ¹	25 ¹	30 ¹	26 ¹	26 ¹	25 ¹	30 ¹	25 ¹	30 ¹	26 ¹
TELEGRAPH.		81 ¹	91 ¹	88 ⁷	88 ¹	91	90 ⁷	81 ¹	91 ¹	88 ⁷	88 ¹	91
American District		136	137	140	133	139	140 ¹	136	137	140	133	139
Mutual Union		92	91 ¹	95 ¹	94	96	96	92	91 ¹	95 ¹	94	96
West Union, ex etts.		72	71 ¹	75 ¹	74 ¹	74	75	72	71 ¹	75 ¹	74 ¹	74
EXPRESS.		128	125 ¹	130	128	128	131 ¹	128	125 ¹	130	128	131 ¹
Wells, Fargo & Co.		136	137	140	133	139	140 ¹	136	137	140	133	139
COAL AND MINING.		45 ¹	44	50	48 ¹	42	49	45 ¹	44	50	48 ¹	42
Cameron Coal		32	33	33	32	32 ¹	32	32	33	33	32	32 ¹
Cent. Arizona Min.		17 ⁷	17 ⁷	19 ¹	17 ¹	17 ¹	19 ¹	17 ⁷	17 ⁷	19 ¹	17 ¹	19 ¹
Colorado Coal & Iron		16	16 ¹	18	18	20	20	16	16 ¹	18	18	

usually conspicuous. According to some, the crop is more than an average one; according to others about an average, or even under. In the trade the belief is that the development of the crop was seriously impeded by the rains which fell so copiously in July, and this is undoubtedly a very reasonable and sensible conclusion. The wheat harvest is regarded as an improvement over that of last year, but it is nevertheless a disappointment. It may, however, be repeated that what we lose in the production of wheat we gain in the production of other articles of produce which are much less easy of importation, and hence the country cannot be regarded as being at a loss. Taken as a whole, the agricultural season has been fairly propitious, though there are some obvious drawbacks.

The trade for wheat during the week has been exceedingly quiet, but holders have been unwilling to accept lower prices. Millers, however, have only been buyers on lower terms, and merchants have had to reduce their prices in order to effect sales. The following quantities of produce are now estimated to be afloat to the United Kingdom: wheat, 2,130,000 quarters; flour, 152,000 quarters; Indian corn, 180,500 quarters.

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1882.	1881.	1880.	1879.
Circulation.....	26,839,230	27,017,170	27,220,660	28,828,780
Public deposits.....	3,874,640	4,496,210	5,937,587	5,531,819
Other deposits.....	24,100,839	25,874,701	25,574,490	31,058,180
Government securities.....	12,751,602	14,663,649	16,357,530	16,330,087
Other securities.....	22,784,057	20,628,875	16,913,802	16,962,832
Res'v'e of notes & coin	10,691,193	13,281,803	16,463,919	21,550,944
Coin and bullion in both departments..	21,780,423	21,551,973	23,684,519	35,379,724
Bank rate.....	4 p. c.	3 p. c.	2½ p. c.	2 p. c.
Consols.....	99½	100¼	98	98
Eng. wheat, av. price	51s. 3d.	46s. 9d.	44s. 4d.	49s. 5d.
Mid. Upland cotton..	71½d.	7d.	67½d.	69½d.
No. 40 mule twist....	10½d.	10½d.	11½d.	9d.
Clearing-House ret'n.	129,018,000	130,235,000	116,400,000	95,547,000

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

	Bank rate.	Open market.		Bank rate.	Open market.
	Pr. ct.	Pr. ct.		Pr. ct.	Pr. ct.
Paris.....	3½	3	Madrid and other		
Brussels.....	4	3½	Spanish cities..	4½	4½
Amsterdam.....	3½	3¼	St. Petersburg...	6	6
Berlin.....	4	3½	Geneva.....	4½	4
Hamburg.....		3½	Genoa.....	5	4½
Frankfort.....		3½	Copenhagen.....	4	4
Vienna.....	4	3½			

During the week ended August 12 the sales of home-grown produce in the 150 principal markets of England and Wales amounted to 10,122 quarters, against 10,982 quarters last year and 13,901 quarters in 1880; while it is estimated that they were in the whole kingdom 40,490 quarters, against 44,000 quarters and 55,600 quarters. Since harvest the sales in the 150 principal markets have been 1,818,539 quarters, against 1,702,993 quarters and 1,393,802 quarters, the estimate for the whole kingdom being 7,574,160 quarters, against 6,456,000 quarters in the corresponding period of last season and 5,600,600 quarters in 1878-9. Without reckoning the supplies of produce furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply of wheat in the United States is also given:

	1881-82.	1880-81.	1879-80.	1878-79.
Imports of wheat.cwt.	57,372,415	55,977,820	57,146,331	49,238,937
Imports of flour.....	9,715,137	11,905,706	10,006,768	8,872,092
Sales of home-grown produce.....	31,521,350	28,000,000	24,296,300	42,856,700
Total.....	98,603,902	95,923,526	91,449,399	100,967,729
Deduct exports of wheat and flour.....	1,377,582	1,382,440	1,573,662	1,753,232
Result.....	97,231,320	94,541,086	89,870,737	99,209,497
Av'ge price of English wheat for season (qr.)	47s. 0d.	43s. 7d.	46s. 0d.	41s. 5d.
Visible supply of wheat in the U. S. bush.	15,100,000	16,750,000	14,800,000	16,026,810

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

	1881-82.	1880-81.	1879-80.	1878-79.
Wheat.....cwt.	57,372,415	55,977,820	57,146,331	49,238,937
Barley.....	12,930,959	10,491,864	12,156,119	9,993,778
Oats.....	11,426,331	10,662,283	14,447,304	11,668,595
Peas.....	2,118,254	2,272,212	1,991,275	1,578,333
Beans.....	1,943,127	2,346,104	2,696,217	1,733,767
Indian corn.....	22,752,905	36,628,870	30,414,156	37,723,665
Flour.....	9,715,137	11,945,706	10,006,769	8,872,092

EXPORTS.

	1881-82.	1880-81.	1879-80.	1878-79.
Wheat.....cwt.	1,197,827	1,225,950	1,278,185	1,583,611
Barley.....	178,257	53,560	30,422	108,520
Oats.....	682,211	603,220	95,776	106,374
Peas.....	64,224	111,073	104,136	28,922
Beans.....	51,224	46,801	84,740	20,463
Indian corn.....	129,964	230,405	738,573	562,301
Flour.....	179,755	156,490	200,477	174,621

The number of failures in England and Wales gazetted during the week ending Saturday, Aug. 12, was 180. The number in the corresponding week of last year was 229, showing a decrease of 49, being a net decrease in 1882 to date of 593. The number of bills of sale published in England and Wales for the week ending Aug. 12 was 814. The number in the corresponding week of last year was 960, showing a decrease of 146, being a net decrease in 1882 to date of 1,143. The number published in Ireland for the same week was 23. The number in the corresponding week of last year was 36, showing a decrease of 13, being a net decrease in 1882 to date of 259. These figures are clearly indicative of a sounder condition of our commerce, especially as regards the retail trades. The decline both in the number of failures and bills of sale has been very considerable.

Tenders have been received by the Standard Bank of British South Africa (limited) for £48,000, being the balance of an authorized issue of £150,000 Port Elizabeth 6 per cent water-works loan. The tenders amounted to £390,300, at prices ranging from £106 (the minimum) to £108 5s. Tenders at £107 17s. 6d. and over will receive in full.

The *Gardeners' Magazine* states that "the fruit crops are poor throughout. Apples a very small crop, but the growth and color good. Pears a poor crop, and the growth far from satisfactory. Plums middling, in some places plentiful, but the entire crop below a fair average, and the quality far from first-rate. Cherries are more favorably reported on, and they have ripened well. Wall fruits by no means plentiful, but small fruits abundant, currants and strawberries particularly so. The main cause of the failures in the orchards appears to be the destructive gale of April 29, which literally stripped the trees. This is confirmed by the interesting fact that in gardens where apples are grown in the form of dwarf bushes, there is a pretty sprinkling of fruit, while the great old standard trees have not a spot of color upon them.

The following return shows the extent of the exports of British and Irish produce and manufactures, and of colonial and foreign wool, from the United Kingdom to the United States during the month of July and during the seven months ended July 31, compared with the corresponding period in the previous year:

	In July.		In Seven Months.	
	1881.	1882.	1881.	1882.
Alkali.....cwt.	251,736	291,876	1,751,058	1,871,585
Apparel and slops.....£	4,205	6,647	32,673	28,909
Bags and sacks.....doz.	56,791	72,519	626,449	455,703
Beer and ale.....bbls.	1,895	1,979	13,054	16,420
Cotton piece goods.....yds.	5,203,000	6,210,000	43,352,100	50,469,100
Earthenw. & porcelain..£	69,488	83,567	493,348	487,144
Haberdashery and millinery.....£	32,879	35,761	251,251	304,855
Hardware & cutlery.....£	50,518	47,393	275,987	287,016
Iron—Pig.....tons.	40,347	36,357	217,641	274,171
Bar, &c.....tons.	1,150	893	7,421	13,276
Railroad, all sorts.....tons.	27,182	15,581	186,491	142,023
Hoops, sheets, boiler & armor plates.....tons.	4,784	5,631	16,724	18,816
Tin plates.....tons.	16,618	23,941	56,871	127,962
Cast or wrought.....tons.	482	530	3,704	4,115
Old for remanufact.....tons.	5,916	6,106	50,589	59,665
Steel—Unwrought.....tons.	13,750	11,359	63,095	104,349
Jute yarn.....lbs.	196,000	552,000	1,905,500	5,180,800
Jute piece goods.....yds.	8,292,800	4,847,100	56,779,300	46,949,700
Lead—Pig, &c.....tons.	28	2	297	415
Linen piece goods.....yds.	6,773,900	9,095,900	47,308,800	56,943,400
Machinery—Steam engines.....£	25,707	1,105	37,161	70,605
Other kinds.....£	13,263	44,145	231,114	304,196
Paper—Writing or printing.....cwt.	434	503	3,095	4,931
Other kinds, except paper hangings.....cwt.	278	288	2,013	5,876
Salt.....tons.	13,334	20,888	145,452	124,633
Silk broadstuffs.....yds.	27,790	26,995	186,088	275,242
Other articles of silk only.....yds.	9,200	8,982	46,709	53,922
Mixed with other materials.....£	22,251	19,941	76,290	155,763
Spirits—British.....galls.	6,732	4,801	33,841	41,255
Stationery—Other than paper.....£	6,847	9,181	42,573	50,019
Tin—Unwrought.....cwt.	933	423	4,881	4,449
Wool—British.....lbs.	212,100	412,100	3,243,100	2,428,600
Colonial & foreign.....lbs.	869,640	870,255	8,216,994	12,347,638
Woolen fabrics.....yds.	582,300	1,050,600	2,469,000	3,938,900
Worsted fabrics.....yds.	2,821,200	2,980,900	15,226,500	19,449,400
Carpets, not being rugs.....yds.	102,400	139,200	729,800	825,900

The following figures show the exports of British and Irish produce and manufactures to British North America during the same periods:

	In July.		In Seven Months.	
	1881.	1882.	1881.	1882.
Apparel and slops....	23,076	24,221	89,984	112,668
Cotton piece goods.yds.	7,966,500	7,425,900	34,394,700	39,428,900
Earthenw.& porcelain.	10,261	16,076	52,504	70,449
Haberdashery and mil- linery.....	127,630	101,468	578,227	660,931
Hardware & cutlery....	16,357	14,727	106,707	128,926
Iron—pig.....	1,820	5,675	18,222	31,110
Bar, &c.....	6,428	3,712	22,415	20,248
RR. of all sorts.....	16,503	16,245	62,049	50,363
Hoops, sheets and boiler plates.....	1,181	1,082	5,910	6,787
Tin plates.....	1,467	1,032	6,314	4,968
Cast or wrought.tons.	1,281	1,709	8,911	7,018
Linen piece goods.yds.	1,183,800	986,000	4,558,100	4,080,300
Seed oil.....galls.	14,671	64,811	219,235	360,324
Salt.....	11,817	15,205	57,601	60,155
Silk broadstuffs.....	87,042	111,630	264,671	306,187
Spirits—British.....	4,532	10,949	78,817	103,204
Stationery, other than paper.....	2,505	4,384	20,209	26,574
Sugar and candy.....	1,321	4,793	30,499	35,100
Woolen fabrics.....	1,082,200	1,353,700	3,951,500	4,547,000
Worsted fabrics.....	2,033,100	1,426,600	5,746,200	5,735,200
Carpets, not being rugs.....	139,700	189,300	1,010,600	1,272,700

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 September 1:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....	52 1/16	52 1/16	52 1/16	52 1/16	52 1/16	52 1/16
Consols for money.....	99 1/16	99 1/16	99 1/16	99 1/16	99 1/16	99 1/16
Consols for account.....	99 3/4	99 1/2	99 1/16	99 5/8	99 1/16	99 1/16
Fr'ch rentes (in Paris) fr.	82 5/2	82 6/0	82 6/7 1/2	82 6/0	82 5/7	83 2/5
U. S. 5s ext'n'd into 3 1/2s	102 7/8	102 7/8	102 7/8	102 7/8	102 7/8	102 7/8
U. S. 4 1/2s of 1891.....	115 3/4	115 3/4	115 3/4	115 5/8	115 5/8	115 5/8
U. S. 4s of 1907.....	122 1/8	122 1/8	122 1/8	122 1/8	122 1/8	122 1/8
Erie, common stock.....	39 1/8	39	39 1/2	40 3/4	40 1/2	40 1/4
Illinois Central.....	138 1/2	139	141	141	141 1/2	141 1/2
Pennsylvania.....	63 1/2	63 5/8	64	63 3/4	63 3/4	63 3/4
Philadelphia & Reading.....	30 5/8	30 7/8	31	31 1/4	30 7/8	31 1/4
New York Central.....	136	135 1/8	136 1/4	138	138	136 1/2

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State) 100 lb.	s. d. 13 0	s. d. 13 0	s. d. 13 0	s. d. 13 0	s. d. 13 0	s. d. 13 0
Wheat, No. 1, wh. "	9 2	9 2	9 2	9 2	9 2	9 2
Spring, No. 2. " "	9 2	9 2	9 2	9 1	9 0	9 0
Winter, West. n. " "	9 8	9 8	9 8	9 8	9 8	9 8
Cal. white. " "	7 5	7 5	7 6	7 6	7 5 1/2	7 5
Corn, mix., West. " "	97 0	98 0	98 0	98 0	98 0	98 0
Pork, West. mess. 3 bbl.	69 0	70 0	70 0	71 0	71 0	71 0
Bacon, long clear, new...	97 0	97 0	97 0	97 0	97 0	97 0
Beef, pr. mess, new, 3/4 cwt.	63 0	63 6	63 6	63 6	63 9	63 6
Lard, prime West. 3/4 cwt.	56 6	56 6	56 6	56 6	56 6	56 6
Cheese, Am. choice, new						

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national bank has lately been organized:

- 2,768—The Duluth National Bank, Duluth, Minn. Authorized capital, \$100,000; paid-in capital, \$50,000. Luther Mendenhall, President; Frederick W. Paine, Cashier.
- 2,769—The National Bank of Franklin, Franklin, Ind. Authorized capital, \$50,000; paid-in capital, \$50,000. John Clarke, President; J. C. Smith, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$10,946,233, against \$8,474,763 the preceding week and \$9,118,853 two weeks previous. The exports for the week ended August 29 amounted to \$7,244,138, against \$6,931,671 last week and \$7,779,634 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 24, and for the week ending (for general merchandise) Aug. 25; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods.....	\$2,608,069	\$3,276,162	\$2,405,130	\$3,894,411
Gen'l mer'dise..	4,094,400	5,435,021	6,038,397	7,051,872
Total.....	\$6,702,469	\$8,711,183	\$8,443,527	\$10,946,283
Since Jan. 1.				
Dry goods.....	\$59,714,372	\$87,969,186	\$74,078,756	\$90,475,628
Gen'l mer'dise..	145,927,346	241,196,551	210,485,702	241,703,809
Total 34 weeks	\$205,641,718	\$329,165,737	\$284,564,458	\$332,179,437

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending August 29, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week...	\$9,982,603	\$8,331,306	\$6,733,690	\$7,244,138
Prev. reported..	206,649,565	258,573,017	245,213,042	211,027,954
Total 34 weeks	\$216,632,173	\$266,904,323	\$251,952,732	\$218,272,092

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 26, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$289,143	\$29,599,642	\$.....	\$104,998
France.....	.....	2,526,150	.....	401
Germany.....	.....	83,160	.....	232
West Indies.....	.....	6,088	8,876	228,535
Mexico.....	.....	130,000	4,100	92,659
South America.....	.....	1,296,694	.....	248,471
All other countries.....	776	.....	.....	20,692
Total 1882.....	\$289,919	\$33,641,734	\$12,976	\$695,978
Total 1881.....	.....	370,496	226,910	30,063,956
Total 1880.....	.....	2,124,502	5,233,154	10,779,965

Silver.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$6,697,417	\$.....	\$26,279
France.....	.....	811,250	.....	1,027
Germany.....	168,000	216,500	.....	128,004
West Indies.....	4,930	9,430	929	860,949
Mexico.....	.....	.....	.....	561,285
South America.....	.....	.....	7,500	96,045
All other countries.....	.....	812,021	.....	21,067
Total 1882.....	\$172,930	\$9,546,618	\$8,429	\$1,694,656
Total 1881.....	305,000	7,197,225	79,901	1,919,952
Total 1880.....	191,136	3,462,606	229,356	3,645,013

Of the above imports for the week in 1882, \$644 were American gold coin and \$8,429 American silver coin. Of the exports during the same time \$776 were American gold coin and \$4,930 American silver coin.

STATEMENT of the Comptroller of the Currency on Sept. 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.....	359,691,573
Increase during the last month.....	1,715,490
Increase since Sept. 1, 1881.....	2,778,562
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 deposit with the U. S. Treasurer to redeem notes of insolvent and liquidating banks, and banks retiring circulation under Act of June 20, 1874.....	39,337,790
Increase in deposit during the last month.....	737,313
Increase in deposit since Sept. 1, 1881.....	7,119,545

* Circulation of national gold banks, not included above, \$823,329.

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 Sept. 1, 1882, and amount remaining on deposit at latter date.

STATES AND TERRITORIES.	Additional circulation issued since June 20, 1874.	Legal-Tender Notes Deposited to Retire National Bank Circulation since June 20, 1874.			Legal Tenders on Deposit with U. S. Treasurer at Date.
		Redempt'n of Notes of Liquidat'g Banks.	To Retire Circulation under Act of June 20, 1874.	Total Deposits.	
Maine.....	\$1,601,580	\$362,000	\$809,700	\$1,171,700	\$272,680
N. Hampsh.....	935,665	207,097	100,800	307,897	134,542
Vermont.....	2,158,970	456,097	1,919,090	2,375,187	679,752
Mass.....	25,688,640	826,250	12,691,950	13,518,200	3,070,327
Rh. Island.....	3,839,720	32,350	2,726,495	2,758,835	1,025,156
Conn.....	5,074,750	157,150	4,668,010	4,825,160	1,615,503
New York.....	29,895,185	3,133,288	33,069,110	36,202,398	6,845,254
N. Jersey.....	3,106,035	881,758	3,191,482	4,073,240	1,447,063
Penn.....	17,907,180	2,607,586	14,776,431	17,384,017	6,790,418
Delaware.....	277,275	.....	53,350	53,350	45,100
Maryland.....	2,193,560	166,600	1,875,880	2,042,480	190,722
Dist. Col.....	457,000	444,664	530,060	974,724	80,309
Virginia.....	1,205,500	937,369	1,036,010	1,973,379	187,081
W. Virginia.....	271,810	731,060	386,685	1,117,745	79,479
N. Carolina.....	1,235,660	128,200	1,445,485	1,573,635	386,750
S. Carolina.....	189,700	.....	1,214,380	1,214,380	106,800
Georgia.....	628,330	330,925	616,685	947,610	210,771
Florida.....	72,000	.....	.....	.....	.....
Alabama.....	209,900	90,000	368,230	458,280	202,173
Mississippi.....	67,500	.....	.....	.....	121
Louisiana.....	1,710,210	656,413	2,099,250	2,755,663	26,855
Texas.....	737,950	61,290	319,340	380,630	100,051
Arkansas.....	193,000	.....	198,000	198,000	21,726
Kentucky.....	5,111,070	629,867	2,400,833	3,030,700	784,090
Tennessee.....	1,136,770	414,101	651,759	1,065,860	247,688
Missouri.....	1,904,070	1,043,450	4,706,165	5,749,615	1,205,959
Ohio.....	9,014,580	3,535,425	6,712,951	10,248,376	4,807,354
Indiana.....	4,518,940	2,323,575	7,962,935	10,286,510	2,758,540
Illinois.....	4,351,125	2,205,474	7,933,546	10,139,020	1,663,996
Michigan.....	3,362,390	745,180	3,704,575	4,450,055	1,509,671
Wisconsin.....	1,509,030	814,860	1,525,089	2,339,949	747,677
Iowa.....	2,717,000	1,237,224	1,986,680	3,223,904	874,703
Minnesota.....	1,345,400	652,763	1,857,177	2,509,949	628,845
Kansas.....	380,700	781,721	384,050	1,165,771	221,541
Nebraska.....	689,400	45,000	458,980	503,980	137,262
Nevada.....	36,000	.....	.....	.....	1,568
Oregon.....	45,000	.....	.....	.....	.....
Colorado.....	897,400	271,225	149,400	420,625	127,232
Utah.....	233,900	161,191	196,800	357,991	9,634
Montana.....	350,600	148,700	81,000	229,700	46,145
Wyoming.....	75,600	.....	.....	.....	.....
N. Mexico.....	144,000	.....	.....	.....	.....
Dakota.....	535,500	.....	15,750	15,750	15,750
Wash'ton.....	252,000	.....	90,000	90,000	31,500
Arizona.....	30,600	.....	.....	.....	.....
California.....	945,000	.....	.....	.....	.....
*Leg. tend.	.....	.....	.....	3,813,675	.....
Total.....	139,268,245	27,220,153	124,914,153	155,947,981	39,387,790

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

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Atlanta & Charlotte Air Line....	2½	Sept. 5	Sept. 2 to Sept. 4
Boston & Albany (quar.).....	\$2	Sept. 30	Sept. 1 to Sept. 4
Chic. Mil. & St. P. com. and pref.	3½	Oct. 16	Sept. 16 to Oct. 15
Chic. & Northwest. pref. (quar.)..	2	Sept. 26	Sept. 8 to Sept. 27
Iowa Falls & Sioux City (quar.)..	1¾	Sept. 1	.....
North Carolina com. and pref.....	3	Sept. 1	.....
Miscellaneous.			
Del. & Hudson Canal (quar.).....	1¾	Sept. 11	Aug. 27 to Sept. 11

NEW YORK, FRIDAY, SEPT. 1, 1882-5 P. M.

The Money Market and Financial Situation.—The monetary situation indicates a tendency towards higher rates for loans as the season advances. Under the present circumstances, when it is desired on all sides not only that the crops should turn out a heavy yield, but that a large proportion should move to the seaboard, it may fairly be considered that a strong money market from healthy causes would be a good sign. As to artificial stringency, the case is quite different, and it is to be hoped that public opinion will gradually become so strong on this subject that no parties commanding a few million dollars will venture to manipulate the bank returns for the purpose of forcing a tight money market to depress stocks.

At the Stock Exchanges in this and other cities business has been dull, as usual in the last few days of summer, and there have been few points of interest arising from any really new developments in railroad affairs. Among the most important negotiations now pending, or supposed to be pending, are those pertaining to the control of Chicago St. Paul Minneapolis & Omaha by Northwest and Hannibal & St. Joseph by Chicago Burlington & Quincy. How far these negotiations have gone, and precisely what may be their present status, the public is, of course, not permitted to know, but that Mr. Vanderbilt will in some shape control the Omaha road, by ownership of stock or by lease to Northwest, is quite generally believed. The Hannibal & St. Joseph common stock Mr. Duff of Boston is understood to be willing to sell to any party who will take it, and at some price it has been supposed that Chicago Burlington & Quincy would be the purchaser.

The new road from Buffalo to Chicago is nominally completed, and will probably be opened for business about the first of October. The stock is \$50,000,000, mortgage debt \$15,000,000 at 6 per cent and equipment debt \$4,000,000 at 7 per cent, without saying anything of the car trust debt, so that the new road with single track will have yearly obligations of at least \$1,180,000 to earn in order to meet its interest, and this, too, over a route where competition is the sharpest, and its competitors in the most perfect condition as to roads and equipment. How far the new road can injure Lake Shore, Michigan Central and the rest must remain to be proved, and it is unsafe to assume at the outset that the mere fact of having a smaller amount of bonded debt will in itself assure the success of the company.

The money market has been more variable, and higher rates have been more frequent than heretofore, stock borrowers paying 4@6 per cent for call loans during the greater part of the week, and the principal business having been done at about 5 per cent. Government bond dealers have obtained call money at 3@4 per cent. Prime commercial paper is quoted at 5½@6½ per cent.

The Bank of England weekly statement on Thursday showed a decrease in specie of £32,000, and the percentage of reserve to liabilities was 39 3-16, against 38½ last week; the discount rate remains at 4 per cent. The Bank of France lost 1,650,000 francs gold and 825,000 francs silver.

The New York City Clearing-House banks in their statement of Aug. 26 showed a decrease of \$756,100 in their surplus reserves, the total surplus being \$1,131,025, against \$1,887,125 on Aug. 19.

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

	1882. Aug. 26.	Differ'nces fr'm previous week.	1881. Aug. 27.	1880. Aug. 23.
Loans and dis.	\$335,716,600	Dec. \$2,663,800	\$343,369,600	\$310,738,100
Specie.....	57,195,400	Dec. 2,142,900	62,151,400	65,413,800
Circulation...	18,203,100	Inc. 72,100	19,590,900	19,396,800
Net deposits..	315,251,100	Dec. 6,406,800	323,721,300	296,422,900
Legal tenders.	22,748,400	Dec. 214,900	16,210,900	15,335,500
Legal reserve.	\$78,812,775	Dec. \$1,601,700	\$30,930,325	\$74,105,725
Reserve held.	79,943,800	Dec. 2,357,800	78,362,300	80,749,300
Surplus.....	\$1,131,025	Dec. \$756,100	def. 2,568,025	\$6,643,575

United States Bonds.—There has been a moderate business in government bonds at steady prices. The Treasury Department has issued notice that in order to allow the preparation of the schedules and interest checks for the payment of the Nov. 1 dividend on the United States registered bonds (3½ and

3 per cents), the exchange of 3½ per cent bonds into 3 per cent bonds will be suspended from the 20th day of September, 1882, until the 1st day of November, 1882, at which time it will be resumed, and will continue until further notice.

The one hundred and sixteenth call for bonds has been issued by the Treasury Department, dated August 29, 1882, and giving notice that the bonds named will be paid at the Treasury of the United States, in the city of Washington, D. C., on the fourth day of October, 1882, viz:

"All registered bonds of the act of March 3, 1863, continued during the pleasure of the Government under the terms of circular No. 42, dated April 11, 1881, to bear interest at the rate of three and one half per centum per annum, from July 1, 1881, and which constitute the residue of those issued under the act of March 3, 1863, known as Continued Sixes, and which have not heretofore been called, or which have not been offered for surrender and exchange into three per centum bonds of the act of July 12, 1882."

The amount of these is estimated to be about \$3,600,000. The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Aug. 26.	Aug. 25.	Aug. 29.	Aug. 30.	Aug. 31.	Sept. 1.
6s, continued at 3½..	J. & J.	*101¼	*101¼	*101	...	...	...
5s, continued at 3½..	Q.-Feb.	*101½	*101½	*101½	101½	*101	*101
4½s, 1891..... reg.	Q.-Mar.	*113½	*113½	*113½	*113½	*113½	*113½
4½s, 1891..... coup.	Q.-Mar.	*114½	*114½	*114½	*114½	*114½	*113½
4s, 1907..... reg.	Q.-Jan.	120	120	*119½	*119½	*119½	*119½
4s, 1907..... coup.	Q.-Jan.	120	*119½	*119½	*119½	*119½	*119½
6s, cur'cy, 1895.. reg.	J. & J.	*130	*130	*130	*130	*130	*129
6s, cur'cy, 1896.. reg.	J. & J.	*130	*130	*131	*131	*131	*130
6s, cur'cy, 1897.. reg.	J. & J.	*130	*130	*132	*132	*132	*130½
6s, cur'cy, 1898.. reg.	J. & J.	*130	*130	*134	*133	*133	*131
6s, cur'cy, 1899.. reg.	J. & J.	*130	*130	*136	*134	*134	*131½

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

State and Railroad Bonds.—In State bonds the Tennessees have had most of the business, and to-day the new compromise bonds sold at 62¾ and the Tennessee 6s at 55; for other State bonds the quotations are given on another page, and there is nothing else of interest.

Railroad bonds are rather irregular, and prices vary from day to day in sympathy with their respective stocks. To-day Erie second consols sold at 98½; Missouri Kansas & Texas generals at 88; Louisville & Nashville general 6s at 95; Texas & Pacific R. G. Div. at 85¾; Wabash generals at 86½; Reading general mortgages in Philadelphia sell at 95½@96.

