

MERCHANTS' MAGAZINE, Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 39.

26, on page 498.

SATURDAY, AUGUST 2, 1884.

NO. 997.

CONTENTS.

THE CHRONICLE. The Financial Situation 107 The Embarrassment of the Buffalo New Yo k & Philadelphia. Trade With Our Southern Neighbors. 111 Returns of the Banks of the Commercial and Miscellaneous THE BANKERS' GAZETTE. reign Extites, State onds and land Returns. General Quotations of Stocks 120 120 121 121 Money Market, Foreign Ex-change, U.S. Securities, State and Railroad Bonds and Commercial Epitome 130 | Breadstuffs 136 Cotton 130 | Dry Goods 137

Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

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

TERMS OF SUBSCRIPTION-PAYABLE IN ADVANCE:

For One Year (including postage) \$10 20 For Six Months do 6 10 Annual subscription in London (including postage) 22 7s.
Six mos. do do do \$1 8s.
hese prices include the Investor's Survey

These prices include the Investors' Supplement, issued once in two months, and furnished without extra charge to subscribers of the Subscriptions will be continued until definitely ordered to be stopped.

The publishers cannot be responsible for remittances unless made by Drafts or Post-Office Money Orders.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 00.

The office of the COMMERCIAL AND FINANCIAL CHRONICLE in London is with Messrs. EDWARDS & SMITH, I Drapers' Gardens, E. C., where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

The office of the Chronicle in Liverpool is at B 15, Exchange Buildings.

Buildings. WILLIAM B. DANA. WILLIAM B. DANA & Co., Publishers
JOHN G. FLOYD. 79 & 81 William Street, NEW YORK. JOHN G. FLOYD. (

Post Office Box 958.

On page 113 will be found the detailed returns of the Banks of the Dominion of Canada for June 30, furnished us by the Deputy Minister of Finance, Mr. J. M. Courtney. The returns for April 30 were published in the Chronicle of May 31 on page 636, and those for March 31, in the issue of April

THE FINANCIAL SITUATION.

The advance in Wall Street has made further progress this week, and there seems to be a question whether it has spent its force even yet. There have been dull days during the week, with values more or less depressed, and apparently moments when an actual downward movement appeared imminent. But after each decline and just as it began to look as if the manipulators were marketing their holdings and had lost control, prices have suddenly recovered with a perceptible jerk, more as if worked by a crank than as if influenced by any natural demand. Very little of importance has in the meantime transpired. To be sure there have been local storms which have harmed the crops in limited districts, also failures in all departments have continued to be announced, including a railroad default remarked upon in a subsequent column, and a further movement to decrease the outturn of cotton goods has been had they been made public a few weeks earlier. This man

in progress; but none of these things have affected Wall Street markets, as they hardly touch and by no means remove the substantial influences which existed as aids to the improvement, and which have so materially favored the operations of those who have engineered this advance.

· There is scarcely anything new to say respecting the growing crops. The week's development has been favorable in its general aspect, but in localities of considerable extent great harm has been done by storms of unusual severity. The cotton prospects have been improved somewhat by rains in Texas, which have as yet been only partial, so that more is greatly needed, while at points in the Atlantic and Western Gulf States the winds and floods which have accompanied the heavy rainfall have made the outlook for the moment less hopeful in some districts. Altogether, however, (that is, taking the cotton section as a whole,) there is nothing as yet which precludes the possibility of a very large yield. In the Northwest, wheat is certain to turn out well, both in quantity and quality. Oats, barley and corn also continue to promise favorably, and the additional number of tons of freight over last year's product to be realized from all these sources must be a considerable item if the present promise is fulfilled. At the same time, it seems at the moment as if the farmer would find a much better market in Europe for his surplus than was thought possible at one time, while in many sections he has the prospect of raising a bushel and a quarter or more of grain where he raised only a bushel last year. Furthermore, every one sees now that our views, of the unreliability of the India supply breadstuffs with low prices ruling, were correct, and that we can and at a profit undersell the world if we choose. All this of course tends to raise the spirits of the commercial classes and give a better tone and more confidence to some of the markets, while the improvement in Wall Street also exerts in the same quarters an encouraging influence. It ought not, however, to discourage merchants if prices of stocks should again give way. The manipulations now in progress must of course sometime end in a marketing of the holdings which have been accumulated. Good properties which were so low at the start, can be retained even if present favorable conditions as to crops are not fully maintained; but the poorer trash we must expect will be dumped upon the public whenever it is supposed to be in a sufficiently credulous mood to receive it. If this should be accompanied with a material decline in values the tone in trade circles ought to be uninfluenced.

The disclosures of the past few days respecting the operations, thefts and forgeries of one Scovil, the stenographer of the well-known law firm of Lord, Day & Lord, would have had an unfavorable effect on our stock market

seems to have been a rogue with boldness and assurance almost equalling Ward, of Grant & Ward, and if his transactions have been less extensive, it is only because his He seems to have opportunities were more limited. helped himself to the securities of Mr. Day freely, to have forged his name to the powers of attorney, to have used the stocks as collaterals in transactions on Wall Street, to have openly had very large dealings there, even boldly suing Mr. Keene for \$205,000 profits on privileges held, building blocks of houses in Brooklyn, living in splendid style, keeping several horses, riding to the ferry daily a fine turn-out—and yet, though his salary was only \$1,200, he so managed his affairs as to excite no one's suspicion, and his employers never knew that he was not living and acting as any honest man could and should with such an income. Truly, if the present was not the day of strange developments, all this would be pronounced incredible, but since the street has heard of the charming simplicity of Mr. Ward's dupes, all wonders have ceased to excite surprise. These developments have not caused even a ripple on the surface of the stock market. Nor in fact have any of the late failures, though some of them have been important, made any special impression on values.

The action of the Clearing House banks this week, adopting the recommendation of the committee that no member of the association shall pay interest on deposits after January 1, 1885, would be an important event if it was likely to be carried into effect. Unfortunately it is impossible to make the resolution operative except through a ratification by the individual banks, and we fear so large a minority will withhold their approval, and therefore uphold the practice, that the proposition will again fail, as it did, and for the same cause, in 1857 and in 1873. But if no better reasons far abandoning the effort can be given than those Mr. Baldwin presents in his minority report, a favorable result ought certainly to be assured. The whole question is one affecting public safety, and it is our financial system, not Great Britain's, that is endangered. talk about the usefulness of large deposits to banks and communities, or to cite the custom of the joint stock banks in London, is perhaps interesting reading. but not at all relevant. We have just passed through a panic which has entailed great loss on the whole country, our entire industrial system having as a consequence suffered a severe wrench. What caused that panic to be so disastrous? What was the point of weakness certain banks disclosed which made the situation so very alarming? Which banks had to take large amounts of Clearing House certificates, and why? Where would those institutions be to day had they not thus been kept affoat? In fact, what would have been now the condition of hosts of men and of our industries had not the more conservative associations risked their assets to save their brethren for the public good? After Mr. Baldwin has answered these and a few other similar questions it will be proper enough to discuss the joint stock banks of London and other allied subjects. But when he comes to analyze that part of his report he will find that there is very little analogy indeed between Great Britain's financial system and ours.

Although aside from what has been stated, there have been very few events or even rumors affecting Wall Street values, some features of the market may need explanation. The decline in Central New Jersey, for instance, was due to the repetition of the story current some time ago that the floating debt of this company had not been paid, in accordance with the demand of the Chancellor when the receivership was discharged. It was subse-

this obligation. The announcement that Messrs. Gould & Sage had actually retired from the directory of the Louisville & Nashville (though their resignations were long ago sent in) was the signal for a sharp advance in that stock, the understanding being that the reorganization of the board was preparatory to the adoption of measures which would result in the financial relief of the property and its management on business The disclosures made regarding principles. the Union Pacific and the assertion that troubles, no more dividends would be paid until the Government claims under the Thurman act were satisfied, had only a temporary influence upon that stock on Thursday. The new scheme for the reorganization of the Wabash, which provides for an assessment of \$6 per share and the exchange of the general mortgage and collateral trust bonds for debenture bonds, had no effect whatever upon that property. Perhaps the most important influence of the week-that is, in its immediate effect on values-was the fact that the short interest was early in the week increased largely. This was done as soon as the market showed weakness, apparently feeling the effect of sales to realize; the operators for a decline were thus encouraged to renew their operations, their confidence being increased by the fact that the arbitrage brokers dealing on London account were selling, and also by the suspension of De Wolf & Swan. The market, however, failed to yield as readily as had been expected, so additional pressure was applied, and thus it became heavily oversold and ripe for just such manipulation as was resorted to on Wednesday afternoon. So far as can be ascertained, there has been very little outside speculative purchasing for the advance.

Up to yesterday, exchange was weak and bankers reported it almost unsalable. There was a pressure of commercial bills drawn against grain shipments, of bankers' drafts made in anticipation of the movement of cotton and also of speculative bills notwithstanding the low rates, though the latter were not very liberal in amount. The demand was confined to bills to remit for stocks sold here on European account and for current needs, but merchants have been buying scarcely anything. Yesterday rates were marked up one-half cent, probably due to larger sales here on European account of securities bought at the lower prices. The advance, however, is believed to be only temporary, as present indications point to a further decline in the near future, though bankers do not look for very liberal imports of gold this season. The reason they give is that as soon as shipments become important in amount the Bank of England will be likely to resist withdrawals by an advance in the rate of discount. The first shipment for the season, to amount of £100,000, was made on Thursday on the order of the Bank of British North America. is understood that £200,000 more, consigned to another foreign house here, will be shipped to-day, and that this forms part of the £233,000 withdrawn on balance from the Bank of England yesterday. At the moment the export movement of breadstuffs is to an extent limited by high ocean freights and by the inability of shippers to get the particular grades of wheat which are in request in the European markets. The arrival of steamers under charter to load in August will tend to reduce freights, and the rapid harvesting now in progress will soon afford an abundant supply of grain for shipment. The only danger is that the holders of wheat will overestimate the foreign demand and advance the price, thus influencing the farmers to retain their produce instead of freely marketing it. Commission brokers in a position to be well informed say that they can buy established grades of wheat at figures quently stated that ample provision had been made for which will cost, laid down at Continental ports, from \$1 to \$1 05 per bushel, but that any attempt to advance the price in this country will check the outward movement.

Philadelphia & Reading's June exhibit is unsatisfactory, both as to results and as to the method of making the return. It will be remembered that heretofore the company, while including the accounts of the Central of New Jersey in those of its own, also gave the figures of the leased road separately, so that the result of the lease could be easily determined. These figures were necessary, too, because otherwise no comparison with last year could be made, since to place this year's totals on a similar basis with those of 1883, the operations of the Central of New Jersey had first to be deducted, that road not having passed under the Reading management until June 1 of last year. With June, of course, the objection to lumping the totals was in a great measure removed, since the period had arrived when the figures for last year, as well as this, included the operations of the Central of New Jersey, but all the same, separate reports of the leased road are still very desirable, and possess great value for security holders in both companies. It is important to know, for instance, how the leased road is faring now that the season of its heaviest traffic has arrived, and whether the continued restrictions of coal production are felt as much in the months of large business as in the earlier months of small business. The figures for the corresponding month of last year offer no guide, since the conditions now are so vastly different, and, moreover, the company had a heavier rental to pay in June, 1884, than in June, 1883, since dividends on the stock of the leased road had not yet begun at this time in the previous year. Under the smaller rental in 1883, the month's operations of the Central recorded a profit to the Reading of \$26,413. What the result was this year is the inquiry that the present report, making no separate mention of the leased road, fails to answer. It is easy to see that the question is an important one, since whatever increase has occurred in the rental this year, of course goes to swell the loss in net earnings as compared with 1883 that the combined system now records.

But the most serious objection to the present return is yet to be made. The form of the statement, with the exception of the omission of the Central of New Jersey's individual showing, is the same as in the past, but down in one corner of the report in such an inconspicuous place that the eye almost fails to catch it—indeed we have not seen it referred to in any newspaper statement that has come under our notice—the following brief remark appears: "Note—This includes business from June 3d to 30th, 1884, inclusive." Looking back to the corresponding return for a year ago, we find no such note as this, and hence we are forced to conclude that the company is comparing 28 days business in 1884 with 30 days business in 1883. The assumption would appear to be borne out by the wording of the note, and further by the fact that the present return is issued by the receivers (not by the company) and that the receivers entered into possession of the property not on the first of the month, but probably on the 3d, the application for their appointment having been made and granted on the 2d. There is one other fact that would seem to confirm the same view, and that is, that all the different items of traffic carried show a decrease this time. The falling off in the coal traffic might be explained by the stoppage of two weeks at the mines this year, against only one week in June, 1883, but the very heavy decrease in the merchandise and passenger traffic, both of which in preceding months recorded gains over 1883, can only be explained by the omission of some portion of the month in the way mentioned. A part of the decrease might be ascribed of course to the effects of

general business depression, though these had failed to make themselves felt in other months on those kinds of traffic, but the falling off would seem to be too large to be attributed wholly to such a cause. Thus the number of passengers carried is given at only 1,775,151, against 1,924,346 in 1883, and the number of tons of freight at 686,420, against 818,956. The coal tonnage is given at 760,834 tons, against 1,092,513 tons in 1883. The effects of this diminished traffic upon the company's earnings and income are clearly set out in the following summary.

	Jun	ie.	Dec. 1 to June 30.			
PHILA. & READING.	1884. 1883.		1884.	1883.		
Railroad Company. Gross carnings. Expenses.	\$ 2,148,764 1,250,837		\$ *16,516,369 *10,123,913			
Net	897,927	1,210,988	*6,892,396	5,465,993		
Coal & Iron Company. Gress earnings Expenses	1,083,358 1,110.848	1,548,732 1,522,457		8,241,637 8,156,408		
Net	def. 27,485	÷ 26,275	def.449,563	85,231		
Total net of both Co.'s	870,442	1,237,263	5,942,833	5,551,224		
Deduct Central New Je May, inclusive, when in in previous fiscal year.	road was no	t operated	2,938,349	••••		
Result			3,004,481	5,551,224		

* Including \$4,844,331 gross earnings, \$3,028,447 expenses and \$1,815,884 net earnings of the Central of New Jersey, not included in the previous year.

Here we find a loss in the gross earnings of the Railroad Company for June of \$661,725, and of \$465,374 more on the Coal & Iron Company, while the loss in net for the combined companies is \$366,821. We can not of course say how much of this loss is due to the smaller number of days included in the month this year, but may remark that to the extent that the rental of the Central of New Jersey was greater this June than last, would the loss be still fur. ther augmented. As to the result for the fiscal year to the end of June, the inclusion of the Central of New Jersey during seven months in 1884 and only one month in 1883 makes it appear as if there had been an increase in earnings, whereas there has been a decrease. In order to bring the result for the two periods upon an equal basis we have deducted the rental of the Central of New Jersey for the six months from December to May, in 1884, that being a charge which the Reading had to meet this year, but did not have to meet last year. Accordingly we see that the net left to the Reading in 1884 was \$3,004,484, against \$5,551,224 in 1883, a decrease of somewhat over $2\frac{1}{2}$ mil. lion dollars.

Norfolk & Western, which until recently gained pretty steadily in both gross and net earnings, has now for some months been recording losses. The exhibit for June has been issued this week, and shows a loss of \$20,000 in gross earnings, accompanied by an increase of \$7,000 in expenses, so that there is a falling off of \$27,000 in the net. Of course, there are reasons for this unsatisfactory result, but with the exception of the Pocahontas mine difficulty they are of much the same character as those affecting other roads in different sections of the country, namely, low rates and a diminution in through business. The company also reports an indisposition on the part of shippers to send their crops forward at the prevailing low prices. The local drawback, however, which the company experienced at the Pocahontas mine, has no doubt played a very important part in the present decrease. Pocahontas is on the New River division of the road, which the company completed in May of last year, ever since which the mines there have furnished it with a large business. The explosion which occurred at these mines some time ago was followed, we are told, by a temporary shutting down of furnaces for repairs, and this interrupted the movement of iron ore and pig iron. How

important the tonnage from this traffic is, will be seen, when we say that in the year 1883, though the New River division was in operation only the last six months, the tonnage of iron ore had risen to 51,915 tons from 1,399 tons in the year 1882, and pig iron to 24,611 tons from 13,372 tons. Of course the drawback which the road here encountered during June, is not permanent in its character, and we may therefore expect better results in future months, unless the general depressing influences alluded to above should become still more pronounced than they now are. The following gives the company's earnings for four years past—both in June and the six months ended June.

Norfolk & Western.	1894.	1883.	1882.	1881.
Jane. Gross earnings Operating expenses	\$ 183.869 126,615	\$ 203,610 119,531	\$ 174,843 101,991	\$ 156,888 95;316
Net earnings	57,254	81,079	72,552	61,372
Jan. 1 to June 30— Gross earnings Operating expenses	$1.246,503 \\ 787,753$	1,209,435 707,499	1,024,959 620,499	995,129 559,157
Net earnings	45<,750	501.936	404,460	435,972

Here we see that while the June gross earnings are smaller only than in 1883, the net are smaller even than in 1881, which reflects the increased cost of operating, on account of lower rates, &c. The statement for the half year. however, makes a very much better exhibit. Gross earnings are larger than ever before, while net have been exceeded only once—last year. The total of the latter is \$458,750. against \$501,936 in 1883, a decrease of \$43,186. The falling off, it will be noticed, is not by any means serious. The accounts for the calendar year 1883 show that the company has quite a large margin to exhaust on the basis of that year's operations before its annual charges would be endangered. The surplus above interest and all other items then was \$492,410 (which was the basis of the 31 per cent scrip dividend declared on the preferred stock), and this is the margin that would have to be wiped out. The loss in net for the half year we have seen to be \$43,186, which to that extent would encroach upon said surplus. Allowing, besides, for \$150,000 increase in interest charges (6 per cent upon the $2\frac{1}{2}$ millions improvement and extension mortgage issued), and there still remains nearly \$300,000 margin for a falling off in earnings during the current six months.