Railroad and Miscellaneous Stocks.—The stock market has been somewhat changeable in tone, but upon the whole prices have been fairly strong except in a few cases. The general outlook is good for a large transportation business during the next twelve months, and in addition to this it is believed that the heaviest operators are nearly all on the side of higher prices in the future, so that the tendency should be towards continued strength where there are no drawbacks to intervene. On the other hand, the great advance already made from the lowest prices of June is pointed to as a reason why a further rise should not take place, and the uncertain movements of such stocks as Louisville & Nashville and Denver & Rio Grande have more or less influence on the whole market. The negotiations pending in regard to a few of the prominent stocks are referred to above, and in addition to those the Western Union Telegraph should be mentioned, as Mr. Gould is in conference with Mr. Pender, the English telegraph capitalist, who controls the management of a number of lines, and it is supposed that some new combinations may be made which will be used as a basis for higher prices in Western Union.

The St. Paul Minneapolis & Manitoba report on another page shows the unparalleled success of a new railroad stretching out into a rich agricultural country where there is yet no competition, and any rates can be charged for transportation. The effect of such a report has a bearing on all the roads of the "New Northwest," and is calculated to stimulate the prices of their stocks.

On a dull business to-day the market closed with prices generally strong.

Exchange.—Foreign exchange keeps up at high prices, but there is only a moderate business doing. Commercial bills are scarce compared with what they are expected to be later on. To-day, on actual transactions, bankers' prime 60 days sterling sold at 4 85@4 85½ and demand bills at 4 89@4 89½, with cables 4 90@4 90½. The actual rates for Continental bills are as follows: Francs 5 18¾ and 5 15@5 14¾; reichmarks 94¾@94¾ and 95½@95¾; and guilders 40 and 40¼.

In domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying, par, selling, 1½@¼ premium; Boston, buying, 35@40 discount; Charleston, buying par, selling, 1½@¼ premium.

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

	Sept. 1.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 85 @ 4 86½	4 89 @ 4 90½	
Prime commercial	4 84¼ @ 4 84¾	4 88 @ 4 88½	
Documentary commercial	4 83¾ @ 4 84¼	4 87½ @ 4 88	
Paris (francs)	5 20 @ 5 16¾	5 15½ @ 5 13¾	
Amsterdam (guilders)	40 @ 40¼	40¼ @ 40½	
Frankfort or Bremen (reichmarks)	94¾ @ 95	95½ @ 95¾	

Coins.—The following are quotations in gold for various coins
Sovereigns.....\$1 84 @ \$1 88 Silver ¼s and ½s. — 99¾ @ par.
Napoleons..... 3 84 @ 3 88 Five francs..... — 93 @ — 95
X X Reichmarks. 4 74 @ 4 78 Mexican dollars..... — 89 @ — 89¾
X Guilders..... 3 96 @ 4 00 Do uncommenc'd. — 87 @ — 88¾
Span'h Doubloons. 15 55 @ 15 70 English silver 4 77 @ 4 85
Mex. Doubloons.. 15 45 @ 15 60 Prus. silv. thalers. — 68 @ — 70
Fine silver bars.. 1 14¼ @ 1 14¾ U. S. trade dollars — 99¼ @ — 99½
Fine gold bars.... par @ ¼ prem. U. S. silver dollars — 99¾ @ par
Dimes & ½ dimes. — 99½ @ par

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1, 1882.

DAILY HIGHEST AND LOWEST PRICES.							Sales of the Week, Shares.	Range Since Jan. 1, 1882.		For Full Year 1881.	
STOCKS.	Saturday, Aug. 26.	Monday, Aug. 28.	Tuesday, Aug. 29.	Wednesday, Aug. 30.	Thursday, Aug. 31.	Friday, Sept. 1.		Lowest.	Highest.	Low.	High.
RAILROADS.											
Albany & Susquehanna.					135		500	130 Jan. 6	135 Mar. 21	120	135
Atchafalaya & Santa Fe.							980	84 1/2 June 10	95 1/2 July 17		
Boston & N. Y. Air-Line, pref.	76 1/2 76 1/2			80 1/2 80 1/2	80 1/2 80 1/2			60 Jan. 6	80 1/2 Aug. 30	45	71 1/2
Burlington Cedar Rap. & No.					*81			67 June 10	85 1/2 Feb. 2	69	90
Canada Southern	60 1/2 62	61 1/2 62 1/2	63 1/2 64	63 1/2 64 1/2	63 1/2 63 1/2	63 1/2 63 1/2	10,025	44 Feb. 23	65 1/2 July 24	50	90
Cedar Falls & Minnesota.								15 Feb. 18	30 July 24	16	40 1/2
Central Iowa.								27 July 19	37 1/2 Jan. 4	31	45
Central of New Jersey.	76 1/2 78	76 1/2 77 1/2	76 1/2 78 1/2	77 1/2 78 1/2	77 1/2 77 1/2	77 1/2 79 1/2	42,693	64 1/2 June 5	97 1/2 Feb. 20	82 1/2	112
Central Pacific.	91 1/2 92 3/4	91 1/2 92 1/2	92 1/2 93	93 1/2 93 3/4	93 1/2 93 3/4	93 1/2 93 3/4	18,075	86 Feb. 23	97 1/2 July 28	80 1/2	102 1/2
Chesapeake & Ohio.	23 1/2 23 1/2	23 1/2 23 1/2	24 1/2 24 1/2	24 1/2 24 1/2	21 1/2 21 1/2	21 1/2 24	1,120	19 1/2 Mar. 9	27 July 22	20 1/2	33 1/2
Do 1st pref.	35 1/2 36	35 1/2 36 1/2	37 1/2 37 1/2	37 1/2 38	*37 1/2 37 1/2	*37 1/2 38	1,000	27 1/2 Apr. 18	40 July 24	32 1/2	48 1/2
Do 2d pref.	*25 1/2 27	*25 1/2 27	*25 1/2 27	*25 1/2 28	26 1/2 26	*25 1/2 27	600	21 Mar. 9	28 1/2 July 25	23	36 1/2
Chicago & Alton.			138 1/2 138			*137 1/2 138 1/2	350	127 1/2 Mar. 11	145 1/2 Aug. 16	127	156
Chicago Burlington & Quincy.	134 1/2 134 1/2	134 1/2 134 1/2	134 1/2 135	136 1/2 136 1/2	136 1/2 136 1/2	135 1/2 136 1/2	2,571	112 1/2 July 5	141 Aug. 9	133 1/2	152 1/2
Chicago Milwaukee & St. Paul	120 1/2 121 1/2	121 1/2 121 1/2	121 1/2 122 1/2	123 1/2 123 1/2	122 1/2 124 1/2	123 1/2 124 1/2	41,415	104 1/2 Jan. 4	125 Aug. 9	101 1/2	129 1/2
Do pref.	135 1/2 136	135 1/2 135 1/2	135 1/2 136 1/2	137 1/2 137 1/2	136 1/2 137 1/2	137 1/2 140	2,020	118 1/2 Apr. 14	140 Sept. 1	116 1/2	140
Chicago & Northwestern	143 1/2 144	143 1/2 144	144 1/2 145 1/2	145 1/2 145 1/2	144 1/2 148	147 1/2 148	10,135	124 Jan. 4	150 Aug. 15	117	136
Do pref.	165 1/2 167	166 1/2 168	168 1/2 169 1/2	170 1/2 170	170 1/2 170	170 1/2 170	815	136 Apr. 10	175 Aug. 16	131 1/2	147 1/2
Chicago Rock Isl. & Pacific.	135 1/2 135 1/2	135 1/2 135 1/2	136 1/2 136 1/2	136 1/2 136 1/2	135 1/2 136	136 1/2 136	3,110	125 1/2 Apr. 18	140 1/2 Aug. 11	129	148 1/2
Chicago St. L. & New Orleans.			76 1/2 79	54 1/2 55 1/2	54 1/2 55 1/2	54 1/2 55 1/2	105,660	68 Mar. 8	84 Feb. 1	40	88
Chicago St. Paul Minn. & Om.	53 1/2 53 1/2	53 1/2 54 1/2	54 1/2 55 1/2	54 1/2 55 1/2	54 1/2 55 1/2	54 1/2 55 1/2	26,050	29 1/2 Feb. 23	55 1/2 Aug. 30	33 1/2	61
Do pref.	111 1/2 112 1/2	112 1/2 112 1/2	113 1/2 113 1/2	113 1/2 113 1/2	112 1/2 113 1/2	113 1/2 113 1/2	200	97 1/2 Feb. 24	114 1/2 Aug. 19	91	109 1/2
Cincinnati Sandusky & Clev.	78 1/2 78	78 1/2 79	78 1/2 79	81 1/2 81 1/2	81 1/2 81 1/2	81 1/2 81	4,220	44 Mar. 9	59 July 15	41 1/2	63 1/2
Cleveland Col. Cin. & Ind.				81 1/2 81 1/2	81 1/2 81 1/2	81 1/2 81		65 1/2 June 7	92 1/2 July 24	81	101 1/2
Cleveland & Pittsburgh guar.	*137 1/2 139		*137 1/2 140	*137 1/2 139	*137 1/2 139	*137 1/2 139		133 Jan. 7	140 July 27	127 1/2	142
Columbia & Greenville, pref.	12 1/2 12	12 1/2 12 1/2	12 1/2 13	13 1/2 14	*12 1/2 14 1/2	13 1/2 13 1/2	2,075	61 June 29	104 Feb. 2	82	95 1/2
Columbus Chic. & Ind. Central	12 1/2 12	12 1/2 12 1/2	12 1/2 13	13 1/2 14	*12 1/2 14 1/2	13 1/2 13 1/2	101,750	6 June 7	21 1/2 Jan. 7	18 1/2	32 1/2
Delaware Lackawanna & West	142 1/2 143 1/2	142 1/2 143 1/2	143 1/2 145	144 1/2 145 1/2	144 1/2 145 1/2	144 1/2 146 1/2	174,560	116 1/2 Apr. 24	150 Aug. 15	107	131
Denver & Rio Grande.	55 1/2 57 1/2	56 1/2 57 1/2	57 1/2 58 1/2	57 1/2 58 1/2	56 1/2 57 1/2	56 1/2 57 1/2	380	52 1/2 Mar. 14	74 1/2 Jan. 20	66	113 1/2
Dubuque & Sioux City.	*34 1/2 35	34 1/2 35	34 1/2 35	34 1/2 35	34 1/2 35	34 1/2 35	2,550	82 Apr. 15	96 1/2 Aug. 3	76 1/2	88
East Tennessee Va. & Ga.	10 1/2 10 1/2	10 1/2 10 1/2	10 1/2 11	11 1/2 11 1/2	11 1/2 11 1/2	10 1/2 11	900	8 June 12	16 Jan. 14	13	21
Do pref.	17 1/2 17 1/2	17 1/2 18	18 1/2 18 1/2	19 1/2 19	*18 1/2 19	*18 1/2 19		15 1/2 June 7	26 1/2 Jan. 18	23	33
Green Bay Win. & St. Paul.								8 Feb. 15	16 Jan. 18		
Hannibal & St. Joseph.	85 1/2 90	85 1/2 90	85 1/2 90	85 1/2 90	85 1/2 90	85 1/2 90	7,250	90 Mar. 1	110 Feb. 8	44 1/2	350
Do pref.	94 1/2 95 1/2	94 1/2 95 1/2	94 1/2 95	94 1/2 95	93 1/2 93 1/2	93 1/2 93 1/2	500	76 Mar. 2	111 1/2 Jan. 9	94	121
Houston & Texas Central.	83 1/2 83 1/2	83 1/2 83	83 1/2 83	83 1/2 83	85 1/2 85	*81 1/2 85	2,720	61 Mar. 11	92 1/2 July 25	63	106
Illinois Central.	135 1/2 136 1/2	136 1/2 136 1/2	137 1/2 138	138 1/2 139	138 1/2 139	138 1/2 138 1/2	2,400	127 1/2 Jan. 4	143 Aug. 5	124	146 1/2
Indiana Bloom'g & West., new	44 1/2 44 1/2	44 1/2 44	44 1/2 44 1/2	45 1/2 45 1/2	44 1/2 44 1/2	45 1/2 45 1/2		36 Mar. 8	48 1/2 Jan. 14	38 1/2	57 1/2
Keokuk & Des Moines								12 June 17	19 1/2 July 25	14	30 1/2
Do pref.	38 1/2 38	38 1/2 38	38 1/2 38 1/2	39 1/2 40	39 1/2 40 1/2	39 1/2 39 1/2	2,120	20 Mar. 21	49 Jan. 19	41	56
Lake Erie & Western	110 1/2 111 1/2	110 1/2 111 1/2	111 1/2 113 1/2	112 1/2 113 1/2	112 1/2 113	111 1/2 112 1/2	154,586	23 1/2 June 12	45 July 26	32	65 1/2
Lake Shore.	56 1/2 56 1/2	56 1/2 56 1/2	56 1/2 56 1/2	57 1/2 57 1/2	58 1/2 59 1/2	59 1/2 59 1/2	2,247	98 June 6	120 1/2 Mar. 30	112 1/2	135 1/2
Long Island.			17 1/2 17 1/2	17 1/2 17 1/2	17 1/2 17 1/2	17 1/2 17 1/2	100	49 1/2 Feb. 24	60 June 1	44	63
Louisiana & Missouri River.				72 1/2 73 1/2	71 1/2 72 1/2	71 1/2 72 1/2	98,445	14 1/2 June 26	24 Mar. 30	16 1/2	38
Louisville & Nashville.	70 1/2 72	70 1/2 71 1/2	71 1/2 73	73 1/2 73 1/2	70 1/2 70	71 1/2 72 1/2	591	61 June 10	100 1/2 Jan. 3	79	110 1/2
Louisville New Albany & Chic	70 1/2 71	70 1/2 71 1/2	71 1/2 73	73 1/2 73 1/2	70 1/2 70	71 1/2 72 1/2	591	57 June 5	77 July 25	50	117 1/2
Manhattan	*53 1/2 54	*53 1/2 54	*52 1/2 51	51 1/2 51 1/2	*53 1/2 51 1/2	*52 1/2 51 1/2	100	43 Apr. 21	60 1/2 Feb. 11	15 1/2	59 1/2
Do 1st pref.	*88 1/2 90 1/2	*88 1/2 90 1/2	*89 1/2 90 1/2	*89 1/2 90	*89 1/2 90 1/2	*89 1/2 90 1/2		89 Aug. 19	93 1/2 Jan. 28		
Manhattan Beach Co., 1st pref.	20 1/2 22			23 1/2 23			1,177	19 1/2 Aug. 2	37 Mar. 30	18	59 1/2
Marietta & Cincinnati, 1st pref.							1,600	8 May 1	15 1/2 Jan. 16	9	24
Do 2d pref.							1,440	4 Apr. 11	9 1/2 Jan. 3	6	15
Memphis & Charleston.	58 1/2 58	58 1/2 58 1/2	59 1/2 59	60 1/2 60	*90 1/2 91	*90 1/2 91	800	44 1/2 June 7	82 1/2 Jan. 18	41	93
Metropolitan Elevated.	89 1/2 89	88 1/2 888									

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 "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
	Week or Mo	1882.	1881.	1882.
Ala. Gt. Southern	July	\$ 61,041	\$ 57,982	\$ 423,587
Atch. Top. & S. Fe	July	1,087,060	1,006,633	7,887,718
Bost. & N. Y. A. L.	June	25,360	24,422	143,950
Buff. Pittsb. & W.	July	82,723	56,737	463,879
Bur. Ced. R. & No.	3d wk Aug.	49,225	49,851	1,632,910
Cairo & St. Louis	2d wk Aug.	7,051	7,319	218,965
Cent. Br. Un. Pac.	3d wk Aug.	19,834	18,603	495,078
Central Pacific	July	2,020,000	1,899,316	14,185,866
Chesap. & Ohio	3d wk Aug.	84,820	49,665	1,954,041
Chicago & Alton	3d wk Aug.	212,699	210,080	4,702,325
Chic. Bur. & Q.	June	1,137,161	2,083,802	9,155,615
Chic. & East. Ill.	3d wk Aug.	41,538	42,453	1,082,835
Chic. & Gr. Trunk	Wk. Aug. 26	40,981	29,998	999,772
Chic. Mil. & St. P.	3d wk Aug.	316,000	380,144	11,581,000
Chic. & Northw.	3d wk Aug.	410,315	499,302	13,951,917
Ch. St. P. Min. & O.	3d wk Aug.	86,014	78,029	2,846,190
Chic. & W. Mich.	June	116,136	114,270	719,236
Cin. Ind. St. L. & C.	July	209,564	177,161	1,422,135
Cincinnati South	July	222,211	189,819	1,379,555
Clev. Akron & Col.	3d wk Aug.	10,278	7,766	300,687
Col. Hoek. V. & T.	2d wk Aug.	82,368	59,785	1,631,309
Denv. & Rio Gr.	3d wk Aug.	122,183	128,680	4,095,511
Des M. & Ft. D.	2d wk Aug.	6,978	13,351	208,265
Det. Lan. & No.	2d wk Aug.	28,651	28,338	672,326
Dub. & Sioux C.	3d wk Aug.	21,441	31,299	696,70
Eastern	June	281,662	268,377	1,503,591
E. Tenn. Va. & Ga.	July	236,339	222,769	1,394,182
Evansv. & T. H.	July	120,775	60,559	1,073,082
Flint & P. Marq.	1st wk Aug.	35,529	31,895	1,231,632
Gal. Har. & San A.	4th wk J'c	21,708	23,125	624,390
Grand Trunk	3d wk Aug.	137,071	133,241	6,996,016
Great Western	Wk. Aug. 11	104,070	99,165	3,017,902
Gr. Bay W. & St. P.	3d wk Aug.	6,652	6,100	581,920
Gulf Coast & San Fe	July	93,733	66,662	410,318
Hannibal & St. Jo.	3d wk Aug.	58,990	47,522	1,216,846
Hous. E. & W. Tex.	July	21,318	12,521	143,605
Illinois Cen. (Ill.)	July	618,478	518,318	3,821,808
Do (Iowa)	July	133,773	171,686	1,039,198
Ind. Bloom. & W.	3d wk Aug.	83,820	67,655	1,558,845
Int. & Gt. North.	3d wk Aug.	56,821	52,129	1,691,008
Iowa Central	July	91,587	88,713	637,758
K.C. Ft. S. & Gulf	1st wk Aug.	29,586	28,503	934,153
K. C. Law. & So.	3d wk Aug.	13,553	10,459	862,219
L. Erie & West'n	3d wk Aug.	37,570	36,725	861,611
L. R. & Ft. Smith	July	26,100	32,236	1,259,655
Long Island	3d wk Aug.	74,758	68,812	1,426,937
Louis. & Mo. R.	May	31,619	33,743	174,059
Louis. & Nashv.	3d wk Aug.	235,795	195,800	7,804,134
Louis. N. A. & Ch.	July	119,193	82,535	785,907
Maine Central	May	170,337	142,316	698,790
Mar. Hough. & O.	3d wk Aug.	39,413	36,681	799,872
Mil. L. Sh. & West	3d wk Aug.	16,725	13,710	539,923
Min. & St. Louis	1st wk Aug.	27,607	25,365	1,174,551
Mo. Kan. & Tex.	3d wk Aug.	136,866	121,652	3,504,425
Missouri Pacific	3d wk Aug.	202,853	146,781	4,532,035
Mobile & Ohio	July	136,398	135,518	1,021,125
Metropol. Elev.	August	190,377	196,526	1,850,764
N. Y. Elevated	August	267,122	230,265	1,219,658
Nashv. Ch. & St. L.	July	160,991	150,431	1,017,736
N. Y. & N. Eng'd	3d wk Aug.	97,463	72,728	2,105,137
N. Y. Pa. & Ohio	June	460,438	417,279	2,640,197
Norfolk & West.	July	191,535	173,375	1,216,493
Northern Cent.	July	509,684	440,811	3,161,351
Northern Pacific	3d wk Aug.	156,700	98,020	3,843,263
Ohio Central	3d wk Aug.	22,324	14,947	588,887
Ohio Southern	3d wk Aug.	10,043	6,181	222,367
Oregon Imp. Co.	June	268,132	149,535	1,495,340
Oregon R. & N. Co.	July	425,300	417,415	2,665,800
Oregon & Cal.	July	74,000	74,000	2,183,703
Pennsylvania	July	1,149,150	3,780,418	26,799,997
Peoria Dec. & Ev.	3d wk Aug.	19,215	19,506	487,594
Philadelp. & Erie	July	377,206	291,669	2,102,370
Phila. & Reading	July	2,026,459	1,835,725	11,557,955
Do Coal & Fr.	July	1,422,331	1,293,592	7,694,724
Richm. & Danv.	July	211,020	232,771	1,907,116
Rochest. & Pitts.	2d wk July	5,783	5,456	147,551
St. Johnsb. & L. C.	June	24,410	17,608	107,769
St. L. Alt. & T. H.	3d wk Aug.	30,987	27,437	794,190
Do (brechs.)	3d wk Aug.	19,490	13,130	511,031
St. L. Ft. S. & W.	1st wk Aug.	5,094	12,784	127,784
St. L. Iron Mt. & S.	3d wk Aug.	153,391	145,506	4,167,518
St. L. & San Fran.	3d wk Aug.	88,080	62,930	2,074,285
St. Paul & Dul.	3d wk Aug.	21,238	16,222	586,206
St. P. Minn. & M.	3d wk Aug.	180,076	91,646	5,057,409
Scioto Valley	3d wk Aug.	13,408	12,094	317,289
South Carolina	July	68,462	63,981	616,785
Iso. Pac. Cal.	May	104,864	111,149	411,149
Do So. Div.	May	354,156	1,692,487	1,692,487
So. Pac. of Ar.	May	256,581	1,165,922	1,165,922
So. Pac. of N. M.	May	95,351	319,381	319,381
Texas & Pacific	3d wk Aug.	100,729	85,781	2,708,963
Tol. Del. & Burl.	3d wk Aug.	20,939	19,774	569,394
Union Pacific	21 dys Aug.	1,915,000	1,828,000	17,315,000
Utah Central	July	115,588	100,630	890,129
Vicksb'rg & Mer.	July	26,627	31,677	245,019
Va. Midland	July	115,259	109,147	726,833
Wab. St. L. & Pac.	3d wk Aug.	512,831	427,161	10,099,683
West Jersey	July	164,885	148,515	579,636
Wisconsin Cent.	2d wk Aug.	19,326	18,351	512,397

* Included in Central Pacific earnings above.
† Northern Division. ‡ Probably includes Great Western Road.

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:

	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Aug. 26	\$ 1,242,989 25	\$ 543,727 24	\$ 85,631,256 89	\$ 5,936,584 82
" 28	1,322,799 71	1,233,062 57	85,831,581 28	5,875,997 57
" 29	1,693,837 20	547,366 52	86,974,359 19	5,879,690 34
" 30	950,551 02	709,771 69	87,262,101 68	5,822,754 18
" 31	1,396,754 67	777,122 98	87,741,373 85	6,063,116 70
Sept. 1	1,307,385 31	744,016 93	88,544,493 06	5,823,365 87
Total	7,914,347 16	4,455,067 93		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Aug. 26:

Banks.	Capital.	Average amount of.				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
New York.....	2,000,000	9,688,000	1,978,000	733,000	9,870,000	495,000
Manhattan Co....	2,050,000	7,537,000	4,700,000	213,000	5,395,000	880,000
Merchants.....	2,000,000	7,741,700	1,098,000	741,800	6,887,500	880,000
Mechanics'.....	2,000,000	9,029,000	785,500	994,900	7,889,600	.....
Union.....	1,200,000	4,870,000	668,500	299,800	3,951,000	.....
America.....	3,000,000	8,930,300	1,227,400	534,300	6,374,100	1,100
Phoenix.....	1,000,000	3,589,000	755,000	60,000	3,300,000	267,000
City.....	1,000,000	6,732,800	2,160,400	464,000	6,941,000	.....
Tradesmen's.....	1,000,000	2,874,300	312,300	60,200	1,571,700	797,400
Fulton.....	800,000	1,588,500	567,000	98,100	1,440,000	.....
Chemical.....	300,000	15,520,000	4,089,100	473,000	16,998,200	.....
Merch'nts' Exch....	1,000,000	3,399,700	409,700	42,000	3,040,000	281,700
Gallatin Nation'l	1,000,000	4,591,300	374,300	148,800	2,375,200	786,900
Butchers' & Drov.	300,000	1,639,900	276,900	112,200	1,490,700	238,900
Mechanics' & Tr.	200,000	9,000,000	1,300,000	98,000	910,000	143,000
Greenwich.....	200,000	1,042,200	19,400	180,400	1,033,200	2,000
Leather Man'frs	600,000	3,075,000	344,800	276,700	2,850,000	464,000
Seventh Ward....	300,000	1,008,600	141,000	138,000	1,407,000	25,100
State of N. York.	800,000	14,179,400	1,032,000	1,517,000	10,971,000	45,000
American Exch....	5,000,000	17,016,400	4,691,900	6,910,000	13,614,500	971,400
Commerce.....	5,000,000	5,573,400	692,900	145,100	3,995,400	883,000
Broadway.....	1,000,000	6,766,300	880,400	704,700	6,563,100	800,000
Mercantile.....	1,000,000	2,538,000	206,300	235,000	2,398,800	.....
Pacific.....	422,700	5,797,200	424,400	329,800	3,839,900	1,125,000
Republic.....	1,500,000	3,505,900	421,100	335,700	3,640,800	45,000
Onahara.....	450,000	1,518,600	103,300	152,800	1,722,100	5,400
People's.....	200,000	2,713,100	212,000	174,000	2,631,400	.....
North America...	700,000	8,074,900	1,131,800	1,034,700	8,130,900	693,700
Hanover.....	1,000,000	3,443,800	452,000	324,100	3,268,000	398,200
Irving.....	500,000	14,322,000	2,232,000	475,000	10,712,000	2,200,000
Metropolitan....	3,000,000	1,978,300	271,000	209,900	1,974,000	260,400
Citizens'.....	600,000	2,410,000	313,300	108,100	2,433,900	.....
Nassau.....	500,000	2,854,600	699,100	107,200	2,631,200	438,400
Market.....	500,000	2,840,800	322,800	97,400	1,702,100	449,200
St. Nicholas....	500,000	2,970,000	530,000	196,000	2,844,000	450,000
Shoe & Leather...	500,000	4,801,200	370,200	236,000	3,678,000	4,300
Corn Exchange...	1,000,000	6,300,000	1,464,500	209,100	6,755,800	669,200
Continental.....	1,000,000	2,035,500	18,100	408,500	2,605,300	.....
Oriental.....	300,000	3,523,000	667,400	2,200,000	3,965,100	45,000
Marine.....	400,000	20,091,000	5,237,000	535,300	21,763,300	1,107,000
Importers' & Tr.	1,500,000	18,257,000	4,057,200	1,322,300	21,694,500	45,000
Park.....	2,000,000	1,492,200	234,800	60,300	1,397,100	.....
Wall St. Nation'l	500,000	1,400,200	258,400	238,000	1,407,700	.....
North River.....	240,000	1,061,200	108,500	107,200	836,000	225,000
East River.....	250,000	18,211,800	3,561,500	925,000	17,816,500	740,400
Fourth National.	3,200,000	8,570,000	1,460,000	1,013,000	8,944,000	387,000
Central Nat.....	2,000,000	3,047,000	621,000	352,000	3,543,000	35,000
Second Nation'l	300,000	6,022,200	726,100	565,100	5,804,000	609,000
Ninth National..	750,000	15,352,800	3,204,600	671,300	16,788,500	426,800
First National..	500,000	2,709,000	977,200	708,200	6,133,500	.....
Third National..	1,000,000	1,490,400	143,100	132,500	1,178,400	265,400
N. Y. Nat. Exch..	300,000	1,788,800	200,000	269,900	1,704,100	225,000
Bowery National	250,000	1,553,200	12,100	461,900	1,827,800	180,000
N. York County..	200,000	2,709,000	352,100	67,100	2,416,300	.....
Jersey American	750,000	4,912,500	907,400	517,800	5,483,200	91,800
Chase National..	800,000	1,899,200	351,300	151,400	1,965,000	.....
Fifth Avenue....	100,000	1,541,300	52,100	191,600	1,397,500	.....
German Exch....	204,000	1,619,100	44,600	241,300	1,786,500	.....
Germania.....	200,000	5,447,500	1,177,900	64,200	5,732,500	449,100
U. S. Nat.....	500,000	1,108,800	198,800	105,000	1,152,300	45,000
Lincoln Nat.....	300,000	.....	.....	.....	.....	.....
Total.....	61,162,700	335,746,600	57,154,400	22,748,400	315,251,100	18,203,100

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 consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant.
 Quotations in New York are to Thursday; from other cities, to late mail dates.