The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	July	28.	July	July 29.		30.	July	31.	Aug. 1.		
* .	Lond'n prices.*	N.Y.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y.	
U.S.4s,c.		12038		12038	126.5	12012		1201/2	120.12	1263%	
U.S.41/69.		11236		11238	112.4)	11256		1125_{8}	112.40	11256	
Erie		1534	14 89	15	14 77	14%	15.86	1578	15.73	161	
2 : con.		59	58:50	53	• • • • • •	5834	60.56	6034	62.43	62	
Ili. Cent.		127	126.21	12014	125.97	125%	127.18	128	. 128.98	12714	
N. Y. C		10834	107:80	108	108.40	109	109.37	110	111.18	111	
Reading	14:294	2816	13.6 +	2734	13.80+	2716	13:32+	271/2	13.67	2834	
St. Paul.	80:18	80!4	79.82	7934	80.67	8058	82.97	83	81.45	851/	
Can.Pac.	46.87	441.5	46 99	4 116	41.0-‡		45 05	45	45.01	46	
Exch'ge,	4 8	3416	4.8	14	4.6	416	4.8	1.₹.	4.8	4	

Money still loans at nominal rates on call at the Stock Exchange. The mercantile banks are represented as rather more liberal in their accommodations to regular customers, and paper that is strictly for business purposes is more freely bought. At the interior there are reports of stringency, but the demand for money does not yet appear to be sufficiently urgent to induce the banks to make large drafts upon their balances in this city. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of gold and currency by the New York banks.

Week Ending Aug. 1, 1884.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	\$1,501,000	\$350,000	Gain \$1,151,000
Gold		*460,000	Loss. 400,000
Total gold and legal tenders	\$1,501,000	\$750,000	Gain. \$751,900

* Including \$300,000 gold sent to Canada.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement, the banks have gained \$500,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to day.

Week Ending Aug. 1, 1884.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above Sub-Treasury operations, net		\$750,000	Gain. \$751,000 Gain. 500,000
Total gold and legal tenders	\$2,001,000	₹750.000	Gain. 1,251,000

The Bank of England reports a loss of £194,291 bullion for the week. This represents £28,291 sent to the interior, and £166,000 shipped abroad. The Bank of France lost 405,000 francs gold and gained 143,000 francs silver, and the Bank of Germany, since the last report, has gained 4,357,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	July 31	, 1884.	August 2, 1883.			
	Gold.	Gold. Silver.		Silver.		
	£	£	£	£		
	24.361,334		22,923,987			
Bank of France	41,762,575	40,637,435	39.534,525	41,430.142		
Bank of Germany		22.816,300	7,640,500	22,921,500		
Total this week	73,729,609	63,453,7.5	70,101,012	64,351.642		
Total previous week	73,895,627	63,285,515	6) 959 813	61,486,178		

The Assay Office paid \$365,694 through the Sub-Treasury during the week for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

:	,	Consisting of—						
Date.	Dulies.	Gold.	U. S. Notes.	Gold Certific's.	Silver Cer- tificates.			
Ju'y 25	\$114,187 22	\$2.000	\$92.000	\$213,000	\$107,000			
" 26	346 305 72	3,000	19,000	222,000	102,000			
" 23	425,051 70	2,000	46,000	209,000	168,000			
" 29	985,671 34	17,000	118,000	486.00	364.000			
. 30	519,766 10	2,000	62.000	322,000	133,000			
" 31	376,247 15	5,000	36,000	207,000	129,000			
Total	§3,067,229 23	\$31,000	\$373,00	1,659,000	\$1,003,000			

THE EMBARRASSMENT OF THE BUFFALO NEW YORK & PHILADELPHIA.

The financial embarrassment of the Buffalo New York & Philadelphia and the Rochester & Pittsburg, both coal roads, both traversing much the same section of country, and both of which acknowledge themselves unable to pay a part of the interest on their bonds, is neither unexpected nor should it cause any surprise. On the contrary, such a result has for some time seemed inevitable, and it is the direct outgrowth of the multiplication of new lines and the extension of old ones in Western New York and Penn-To describe these two systems briefly we may say that they both connect Buffalo and Rochester with the coal fields of Western Pennsylvania. They are thus competitors with each other, besides being competitors of other lines. They are, moreover, both largely new, and have thus had to meet the active hostility of these other lines -chiefly the Erie-which had been in the field before them. That they should have been pressed to the wall, therefore, in the struggle is not wonderful, especially con sidering the depressed condition of all industries, and

,000

0,000

1,000

ngs

om

nks

ub-

we

ı to

for

ay.

ngs.

1,000

0,000

1,000

ion

ior,

nce

er,

has

the

his

r.

112

,500

.642

,178

Sub.

the

er-

e**s**.

,(10).;

,000

000,

600.

.000

,000

,000

LO

ork

coal

try,

pay

eted

uch

the

and

enn-

nay

the

om-

ther

ave

ines

fore

vall,

con and

Digitized for

the.

more particularly the industry that they are mainly dependent upon.

The general public hardly appreciates the extent to which the construction of new railroad mileage has been carried in the territory in question. When a great trunk line like the West Shore or the Lackawanna is built and placed in operation, the whole world is at once apprised of the fact, and much is made of it. The event is on every one's lips, and all are engaged in trying to measure its consequences. Not so when a smaller system, perhaps equally important in its bearings, rises into prominence. The formation, extension, expansion and completion of such systems goes unnoticed till one day it is found that their growth and multiplication is sapping the life of one or more of the larger systems, or that so many of them have spread themselves out in the same territory that they threaten each other's existence. Of a character very much akin to this have been the operations of the Rochester & Pittsburgh and the Buffalo New York & Philadelphia. Their extensions and new construction have occasioned comparatively little comment, and yet each has been slowly encroaching upon the other's domain and both have been and are seriously harming the Erie in the same territory. To-day all three companies find themselves suffering from financial ills, which are particularly aggravating when the times are so manifestly out of joint. ()f course, competition is assigned as the cause of the malady, and the diagnosis is correct, but the agency that brought it about remains veiled, though it is a factor in the situation that can not be altogether ignored.

To understand the present situation, it is necessary to look back only a very few years. The Buffalo New York & Philadelphia can hardly be called a small system now, since its mileage embraces 669 miles of completed road, but it is hardly a year and a half since the road was raised to its present dimension by a consolidation of the original Buffalo New York & Philadelphia with the Buffalo Pittsburg & Western, the Oil City & Chicago, and the Olean & Salamanca. We need not specify the length and termini of each of these, nor would it answer our present purpose to state just what new mileage has been built under the consolidation. Many of the individual roads had undergone considerable enlargement and extension just prior to the merger, and these of course retain their characteristics as new lines as much as if the consolidated company The important point itself had made the additions. is to know what parts of the system as now constituted have been brought into existence within say the last three years, and consequently have had to fight their way against the opposition of the older lines. We may say, therefore, that within that period the lines composing the Buffalo New York & Philadelphia system have been extended as follows: A line has been built from Brocton, N.Y., to Buffalo, N. Y., giving an entrance into that city to the Buffalo Pittsburg & Western from the west, as the Buffalo Philadelphia & New York (with which it was to be subsequently consolidated) already had from the south. The Buffalo Pittsburg & Western also bûilt a line into Salamanca from Irvineton, Pa. At the same time the old Buffalo & Philadelphia was building a line into Rochester by means of an extension of the Genesee Valley Canal Railroad. Finally, in September of last year, the consolidated company completed the Olean & Salamanca, whose termini are indicated in the name, and thus supplied the link connecting the Pittsburg & Western and the Buffalo & Philadelphia.

Not to speak of any minor pieces, therefore, we have new lines into both Buffalo and Rochester from the Pennsylvania coal fields. In conjunction with this, now note | trade questions, -which is a hopeful sign, -and are con-

the extensions made by the Rochester & Pittsburg. Only about a year ago this was nothing but a short road in New York from Rochester to Salamanca, known as the Rochester & State Line. Under the present management it has been extended south into the coal fields of Pennsylvania, from Salamanca to Punxutawney, about 100 miles, and a line has been built north from Ashford Junction into the city of Buffalo. Thus both the Buffalo & Philadelphia and the Rochester & Pittsburg have built new coal lines to Buffalo, and both have virtually built new lines into Rochester, since though the Rochester & Pittsburg already had a line to the latter city, that line did not at that time extend into the Pennsylvania coal fields. The Erie, too, which previously had had almost a monopoly of the business, and was reaping large profits on the same, was meantime striking deeper and deeper into the coal basin, and as one means to that end was extending its Bradford Branch. It is not surprising that when the Erie saw first the Buffalo & Philadelphia take away part of the traffic, and then the Rochester & Pittsburg preparing to do the same, it should have entered upon an active and relentless war, from the effects of which all concerned are visibly suffering. It is not surprising, either, that as a result rates should have been so low as to leave little or no profit to the carrying companies. It is hardly necessary to say that the new lines were projected when our national prosperity was at its height, and when it really seemed (from the enormous coal traffic that the Erie was getting) as if there were no limit to the demand for coal, and as if there were room for some more railroads to handle the business. A few short years, however, have completely changed the aspect of affairs. It may be mentioned incidentally that besides the two new lines to Buffalo that the Rochester & Pittsburg and Buffalo New York & Philadelphia have furnished, the West Shore and Lackawanna have furnished two more, making four new roads altogether into that city.

As to the extent of the company's difficulties and the plan of relief proposed, the managers of the Buffalo New York & Philadelphia speak clearly and without equivocation. They say that the interest for the year on the company's bonds, though paid, was not earned. They give the funded debt on the 1st of July at 23 million dollars, and state that this calls for \$1,419,000 interest per annum. Adding on the interest on the floating debt and car trusts, and there would be a total yearly charge of \$1,626,500. The net earnings for the fiscal year ended September 30 (the last three months being estimated) are given at \$946,-000, which would leave a deficiency of \$680,500 in meeting interest alone, not to speak of the annual payments on account of car trusts, &c., to amount of \$200,000. In view of this statement and the fact that the company has an active floating debt, independent of the car trusts, of \$1,709,000, the directors propose (see plan of relief, with comments thereon, in our Investors' column) that the holders of all bonds except the 1st and 2d mortgages Buffalo New York & Philadelphia and the 1st mortgage of the Warren & Franklin shall from the 1st of August and for three years thereafter take for their coupons three per cent in cash and the remainder in non-interest bearing scrip, convertible into income bonds. It will be noticed that this plan is the same as that of the Texas & Pacific, except that the period for funding coupons is shorter, and that like that of the Texas Pacific it has the merit of paying bondholders a part at least of the interest instead of making them forego the whole amount.

TRADE WITH OUR SOUTHERN NEIGHBORS.

The politicians are beginning to take an interest in

sidering or promising various measures for the extension of American interests abroad. Among other propositions which some of them are making, and which merchants will do well to keep in sight, is, that something be done to promote our trade with the countries of the American Continent and of the adjacent islands. This is a most desirable object, and as it can only be accomplished by peaceable means, and must be frustrated by anything that savors of hostility toward other nations, it should be encouraged so far as the steps taken are wise and based upon sound economic laws.

insurmountable obstacle to prevent our exportation of the very goods which form the largest part of British and French exports to them. For example: of the \$9 000,000 exports from Great Britain to Mexico (in all the following statistics the returns are for 1882), more than \$4,000,000 consisted of cotton goods and \$3,000,000 of iron and steel manufactures. Our own exports of cotton goods thither reached nearly a million (\$918,590), and of iron and steel exceeded the British by three-quarters of a million dollars in value. If we could dispose of so much of these articles in competition with England, we might sell more

There is a general impression—and it is a correct onethat our trade with the republics south of us, and with South America generally, is in an unsatisfactory condition. We do not get the share of their trade to which our position and our resources entitle us. But it is a mistake to suppose that the trade is declining, or that we are not holding our own in the contest with our great rivals, the British and the French. During the past ten years the United States has increased its trade with the nine largest countries south of us, absolutely and relatively, while that of its competitors has declined. The December report of the Bureau of Statistics furnishes some figures which are of much value in this comparison. From that report we have compiled the following tables. Inasmuch as the returns for Great Britain and France come down no later than 1882, we make the comparison between 1872 and 1882.

VALUE OF IMPORTS-(000s omitted).

From-	Into the Un. States		Into Great	t Britain.	Into France.		
	1872.	1882.	1872.	1882.	1872.	1882.	
Mexico Cent. America Colombia Venezuela Brazil Uruguay Argentine Rep. Chili Peru	6,131 4,445 3J,122 3,898	\$8,462 4,735 4,961 5,746 4,802 6,838 5,235 1,810 3,029	$egin{array}{c} 5,480 \\ 4.960 \\ 548 \\ 47,172 \\ 6,896 \\ 9,260 \\ 27,212 \\ \end{array}$	7,553 5,452 1,280	$\frac{2,085}{2,269}$	5,894 4,150 19,151 6,859 32,680	
Totals	\$61,250	\$39,618	\$124 182				

VALUE OF EXPORTS-(000s omitted).

T o	From U	n. States.	From Grea	Britain.	From France.		
	1872.	1882.	1872.	1882.	1872.	1882.	
Mexico	4,411	1.64 6,408	1.637 $15.4 - 3$	\$9,526 3,753 5,19			
Venezuela Brazil Uruguay Argentine Rep.	$\begin{array}{c} 940 \\ 5.913 \\ 1.673 \\ 1.460 \end{array}$	9,153	2,665 37,570 9,33.) 19,621	$\begin{array}{c} 2,807 \\ 35,640 \\ 7,225 \\ 90.75 \end{array}$		1,328 $1,870$ $5,634$	
Peru	1,850 4,595	1,77: 55	16.393 16,265	20,758 15,346 5,656	, , , , , ,	2,115	
Totals	\$27,353	\$11,70	\$123,621	105.541	\$85,620	\$77,153	

It appears from these tables that in the trade with these countries both our imports and our exports have increased in ten years, the former 46 per cent, the latter 52 per cent. British imports meanwhile have declined 29 per cent and exports 15 per cent; and French imports have increased 45 per cent, while the exports have fallen off 10 per cent. A study of the facts in detail will show that the absolute and relative improvement in our trade, indicated by these figures, is not due to a large expansion of it in any one quarter, but that our imports from all the countries, except Colombia and the Argentine Republic, have augmented. and our exports to all, except Uruguay and the warring republies of the west coast. Nor was 1882 a peculiarly tavorable year for the comparison. In 1883 our imports from these countries had a value of \$81,995,000; our exports to them were valued at \$45,466,000. Although 1883 was a bad year for trade the world over, our aggregate commerce with these countries fell off less than four million dollars.

Another table which is contained in the same report of the Bureau of Statistics affords proof that there is no

very goods which form the largest part of British and French exports to them. For example: of the \$9 000,000 exports from Great Britain to Mexico (in all the following statistics the returns are for 1882), more than \$4,000,000 consisted of cotton goods and \$3,000,000 of iron and steel manufactures. Our own exports of cotton goods thither reached nearly a million (\$918,590), and of iron and steel exceeded the British by three-quarters of a million dollars in value. If we could dispose of so much of these articles in competition with England, we might sell more-How large the field is may be judged from the fact that while we had a trade of some importance in cotton goods with every one of these nine countries in 1882, amounting in the aggregate to \$3,715,495, the British exports of such goods thither reached the enormous value of \$44,902,352, and even the French cotton goods were valued at more than three millions. We had also a trade in iron and steel manufactures in every country of those named, and while our exports exceeded those of England in Mexico, Colombia and Venezuela, the British aggregate for all the countries was $2\frac{1}{2}$ times as great as our own.

The goods in which France takes the lead are boots and shoes and wearing apparel. The value of leather manufactures introduced into these countries from France was \$5,707,943. Here again we had with every one of these countries the beginning of a trade, but it amounted in the aggregate to only \$359,141. The French wearing apparel trade amounted to more than six millions; our own to less than \$200,000. We might go further with these statistics, but they would only serve to enforce what is amply indicated by those already given, namely, that in all the countries to the south of us we are already competitors—for the most part distanced in the race, to be sure—successfully selling our own manufactured goods in rivalry with those of Europe.

If these facts prove anything, they prove this:—that there is not the slightest need of congressional interference or help to enable the United States to extend its trade in Mexico and South America. We refer now, of course, to direct help and not to such as might be afforded by such a change in the tariff laws as would enable us to manufac-Nor do we mean to imply that, ture more cheaply. because help is not absolutely necessary, it might not be welcome; but only to show that it rests with ourselves to improve the situation, let Congress act or refrain from acting.* If we can sell iron manufactures in Colombia in competition with Great Britain, and outsell her there, it depends only on ourselves to outsell her in Brazil. If we can find a profit in sending one million dollars worth of cotton goods to Mexico and half as many to Brazil, why should we not sell a larger share of the more than twenty three million dollars' worth of cotton goods which these two countries buy? We import hides free of duty; we have the cheapest tanning material in the world; and, by the use of machinery, we can make a pair of shoes at a less expenditure for labor than can any other people in the Why should France sell to Central and South America fifteen times as many shoes as we do? The only answer is, that we do not seek the business, at least not in the right way. Great Britain and France carefully study the habits and the wants of their customers, and supplywhat is needed. We wait for orders to come, and fill them with goods made for our own market. We do not have a large trade with our neighbors only because we do not work for it. Our merchants can have the trade when they set about it; no legislation can give it to them without But judicious treaties might make exertion more of an object.

RETURNS OF THE BANKS OF THE DOMINION OF CANADA FOR JUNE 30, 1884.