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

UNITED STATES BONDS.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.
UNITED STATES BONDS.				CITY SECURITIES.				CITY SECURITIES.			
6s, 1881, continued at 3 1/2 reg.	J & J			Vermont—6s, 1890.	J & D	113 1/2	115	Haverhill, Mass.—6s, '85-89.	A & O	105 3/4	110
5s, 1881 do do reg.	Q-F	101	101 1/4	Virginia—6s, old, 1886-95.	J & J	35		Houston, Tex.—10s.		25	35
4 1/2s, 1891. reg.	Q-M	113 3/8	113 5/8	6s, new bonds, 1886-1895.	J & J	32		6s, funded.		25	35
4 1/2s, 1891. coup.	Q-M	114 1/2	114 3/4	6s, consol., 1905.	J & J	82		Indianapolis, Ind.—7-30s, '93-99.	J & J		
4s, 1907. reg.	Q-J	119 7/8	120	6s, do ex-coup., 1905.	J & J	58 1/2		Jersey City—6s, water, long, 1895.		106	108
4s, 1907. coup.	Q-J	119 7/8	120	6s, consol., 2d series.	J & J	50		7s, water, 1899-1902.	J & J	112	115
6s, Currency, 1895.	reg. J & J	130		6s, deferred bonds.		13		7s, improvement, 1891-94.	Var.	107	109
6s, Currency, 1896.	reg. J & J	131		10-40s, new.		42 3/4	44	7s, Bergen, long.	J & J	107	108
6s, Currency, 1897.	reg. J & J	132		Tax-receivable coupons.		39	60	Hudson County, 6s.	A & O	105	106
6s, Currency, 1898.	reg. J & J	133		CITY SECURITIES.				do 7s. M & S and J & D		106	107
6s, Currency, 1899.	reg. J & J	134		Albany, N. Y.—6s, long.	Various	108		Bayonne City, 7s, long.	J & J	109	110
STATE SECURITIES.				7s long.		125		Lawrence, Mass.—6s, 1894.	A & O	119 1/2	120
Alabama—Class "A," 3 to 5, 1906.		79	81 1/2	Allegheny, Pa.—5s, cp., '83-97.	Var.	104	105	6s, 1900.	A & O		
do small.			80	4 1/2s, coup., 1883-1901.	Var.		100	Long Island City, N. Y.—Water, 7s, '95.	J & J		
Class "B," 5s, 1906.		101 1/2		4s, coup., 1901.	Var.		100	Louisville, Ky.—7s, long dates.	Var.	122	124 1/2
Class "C," 4s, 1906.		81	85	Allegheny Co., 5s, cp., 1913.	J & J	107 1/2	108	7s, short dates.	Var.	110	113
6s, 10-20, 1900.	J & J	100		4s, riot loan, 5-10s.		100	102	6s, long.	Var.	110 1/2	112
Arkansas—6s, funded, 1899.	J & J	30	36	4s, do 10-20s.		103	104	6s, short.	Var.	101	108
7s, L. R. & Ft. S. issue, 1900.	A & O	25		5s, do 5-10s.		103	104	5s.		106 1/2	107 1/2
7s, Memphis & L. R., 1899.	A & O	25		5s, do 10-20s.		107 1/2	108	Lowell, Mass.—6s, 1890, W. L. M & N		115	116
7s, L. R. P. B. & N. O., 1900.	A & O	22	28	Atlanta, Ga.—7s.		106	110	Lynchburg, Va.—6s.	J & J	104	
7s, Miss. O. & R. Riv., 1900.	A & O	22	28	Do. 8s.		110	115	8s.	J & J	120	
7s, Ark. Central RR., 1900.	A & O	10	13	Waterworks.		110		Lynn, Mass.—6s, 1887.	F & A	108 1/2	109 1/2
7s, Levee of 1871, 1900.	J & J			Augusta, Me.—6s, 1887, mun.	F & A			Water loan, 6s, 1894-96.	J & J	119 1/2	122
California—6s, 1874.				Augusta, Ga.—7s.	Various	107		5s, 1882.	M & N	100	100 1/2
Connecticut—6s, 1883-4-5.		100		Austin, Texas—10s.		105	110	Macon, Ga.—7s.		95	106
Delaware—6s.	J & J			Baltimore—6s, City Hall, 1884.	Q-J	104	108	Manchester, N. H.—5s, 1883-85.	J & J	101	103
Dist. Col.—Cons. 3-6s, 1924, cp. F & A		109		6s, Pitts. & Con'v. RR., 1886.	J & J	109	112	6s, 1891.	J & J	118 1/2	119
Consol. 3-6s, 1924, reg.				6s, consol., 1890.	Q-J	116	116 1/2	6s, 1902.	J & J	127	128
Funding 5s, 1899.	J & J	114		6s, Balt. & O. loan, 1890.	Q-J	116	116 1/2	4s, 1911.	J & J	103 3/4	104
do small.	J & J	114		6s, Park, 1890.	Q-M	115	118	Memphis, Tenn.—6s, C.	J & J	37	45
do registered.	J & J	114		6s, bounty, 1893.	M & S	121		6s, A & B.	J & J		
Perm. imp. 6s, guar., 1891.	J & J	115 7/8	116 3/8	6s, do exempt, 1893.	M & S	122		6s, gold, fund., 1900.	M & N	37	45
Perm. imp. 7s, 1891.	J & J	121		5s, funding, 1894.	M & N	115	116	6s, end., M. & C. RR.	J & J	50	
Wash.—Fund. loan (Cong.) 6s, g., '92.		116		6s, 1900.	J & J	129	132	6s, consols.		55	
Fund. loan (Leg.) 6s, g., 1902 Var.		123 1/2	124 1/2	6s, West. Md. RR., 1902.	J & J	129	132	Milwaukee, Wis.—5s, 1891.	J & D		
Market stock, 7s, 1892.		121		5s, consol., 1885.	Q-J	103	108	7s, 1896-1901.	Var.		
Water stock, 7s, 1901.		130	135 1/2	6s, Valley RR., 1886.	A & O	109	112	7s, water, 1902.	J & J		
do 7s, 1903.		131		5s, new 1916.	M & N	124 1/2	125 1/2	Mobile, Ala.—3-4-5s, funded.	M & N	48	56
Florida—Consol. gold 6s.	J & J	103	107	Bangor, Me.—6s, RR., 1890-94.	Var.	110	112	Montgomery, Ala.—New 3s.	J & J		
Georgia—6s, 1886.	F & A	103		6s, water, 1905.	J & J	122 1/2	123	5s, new.			
7s, new bonds, 1886.	J & J	105		6s, E. & N. A. Railroad, 1894.	J & J	113	113 1/2	Nashville, Tenn.—6s, old.			
7s, endorsed, 1886.		115		6s, B. & Piscataquis RR., '99.	A & O	113	115	6s, new.			
7s, gold bonds, 1890.	Q-J	114	117	Bath, Me.—6s, railroad aid.	Var.	101	102	Newark—6s, long.	Var.	103	110
8s, '76, '86.	A & O	110	115	5s, 1897, municipal.	J & J	101 1/2		7s, long.	Var.	120	122
Kansas—7s, long.	J & J	115		Belfast, Me.—6s, railroad aid, '98.	J & J	100	100 1/4	7s, water, long.	Var.	120	125
Louisiana—New con. 7s, 1914.	J & J	69 1/2		Boston, Mass.—6s, cur, long, 1905.	Var.	130	131	New Bedford, Mass.—6s, 1909.	A & O	132	134
7s, small bonds.		62		6s, currency, 1894.	Var.	121	121 1/2	5s, 1900, Water Loan.	A & O	114	116
Maine—4s, 1888.	F & A	101	102	5s, gold, 1905.	Var.	119 1/2	120	N. Brunswick, N. J.—7s, various.		102	109
War debts assumed, 6s, '89.	A & O	114	115	4s, currency, 1899.	J & J	106 1/2	107 1/2	6s.	J & J	98	102
War loan, 6s, Mar. 1, 1883.	M & S	100 3/4	101 1/4	Brooklyn, N. Y.—7s, '82-83.	J & J	100	105	New Orleans, La.—Premium bonds.		75	77
Maryland—6s, defense, 1883.	J & J	105 1/2	106 1/4	7s, 1883-95.	J & J	105	130	Consolidated 6s, 1892.	Var.	92	95
6s, exempt, 1887.	J & J	108	111 1/2	7s, Park, 1915-18.	J & J	140	145	Newport—Water bonds 7-30s.		116	116 1/2
6s, Hospital, 1882-87.	J & J	105	110	7s, Water, 1903.	J & J	137	140	N. Y. City—5s, water stock, '90.	Q-F	108	109
6s, 1890.	Q-J	108	112	7s, Bridge, 1915.	J & J	140	144	6s, do 1883-90.	Q-F	104	115
5s, 1880-90.	Q-J	100	107	6s, Water, 1899-1909.	J & J	124	127	6s, aqueduct stock, '84-1911.	Q-F	106	120
Massachusetts—5s, 1883, gold.	J & J	100 3/4	101 1/4	6s, Park, 1900-1924.	J & J	130	135	7s, pipes and mains, 1900.	M & N	128	130
5s, gold, 1890.	A & O	107	108	Kings Co. 7s, 1882-89.	M & N	102	114	6s, reservoir bonds, 1907-11.	Q-F	120	122
5s, gold, 1894, 1895.	Var.	116	117	do 6s, 1882-86.	M & N	101	110	5s, Cent. Park bonds, 1898.	Q-F	112	113
5s, g., sterling, 1891.	J & J			Buffalo, N. Y.—7s, 1895.	Var.	110		6s, do 1895.	Q-F	118	119
do do 1894.	M & N			7s, water, long.	Var.	116		7s, dock bonds, 1901.	M & N	128	130
do do 1888.	A & O			6s, Park, 1926.	M & S	107		6s, do 1905.	M & N	122	123
Michigan—6s, 1883.	J & J	103		Cambridge, Mass.—5s, 1889.	A & O	106	107	7s, market stock, 1894-97.	M & N	126	127
7s, 1890.	M & N	115		6s, 1894-96, water loan.	J & J	121	122	6s, improvem't stock, 1889.	M & N	107	108
Minnesota—New 4 1/2s.	J & J	90		6s, 1904, city bonds.	J & J	131 1/2	132	7s, do 1890.	M & N	114	116
Missouri—6s, 1886.	J & J	106		Charlesston, S. C.—6s, st'k, '76-98.	Q-J	77 1/2		6s, gold, cons. bonds, 1901.	M & N	128	130
Funding bonds, 1894-95.	J & J	118		7s, fire loan bonds, 1890.	J & J	30		6s, street impr. stock, 1888.	M & N	109	110
Long bonds, '89-90.	J & J	110 1/2	118	4s, non-tax bonds.		105		7s, do do 1882.	M & N	104	107
Asylum or University, 1892.	J & J	113		4s, non-taxable.		77 1/2		6s, gold, new consol., 1896.	J & J	121	122
Hannibal & St. Jo., 1886.	J & J	107		Chelsea, Mass.—6s, '97, water l.	F & A						

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

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
St. Paul, Minn.—(Continued)—				Cent. Pacific—1st, 6s, g., '95-98. J&J				Cin. Rich. & Chic.—1st, 7s, '95. J&J			
8s, 1889-96.	Var.	115	120	State Aid, 7s, g., 1884.	J&J	115	115½	Cin. Rich. & F. W.—1st, 7s, g., J&D	109	110	110
Salem, Mass.—6s, long, W. L. A. & O.		123	124	S. Joaquin, 1st M., 6s, g., 1900. A&O	111	111	104½	Cin. & Sp.—7s, C.C. & F., 1901. A&O	116	116	116
5s, 1904, W. L.	J&J	114½	116	Cal. & Oregon, 1st, 6s, g., '88. J&J	107	107	107	7s, guar., L.S. & M.S., 1901. A&O	115	115	115
S. Francisco—7s, g., City & Co. Var.		104	104	Cal. & Or. C.P. bonds, 6s, g., '92. J&J	107	109	109	Clev. Col. C. & I.—1st, 7s, '99. M&N	120	120	120
Savannah funded 5s, consols.		80	83	Land grant M., 6s, g., 1890. A&O	106½	106½	106½	Consol. mort., 7s, 1914.	J&D	120	120
Somerville, Mass.—5s, 1895. A&O		112	114	West. Pacif., 1st, 6s, g., '99. J&J	112½	113½	113½	Bellef. & Ind. M., 7s, 1899.	J&J	110	110
6s, 1885.	J&J	106	107	Cent. Ohio—1st M., 6s, 1890. M&S	110¾	111½	111½	Clev. & Pitts.—4th M., 6s, 1892. J&J	106	106	106
6½s, 1884.	A&O	105	106	Charl'te Col. & A.—Cons., 7s, '95. J&J	103	103	103	Consol. S. F., 7s, 1900.	M&N	124½	124½
Springfield, Mass.—6s, 1905. A&O		130	132	2d mort., 7s, 1910.	J&J	97	102	Clev. & M. Val.—1st, 7s, g., '93. F&A			
7s, 1903, water loan.	A&O	137	140	Cheraw & Darl.—1st M., 8s, '88. A&O	115	115	103	Columbia & Green.—1st, 6s, 1916.		161	103
Toledo, O.—7-30s, RR., 1900. M & N		114	114	2d mort., 7s.		103	104	2d mort., 6s, 1926.			89½
8s.	Var.	115	115	Ches. & Ohio—Pur. money fd., 1898				C.C. & I.C.—1st cons., 7s, 1908. A&O		125	125
8s, water, 1893 & '94.	Var.			Series A, 1908.	108	108		2d mort., 7s, 1909.	F&A		
Washington, D.C.—See Dist. of Col.				6s, gold, series B, int. def. 1908.	85	85½		Trust Co. cert., 1st, ass'd.		125	125
Washington, N.C.—6s.		95	105	6s, currency, int. deferred. 1918.	52	53		do do supplementary.	115	50	51½
8s, gold, cou. on.		105	105	6s, 1911.	A&O			Income 7s, 1890.			
Worcester, Mass.—6s, 1892. A&O		118	119	Cheshire—6s, 1896-98.	J&J	109¾	110	Chic. & Gt. East., 1st, 7s, '93-'95.			
5s, 1905.	A&O	114	116	Chic. & Alton—1st M., 7s, '93. J&J	121	121	121	Col. & Ind. C., 1st M., 7s, 1904. J&J	*115	119	119
4s, 1905.	A&O	104	106	Sterling mort., 6s, g., 1903. J&J	117	119	119	do do 2d M. 7s, 1904. M&N	*109	114	114
Yonkers, N. Y.—Water. 1903.		120	120	Income, 7s, 1883.	A&O	102	103	Un. & Logansp., 1st, 7s, 1905. A&O	*113	116	116
RAILROAD BONDS.				Bds. Kan. C. line, 6s, g., 1903. M&N	114	114	114	T. Logansp. & B., 7s, 1884. F&A	*100	103	103
Ala. Cent.—1st M., 6s, 1918.	J&J	103½	103½	Miss. Riv. Bridge, 1st, s.f., 6s, 1912				Cin. & Chic. A. L., 1886-'90.	*100		
Income 6s, 1918.	J&J	75	75	Joliet & Chic., 1st M., 8s, '82. J&J				Col. Hoek. Val. & Tol.—Consol. 5s.	*89	90	90
Ala. Gt. Southern—1st mort., 1908	108	110	110	Louis'a & Mo. R., 1st, 7s, 1900. F&A	114	114	114	Col. & Hoek. V.—1st M., 7s, '97. A&O	*115	118	118
Alb'y & Susq.—1st M., 7s, '88. J&J	113	113	113	do do 2d, 7s, 1900. M&N				do do 2d M., 7s, 1892. J&J	*108	110	110
2d mortgage, 7s, 1885.	A&O	107½	107½	St. L. Jacks'v. & C., 1st, 7s, '91. A&O				Col. & Toledo—1st mort. bonds.	*118	121	121
Consol. mort., 7s, 1906, guar. A&O	126½	126½	126½	do 1st guar. (564), 7s, '94. A&O				do do 2d mort.	*110	115	115
Alleghany Cent.—1st M., 6s, 1922.		100½	100½	do 2d M. (360), 7s, '98. J&J	122	122	122	Col. Springf. & C.—1st, 7s, 1901. M&S			
Incomes, 1912.		122½	123½	do 2d guar. (188) 7s, '98. J&J	101½	103	103	Col. & Xenia—1st M., 7s, 1890. M&S	*107	111	111
Allegh. Val.—Gen. M., 7-10s. J&J	122½	123½	123½	Chic. B. & Q.—1st, S.F., 8s, '83. J&J	101½	103	103	Conn. & Passump.—M., 7s, '93. A&O	*115	116	116
East. exten. M., 7s, 1910.	A&O	118	118	Consol. mort., 7s, 1903.	J&J	28	123½	Massawippi, g., 6s, gold, '89. J&J			
Income, 7s, end., 1894.	A&O	51	51	Bonds, 5s, 1895.	J&D			Conn. Val.—1st M., 7s, 1901.	J&J	80	80
Atch'n & Neb.—1st, 7s, 1907. M&S	115	117	117	5s, 1901.	A&O	103	105	Conn. West.—1st M., 7s, 1900. J&J	30	30	30
Atch. & Pike's Peak—1st, 6s, g., M&N	100	105	105	5s, 1919, Iowa Div.	A&O			Connecting (Phila.)—1st, 6s.	M&S	118	118
Atch. Top. & S.F.—1st, 7s, g., '99. J&J	121	122	122	4s, 1919, do	A&O		87½	Cumberl. Val.—1st M., 8s, 1904. A&O			
Land grant, 7s, g., 1902.	A&O	114	115	4s, Denver Extension.			85	Dakota Southern—7s, gold, '94. F&A		195	100
2d mort., 7s, g., 1903, conv. A&O		101	102	Bur. & Mo. R., 1st M., 7s, '93. A&O	114½	114½	114½	Danby & Norwalk—7s, '80-'92. J&J		100	100
Land income, 8s.	J&J	101	102	do Conv. 8s, '94 ser. J&J				Dayton & Mich.—Consol. 5s.	J&J	100	102½
Guaranteed 7s, 1909.	J&J & A&O	112	113	Bur. & Mo. (Neb.), 1st, 6s, 1918. J&J				2d mort., 7s, 1884, now 1st. M&S		102	103
5s, 1909 (1st mort.).		98	98½	do Cons. 6s, non-ex. J&J	103	103	103	3d mort., 7s, 1888, now 2d. A&O		107	109
5s, plain bonds, 1920.		87	88	do 4s, (Neb.), 1910. J&J	182¾	182¾	182¾	Dayt. & West.—1st M., 6s, 1905. J&J		109	110
4½s, 1920.	A&O	84	87	do Neb. R.R., 1st, 7s, A&O				1st mort., 7s, 1905.	J&J	116	118
Florence & El Dorado, 1st, 7s. A&O	108	108½	108½	do Om. & S.W., 1st, 8s, J&D				Delaware—Mort., 6s, guar., '95. J&J			
K.C. Topeka & W., 1st M., 7s, g. J&J	119	120	120	Dixon Peo. & H., 1st, 8s, 1889. J&J				Del. & Bound B'k—1st, 7s, 1905. F&A		124	124
do income 7s. A&O	107	108	108	Ott. Osw. & Fox R., 8s, 1900. J&J				Del. Lack. & W.—Conv. 7s, 1892. J&D		130	130
N. Mex. & So. Pac., 1st, 7s, 1909. A&O	114	115	115	Quincy & Wars'w., 1st, 8s, '90. J&J				Mort. 7s, 1907.	M&S	130	130
Pleasant Hill & De Soto, 1st, 7s, 1907	108	109	109	Chic. & Can. So.—1st, 7s, 1902. A&C	32	35	35	Den. & Rio G.—1st, 7s, g., 1900. M&N	113½	114½	114½
Pueblo & Ark. V., 1st, 7s, g., 1903.	114½	114½	114½	Chic. C. Dub. & Minn.—7s, 1910. J&J	106½	107	107	1st consol. mort., 7s, 1910.	J&J	99	100
Wichita & S.W., 1st, 7s, g., gua. 1902	108½	109	109	Chic. & East Ill.—1st mort. 6s, 1907	99	99	99	Den. & R. G. West.—Bonds.		73½	75
Atlanta & Charlotte Air L.—1st, 7s	108	110	110	Income bonds, 1907.				Den. S.P. & Pac.—1st, 7s, 1905. M&N	101½	102	102
Income, 6s.		95	95	Chic. & Gr. Trunk—1st mort., 1900	98½	101½	101½	Des M. & Ft. D.—1st, 6s, 1905. J&J		70	74
Atlantic & Pac.—1st 6s, 1910.	J&J	98	98	Chic. & Iowa—2d M., 8s, 1901. J&J	100	100	100	1st inc., 6s, 1905.		70	74
Incomes, 1910.	J&J	31	31	Chic. Pa. & Neb.—2d M., 5s, 1883.	101	101	101	Detroit & Bay C.—1st, 8s, 1902. M&N	160	160	160
Baltimore & Ohio—6s, 1885. A&O	107	107½	107½	Chic. & Mich. L. Sh.—1st, 8s, '89. M&S	113½	114½	114½	1st M., 8s, end. M. C., 1902. M&N	113	113	113
Sterling, 5s, 1927.	J&D	106	108	Chic. Mil. & St. Paul—				Det. G. Haven & Mil.—Equip. 6s, 1918	116	118	118
Sterling, 6s, 1895.	M&S	117	119	Pac. Div., 1st M., 8s, 1898. F&A		133	133	Con. M., 5% till '84, after 6% 1918	114	116	116
Sterling mort., 6s, g., 1902. M&S	120	122	122	P. D., 2d M., 7-10s, 1898. F&A	124	124	124	Det. L. & North.—1st, 7s, 1907. J&J	117½	118	118
do 6s, g., 1910. M&N	123	125	125	St. P. & Chic., 7s, g., 1902.	J&J	126					

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.				
Ill. Cent.—1st M. Chic. & Spr. '98 J&J				120				Mexican Central—1st, 7s.				84½ 84¾			
Middle Div. reg. 5s, 1921.				107				Mexican National				57 58½			
Sterling, S. F., 5s, g., 1903. A&O				106 108				Michigan Central—1st, 8s, '82. A&O				102½ 103½			
Sterling, gen. M., 6s, g., 1895. A&O				115 117				Consol., 7s, 1902.				124½ 125			
Sterling, 5s, 1905.				107 109				1st M. on Air Line, 8s, 1890. J&J				114 115			
Ill. Grand Tr.—1st M., 8s, '90. A&O				114½ 115				Air Line, 1st M., 8s, guar.				113 114			
Ind. Bl. & W.—1st, pf., 7s, 1900 J&J				119				Equipment bonds, 8s, '83.				A&O			
1st mort., 4-5-6, 1909.				A&O				Gd. Riv. V., 1st 8s, guar., '86. J&J				1108 110			
2d mort., 4-5-6, 1909.				A&O				6s, 1909.				M&S			
East. Div., 1st mort.				94 95				5s, comp., 1931.				M&S			
do income.				60				5s, reg., 1931.				M&S			
Income, 1919.								Kalamazoo & S. H., 1st, 8s, '90. M&N				111½ 113			
In'polis D. & Sp'd—1st, 7s, 1906 A&O				103½				J. L. & Sag. 1st, 8s, '85, "wh. bds" J&J				108½ 109			
2d mort., 5s, 1911.				J&J				do North Ext., 8s, '90. M&N							
2d mort., income, 1906.				J&J				J. L. & Sag. Cons. M., 8s, '91.				M&S			
New 1st mort. 6s, funded.				103				do 6s, 1891.				M&S			
Ind'polis & St. L.—1st, 7s, 1919. Var.				95				Joliet & N. Ind., 1st, 7s (guar. M.C.)				120 122			
2d mort., 7s, 1900.				A&O				Midland of N. J.—1st mort				87 90			
Ind'apolis & Vin.—1st, 7s, 1908. F&A				105				Income, "A."				11 12			
2d mort., 6s, g., guar., 1900. M&N				95 101				do "B."				6¼ 7			
Int. & Gt. North.—1st, 6s, 1919. M&N				104 105½				Mil. L. S. & W.—1st M., 6s, 1921. M&N				101½			
Coup. 6s, 1909.				M&S				1st, incomes.				78 82			
2d mort., income, 8s, 1909.								Mil. & No.—1st, 5-6s, 1910. J&D				96 98			
Ionia & Lansing—1st 8s, '89.				J&J				Minn. & St. L.—1st M., 1927. J&D				111½ 115½			
Iowa City & West.—1st, 7s, 1909. M&S				108 112				1st M., Iowa City & W., 1909. J&D				111½			
Pa Falls & Sioux C.—1st, 7s, '99. A&O				120½ 120½				2d mort., 7s, 1891.				J&J			
Ithaca & Athens.—1st m., 7s, g. J&J								1st mort., C. R. I. F. & N., 1920.							
Jefferson—Hawley Br. 7s, '87.				J&J				Southwest. Ext., 1st, 7s, 1910.				110 111			
1st mort., 7s, 1889.				J&J				Pacific Ext., 1st, 6s, 1921.				101 102			
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O				117½ 118½				Miss. & Tenn.—1st M., 8s, series "A"				123 128			
2d mort., 7s, 1910.				J&J				8s, series "B"				108 111			
Junction RR. (Phil.)—1st, 6s, '82. J&J				114 115				Mo. K. & T.—Cons. ass., 1904-6. F&A				106			
2d mort., 6s, 1900.				A&O				Consolidated 6s, 1920.				J&D			
K. C. Ft. Scott & G.—1st, 7s, 1908. J&D				111½ 112				1st, 6s, g., 1899. (U. P. S. Br.) J&J				66½ 67½			
Kansas C. Lawr. & So. 1st, 5s, 1909				101 104½				2d mort., income, 1911.				A&O			
E. C. St. Jos. & C.B.—M. 7s, 1907. J&J				115½ 116				General mort. gage.				85 87½			
Kansas & Nebraska—1st mort.				65				Boonev's B'ge, 7s, guar., 1906. M&N							
2d mort.				20 30				Hau. & C. Mo., 1st 7s, g., '90. M&N				105½			
Kentucky Central—6s, 1911.				J&J				do 2d, 1892.				M&N			
Keokuk & Des M.—1st, 5s, guar. A&O				105				Mo. Pac.—1st mort., 6s, gld, '88. F&A				106½ 106½			
L. Erie & West.—1st, 6s, 1919. F&A				100¾ 102				Consol. 6s, 1920.				M&N			
Income, 7s, 1899.				54 56½				2d mort., 7s, 1891.				J&J			
Sandusky Div., 6s, 1919.				F&A				Car. B., 1st mort., 6s, g., '93. A&O				113½			
do income, 1920.				50				3d mortgage, 7s, 1906.				M&N			
Laf. Bl. & Minn.—1st, 6s, 1919. M&N				101				Income, 7s, 1892.				M&S			
do income, 7s, 1899.				60				Mob. & Ala. Gr. Tr.—1st, 7s, gld, '95							
Lake Shore & Mich. So.—								Mobile & O.—1st pref. debentures.				79			
M. So. & N. I., S. F., 1st, 7s, '85. M&N				107½				2d pref. debentures.				45			
Cleve. & Tol., 1st M., 7s, '85. J&J				107½				3d pref. debentures.				43			
do 2d M., 7s, 1886. A&O				108½				4th pref. debentures.							
Cl. P. & Ash., new 7s, 1892. A&O				110				New mortgage, 6s, 1927.				108½			
Buff. & E. new bds. M., 7s, '98. A&O				122				Cairo Extension 6s, 1892.				J&J			
Buff. & State L., 7s, 1882.				J&J				Morg'n's L. & Tex., 1st, 6s, 1920. J&J							
Det. Mon. & Tol., 1st, 7s, 1906.				125				Morris & Essex—1st, 7s, 1914. M&N				135 137½			
Jamest. & Frankl.—1st, 7s, '97. J&J								Bonds, 7s, 1900.				J&J			
do 2d M., 7s, '91. J&D								General mort., 7s, 1901.				A&O			
Kalamazoo Al. & Gr. R., 1st, 8s, J&J								Consol. mort., 7s, 1915.				J&D			
Kal. & Schoolcraft, 1st, 8s, '87. J&J								Nashua & Low.—6s, g., 1893. F&A				114 116			
Kal. & Wh. Pigeon, 1st, 7s, '90. J&J								5s, 1900.				101 105			
Dividend bonds, 7s, 1899.				A&O				Nashv. Ch. & T. L.—1st, 7s, 1913. J&J				115½			
L. S. & M. S., cons., ep., 1st, 7s. J&J				125 127½				2d mort., 6s, 1901.				J&J			
do cons., reg., 1st, 7s, 1900. Q—J				125 126½				1st, Tenn. & Pac., 6s, 1917.				J&J			
do cons., ep., 2d, 7s, 1903. J&D				123½ 125½				1st, Mc M. M. W. & A., 6s, 1917. J&J							
do cons., reg., 2d, 7s, 1903. J&D								Nashv. & Decat'r.—1st, 7s, 1900. J&J							
Lawrence—1st mort., 7s, 1895. F&A								Natchez Jack. & Col.—1st, 7s, 1910							
Lehigh & Lack.—1st M., 7s, '97. F&A								Nevada Cen.—1st 6s, 1904.				A&O			
Lehigh Val.—1st, 6s, coup., '98. J&D				122½ 123				Newark & N. Y.—1st, 7s, 1887. J&J				105			
1st mort., 6s, reg., 1898.				J&D				Newk's set & S.—1st, 7s, g., '89. M&N				105½ 109			
2d mort., 7s, 1910.				M&S				N'burgh & N. Y.—1st M., 7s, 1888. J&J				102			
Gen. M., s. f., 6s, g., 1923.				J&D				N. J. Southern—1st M., new 6s. J&J				95 100			
Delar. & Ld. Co. bds, end, 7s, '92. J&J								N. O. Mob. & Tex.—Deb. scrip. 1930							
Little Miami—1st M., 6s, 1883. M&N				101				N. O. Pac.—1st, 6s, gold, 1920. J&J				91½ 91½			
L. Rock & Ft. S.—1st, 7s, '95. J&J				107½ 107½				N. Y. & Can.—E M., 6s, g., 1904. M&N				110 112			
Little Schuylkill—1st, 7s, '82. A&O								N. Y. C. & Hud.—M. 7s, ep. 1903. F&J				132			
Long Island—1st M., 7s, 1898. M&N				118				Mort., 7s, reg., 1903.				J&J			
1st consol. 5s, 1931.				Q—J				Subscription, 6s, 1883.				M&N			
2d mort., 7s, 1918.				97½ 98				Sterling mort., 6s, g., 1903.				J&J			
Newtown & Fl., 1st, 7s, 1891.								N. Y. C., premium, 6s, 1883. M&N				102½ 102½			
N. Y. & Rockaway, 7s, 1901. A&O				96 100				do 6s, 1887.				J&D			
Smith'n & Pt. Jeff., 7s, 1901. M&S								do real est., 6s, 1883. M&N				102½			
L. L. City & Flushing—1st, 6s, 1911				85 92				Hud. R. 2d M., 7s, 1885.				J&D			
do incomes.				50				N. Y. Chic. & St. L.—1st, 6s, 1921. J&D				91 95½			
Lou'v. C. & Lex.—1st, 7s, '97 J&J (ex)				117 118				Equipment bonds.				85			
2d mort., 7s, 1907.				A&O				N. Y. City & No.—Gen'l, 6s, 1910. M&N				56½ 60			
Lou'v. Nashv.—Con. 1st, 7s, '98. A&O				118 120				N. Y. Elevated.—1st M., 1906. J&J				115 116			
2d mort., 7s, g., 1883.				M&N				N. Y. & Greenw'd L.—1st M. inc. 6s				25 35			
Cecilian Br., 7s, 1907.				M&S				2d mortgage income.				5 10			
Louisville loan, 6s, '86-'87. A&O				103				N. Y. & Harlem—7s, coup., 1900. M&N							
Leb. Knoxv. 6s, 1931.				M&S				7s, reg., 1900.				M&N			
Mem. & O. stl., M., 7s, g., 1902. J&D				121 123				N. Y. L. E. & W.—1st, 7s, '97. ext. M&N				130			
M. & Clarksv. st'g, 6s, g., 1901. F&A								2d mort. exten., 5s, 1919.				M&S			
N. O. & Mobile. 1st 6s, 1930. J&J				91½				3d mort., 7s, 1883.				M&S			
Pensacola Div., 1st, 6s, 1920. M&S				100				4th mort., ext., 5s, 1920.				A&O			
St. Louis Div., 1st, 6s, 1921. M&S				107 107½				5th mort., 7s, 1888.				J&D			
do 2d., 3s, 1980. M&S				54½				1st cons. M., 7s, g., 1920.				M&S			
Nash. & Dec., 1st 7s, 1900.				J&J				New 2d cons. 6s, 1969.				J&D			
E. H. & N., 1st 6s, 1919.				J&D				1st con s. fund coup., 7s, 1920. M&S							
Gen'l mort., 6s, 1930.				J&J				2d con s. f' d ep., 5s, 1969.				J&D			
So. & No. Ala., S. F., 6s, 1910. A&O				102				Reorganiza't'n 1st lien, 6s, 1908							
L. av. N. A. & Chic.—1st, 6s, 1910. J&J				104				Gold acome bonds, 6s, 1977.				65			
Maine Cent.—Mort. 7s, 1898.				J&J				Long Dock mort., 7s, 1893. J&D				116 120			
Exten. bonds, 6s, g., 1900.				A&O				N. Y. & N. Eng.—1st M., 7s, 1905. J&J				114			
Cons. 7s, 1912.				A&O				1st mort., 6s, 1905.				J&J			
Androsco. & Ken., 6s, 1891. F&A				110 111½				N. Y. Pa. & O.—1st inc. ac., 7s, 1905				40			
Leeds & Farm'g't'n, 6s, 1901. J&J				110 111½				do prior lien, inc. ac., 5-6s, '95				103 108			
Portl'd & Ken., 1st, 6s, '83. A&O				100 101				2d mort.				17½ 18½			
do Cons. M., 6s, '95. A&O				111½ 113				3d mort.				9¾ 10¼			
Man. Beach Imp. ann., 7s, 1909. M&S								L'sed L. rental tr'st '73, Trus. cer. 7s				23 28			
N. Y. & Man. Beach, 1st 7s, '97. J&J								West. ext. certifs, 8s, 1876. J&J				80 90			
Marietta & Cin.—1st M., 7s, '91. F&A				128 128½				do 7s, guar. Erie				80 90			
Sterling, 1st M., 7s, g., 1891. F&A				125 127				N. Y. Prov. & B'n—Gen. 7s, 1899. J&J				130			
2d mort., 7s, 1896.				M&N				N. Y. West Shore & Buffalo.—5s.				61 64			
3d mort., 8s, 1890.				J&J				do 5s, ex Jm., '83, coup.				59 61½			
Scioto & Hock. Val., 1st, 7s. M&N				104 108				Norf'k & W.—Gen'l M., 6s, 1931. M&N				102½ 102½			
Balt. Short L., 1st, 7s, 1900. J&J				120				Norf'k & Petersb., 2d, 8s, '93. J&J				112 115			
Marq'tte Ho. & O.—Mar. & O., 8s, '92				118½ 120				South Side, Va., 1st, 8s, '84-'90. J&J				107			
6s, 1908.				M&S				do 2d M., 6s, '81-'90. J&J				100½			
Mass. Central—1st, 6s, 1893.				139 40				do 3d M., 6s, '86-'90. J&J				100½			
Memphis & Charleston—1st consol.				105				Virginia & Tenn., M., 6s, 1884. J&J				101			
1st, cons., Tenn. lien, 7s, 1915. J&J				109				Va. & Tenn., 4th M., 8s, 1900. J&J				123			
Mem. & L. R'ek—1st mort., 8s, 1967.				85 93				North Carolina—M., 6s.				99			
Metrop'n Elev.—1st, 6s, 1908. J&J				99 99½				North Penn.—1st M., 6s, 1885. J&J				106½			
2d 6s, 1899.				M&N											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
St. L. Alt. & T. H.—1st M., 7s, '94 J&J		114		Wabash—(Continued)—				Cincinnati & Milford			100
2d mort., pref., 7s, 1894..... F&A		110½		Cons. mort., 7s, 1907, con., ex Q—F		100	100	Cincinnati N. O. & Tex. Pac.		100	85
2d income, 7s, 1894..... M&N		100		1st St. L. div., 7s, 1889, ex. F&A		102		Cin. Sandusky & Cleveland		50	263½
Div. bonds, 1894.....		60		Gt. West., Ill., 1st, 7s, '88, ex. F&A		105	105½	do do Pref., 6.50			
Bellev. & S. Ill., 1st, S. F. 8s, '96 A&O		124		do do 2d, 7s, '93, ex. M&N		103	103½	Cincinnati (street)		50	100
St. Louis & I. Mt.—1st, 7s, '92, F&A		113½	114	Q'ncy & Tol., 1st, 7s, '90, ex. M&N		105		Clev. Col. Cin. & Indianapolis		100	80½
2d mort., 7s, g., 1897..... M&N		108		Ill. & S. Ia., 1st, 7s, '82, ex. F&A		105½	110	Clev. & Pittsburgh, guar., 7		50	137
1st 7s, inc., pf. int. accumulative		100		St. L. K. C. & N. (rest. & R.), 7s. M&S		108½	110	Col. Chic. & Indiana Central		100	12½
2d 6s, inc., int. accumulative		106½		do Om. Div., 1st, 7s, 1919 A&O		111½		Columbus & Xenia, guar., 8		50	148
Ark. Br. I. gr. M., 7s, g., '95 J&D		107	108	do Clarin. Br., 6s, 1919 F&A		118	119	Columbia & Greenville		100	70
Cairo Ark. & T., 1st, 7s, g., '97 J&J		107	108½	do No. Mo., 1st, '95..... J&J		118	119	do do Pref.		100	70
Cairo & Ful., 1st, l. g., 7s, g., '91 J&J		107	108½	do St. Cha's Bridge 6s, 1905		95		Concord		50	99
Gen. con. r'y & l. g., 5s, 1931 A&O		80¾	81	Wab. Fund. 1907—Var. 7s. F&A				Concord & Portsmouth, guar., 7		100	115
St. L. & San F.—2d M., class A, '06 M&N		99		do Various 6s..... F&A				Connecticut & Passumpsic		100	94
2d M., class B, 1906..... M&N		90½	90¾	Warren (N.J.)—2d M., 7s, 1900				Connecticut River		100	160
do class C, 1906..... M&N		90		W. Jersey & At. 1st M., 6s, 1910 M&S		110½		Connotton Valley		50	7½
South Pacific—1st M., 1888 J&J		102		W. Jersey—Debent. 6s, 1883. M&S				Danbury & Norwalk		50	
P. C. & O. 1st, 6s..... F&A				1st mort., 6s, 1896..... J&J		118		Dayton & Michigan, guar., 3½		50	58
Equipment 7s, 1895..... J&D				Consol. mort., 7s, 1890..... A&O				do do Pref., guar., 8.50			59
St. L. Vand. & T. H.—1st M., 7s, '97 J&J		118	119	West'n Ala.—1st M., 8s, '88..... A&O		110	115	Delaware & Bound Brook		100	128
2d mort., 7s, 1898..... M&N		110		2d mort., 8s, guar., '90..... A&O		110		Delaware Lack. & Western		50	141½
2d 7s, guar., '98..... M&N		110		West. Md.—End., 1st, 6s, 90..... J&J		115	125	Denver & New Orleans		100	30
St. P. & Duluth—1st, 5s, 1931 F&A		108		1st mort., 6s, 1890..... J&J		114	116	Denver & Rio Grande		100	57
St. P. Minn. & Man.—1st 7s, 1909 J&J		110	112	End., 2d mort., 6s, 1890..... J&J		115	125	Denver & Rio Grande Western		100	18½
2d 6s, 1909..... A&O		110		2d mort., pref., 6s, 1895..... J&J		107	112	Des Moines & Fort Dodge		100	14
Dak. Ext., 6s, 1910..... M&N		109		2d, end. Wash. Co., 6s, 1890 J&J		115	120	do do Pref.		100	30
St. P. & S. City—1st, 6s, 1919 A&O		110½	111½	3d, end., 6s, 1900..... J&J		129		Det. Lansing & Northern, com		100	74
Mort. on new lines				West'n Penn.—1st M., 6s, '93. A&O		115		do do Pref.		100	114½
Sandusky M. & N.—1st, 7s, 1902 J&J		113		Pitts. Br., 1st M., 6s, '96..... J&J		113½		Dubuque & Sioux City		100	90
Savannah Florida & West—				Wheeling & L. Erie—1st, 6s, g., 1910		108	109	do do Pref.		100	18½
At. & Gulf, cons. 7s, 1897..... J&J		105	110	Wil. & Weldon—S. F., 7s, g., '96 J&J		115	120	Eastern (Mass.)		100	42
1st mortgage, 7s..... J&J		105		Winona & St. Pet.—1st M., 7s, '87 J&J		106		Eastern in N. H.		100	92½
S. Ga. & Fla., 1st M., 7s, 1899, M&N		110		2d mort., 7s, 1907..... M&N		125		Eel River		100	64
Scioto Val.—1st M., 7s, sink'g fund		110½	102½	Wis. Cent.—1st, 7s, coups. unfund.				Elmira & Williamsport, 5		50	41
2d mort.		190		1st series, new		73	79	do do Pref., 7.50		100	58
Consol. 7s, 1910..... J&J		95	96½	2d series, new		49	50	Erie & Pittsburgh, guar., 7		100	105
Selma Rome & Dalton—1st mort.		1	4	Wis. Valley—1st, 7s, 1909..... J&J		113	114	Evansville & Terre Haute		50	79½
2d mort.		2	2½	Worce' & Nashua—5s, '93-'95. Var.		100½	101	Fitchburg		100	130½
Incomes		38		Nash. & Roch., guar., 5s, '94 A&O		100½	101	Flint & Pere Marquette		100	21½
St. Louis C. & Pac., 1st M., 6s, '98 J&J		102	102½					do do Pref.		100	94½
So. Carolina—1st M., 6s, 1920..... A&O		92						Georgia Railroad & Bank'g Co.		100	146
2d mort., 6s, 1931..... J&J		92						Grand Rapids & Indiana		100	11
Bonds, 7s, non-mort..... A&O								Grand River Valley, guar., 5		100	
Income 7s, 1931.....		60						Green Bay Winona & St. Paul		100	
South Side, L. I.—1st, 7, 1887..... M&S		106						do do Pref.		100	
So. Cen. (N.Y.)—1st 7s, 1899..... F&A		106½	106¾					Hannibal & St. Joseph		100	85
So. Pac., Cal.—1st, 6s, g., 1905-6 J&J		106½	106¾					do do Pref., 7.100		100	94
Southwestern (Ga.)—Conv., 7s, 1886								Harrisburg P. Mt. J. & L., guar., 7.50		100	137
Summit Br.—1st, 7s, 1903..... J&J		90	95					Highland (street), Boston		100	81
Sunb. Haz. & W. B.—1st, 5s, 1928 M&N		106	109½					Houston & Texas Central		100	87
Susp. B. & Erie June.—1st M., 7s		126						Huntingdon & Broad Top		50	14½
Syr. Bing. & N. Y.—consol. 7s, '06 A&O		108	109					do do Pref.		100	28
Tex. Cent.—1st, 5s, 1909 M&N		108½						Illinois Central		100	138½
Texas & Pac.—1st, 6s, g., 1905 M&S		97½						Indiana Bloomington & West., new		100	44½
Consol. mort., 6s, gold, 1905 J&D		64	66½					Indian. Decatur & Sp., com		100	6½
Inc. and land gr., reg., 1915 July		85½	86					do do Pref.		100	
1st (Rio Gr. Div.), 6s, 1930..... F&A		90						Iowa Falls & Sioux City		100	91½
Texas & St. Louis—1st, 6s, 1910 J&D		68	70					Jeff'v. Mad. & Ind'p's, P'sed. 7.100		100	100
Land grant, incomes, 1920.....		18	20					Joliet & Chicago, guar., 7		100	130
Tol. Cin. & St. Louis—1st mort.		80						Kansas City Ft. Scott & Gulf		100	80
Income		23	24					do do Pref.		100	124
Tol. Del's & Bur.—1st main, 6s, 1910		111						Kentucky Central		100	
do 1st Dayton div., 6s, 1910		114						Keokuk & Des Moines		100	
do 1st Ter'l trust, 6s, 1910		122						do do Pref.		100	
Income, 6s, 1910, main line		113						Lake Erie & Western		100	40½
Dayton Div. inc., 6s, 1910		111						Lake Shore & Mich. So.		100	112½
United Co's N.J.—Cons., 6s, '94 A&O		114	116					Lehigh Valley		50	63
Sterling mort., 6s, 1894..... M&S		122	124					Lehigh & Wilkesbarre		100	20
do 6s, 1901..... M&S		113						Little Rock & Fort Smith		100	52½
Cam. & Amb., mort., 6s, '89 M&N		116½	116¾					Little Miami, leased, 8 guar.		50	144
Union Pacific—		115						Little Schuylkill, leased, 7		50	56½
1st mort., 6s, gold, 1896-'99 J&J		120	124					Long Island		100	57½
Land Grant, 7s, 1887-9..... A&O		110	111					Louisiana & Mo. Riv., Com.		100	17½
Sink F., 8s, 1893..... M&S		110½	111					do do Pref., guar.		100	71½
Om. Bridge, sterl. 8s, g., '96 A&O		110	111					Louisville & Nashville		100	70
Reg. 8s, 1893..... M&S		110½	111					Louisville New Albany & Chic.		100	130
Collateral trust, 6s, 1908..... J&J		110	111					Lynn & Boston (street)		100	
Colorado Cent., 1st, 8s, g., '90 J&D		110	111					Macon & Augusta		100	
Denver Pac., 1st M., 7s, g., '99 M&N		110	111					Maine Central		100	68
Kans. Pac., 1st, 6s, 1895..... F&A		110	111					Manchester & Lawrence		100	167
do 1st M., 6s, 1896..... J&D		110½	111					Manhattan Beach Co.		100	23
do 1st R. & L. G. D'd, '99 M&N								Manhattan Railway		100	53
do Land 2d M., 7s, g., 1886								1st pref.		100	89
do Sink F., 8s, 1893..... M&S								Marietta & Cincinnati, 1st pref.		50	67½
do Om. Bridge, sterl. 8s, g., '96 A&O								do do 2d pref.		50	67½
do Reg. 8s, 1893..... M&S								Marq. Houghton & Ont.		100	72
do Colorado Cent., 1st, 8s, g., '90 J&D								do do Pref.		100	119
do Denver Pac., 1st M., 7s, g., '99 M&N								Memphis & Charleston		25	58
do Kans. Pac., 1st, 6s, 1895..... F&A								Metropolitan (street), Boston		50	74
do do 1st M., 6s, 1896..... J&D								Metropolitan Elevated		100	90
do do Land 2d M., 7s, g., 1886								Mexican Central		100	27½
do do Om. Bridge, sterl. 8s, g., '96 A&O								Mexican National		100	13
do do Reg. 8s, 1893..... M&S								Michigan Central		100	98½
do do Collateral trust, 6s, 1908..... J&J								M. dland of New Jersey		20	27
do do Colorado Cent., 1st, 8s, g., '90 J&D								Mil. Lake Shore & West., pref.		100	57
do do Denver Pac., 1st M., 7s, g., '99 M&N								Mine Hill & S. Haven, leased		50	61½
do do Kans. Pac., 1st, 6s, 1895..... F&A								Minneapolis & St. Louis		100	33
do do do 1st M., 6s, 1896..... J&D								do do Pref.		100	67½
do do do Land 2d M., 7s, g., 1886								Missouri Kansas & Texas		100	39
do do do Om. Bridge, sterl. 8s, g., '96 A&O								Missouri Pacific		100	108½
do do do Reg. 8s, 1893..... M&S								do do old stock		100	12
do do do Collateral trust, 6s, 1908..... J&J								Mobile & Ohio RR.		100	22½
do do do Colorado Cent., 1st, 8s, g., '90 J&D								Morris & Essex, guar., 7		50	126½
do do do Denver Pac., 1st M., 7s, g., '99 M&N								Nashville, Chat. & St. Louis		25	62
do do do Kans. Pac., 1st, 6s, 1895..... F&A								Nashua & Lowell		100	146
do do do do 1st M., 6s, 1896..... J&D								Nashua & Rochester, guar., 3		100	55
do do do do Land 2d M., 7s, g., 1886								Newburg Dutchess & Conn., pref.			
do do do do Om. Bridge, sterl. 8s, g., '96 A&O								New Jersey & New York			
do do do do Reg. 8s, 1893..... M&S								do do Pref.			
do do do do Collateral trust, 6s, 1908..... J&J								New Jersey Southern			
do do do do Colorado Cent., 1st, 8s, g., '90 J&D								N. London Northern, leased, 8		100	
do do do do Denver Pac., 1st M., 7s, g., '99 M&N								N. Orleans Mobile & Texas		100	
do do do do Kans. Pac., 1st, 6s, 1895..... F&A								N. Y. Central & Hudson Riv.		100	134½
do do do do do 1st M., 6s, 1896..... J&D								N. Y. Chic. & St. Louis, Com.		100	17
do do do do do Land 2d M., 7s, g., 1886								do do Pref.		100	36½
do do do do do Om. Bridge, sterl. 8s, g., '96 A&O								New York Elevated		100	107
do do do do do Reg. 8s, 1893..... M&S								New York & Harlem		50	205
do do do do do Collateral trust, 6s, 1908..... J&J								do do Pref.		50	
do do do do do Colorado Cent., 1st, 8s, g., '90 J&D								N. Y. Lake Erie & Western		100	39½
do do do do do Denver Pac., 1st M., 7s, g., '99 M&N								do do Pref.		100	81
do do do do do Kans. Pac., 1st, 6											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

CANAL BONDS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.
RR. STOCKS.											
CONTINUED.			Leh. Nav.—(Contin'd—			C.H.&D., pool cert., gu.	98		Mass. Cotton....1000	1350	1375
N.Y. Ont. & Western 100	26 3/4	27	6s. g. cp. & reg. '97 J&D	113	115	Den. & R.G.W., subs., ex			Mechanics' (F. R.) 100		120
do pref.	75	80	Cons. M., 1911 7s J&D		116 1/2	Mex. C. blks., No. 2, 85%	22		Merchants' (F. R.) 100		150
N.Y. Prov. & Bost. 100	148		Morris—Boat loan, '85			N.Y. W.S. & B., subs., 50%	100	105	Merrimack (Mass.) 1000	1700	1710
N.Y. Susq. & Western.	11	12	New mort.			Ore. C. subs., \$1200 pd.	65	78	Middlesex (Mass.) 100	218	220
Norfolk & West., com.	20	25	Penn.—6s. coup., 1910	90	93	Ont. & West., subs. 25%	59 7/8	60 1/8	Narragansett (F.R.) 100		115
do pref.	55 3/4	56	Schuylkill Nav.			Ore. Short L. subs., 60%	119 1/4	119 3/4	Nashua (N. H.)....500	675	685
North Penn. ....50		63 5/8	1st M., 6s, 1897 Q-M	106	107 1/2	\$10,000 blks., ex bds.	87	92 1/2	Naumkeag (Mass.) 100	122	123
Northern Central .50	52	52 1/4	2d M., 6s, 1907 J&J	91 1/8	91 3/4	Or. & Trans., subs. 100%	91 3/4	92 1/4	N. E. Glass (Mass.) 375	95	100
North'n N. Hamp. 100	111	111 1/8	Mort. 6s. cp., '95 J&J		66	do 20%	92	92 3/8	Newmarket.....	525	535
North'n Pac., com. 100	50 1/4	50 1/2	6s. imp., cp., '80 M&N	70		Rich. & Al., subs., 100%	86 1/2	88	Pacific (Mass.)....1000	1650	1660
do Pref. 100	92 1/4	92 1/2	6s. bt & car, 1913 M&N	64		Rich. & Dan., ex subs.	95	101 1/4	Pepperell (Me.)....500	1090	1110
Norw. & Worcester. 100	158	159	7s. bt & car, 1915 M&N	64		Deben., subs., \$2,250	132	135	Rich. Bord'n (F.R.) 100		90
Ogd. & L. Champ. 100	32	35	Susq.—6s. cp., 1918 J&J		60	Roch. & Pittsb., subs.	100		Robeson (F. Riv.) 1000		1000
Ohio Central.....100	17 3/8	17 5/8	7s. coup., 1902 J&J			Tex. & St. Louis, sub. 80%	71 1/4		Sagamore (F. Riv.) 100		115
Ohio & Miss.....100	37 1/2	38	Union—1st 6s. '83 M&N			IMPROVEMENT & CONSTRUCTION COS.			Salmon Falls (N.H.) 300	350	360
Ohio Southern.....100	17	17	CANAL STOCKS.			Cent. N. J. Land Imp.			Sandw. Glass (Mass.) 80	45	45 1/2
Old Colony.....100	132 1/2	133	Cal. & Chi. Can. & Dock		35	Continental Cons., 7%	60	68	Shove (Fall Riv.) 100		95
Oregon & Calif.....100	123	25	do pref.		100	Cent. R'y Construc. 70%	119 5/8	121 1/2	Slade (Fall Riv.) 100	90	95
do Pref. 100	154	56	Del. & Hudson.....100	115 7/8	116 1/8	Hud. Riv. Contract. 40%	106	107	Stark Mills (N.H.) 1000	1400	1450
Oregon Short Line....	35	50	Del. Div. leased, S. 50			Internat. Imp. Ex., 80%	43 1/2	49	Tecumseh (F. R.) 100		125
Oregon Trans-Cont....	90	90 1/4	Lehigh Navigation. 50	43		N. Y. Loan & Imp'mnt			Thorndike (Mass.) 1000	1000	1050
Oswego & Syr., guar.			Morris, guar., 4.....100		80	N. Y. & Scranton Cons.	60	80	Tremont & S. (Mass.) 100	167	170
Panama Trust cfs. 100	167	168	do pf., guar. 10.....100	168		North River Cons., 60%	73	81	Troy C. & W. (F.R.) 500		950
Paris & Decatur.....			Pennsylvania.....50			Oregon Improvement.	88	90	Union C. Mf. (F.R.) 100		205
Pennsylvania RR. 50	62 1/4	62 3/8	Schuylkill Nav.....50		13 3/4	do 1st M. bonds	92 1/4	94	Wampanoag (F.R.) 100		170
Pennsylvania Co. 50			do do pref. 50			Tex. & Col. Imp., 60 p.c.	91	92 1/2	Washington (Mass.) 100	63	66
do Pref. 50			Susquehanna.....50			GAS STOCKS.			Weed Sew. M'e (Ct.) 25		
Pensacola & Atlantic..	30	37	MISCELLANEOUS			Balt. Consol. Gas.....	42 3/4	43	Weetamoe (F. R.) 100		95
Peoria Dec. & Ev. 100			BONDS.			Boston Gaslight.....500	805	810	Willim'tic Linen (Ct) 25		
Phila. & Erie.....50		17 1/2	Am. SS. Co. (Phil.)—6s	107 1/4	107 1/2	East Boston.....25	29	30	York Co. (Me.)....750	1310	1315
Phila. & Reading.....50	60	61	Balt. Gas Light 6s....	102	106	South Boston.....100	106 3/4	107	COAL & MISCEL.		
do Pref., 7.50			Canton (Balt.)—£68. g.	102 5/8	104	Brookline, Mass.....100	99 1/2	100	MINING STOCKS.		
Phila. & Tren., 10, 100			Mort. 6s. g., 1901 J&J	102 5/8	104	Cambridge, Mass.....100	131	133	American Coal.....25		
Phila. Wilm. & Balt. 50	63	64	Un. RR., 1st, end, 6s.	125		Chelsea, Mass.....100	83	84	Caribou Con. Min'g 10		
Pitts. Cin. & St. L. 50			do 2d, end, 6s. g. M&N	110		Dorchester, Mass. 100	96 1/2	98	Cent. Arizona Min. 100		
Pitts. & Con., 1st 50	10		Col. C. & fr.—1st con. 6s	84 1/2	86 3/4	Jamaica P'n, Mass 100	120	122	Colorado Coal & I. 100	42 7/8	42 7/8
do Pref.			Cov. & Cinn. Br., 6s.			Lawrence, Mass.....100	125	126	Consol. Coal of Md. 100	32	
Pitts. Ft. W. & C. guar. 7	135 1/2		Gold & Stock Tel.....	101	101	Lowell.....100	157 1/2	160	Cumberland Coal & I. 100		
do Special 7.100			Iron Steamboat, 1st....			Lynn, Mass., G. L. 100	79 1/2	80	Deadwood Mining....		
Pittsburg & Western..	113 1/4	113 3/4	Mariposa—7s, '86			Mald. & Melrose.....100	95	98	Excels' r W. & M. Co. 100		
Port. Saco & Ports, 1st 6	5		Mutual Union Tel. 6s.	78 1/2	78 1/2	Newton & Wat'n.....100	120	120 1/2	Homestake Min'g 100	17 1/2	17 1/2
Port Royal & Augusta			Northw. Tel.—7s, 1901			Salem, Mass.....100	93	95	La Plata.....10		
Ports. Gt. F. & Con. 100	25	30	Oreg. R. & N. 1st 6s. J&J	107 1/2	108	Brooklyn, L. I.....25	110	115	Lehigh & Wilkes....		
Prov. & Worcester. 100	128	130	Pullm'n Palace Car—			Citizens', Brooklyn. 20	68	70	Little Pittsburg....		
Rens. & Saratoga.....100			3d series, 8s, '87 F&A	103	110	Metropolitan, B'klyn.	65	75	Marip'sa L. & M. Call 100		
Rich. & Alleg., stock..	20	21 1/2	4th do 8s, '92 F&A	114 1/2	115	Nassau, Brooklyn..25	60	63	do pref. 100		
Richmond & Danv. 100	110		Deb't're, 7s, '88 A&O	104 3/4	105 1/4	People's, Brooklyn. 10	43	46	Maryland Coal.....100	20	20
Rich. F. & P., com. 100	66		Stlg. 7s. g. 1885 A&O			Williamsb'g, B'klyn 50	55	65	New Central Coal....	17 1/2	
do Guar. 7.100	127		St. L. Bridge & Tun—			Charlestown, S.C., Gas. 25	17		N.Y. & Straits C. & I. 100		
do do 6.....100	110		1st, 7s. g. 1929 A&O	125	127	Chicago G. & Coke 100	180	195	Ontario Sil. Min'g 100		
Richmond & P'b'g. 100	75	78	Sp. V. W. W. 1st 6s, 1906	110 3/4		Cincinnati G. & Coke	170		Pennsylvania Coal. 50	250	300
Rich. & West Point....	62 3/4	62 3/4	Sterling Iron & Ry.—			Hartford, Ct., G. L. 25	30	32	Rock & Pittsb. coal..	21	
Richmond York R. & C.	80		Series B., inc., 1894.			Jersey C. & Hobok'n 20	160	170	do pref.....	45 1/2	49 1/2
Rochester & Pitts. 100	27 3/4	27 3/4	Plain income 6s, '96.		37	People's, Jersey C....	80		Robinson Consol. M. 50		
Rome W. & Ogd. ....100			Western Union Tel.—			Louisville G. L.....			St. L. Steel & Ore. 100		
Rutland.....100	3	3 1/2	7s. coup., 1900 M&N	118		Central of N. Y.....50	75	85	Spring Mount. Coal. 50		
do Pref., 7.100	24	25	7s reg., 1900 M&N	118		Harlem, N. Y.....50	98	101	Stand'd Cons. G. M. 100	8	8
St. Joseph & Western.	13	17	Sterling 6s, 1900 M&S			Manhattan, N. Y....50	223	226	Stormont.....1		
St. Louis Alt. & T.H. 100	39	41	MISCELLANEOUS			Metropolitan, N.Y. 100	175	180	BOSTON MINING		
do Pref. 100	85	87	STOCKS.			Municipal.....100	188	192	STOCKS.		
Bellev. & S. Ill. pt. 100			Amer. Elec. & Ill. Co.	6	6 1/2	Mutual of N. Y.....100	103	106	Allouez.....25	2 1/4	2 1/2
St. Louis & San Fr. 100	39	41	Aspinwall Land.....10	4 1/2	5 1/2	New York, N.Y. ....100	120	125	Atlantic.....25	15 1/2	16
do Pref. ....100	58 1/4	59	Boston Land.....10	7 7/8	8	N. Orleans G. L.....100	59 1/2	61	Aztec.....25	40c.	
do 1st pref. 100	96	99	Boston Water Power..	4	4 1/4	N. Liberties, Phila..25			Blue Hill (Me.)....10	50c.	60c.
St. L. Van. & F. H.....	2		Brookline (Mass.) L'd 5	3 1/2	3 3/4	Washington, Phila..25			Brunsw'k Antimony. 5	9	10
St. Paul & Duluth. 100	33	34	Canton Co. (Balt.) 100			Portland, Me., G. L. 50	57	59	Calumet & Hecla....25	250	251
do Pref. 100	88	89	Cov. & Cin. Bridge, pf.			St. Louis G. L.....50	319	322	Catalpa Silver.....10	40c.	45c.
St. P. Minn. & Man. 100	146 1/2	147	Edison Electric Light.	550	625	Laclede, St. Louis. 100	120		Central.....25	21	
Scioto Valley.....			Iron Steamboat Co....			Carondelet, St. Louis 50	117	18 1/2	Contentment Silver 25	15c.	20c.
Seab'd & Roanoke 100	100		Keeley Motor.....3	3 1/4		San Francisco G. L..	57	59	Copper Falls.....50	1	2
do Guar. 100	137		Maverick Land.....10	1 3/4	2 1/4	Wash'ton City G. L. 20	41		Dana.....25	10c.	15c.
Selma Rome & Dalton			N.E. Mtg. Secur. (Bost.)	103	106	Georgetown G. L.....25	38	40 1/4	Douglas (Me.).....5	87 1/2c.	1 1/2
South Carolina.....100			N. Hampshire Land 25	1 1/4	1 3/4	MANUFACTURING			Duncan Silver.....20	10c.	15c.
So. & No. Alabama....			N.Y. & Tex. Ld., Lim. 50	45		STOCKS.			Franklin.....25	15 7/8	16
8' west., Ga., g'd, 7.100			Land scrip.....30	34 1/2		Am. Linen (Fall Riv.)	129	130	Harshaw Silver.....20	1 1/4	1 1/4
Syr. Bing. & N. Y. 100			Oregon Ry. & N. Co. 100	152	152	Amory (N. H.).....100	2270	2280	Humboldt.....25		
Summit Branch, Pa. 50	11	14	Pacific Mail SS. Co. 100	44	45	Amoskeag (N.H.) 1000	125	127	Hungarian.....25	10c.	20c.
Terre H. & Ind'nap. 50			Pullm'n Palace Car 100	131 1/2	133	Androscog'n (Me.) 100	1160	1175	Huron.....25	3	3 1/4
Tex. Cent. & St. Louis			St. Louis B'dge, 1st pref	97	100	Appleton (Mass.) 1000	1160	1175	Mesnard.....25		
Texas & Pacific.....100	51 1/4	51 1/2	2d pref. certificates.	140	44	Atlantic (Mass.).....100	170	170 1/2	Minnesota.....25		
Tol. Can. So. & Det....	5		St. Louis Tunnel RR....	101	105	Barnaby (Fall Riv.)..		96	National.....25	1 3/4	2
Tol. Cin. & St. Louis..	16	16 1/2	St. Louis Transfer Co.		45	Barnard Mfg. (F. R.)..			Osceola.....25	33	34
Tol. Delph. & Bur. 100	16	16	Stand. Water Meter....		3 1/2	Bates (Me.).....100	205	205 1/4	Pewabic.....25	10 1/2	11
U. N.J. RR & C. Co. 100	190 1/2	191	Sutro Tunnel.....10		3 3/8	Boott Cot. (Mass.) 1000	2050	2075	Phenix.....25	1 1/4	1 1/4
Union Pacific.....100	116	116 1/4	U. S. Electric Light..	102	110	Border City Mfg. (F.R.)		121	Pontiac.....25		35c.
Utah Central.....100			Union RR. St'k Yards.	96	93	Boston Co. (Mass.) 1000	1115	1125	Quincy.....25	65	66
Vt. & Can., leased. 100	10	12	EXPRESS STOCKS			Boston Belting.....100	168 1/2	169	Ridge.....25	50c.	\$1
Vt. & Mass. 1st 6.100	133 1/2	134	Adams.....100	140	142	Bost. Duck (Mass.) 700	1050		Silver Islet.....25	17	18
Virginia Midland. com.	50	50	American.....100	95 1/2		Chace (Fall Riv.).....100	115	122	Star.....25		50c.
Vicksb. & Meridian....	7	9 1/2	United States.....100	74 1/4	75 1/2	Chicopee (Mass.).....100	193	195	Sullivan (Me.) Silver 10	2 3/8	2 3/8
do pref.....			Wells, Fargo & Co. 100	130	132	Cocheo (N.H.).....500	740	760	Winthrop.....25		40c.
Wab. St. L. & Pac. 100	36 3/4	36 3/8	TELEGRAPH			Collins Co. (Conn.)..10	12	12 1/2	GOLD & SILVER		
do Pref. 100	66	66 1/8	STOCKS.			Continental (Me.).....100	89	91	MINING STOCKS		
War'n (N.J.), 1st d, 7.50			American District. 100	51	51	Cres't Mills (F. R.) 100	95	100	(N. Y. & SAN. FRAN.)		
Westch. & Phila., pf. 50			American Dist. (Phila.)		15	Davol Mills (F. R.) 100		100	Alice.....		
West Jersey.....50	45 1/2		Amer. Tel. & Cable....	73	75	Doug's Axe (Mass.) 100	120	122	Alpha Consol G & S. 100	15 3/8	
West Jersey & Atlantic			Atlantic & Pacific.....25			Dwight (Mass.).....500	700	725	Alta Montana.....100	30	45
Western Maryland.....	16 1/2	17	Cent. & So. Am. Cable.	95	102	Everett (Mass.).....100	149 1/2	150	American Flag.....10	04	
Wil. Columbia & Aug..	98	105	Franklin.....100	28		Fall Riv. Iron W.....100			Amie.....10	17	18
Wil. & Weld. 1st, 7.100	105	112	Gold & Stock.....25	98		F. R. Merino Co.....100		110	Bassick.....100		600
Wisconsin Central.....	14 1/2	18	International Oc'n. 100	96	101						