1			8	LI	BILITI							ś		ASSETS.				
NAME OF BANK.	Capit'l Paid	Res'rve Fund.	in Cir-	Gov'rn- ment Depos-	Other Deposits.	Loans. &c.,due Can'da	Due For'gn Agenc's	t Other bilities	Total Liabili- ties.	Specie.	Do- minion Notes.	Other checks and	Due from For'gn	Loans to Gov'm't. Individ-	Over- due Debts.	Securi tics & Real	All Other Assets.	Total Assets.
000s omitted.	Up.		culat'n	its.	. i		Agenc's					Notes.	Agenc's	als, &c.		Estate.		
Ontario.	1.	2. \$	3.	4.	5. . \$	6. \$	7.	S.	9.	10.	11.	12.	13.	14. \$	15.	16.	17.	18.
Bank of Toronto	\$ 2,000	1,100	1,088	20	4,760	279		2	9,219	205	651	400	122	7,648	167	197	5	9,395
Can. Bk. of Com'ree	6,000	2,000	2,605	217	11,948	126	263		23,159	917	1,118	1,088	1,183	17,645	417	1.362	20	23,750
Dominion Bank	1,500	930	1,16!	85	5,181		110		8,967	149	442	554	547	6,769	39	594	4	9,098
Ontario Bank	1,500	425	1,475	126	4,171	142	123		7,962	228	396	i		€i,059	21	313	1	8,102
Standard Bank	804	185	451	124	2,076			••••	3,640	100	162	(1	3,187	. 8	1	2	3,684
Federal Bank	2,953	1,500	1,487	176	4,076	678	470		11,340	193	147	i	3	10,244	159			11,400
Imperial Bk. of Can	1,500			215	3,259		17		6,580	263	338			5,077	154	1	15	6,679
Bank of Hamilton	986	250		. 30			35		3,682	117	110	137	13	- 1	48	1	18	3,734
Bank of Ottawa	999		1	55	1,365		4		3,055	63	120		161	2,546	25	42	••••	3,147
Western Bk. of Can.	223		r.	•••••	263				598	11	29	•		478	1		7 6	
Bk.of Lond'n in Can	140	1	E .		191	i .	• • •	6	535 625	5	23 45	1	1	394 511			11	536 633
Central Bk. of Can.	159		-		389					,								
Total Ontario	18,764	7,235	10,778	1,015	39 ,331	1,:37	1,022	8	79 ,390	2,285	3,581	4,490	2,384	63,727	1,039	3,168	89	80,763
Quebec.		1					-			4.000	. 100	- 0	4. 70.	D4 400	000	F00		4 - 0-0
Bank of Montreal	12,000	•		1			20	• •	45,308	1,887	2,498			31,488	296	538	693	
Bk. of Brit. No. Am	4,867			1	, ,		29		11,901	350	754	334 271	1,737	8,096	37	244	0.51	11,523
Banque du Peuple	1,600	1		1	1,537	1	67	5	3,580	30	112 43		15 20	2,947 810	203 217	97 382	35 219	3,710 1,792
Ban.Jacques-Cartier	500			261	685		•••••	2	1,785 1,324	15 10	18	1	1		36	122	310	1,331
Banque Vil e Marie.	464	1		66	387 433			4		29	34			1,180	111	85	17	1,589
Banque d'H'chelaga	708	1	308	!		1	t	,		1	01			1,100				1,000
+Exch'ge Bk.of (an Molson's Bank	1	500	1,547	£4	4,848	46	277	••••	9,302	274	579		192	7,561	103	265	48	9,506
Morchants' Bank	2,000 5,72	1,250	1		8.939	1		20	19,775	660	751	1,061		15,838	445	628	92	20,125
Banque Nationale	2,000	1	740	1		•	67	6	4,618	128	298		1 1	3,428	193	365	26	4,681
Quebec Bank	2,500	1	1		4,069	1			7,590	74	192	326	206	5,945	603	308	14	7,671
Union Bank	2,000	1	616		1			• • • • • • • • • • • • • • • • • • • •	4,998	61	100	407	26	3,829	188	441	55	5,087
Banque de St. Jean.	226	1	138	20				1	580	6	9	20	14	465	63	19	6	602
Ban.de St. Hy'cinthe	262	1	1	1	476				924	15	32	A . 51	5	730	103	. 18		954
East. Townships Bk	1,449	°375	741	218	1,949		25	3		109	91	194		3,872	207	205	29	4,844
Total Quebec	36,299	9,686	14,928	7,372	48,01:	1,097	559	69	118,021	3.618	5 ,511	5,304	9,855	86,936	2,788	3,717	1,544	119,273
Nova S otia.							10-	4=		2.10	000	343	10.	4.010	17.0		001	() mi -
Bank of Nova Scotia	1.114	1		, 182	1		195	45		299	389			4,810			261 6	6,711
Merch's Bk., Halifax	1,000	1	1	.177	1		• • • • • •	25		153 21	- 265 46	1		3 ,431 1 ,183	25 34	67 36	41	4,275 1,445
Peoples Bk., Halifax	600	1	1	1	1		4	92	1,401 1,370	19		1	,		32	1	22	1,403
Union Bk., Halifax.		1	1	1		1	_	1	1,823	30	83			1,477	107	1	1	1,863
Halifax Bank'g Co	500	1		48	833 256				818	30				680	9	1	14	843
Bank of Yarmouth.	388		1	!	73			2	1	20					19	23		422
Exch. Bk of Y'rm'th	246 250		1	1	1			٠ ا	4 1-0	15			1	1,044	38	11		1,194
Pictou Bank Com'cial Bk.Winds'r	i	1	1 .	31	186				640	13		1		576	49	1	1	687
Total Nova Scotia				I		·		174		599	893		377	14,429	438	739	346	18,823
New Brunswick.	1,000	1,000	2,000															
B'k of N. Brunswick	1,000	300	.478	78	1,163	. 37	4		3.080	86	190	114	47	2,610	57	37	11	3,152
Maritime Bk. of Can				138	1	1	12	5 3	1,228	26	86		64	979	7	16	34	1,248
St. Stephen's Bank.	200	50	191	29	107	3	••••		5 10	28		52	54	388	63	14		597
Total N. Brunsw'k	1,52	390	980	245	1,581	81.	-			138	276			3,977	127	67	45	4,997
Grand total	61.443	18,379	20,655	9.150	97,444	2,808	1.814	304	220.795	6.640	10.281	10,968	12,781	169.069	4,422	7.691	2,024	223,856

* Statement of Canadian branches only.

4—Government Deposits—Includes \$7,495,887 Dominion Government deposits payable on demand; \$306,802 Dominion Government deposits payable after notice or on a fixed day; \$148,974 deposits held as security for execution of Dominion Government contracts and for insurance companies; \$611,512 Provincial Government deposits payable on demand; \$2,217,313 Provincial Government

deposits payable after notice or on a fixed day.
5-Other Deposits-Includes \$44,201,111 other deposits payable on demand; \$53,239,655 other deposits payable after notice or on a fixed

day.
6-Loaus, &c.—Inc'udes \$1,385,327 loans from or deposits made by other banks in Canada; \$1,221,669 due to other banks in Canada.
7-Due Foreign Agencies -Includes \$102,819 due to agencies of bank, or to other banks or agencies in foreign countries; \$1,710,759 due to agencies of bank, or to other banks or agencies in foreign countries; \$1,710,759 due to agencies of bank, or to other banks or agencies in United Kingdom.
12-Other Checks and Notes-Includes \$5,042,533 notes of and checks on other banks; \$2,925,253 balance due from other banks in Canada.
13-Due from Foreign Agencies-Includes \$9,910,611 balance due from agencies of the bank or from other banks or agencies in foreign countries; \$2,970,450 balance due from agencies of the bank or from other banks or agencies in the United Kingdom.
14-Loans to Government, Individuals, &c.—Includes \$6,703,374 loans to the Government of the Dominion; \$1,179,960 loans to Provincial Governments; \$12,069,197 loans, &c., secured by municipal, Canadian or foreign bonds; \$1,699,028 loans, &c., on current account to municipalities; \$16,177,495 loans, &c., on current accounts to other corporations; \$134,932 loans to or deposits made in other banks secured; \$475,433 loans to or deposits made in other banks, unsecured; \$130,250,130 other current loans, discounts and advances to the public.

15—Overdue Debts—Includes \$1,615,557 notes, &c., overdue and not specially secured; \$161,218 other overdue debts not specially secured; \$2,645,362 overdue debts, secured.

16—Securities and Rea! Estate—Includes \$308.549 Dominion Government debentures or stock; \$1,751,003 public securities other than Canadian; \$1,122,301 real estate (other than the bank premises); \$803,319 mortgages on real estate sold by the bank; \$3,106,022 bank

FINANCIAL REVIEW OF JULY.

The month of July just past was remarkable for its developments in Wall Street. The recovery of confidence and the advance in prices from the depression of June were scarcely less than phenomenal. After the panic of May the greatest dejection, and in many cases the lowest prices, were reached late in June, and this greatly through fear of troubles which might come on the first of July, when many railroad defaults were predicted.

On the first of July there was hardly a default on railroad bonds which had not been expected and fully discounted in the markets. The banks also began to show a rapid and wonderful improvement, and their reserves ran up each week until on July 26 the surplus above the legal requirement reached \$30,628,125, against \$9,339, 725 about the same time in 1883 and \$5,381,025 in 1882. The whole tone and temper of feeling at the Stock Exchange and in financial circles was reversed, and a movement

of great buoyancy in stocks was commenced, which kept up without serious re-action throughout the month.

In commercial affairs the situation was much less hopeful, and in the city dry goods trade especially there were several important failures, and apprehension as to the houses. In manufacturing dis. standing of other improvement in the tricts, also, there was no condition of affairs, and mills were shutting down for lack of paying business; steel rails sold below \$28 at certain mills, and this demoralized the trade. On account of very large crops, however, there was a hopeful feeling at the end of the month.

The money market was very easy at 1@3 per cent on call loans with stock collaterals, but much higher on commercial paper at 5 to $6\frac{1}{2}$ per cent, the latter being made in consequence of distrust of much paper and stricter regulations among the banks as to their discounts.

The Stock Exchange was the scene of great animation,

and with heavy buying by pools, and by the large and small operators of the Street, there was an immense rise in prices of stocks. The general manipulation for a bull movement was greatly assisted by a very heavy short interest which existed at the close of June, and which had to be covered to a large extent in July on account of the high rates demanded for the use of stocks.

Foreign exchange declined after the first of July remittances for interest were well past, and late in the month rates for sterling were about specie-importing point. The prospect for a better supply of commercial bills from exports of produce and the larger orders here for buying securities, were the principal causes for weak sterling. Shipments of specie from London to a moderate extent were made at the close of July.

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 day of Aug. 1882, 1883 and 1884.

STATISTICAL SUMMARY ON OR ABOUT AUGUST 1, 1882, 1883 AND 1884

	1882.	1883.	1884.
New York City Banks-			
Loans and discounts	332.610,300		
Specie	69,610,500	63,130,900	74,792,700
Circulation	18,191,700		14;362,700
Net deposits\$	319,669,100		
Legal tenders	24,657,800	27,103,700	
Legal reserve	79.917,275	80,893,975	
Reserve held\$	85,293,300		
Surplus reserve\$	5,381,025		30,628,123
Money, Exchange, Silver-			
Call boans	2 @ 4	2	1 22
Prime paper, sixty days	412 a 512	41205	5 6042
Silver in London, per oz	o2d.	5671.d.	56F8
Prime sterling bills, 60 days	4 86	484	4 8242
United States Bonds—		100	1001.
2s, registered, option U.S		103 132	1004
64, currency, 1898	130	152	131
4125, 1891, coupon	11418	11278	11258
4a of 1907, coupon	12018	11918	12019
Railread Stocks-	1071	1100	1 1 0iu.
New York Central & Hud. Riv.		11633	1103
Erie (N. Y. L. E. & W.)	397_{8}	3434	1618
Lake Shore & Mich. Southern.	11434	10734	80%
Michigan Central	98	88	7234
Chicago Rock Island & Pacific	13314	122%	11434
Ininois Central	13,12	13158	12714
Chicago & Northwestern, com.	137	1224	104
Chicago Milw. & St. Pael, com.	120	10334	8512
Delaware Lack. & Western	1367g	12558	11438
Central of New Jersey	7912	87	6578 .
Merchandisc-	7012	110	2.,
Cotton, Middl'g Uplands. ? b.		10	111118
Wool, American XX & D.	35042	32 240	33 7 36
Iron, Amer. pig. No. 1. 18 ton.	23 30 @ 26 00	21 00 422 50	20 00 21 50
Steel rails at mills	44 000 17.00	40 03 # 42 00	28 00 729 00
Wheat. No. 2 red win. 3 bush.	1 1301 1334	1 15 01 17	95 12 20 97
Corn, West. mix. No. 2. & bush	85 4 @86	604 761	62 15 26 63 58
Pork, mess	21 62 2-21 75	15 75	16 000 17 00

OLOSING PRICES OF GOVERNMENT SECURITIES IN JULY, 1834.

July.	41 ₂₈ , 48, 38, 68, 1891, 1907, 000 n Cur., coup. coup. U. S. 1898, reg. reg.	41 ₂₈ , 48, 50pt'n Cur, 1891, coup. coup. 7. 7. 8. 7. 7. 7. 7. 8. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7.
1	19 13 ¹ 2	11212
	1 20	
3	112 11 34 21	112%
	Heli (22	12042
	days. } 23	$1125_8 1201_2 1001_8 \dots$
		12058
7	112 119 100 25	12012
		11212 120%
9		
10		120%
11		$112^{5}8$ $100^{1}4$
	1124 1194	12012 10018
		11258 12038
14	11934 10014	110 100 100
15	11934 Open	112 x18½ 100
16	12014 High	11298 1209 1004
17	11238 12014 Low.	$112 118^{1}2 100 \dots$
18	120 ¹ 4 100 ¹ 4 Clos	11208/12008/10018/

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of June and July, 1884.

RANGE OF STOCKS IN JUNE AND JULY.

			June -			July.	
RAILROADS.	May 31.	Low.	High. Ju	ine 30.	Low.	High	Tuly 31.
Albany & Susqueh			· · · · · · · · · · · · · · · · · · ·		126	127	
Atch. Top. & San. Fe							• • • • • •
Bost.& N.Y.Air L. pt					83		
Burl. Ced. Rap. & No			60	50	0.,	-	
Canadian Pacific	. 4512	39	4512	41 ¹ 8	414	47	§ F C

Prices bid. | Prices asked | Ex-privilege. | Ex-dividend.

*Prices bid.

† Prices asked.

; Ex-privilege.

1				June			July	
١.	RAILROADS.					Low. B 2612		38
•	0 - 1 TI - 11 - P. Mine.	01-	0:-	01-	197	2	910	
	Central of N. Jersey.	\$56 4414	$\frac{52}{30}$	6') 45 ¹ 4	59 307a	305 ₈	41	653_{4} $43\frac{1}{2}$
	Ches. & Ohio	912	5	10	*5	612	812	8^{1}_{4} 15^{1}_{4}
-	Cedar Fails & Mill. Central of N. Jersey. Central Pacific Ches. & Ohio Do 1st pref. Do 2d pref. Chicago & Alton Do pref Chic. Burl. & Quincy. Chic. Mil. & St. Paul.	11	8	11	*531	7	1114	*10
-	Chicago & Alton	150	149	146	146	1.15	145	133
	Chic. Burl. & Quincy.	\$114	107 584	117	109	10812	121	121
	OH10. 11111. & 20. 1 1 10.11	7111				$\frac{6018}{9878}$	110	85 ¹ 2 110
	Chic. & Northwest	10042	59142	110 ¹ 4 103	100 §34 ¹ 4	84	1013_{4} 134	103 3 8
	Do pref. Chic. & Rock Island	$130 \\ 1114$	1004	11334	\$10338	122 101	115	11412
	Chic. St. L. & Pittsb. Do pref.	*8 *23	63 <u>4</u> 20	93 <u>1</u>	6.4	6.34	$\begin{array}{c} 93_{4} \\ 21 \end{array}$	*8 *21
	Chic. St.P. Minn. & O.	2713	2178	2:112	23	18 22^{1}_{2} 803_{4}	33	3212
-	Chic. St.P. Minu. & O. Do pref. Clev. Col. Cin. & Ind	90 41	$\frac{803}{28}$	$\begin{array}{c} 91 \\ 42 \\ 2 \end{array}$	3373	323_{1}	40	954 393 <u>4</u>
1	Clev. & Pittsb., guar		12048	135		133	137	•••••
-	Col.Chic. & Ind.Cent. Danbury & Norwalk		50 96 ¹ 8	114 50		50	50	
			9618	112	$110^{1}4$	10178	11758	11538 1150
1	Del. Lack. & West'in Denver & R. Grande Dubuque & Sioux C East Tenn. Va. & Ga Do pref. Green B.Win.& St. P.	70	6012	63		56	66	66
1	East Tenn. Va. & Ga	712	3°8	7%	3 '8 6 14	65 ₈	834	8 73
	Green B. Win. & St. P.	*5	5	1061-	*112	185	103	5 18
	Green B.Win.&St. P. Harlem Houst. & Tex. Cent. Illinois Central	*25	20	20	†23	20	34	34
	Illinois Central Do L'sed Line 4 p.o	120	110 753	120	113	$\frac{1125}{70}$	130 82 ¹ 4	130
	Indiana Bl. & W	1212	753 <u>4</u>	1234	1212	1012	1512	15
	Joliet & Chicago Keokuk & Des M		• • • • •	• • • • ;; •		140	140	******
	Lake Erie & West	. 11	6^{78}	1112	734 87110	7014	13^{1}_{2} 83^{3}_{8}	134
	Lake Shore Long Island	853 ₈ 671 ₃	6 ⁷ 8 67 ³ 6 63	70	66	66	6912	§66 ¹ 2
	Louis. & Mo. Riv. pf. Louisville & Nashv.		2940	3710		233 ₄	$\frac{40}{3714}$	37 ta
1	Louisv. N. A. & Chic		12	18		14	1812	3754 1818 60
1	Manhattan	·	90	2:17	*51 *89	86	J.I	J.L
	Do com Manhattan Beach Co		~ ^		453 164	1214	16	*5512
	Mem shis & Cha'ston	• •••••	134 23 85	29	24	, 24	30	
	Metropolitan Elev Michigan Central	. 6678	85 51 3 4	89 734	-85 *52	85 ¹ 2	91 73	91
	well I ol. t. W no. f	*91	2210	24		33	38	15%
	Do pref	. 21	17	25	*18	$\begin{array}{c} 11 \\ 22 \end{array}$	15 ¹ ₂ 31 ¹ ₄	
	Mo. Kans. & Texas.	. 15%	912	1712	1114	111 ₁ 927 ₈	1334	194
	Minneapedis & St. L. Do pref Mo. Kans. & Texas. Missouri Pacific Mobile & Ohio Norris & Essex.	. *9	614	912	*6	9	1012	978
	Morris & Essex	. *119 . 4210				$\begin{array}{c} 117 \\ 36 \end{array}$	$10\frac{1}{2}$ $125\frac{1}{4}$ $43\frac{1}{2}$	123 43
	Nashv. Chats. & St. I. N. Y. Cent. & Had. F.	10578	\$944	1085_{8}	§973 <u>4</u>	9748	11179	11134
	N.Y.Chie. & St. Louis		2,73	6, 6	9.48	9	0.47	9.8
	Dø grei N. Y. Elevated N. Y. Lack. & West. N. Y. Lack. & West. Do prei N. Y. & New Englid N. Y. N. H. & Hartf's N. Y. Ontario & W N. Y. Sueq. & West. Do pref.	031-	115	130	*105	831	ggi	*36
	N. Y. Lake Erie & W	1578	1148	16	12	12	1718	1612
	N. V & Now Engla	. 313	20	3134	2512	25 10	$\frac{341}{2}$	3113 123
	N. Y. N. H. & Hartf's	d	177	183		175	17712	175
	N. Y. Ontario & W N. Y. Susq. & West.	*912	4	10 41 ₂	*3	3	412	*4
	N. 1. Sucq. & West. Do pref. Norfolk & West., prf Northern Pacific Do pre Ohio Central Ohio & Mississippi Do pre Ohio Southern	219	927	20%	95	10	2014	$\frac{10^{1}2}{27^{1}2}$
	Northern Pacific	. 21	14	2238	15 ¹ 2	1514	2914 23	2242
	Do pre Ohio Central	I. 481 ₂	3714	ى ا 2 ما 2	*114	39 15₂	$52\frac{7}{8}$	5214 214 21
	Ohio & Mississippi	. 2178	1458	217_{8}	16	1638	21	21
	Ohio Southern		\$	···· 7 '•	•••••	738	61	
1	Oregon Short Line .	1 (1-	13	15		71-	1440	137.
)	Peo. Decat. & E'ville	. *10 ¹ 4	7	1214	813	812	15	143
1	Phila. & Reading	. 2614	22. 120	26. 1334	211 ₈	$\frac{22^{18}}{120}$	$\frac{2}{130}$	291/8
	Renssel. & Saratoga		138	140		133	141	
	Rich. & Al. st'k, tr. ct Richmond & Danvill	e 40	37 37	2 ¹ 2		$\frac{3}{32}$	38	*37
-	Richmond& West Pr		12	21	12	12	194	*16
.	Rome Water. & Ogd	. 138	20	20	18	8	4 42	8۰۰۰
	St. L. Alton & T. H.		18 734a	20 lg	*13	70	26 kg	
-	St. L. & S. Francisco)	1119	19	1219	11	21	*17
	Do pre Do 1st pre	r f	$\frac{211_2}{72}$	39 82	2112	77	85	132
	Ohio & Mississippi Do pre Ohio Southern Oregon Short Line Oregon & Trans-Con Peo. Decat. & E'vide Phila. & Reading Pittsb. Ft. W. & C. gua Renssel. & Saratoga Rich. & Al. st'k, tr. et Richmond & Danvill Richmond & West Pi Rochester & Pittsb. Rome Water. & Ogd St. L. Alton & T. H. Do pre St. L. & S. Francisco Do pre Do 1st pre St. Paul & Duluth Do pre St. Paul & Duluth Union Pacific Union Pacific United Cos, of N. J. Virginia Midl and Wab. St. L. & Pacific Wab. St. L. & Pacific		- 15	30	15			
	St. Paul Minn. & Ma	n 88	781g	92	83	83	9712	9642
	Texas & Pacific	. 1312	5 h	$\frac{15^{1}2}{47}$	$\frac{7^{1}4}{20}$	7 2814	$\frac{12^{1}4}{4816}$	$\frac{113}{461}$
	United Cos. of N. J.	1.12	13512	18519		20-4		10-3
	Virginia Midland Wab, St. L. & Pacific Do pre	. 634	4	634	5*	$\frac{15}{5}$	15 7	658
.	Do pre	13	9	11	10^{1}_{2}	1138	1678	1678
	TELEGRAPH. Amer. Tel. & Cable.	403-	40	55		4958	5312	5312
.	Bankers' & Merch't	8		44 44		25	25	
٠ ا	Mutual Union Western Union					11	$\begin{array}{c} 12^{1} 4 \\ 62 \end{array}$	6118
	Express.	. 00.8	300-4	00%	335-8	00-8	02	. 01-8
	Adams		12714	13012		126	130	*128
l	American	92	87 47	` 95⅓ 54	89 491	$rac{88}{49}$ و	95 55	94 541 ₂
9	Wells, Fargo & Co			110	104	100	101%	103
9	COAL AND MINING		. 4				100	11
	Colorado Coal & Iro Consolidation		18	12 ¹ 9 18	816			11
	Homestake Mining .		912	919		. 9	9	
	MarylandOntario	. 20		10		1812	10 18 ¹ 2	
	Quicksilver Min Do pref		20	23	33 <u>4</u>		23	*21
	Various.		20	J	13		~0	
-	Del. & Hud. Canal	. \$9134		99	921		1014	10118
	Oregon Improv. Co. Oreg'n R'y & Nav.Co	. 74	603	7434	6319		20 §33	194 §43
	Pacific Mail	. 424	000	40.4	40	3312	484	
- 1	Pullman Palace Car	- 310213	3 1	10312	9334	96	110	110

Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR JULY, 1884.

July.	60 days.	De- mand.	July	60 days.	De- mand.	$Ju^{j}y$.	60 days.	Pe- mand.
1	4 83 4 83 ¹ 2	4 85	13 14	S.	4 8612	25 26	4 83 4 83	4 85 4 85
3	484 Holi	4 86	15 16	481 ¹ 2 481 481	4 86 4 86 4 86	27 28 29	S. 4 83 4 83	4 ×5 4 95
5 6 7	S.	4 85 4	17 18 19	481	4 86 4 86	30	4 8212	4811 ₂ 484
9	4 83 ¹ ₂ 4 83 ¹ ₂	4 85 12 4 85 12	20 21 22	4 84 4 83 ¹ 2	4 86 4 85 12	Range	48112	4 8612
10 11 12	4811g 4811g		23 24	4 83 4 8212	485	Low.		4 54

Monetary Commercial English News

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

EXCHANGE	NDON-July 18.	EXOH.	EXCHANGE ON LONDON.				
on-	Time.	Rate.	Latest Date.	Time.	Rate.		
Amsterdam .	3 mos.	12 34 @12 334					
Amsterdam.	Sight.	12 114 2 12.214			•••••		
Hamburg	3 mos.	20.53 @ 20.62			27772		
Berlin		20.58 @ 20.62	July 18	Short.	20.43		
Frankfort	66	20. 8 220.62	July 18		20.43		
		12.30 @12.35	July 18	"	12.18		
Vienna	44	12.30 @12.35		1			
Trieste	46	25.3834 \$25.4334	July 18	Short.	25.1912		
Antwerp	66	$239_{18} \bar{\omega} 23^{5}_{8}$	July 15		24^{18}		
st. Petersb'g		2391802398	July 18	66	25.1513		
Paris		25.1334 @ 25.184	July 10				
Paris		25 35 @25.10					
Genoa	"	25.40 @25.45	Tule 10	Chart	47 60		
Madrid	66	4658724634	July 18	Short.	47 00		
Cadiz	66	465, 24634			7.44.6,44		
Barcelona	"	4658724634		C13	527 ₈		
Lisbon	66	5178 2 52	July 18	Short.	9-8		
Alexandria							
Constant'ple			• • • • •		1.055.		
New York			July 18		4.8534		
Bombay	60 days	1s. 7 ¹ 2d.	July 18		18. 79 ₁₆ 1.		
Calcutta		1s. 7 2d.	July 18		18. 717 ₃₂ d.		
Hong Kong.			July 18		3s. 9d.		
			July 18		fs. 2d.		
Shanghai	1						

[From our own correspondent.]

London, Saturday, July 19, 1884.

This has again been a very quiet week, but there seems to be a better feeling apparent. The weather has been favorable, though unsettled. We have been visited by showers and storms, but there are still complaints from some districts that more rain is desirable. The agricultural position, however, speaking in a general way, is much improved, and all the later-sown crops promise a more abundant yield. At the same time, also, the pastures, which have hitherto yielded indifferently this season, are now quite luxuriant, and there is no scarcity of cattle food. As crops on the Continent will also be above the average, the effect should obviously be of great advantage to the commercial interests. If the agriculturists suffer in consequence of low prices they will be benefitted by an augmented production. It does not, however, necessarily follow that the trade of Europe is to improve by leaps and bounds; but of this we may be certain, that a good harvest will materially assist that section of the community which has been working under difficulties, and will improve the general position. It is widely believed that the commercial status is more satisfactory now than it has been for some years past. We are recovering from severe losses, chiefly in connection with ill-advised undertakings, and we have purchased largely various articles of food and raw materials which have hung heavily upon the hands of our merchants. There has no doubt been much injudicious trade and speculation, but as far as food and raw materials are concerned, the process of absorption has been effective, and we are now less heavily burdened. The quantity of foreign wheat and flour in granery, for instance, has been reduced to about 2,000,000 quarters, showing a reduction since this time last year of about 1,000,000 quarters; and there has also been a reduction in other directions. The caution which has been observed in all departments of business during the current year has brought about this state of things, and although we cannot expect, and should scarcely desire, any rapid improvement, there is much reason for expecting in the autumn an increase of sound and legitimate trade.

The money market has been somewhat less depressed, and it indicates an improved condition of things. Last week the rate of discount was only 1 per cent for three months' Bank bills, it is now 114 per cent. As regards short loans the quotation is about the same, viz., ½ per cent per annum for three months' bills. The supply of bills is very moderate, but some increase should be expected now that the usual autumn rade is assuming fair proportions. Coin will speedily be re-

quired for harvest purposes. It is expected that next week the harvest will be commenced in early districts, and if the weather should become settled it will become general the first week in August. This will not have much effect, as the banking facilities are now so great, but is still regarded as a force having more or less influence.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

	Rate.		Open market rates.						Interest allowed for deposits by		
London	. 3.50	I	Bank Bill	s.	T	rade Bil	ls.	Joint	Disc'	t H'se	
Bank nopuon	Banl	Three Months	Four Months	Six Months	Three Months	Four Months	Six Months	Stock	~	7 to 14 Days.	
June 13	2	17838 —	2 @ - 11/4@15/8	24@ - 2 @ -	2¼@2½ 1¾@2		234@314 21 <u>6</u> @3	11/2	11/2	1¾-1¾ 1¼-1¼ 1¼-1¼	
" 27 July 4 " 11	2 2 2	1!43 - 1 1-16	1560 — 1560 — 1560 — 1560 —	2 @ 1749	1%@2 1%@2	134 @214	2½ 3 3 2¼ @ 2¾	1 1 1	1/2	1¼-1¼ ¾- ¾ ¾- ¾	

The following return shows the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair 2d quality, and the Clearing House return for the past week, compared with previous years:

l	With previous year	1884.	1853.	1882.	1831.	
ł		£	£	£	£	
١	Circulation	26,014,190	26,096,765	26,643,245	27,231.255	
١	Public deposits	5,153,481	4,473,285	3,456,631	4.657,586	
١	Other deposits	26,870,193	23,830,393	28,035,738	28.477,911	
١	Governm't securities.	13,579,571	11,965,643	14,349,471	.15.885.333	
١	Other securities	22,248,669	22,632,913	22,570,394	25,292,005	
١	Res've of notes & coin	14,310,663	11,812,694	12.771,863	15,115,431	
	Coin and bullion in both departments	21,571,858	22,159,419	23,665,103	26,596.686	
	Proportion of reserve to liabilities	41.33 p. c.	41% p. c.	40 ¹ 4 p. c.	45 ¹ 4 p. c. 2 ¹ 9 p. c.	
I	Bank rate	2 p. c.	4 p. c.			
	Consols	10019				
	Eng. wheat, av. price	36s. 9d.			0 1	
	Mid. Upland cotton	6311 d.	51 ₂ d.			
	No. 40 mule twist	9780.	9584.	195 497 000		
	Clearing-House ret'n.	126,407,000	132,735,000	135,421,000	141,454,000	
1	12					

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	Jul	ii 17.	Jul	ly 10.	July 3.		Jun	June 26.		
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market		
Paris		534	3	216	3	256	3	234		
Berlin	4	216	4	24	4	31/8	4	378		
Frankfort	-	254	_	258		31/8		31/8		
Hamburg	_	25		216	_	3	-	3		
Anisterdam	3	234	9	231	3	234	3	214		
Brussels	3	234	3	234	3	234	3	234		
Madrid	5	5	5	5	3 5	5	5	5		
	4	334	4	354	4	378	4	356		
Vienna	8	6	6	6	6	в	В	6		
St. Petersburg Copenhagen	4	4	4	4	4	4	4	4		

The rates of discount in India continue to decline, and at Calcutta the quotation is not more than 4 per cent. Only a short time ago it was as much as 11 per cent.

In reference to the state of the bullion market, Messrs. Pixley & Abell remark:

Gold continue: in good demand for India and Spain. The Bank, sinest our last, has sold £20,000 for small bars for India. The "Iberia" brought £3,100 from Australia, the "Para" £4,000 from West Indies, the "Tagus" £30,000 from South America and the "Ville de St. Nazaire" £1,000 from South America. The "La Plata" took 105,000 sovereigns to the River Plate, the "Nepaul" £15,000 (bar gold) to Bombay and the "Rome" £10,000 (bar gold) to Calcutta.

River Plate, the "Nepaul" £15,000 (bar gold) to Bombay and the "Rome" £10,000 (bar gold) to Calcutta.

Silver has improved since our last to 50 13-16d., at which price arrivals per "Rubens" and "Hogarth" were placed. Tre "Para" brought £7,000 from West Indies, the "Republic" £26,000 from New York, the "Hogarth" £34,800 from River Plate and the "Rubens" £',300 from River Plate. The "Nepaul" took £45,000 to Bombay, £45,000 to Calcutta and £31,000 to Colombo.

Mexican dollars, owing to the small amount brought by the French

Mexican dollars, owing to the small amount brought by the French steamer, rose to foliad; those arriving by the "Para" being also sold at that price. The "Ville de St. Nazaire" brought £27,000 from South America, the "Para" £23,000 from West Indies The "Rome" takes £30,000 to Penang, £25,000 to Hongkong and £12,350 to Shanghai.

The quotations for bullion are reported as follows:

	Price o	f Gold.		Price of	Silver.
v	July 17.	July 10.		Ju y 17.	July 10
Bar gold, fineoz.		s. d. .77 10	Bar silver, fineoz. Bar silver, contain-		d. 50%
Bar gold, contain'g 20 dwts. silveroz. Span. doubloons.oz.	77 111/2	77 111/6	ing 5 grs. goldoz.	51 13-16	51½ 54¾
S.Am.doubloons.oz. U.S. gold coinoz.		76 31/2	Mexican dolsoz. Chilian dolsoz.	501/2	501/4
U.S. gold coinoz.	ti.	70 3%	Chinan dois		

This week's Bank return shows no important feature. The proportion of reserve to liabilities is now 44% per cent.

Digitized f

Messrs. Blake Brothers & Co. offer for subscription \$800,000 Chicago Milwaukee & St. Paul Railway 5 per cent gold bonds at the price of 96 per cent or £192 per \$1,000 bond.

The Melbourne Harbour Trust loan for £250,000 has been successfully placed. The tenders amounted to £760,300 at prices ranging from the minimum of £105 to £110. Tenders at and above £106 2s. have received allotments in full, and those at £106 1s. 6d. about 1 per cent. The average price is about £106 13s. 2d.

Messrs. Morton, Rose & Co. offer for subscription £425,850 Northern Railway of Canada 4 per cent perpetual debenture stock at the price of 80 per cent. Holders of the second preference bonds can exchange them for this stock at the rate of £125 stock for each £100 bond.

The tenders for the £400,000 loan for the town of Portsmouth amounted to £612,746 at prices varying from £96 per cent to £99. Those at £97 will receive about 29 per cent, and those above in full. The average price was £97 3s. 7d.

Owing to the reduction in stocks the wheat trade has been firm, but far from active. In some instances a slight rise has taken place in prices. As already stated, the weather has been unsettled during the week, but we have had a very fair share of sunshine. The cutting of Talavera wheat is expected to be commenced next Monday. The graneried stocks of wheat and flour in the United Kingdom are estimated at 2,053,000 quarters against 3,197,000 quarters last year and 1,119,000 quarters in 1882. Although the diminution is considerable, the stock is large, more especially as we believe in a full aver-

The following are the estimated quantities of wheat, flour and Indian corn afloat. Baltic supplies not being included:

Wheatqrs.1,491,000	Last week.	Last year.	1882.
	1,629,000	1.455.000	1.812.000
Flour	$\begin{array}{c} 212,000 \\ 269,000 \end{array}$	186,000 232,000	157,600 281,000

In the following return is shown the extent of the sales of home-grown wheat, barley and oats in the 187 principal markets of England and Wales during the first 46 weeks of the season, together with the average prices realized, compared with 150 markets in previous seasons. During a portion of the season 1882-83 the returns were collected for the larger number of markets.

SALES.

Wheatqrs. ! Barley	2,048,693	1882 - 3. $2,378.529$ $1,943.846$ $256,418$	1881-2. $1,792.796$ $1,620.196$ $214,937$	1880-1. 1,551,157 1,675,986 167,193
	AVÉRAG	E PRICES.		
Wheat. per Barley. Oats.	31 5	1882-3. $s. d.$ $41 9$ $32 10$ $21 7$	$\begin{array}{c} 1831-2. \\ s. \ d. \\ 46 \ 9 \\ 31 \ 4 \\ 21 \ 7 \end{array}$	$\begin{array}{c} 1880 - 1, \\ s. \ d. \\ 43 \ 4 \\ 32 \ 3 \\ 24 \ 0 \end{array}$

Converting quarters of wheat into cwts., the totals for the whole kingdom are estimated as under.

1880-1 Wheat.....ewt. 37,925,000 41,227,400

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first 46 weeks of the season, the sales of home-grown wheat, the average price of English wheat and the visible supply of wheat in the United States, compared with previous seasons.

IMPORTS.

1883-84.	1882-93.	1881-82.	1880-81.
43,837,662	58.172.833	52,393,695	51.377.763
13,516,249	14,954,280	12,100,324	10,274,978
11,028,141	13,546,448	9,683,497	9,272,133
1,523,506	1.931.752	1.954.874	2.202.180
2,7(0.513	2,787,581		2,2 3,818
21,514,841	20,669,561		31,753,022
13,252,967	15,108,913		11,221,906
	43,837,662 $13,516,249$ $11,028,141$ $1,523,506$ $2,700,513$ $21,514,844$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

Supplies available for consumption (46 weeks), not including stocks of foreign produce on September 1:

1883-84. Imports of wheat, cwt. 43, 837, 662 Imports of flour	15,108,913	$\begin{array}{c} 1881-82, \\ 52,398,605 \\ 8,817.585 \end{array}$	1880-81. 51,377,763 11,221,906
produce37,925,000	41,2.7,803	31,975,100	26,886,720
Total. 95,015,629 Av'ge price of English	115,300,546	92,2-1,290	89,486,3-9
wheat for season, qrs. 38s. 9d. Visible supply of wheat	418. 9d.	46s. 9d.	43s. 41.
in the U.Sbush.13,450,000 Supply of wheat and	20,625,000	10,500,000	********
flour affoat to United Kingdomquarters. 1,941,000	1,781,000	1,979,000	

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 Aug. 1:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Bilver, per ozd.	5034	501316	501316	5078	5078	5078
Consols for money	10.)1116	1001116	1003	1001316	10 11 116	10013
Consols for account	10058	10058	10034	1001316	1001316	1001316
Fr'ch rentes (in Paris) fr	77.45	77.45	77-212	77.60	77.65	78.69
U. S. 4½s of 1891	11534	11578	11578	116	116	11618
U. S. 48 of 1907	12378	12378	12378	124	124	12418
Canadian Pacific	48	4834	4814	x4534	4678	4614
Chic. Mil. & St. Paul	8134	8318	8318	8338	8658	83
Erie, common stock	1578	16	1558	1538	1658	164
Illinois Central	13078	13034	13012	13014	13312	13278
Pennsylvania	5758	5778	5758	575g	5815	534
Philadelphia & Reading		1478	1418	1414	1438	004
New York Central	11013	1124	11134	11178	11134	1147_{8}
		1	1	1		
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State).100 lb.		11 0	11 0	11 0	11 0	11 0
Wheat, No. 1, wh. "	8 7	8 7	8 7	8 7	8 7	8 7
Spring, No. 2, n. "	7 6		7 6	7 6	7 6	7 6
Winter, South, n "	9.8	7 6 9 8 7 8	9 8	9 8	9 8	9 8
Winter, West., n "	9 8 7 8 8 1	7 8	9 8	9 8 7 8	9 8 7 8	7 8
Cal., No. 1 "	8 1	8 1 7 8	8 2	3 2	8 2	3 2
Cal., No. 2 "	7 8	7 8	7 10	710	7 10	7 10
Corn, mix., old "					. 10	, 10
Jorn, mix., new "	5 4	5 4	5 4	5 4	5 4	5 4
Pork, West. mess \$8 bbl		64 0	64 0	84 0	65 0	66 0
Bacon, long clear	39 0	39 6	40 0	10 0	10 6	41 6
Beef, pr. mess, new, # to		75 0	75 0	75 0	76 0	77 0
Lard, prime West. \$9 cwt		38 0	33 6	39 0	39 0	39 6
Oneese, Am. choice		49 6	50 0		50 0	50 0
Control Control Control	-5 . 5			1	.,,,	

Commercial and Miscellaneous News

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

3,218—The First National Bank of Winfield, Kansas. Capital, \$59,000 M. L. Read, President; W. C. Robinson, Cashier.
3,219—The Merchants' National Bank of Gardiner, Me. Capital, \$100,000. David Dennis, Pres't; Henry Farrington, Cashier.
3,229—The First National Bank of Ambler, Pa. Capital, \$55,000. Benjamin P. Wertsher, President; John J. Houghton, Cashier.
3,221—The State National Bank of Fort Worth, Texas. Capital, \$300,000. W. M. Harrison, President; A. B. Smith, Cashier.
3,222—The Albumberone National Bank, Albumberone, N. Wey, Cap-3,222-The Albuquerque National Bank, Albuquerque, N. Mex. Capital, \$50,000. Loais Huning, President; Edmund H. Smith,

3.223—The First National Bank of Palatka, Fla Capital, \$50,000. Wm. J. Winegar, President; Hurry G. Payne, Cashier, 3,224—The National Bank of Winona, Winona, Minn. Capital, \$100,000. L. C. Porter, President; E. D. Hulbert, Cashier,

3,225—The First National Bank of Grundy Center, Iowa. Capital, \$50,00. George Wells, President; Chris. C. Shuler, Cashier 3,226—The Guthrie County National Bank of Papora, Iowa. Capital, \$50,00. George H. Moore, Presid't; L. J. Pentecost, Cashier, 3,227—The First National Bank of Femple, Texas. Capital, \$50,000.

Capital, \$50,000.

3.227 -The First National Bank of Femple, Texas. Capital, \$50,000.
Flavius F, Downs, President; Frederick E, Sanford, Cashier.

3,228 The Commercial National Bank of Nashville, Tenn. Capital, \$20,00. M. A. Spurr, President; F. Porterfield, Cashier.

3,229—The Rud River National Bank of Gainesville, Texas. Capital, \$100,000. C. C. Potter, Vice President; C. R. Smith, Cashier.

3,230—The First National Bank of Fairmont, Neb. Capital, \$50,000.
J. O. Chase, President; Irvin B, Chase, Cashier.

3,231—The First National Bank of Beloit, Kansa, Capital, \$50,000.
Melvin S, Atwood, President; Wm. S, Search, Cashier.

The Richmond National Bank, Richmond, Indiana, is insolvent, and has been placed in the hands of a receiver. Date of appointment of receiver July 23, 1884.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,208,026, against \$10,390,289 the preceding week and \$6,858,806 two weeks previous. The exports for the week ended July 29 amounted to \$6,186,156, against \$7,105,070 last week and \$7,073,101 two weeks previous. The following are the imports at New York for the week ending (for dry goods) July 24, and for the week ending (for general merchandise) July 25; also totals since the beginning of the first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1881.	1882.	1883.	1884.
Dry goods Gen'i mer'dise	\$2,639,201 5,649,840	\$3,315,57° 7,392,900	\$1,939.901 3,490,9 5 9	\$2,108,675 5,099,351
Total	\$8,239,011	\$10,738,175	\$5,430,860	\$7,208,026
ry goods Jen'i mer'dise		\$77,775,963 215,364,817	\$72,284,909 $194,296,774$	\$67,517,479 186,776,577
fetal 30 weeks.	\$246.784.714	\$291,140,816	÷266,581,583	\$254,324,055

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 July 29, 1884, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1881.	1882.	1883.	1884.
For the week Prev. reported	\$7,302,229 213,708,852			\$6,186,156 172,971,558
Total 30 weeks.				

The following table shows the exports and imports of specie at the port of New York for the week ending July 26, and since January 1, 1884, and for the corresponding periods in 1883 and 1882:

V5 tely 0:0 ital, 000.

iith, 000. 000. tal,

lier. ital, υ**00**. ital, ital, ier. 000.

000. it of last v a

 Γ he

oreorts inst The ing eral

the

,026

.055

imof the

,156 ,558 714 ecie and

in

Digitized fo

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

3	Expe	orts.	Imports.		
Gold.	Week.	Since Jan.1.	Week.	Since Jan.1.	
Great Britain	\$	\$26,467,020	\$	\$1.216,625	
France	Ψ	4,352,821		2,380,946	
		1,658,920		1,626,101	
Germany	•••••	3,884.145	304,529	1,906,258	
West Indies	•••••	7.800		3,000	
Mexico	65,000		2,538		
	700		_,,,,,	5,773	
All other countries	700	700,700			
Matel 1994	965 700	\$37,834,699	\$307,067	\$7,237,929	
Total 1884	φου, του	257,768	178,955		
Total 1883	1,507,228		-10,173		
Total 1882	1,507,220	32,001,010	10,110	010,110	
Gil					
Silver.	\$354,050	\$6,749,234	\$250	\$1,315	
Great Britain	20,150		843		
France	7,821		010	46 590	
German	1,0-1	32,146	85,573		
West Indies	• • • • • • • • • • • • • • • • • • • •	205,817	32,606		
Mexico		43,364	4,381		
South America		83,990	,	30,652	
All other countries		85,830		50,002	
Total 1884	\$392,021	\$7,801,332	\$123,656	\$2,253,029	
	177,675		52,051		
Total 1883	222,230		16,633		
Total 1882	۱۱۱ شورت ند ند		10,007		

Of the above imports for the week in 1884, \$2,463 were American gold coin and \$534 American silver coin. Of the exports during the same time, \$65,700 were American gold

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

			Balar	ices.
Date.	Rereipts.	Payments.	Coin.	Currency.
July 26. " 28. " 29. " 30. " 31. Aug. 1.	\$ 80°,012 56 1,173,359 73 1,816,714 02 1,665,598 32 1,862,525 67 13,071,897 07	1.427,624 62 $1,333,422$ 42 $41,495.873$ 48 $1.091.218$ 15	\$ 121,970,795 33 121,703,499 85 122,147,680 53 121,847,680 64 121,587,281 18 122,774,518 30	9.357,698 07 9.257,422 80 10.259,129 78

* Includes \$136,000 gold certificates taken out of cash. † Includes \$2,000,000 gold certificates put into cash.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Aug. 1. We gave the statement for July 1 in CHRONICLE of July 5, page 10, and by referring to that the changes made during the month can be seen.

U. S. Bonds Held Aug. 1, 1884, to Secure-

	U. B. Domas II	one .1 mg. 1, 100.	.,
Description of Bonds.	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882 Currency 6s	4 10 00 3	\$166,770,250 3,498,000	\$174,957,700 3,618,000
5 per cents	1,976,500	47,906,950	49,783,450
4 per cents		114,413,403	121,289,450
6s, ext. at 3½		\$332,588,600	\$349,648,600

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO Aug. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding July 1, together with the amounts outstanding Aug. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Aug. 1:

Hotel, ap to	
National Bank Notes - Amount outstanding July 1, 1884. Amount issued during July. Amount retired during July.	$\begin{array}{c c} * & *338,981,274 \\ *943,950 & -1,581,809 \\ 2,525,752 & -1,581,809 \end{array}$
Amount outstanding August 1, 1884*	\$337,302,47±
Amount on deposit to redeem national bank notes July 1, 1881	\$2,238,665 2,531,602 - 232,937
Amount reissued & bink notes retired in July Amount on deposit to redeem national bank notes August 1, 1884	2,531,602 - 232,935

*Circulation of national gold banks, not included above, \$594,654.

According to the above, the amount of legal tenders on deposit Aug. 1 with the Treasurer of the United States to redeem national bank notes was \$39,559,307. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation was as follows on the first of each of the last five months:

-					
Deposits by-	April 1.	May 1.	June 1.	Ju/y 1.	Aug. 1.
,		8	\$. \$	\$
Insolvent bks	751,136	665,612	773,304	816,283	757,580
Liquid't'g bks	12,495,617	11,956,761	11,672,667	11,183,915	10,825,121
Dada tanndin					
act of 1874.	27.528,018	27,649,851	27,002,361	27,737.046	27,981,606
Total	10 1 0	10 272 221	30 443 336	34 792 241	39.559.307

Wabash St. Louis & Pacific.—The following circular has been issued:

St. Louis, July 30, 1884. To the Ho'ders of Bonds secured by Mortgages on the several Railroads in the Wabash St. Louis & Pacific sustem:

On the 30th of June the receivers gave notice designating the bonds of the several roads comprised in the Wabash system on which the court had ordered the interest paid from the income and profits of the said lines-it having been ascertained that the interest had been heretofore earned on these bonds. The receivers, therefore, now give notice to the holders of such bonds that the coupons will be paid as soon as the current earnings will admit of such payment. Due notice of the time of payment will be given, and in the following order of maturity, viz.:

North Missouri first mortgage, due July 1st. Wabash St. L. & P., Chicago Division, first mortgage, due July 1st. St. Louis Council Bluds & Omaha first mortgage, due July 1st. Toledo & Illinois first mortgage, due August 1st. Lake Erie Wabash & St. Louis first mortgage, due August 1st. Great Western first mortgage, due August 1st. Illinois & Southern Iowa first mortgage, due August 1st. Decaur & East St. Louis first mortgage, due August 1st. Brusswick & Chillicothe first mortgage, due August 1st. Ciarinda Branch first mortgage, due August 1st.
Toledo Wabash & Western consolidated mortgage, due August 1st.
Fun ed debt bonds, 7s, due August 1st.
Funded debt bonds, graduated, due August 1st.
St. Louis Kansas City & Northern Real Estate, due Sept. 1st. Scrip certificates, due Sept. 1st. Scrip certificates, due Oct. 1st. Wabash Railway 7s of 1879, due Oct. 1st. St. Charles Bridge first mortgage, due Oct. 1st. St. Charles Bridge second mortgage, due Oct. 1st. Omaha Division first mortgage, due Oct. 1st. St. Louis Ottumwa & Cedar Rapids first mortgage, du · Oct. 1st. Scrip certificates, graduated, due Nov. 1st. Quincy & Toledo first mortgage, due Nov. 1st. Toledo & Wabash second mortgage, due Nov. 1st. Wabash & Western second mortgage, due Nov. 1st. Great Western second mortgage, due Nov. 1st. Toledo W. & W. consolidated mortgage, due Nov. 1st. Boone County & Booneville first mortgage, due Nov. 1st. Hannibal & Naples first mortgage, due Dec. 1st.

These coupons are to be paid from the income, profits and other sources, available to the receivers, which, since the property has been in their hands, have not been sufficient to commence payment of the July coupons, but which, according to the best judgment they can form in the working of the system thus far, will enable them, before the close of August, to commence payment, and before the close of the year to pay all the coupons above designated.

To the holders of the bonds on the several roads on which the receivers were not ordered to pay the coupons, we have to state that, under the orders of the court, separate accounts of carnings of each road are to be kept, in order that payments of interest may be resumed whenever possible, and that if not possible, the accounts may at least serve as a basis for an equitable settlement. To that end, under the directions of the court, accomplished and disinterested experts are now preparing a report to be used as the basis for an apportionment of earnings to each separate road comprised in the system upon which interest has not been ordered to be paid.

SOLON HUMPHREYS, Receivers. THOMAS E. TUTT,

-A dispatch from St. Louis, July 28, says, regarding the contemplated action by the holders of North Missouri Railroad bonds in connection with the default of interest, that James F. How, the general agent of the receivers, stated that the default is only temporary and that the interest will be paid as soon as the money can be raised. The Court authorized interest to be paid not only on these bonds, but also on those of the Chicago Division and the St. Charles, Burlington and Omaha branch, in all \$341,000. Mr. How says that part of this money has already been sent to New York, and that the remainder will be there by the middle of August, when the entire amount will be paid and the default made good.'

-A special meeting of the directors of the W. St. L. & P. will be held Aug. 5 to consider the plan for the reorganization of the company. The outlines of the plan are as follows: A friendly suit for the foreclosure of the general and collateral trust mortgages will be followed by the organization of a new corporation. This company will issue at once debenture bonds to the extent of \$20,000,000, bearing 6 per cent interest, payable from earnings and non-cumulative. These will be exchanged dollar for dollar for the \$17,000,000 general mortgage bonds which have been issued, and the remaining \$3,000,000 used for other purposes. Stockholders of the present company will be entitled to new stock according to their present holdings on the payment of \$6 a share, and for the fresh money they will receive first preferred stock at par. The assessment on the stock will produce in a round sum \$3,000,000, which, with the excess of debenture bonds, will be devoted to the payment of the floating debt and the retirement of the collateral trust bonds pledged as security for it. This change in the character of the funded debt will reduce the present fixed charges, it is said, \$1,500,000 a year. The new company will make arrangements with the subsidiary lines, now operated under lease, according to their earning power.

Auction Sales.-The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Oent.	When Payante	
Railroads.			-
Ch'c. & Alton com. and pref. (quar)	\$2	Sept. 1	Aug. 10 to ———
Connecticut & Pass. Rivers	2^{1}_{2}	Aug. 1	July 27 to ———
Danbury & Norwalk	212	Aug. 18	Aug. 6 to
Massawippi Valley	2^{1}_{2}	Aug. 1	
N. Y. Prov. & Bos. (Stongt'n) quar.	2	Aug. 11	Aug. 4 to Aug. 12
Banks.			
Corn Exchange	5 4 3	Aug.	l'July 27 to July 31
Manhattan Company	4	Aug. 11	L,
National Bank of the Republic	3	Aug. 7	Aug. 1 to Aug. 6
Insurance.			
Broadwav	7	Aug. 1	
Miscellaneous.			1
I wa RR. Land (quar.)	1	Aug. 1	
Railroad Equipment Co	212	Aug. 1	

NEW YORK, FRIDAY, AUG. 1, 1884-5 P. M.

The Money Market and Financial Situation.—In mercantile business a better trade and improved status is looked for this month. There is rather more confidence now in the demand for goods for consumption the coming year, owing to the assurance of good crops and the stimulus offered to buyers by the remarkably low prices for merchandise which have recently prevailed. The shutting down of mills in various parts of the country has been a severe remedy, but it is the correct medicine for the disease; and not only will it reduce the over-production of manufactures, but it will also result in securing lower wages, which could not easily be secured without trouble, if the mills were kept running. The cost of living is reduced, and operatives should recognize the logic of events and accept a reduction, which is absolutely necessary to enable their mills and furnaces to run. Let them be sensible about it now, and when prosperous times come again ask higher wages, and also press their other argument—that some sort of co-operative plan should be adopted by which the workers may receive a reasonable bonus when the profits are large on the capital invested.

At the Stock Exchange, buoyancy has been the order of the day, and the re-action in prices which many predicted has not yet come. The purchasing of stocks by pools, by large operators, and by the numerous semi-professional operators who frequent Wall Street, has seldom been stronger or more successful in advancing prices. There is also an increasing interest by outside buyers, who have been watching the steady rise in prices during the whole of the past month, and feel badly that they did not get in at lower figures.

As to imports of specie, Dow, Jones & Co. say in their news letter: "We have canvassed among foreign houses in regard to possible gold imports. The Bank of British North America has \$500,000 gold bars on the way, shipped Wednesday by the America. They have ordered a larger amount to be shipped Aug. 6. Other foreign houses report \$1,000,000 ordered shipped by to-morrow's steamers. There are several orders for shipments by favorite steamers after Aug. 6, but parties shipping do not care to state amounts, as change in the rate of exchange would defer shipment."

Rates for call loans during the week on stock and bond collaterals have ranged at ½ to 2½ per cent, and to-day at 1@2½ per cent. Prime commercial paper is quoted at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a loss in specie of £194,291, and the percentage of reserve to liabilities was $44\frac{1}{4}$; the discount rate remains at 2 per cent. The Bank of France lost 405,000 francs in gold and gained 143,000 francs in silver.