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

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

MINING STOCKS.			Bid.	Ask.	BANK STOCKS.			Bid.	Ask.	BANK STOCKS.			Bid.	Ask.	INSURANCE STOCKS.			Bid.	Ask.
Eureka Consol.	100	14	14 1/4	Washington.	100	136 1/2	137	Mechanics'.	25	115	115	CINCINNATI.							
Father De Smet.	100			Webster.	100	109	109 1/2	Mechanics' B. Ass'n	50	98	98	Amazon (new stock)	20	90	95	Aurora.		90	
Findley.	1			BROOKLYN.				Mechanics' & Tr.	25	120	120	Cincinnati.	25	143	145	Citizens'.	20	122	
Gold Placer.	25			Atlantic (State).	180	185	185	Mechanics'.	100			Commercial.	25	185	190	Eagle.	100	105	
Gold Stripe.	100			Brooklyn.	114	117	117	Merchants'.	50			Enterprise.	20		100	Eureka.	20	170	
Goodshaw.	100			First National.	250	255	255	Merchants' Exch'ge	50		97	Firemen's.	20	150		Germania.	20	106	
Gould & Curry S.	100	2 1/2		Fulton.	120	125	125	Metropolitan.	100	175	175	Globe.	20		100	Merchants' & Manuf.	20	145	
Granville Gold Co.	1			City National.	260	280	280	Nassau.	100	118	118	Miami Valley.	50	97 1/2	100	National.	100	145	
Great Eastern.	1	04	05	Commercial.	100	105	105	New York.	100	145	145	Security.		115	116	Union.	20	65	
Green Mountain.	10	1 95	2 00	Long Island.	106	110	110	N. Y. Nat. Exch'ge	100			Washington.	20	125	130	Western.	25	152	
Hale & Norcross.	100	13 1/2		Manufacturers'.	96	100	100	New York County.	100			HARTFORD, CONN.							
Hibernia.	25	9 1/2	9 1/2	Mechanics'.	200	205	205	Ninth National.	100	122	122	Aetna Fire.	100	236	240	Connecticut.	100	127	
Horn Silver.	10	23		Nassau.	180	190	190	North America.	70			Hartford.	100	300	305	Hartford.	100	300	
Hortense.	10			Brooklyn Trust.	165	180	180	North River.	50	115	115	National.	100	130	133	Orient.	100	102	
Hukill.	5			CHARLESTON.				Oriental.	25	140	140	Phoenix.	100	200	203	Steam Boiler.	40	70	
Independence.	100	1 15	1 35	B'k of Chas. (NBA)	100	99	99	Pacific.	50	150	150	LONDON.							
Iron Silver.	20	2 05	2 10	First Nat. Chas.	100	150	150	Park.	100	155	155	Commercial Union.	25	22	23	Guardian.	50	67	
Lacrosse.	10			People's National.	100	125	125	People's.	25			Imperial Fire.	25	140	145	Lancashire F. & L.	25	6 1/2	
Leadville Consol.	10	70		CHICAGO.				Phenix.	20	102	110	London Ass. Corp.	12 1/2	60	62	Liv. & Lond. & Globe.	2	20 1/2	
Little Chief.	50	57	60	Chicago Nat.	100	110	110	Republic.	100	130	130	North'n Fire & Life.	5	51	51 1/4	North Brit. & Mer.	8 1/2	29	
Mexican G. & Silv.	100	5 1/2		Commercial Nat.	100	265	265	Second National.	100			Queen Fire & Life.	1	3	3 1/4	Royal Insurance.	3	30	
Moose.	10	10		Fifth National.	100	140	140	Seventh Ward.	100	99	99	NEW ORLEANS.							
Moose Silver.	100			First National.	100	200	200	Shoe & Leather.	100			Crescent Mutual.		116	120	Factors' and Traders'.		117	
Mono.	100			Hide and Leather.	133			St. Nicholas.	100	128	128	Firemen's.		73		Germania.		115	
Navajo.	100	6 1/2	6 3/4	Home National.	100	70	85	State of N. Y.	100			Hibernia.		114		Home.		39	
Ophir.	10	3 25		Merchants' Nat.	100	300	300	Tradesmen's.	40	113	113	Lafayette.		55	59	Merchants' Mutual.		117 1/2	
Potosi.	100	2 3/2		Nat. B'k of Illinois.	100	137 1/2	137 1/2	Union.	50	150	150	Mechanics' & Traders'.		115	120	Mechanics' & Traders'.		115	
Rappahanock.	1	10	15	Northwestern Nat.	100	305	305	United States Nat.		150	150	New Orleans Ins. Ass'n		36 1/2	37 1/2	New Orleans Ins. Co.		66	
Red Elephant.	10			Union National.	100	250	250	PHILADELPHIA.					People's.		31		People's.		119 1/2
Rising Sun.	5	28		Un. Stock Y'ds Nat.	100			B'k of N. America.	100	280	280	Sun Mutual.		119 1/2		Teutonia.		132 1/2	
Robinson Consol.	50	1 60	1 65	CINCINNATI.				Central National.	100	125	125	NEW YORK.							
Sierra Nevada.	100		5 00	Citizens' National.	155			City National.	50	110	110	American.	50	147	155	American Exch.	100	105	
Silver Cliff.	50	45	47	Commercial Bank.	160			Commercial Nat.	50	58	58	Bowery.	25	190	210	Bowery.	25	190	
South Hite, new.	25	20		Exchange Nat. Bank.	103			Commonwealth Nat.	50	25	25	Broadway.	25	170	195	Brooklyn.	17	180	
South Pacific.	10	10	12	First National.	220	225	225	Consolidation Nat.	30	60	60	Clinton.	100	130	140	Columbia.	30	50	
Spring Valley.	1	4 00		Fourth National.	175			Corn Exchange Nat.	50	70	70	Columbia.	30		50	Commercial.	50	100	
Standard.	100	7 3/4	8 1/8	German National.	120			Eight Nat.	100			Continental.	100	230	245	Eagle.	40	220	
Tip Top.	100			Merchants' National.	132	133	133	First Nat.	100			Empire City.	100	75	83	Exchange.	30	90	
Tuscarora.	100	08	09	Metropolitan Nat.	130	132	132	Farmers' & Mech. N.	100	136	136	Farragut.	50	117	125	Firemen's.	17	80	
Unadilla.	100	07		Nat. Lat. & Bk. of Com.	180			Philadelph. Nat.	100	215	215	Firemen's Trust.	10	100	112	Frank. & Emp'um.		110	
Union Consol.	100	5 1/2		Second National.	137 1/2	140	140	Second Nat.	100			German-American	100	185	195	German-American	100	185	
BANK STOCKS.				Third National.	148	150	150	Seventh Nat.	100	112	112	Germania.	50	145	150	Globe.	50	110	
BALTIMORE.				Union Nat.	129	130	130	Sixth Nat.	100			Greenwich.	25	270		Guardian.	100	60	
Bank of Baltimore	100	136	140	Western German Bank	100			Southwark Nat.	50			Hamilton.	15	120	125	Hanover.	50	145	
Bank of Commerce.	25	17 1/4	18 1/4	HARTFORD.				Spring Garden.	100	107	107	Hoffman.	50	75	85	Howard.	50	85	
Citizens'.	10	16	16 1/2	Aetna Nat.	100	130	132	22d Ward.	50			Home.	100	145	150	Importers' & Trad.	50	70	
Com. & Farmers'.	100	114		American Nat.	50	72	78	Third Nat.	100			Irving.	100	50	63	Jefferson.	30	150	
Farmers' B'k of Md.	30	31	35	Charter Oak Nat.	100	142	144	Underground.	50	25	30	Kings Co. (B'klyn)	20	195	205	Knickerbocker.	30	80	
Farmers' & Merch.	40	46 1/2	48	City Nat.	100	91	91	Union Nat.	50	75	75	Lafayette (B'klyn)	50	100	106	Lamar.	100	70	
Farmers' & Planters'.	25	41	43	Connecticut River	50	51	54	West Philadelphia.	100	110	110	Lenox.	25	75	80	Long Isl'd (B'klyn)	50	100	
First Nat. of Balt.	100		137	Far. & Mech. Nat.	100	136	140	Cumberland Nat.	40	60	62	Lorillard.	25	50	60	Manuf. & Builders'	100	105	
Franklin.	60	95	100	First Nat.	100	122	125	Canal Nat.	100	169	170	Manhattan.	100	60	75	Mech. & Traders'.	25	130	
German American.	100	105		Hartford Nat.	100	173	178	Casco Nat.	100	166	167	Mechanics' (B'klyn)	50	140	150	Merchants'.	50	100	
Howard.	1	9 1/2	10 1/4	Mercantile Nat.	100	130	135	First Nat.	100	166	167	Montauk (B'klyn)	50	110	117	Nassau (B'klyn)	50	150	
Marine.	30	34	35	National Exchange.	50	75	79	Merchants' Nat.	75	121	122	National.	37 1/2	105	110	New York City.		60	
Mechanics'.	10	12	12 1/4	Phenix Nat.	100	172	176	Nat. Underground.	49	45	45	New York Equitable.	35	150	155	Niagara.	50	175	
Merchants'.	100	13 1/2		State.	100	110	112	Penn National.	50	70	70	North River.	25	100	106	Pacific.	25	180	
National Exch'ge.	100	116 1/2		LOUISVILLE.				People's.	100			Park.	100	117	125	Peter Cooper.	20	150	
People's.	25	20	21	Bank of Kentucky	100	145	146 1/2	Philadelphia Nat.	100	215	215	Rever.	100	116	118	Phenix (B'klyn)	50	142	
Second National.	100		160	Bank of Louisville	100	90		Second Nat.	100			Shoe & Leather.	100	106 3/4	107 1/4	Relief.	50	65	
Third National.	100	105		Citizens' National.	100	125	126	Seventh Nat.	100	112	112	State.	1						

Investments

AND

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.

St. Paul Minneapolis & Manitoba.

(For the year ending June 30, 1882.)

From the report of Mr. George Stephen, President, the following information is obtained: The replacement of iron with steel rails, improvement of road-bed, renewal of bridges, &c., has been charged to operating expenses, and no charge has been made for transportation of the company's material for construction of new lines or the renewals or repairs of old ones. The total length of road operated June 30, 1882, was 1,058 miles, an increase of 192 miles in the year.

The track from St. Paul to St. Vincent is now wholly laid with steel rails, except forty miles, the material for completing which is on hand, and the work is going forward as rapidly as possible. The track from Minneapolis to Breckinridge is laid with steel rails over its entire length.

To provide a permanent and economical supply of fuel a purchase has been made of about 1,200 acres of coal land, situated in the southwest corner of Boone and the southeast corner of Greene counties, Ia. The cost of this property and its equipment, &c., was \$210,000.

The improvement in road-bed, rails, bridges, &c., has gone steadily forward during the year. The replacement of iron by steel between St. Paul and St. Vincent will be fully completed in September. This work between Minneapolis and Breckinridge was finished during the past season.

"The business derived from the extension in Dakota tributary to the Breckenridge division, with the great increase in summer travel to Lake Minnetonka, necessitates for its safe and economical handling, a double track from Minneapolis to Wyzata, thirteen and one-half miles. Surveys and estimates are now being made with the intention of proceeding with the work without delay.

"The line built under contract with the Minneapolis & Northwestern Railway has been in operation between Minneapolis and Clearwater since Jan. 15, 1882. The grading and bridging is completed to St. Cloud, and the track will be laid by early autumn. The completion of this line gives practically a double track between Minneapolis and St. Cloud, and is a valuable addition to the company's property."

A line from St. Cloud to Hinckley, on the St. Paul & Duluth Railroad, is being constructed under the charter of the Minneapolis & St. Cloud Railway Company, and arrangements have been made for your company to acquire it on its completion. The construction is now well advanced, and it will be in readiness to transport the present crop.

Since the date of the last annual report the following extensions in Dakota have been made

	Miles.
Durbin to Portland.....	52-15
Ripon to Hope.....	29-61
Ojata to Larimore.....	17-02
Grand Forks to Grafton.....	39-84

The grading is completed from Grafton to the International boundary line, and the track will be laid to a connection with the Canadian Pacific Southwest Branch by Sept. 1, 1882, thus forming on the west side of the Red River another through line to Winnipeg.

Grading from Larimore to Devil's Lake is progressing, and material is being forwarded to begin track-laying in September next.

"The rapid construction of the Canadian Pacific Railway and the extraordinary development of the Canadian Northwest has been a source of considerable revenue to this company, amounting to about 6 per cent of the passengers and about 19 per cent of the freight business."

The directors, deeming it expedient to provide for the continued development of the property, resolved, at a meeting of the board held on the 23th day of June, 1882, to issue the balance of the authorized stock of the company, and opened the same for subscription at par to the shareholders of record upon the transfer books on the 20th day of July. The whole amount has been applied for, and the capital stock has thus been raised from \$15,000,000 to \$20,000,000. The dividends on the capital stock of the company have heretofore been paid semi-annually. It is recommended that in future they be paid quarterly.

LAND DEPARTMENT.

The sale of lands by the company during the year have amounted to 203,343 acres, for \$1,108,312, upon which there is a liability incurred to settlers for cultivation, under the terms of the company's contracts, amounting to \$252,075. The total cash received over and above the expenses of the department

as principal and interest on land sales has been \$880,677, which sum is applicable to the sinking fund for the retirement of the first mortgage bonds. Of this issue, bonds to the amount of \$721,700 have been redeemed during the year, the number and amounts of which are hereto annexed. The company's land grant embraces 3,848,000 acres, of which there has been sold to date 1,389,180 acres, and the amount remaining unpaid on outstanding contracts, after providing for liability to settlers for cultivation, is \$1,049,423.

The whole 203,343 acres were taken by 1,303 buyers, making an average of about 156 acres to each purchaser. "The settlement and development of the country tributary to the lines of the road is largely in excess of previous years, the absorption of Government lands being unprecedented in the history of the West. From the two principal offices in Northwestern Minnesota and Southeastern Dakota there is reported sales for the year ending June 30, 1882, under the pre-emption, homestead and tree culture acts, of 1,705,300 acres, to 10,987 different purchasers, representing at least 9,000 new farms opened on Government lands alone."

Following are the statistics of earnings, expenses, &c., for three years and the balance sheet for two years, compiled for the CHRONICLE:

ROAD AND EQUIPMENT.			
	1880.	1881.	1882.
Total miles operated.....	656	865	1,058
Locomotives.....	65	89	137
Pass., mail and express cars....	69	81	119
Freight cars.....	1,468	2,522	3,707
All other cars.....	55	86	82
Earnings—	\$	\$	\$
Passenger.....	672,013	819,929	1,587,180
Freight.....	2,084,712	2,691,773	4,773,006
Mail, express, rentals, &c.....	176,348	189,150	269,508
Total gross earnings.....	2,933,108	3,700,852	6,629,694
Operating expenses—			
Maintenance of way, &c.....	414,672	515,311	1,217,006
Motive power.....		499,900	963,393
Maintenance of cars.....	473,988	180,107	233,724
Transportation expenses.....	281,349	429,042	703,089
Taxes.....	86,559	109,588	195,002
General.....	143,079	123,747	201,562
Total.....	1,399,647	1,863,035	3,515,778
Net earnings.....	1,533,461	1,837,817	3,113,916
Per ct. of operat. exp. to earn'gs	47-71	50-34	53-03
INCOME ACCOUNT.			
	1880.	1881.	1882.
Receipts—	\$	\$	\$
Net earnings.....	1,533,461	1,837,817	3,113,916
Revenue from Land Department	597,672	223,832	860,677
Other receipts.....	4,851	4,600	34,259
Total income.....	2,135,984	2,066,249	4,008,852
Disbursements—			
Interest on debt.....	947,227	1,109,951	1,188,091
Miscellaneous.....	35,288		157,812
Dividends.....			975,000
Sinking fund.....	597,672	223,832	702,864
Total disbursements.....	1,580,194	1,333,783	3,023,767
Balance, surplus.....	555,790	732,466	985,085
GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.			
	1881.	1882.	
Assets—	\$	\$	\$
Railroad, buildings, equipment, &c.....	34,825,534	37,694,336	
Stocks owned, cost.....	753,664	985,039	
Bills and accounts receivable.....	360,913	665,731	
Materials, fuel, &c.....	828,857	1,095,549	
Cash on hand.....	243,008	731,549	
Sundry railroads.....	258,077	1,076,685	
Union Stock Yards.....	74,610	43,853	
Miscellaneous items.....	191,920		
Total.....	37,536,583	42,292,742	
Liabilities—			
Stock.....	15,000,000	15,000,000	
Funded debt (see SUPPLEMENT).....	18,107,700	18,646,000	
Bills and payrolls, &c.....	2,681,685	1,308,472	
All other dues and accounts.....	427,638	237,557	
Coupons.....		944,018	
Minn. Un. bonds.....		3,322,506	
Subscription for bonds.....	31,299	113,121	
Miscellaneous.....	1,288,261	2,273,345	
Balance.....			
Total liabilities.....	37,536,583	42,292,742	

* This amount has since been repaid in cash, and the contemplated issue of the bonds will not be made.

St. Johnsbury & Lake Champlain.

(For the year ending June 30, 1882.)

The annual report contains the following statistics of the operations of the company for the year ending June 30:

RECEIPTS AND EXPENSES.			
	1881-82.	1880-81.	
Receipts—			
From freight department.....	\$167,829	\$123,566	
From passenger department.....	64,114	54,822	
Miscellaneous.....	12,918	211	
Add balance of earnings from last year after payment of interest.....	32,290		
Total receipts.....	\$274,952	\$178,599	
Deduct operating expenses for the year.....	199,496	126,933	
Leaving a balance of.....	\$75,455	\$51,666	
Deduct interest and taxes.....	\$40,108	\$19,376	
Deduct new equipment.....		25,660	
	\$40,108	\$45,036	
Leaving balance of income account June 30.....	\$35,347	\$6,630	

The total increase of earnings over last year, \$64,063, or 36 per cent. The increase of earnings in the freight department

was \$42,267, or 34 per cent, and in the passenger department \$21,195, or 39 per cent.

The report says: "To meet the enlarged demands of our business, one hundred new freight cars and four refrigerator cars have been contracted for, and have all been delivered and are now in use. They will appear in our accounts when paid for. In addition to \$25,660 paid for equipment last year there has been paid during the year \$36,800, making our new equipment account now stand at \$62,461."

BALANCE SHEET JUNE 30.

Dr.	1881.	1882.
Cost of railroad.....	\$3,992,842	\$4,006,608
Capital stock unissued, preferred.....	164,861	158,024
do. do. common.....	118,989	112,126
Improvement account.....	70,399	125,819
New equipment account.....		62,461
Supplies and materials on hand.....	21,596	25,412
Steamboat and dock property.....	50,000	56,411
Accounts receivable.....	45,160	14,435
Balances due.....	23,445	18,556
Cash on hand.....	29,330	28,693
	\$1,519,622	\$1,608,605
Cr.	1881.	1882.
Authorized stock, preferred.....	\$1,298,500	\$1,298,500
do. do. common.....	2,550,000	2,550,000
Funded debt.....	596,000	600,000
Receivers' certificates due 1881.....	21,800	21,800
Bills and accounts payable.....	20,110	75,860
Profit and loss.....	32,912	62,445
	\$1,519,622	\$1,608,605

GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe—Leavenworth Topeka & Southwestern.—It was reported from Topeka, Kan., Aug. 24, that the Boston directors of the Leavenworth Topeka & Southwestern Railroad have sold their line, now constructed from Leavenworth to Meriden, to the Atchison Topeka & Santa Fe Company. The new line connects with the Atchison Topeka & Santa Fe at Meriden, and will in future constitute the Leavenworth branch of that road. The price paid is reported to be large. The management of the Atchison Topeka & Santa Fe in this city were not made aware of the purchase until to-day. It is thought that the line now being constructed west from Topeka, known as the Topeka Salina & Western, will be finished at once, the contract having been let to a Boston party and work already commenced.

Boston Hoosac Tunnel & West.—At a recent meeting of the directors of this company, Augustus Kountze was chosen President and George J. Forrest Vice-President. The new president succeeds Ginery Twitchell of Brookline, Mass., who has been president since the death of Gen. Burt. Mr. Forrest is said to represent the interest of Commodore Garrison, amounting to nearly \$1,000,000. The management of the road is now virtually in the hands of the construction company which contracted with Gen. Burt to complete it through to Lake Ontario and Buffalo.

California Southern.—This road is completed from National City on San Diego Bay, northward to a connection with the Southern Pacific at Colton, 129 miles. This gives San Diego a railroad outlet for the first time. The distance by rail from the San Diego Bay terminus to Los Angeles is 187 miles, and to San Francisco 669 miles.

Chicago & Alton—St. Louis Ft. Scott & Wichita.—Reports from Wichita, Kan., Aug. 27, to the *Chicago Tribune* say that "the Chicago & Alton Company have determined on building a branch line of their system from Higginsville, Mo., to Fort Scott, Kan. This really is a solution of the entire matter, and there can be no further doubt of the future management and control of the new line from Fort Scott along the fifth parallel of Kansas, now in operation to Eureka, and known as the St. Louis Fort Scott & Wichita Railroad. By this means the great Alton system will tap the Arkansas Valley at Wichita, competing strongly with the Atchison Topeka & Santa Fe for the products of this valley and the cattle trade of the Cherokee strip and Southwestern Kansas. The St. Louis Fort Scott & Wichita Company have purchased and paid for material sufficient to lay five miles of track per week after September 1. Their heavy grade through the Flint Hills is entirely completed and they expect to run trains into Eldorado, Butler County, Kan., by November 1, 1882. This completes their line into the Walnut Valley, a very fine agricultural portion of Kansas. From Eldorado to Wichita is only thirty miles, the grades being very light. At Wichita advantageous connection is made with the St. Louis & San Francisco and the Atchison Topeka & Santa Fe Railroads."

Chicago & Northwestern.—A report in the *Pioneer-Press* says: "It is stated on good authority that it is the intention of the Chicago & Northwestern Company to build a new branch to the Dakota line, extending from Huron, in Beadle County, southwest to Chamberlain, on the Missouri River, the present terminus of the Chicago Milwaukee & St. Paul Road. This would give the Northwestern a decided advantage in competing for the business of the Black Hills, as it is already nearer Deadwood than the St. Paul, and would give them a rich section to draw from between Huron and Chamberlain. In connection with this there is a rumor that the Chicago Milwaukee & St. Paul Company, rather than allow their formidable competitor to enter Chamberlain and cut them off from the immense business which is bound to come from Buffalo and Aurora Counties, will extend their southern Minnesota line, now terminating at Forestburg, southwest to Chamberlain."

Chicago St. Paul Minneapolis & Omaha.—A special dispatch to the *World* from Chicago, August 30, said: "The recent reports that the Chicago & Northwestern road was buying for control of the Chicago & Omaha road, which were accompanied by a sharp advance in the price of stock, have been denied by nearly everybody connected with the two roads. It can now be said positively that W. H. Vanderbilt was the purchaser of most of the Omaha stock that changed hands during the recent advance. It is a fact that the half dozen Western men who held large blocks of the stock, and who were thought to be holding it in the interest especially of the Rock Island Railway, have sold out, and this stock is now held by Mr. Vanderbilt. The Rock Island stockholders disposed of their Chicago & Omaha stock because they had nothing to gain by holding it. The recent purchase by the same parties of the Minneapolis & St. Louis line filled every requirement of the Rock Island for an outlet to Minneapolis and St. Paul."

Cincinnati & Eastern.—This railway company has made a contract for a sufficient quantity of fifty-six pound steel rails to complete the road from Newport to Portsmouth, O. The transaction involves about \$250,000.

Cincinnati Indianapolis St. Louis & Chicago.—The Treasurer's report of this company shows the comparative statement of earnings and expenses for the years ending June 30, 1881 and 1882, the total of which is as follows: Gross earnings, 1881, \$2,365,053; 1882, \$2,525,990. Net earnings, 1881, \$999,414; 1882, \$1,045,512. The above does not include the net earnings after deducting taxes, which amounted in 1881 to \$37,925, and in 1882 to \$44,908.

Danville Olney & Ohio River.—This company celebrated the completion of the northern division from Danville to Olney by running an excursion over the road to Olney, Ill., Aug. 23.

Indianapolis & St. Louis.—The objections to the Master's report of the sale of the Indianapolis & St. Louis Road were withdrawn, and thereupon Judge Drummond confirmed the report. It will now be in order to apportion the proceeds of the sale among the various classes of creditors. The combined claims amount to about \$2,250,000, and cannot all be liquidated.

Mexican National.—Track-laying on this (Palmer-Sullivan) railway was completed to Monterey Aug. 31. Monterey has a population of 40,000, and is one of the business centres of Mexico. An excursion on the road is promised for the 16th of September. Since the 26th of August the construction party have laid a little over three miles of rails each day, that being the calculation to enable them to reach Monterey by the 1st of September.

New York Chicago & St. Louis.—An inspection train ran over this road Aug. 31, and the whole road, it is expected, will be open for business by October 1. The total stock and bonds of this (Nickle Plate) railway company is \$69,000,000, of which \$50,000,000 is stock—\$28,000,000 common and \$22,000,000 preferred. Of the bonds \$15,000,000 draw 6 per cent and \$4,000,000 equipment bonds draw 7 per cent. The latter bonds are payable \$400,000 annually for ten years, beginning 1885 and ending 1894. The interest, however, begins October 1, 1882, with the opening of the road. It will thus be seen that the annual interest on the bonded indebtedness of the road is but \$1,180,000. The interest on the funded debt of the Lake Shore is about \$2,600,000.

New York City Finances.—From the report of the Comptroller for the year ending July 31, 1882, the following is condensed: On July 31, 1882, the gross city debt, excepting revenue bonds, issued in anticipation of taxes, was \$136,538,807, from which amount is deducted the amount of the sinking fund, \$39,035,498, leaving the net debt \$97,503,308. The net city debt, not including revenue bonds, was \$17,445,272 less on July 31, 1882, than on December 31, 1876, when its maximum amount was reached. Since that date there has been a yearly decrease as follows:

	Net Debt.	Decrease.
December 31, 1876.....	\$114,948,611	\$.....
December 31, 1877.....	112,811,553	2,137,058
December 31, 1878.....	108,571,752	4,239,800
December 31, 1879.....	104,422,062	4,149,690
December 31, 1880.....	101,509,891	2,912,170
December 31, 1881.....	98,290,206	3,219,685
July 31, 1882.....	97,503,338	786,867

Total decrease..... \$17,445,272

The tax levy for last year amounted to \$31,071,840, and the rate of tax was 2.62 per cent. The rate of tax for 1882 will probably not exceed 2.25 per cent.

The amount of taxes on personal estate remaining unpaid July 31, 1882, was \$12,881,712.

Unpaid personal taxes, amounting to \$1,634,670 for the years 1852 to 1861, inclusive, which have been embraced in former statements of arrears of taxes, were recently charged off from the books of the Finance Department as not collectible. A large amount also levied since 1861 can never be collected, and it is proposed to obtain legislative authority to charge them off from the accounts as worthless assets.

Of the taxes levied in 1881, amounting to \$31,071,840, the Receiver of Taxes collected between the 24th day of October, 1881, when the books were opened for payment, and the 31st day of July, 1882, the sum of \$26,962,704; on taxes paid before Nov. 1, 1881, discount allowed amounted to \$94,373, and on taxes paid after Dec. 1, the interest collected amounted to \$49,455.

The assessed valuations of real and personal property were lately given in the CHRONICLE.

North Carolina Midland.—The stockholders of this company met in Winston, N. C., Aug. 24, and voted to authorize

the board of directors to issue bonds to provide for the construction of the entire road, and to execute a mortgage to secure the said bonds; also to lease the line, when completed, to the Virginia Midland Railroad Company. Steps will be taken at once to carry out the above resolutions, and it is thought the construction of the road will be commenced at an early day. The North Carolina Midland road will extend from Danville, Va., through Rockingham, Stokes, Forsythe, Davidson, Davy and Rowan counties in North Carolina, to Mooresville, Iredell County, on a line generally parallel to, but some distance west of, the Richmond & Danville's line.

North River Construction Company.—President E. F. Winslow, of the North River Construction Company, has issued a statement of the affairs of the company, and of the work of construction of the New York West Shore & Buffalo Railway. The following is an abstract:

CAPITAL STOCK ACCOUNT OF THE CONSTRUCTION COMPANY.

Original capital stock, full paid.....	(5,000 shares)	\$500,000
Increased capital stock.....	(95,000 shares)	9,500,000

Total present authorized capital.....(100,000 shares) \$10,000,000

CASH RECEIPTS.

On the increased capital stock 60 per cent has been called, realizing to date, with the "full-paid" stock, the sum of.....	\$5,993,100
From bond subscriptions.....	6,470,500
Other receipts have amounted to.....	385,584

Total..... \$12,843,184

DISBURSEMENTS.

For construction account.....	\$9,882,916
For property and rights of way west of Syracuse.....	776,407
For equipment account.....	450,515
For property and franchises, including purchase of Walkill Valley RR.....	978,672— 12,088,511

Leaving cash and cash assets now on hand..... \$760,672

The other resources of the Construction Company are:

West Shore bonds already sold by subscription of June, 1881 (at par, with 50 per cent West Shore stock attached)..... \$16,175,000

Less amount of instalments paid to date and included in above cash..... 6,470,500

Leaving amount due on said subscription, subject to call as wanted..... \$9,704,500

Add balance due on stock of the Construction Co., also subject to call as wanted..... \$4,006,900— 13,711,400

Total resources..... \$14,472,072

Deduct amount of above bond subscription that perhaps may not be collected..... \$2,675,000

Other liabilities..... 228,450— 2,903,450

Leaving the actual available cash resources..... \$11,568,622

The estimated cost of the completed road from Cornwall to Albany and to the Oswego Canal, in Syracuse, is..... \$18,794,279

Of this amount there has already been paid..... 9,882,916

Leaving yet to be paid to complete the roadway, track, superstructure, buildings, and for all other matters to Albany and Syracuse..... \$8,911,363

As before stated, the Construction Company now has available cash resources of \$11,568,623, so that while completing the road to Syracuse there will be in the treasury of the company a surplus of \$2,657,260 to be applied on equipment and for construction west of Syracuse.

The total cost of the road from Cornwall to Buffalo (double track), a distance of 373 miles, with a single track branch to Albany (13 miles), is estimated at \$30,100,000, or, including cost of equipment, \$34,160,000.

Of this amount there has already been expended the sum of \$11,109,839

Balance required to be spent to finish and equip to Buffalo. \$23,050,161

The present available cash resources of the Construction Company applicable to this work are, as before stated.... 11,568,623

Leaving a balance of..... \$11,481,538

which will still be required in order to complete and equip the whole road.

To provide this \$11,481,538, the Construction Company will control about \$26,000,000 of West Shore first mortgage bonds and \$30,000,000 of its stock. The surplus from said securities will be for account of the stockholders of the Construction Company.

The total amount expended up to date on the construction of the West Shore & Buffalo Road is \$17,609,839.

The New York West Shore & Buffalo Railway Company was organized for the purpose of constructing a double-track railway from Weehawken to Buffalo (425 miles), with branches from Cornwall to Middletown (25 miles) and from Coeymans to Albany (13 miles).

The New York Ontario & Western Railway Company contracted to build so much of the railway as is situated between Weehawken and Cornwall (52 miles) as a double-track road, and also the single-track branch (25 miles) from Cornwall to Middletown, where a connection is made with the New York Ontario & Western Railway at its present southern terminus. It has provided all the funds required for completion of its contract and for improving and more fully equipping its present roads.

The West Shore Company pays for the construction of this 77 miles of road (which includes three tunnels), \$10,000,000 in its 5 per cent first mortgage bonds, and about \$2,500,000 in capital stock. The tracks will be ready for movement of trains between Middletown and Weehawken by the end of this year.

The North River Construction Company contracted with the West Shore Company in January, 1881, to build and equip all the rest of its road, Cornwall to Albany and Buffalo (386 miles).

The whole work has been prosecuted vigorously and systematically, with the exception of the division from the Oswego Canal, in Syracuse, to Buffalo (148 miles), on which the final location has been made and the rights of way mainly secured.

The work upon this division is now ready for contractors. The estimated cost, without equipment, is \$11,365,000. Twenty thousand men are now at work between New York and Syracuse, with all necessary engines, cars, teams, machinery, tools and other appliances. It is expected the entire roadway to Syracuse will be ready for track superstructure before December, and that track-laying (now in progress at several places) will be completed to Albany and Syracuse in January. The third division can be completed, ready for business before September, 1883.

Northern Pacific.—The following is a statement of the mileage of the Northern Pacific Railway now completed and under construction:

MAIN LINES.		In operation.	Under construction.
Eastern Division—			
Superior City, Wisconsin, to Billings, Mont. Ter.....	895.3		
Billings to Heron Rapids, Wash. Ter.....			506.5
St. Paul to Brainerd, Minn.....	135.5		
Superior City, Wis., eastward.....			2
Western Division—			
New Tacoma to Kalama, Wash. Ter.....	105.5		
Kalama to Portland, Or.....			45
Wallula Junction, Wash. Ter., to Heron Rapids, Mont.....	269		
Total main lines.....	1,405.3		553.5

BRANCHES.		In operation.	Under construction.
Eastern Division—			
Superior City to Connor's Point, Wis.....	3.5		
Little Falls to Morris, Minn.....			87
Wadena Junction, Minn., to Wahpeton, Dakota.....	49.6		30
Fergus Falls Junction to Pelican Rapids, Minn.....	21.5		
Fargo, Dakota, to Grand Rapids, Dakota.....	21.3		60
Casselton, Dakota, to Mayville, Dakota.....	43		110
Jamestown, Dakota, north.....			35
Western Division—			
New Tacoma to Wilkeson, Wash. Ter.....	30		
Total branches.....	168.9		322
Total in operation.....		1,574	
Total under construction.....			875

Grand total..... 2,449

The gap of about 500 miles on the main line is crossed by a line of four-horse stages.—*Chicago Railway Age.*

Philadelphia & Reading.—The largest mortgage ever executed in Pennsylvania was filed in the Recorder's office in Philadelphia, August 31. It is for \$160,000,000, and is made by the Philadelphia & Reading Railroad Company and Philadelphia & Reading Coal & Iron Company to the Pennsylvania Company for Insurances on Lives and Granting Annuities as trustee to secure the new 5 per cent consolidated mortgage bonds. The document fills nearly 300 pages printed matter (quarto size), and the mortgage covers all the lines, real estate and leasehold property of the railroad company included in the income mortgage of Dec. 1, 1876, as well as the leasehold estates of the North Philadelphia and Bound Brook lines, and the lands of the Philadelphia & Reading Coal & Iron Company. The date of execution of the mortgage is Aug. 26, 1882.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Buffalo Pittsburg & Western.—Extended from Silver Creek, N. Y., northeast to Buffalo, 30 miles.

California Southern.—Extended northward to Colton, Cal., 21 miles.

Catskill Mountains.—Extended from Lawrenceville, N. Y., to Mountain House, 2 miles. Gauge, 3 feet.

Central Iowa.—Track is laid on this company's east and west line from Oskaloosa, Ia., east to Brighton, 48 miles.

Chicago Burlington & Quincy.—The Omaha line is extended from Calvert, Neb., west by north to Tecumseh, 20 miles.

Danville Olney & Ohio River.—Extended from West Liberty, Ill., southward to Olney, 9 miles.

Des Moines Osceola & Southern.—Extended northward to Des Moines, Ia., 32 miles. Gauge, 3 feet.

Field Creek.—Completed from a point on the Chesapeake & Ohio road thirteen miles east of Charleston, W. Va., up Field Creek, 6 miles.

Galveston Harrisburg & San Antonio.—a branch is completed from Harwood, Tex., south to Gonzales, 14 miles.

Louisville & Nashville.—The Knoxville branch is extended from London, Ky., south to Robinson Creek, 10 miles. Gauge, 5 feet.

New York Chicago & St. Louis.—Completed by laying track from Derby, N. Y., to junction with New York Lake Erie & Western, 16.60 miles; from Cleveland & Pittsburg crossing to Lake Shore crossing in Cleveland, O., 7.24 miles, and near Grand Crossing, Ill., 1 mile, making 24.84 miles in all.

New York Lackawanna & Western.—Track laid for 15 miles east of Mount Morris, N. Y., and for 3½ miles in Buffalo.

Paint Creek.—Completed from a point twenty-one miles east of Charleston, W. Va., on the Chesapeake & Ohio road, up Paint Creek, 5 miles. Gauge, 3 feet.

Pittsburg & Western.—Extended from Wurttemberg, Pa., northwest to Chewton, 6 miles. Gauge, 3 feet.

San Luis Obispo & Santa Maria Valley.—Extended from San Luis Obispo, Cal., southward to Santa Maria, 31½ miles. Gauge, 3 feet.

Seaboard & Raleigh.—Extended west to Robertsonville, N. C., 8 miles.

Tonawanda Valley & Cuba.—Extended from Arcade, N. Y., south to Cuba, 24 miles. Gauge, 3 feet.

Union Pacific.—On the Denver & South Park Division the Breckenridge Branch is extended from Boreas, Col., northwest to Breckenridge, 18 miles. The Gunnison Branch is extended west by south to Gunnison, Col., 30 miles. Gauge, 3 feet.

Wabash St. Louis & Pacific.—The Des Moines Division is extended from Jefferson, Ia., northwest to Eads, 21 miles. Track is laid on the Des Moines & St. Louis Division from Albia, Ia., northwest to Des Moines, 69 miles.

Warren & Farnsworth Valley.—Completed from Clarendon, Pa., to Tionesta, 12 miles. Gauge, 3 feet.

This is a total of 560 miles of new railroad, making 6,514 miles thus far this year, against 3,719 miles reported at the corresponding time in 1881, 2,950 miles in 1880, 1,599 miles in 1879, 1,123 miles in 1878, 1,108 miles in 1877, 1,388 miles in 1876, 678 miles in 1875, 984 miles in 1874, 1,408 miles in 1873 and 4,264 miles in 1872.—*Railroad Gazette.*

Rochester & Pittsburg.—The stockholders of this Railroad held a meeting to take action in regard to a proposed increase in the capital stock to \$15,000,000. Out of the 100,000 shares 76,500 voted for the increase, which was accordingly approved. The increase is for the purpose of buying the capital stock of the Perry Railroad Company and of the Brockwayville & Punxutawney Railway Company of Pennsylvania and to take up the bonds of the Buffalo & Pittsburg division of the Rochester & Pittsburg road. A further increase of stock to \$20,000,000 is said to be contemplated.

St. Louis & San Francisco.—The N. Y. *World* reports: "The intention of the St. Louis & San Francisco Company to build an independent line from Pacific, Mo., to St. Louis has been partially abandoned. The St. Louis & San Francisco Company is using thirty-seven miles of Missouri Pacific line from Pacific to St. Louis. It proposes to build twenty-five miles of road from Pacific to Kirkwood, thence continue to use Missouri Pacific twelve-miles, into St. Louis. Missouri Pacific will furnish terminal facilities. The rental has been on the basis of

11½ per cent of St. Louis & San Francisco main line gross earnings on business to and from St. Louis. The new rental will, it is understood, be on a basis more favorable to St. Louis & San Francisco."

Tehuantepec.—Mr. Learned, the President of this company, has issued a circular in regard to the forfeiture of its charter, in which he says:

"This forfeiture has been declared, regardless of the fact that an expenditure of about \$50,000 only is required to complete the unfinished section; that at the time of forfeiture there was due from the Government the sum of \$75,000 for subsidy earned on an accepted section; that \$100,000 of the guarantee deposit was held by the Government depository in Mexico. The expenditure for rails, ties and materials delivered, and for work done on other sections of the road, had been vastly in excess of the above estimated \$50,000; that the outfit, supplies, material and work furnished by the company represented expenditures and liabilities of nearly \$3,000,000; that the work, etc., is estimated to be equal to nearly one-third of the cost of the entire road; that the several extensions of time which have been granted by the Government were results of uncontrollable causes (*fuera mayor*) provided for in the grant—hence not acts of favor, but of right. The Government having suffered no damage, the company claims that a forfeiture which imperils millions of foreign capital from a merely technical cause is unjust, illegal and without precedent or parallel where commercial treaties are recognized; that the default now alleged is largely attributable to adverse legislation—in violation of our concession and injurious to our financial negotiations. In case negotiations now pending for an amicable arrangement shall fail, the company is entitled to appeal to the tribunals of Mexico. The bondholders, whose rights are secured by a mortgage which covers all the property of the company—including the location of route—and which has been formally authorized, approved and registered by the Government, may invoke similar or other proper authorities to sustain their rights. If the forfeiture is insisted on and sustained by tribunals, the grant provides that the Government or new grantee shall be obliged to take the whole property, making such payment therefor as shall for that purpose be approved by experts appointed by both parties, and in case of disagreement by a third expert selected by the other two. From the valuation placed upon the road shall be deducted the amount which may have been received by the company as a subsidy, and the balance shall be paid in cash or at a term of twenty-five years, with interest at 10 per cent per annum."

Toledo Cincinnati & St. Louis.—This road has been opened for traffic to Charleston, Ill., 80 miles southwest of the late terminus at Veederburg, Ind., and 330 miles from Toledo. The work is being pushed as fast as possible between Charleston and East St. Louis.

Union Pacific.—On the Denver & South Park Division, the Gunnison branch is now completed to Gunnison, Col., 207 miles from Denver, 72 miles from the main line at Buena Vista and 30 miles beyond the last point noted. The Breckenridge branch of the same division is now completed to Breckenridge, 18 miles northwest of the late terminus at Boreas, 28 miles from the main line at Como and 116 miles from Denver.—*R. R. Gazette.*

U. S. Public Land Sales.—The report of the commissioner of the general land office, an abstract of which has just come to hand, shows that 3,910,212 acres of the public domain were sold for cash during the fiscal year ended June 30 last. This total was made up as follows:

	Acre.
Agricultural lands.....	3,699,899
Mineral lands.....	37,064
Desert lands.....	166,055
Coal lands.....	7,194
Total.....	3,910,212

The cash sales of agricultural lands during the preceding fiscal year were 1,587,617; the increase in this item alone was therefore 2,112,282 acres. The sale of agricultural lands by States was as follows:

	Acres.	Amount.		Acres.	Amount.
Alabama.....	59,006	\$102,937	Mississippi...	219,809	\$277,964
Arizona.....	3,720	6,199	Missouri.....	129,019	164,075
Arkansas.....	58,556	116,879	Montana.....	14,489	32,885
California.....	145,274	307,644	Nebraska.....	226,667	533,717
Colorado.....	74,189	116,980	Nevada.....	794	1,386
Dakota.....	698,091	1,751,960	New Mexico...	4,326	6,360
Florida.....	140,520	234,374	Oregon.....	57,750	114,512
Idaho.....	29,114	48,051	Utah.....	8,690	17,242
Iowa.....	685	869	W'ashing't'n T.	126,644	230,230
Kansas.....	221,095	507,280	Wisconsin.....	349,327	538,764
Louisiana.....	370,032	468,121	Wyoming.....	2,781	6,601
Michigan.....	408,778	536,708			
Minnesota...	360,307	706,015			
			Total.....	3,699,899	\$6,877,271

It will be seen that Dakota leads in the number of cash sales, and Michigan, Louisiana, Minnesota, Wisconsin and Nebraska follow in the order named.

Virginia State Finances.—The weekly circular of Messrs. John A. Hambleton & Co., of Baltimore, says: "The fall session of the Court of Appeals of Virginia commences early in September, and the term of the present judges, who have been instrumental in saving the State from the disgrace of repudiation, expires January 1, 1883. After that date the new readjuster judges take their seats, and, judging from the pronounced repudiation views of the readjuster party on the debt question, it is not probable that the new Court of Appeals will be at all favorable to the cause of the bondholders. There will be plenty of time, however, in which the present court can pass upon the appealed cases, and we have no doubt they will be compelled to receive the coupons from the 10-40 bonds before January 1."

Williamstown, N.J.—The Williamstown Railroad will be sold at Woodbury, N.J., on November 25, to satisfy the bondholders, chief of whom are President Freeman, of the Camden & Atlantic, and Judge Bodine, of Williamstown. The franchise includes the right of extension to Pennsgrove, on the Delaware River. This road extends nine and a-half miles from Atco, on the Camden & Atlantic, to Williamstown, and has \$250,000 first mortgage debt at 7 per cent, besides \$30,000 of stock.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 1, 1882.

There is a fair general trade, and commercial circles are pretty fully employed. The weather has become cooler, and business men are returning from the summer resorts. Needed rains have visited the Northeast, but the drought had already done much injury to crops in that section. There is a free movement of wheat at the West, greatly to the relief of many interests, and the prospects of the autumn business are generally regarded as very good.

Provisions have shown very few points of interest until to-day, when a "short" interest attacked the position and values fell away. A large speculation was reported. Mess pork was sold on the spot at \$22; September options \$22@22 10 and October \$22 10@22 20. Bacon was very firm at 14¼c. for long clear. Beef hams quiet at \$19@19 50. Beef steady; extra city India mess quoted \$30@35 50. Lard sold freely, and a decline was noted throughout the entire list, with the close very weak; sales of prime Western on the spot 12 80@12 77½c.; refined to the Continent 13c.; October options 12 82½@12 77½c.; November 12 82½@12 75c.; December 12 72½@12 70c.; seller year 12 72½c.; January 12 77½@12 70c.; February 12 72½c.; April 12 80@12 77½c.; May 12 82½c. Butter is very firm, particularly for the fine grades. Cheese is selling well, with fancy State held at 11¼c. Tallow very strong at 8½@9c. Stearine nominal at 13@13½c. for Western and City. The following is a comparative summary of aggregate exports from November 1 to August 26:

	1881-2.	1880-1.	Decrease 1882.
Pork.....lbs.	42,186,200	52,560,200	10,374
Bacon.....lbs.	333,302,504	596,930,890	263,628,386
Lard.....lbs.	205,666,885	271,841,142	69,177,257
Total.....lbs.	581,155,589	924,335,232	343,179,643

Rio coffee has been very dull on the spot at a decline to 9@9½c. for fair cargoes of old and new crop; there has been a fair business in options for future months, with prices gradually declining; large withdrawals from stock have been made by jobbers, who are now also largely engaged as importers; mild grades have sold moderately, at rather weak prices. Tea has been steady but quiet for invoices; there are, however, some indications of an increased trade in lines with the interior. Rice has been quiet and only about steady; there has been little old Southern here, but plenty of foreign, and 20,000 bags arrived from Rangoon yesterday; the imports from England of East India rice have been unusually large during the past season, owing to the short crop at the South last year; but there is a good prospect of a large yield of domestic rice this season. Spices have sold fairly in jobbing lots, but invoices have been quiet, and pepper and cloves have been weaker in value. Foreign fruits have been weak for dried as the season for new fruit is now at hand. Valencia raisins have sold to arrive at 8¾@9c., and on the spot at 10½@11c.; green fruits have been steady, especially for oranges. Molasses has been rather more steady but quiet as a rule, though the jobbing demand for New Orleans has improved somewhat. Raw sugar has been active and firmer at 7 3-16@7 5-16c. for fair to good refining and 8½@8 3-16c. for 96 degrees test centrifugal; the close, however, though still firm, is quiet. Refined sugar has been firmer latterly, with a better demand; crushed closed at 9½c., powdered at 9½c., granulated at 9¼c. and standard "A" 8½@9c.

Naval stores were more active to-day, rosins finding a good export movement at \$1 70@1 80 for common to good strained. Spirits turpentine was unchanged at 42½@43c. Refined petroleum firm and in fair export call at 6¾@7c., as to test; crude certificates continued to decline; sales to-day at 56@54½c., closing at 55½@55¼c.; October options 57c.; November, 59c.; December, 61c.; January, 63c. Ingot copper steady with 400,000 lbs. Lake sold at 18½@18¼c. Other metals steady and quiet. Hops were firm; exporters are paying 43c. for State 1881, and brewers take small lots on time at 50@52c. Prime lard oil steady at \$1 02½@1 03½.

Kentucky tobacco has been more active. Sales for the week are 550 hhds. for export and 200 for home consumption—total, 750 hhds. Prices are firm. Lugs, 6¼@7¼c.; leaf, 7½@12½c. Seed leaf continues to have a liberal sale, and transactions for the week aggregate 2,140 cases, as follows: 500 cases 1881 crop New England seconds, 11@13c., and wrappers 18@30c.; 400 cases 1881 crop Pennsylvania, private terms; 200 cases 1880 crop do., 6@20c.; 190 cases 1880 crop State flats, private terms; 500 cases 1881 crop Wisconsin Havana seed, 17@19c.; 100 cases 1881 crop Ohio wrappers, 9@11c.; 150 cases 1880 crop Ohio, 4@12c.; 100 cases sundries, 11@20c.; also 450 bales Havana, 88@ \$1 15c.

The rates for ocean freight room have been irregular, and the moderate supply of tonnage, notwithstanding the feeling, has been toward lower figures. To-day grain to Liverpool, by steam, was taken at 5@5¼d.; cotton, 3-16@¼d.; bacon, 20@25s.; cheese, 25s.; flour, 17s. 6d. per ton; grain to London, by steam, quoted 6½@6¾d.; do. to Glasgow, by steam, 3½@4d.; do. to Avon-mouth, by steam, 6d.; do. to Antwerp, by steam, 7d.; do. to Cork for orders, by steamer, 5s. per quarter; refined petroleum to Antwerp, 3s. 7½d.; do. to Adriatic, 3s. 6d@4s. 1½d., inside rate for second-class vessel.

COTTON.

FRIDAY, P. M., September 1, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the first day of Sept., 1882, the receipts have reached 5,055 bales, against 12,352 bales last week, 6,356 bales the previous week and 4,811 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,055 bales, against 15,956 bales for the same period of 1881, showing a decrease since September 1, 1882, of 10,901 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	1,508	2,578	1,081	1,432	1,632	1,526	9,757
Indianola, &c.	....	....	....	....	....	830	830
New Orleans....	235	194	194	245	148	48	1,061
Mobile.....	14	14	11	2	27	11	79
Florida.....	....	....	....	....	....	....	....
Savannah.....	431	1,059	957	898	621	1,767	5,733
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston.....	210	317	223	350	591	626	2,317
Pt. Royal, &c.	....	....	....	....	4	....	4
Wilmington....	....	....	....	39	14	15	68
Moreh'd C., &c.	....	....	....	....	15	....	15
Norfolk.....	225	289	75	184	1,064	12	1,849
City Point, &c.	....	....	....	....	....	175	175
New York.....	11	36	....	....	1	....	48
Boston.....	....	....	22	10	15	20	67
Baltimore.....	....	....	....	....	272	....	272
Philadelp'a, &c.	42	324	....	....	363	25	754
Totals this week	2,676	4,811	2,563	3,160	4,767	5,055	23,032

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to Sept. 1.	1882.		1881.		Stock.	
	This Week.	Since Sept. 1, 1882.	This Week.	Since Sept. 1, 1881.	1882.	1881.
Galveston.....	9,757	1,526	12,812	4,023	4,900	25,713
Indianola, &c.	830	830	500	500	....	....
New Orleans....	1,061	48	11,102	3,614	5,071	76,139
Mobile.....	79	11	2,979	854	156	4,645
Florida.....	....	....	....	....	....	....
Savannah.....	5,733	1,767	12,005	4,211	6,570	16,301
Brunsw'k, &c.	....	....	....	....	....	....
Charleston.....	2,317	626	3,866	1,631	2,005	2,602
Pt. Royal, &c.	4	....	....	....	....	....
Wilmington....	68	15	214	67	107	489
Moreh'd C., &c.	15	....	27	....	....	....
Norfolk.....	1,849	12	1,033	168	1,253	426
City Point, &c.	175	175	750	750	....	....
New York.....	48	....	996	42	81,672	86,965
Boston.....	67	20	391	96	3,880	5,145
Baltimore.....	272	....	28	....	3,559	1,614
Philadelp'a, &c.	754	25	19	....	2,297	2,045
Total.....	23,032	5,055	46,722	15,956	111,470	222,087

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.
Galveston, &c.	2,356	4,523	4,737	5,806	6,392	1,425
New Orleans.	48	3,614	1,600	2,121	1,651	1,364
Mobile.....	11	854	1,320	558	952	433
Savannah....	1,767	4,211	7,669	2,712	11,599	1,131
Charl'st'n, &c.	626	1,631	3,533	810	4,559	418
Wilm'gt'n, &c.	15	67	437	86	577	86
Norfolk, &c.	187	918	914	399	316	610
All others....	45	138	908	1,425	794	410
Tot. this w'k.	5,055	15,956	21,218	13,921	26,750	5,835
Since Sept. 1.	5,055	15,956	21,218	13,921	26,750	5,835

Galveston 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 26,923 bales, of which 20,240 were to Great Britain, 961 to France and 5,722 to the rest of the Continent, while the stocks as made up this evening are now 111,470 bales. Below are the exports for the week.

Exports from—	Week Ending Sept. 1.				From Sept. 1, 1882, to			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston.....	....	....	....	....	....	....	....	....
New Orleans..	6,702	....	....	6,702	....	....	....	....
Mobile.....	....	....	....	....	....	....	....	....
Florida.....	....	....	....	....	....	....	....	....
Savannah....	....	....	....	....	....	....	....	....
Charleston....	....	....	....	....	....	....	....	....
Wilmington...	....	....	....	....	....	....	....	....
Norfolk.....	....	....	....	....	....	....	....	....
New York.....	10,534	961	5,722	17,242	....	....	....	....
Boston.....	559	....	....	559	....	....	....	....
Baltimore....	1,914	....	....	1,914	....	....	....	....
Philadelp'a, &c.	511	....	....	511	....	....	....	....
Total.....	20,240	961	5,722	26,923	....	....	....	....
Total 1882.	21,000	100	5,035	26,135	....	....	....	....