The New York Clearing-House banks, in their statement of July 26, showed an increase in surplus reserve of \$2,249,850, the total surplus being \$30,628,125, against \$28,408,275 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1884. July 26.	Differ'nces fr'm Previous Week.	1883. July 28.	1882. July 29.
Loans and dis. Specie Circulation Not deposits Legal tenders.	74,792,700 14,362,700 305,577,500	Inc. 789,400	63,130,000 15,378,600 323,575,900	60,610,503 13,191,700 319,669,100
Legal reserve Reserve held.		Inc. \$197,350 Inc. 2,417,200	\$30,993,975 90,233,700	
Surplus	\$30,628,125	Inc .\$2,219,850	\$9,339,725	\$5.381,025

Exchange.—The foreign exchange market has been easier until to-day, when leading drawers advanced their rates ½ cent for sterling bills. There have been some shipments of gold from London, as noted in a paragraph above, and at present figures the market is just hovering on the specie-importing point. With the remarkable activity in stocks, which are dealt in freely in both this and the London and Continental markets, the rates of exchange must depend for a while on what trans-

actions are taking place. It is natural, however, to expect buying if our stock market does not heavily decline, and this, added to the increase of produce exports from the new crops, would lead to the expectation of renewed gold imports during the fall. It is not well to be too confident, though, as new features are always turning up in our markets.

features are always turning up in our markets. To-day the rates on actual business were as follows, viz.: Bankers' 60 days sterling, $481\frac{3}{4}@482$; demand, $483\frac{3}{4}@484$. Cables, $484\frac{1}{4}@484\frac{1}{2}$. Commercial bills were $480@480\frac{1}{2}$. Continental bills were: Francs, $522\frac{1}{2}@521\frac{1}{8}$ and $520@519\frac{3}{8}$; reichmarks, $94@94\frac{1}{8}$ and $94\frac{5}{8}@94\frac{3}{4}$; guilders, $39\frac{3}{4}@40$ and $40\frac{3}{8}@40\frac{1}{8}$.

The posted rates of leading bankers are as follows:

August 1.	Sixly Days	Demand.
Prime bankers' sterling bills on London		4 8112
Documentary commercial	4 -012	5 1834
Amsterdam (guilders)	40	40 ¹ 4 9134

Coins.—The following are quotations in gold for various

coins:	
S , vereigns\$4 84 @\$4 88	Silver 4s and 4s 9940 par.
Nanoleons 3 86 2 3 90	Five france 12137 - 1412
X X Reichmarks. 4 74 @ 4 78	Mexican dollars $-87\frac{1}{2} \text{p} - 98$
X Guilders 3 96 @ 4 00	Do uncommerc'l. $- + 6\frac{1}{2} \hbar - 87$
Span'h Doubloons.15 55 @15.65	Peruvian soles 80 @ - 83
Max. Doubloons 15 50 @ 15 65	English silver 4 78 @ 4 85
F nestiver bars 1 1018 2 1 11	U.S. trade dollars - S6 &
F ne gold bars par ā 18 prem.	U. S. silver dollars - 993 par.
D mes & 12 dimes 99120 par	· · · · · ·

United States Bonds.—Government bonds have been steady on moderate transactions, and prices close nearly the same as last week.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.			July 29.	July 50	July 31.	Aug.
4 \(\frac{1}{2} \), 1891 \(\text{reg.} \) 4 \(\frac{1}{2} \), 1891 \(\text{coup.} \)	OMar.	11242	*11238	1125_{8}	×11258	1125_{8}	*11258
4s, 1907reg.	QJan. QJan.	$^{*1203_{8}}_{-1203_{8}}$	1203_8 1203_8	*1203 ₈ *1203 ₈	$120\frac{3}{120}$	$\frac{1201}{12038}$	$\frac{1203}{1203}$
3s, option U. 8reg. 6s, eur'ey, '95reg. 6s, cur'ey, '96reg.	J. & J.	*124	*124	*124	*124	*126	*125 *127
6s, our'ey, '97reg. 6s, our'ey, '98reg. 6s, our'ey, '99reg.	J. & J. J. & J.	*128 *130	*128 *130 *132			*13) *132 *134	*129 *131 *133

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

State and Railroad Bonds.—Transactions in State bonds have been very limited. Railroad bonds have sympathized with the stock market, and are generally stronger. In the case of defaulted bonds, the plan of paying one-half the coupons in cash for a few years and funding the other half seems much better than calling on bondholders to fund the whole of their coupons, though for a shorter period.

Railroad and Miscellaneous Stocks.—The stock market has shown a continued strength and buoyancy which was even beyond the expectations of many bulls. The pools reported in several stocks have been highly successful thus far, and they must have found considerable assistance from buyers outside of the pools to encourage them in keeping up so persistently the bull movement. The short interest has, of course, helped the bulls greatly, and notwithstanding the fact that many shorts have been covered, the principal active stocks yet command a premium for borrowing, and it is reported that there are heavy short lines in some leading stocks that have not yet been covered. Today early lending rates for stocks were as follows: New York Central 1-32, Lake Shore, Union Pacific and St. Paul flat to 1-64, Reading 1-64 and Western Union Telegraph flat.

Among the several groups of stocks the grangers have been particularly strong and active on heavy buying, of which a part was reported for Chicago account, and the orders for St. Paul and Northwest from that quarter indicated much confidence in the future of those stocks, in consequence of the abundant crops on their lines.

The Vanderbilt stocks have been strong, but not as active as some others. Their prospect for the year beginning with next September should be much better than last year in the volume of freight to be moved, and the trunk line managers by this time should be satisfied to stop quarrelling and maintain rates. Between Buffalo and Chicago the Vanderbilt situation is inherently strong when affairs are settled, and the West Shore and Lackawanna new lines to Buffalo form two new tributaries for the roads between Buffalo and Chicago.

The coal stocks have been firmer on what is assumed to be a better prospect for the anthracite coal trade, beginning with this month.

Louisville & Nashville has had its change in directors, and appears to be in a much better situation.

The three Gould stocks not in default—Missouri Pacific, Western Union and Missouri Kansas & Texas—have all been more or less active, and their prices well under control by the owners. The two Gould stocks of defaulting companies—Wabash and Texas Pacific—have been dealt in to a moderate extent on the chances of a rise.

Union Pacific has advanced largely under the pool manipulation. Central Pacific hangs about 41 to 43 on small transactions.

To-day the market was variable in tone, and closed at a re-action from highest prices.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING AUGUST 1, AND SINCE JAN. 1, 1884.

STOCKS				Wednesday,	Thursday,	Friday,	Sales of the Week (Shares).	Rango Since	1	Year 18
STOCKS.	Saturday, July 26.	Monday, July 25.	Tuesday, July 29.	July 30.	July 31.	Aug. 1.		Lowest.	Highest.	Low. H
RAILROADS.							•••••	126 July 3	135 Jan. 30 84 June 24	127 13 78 8
oany & Susquehanna		• • • • • • • • • • • • • • • • • • • •		740: 740	413, 47	46 4612	3,550	50 June 28 39 June 27	80 Jan. 10	4878
radian Pacific	$\begin{array}{cccc} ^{\dagger 44} ^{1} _{2} & 46 ^{3} _{4} \\ 35 & 37 ^{1} _{2} \end{array}$	$\frac{14^{1}}{35}$ $\frac{41^{1}}{37}$	35 ¹ 4 36	44 ¹ 2 44 ¹ 2 35 36	443 ₄ 47 37 4 39	3714 385	8,975	2434 June 27 8 May 22	57% Feb. 11 12 Jan. 18	47 ¹ 4 7
tar Falls & Minnesota	65^{12} 67^{1} 2	6514 67	$65 66 \frac{1}{4}$ $38 \frac{5}{8} 39 \frac{3}{4}$	$\begin{array}{cccc} 62 & 66 \\ 38^{1}2 & 41^{3}8 \end{array}$	$\begin{array}{cccc} 65 & 65^{3}_{4} \\ 40^{3}_{4} & 44 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	7,120 $29,757$	49 May 24	90 Jan. 11 673 Jan. 10	68 4 8
ral Pacific	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	8 8	*7 ¹ 2 8 ¹ 4 14 ¹ 4 14 ³ 4	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1,317	5 June 27 9 12 June 20	15 Jan. 2 28 Feb. 1	$\begin{vmatrix} 13 & 2 \\ 23 & 3 \end{vmatrix}$
Do lst prei	14^{3}_{4} 15^{3}_{8} 10^{1}_{2} 11^{1}_{4} 130 130	*3	*9 12 130 130	10 10	*10 12 133 133	*1014 *133 135	475 255	7 May 26 118 June 23	17 Jan. 7	143_4 128 13
cago & Alton	11834 11942 7843 8248	$118\frac{1}{2}119\frac{1}{9}$ $79\frac{1}{2}81\frac{7}{8}$	7958 82	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$119\frac{1}{2}121$ $83 - 86\frac{1}{2}$		487,940	584 June 27	12734 ceb. 16 9414 ran. 3 119 reb. 16	914 10
cago Milwaukee & St. Paul Do pref. cago & Northwestern	107 \(\frac{1}{2}\) 109 96 \(\frac{3}{4}\) 100 \(\frac{1}{2}\)	$\frac{1073410834}{9734100}$	9778 100	107 ¹ 2 107 ³ 4 97 ¹ 2 100	109 110 100 1043 1313 134	$110 110 ^4$ $103 ^3$ $105 133 ^3$ $134 ^3$	195,144	81 12 June 23	124 Feb. 12 149 Feb. 12	1154 14
Do pref.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$131 \ 131 \ 114$	$131\frac{1}{8}131\frac{1}{2}$ $113\frac{1}{4}114$	$\begin{vmatrix} 131 & 131 \\ 1111 & 114 \\ *8 & 912 \end{vmatrix}$	114 115	114 2 115	8,290	1004 June 23	12634 Feb. 11 134 Jan. 5	116 2 15
oref.	9 934 *19 22	9 9 20 8 20 2 30 31 %	21 21 30 30 ³ 4	*20 22	*21 31 4 33	23 23 4 32 1 ₂ 34 1 ₂	865	18 July 22 21 % June 26	35 Jan. 11 34 2 Jan. 3	30
cago st. Paul Minn. & Om.	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	92 kg 91 38 kg	. 93 9334		9414 9614 39 40		2,426	8034 June 27 28 June 27	69 2 Mar. 14	04
veland Col. Cinn. & Ind veland & Pittsburg. guar	135 136 1143 1175 ₈			113% 11538				90 12 May 2t	141 Apr. 1 1334 Mar. 1	111121
aware Lackawanna&West.	104 1134	10 1114	105 ₈ 111 ₂ 43 ₄ 43 ₄	450 434	5 514	5 54	4,870	63 ₈ June 23 31 ₂ May 14	84 Feb. 15	412
Do pref.	712 836	814 812			8 ¹ 2 8 ³ 4 5 ¹ 8 5 ¹ 8	32 32	100	6 June 12 32 Aug. 1 4 May 8	51 Jan. 7	45
en Bay Winona & St. Paul	*434 518	*412 512	188 188	*4°4 5 4 *25 30	30 34	32 32		185 July 11 20 June 26	200 Mar. 18	190 2
rlemuston & Texas Central	$\frac{-23}{127}$ $\frac{30}{127}$	$\frac{27}{126} \frac{30}{4} \frac{30}{127}$	1264 1264	124 12 126	128 130	1274 130 *80	2,467	110 June 2:	3 140 Feb. 13	77
Do leased line 4 p.c.	1378 1414	14 14 121 121	*12 13	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		15 15 1	1,900	9 June 2	1 20 ¹ 4 Jan. 5 7 19 ³ 4 Jan. 7	13 5
ke Erie & Westernke Shore	127 ₈ 131 ₂ 801 ₂ 83 66 66	814 834	81 824 *66 674	814 8434 66 65	847 883	86 883 674 674	179,835 562	67 3 June 27 62 May 24	7 10434 Mar. 4 7814 Mar. 15	05
ng Island	30^{7}_{8} 32 17^{1}_{2} 17^{1}_{2}	31 31 ⁷ 6	314 337	32 ¹ 2 36 ³ 8	36 ¹ 4 37 ¹ 4 18 ¹ 2		200	12 June 2	7 35 Jan. 4	39
nisville New Albany & Chic. nhattan Elevated	*57 5 9 *87		*58 60 86 87	*89	60 60 91 91 *55 12 65	*89 *60 65	1,050	40 Jan. 2 82 Jan. 2 42 Jan. 2	1 93 4 Apr. 7	80 38
Do common.	*58 1334 1334		28 28	13 ⁵ 8 13 ⁵ 8 28 28		284 30	250 1,800	124 July 10	5 24 Mar. 18	12 33
emphis & Charleston	00	701 ₂ 73	28 28 87 87 70 715	8512 90	94 91 714 73	*83 91 72 723	600	85 June 34	105 Apr. 15 7 94 2 Mar. 4	78 77 1
chigan Central		10.3 13	10 114	0.74 11				10 Feb. 1 323 May 2	1 16 Jan. 7 6 44 Apr. 10	10 35
nneapolis & St. Louis	$\begin{array}{ccc} 14^{1}4 & 14^{8}4 \\ 28^{1}2 & 30 \end{array}$		14 14 29 30	13 ² 4 14 28 28	14 2 15 4 28 4 31 4	31 32	2.425 4,180	7½ June 2:	3 18 ¹ 2 Jan. 3 36 ¹ 2 Feb. 1	163 ₄
Bouri Kansas & Texas	1754 1878 99 100	171 181 957 991	95 4 97	17 ¹ 4 18 ¹ 9 92 ⁷ 8 95 ² 4	18% 19% #3% 96%	944 957	M1,935	634 May 2	0 100 June 2	86 1
ssouri Pacificbile & Ohio	*9½ 10½ 122 122		1254 1251	*9 123 - 123 -	123 123	*121 123	200 303 6,000	116 June 2		1 120 1
orris & Essex shville Chattanooga & St.L. w York Central & Hudson.	201 2	108 1093	108 1094		10934 1149	1103 112	45,597	944 June 2	7 122 Mar. 1: 1 10 s Feb. 1:	3 111121
w York Central & Hudson w York Chic. & St. Louis Do pref.	11 8 11 %		6 2 64 +115 139	. 114 114			500	9 May 1		1334
w York Elevated	*105 130 88 83 147 ₈ 153 ₄	8612 861 147 ₆ 164	88 881	4 *30 12 88	*86 88	*8612 88		83 June 2	6 94 h Apr. 1: 7 28 s Lan.	2 854 2678
Do pref.	334 334 124 13		324 331	4 324 33	1234 129	2	1,500	20 June 2 8 June 2	7 71 Mar. 4 17 Apr.	72 17 ¹ 2
ew York & New England ew York New Haven& Hart.		176 2 1764	1004 103	1114 113	175 177 124 13	1212 121	2 4,163	175 July 7 June 2	7 184 May 7 16 ¹ 2 Jan.	1 169 1 7 155 ₈
ew York Ontario & Western. ew York Susq. & Western Do pref.	*4 5 10 10		1 5	*4 5	101, 101	2 12 12 12	490	3 July 1 10 May 1 10 Jan. 2	7 184 Feb. 10	6 14 10
orfolk & Western	2818 20	2812 281		29 201 203 214		28 28 228 231	1,300 22,510	2212 July	9 42 Feb. 1	3. 32 7 23 to
orthern Pacific Do pref	19% 21% 48% 50%				50% 527 24 21	8 52 8 517 4 *2 21	92,696 4 1,000	374 June 2 15 June 1	7 5758 Jan. 8 318 Jan.	7 4934
hio Centralhio & Mississippi	201 201	1 m	8 20 20	*1978 204		2012 21	900	1458 May 1 5 June 1	4 2578 Mar. 1 2 9 Mar. 1	9 7
nio Southern		114 12	1118 113		1278 141	2 1334 15		13 June 1 64 June 2	6 34 % Jan.	2 19 7 29 4 4 12
regon & Trans-Continental coria Decatur & Evansville hiladelphia & Reading	1 1 1 1 1	13 12 14 27 12 29 1	13 12 13	26 274	14 15			22 June		3 464
ittsburg Ft. Wayne & Chic. ich.& Allegh., st'k trust ctf's.	128 128	127 127		12934 130	437 39	123 ¹ 2 128 ¹ *36 39	100	2 18 May 2	30 135 Apr. 1 4 5 Jan. 1 3 61 Feb. 1	4 47
chmond & Danville	1812 191		8 2 L 2	*17 19 25 25 31	*16 18	2 18 19	1.500	12 June 2	16 32 Feb. 1 24 16 Feb.	5 21 4 14
ochester & Pittsburg one Watertown & Ogdensb.	- 4		*18 22 *25 26	*18 22 *25 26		20 20 26 30	200 1,450) 1934 Jan. 18 June 2	7 24 Mar. 2 27 50 Mar. 1	1 15 7 35
Louis Alton & Terre Haute			19 19	17 17	*17 20	· 75 75 21 *17 21	100 260	70 July 11 ¹ 2 June 2	3 96 Feb. 26 27 Mar. 1	8 2012
. Louis & San Francisco Do pref	3314 311	2	34 34 *82 90	*32 35 *82 90	34 34 85 85	36 36 *82 90	100	1 21 June 2 1 70 May 1	30 50 Mar. 1 5 96 2 Apr. 1	U 87
Paul & Duluth						0.23 07	5.78	. 65 July		6 90 7 94
t. Paul Minneap, & Mamtoba				9134 963	11 12	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$. 10 May	24 11 May 2	1 22 L2 1 17 L8
exas & Pacific	41 8 11	2 4078 43	18 4078 43	4 41 2 45	15 48	18 4534 48	$\frac{14}{7}$ $\frac{417,28}{4,30}$	7 23 June: 0 4 June:	30 845 ₈ Feb. 1 27 193 ₄ Jan.	6 70 te 7 15
abash St. Louis & Pacific	. 10.8 07			15 8 16	16 16	'e 10'4 16	2,70	9 May	20 32 Jan.	5 29 te
MISCELLANEOUS. merican Tel. & Cable Co	52 521	2	. 52 53					. 25 July	16 61 5 ₈ Jan. 23 12734 Apr. 1	8 57 5 118 ¹ 4 7 14
ankers' & Merchants' Tel olorado Coal & Ironelaware & Hudson Canal	1104 120	$\begin{bmatrix} 11 & 11 \\ 100 & 101 \end{bmatrix}$					12 3,25	3 884 May	27 17 ¹ 2 Mar. 1 23 114 Feb. 1 16 17 ³ 8 Jan. 1	1 1025
futual Union Telegraph lew York & Texas Land Co.				1 10 10	*150 170 19 20			. 122 2 Jan.	7 170 Feb. 28 654 Jan.	9 55 7 56
regon Improvement Co regon Railway & Nav. Co	77 77	17 17 77 78	34 79 81	7912 81	82 2 83	834 85	1,57	9 6034 June 0 31 May	26 112 Jan. 2 16 5634 Mar. 1	28 90 17 28
acific Mail	10778 109		108 109 *4 6	109 109	109 4 110	1103 4 111	3,85	3 90 May 34 June	24 117 Jan. 30 612 Feb. 1	7 1124
aicksilver Mining	25 26	*21	*21		*21	*21	20	0 20 June		5 30
estern Union Telegraph EXPRESS.	1	*128 131	*12812 131	*128 131	*128 131	*128 131		126 July	15 137 Apr. 2	24 12612
dams	*91 95 *53 55	*92 94 55 55	*91 94 *53 56	*90 93 *52 55	544 54	92 93 \\ \dag 52 55	6	1 45 May	24 102 Mar. 2 17 61 2 Feb. 26 115 Feb.	7 00 2
Vells, Fargo & Co	102 105	*101 - 104	10134 104	34 101 101	103 103		Ì	62 June	23 80% Jan.	7 7812
tchison Topeka & Santa Fe.	. 140 140							0 142 June	13 152 Feb. 1 11 33 Feb. 1	16 140
Columbia & Greenville, pref Columbus Chic. & Ind. Cent.								1 Feb. 0 50 Jan.	14 2 Jan. 2 21 50 Jan. 2	$\begin{bmatrix} 17 & 1^{1_2} \\ 21 & 50 \end{bmatrix}$
Danbury & Norwalk Dubuque & Sioux City					66 66	68 68	20	0 56 July 137 Apr.	17 82 Mar. 12 145 Mar.	10 77 4 138
oliet & Chicago Ceokuk & Des Moines	99 40							5 July	7 5 July 26 40 July	7
ouisiana & Mo. Riv., pref		1						. 45 May	15 90 Jan. 18 146 4 Apr.	9 96 18 139 2
Rensselaer & Saratoga United Companies of N. J Virginia Midland								192 Jan.	8 193 ¹ 2 Mar. 29 21 Jan. 9 15 Feb.	24 20
Laryland Coal							- 1 10	ur 9 June	9 15 Feb. 14 104 Jan.	41 IU

^{*} These are the prices bid and asked: no sale was made at the Board.