* 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.

SEPT. 1, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans....	17	None.	None.	25	204	4,867
Mobile.....	None.	None.	None.	None.	None.	156
Charleston....	None.	None.	None.	None.	None.	2,005
Savannah....	None.	None.	None.	450	450	6,130
Galveston....	None.	None.	None.	75	75	4,825
Norfolk.....	None.	None.	None.	None.	None.	1,253
New York....	5,300	None.	850	None.	6,150	75,522
Other ports....	700	None.	300	None.	1,000	8,843
Total 1882.	6,179	None.	1,150	550	7,879	103,591
Total 1881.	35,518	1,740	2,755	3,525	43,538	178,549
Total 1880.	12,418	3,619	500	4,071	20,608	121,429

The speculation in cotton for future delivery during the past week, though not active, has presented some peculiar features. On Saturday there was a spirited movement in August and September contracts, and a general advance in futures, August closing 8 points dearer. On Monday the market was very quiet, without essential changes. On Tuesday the advance of Saturday was lost. On Wednesday, the practical termination of August, there was a decline in contracts for that month of 31 points, while September was only 2 points lower, and the distant months were dearer. The speculation in contracts made on the terms of "no notice for August" proved a decided failure to the buyers, while on Wednesday the "short notice" for September sold at 12-70, the regular August contract sold for 12-54, an instance of irregularity seldom recorded. It shows the influence of individual manipulation, favored by very small stocks. The deliveries on contracts in the regular way were very large on Wednesday. The market on Thursday was quiet, and futures slightly depressed. To-day there was a decline of 8@9 points, with September most freely sold, and the general speculation very dull. Cotton on the spot showed no change in quotations down to the close of Thursday's business. The transactions of the week are without important feature, except a considerable business for export on Monday afternoon (reported in Tuesday's business), and large speculative transactions on Tuesday afternoon (reported in Wednesday's business). To-day there was a decline of 1-16c. and a quiet market, middling uplands closing at 12-3/4c.

The total sales for forward delivery for the week are 274,000 bales. For immediate delivery the total sales foot up this week 6,693 bales, including 1,600 for export, 2,477 for consumption, 2,616 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.

Aug. 26 to Sept. 1.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. #10	10-16	10-16	10-16	10-7	10-7	10-7	10-8	10-8	10-8
Strict Ord.	11	11	11	11-16	11-16	11-16	11-16	11-16	11-16
Good Ord.	11-16	11-16	11-16	12-16	12-16	12-16	12-16	12-16	12-16
Str. G'd Ord.	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16
Low Mid Pz	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16
Str. Low Mid	12-16	12-16	12-16	13-16	13-16	13-16	13-16	13-16	13-16
Middling...	12-16	12-16	12-16	13-16	13-16	13-16	13-16	13-16	13-16
Good Mid.	13-16	13-16	13-16	13-16	13-16	13-16	13-16	13-16	13-16
Str. G'd Mid	13-16	13-16	13-16	13-16	13-16	13-16	13-16	13-16	13-16
Midd'g Fair	14-16	14-16	14-16	14-16	14-16	14-16	14-16	14-16	14-16
Fair.....	14-16	14-16	14-16	15-16	15-16	15-16	15-16	15-16	15-16

STAINED.	Sat.			Mon.			Tues.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Good Ordinary.....	10-16	10-16	10-16	10-16	10-16	10-16	10-16	10-16	10-16
Strict Good Ordinary.....	11	11	11	11	11	11	11	11	11
Low Middling.....	11-16	11-16	11-16	11-16	11-16	11-16	11-16	11-16	11-16
Middling.....	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16	12-16

MARKET AND SALES

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES	
	Ex-port.	Con-sump.	Spec-ul'n.	Transit.	Total.	Sales.	Deliv-eries.
Sat. Firm.....	400	390	....	....	790	44,400	400
Mon. Quiet and firm.....	....	462	....	....	462	25,200	200
Tues. Firm.....	1,200	176	316	....	1,692	44,400	200
Wed. Quiet.....	....	614	2,300	....	2,914	77,200	500
Thurs. Dull.....	....	46	....	....	46	50,500	4,600
Fri. Quiet at 1-16 dec.	....	759	....	....	759	49,300	6,300
Total.....	1,600	2,477	2,616	....	6,693	274,000	12,200

The daily deliveries given above are totally unworked and day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.
Saturday, Aug. 26— Sales, total..... Prices paid (range). Closing.....	Higher. 44,400 12.83@12.93 12.89-12.90 Quiet.	14,900 12.50@12.57 12.53-12.54 11.89-11.92	10,500 12.50@12.57 12.53-12.54 11.89-11.92	7,400 11.70@11.73 11.72-11.73 11.72-11.73	1,500 11.70@11.73 11.72-11.73 11.72-11.73	3,100 11.70@11.73 11.72-11.73 11.72-11.73	2,500 11.70@11.73 11.72-11.73 11.72-11.73	1,600 11.70@11.73 11.72-11.73 11.72-11.73	1,300 12.02@12.04 12.03-12.04 12.03-12.04	600 12.14-12.15 12.15-12.17 12.15-12.17	400 12.25@12.26 12.26-12.28 12.26-12.28	300 12.38@12.40 12.38-12.40 12.38-12.40
Monday, Aug. 28— Sales, total..... Prices paid (range). Closing.....	Dull. A 28,200 12.87@12.92 12.89-12.90 Weak.	5,600 12.54@12.57 12.55-12.56 11.92-11.93	8,800 12.54@12.57 12.55-12.56 11.92-11.93	3,700 11.92@11.94 11.72-11.73 11.72-11.73	1,400 11.73@11.74 11.72-11.73 11.72-11.73	3,000 11.73@11.74 11.72-11.73 11.72-11.73	2,300 11.80@11.83 11.82-11.83 11.82-11.83	120 11.93@11.93 12.03-12.03 12.03-12.03	800 12.04@12.05 12.15-12.17 12.15-12.17	300 12.16@12.17 12.26-12.28 12.26-12.28	900 12.26@12.28 12.26-12.28 12.26-12.28	1,100 12.38@12.40 12.38-12.40 12.38-12.40
Tuesday, Aug. 29— Sales, total..... Prices paid (range). Closing.....	Lower. 44,400 12.81@12.85 12.81-12.82 Dull.	10,400 12.81@12.85 12.81-12.82 11.89-11.90	17,300 12.81@12.85 12.81-12.82 11.89-11.90	6,400 11.88@11.90 11.69-11.69 11.69-11.69	700 11.68@11.70 11.69-11.69 11.69-11.69	2,400 11.68@11.70 11.69-11.69 11.69-11.69	2,100 11.76@11.77 11.76-11.77 11.76-11.77	..... ..... ..... .....	2,200 12.00@12.00 12.11-12.12 12.11-12.12	1,800 12.11@12.12 12.21-12.22 12.21-12.22	1,100 12.21@12.22 12.22-12.24 12.22-12.24	....................
Wednesday, Aug. 30— Sales, total..... Prices paid (range). Closing.....	Variable. 77,200 12.54@12.80 12.50-12.54 Irregular.	23,600 12.54@12.80 12.50-12.54 11.89-11.90	28,500 12.54@12.80 12.50-12.54 11.89-11.90	8,600 11.87@11.93 11.68-11.68 11.68-11.68	4,100 11.68@11.74 11.71-11.72 11.71-11.72	4,100 11.68@11.74 11.71-11.72 11.71-11.72	1,400 11.86@11.89 11.88-11.89 11.88-11.89	300 11.86@11.89 11.88-11.89 11.88-11.89	1,900 12.02@12.02 12.11-12.12 12.11-12.12	400 12.11@12.12 12.21-12.22 12.21-12.22	2,000 12.21@12.22 12.22-12.24 12.22-12.24	300 12.33@12.33 12.33-12.34 12.33-12.34
Thursday, Aug. 31— Sales, total..... Prices paid (range). Closing.....	Weak. 30,300 11.70@12.50 Dull.	..... ..... ..... .....	16,000 12.47@12.50 12.48-12.49 11.89-11.89	5,200 11.88@11.90 11.69-11.69 11.69-11.69	1,200 11.70@11.71 11.71-11.71 11.71-11.71	2,000 11.70@11.71 11.71-11.71 11.71-11.71	2,300 11.77@11.78 11.78-11.78 11.78-11.78	600 11.87@11.89 11.88-11.89 11.88-11.89	1,600 12.00@12.01 12.12-12.13 12.12-12.13	500 12.12@12.13 12.22-12.24 12.22-12.24	1,100 12.23@12.24 12.24-12.24 12.24-12.24	....................
Friday, Sept. 1— Sales, total..... Prices paid (range). Closing.....	Lower. 49,300 11.61@12.50 Weak.	..... ..... ..... .....	22,500 12.38@12.50 12.39-12.39 11.89-11.89	8,600 11.80@11.88 11.61-11.61 11.61-11.61	4,200 11.61@11.69 11.61-11.62 11.61-11.62	2,600 11.61@11.69 11.61-11.61 11.61-11.61	2,900 11.83@11.84 11.84-11.84 11.84-11.84	500 11.83@11.84 11.84-11.84 11.84-11.84	2,900 12.00@12.01 12.05@12.05 12.05-12.05	1,300 12.15@12.16 12.15-12.16 12.15-12.16	3,400 12.15@12.16 12.16-12.16 12.16-12.16	400 12.31@12.33 12.25-12.27 12.25-12.27
Total sales this week..	274,000	56,500	103,600	39,900	13,400	17,200	13,300	3,100	10,700	4,900	8,900	2,100
Sales since Sept. 1, '81	3,978,800	1,820,300	1,076,100	371,400	320,100	179,800	42,000	73,900	66,100	24,000	4,800	.....

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Stock at Liverpool.....bales.	1882. 621,000	1881. 738,000	1880. 617,000	1879. 379,000
Stock at London.....	73,000	49,600	43,700	71,850
Total Great Britain stock	694,000	787,600	660,700	450,850
Stock at Havre.....	130,000	191,000	62,600	101,010
Stock at Marseilles.....	1,500	5,200	7,740	2,120
Stock at Barcelona.....	23,000	33,700	46,800	22,000
Stock at Hamburg.....	2,500	2,800	5,000	3,000
Stock at Bremen.....	35,600	50,000	28,700	14,153
Stock at Amsterdam.....	12,600	32,600	15,000	30,822
Stock at Rotterdam.....	1,900	3,900	2,730	1,438
Stock at Antwerp.....	300	2,500	981	200
Stock at other continental ports.	19,900	14,700	20,000	5,111
Total continental ports....	228,300	336,400	189,551	182,854
Total European stocks....	922,300	1,124,000	850,251	633,704
India cotton afloat for Europe.	238,000	190,000	151,000	210,355
Amer'n cotton afloat for Europe.	48,000	90,000	60,000	38,448
Egypt, Brazil, &c., afloat for Europe.	13,000	22,000	18,000	3,619
Stock in United States ports..	111,470	222,087	141,964	53,169
Stock in U. S. interior ports...	8,034	35,692	21,770	9,598
United States exports to-day..	2,720	2,100	2,000	100

Total visible supply.....1,343,524 1,635,879 1,244,985 918,963

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

American—				
Liverpool stock.....	298,000	531,000	399,000	237,000
Continental stocks.....	77,000	208,000	104,000	112,000
American afloat for Europe...	48,000	90,000	60,000	38,448
United States stock.....	111,470	222,087	141,964	53,169
United States interior stocks..	8,034	35,692	21,770	9,598
United States exports to-day..	2,720	2,100	2,000	100
Total American.....	545,224	1,138,879	728,734	450,255
East Indian, Brazil, &c.—				
Liverpool stock.....	323,000	157,000	218,000	142,000
London stock.....	73,000	49,600	43,700	71,850
Continental stocks.....	151,300	128,400	85,551	70,854
India afloat for Europe.....	238,000	190,000	151,000	210,355
Egypt, Brazil, &c., afloat.....	13,000	22,000	18,000	3,649
Total East India, &c.....	798,300	547,000	516,251	498,708
Total American.....	545,224	1,138,879	728,734	450,255

Total visible supply.....1,343,524 1,635,879 1,244,985 918,963
Price Mid. Up., Liverpool..... 7⁸d. 6¹⁵d. 7d. 6¹³d.

The imports into Continental ports this week have been 32,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 342,355 bales as compared with the same date of 1881, an increase of 98,539 bales as compared with the corresponding date of 1880 and an increase of 394,561 bales as compared with 1879.

AT THE INTERIOR TOWNS 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:

TOWNS.	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
	This week.	Since Sept. 1, '82.	This week.	Since Sept. 1, '81.	This week.	Since Sept. 2, '81.
Augusta, Ga.....	553	.....	733	876	2,527	2,292
Columbus, Ga.....	547	.....	783	487	1,209	873
Macon, Ga.....	327	.....	153	1,070	1,157	1,378
Montgomery, Ala.	572	.....	404	1,272	2,618	1,339
Selma, Ala.....	173	.....	10	163	1,606	660
Memphis, Tenn.	1,558	.....	1,114	1,541	1,406	8,378
Nashville, Tenn.	658	.....	505	1,679	1,733	2,301
Dallas, Texas.....	7	.....	4	18	106	301
Jefferson, Tex.	4	.....	4	18	106	301
Shreveport, La.	86	.....	105	157	864	1,776
Vicksburg, Miss.	18	.....	106	90	950	809
Columbus, Miss.	418	.....	317	223	611	381
Eufaula, Ala.....	130	.....	190	600	1,438	1,438
Griffin, Ga.....	130	.....	65	53	238	747
Atlanta, Ga.....	65	.....	62	53	238	747
Rome, Ga.....	1	.....	62	53	238	747
Charlotte, N. C.	339	.....	1,358	1,739	914	1,500
St. Louis, Mo.....	1,643	.....	1,670	10	2,546	4,174
Cincinnati, O.....	.....	.....	.....	.....	.....	.....
Total, old towns.....	7,143	.....	7,897	8,034	18,489	35,692
Newberry, S. C.	50	.....	55	30	115	90
Raleigh, N. C.	73	.....	245	700	217	100
Petersburg, Va.	19	.....	146	248	23	40
Louisville, Ky.	49	.....	618	248	131	1,063
Little Rock, Ark.	421	.....	417	12	79	283
Brenham, Tex.	2,452	.....	2,248	1,636	1,164	1,447
Houston, Tex.....	8,159	.....	5,543	4,618	11,047	7,705
Total, new towns.....	11,225	.....	9,272	7,492	12,796	10,730
Total, all.....	13,368	.....	17,169	15,526	31,285	46,422

* Added, as correction of previous receipts, 1,358 bales.

† Actual count.

‡ This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 754 bales, and are to-night 27,655 bales less than at the same period last year. The receipts at the same towns have been 11,346 bales less than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year

* Includes sales in September, 1881, for September, 314,000; September for October, 416,400; September-November for November, 511,200; September-December for December, 1,473,100; September, January for January, 4,252,500; September-February for February, 2,230,100; September-March for March, 4,411,100; September-April for April, 3,533,300; September-May for May, 3,295,800; September-June for June, 2,779,700; September-July for July, 1,970,700; also sales for July, 1883, 400.

A Includes for July, 1883, 100 at 12.50 and 100 at 12.51.
Transferable Orders—Saturday, for August, 12.90c.; Monday, for September, 12.60c.; Tuesday, 12.50c.; Wednesday, 12.50c.; Thursday, 12.50c.; Friday, 12.40c.
Short Notices for August—Saturday, 12.91c.; Monday, 12.90c.; Tuesday, 12.82@12.81c.
Short Notices for September—Wednesday, 12.70c.
For July—Monday, 100 at 12.51c., 100 at 12.50c.

The following exchanges have been made during the week:
500 Nov. for Dec., even. 20 pt. to exch. 5,800 Sep. for Aug.
20 pt. to exch. 10,100 Sep. for Aug.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Sept. 1), we add the item of exports from the United States, including in it the exports of Friday only.

than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
June 16.....	19,870	28,218	13,658	103,909	91,917	72,408	15	15,785	2,672
" 23.....	23,511	23,476	13,869	87,833	91,230	59,550	7,435	17,759	1,011
" 30.....	17,057	20,662	9,288	81,179	78,617	50,417	10,403	8,049	155
July 7.....	14,070	19,183	9,586	77,036	72,391	42,843	9,927	12,937	2,012
" 14.....	10,691	18,199	8,142	70,749	74,003	35,454	4,404	19,811	753
" 21.....	13,148	19,392	9,150	59,682	65,756	31,622	2,081	11,115	5,318
" 28.....	10,859	16,151	6,126	52,505	58,277	28,276	3,682	8,672	2,780
Aug. 4.....	8,982	17,518	4,815	44,324	52,441	24,446	801	11,982	985
" 11.....	8,691	13,062	4,811	38,800	48,273	21,093	3,167	5,894	1,438
" 18.....	8,396	20,538	6,356	33,668	45,371	16,535	3,204	17,636	1,798
" 25.....	21,123	35,078	12,352	33,471	49,492	14,327	20,926	30,199	10,144
Sept. 1.....	42,052	46,722	23,032	32,712	46,422	15,526	41,323	52,652	24,231

The above statement shows—1. That the total receipts from the plantations since September 1, in 1882 were 5,676 bales; in 1881 were 16,953 bales; in 1880 were 15,092 bales.

2. That, although the receipts at the out-ports the past week were 23,032 bales, the actual movement from plantations was 24,231 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 52,652 bales and for 1880 they were 41,323 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been too much rain in portions of the South during the past week. From some localities there are complaints of rust, rot, boll-worms, &c., but the damage from these causes is likely to be slight unless there should be continued wet weather. Otherwise the crop is in a good condition, and is beginning to move more freely.

Galveston, Texas.—We have had showers on two days of the past week, the rainfall reaching one inch and seven hundredths. We are having too much rain everywhere throughout the State; apparently no serious damage has been done, but there are rumors of caterpillars, boll-worms, rot and shedding. With dry weather the promise would be excellent. Average thermometer 84, highest 90, lowest 78.

Indianola, Texas.—It has been showery on four days of the past week, the rainfall reaching one inch and eighteen hundredths. We are having too much rain. Caterpillars have certainly appeared, though the injury done is as yet limited. Picking has been interfered with by the wet weather. The thermometer has ranged from 73 to 89, averaging 77.

Dallas, Texas.—The weather has been warm and dry during the past week, and we fervently hope that it may continue so. Picking is slow on account of the weather. The thermometer has averaged 79, the highest being 95 and the lowest 62.

Brenham, Texas.—We have had warm and dry weather during all of the past week. The crops continue promising in some sections. Caterpillars have certainly appeared, though the injury done is as yet limited. The thermometer has averaged 83, ranging from 66 to 99.

Palestine, Texas.—It has rained very hard on three days of the past week, the rainfall reaching three inches and sixty-two hundredths. The rain was not needed, but no serious damage has been done. Picking is progressing finely. The thermometer has ranged from 62 to 91, averaging 77.

Huntsville, Texas.—We have had showers on three days of the past week, the rainfall reaching twenty-three hundredths of an inch. The crop is developing promisingly, and picking is making good progress. Average thermometer 82, highest 94 and lowest 70.

Weatherford, Texas.—It has been showery on one day of the past week, the rainfall reaching thirty-one hundredths of an inch. We are having too much rain, but no serious damage has been done. The thermometer has averaged 74, ranging from 60 to 88.

Belton, Texas.—We have had a shower on one day of the past week, the rainfall reaching one inch and one hundredth. Crops are very promising, and good progress is being made in picking. Average thermometer 77, highest 94 and lowest 60.

Luling, Texas.—It has been showery on two days of the past week, the rainfall reaching fifty hundredths of an inch. The rain is much dreaded as caterpillars have appeared, but the injury done is as yet limited. Picking is progressing finely. The thermometer has ranged from 70 to 96, averaging 83.

New Orleans, Louisiana.—It has rained on six days of the past week, the rainfall reaching three inches and twenty-four hundredths. The thermometer has averaged 80.

Shreveport, Louisiana.—We had a succession of light showers during the early part of the past week, but the latter portion has been clearing and fair. The rainfall reached one inch and sixty-six hundredths. The thermometer has ranged from 71 to 94.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—We have had showers on five days of the past week, the rainfall reaching eighty-two hundredths of an inch. It is claimed that much damage has been done by boll worms and rust. Average thermometer 82, highest 92 and lowest 65. Rainfall for the month of August five inches and fifty-four hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—It has rained severely on one day, and has been showery on two days of the past week. The rainfall reached one inch and twenty-three hundredths. The thermometer has averaged 76, the highest being 86, and the lowest 67. It rained on seventeen days during the month of August, and the rainfall reached three inches and forty-nine hundredths.

Nashville, Tennessee.—It has rained on six days of the past week, the rainfall reaching two inches and nineteen hundredths. We are having too much rain. The thermometer has averaged 75, ranging from 65 to 84.

Mobile, Alabama.—It has rained severely on two days and has been showery on three days of the past week, the rainfall reaching four inches and ten hundredths. Crop accounts are less favorable. We are having too much rain, and it is reported that much damage has been done. Cotton is suffering with the rot. Average thermometer 78, highest 89, lowest 70. Rainfall for the month of August eight inches and seventy-six hundredths.

Montgomery, Alabama.—It has rained on six days of the past week, the rainfall reaching one inch and forty-seven hundredths. We are having too much rain. Crop accounts are less favorable. Picking has been interfered with by the rain. There are some complaints of rust, shedding and boll-worms. The thermometer has ranged from 67 to 88, averaging 77. During the month of August the rainfall reached three inches and forty-one hundredths.

Selma, Alabama.—We have had rain on two days of the past week, and the remainder of the week has been pleasant. The rainfall reached one inch and thirty-five hundredths. The thermometer has averaged 75.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has been showery on four days of the past week. Crop accounts are less favorable, owing to the rains and the reported appearance of rust, but no serious damage has been done. Picking is progressing finely. Average thermometer 76, highest 86 and lowest 67.

Columbus, Georgia.—We have had rain on two days of the past week, the rainfall reaching two inches and five hundredths. It is reported that rust is developing badly, and that much damage has been done. The thermometer has ranged from 75 to 87, averaging 81. During the month of August the rainfall reached four inches and twenty-two hundredths.

Savannah, Georgia.—It has rained on five days of the past week, on four of which light, and the remainder of the week has been pleasant. The rainfall reached one inch and forty hundredths. The new crop is coming forward freely, but is later than last year. The thermometer has averaged 80, the highest being 91 and the lowest 71.

Augusta, Georgia.—We have had general rain on five days of the past week, the rainfall reaching one inch and sixty-seven hundredths. The weather has been pleasant and favorable to cotton; crop accounts are more favorable. The rust reported last week is confined to the thin lands in several places, and is not likely to be further developed unless we have too much rain. The present outlook is considered favorable. Average thermometer 77, highest 90 and lowest 68. Rainfall for the month of August, four inches and seventy-two hundredths.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—Telegram not received.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock August 31, 1882, and September 1, 1881.

	Aug. 31, '82.		Sept. 1, '81.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Below high-water mark		No gauge.	
Memphis.....	Above low-water mark.	10	3	11
Nashville.....	Above low-water mark.	6	9	0
Shreveport.....	Above low-water mark.	10	8	1
Vicksburg.....	Above low-water mark.	17	7	Missing.

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

LIVERPOOL COTTON EXCHANGE.—The principal clauses in the scheme for the amalgamation of the Cotton Brokers' Association with the Cotton Exchange, as amended on August 14, are as follows:

1. Associate members, who are to be admitted after signing an agreement that they are bound by the rules and regulations of the association, shall enjoy the privileges of the company's room, without trading direct. They shall have the right of having their arrival business done at the same rate of brokerage as shareholders, but they shall not have a vote in the management of the company, or a place on committees.

2. Ten directors are to be chosen from the Brokers' Association and eight from the Liverpool Cotton Exchange, of which eight at least shall be spinners.

3. Associate members in all transactions between shareholders and non-shareholders, where no shareholder is employed as broker by the non-shareholder, the shareholder shall be obliged to charge a brokerage of one-half per cent on spot cotton, and on all contracts on Liverpool terms (shipment and delivery), but this shall not apply to c. & f., c. i. f. and c. i. f. & 6 per cent contracts, provided the cotton shall not have arrived at the time of sale.

4. Privileges of arbitration are to be extended to non-members, if introduced by a member on payment of an extra

charge of one-quarter per cent to the member, in addition to the official fee.

5. The name of the company is to be Liverpool Cotton Trade Association, limited.

NEW YORK COTTON EXCHANGE.—There is one new application for membership; one seat is posted for transfer since last week, and the offer of a seat for sale remains on the board. The value of a seat is \$4,900 to \$5,000.

The following gentlemen were introduced as visitors to the Exchange:

P. T. Vaughan, Selma, Ala.	E. L. Dorr, Boston.
W. T. Brooks, do.	C. Roman, London.
L. R. Smith, Mt. Sterling, Ala.	T. T. Bayn, Lake City, Fla.
D. D. Gibson, Laurence Hill, N. C.	J. E. Young, do.
S. F. Hobbs, Selma, Ala.	E. J. Sweeney, Mobile.
I. H. Brown, Tyler, Texas.	I. P. Lawrence, New Orleans.
W. Z. McGhee, South Carol.	C. G. Elliott, Norfolk.
I. T. Townsend, do.	C. H. King, North Carol.
S. B. Hodges, do.	J. H. Clisby, Montgomery.
A. Helm, Charleston.	I. P. Salas, Charleston.
Stuart Nicholson, New Orleans.	Wm. K. Ryan, do.
C. P. Negroponte, Norfolk.	Stephen Gould, San Antonio, Tex.
D. G. Allen, Lafayette, Ala.	Walter Brem, Charlotte, N. C.
J. H. Murphy, do.	B. Eutichidi, Liverpool.
W. H. Knight, Dashville, Ala.	C. Whinneray, do.
J. Weil, Opelika, Ala.	R. T. Howell, Galveston.
D. B. Avera, Raleigh.	L. H. Costie, do.
Chas. M. Wolstenholme, Liverpool.	Geo. Howell, do.
Gustav Mayhoff, Galveston.	E. B. Borden, Jr. do.
C. Martin, Vicksburg.	J. J. Howard, Cartersville, Ga.

AN OLD BALE OF COTTON.—The following is from the Charleston News & Courier of Wednesday, Aug. 30: "Messrs. Geo. H. Walter & Co., factors, Commercial Wharf, have received from Laurens County a bale of cotton reported to have been grown in 1853. The bale has about the usual appearance, although near thirty years old, with one of the first rope bands still remaining. This cotton soon after the close of the war would have sold for about fifty cents per pound, and as the bale is one of a lot of fourteen, the amount lost by holding has been truly large. A sample was exhibited yesterday at the Exchange, which was generally looked at as a curiosity. It was about good middling in appearance, and had not suffered much by the action of time."

THE FIRST BALE OF NORTH CAROLINA COTTON.—Wilmington received the first bale of new crop North Carolina cotton on Saturday, August 26. It was shipped by M. M. McKinnon, of Laurinburg, Richmond Co., to C. E. Smith, and sold for 15½ cents per pound. This bale was sold at auction in front of the New York Cotton Exchange on Thursday, Aug. 31, A. J. Disney being the purchaser, at 16½ cents per pound. The first bale of North Carolina was received last year at Wilmington on August 16.

NEW ARKANSAS COTTON.—The first bale of new cotton grown in Arkansas was received at St. Louis by Messrs. Adler, Goldman & Co. on Thursday, August 24. It was sold to J. O. Carson & Co., at 18 cents per pound. A bale of new cotton from Arkansas was received at New Orleans on August 26, by Messrs. Lehman, Abrahams & Co. It classed middling, and was sold to Jones & Co., at 14 cents per pound. Both of the above bales were shipped by M. B. Flipper, of Texarkana, Miller Co., Ark.

FIRST BALE AT VICKSBURG.—The first bale of new cotton was received at Vicksburg on Wednesday, August 23. It classed low middling, and was sold at 25 cents per pound. This is over three weeks later than the first arrival last year.

COTTON CROP CIRCULAR.—Our annual cotton crop circular for the year ending September 1, 1882, will be ready about the 7th of September. Parties desiring the circular in quantities, with their business card printed thereon, should send in their orders as soon as possible, to ensure early delivery.

JUTE BUTTS, BAGGING, &c.—Bagging has not been active, but a fair business has been transacted in small orders. Buyers are not anxious to take any large lots unless a bargain is offered, but sellers are steady and no shading is being done; prices are as last quoted, and the market closes at 7¼c. for 1½ lbs., 8¼c. for 1¾ lbs., 9½c. for 2 lbs. and 10c. for standard grades. Butts are in the same position as when we last wrote; the sales are about 1,500 bales various qualities at 2½@2¾c. These are the only sales reported, and the close is quiet with holders asking 2½@2¾c. for paper grades and 2¾@2¾c. for bagging qualities.

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 Aug. 31.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year.	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1882	3,000	4,000	7,000	723,000	590,000	1,313,000	11,000	1,604,000
1881	8,000	.....	8,000	296,000	530,000	826,000	4,000	1,145,000
1880	2,000	3,000	5,000	355,000	491,000	846,000	4,000	1,072,000
1879	.....	6,000	6,000	246,000	335,000	581,000	3,000	777,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 7,000 bales, and a decrease in shipments of 1,000 bales, and the shipments since January 1 show an increase of 487,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1882	12,000	1,000	13,000	285,000	112,000	427,000
1881	1,000	2,000	3,000	174,000	70,000	244,000
1880	.....	.....	.....	199,000	80,000	279,000
1879	4,000	1,000	5,000	193,000	102,000	295,000

The above totals for this week show that the movement from the ports other than Bombay is 10,000 bales more 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 FROM ALL INDIA.