Digitized for http://frac

[†] Lower price is ex-dividend.

RAILROAD EARNINGS.

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

			- Column		
Roads.	Latest E	arnings R	eported.	Jan. 1 to	Latest Date
A COMME.	Week or Mo	1884.	1883.	1884.	1883.
	-	*	8	\$	\$
Ala.Gt.Southern a Atch. T.& S.Fe	June	79,893 1,343,362	72,225	519.683	480.65
Bost. H. T. & W.	3 wks July	29,210	19,159	220,098	168.04
Bur.Ced.R.& No. Canadian Pacific	3d wk July	43,655		1.409.582	1.415.00
Central Iowa Central Pacific.	3d wk July	29,217	23.304	730 472	651 -1
Chesap. & Ohio	June	200.000	323.843	10,476,000	1.796.85
Eliz.Lex.&B.S. Chicago & Alton	3d wk Inly	57 800 183,422	56.022 190,975	324 3 1	316.62
Chic. Burl. & Q. Chic. & East. Ill.	May	1,981,127	2,009 872	9.538.839	9,467,28
Chic.& Gr.Trunk	Wk Mar 8	31,790 60,057	33,496 59,603	521.636	875,02
Chic. Mil. & St. P. Chic. & Northw.	3d wk July 3d wk July	440,000 472 500	413,796 506 000	11,712,000	11.939 883
Ch.St.P.Min.&O.	3d wk July	105.400	108 300	2,949,044	2,653,60
Chie. & W. Mich. Cin.Ind.St.L.&C.	3 wks July	$26,433 \\ 142,635$	27,469 $125,872$	815,959 1,252,748	841.68
Cin. N. O. & T. P. Cin. Wash. & Balt.	June	205,450 30,454	108,826	1,210,313	1,157,479
Clev. Akron& Coll	3d wk July	9.889	31,919 10,160	253.181	963.27: 278 379
Clev.Col.C.& Ind Denver & Rio Gr.	May	294,624 568,754	339,836 626,018	1,457.525 2,450.715	1,642,149
Des Mo. & Ft. D. Det.Lans'g& No.	3d wk July	6,169	6,951	172,836	
Dub. & Sioux City	3d wk July	18,216 $15,929$	26,067 17,108	467,120	553,461
Eastern E.Tenn. Va. & Ga.	June	291,251 63,060	300,637	1.598.393	1.637.666
Evansv. & T. H.	3d wk July	23,324	60.025 14.313	1,915549 379.307	1,851,282 378 48
Flint & P. Marq. Flor.R'way & N.	3d wk July	12.970	42,874 13,109	1,327,507 -569.159	1,392,516
Ft.Worth & Den.	June	35.300 320,957	31,900	223,700	487 389 171,500
Gr.Bay W. &St.P. II	d wk Inly	5,297	6,612	8.965,740 186,624	10,096.977 209.54
Gulf Col. & San Fe Hous. E. & W. Tex	April	127,784 19.356	139,156 24,884	797.6 8	836,700
6 III. Cent. (III.).	ad wk July ad wk July	176,300	197.914	5,318.619	5.514,554
ind. Bloom & W. E	d wk hilv	29,800 51,631	37,075 55,638	\$85,849 1,364.448	1,031,428 1,533,470
K.C. Ft.S.& Gulf : Kan. C. Sp & M. 3	3d wk July	33,414	31,957	1,2:0,0:17	967,959
Kentucky Cent'll	May	68,753	€8.381	597,340 308.593	280,169
Lake Erie & W. I L.Rk. & Ft. Smith J	Inne 1	15,603 53,00	22,827 30,750	247,016	242.931
L.RK.M.Riv.&T. J	June 3d wk July	23,500 88,661	23,100	154,330	1×5.287
La. & Mo. River	April	50,500	88.422 43.800	$\frac{1,412.330}{213,959}$	1,372,43+200,642
Mar. Hough. & O. 3	d wk July	248,950 30,361	$263,770 \ 27,829$	7,282,316 $436,751$	7,119.593 $352,692$
Memph. & Charl. 1 Mexican Cent.c. J	st wk.Inty	23,825 $243,443$	17,851	673,367	581,702
Mex.Nat., No Dd 3	d wk J'ne	11,078	158,727	$\frac{1,372,165}{241,794}$	957,034
Southern Div. 3 Other lines e 3	d wk I'm	$\frac{12.7.50}{3.430}$		380,867 171,19	••••••
Milwaukee & No 3 Mil. L.Sh. & West. 3	d wk July	9,610	8,320	283,831	2.6.045
Minn. & St. Louis N	Lax	23,550 156.675	20,185 143,42	591.920 689,551	533,168 $644,455$
Missouri Pac.f J Wab. St.L.& P. 3	d wk July	$2,653,271 \mid 2$ $298,570 \mid$	2.577.070 281,628	8,217,290	
Mobile & Ohio J Nash. Ch. & St. L. J	nne	130,243	123.72	972 155	8.182,226 $963,146$
N.O. & Northeast! I	une	$161.957 \\ 28,419$	7,345	1,145,181 $1-9,73$	1,101,990 38.667
N.Y. & New Eng M.Y.L. Erie& W.g	Tav 1	273,702 ,30~,545 1	303,03	1.307.968	1,358,629
N. Y. Pa. & O. N. Y. Susq. & West J	133	451,205	582,080	6,389,903 2,223,588	7,714,102 2,445,636
Nortolk & West, J.	me	82.970 183,869	203.610	451,928	465,495 $1,209,435$
Northern Centr'l J	3 dys J'ne	40,073	51,593	234,237 2 620,255	337,844
Northern Pacific 3 Onio Central	d wk July	231,77	187.700	6,599.961	2,944.614 4,093,460
Onio & Miss J	une	21,15 289,163	20.387 $330,732$	1.960.170	2,012 302
Oregon R.&N.Co M	lav	312.680 435,144	361.0 9		1,465,787
Pennsylvania J. Peoria Dec. & Ev. 30	une 3	,906,174 4	,156,871 2	3.333,219 2	
Phila. & Erie J.	une	12,818 292,368	10,032 344,771	399,19: 1,616,812	3:1,770 1,943,239
Do C. & Iron J.	une 2,	,148,764 2	810 489 1	0.110.176 1	0.965.860
Richm'd & Dany.	st wk.Inly	62,200	61,800	1,887,30	7.171.×07 1.826.606
Ch. Col. & Aug. J. Columbia & Gr. J.	une	38,299 28.148	$\frac{44.09}{31,755}$	293,855	393 7 9 366,845
West. No. Car. Ju	une	128,433 29,62×	1 31.313	732.704	736 694
Roch. & Pittsb'g 3	d wk fulc	24,137	23,261 14.335	190 934 590,696	$\frac{146334}{253.214}$
Rome Wat. & Og. M St. Johnso. & L.C. M	arch	137,35 ⁶ 19,457	125.845 18.147	599 033 50.163	$592871 \\ 43.487$
8t.L.Alton&T.H. 30 Do (brehs.) 30	d wk July	19,805 10,790	22,341	731.785	751.688
St. L. Ft. S. & W 30	l wk July	8.192	13,074 5,36×	407,186 $249,102$	$rac{429}{1}, rac{9}{2}, rac{114}{1}$
St. L & San Fran. 6 St. Paul & Dul'th 36	i wk July	79,032 25,388			1,575 8 46 6 16, 43
St.P.Min.& Man Ji South Carolina Ji	ine		763.838 3	3,657,518	3,412.542
So. Pac Cal .N D. A	pril	95.876	63.250 $88,652$	577.337 343,853	$6 \ 3.262 \ 327,455$
Do So. Div.i. A. Do Arizona.i. A.	pril .		364,689 1 214,742		1,358,784
Do N. Mex i A Tex. & St. Louis. j 20	pril	64,779		-232,527	802,448 $250,412$
Union PacificM	av 2.	$19,374 \ 112,342 \ 2,$	351 012 9	397,726 9,300.896 10	
Vicksb'rg & Mer. Jr	av	85.26 3 31,734	97,671 27,870	348,431 224,134	494.651
Vicksb.Sh & Pac. Jr West Jersey Ju	me	9.770	5.2.8	58,853	$\frac{229,746}{36810}$
Wisconsin Cent'l 3d	wk Ju'y	$\frac{112,374}{21.801}$	$egin{array}{c} {f 108,698} \ {f 23,094} \end{array}$	527,507 $782,821$	477.859 748,965
a Includes South	17			,	

a Includes Southern Kansas lines in both years. b Includes Southern Division. c Including both divisions. d Corpus Caristi to Salti lo, 397 miles; up to May embraced only 236 miles, La edo to Saltillo e Only 164 miles now, but prior to May represented 297 miles. f Whole Southwestern system. In Not including earnings of New York Penn. & Ohio road. h Not including Central New Jersey in either year prior to June 1. i Included in Central Pacific earnings above. f Embracing lines in Missouri, Arkansas and Texas

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 July 26:

\mathbf{s}			2011001110	no or bus.	mess July	20:
			Are	rage Amour	at of-	
	Banks.		1	1		.1
		Loans and Discounts.	Specie.	Legal	Net Deposit	Circula-
		Discounts.		Tenders.	than U. S.	tion.
		\$	\$	\$		-
	New York	8,697,000	3,835,00	0 1,365,000	11.198.000	\$ 450,000
•	Manhattan Co	7.350.000	2,642,00	0 571,000	0 = 8.146.000	
	Merchants'	7,153,800 7,978,000	2,727,5	0 1,152,300	8,772,900	349.700
	Union	4.590 800	1,181,80	$0 965.000 \\ 0 139.500$		
	America	10.091.300	3,923,30	842,100		
	Phenix	2.267.000	766,00	26 2,900	2.371.000	263,100
).	City Tradesmen's	7,365,700 2,900,900	6,071,300	524,000	11,703,600	
)	E'n ton	1 /5 . 900	709,100			790,400
:	Chemical Merchants' Exch	15.821,700	5,701,900	806,200		
	Merchants' Exch	2,838,200	252,500	350.100	2.234,600	292,500
	Gallatin National Butchers' & Drov.		1,500.000	444,000	4.024.100	621,000
1	Mechanics' & Tr.	873 000	$\frac{410.500}{137,000}$			233,200
	Greenwich	888 300	115,700	$\begin{array}{c c} 101000 \\ 237,300 \end{array}$		45,000
1	Leather Manners	3 911 400	327,500	347,300		2,600 515,000
1	Seventh Ward State of N. Y	1,193,300	175.800	133,600	1,156,100	
1	Americ'n Exch'ge	3,759,200 14,384.000	1,164,3a(1,196,0a(441,100	4.930.700	,
1	Commerce	17.748 300	3,682,100		11,640,000 15,06 ',100	603.508
	Brondway	- 6,393,900	841,500	479,100	5,110,700	931,70 0 89 4,400
	Mercantile	- 5,420,700	1,477,400	409,800	5,902,300	401,000
1	Pacific Republic	2,237,400 4,535,600	585,400	204,600	2.612.800	
1	Chatham	3.535 700	562,600 $317,500$	396,200 607,500		
1	Peoples'.	1 1.536 6001	126,100		3,711.200 1,790.400	45,000 5,400
1	North America	2.873.200	292,700	373,500	3.017.500	
١	Hanover	7,352,200	1,724.900	866.100	7,852,500	526,500
١	Metropolitan	3.682 000	415,000	393.100		389,100
ı	Citizens'	1 2.290 9001	679,900		1,020,000 2,813,900	1,305,000
1	Nassau	2 157 000	135,300	457,200	2,510,100	264,700
1	Market St. Nicholas	2,650,800	514,400	259,400	2,319,700	437,200
1	Shoe & Leather	2 668 000	194,000 513,000	-312,700 298,000	1,741,600	
١	Corn Exchange	4.324.100	1,216.000	3!8,000	2,730,000 $4,027,800$	446,000
1	Continental.	3,899,300	583,600	725,600	4,95×,900	62,100
1	Oriental Importers'& Trad.	1,876,200	162,000	375.000	1,909,500	
ı	Pa k	16,695.700	6,687,400 3,617,000		21,004,00	1,318,800
	Wall Street	1.501.400	91,100	$\frac{2,301.600}{113,000}$	18,70×.800 1,160,700	45,000 -
1	North River	1 515 000	33,000	229.000	1,681,000	••••••
l	East River Fourth National	1,052,300	107,500	156,000	846,:00	220,000
	Central National	11,657,900 6,991,000	4,361,500 725,000	947.600	13.198,600	360,000
	Second National	1.164 900	667,000	1,520,000	7,673,000 1,974,000	297,000
	Ninth National	4.842.000	625.000	330,000	4,222,000	45,000 600,000
	First National Third National	13,877,600	3,940.100	622,800	14,667,600	449,900
	N. Y. Vat. Exch.	4,19:,900 1,365,300	653,000 85 , 000	692,000	4.323,900	
	Bowery	1.873.100	210,200	$219.600 \\ 268,000$	1,053.600	268,300
	N. Y. County	1,730,000	174,990	487,700	2,333,100	217,000 180,000
	Chage National		555,300	104,500	2,326,800	200,000
	Chase National Fifth Avenue	3,057.200 2,502,900	587,500	341.600	3,868,900	45,000
	G rman Exch'nge.	1,654, 00	524,500 98,000	144,0 0 383,000	2,583,100 2,065,800	•••••
-	Germania	1,788,400	236,100	205,900	2,195,000	••••••
0	United States	3,095,800	1,040,000	53,200	3,153,200	443,800
	Lincoln Garneld	1,317,600 894,800	120,000	204,900	1,388,500	44,700
	Fifth National	1,037,400	$\frac{48,100}{109,2}$ u	155,600	764,600 $1,025,600$	178,000
						132,100
	Total	289,759,200 7	4,792,700	32,229,800;	305,577,500	14,362,700

The following are totals for several weeks past:

1884.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation	Agg. Clear'gs
	\$ 500	\$	\$	\$	\$	\$
Apr. o	34 (,000,000)	01,900,200	28.216.000	343,969,300	14 301 700	600 916 010
1	11 1, 1 2 E, T	00.201.200	20.840.300	314 359 300	14.330 100	574 AL OAF
1 (1)	011.341,000	09.700.100	.26.981.500	310 661 300	14.463 300	6:0 000 100
20	ひなり,ひりひ, (バノ	0010.000	28.125.5001	335 681 000	1) 10 / 200	707 073 000
Tity of	141,000,000	00 001.100	25.112.800	333.215.600	14 4 17 500	855 711 COC
117	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	00.011.100	28.009.300	329 822 200	14 190 900	211 770 200
111	りゃい,ひゃむ,のいい	00.014.100	26 113 100	317 200 00	14 100 000	CHO TAL AGO
24	010,110,007	4 .010.000	22.025.700	296 575 300	14 316 800	637 694 100
01,	May Oto, Ot	*************	44.123.100	288 361 300	11 379 200	712 OZO 1EE
2 116 1	0.72,005,000	40.157.000	20.981.700	283 323 200	1.1 379 900	6 111 0 12 000
* *	200,000.200	45,057,400	25.577 000	231 111 600	14 311 100	595 821 000
4.1.	200,00 ,100	00 18.000	28.8 6.000	280 698 100	11 300 100	520 041 141
201	400.400,000	0.011.000	28.843.300	286 158 300	14 381 500	BA7 A95 B90
July of	202 000,000	00,851,800	23.027.000	290.304.000!	14 437 6 0	559 679 000
14	470,011,100	00 012.000	50.128.100	2:49 552 000	1.1 .170 ; 001	176 960 075
1.7	5 TO, 0000, 1000	12.101.000	31.875.700	304 788 1001	1 1 4 16 900	161 601 050
201.	200,709,2031	14,192,700	32,229,800	305,577,500	14.362,700	454.156,58 2

Boston Banks.—Following are the totals of the Boston banks:

1884.	Loans.	Specie.	L. Tenders	Deposits.*	Circulation	Agg. Clear'gs
	\$	\$	4	ф.		- Court ye
	145,794,000	6,039,100		96,275,800	24,040,800	65,350,564
	145,462,900 145,734,000	6,061,200 6,176,800		97,055,100	23,983,900	67.438,894
May a	1 (3,958,800)	6,143.200			23,993,6 0 23.827,600	63,511,643 73,168,84 7
	142,570,900	6,238,500	4,724,300	94,170,900	23,305,400	67.804,253
	141, 09, 00 139,70×,600	6,243,300 6,558,700	4,560,200 4,583,200		23,411,700 23,508,400	75,155,787 $63,932,836$
J'ne 2	133,002,100	6,610,500	4.576,500.	85,747,200	23,201,500	49, 51,800
	138,64+,700 138,983,800	6,728,400 $6,837,000$	4,443,700 4,174,600	85,803,500	23,271,100	61,463,928
" 23	133.539, 00	6,715,000	3,909,500		23,359,600 23,332,700	$\begin{array}{c} +2,380,394 \\ -59.232,042 \end{array}$
	138,159,300 138,562,900	6,773,200 6,607,000	3.695,900	81,321.400	23.418,000	59,987,282
"14	136.642,500	5,5 2,100	3.532,000	85,223,900 84,383,000		64.227,444 61.025,571
	137,174,000	6 514,400	3,892,700	81,423,700	23,080,200	57.511,683
	136.834,300	6.864,100	4.230, 300	83,454,600	23,137,200	53,107,832

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

1884.	Loans	Lawful Money.	Deposits,*	Circulation.	Agg. Clear'ge
	\$	\$		\$ -	\$
Apr. 14		19,613,948	72,12,750	8,524,352	44.374.289
" 21		19,814,377	7 ,312,654	×,526,723	54,314,121
" 23		19,729,520	¥71,970 081	8,509 055	52,090,551
May 5		20,083.011	72,4 7,991	8.491,911	54, 93,299
" 12		20,238,643	72,548,973	8,496,612	55,835,629
10		1 434,822	71,981,381	8,175,186	64,897,979
2		18,528,024	69,905,637	8,183,326	56.719,04 5
June 2		19,023,914	68,893,797	8,437,515	45,676,570
3		18.930.721	67,001.697	8,115,700	56,287,758
		18.630.715	66,437,950	8,126,074	48.213.272
30		18.2 - 7,842	65,120,091	8,139,721	49 996,041
July 7		13,291,634	64,436,411	8,416,013	43,328,219
	72.227.361	19.078,603	61 103 119	8,259,933	51.512,793
	71,960,070	18,989,060	64,408,412 $64,130,29$	8,250,169	46 332,347
	71,887,011	19,607,087	61,695,388	8,119,765	48 701,934 44,930,300

* Including the item "due to other banks."