Shipments to all Europe from—	1882.		1881.		1880.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	7,000	1,313,000	8,000	826,000	5,000	836,000
All other p'rts.	13,000	427,000	3,000	244,000	.....	279,000
Total	20,000	1,740,000	11,000	1,070,000	5,000	1,115,000

This last statement affords a very interesting comparison of the total movement for the week ending Aug. 31 and for the three years up to date, at all India ports.

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

Alexandria, Egypt, August 31.	1881-82.		1880-81.		1879-80.	
Receipts (cantars*)—						
This week						
Since Sept. 1	2,831,720		2,775,000		3,204,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool	245,900		250,500		292,530	
To Continent	176,271		154,705		177,954	
Total Europe	422,171		405,205		470,484	

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Aug. 31 were — cantars and the shipments to all Europe were — bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is flat and idle, and that the price of shirtings has been reduced 1½d. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1882.						1881.					
	32s Cop. Twist.		8½ lbs. Shirtings.		Cott'n Mid. Upl's.		32s Cop. Twist.		8½ lbs. Shirtings.		Cott'n Mid. Upl's.	
J'ne 30	d. d.	s. d.	s. d.	s. d.	d. d.	d. d.	d. d.	s. d.	s. d.	s. d.	d. d.	d. d.
July 7	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	8 7 @ 9 3 6	5 12 @ 7 8 12	6 7 8	9 @ 9 5 6	9 @ 8 0	6 7 8	6 7 8	6 7 8
" 14	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	6 7 8	6 7 8
" 21	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	6 7 8	6 7 8
" 28	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	6 7 8	6 7 8
Aug. 4	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	6 7 8	6 7 8
" 11	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	6 7 8	6 7 8
" 18	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	6 7 8	6 7 8
" 25	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	6 7 8	6 7 8
Sept. 1	99 16 @ 10 14	6	4 12 @ 7 10 12	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	9 12 @ 9 3 6	9 @ 8 0	6 7 8	6 7 8	6 7 8

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 19,318 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 bales.
NEW YORK—To Liverpool, per steamers Abyssinia, 1,131	1,131
Baltic, 1,561	1,561
City of Berlin, 508	508
City of Brussels, 1,017	1,017
England, 1,077	1,077
Servia, 1,604	1,604
To Hull, per steamer Sorrento, 1,700	1,700
To Newcastle, per steamer Marengo, 1,956	1,956
To Havre, per steamer Labrador, 961	961
To Bremen, per steamer Main, 107	107
To Hamburg, per steamers Cimbria, 1,417	1,417
Gellert, 803	803
To Antwerp, per steamers Pennland, 1,000	1,000
Rhyndland, 500	500
To Barcelona, per steamer Cristobal Colon, 1,900	1,900
BALTIMORE—To Liverpool, per steamers Austrian, 367	367
Mika, 770	770
To Bremen, per steamer Koln, 30	30
BOSTON—To Liverpool, per steamer Missouri, 209	209
PHILADELPHIA—To Liverpool, per steamer British Crown, 700	700
Total	19,318

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

	Liver- pool.	Hall & Newcastle.	Havre.	Bre- men.	Ham- burg.	Ant- werp.	Barce- lona.	Total.
New York	6,898	3,656	961	107	2,220	1,500	1,900	17,242
Baltimore	1,137	.....	.....	30	.....	.....	.....	1,167
Boston	209	.....	.....	.....	.....	.....	.....	209
Philadelp'a	700	.....	.....	.....	.....	.....	.....	700
Total	8,944	3,656	961	137	2,220	1,500	1,900	19,318

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	18 @ 5.32	3 16 @ 1.4	3 16 @ 1.4	3 16 @ 1.4	3 16 @ 1.4	3 16 @ 1.4
Do sail....d.	....	....	....	....	....	....
Havre, steam....c.	38*	38*	38*	38*	38*	7 16*
Do sail....c.	....	....	....	....	....	....
Bremen, steam....c.	5 16*	5 16*	5 16*	5 16*	5 16*	12*
Do sail....c.	....	....	....	....	....	....
Hamburg, steam d.	5 16*	5 16*	5 16*	5 16*	5 16*	38*
Do sail....d.	....	....	....	....	....	....
Amst'd'm, steam c.	5 32*	5 32*	5 32*	5 32*	5 32*	38*
Do sail....d.	....	....	....	....	....	....
Baltic, steam....d.	38*	38*	38*	38*	38*	38*
Do sail....c.	....	....	....	....	....	....
Barcel'na, steam c.	9 16*	9 16*	9 16*	9 16*	9 16*	9 16*
Do sail....c.	....	....	....	....	....	....

* Compressed.

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

	Aug. 11.	Aug. 18.	Aug. 25.	Sept. 1.
Sales of the week.....bales.	54,000	62,000	41,500	46,000
Of which exporters took....	7,100	6,500	2,900	4,000
Of which speculators took....	4,500	4,300	2,700	3,900
Sales American.....	39,000	45,000	29,000	29,000
Actual export.....	7,200	5,600	9,600	7,600
Forwarded.....	4,100	4,900	7,500	4,400
Total stock—Estimated.....	669,000	654,000	632,000	621,000
Of which American—Estim'd....	367,000	338,000	316,000	298,000
Total import of the week.....	20,000	46,500	30,000	39,000
Of which American.....	11,500	17,500	11,000	11,500
Amount afloat.....	228,000	190,000	183,000	171,000
Of which American.....	29,000	21,000	18,000	22,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 1, 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.	Dull.	Steady.	Easier, but not quite as low.	Fair demand.	Easier.	Dull.
Mid. Upl'ds	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Mid. Or'ns	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Sales.....	5,000	8,000	7,000	10,000	8,000	7,000
Spec. & exp.	1,000	1,000	1,000	1,000	1,000	1,000
Futures.						
Market, 12:30 P.M.	Steady.	Quiet.	Flat.	Flat.	Sellers at 1st night's prices.	Flat.
Market, 4 P.M.	Steady.	Quiet but steady.	Quiet but steady.	Dull.	Dull and easier.	Dull.

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

Delivery.	d.	Delivery.	d.	Delivery.	d.
Sept.-Oct.	658 3/4	May-June	645 3/4	Nov.-Dec.	639 3/4
Oct.-Nov.	643 3/4	June-July	647 3/4	June-July	648 3/4
Dec.-Jan.	638 3/4	Oct.-Nov.	644 3/4		
MONDAY.					
Aug.	77 3/4	Feb.-Mar.	641 3/4	Sept.-Oct.	659 3/4
Oct.-Nov.	644 3/4	May-June	647 1/4	Dec.-Jan.	639 3/4
Jan.-Feb.	639 3/4	June-July	649 3/4		
TUESDAY.					
Aug.	76 3/4	Dec.-Jan.	638 3/4 @ 37 3/4	Nov.-Dec.	636 3/4
Aug.-Sept.	76 3/4 @ 56 3/4	Jan.-Feb.	638 3/4	Nov.-Dec.	637 3/4
Sept.-Oct.	659 3/4 @ 58 3/4	Aug.	75 3/4	May-June	645 3/4
Oct.-Nov.	643 3/4 @ 42 3/4	Sept.-Oct.	657 3/4	June-July	647 3/4
Nov.-Dec.	638 3/4 @ 37 3/4				
WEDNESDAY.					
Aug.	76 3/4 @ 56 3/4	Oct.-Nov.	642 3/4	Feb.-Mar.	640 3/4
Aug.-Sept.	76 3/4 @ 56 3/4	Nov.-Dec.	638 3/4 @ 37 3/4	June-July	647 3/4
Sept.-Oct.	658 3/4 @ 57 3/4				
THURSDAY.					
Aug.	75 3/4	Nov.-Dec.	636 3/4	Oct.-Nov.	641 3/4
Dec.-Jan.	636 3/4	Aug.-Sept.	74 3/4	June-July	646 3/4
June-July	647 3/4	Sept.-Oct.	656 3/4		
FRIDAY.					
Sept.	74 3/4 @ 37 3/4	Nov.-Dec.	636 3/4	Jan.-Feb.	636 3/4
Sept.-Oct.	656 3/4 @ 55 3/4	May-June	644 3/4	June-July	646 3/4
Oct.-Nov.	641 3/4 @ 40 3/4	Aug.	71 3/4		

BREADSTUFFS.

FRIDAY, P. M., September 1, 1882.

Flour has been more or less depressed of late, even such grades as superfine and shipping extra, which have heretofore been so firm, showing a noticeable tendency in buyers' favor. Choice old spring wheat Minnesota has sold well latterly at firm prices, but in general the trade has been confined to moderate limits. No. 2 flour has been in moderate supply, and has brought firm prices. New flour is the most depressed, and old the best sustained, as it is becoming rather scarce. To-day the market was fairly active, and choice spring flour was quite firm, though other descriptions were barely steady. Cool weather would help the market materially, but to-day was quite sultry.

Wheat has declined during the week, owing to large receipts at the West, very favorable crop prospects and weak markets in Europe. There was some firmness shown at times for cash and August No. 2 red, but the number of shorts proved smaller than had been anticipated, and the effect of large receipts at Chicago could not be overcome. There are reports that these receipts were largely from St. Louis, and had therefore been

counted twice, but the fresh arrivals, even admitting this to be the fact, have really been large, and everything seems to point to the opening of the active shipping season very shortly. The export sales here have continued on a fair scale, and the trading in options has, in a relative sense, not generally exceeded this, though latterly there has been some increase in such transactions. The latest advices touching the crop point to a yield considerably in excess of that of 1880; the estimates range from 500,000,000 to 600,000,000 bushels. To-day the market was fairly active and without material change either way; No. 2 red sold at \$1 11 @ 1 11 3/8 for September; \$1 12 3/8 @ 1 13 3/8 for October; \$1 14 1/2 @ 1 14 3/4 for November; \$1 15 1/4 @ 1 16 1/8 for December; \$1 11 @ 1 11 1/8 seller the year, and \$1 17 1/4 for January. The closing quotations for No. 2 red were firmer at \$1 12 1/8 cash delivered, \$1 11 1/2 for September, \$1 13 3/8 for October, \$1 15 for November, \$1 16 3/8 for December, \$1 11 1/4 seller's option remainder of the year and \$1 17 1/2 for January.

Indian corn has been quiet, but decidedly higher for cash and August deliveries, owing to a corner on the shorts; as high as \$1 was paid for No. 2 mixed delivered, or an advance of seven cents compared with last week; but at the turn of the month this was lost, the price immediately falling to 92 cents. Options, owing to the prospects of an enormous yield this season, have declined several cents. The receipts at the West have been large, and the weather favorable. In fact, the features of the market have been in many respects the same as last week. The suspicion then entertained by operators here that there was still a short interest out on August has been verified, and the opportunity for putting up prices was, as has been shown, improved. To-day the market was higher again for cash, but lower for options; the transactions were moderate; No. 2 mixed sold at 85c. for September; 83 1/4 @ 83 1/2 c. for October; 75 3/8 c. seller the year, and 68 1/2 c. for January. The closing sales were at 84 1/4 c. for September, 83c. for October, 78 1/2 c. for November and 75c. for December and seller the year.

Rye, barley and malt have been quiet and generally unchanged, though rye closes firmer. Oats have continued to decline, the reduction for the week being 10 to 20c. per bushel, with a brisk business at the decline. To-day the market was fairly active at easier prices; No. 2 mixed sold at 44 @ 44 1/2 c. for September, 44 @ 44 3/8 c. for October, and 44 1/4 c. for November.

The following are closing quotations:

FLOUR.			
No. 2 spring....	\$2 90 @ 3 50	City shipping extras	\$5 80 @ 8 00
No. 2 winter.....	3 00 @ 3 85	Southern bakers' and family brands.....	5 25 @ 7 25
Superfine.....	3 75 @ 4 60	South'n ship'g extras.	4 90 @ 6 10
Spring wheat extras..	4 75 @ 5 00	Rye flour, superfine..	3 65 @ 4 10
do bakers'.....	5 50 @ 7 50	Corn meal—	
Wis. & Minn. rye mix.	5 50 @ 6 50	Western, &c.....	4 25 @ 4 50
Minn. clear and strait	5 50 @ 7 50	Brandywine, &c.....	4 60 @ 4 70
Wintership'g extras.	4 40 @ 4 75	Buckw't flour, 100 lbs. @
Patents.....	6 25 @ 8 25		
GRAIN.			
Wheat—		Oats—	
Spring, per bush.	.... @ ....	Mixed.....	43 @ 47
Spring No. 2.....	.... @ ....	White.....	44 @ 52
Red winter.....	1 00 @ 1 12	No. 2 mixed.....	45 1/4 @ 46
Red winter, No. 2	1 11 1/8 @ 1 12 1/8	No. 2 white.....	48 @
White.....	1 10 @ 1 17	Barley—	
Corn—West. mixed	85 @ 93	Canada No. 1.....	.... @ 1 00
West. mix. No. 2.	92 @ 93 3/4	Canada bright..... @
Western yellow..	.... @ ....	State, 4-rowed.... @
Western white....	92 @ 93 3/4	State, 2-rowed.... @
Southern white..	95 @ 1 00	Barley Malt—	
Southern yellow.	92 @ 93 1/2	Canada.....	1 20 @ 1 30
Rye—Car lots.....	76 @ 78	State, 2-rowed....	1 05 @ 1 10
Boat loads.....	78 @ 80	State, 4-rowed....	1 13 @ 1 17 1/2

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

Receipts of flour and grain at Western lake and river ports for the week ending Aug. 26, 1882:

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	37,179	602,615	1,089,033	1,315,720	4,555	60,742
Milwaukee.....	38,980	67,650	17,725	64,800	2,080	3,175
Toledo.....	715	636,865	82,297	119,921	.....	2,060
Detroit.....	1,187	92,937	5,681	20,808	.....	.....
Cleveland.....	692	52,360	465	13,900	.....	.....
St. Louis.....	57,575	849,858	213,130	455,337	696	9,459
Peoria.....	532	3,400	95,500	451,100	12,650	15,900
Duluth.....	7,500	61,886	.....	.....	.....	.....

Total..... 141,410 2,417,641 1,503,931 2,441,586 19,981 91,336
Same time '81. 187,180 2,129,002 1,801,190 980,928 75,645 123,258

Total receipts at same ports from Dec. 26, 1881, to Aug. 26, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour.....bbls.	4,831,769	5,812,935	3,950,282	4,229,426
Wheat.....bush.	35,137,503	36,646,126	45,016,697	51,699,475
Corn.....	51,409,711	83,204,101	106,151,773	65,857,734
Oats.....	27,463,882	29,637,503	21,873,863	20,720,607
Barley.....	4,896,396	4,137,908	2,897,275	2,695,775
Rye.....	1,458,271	1,406,119	1,926,491	2,680,327
Total grain.....	123,359,763	160,031,757	177,866,099	143,683,918

Comparative shipments of flour and grain from the same ports from Dec. 26, 1881, to Aug. 26, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79
Flour.....bbls.	4,690,638	5,841,698	2,841,555	4,572,099
Wheat.....bush.	29,055,180	35,119,563	44,072,003	46,693,280
Corn.....bush.	47,603,579	74,914,938	90,005,774	59,227,060
Oats.....bush.	21,049,371	21,037,501	17,535,063	15,153,044
Barley.....bush.	2,148,963	2,091,737	1,712,246	2,136,860
Rye.....bush.	1,610,769	1,245,872	1,611,197	2,513,325

Total grain..... 101,473,362 137,469,611 151,966,283 125,723,560
 Rail shipments from Western lake and river ports for the weeks ended:

	1882. Week Aug. 26.	1881. Week Aug. 27.	1880. Week Aug. 23.	1879. Week Aug. 30.
Flour.....bbls.	86,088	126,679	110,174	137,498
Wheat.....bush.	791,819	450,473	432,601	617,772
Corn.....bush.	246,217	1,355,917	703,339	613,992
Oats.....bush.	1,687,905	673,324	938,628	593,419
Barley.....bush.	9,930	23,192	41,146	37,780
Rye.....bush.	31,000	41,864	91,921	66,370

Total..... 2,769,821 2,515,070 2,210,638 1,959,363

Receipts of flour and grain at seaboard ports for the week ended Aug. 23:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At—						
New York.....	128,932	1,969,110	96,059	551,032	.....	9,180
Boston.....	46,111	106,550	91,293	45,100	.....	450
Portland.....	1,600	.....	8,000	2,400	.....	.....
Montreal.....	10,496	237,969	.....	601	40	8,000
Philadelphia.....	15,884	400,300	71,709	198,809	.....	.....
Baltimore.....	26,776	1,169,325	14,550	75,609	.....	5,090
New Orleans.....	11,466	311,951	8,148	7,335	.....	.....

Total week..... 241,115 4,215,215 289,657 840,871 40 22,630
 Cor. week '81.. 226,629 3,410,253 1,485,701 686,122 8,780

Total receipts at same ports from Dec. 26, 1881, to Aug. 26, 1882, as compared with the previous three years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour.....bbls.	7,165,494	8,446,517	6,323,245	6,627,138
Wheat.....bush.	41,316,202	62,957,592	78,538,872	81,275,687
Corn.....bush.	24,335,434	74,371,573	101,477,922	76,291,461
Oats.....bush.	18,352,449	18,552,160	15,251,921	14,467,331
Barley.....bush.	2,291,533	2,023,153	1,592,993	1,762,338
Rye.....bush.	1,057,911	824,327	1,202,451	2,492,091

Total grain..... 83,353,583 159,133,730 193,102,164 176,294,911

Exports from United States seaboard ports for week ending Aug. 26, 1882:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
From—						
New York.....	141,546	1,778,953	76,613	6,759	.....	2,944
Boston.....	30,010	169,266	.....	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	9,868	435,520	.....	.....	.....	25,295
Philadelphia.....	10	283,639	.....	.....	.....	.....
Baltimore.....	9,926	1,189,690	2,796	.....	.....	.....
New Orleans.....	2,542	193,210	3,460	1,647	.....	.....

Total for w'k 193,902 4,050,443 82,863 8,436 28,240
 Same time '81. 126,923 3,057,432 890,929 6,953 21,345 1,908

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, Aug. 26, 1882, was as follows:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at—					
New York.....	1,554,200	401,518	483,173	1,204	196,094
Do. afloat (est.)	450,000	.....	88,000	.....	87,000
Albany.....	1,450	27,000	7,000	.....	22,000
Buffalo.....	182,349	693,083	.....	.....	4,060
Chicago.....	822,849	1,115,411	595,136	5,436	157,499
Milwaukee.....	463,232	.....	1,771	15,649	6,351
Duluth.....	35,610	.....	.....	.....	.....
Toledo.....	365,292	110,270	71,631	.....	6,231
Detroit.....	77,368	6,106	8,604	343	906
Oswego.....	60,000	130,000	.....	.....	.....
St. Louis.....	651,588	419,320	296,278	.....	3,429
Boston.....	155,200	26,204	3,769	550	63
Toronto.....	71,349	.....	400	4,931	6,284
Montreal.....	114,944	.....	3,922	1,380	28,134
Philadelphia.....	233,916	81,196	85,832	.....	.....
Peoria.....	2,432	80,894	173,098	623	70,674
Indianapolis.....	121,900	70,200	24,000	.....	73,300
Kansas City.....	257,420	44,168	13,452	.....	3,390
Baltimore.....	1,174,992	103,663	.....	.....	.....
Down Mississippi.....	217,179	1,314	.....	.....	.....
On rail.....	1,182,974	342,137	1,687,905	9,980	31,000
On lake.....	1,544,945	1,625,064	100,016	.....	8,000
On canal.....	1,778,412	312,262	.....	.....	8,000
Tot. Aug. 26, '82.	11,565,661	5,587,814	3,635,997	40,096	649,911
Tot. Aug. 19, '82.	12,410,255	5,066,881	2,434,567	28,292	635,025
Tot. Aug. 12, '82.	13,433,325	5,339,623	1,244,155	38,825	615,715
Tot. Aug. 5, '82.	15,139,057	6,193,078	1,672,077	57,512	601,963
Tot. July 29, '82.	13,570,341	6,271,023	1,267,687	72,361	667,493
Tot. Aug. 27, '81.	18,427,803	19,620,137	6,917,205	155,841	343,554

THE DRY GOODS TRADE.

FRIDAY, P. M., September 1, 1882.

The jobbing trade in dry goods has progressed satisfactorily the past week, an unusually large distribution of fall and winter goods having been made to Southern and Western retailers. There was also an improved and fairly active business in ready-made clothing, shirts, cloaks, &c., and altogether the fall trade has opened under most encouraging auspices, the demand being better than last year, and yet of a strictly legitimate character. The activity of the jobbing trade here and at many points in the West, Southwest and South was reflected in a more frequent call for reassortments at first hands, and a fair amount of new business was accomplished by manufacturers' agents and importers. Perhaps the most noteworthy feature of the demand is the marked preference accorded by wholesale and retail

buyers to the best makes of goods, which are selling much more freely than inferior fabrics—a pretty sure indication of the prosperous condition of consumers.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,444 packages week, including 1,444 to Great Britain, 362 to United States of Colombia, 99 to Hayti, 76 to Venezuela, 74 to Mexico, &c. The jobbing trade in cotton goods was quite active, and a fair demand for the renewal of assortments was experienced by manufacturers' agents. The main features of the market are without material change. The most desirable plain and colored cottons continue well sold, but outside makes are in more plentiful supply. Prices remain firm on all the most desirable fabrics, and orders for goods to be made are mostly recorded at "value" only, though manufacturers are so conservative in their views that no immediate advance is anticipated. Print cloths were in moderate demand at 37½c. less ½ per cent for 64x64s, and 3½c. for 56x60s. Prints were in moderate request at first hands, and active with jobbers, both standard calicoes and fine wide prints having been freely distributed by the latter. Gingham met with fair sales but cotton dress goods ruled quiet.

DOMESTIC WOOLEN GOODS.—Heavy clothing woollens have received rather more attention the past week, the clothing trade having been so active that manufacturers were compelled to re-enter the market for small duplicate lots of cassimeres, suitings, overcoatings, etc. Spring clothing woollens have not been generally opened as yet, but some considerable orders for worsteds, cassimeres, etc., were placed by early buyers on the spot and through the medium of salesmen on the road. Fine overcoatings were in moderate request, and a pretty fair business was done in cloakings, sackings and repeilents. Kentucky jeans were a trifle more active and satinets were in irregular demand. Fannels and blankets were in only moderate request at first hands, but an increased business was reported by jobbers. Soft wool dress fabrics continued to move steadily and worsted dress goods were active with jobbers. Shawls, skirts, carpets, underwear and hosiery were severally dealt in with considerable liberality.

FOREIGN DRY GOODS have shown a steady improvement in importers' hands, and the jobbing trade in dress goods, silks, millinery goods, &c., was fairly active. Cashmeres are firm here, and both dearer and scarce in the European markets. Silks are firmly held by importers, and velvets have slightly advanced in some cases. Housekeeping linens are in fair request and steady, and there is a somewhat better inquiry for embroideries and laces. Hosiery and gloves are moving in fair amounts, and woollen goods and cloakings are meeting with moderate sales. Prices remain firm on all the most staple fabrics, and desirable novelties are steadily held by importers and jobbers alike.

Imports of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 31, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.											
Week Ending Sept. 1, 1881.			Since Jan. 1, 1881.			Week Ending Aug. 31, 1882.			Since Jan. 1, 1882.		
Phgs.	Value.		Phgs.	Value.		Phgs.	Value.		Phgs.	Value.	
Manufactures of—											
Wool.....	1,580	\$ 665,407	29,152	12,526,944	1,491	613,701	36,988	16,176,739			
Cotton.....	1,533	467,551	49,538	15,485,639	1,229	3,704,658	53,542	17,485,401			
Silk.....	287	863,636	30,688	19,242,739	1,260	850,936	38,745	25,783,835			
Flax.....	1,614	252,499	59,259	8,875,821	1,750	299,362	61,423	9,812,587			
Miscellaneous.....	1,148	244,611	48,452	5,626,427	1,243	176,205	71,344	6,346,888			
Total.....	7,182	2,523,677	217,089	61,257,073	6,982	2,310,865	262,042	75,575,550			
WITHELD FROM WAREHOUSE AND THROWN INTO THE MARKET.											
Manufactures of—											
Wool.....	792	305,564	14,772	5,876,605	691	280,561	12,341	5,065,181			
Cotton.....	257	71,150	10,510	3,534,955	245	64,011	9,176	2,715,076			
Silk.....	218	159,914	5,533	3,769,536	270	149,041	6,087	4,146,399			
Flax.....	305	86,593	18,783	3,664,561	451	85,821	16,202	2,817,791			
Miscellaneous.....	462	54,294	94,572	1,616,670	978	29,317	79,628	1,604,773			
Total.....	2,124	668,521	144,130	18,481,740	2,638	613,281	123,434	16,349,435			
Entered for consumpt.	7,182	2,523,677	217,089	61,257,073	6,982	2,310,865	262,042	75,575,550			
Total on market.....	9,306	3,192,195	361,209	79,738,813	9,620	2,924,146	385,476	91,924,985			
ENTERED FOR WAREHOUSE DURING SAME PERIOD.											
Manufactures of—											
Wool.....	305	115,763	11,861	4,757,363	719	275,615	14,997	5,981,731			
Cotton.....	160	41,671	8,778	2,817,666	272	71,155	10,579	3,037,610			
Silk.....	49	56,974	4,898	3,310,344	237	150,369	6,333	4,233,810			
Flax.....	311	62,364	14,681	2,898,643	402	73,131	15,156	2,875,044			
Miscellaneous.....	18	10,376	80,140	1,321,449	1,949	58,402	72,678	1,714,429			
Total.....	693	290,103	120,371	15,635,462	3,579	631,702	119,743	17,842,645			
Entered for consumpt.	7,182	2,523,677	217,089	61,257,073	6,982	2,310,865	262,042	75,575,550			
Total at the port.....	8,075	2,813,779	337,460	76,892,525	10,561	2,942,567	381,755	93,418,195			

Financial.

W. W. Farmer,

MONROE, LOUISIANA.

Counselor, Solicitor and Attorney.

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A full supply, all Widths and Colors, always in stock.

No. 109 Duane Street.

WORKS AT ORIENT, L. I., and "EUREKA"
RICHMOND, VA. "ORIENT."The Atlantic & Virginia
Fertilizing Co.

OFFER THEIR STANDARD BRANDS

"EUREKA"

AMMONIATED BONE SUPERPHOSPHATE OF LIME
AND

"ORIENT COMPLETE MANURE."

And want a good working agent in every thriving cotton, tobacco, grain and truck growing county Apply (with reference) to

W. G. CRENSHAW, Pres't,

CRENSHAW WAREHOUSE,

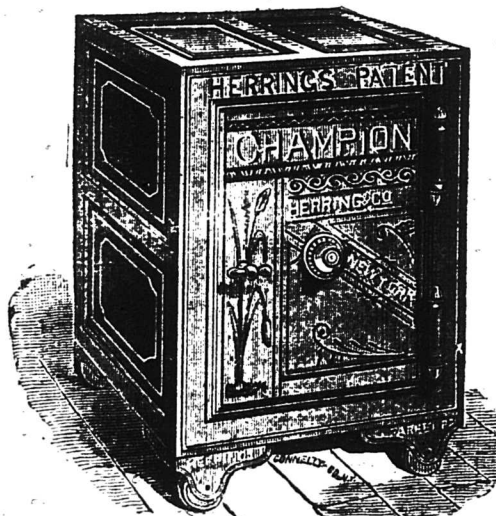
Richmond, Va.

Wire Rope.

JOHN W. MASON & CO.,
43 Broadway, New York.

STEEL AND CHARCOAL IRON of superior quality suitable for MINING AND HOISTING PURPOSES Inclined Planes, Transmission of Power, &c. Also, Galvanized Charcoal and BB for Ships' Rigging, Suspension Bridges, Derrick Guys, Ferry Ropes, &c. A large stock constantly on hand from which any desired lengths are cut. FLAT STEEL AND IRON ROPES for Mining purposes manufactured to order.

Herring's Safes.

THE CHAMPION RECORD
IN ALL GREAT FIRES.

HERRING & CO.,

251 & 252 Broadway, New York.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1882.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1881:

Premiums on Marine Risks from	
1st January, 1881, to 31st December, 1881.....	\$4,039,487 10
Premiums on Policies not marked off 1st January, 1881.....	1,587,534 47
Total Marine Premiums	\$5,627,021 57

Premiums marked off from 1st January, 1881, to 31st December, 1881.....	\$4,110,176 72
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Losses paid during the same period.....	\$1,775,882 80
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Returns of Premiums and Expenses.....	\$924,227 02
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The Company has the following Assets, viz:

United States and State of New York Stock, City, Bank and other Stocks.....	\$8,965,758 00
Loans secured by Stocks and otherwise.....	1,729,500 00
Real Estate and Claims due the Company, estimated at.....	491,148 18
Premium Notes and Bills Receivable.....	1,631,294 23
Cash in Bank.....	347,765 99
Amount.....	\$13,165,466 40

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1877 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1881, for which certificates will be issued on and after Tuesday, the Second of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Bobt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
Gordon W. Burnham,	Edwin D. Morgan,
A. A. Raven,	Robert L. Stuart,
Wm. Sturgis,	James G. De Forest,
Benjamin H. Field,	Samuel Willetts,
Josiah O. Low,	Charles D. Leverich,
William E. Dodge,	William Bryce,
Royal Phelps,	William H. Fogg,
Thomas P. Youngs,	Thomas B. Coddington,
C. A. Hand,	Horace K. Thurber,
John D. Hewlett,	William Degroot,
William H. Webb,	Henry Collins,
Charles P. Burdett,	John L. Riker.

J. D. JONES, President.

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-President.

A. A. RAVEN, 3d Vice-President.