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. Bid. Bid. Ask. CITY SECURITIES. Bid. CITY SECURITIES. Ask. UNITED STATES BONDS. Albany, N. Y.—6s, long....Various 110 UNITED STATES BONDS. 105 1174 100 106 4s, do 10-20s 97
5s, do 5-10s 100
5s, do 10-20s 102
Atlanta, Ga.—7s 104
Do. 8s 108
Waterworks 107
Augusta, Me.—6s, 1887, mun. F&Ai
Augusta, Ga—7s Various
Austin, Texas—10s 115
Baltimore— 98 101 103 | Lynn, Mass.—6s, 1887 | J&J | Lynn, Mass.—6s, 1887 | J&J | 103 | 105 | 120 | 113 | 13 | 145 | 145 | 145 | 168, 1902 | J&J | 114 | 16 | 168, 1901 | 1002 | 103 | 1002 | 103 STATE SECURITIES. 101 60 120 101 81 6s, Pitts. & Con'v. RR., 1886. J&J 102 6s, consol., 1890. Q—J 112 6s, Balt. & O. loan, 1890. Q—J 112 10019 12 1124 25 . 102 103 75 6s, 1900. J&J 6s, West. Md. RR., 1902 J&J 126 55 5s, consol, 1885. Q—J 6s, Valley RR., 1886. A & O 68, Valley RR., 1886. A & O ... 102½
58, 1916. M&N ... 127½
48, 1920. J&J ... 114

Bangor, Me.—68, RR., 1890-'94.Var., 110 113
68, water, 1905. J&J ... 117½ 119
68, E.& N.A. Railroad, 1894. J&J ... 117½ 119
68, E.& N.A. Railroad, 1894. J&J ... 112
68, B. & Piscataquis RR., '99.A&O ... 103¾ 104
58, 1897, municipal.
Belfast, Me.—68, railroad aid. Var. 103¾ 104
58, 1897, municipal.
Belfast, Me.—68, railroad aid. '98... 102 103
Boston, Mass.—68, cur, long, 1905 Var. 128
68, currency, 1894. Var. 116 118
4½, 1908. A&O ... 102
4s, currency, long. J&J ... 107 109
Brooklyn, N.Y.—78, short. J&J 100
78, Park, long. J&J 135 140
78, Bridge, long. J&J 135 140
78, Bridge, long. J&J 135 140
68, Bridge, long. J&J 125 129
68, Park, long. J&J 135 140
68, Bridge, long. J&J 135 140
68, Raidge, long. J&J 135 140
68, Raidge, long. J&J 135 140
68, Raidge, long. J&J 135 140
68, Bridge, lo 58, 1916. M&N 48, 1920 J&J 5s, new Nashville, Tenn.—6s, old. 6s, new 100
Newark-6s, long Var. 110
7s, long Var. 112
7s, water, long Var. 120
New Bedford, Mass.—6s, 1909 A&O 129
5s, 1900, Water Loan A.&O 113
N. Brunswick, N. J.—7s, various 104 115 131 116 110 784 97 115 108 120 125 118 130 7s, 1896
7s, 1901
Newton—6s, 1905, water loan J&J
5s, 1905, water loan J&J
129
114
Norfolk, Va.—6s, reg.stk, '78-85 J&J
8s, coup., 1890-93 Var.
8s, water, 1901 M&N
Norwich, Ct.—5s, 1907 A&O†
7s, 1905 J.&J
Orange, N. J.—7s, long †
115
Oswego, N. Y.—7s, 1887-8-9 1
Paterson, N. J.—7s, long Var
6s, long 118 135 13**1** 116 Maryland—6s, exempt. 1887. J&J 104 6s, Hospital, 1882-87. J&J 103 Maryland—6s, exempt, 1887. J&J 104 103 6s, Hospital, 1882-87. J&J 107 5s, 1880-'90. Q—J 3-65s, 1897. J&J 103 107 ½ 108 5s, gold, 1894.1895. Var. 5s, gold, 1894.1895. Var. 5s, g., sterling, 1891. J&J 103 107 ½ 108 do do 1894. M&N 107 Minnesota—New 4½s. J&J 102 102 100 Minnesota—New 4½s. J&J 102 103 Missouri—6s, 1886. J&J 102 Funding bonds, 1894-95. J&J 105 Hannibal & St. Jo., 1886. J&J 108 Mew Hampshire—5s, 1892. J&J 108 108 Mew Hampshire—5s, 1892. J&J 108 108 109 War loan, 6s, 1892-1894. J&J 108 125 130 New Jersey—6s, 1897-1902. J&J 125 6s, exempt, 1896. J&J 188 109 6s, gold, coup., 1887. J&J 109 118 188 109 6s, gold, 1891. J&J 125 6s, gold, 1892. A&O 6s, gold, 1892. A&O 6s, gold, 1893. A&O 117 120 130 ----120 115 6s. long. 110 5s, long. 104 Petersburg, Va.—6s. J&J 100 4s, non-taxable. 73 Chelsea, Mass.—6s, '97, water l. F&A† 118 120 10334 107 9912 10712 107 8 104 106 Rochester, N.Y.—68 Var. 103 78, water, 1903 J & J† 130 1374 Rockland, Me.—68, '89–99, RR. F&A 1004 1008 do Skg. Id. 58, 1910M&N1 100
Cleveland, O.—4-5-5-78, 1835-94Var. 1
78, 1887-93 Var.
48 to 78, 1881-93 Var.
5-6-78, 1893-1907 Var.
Columbus, Ga.—78 Var. 100
Covington, Ky.—7-308, long 115
120 1371 St. Louis, Mo.—7s, 1885...F&A 100 6s, short....Var. 103 6s, short Var.
6s, 1892 Var.
5s, long Var.
5s, 10-20 Var.
8t. L. Co.—6s, gold, 1905 A&O
Currency, 7s, 1887-'88 Var.
106
tt. Paul, Minn.—6s, long 105
7s, long 112
8s, 1889-96 Var.
8alem, Mass.—6s, long, W. L. A&O
5s, 1904, W. L.
5an Francisco—7s, school Var.
6s, gold, long 103
1081
1081
1082
1083
1084
1084
1085
1186
11065
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
11075
1 Covington. Ky.—7-30s, long | 115 | 7-30s, short | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 | 1 - 15 5 83 110 109 100 ----43 7s, 1905. Fall River, Mass.—6s, 1904. F& Al 4 23, 1869. Non-fundable, 1888. 3
Brown consols. 40
Compromise bonds, 3-4 5-6s, 1912
Settlement, 3s. 5

Texas—6s, 1892. M&Si
7s, gold, 1892-1910 M&Si
7s, gold, 1904. J&Ji
Vermont—6s, 1890. J&Ji
Virginia—6s, old, 1886-195. J&J
6s, new bonds, 1886-1895. J&J
6s, consol., 1905. J&J
6s, consols, 1905. ex-coup. J&J
6s, consol., 2d series. J&J
6s, deferred bonds. 4

Tax-receivable coups., prev. to '83
Do sub. to '83 23, 1869. Non-fundable, 1888.. \$ 106 $\begin{array}{c} 45 \\ 46 \end{array}$ 51 Foledo, O.—7-30s, RR., 1900 M & N | 8s. Var. | 6s, 1893 to '99 Var. | Washington, D.C.—See Dist. of Col. Vilmington, N.C.—6s | 100 | 105 | 112 | 117 8s, gold, con. on. 108 112

Norcester, Mass.—6s, 1892. A&O 115 12

117

5s, 1905. A&O 102 116

4s, 1905. A&O 102 12

RAILROAD BONDS.

Ala. Cent.—1st M., 6s, 1918. J&J 103

Income 6s, 1918. J&J 103

Ala. Gt. Sonthern—1st mort., 1908; 103 Houston, Tex.—108.
6s, funded.
1ndianapolis, Ind.—7-30s, '93-9, J&Ji 112
Jersey City—6s, water, long, 1895.
7s, water, 1899-1902. J&J
7s, improvement, 1891-'94. Var.
7s, Bergen, loag. J&J
Hudson County, 6s. A&O
105 34 103 8 105 Do sub. to '83.

Digitized

^{*} Price nominal; no late transactions.

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

FUL	Explana	ions see Notes at Head of I	rirst 1	age	of Quotations.		
RAILROAD BONDS.	Bid. Asl	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
▲ ib'y & Susq.—1st M., 7s, '88J&J	11034				Cin. I. St. L. & Chic.—Con. 6s, 1920		
2d mortgage, 7s, 1885A&O Consol. mort., 7s, 1906, guar. A&O	101	Land grant M., 6s, g., 1890. A&C West. Pacif., 1st, 6s, g., '99. J&J	98 105	101	Cin.& Indiana, 1st M.,7s.'92.J&D do 2d M., 7s,'82-87.J&J	101	106
Consol. mort., 6s, 1906, guar A&O Alleghany Cent.—1st M., 6s, 1922	1154	Charl'te Col.&A.—Cons.,7s,'95.J&J	102	1021 ₂ 100	Indianapolis C. & L., 7s of '97 Ind'apolis & Cin., 1st, 7s, '88.A&O	1105	
Incomes, 1912		. Cheraw & Darl.—1st M.,8s,'88.A&C	106		Cin. Laf. & Ch.—1st, 78,2.,1901.M&S	105	108
East. exten. M., 7s, 1910A&O	;123 125	2d mort., 7s. Ches. & Ohio—Pur. money fd.,1898			Cin. Northern.—1st, 6s, gold, 1920, Cin. Rich. & Chic.—1st, 7s, '95. J&J	$\frac{30}{1105}$	40
Atch'n & Neb.—1st, 7s, 1997M&S	1120 1122	6s, gold, series B, int. def. 1908.	1		Cin. Rich. & F. W.—1st, 7s, gJ&D Cin. Sand'ky & Cl.—6s, 1900 F&A	1107	101
Atch. Top. & S. Fe—1st, 7s, g., '99. J&J Land grant, 7s, g., 1902 A&O	†118 119 †114 115	6s, currency, int. deferred, 1918 6s, 1911	33	3634	78, 1887 extended	†	
Sinking fund, 6s, 1911J&D Guaranteed 7s, 1909 . J&J&A&O	10134 102	Ches.O.& S.WM. 5-6s, 1911. F&A			Cin.&Sp7s, C.C.C.& L., 1901, A&O	10:	10012
5s. 1909 (1st mort.)	1993 100	Cheshire—6s, 1896-98	115		7s, guar., L.S.& M.S., 1901 A&O Cin. Washington & Balt —		
5s, plain bonds, 1920	182 83	Sterling mort., 6s, g., 1903. J&. Bds. Kan. C. line, 6s, g., 1903. M&N	1113	115	1st M., guar, 4 ¹ 28-68, 1931 M&N 2d mort., guar., 58, 1931J&J	$\frac{973}{63}$	98
Florence & El Dor'do, 1st.7s. A&O K.C.Topeka&W., 1st M., 7s,g.J&J	1116 1118	Miss.Riv.Bridge, 1st.,s.f.,6s,191; Louis'a & Mo.R., 1st, 7s,1900F&A			3d mort., gold 3s-4s, 1931. F&A Incom 5 5s, 1931	293 ₄ 123 ₄	3012
do income 7s. A&O N.Mex.&So.Pac.,1st,7s,1909 A&O	1105 1107	do 2d,7s, 1900 M&N St.L.Jacks'v.&C.,1st,7s,'94.A&C	111		Scioto & Hock. V, 1st, 7sM&N	1100	1+
Pleas't Hill & De Soto, 1st.7s.1907	105 106	do 1st guar. (564), 78, '94A&C	117		Balt. Short L., 1st, 7s, 1900. J&J Clev. Cot. C. & I.—1st, 7s, '99. M&N	117	
Pueblo & Ark. V., 1st, 7s, g., 1903 Sonora, 1st, 7s. 1910, guar. J&J	89 90	do 2d guar.(188) 78,'98.J&J	117		Consol. mort., 7s, 1914J&D Cons. S. F., 7s, 1914J&J	11312	
Wichita&S.W.,1st,7s,g.,gua.,1902 Atlanta & Charlotte Air L.—1st,7s	105 107	Chic. & Atlantic—1st, 6s,1920. M&N 2d. 6s, 1923. F&A			Gen. con. 6s, 1934J&J Bellef. & Ind. M., 7s, 1899J&J		103
Income, 6s. Atlantic & Pac. –1st 6s, 1910J&J	83	Chic.Burl.& Q.—Cons., 78,1903J&J	125	101	Clev. & Pitts.—4th M., 6s, 1892.J&J Consol. S. F., 7s, 1900M&N		110
Incomes, 1910J&J Central Division, old	14 20	5s. 1901	101	102	Clev.& M. Val.—1st. 7s. g., '93 F&A		125
do new	45	5s, 1919, Iowa DivA&C	1054		Columbia & Greenv.—1st, 6s, 1916 2d mort., 6s, 1926.	92 55	97
Baltimore & Ohio -6s, 1885. A&O Sterling, 5s, 1927	105 107	4s, Denver Div., 1922	86	90	Col. Hock. Val. & Tol.—Consol. 5s. Col. & Hock. V.—1stM., 7s, '97. A&O	65	79
# Sterling, 6s, 1895	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4s, plain bonds, 1921 Bur. & Mo. R., 1'd M., 7s, '93.A&C	79	50 1151 ₂	do 2d M., 7s, 1892.J&J Col. & Toledo—1st mort. bonds	1101	
do 6s, g., 1910. M&N Parkersburg Br., 6s, 1919A&O	1120 1122	do Conv. 8s,'94 ser.J&J Bur.& Mo.(Neb.), 1st,6s,1918.J&J	111712		do 2d mort	1104	
#Balt. & Pot'c-1st, 6s, g., 1911. J&J	116 118	do Cons, 6s, non-exJ&J	110312		Col. Springf.& C.—1st. 7s, 1901.M&S Col. & Xenia1st M., 7s, 1390.M&S	†111	1124
1st, tunnel, 6s, g., g'd, 1911.A&O Bell's Gap—1st, 7s, 1893J&J			1110	83	Conn. & Passump.—M., 7s, '93.A&O Massawippi, g., 6s, gold, '89 J&J	†116 ¹ 4	11634
Consol. 6s, 1913A&O		do Om.& S.W.,1st,8s,J&I III. Grand Tr., 1st, 8s, '90A&C	#120	122	Conn. Val.—1st M., 7s, 1991J&J Conn. West.—1st M., 7s, 1990.J&J		13227
* Belvidere Del.—1st,6s,c.,1902.J&D 2d mert., 6s, 1885	120	Dixon Peo. & H., 1st, 8s, 1889 J&J	110834	109	Connecting (Phila.)1st, 6s M&S		
3d mort . 6s, 1887F&A	103	Quincy& Wars'w, 1st, 8s, '90.J&J	1110	1!1	Consol.RR.of Vt., 1st, 5s, 1913.J&J Comberland & Penn.—1st mort		105
Boston & Albany—78, 1892F&A 68, 1895J&J		Chic. & East Ill.—1st mort. 6s, 1907	1,00	23	Zel mort. Cumberl.Val.—1st M.,8s,1904.A&O	*	• • • • •
* Boston Clinton & Fitchburg— 1st M., 7s, 1889-90J&J	1111 113	Income bond's, 1967. Chie. & Gr. Trunk—1st mort., 1900			Dakota Southern—7s, gold, '94, F&A Dayton & Mich.—Consol. 5sJ&J	195	100
B. C. F. & N. B., 5s, 1910 J&J N. Eédford RR., 7s, 1894 J&J	110 112	Chic. & Mich. L.Sh.—1st, 8s, 89. M&S Chic. Mil. & St. Paral—	1108		2d mort., 7s, 1884, new 1st. M&S	† 130	108
Bouipment, 6s, 1885. F&A Framigham & Lowell—1st, 5s, '91	10012 101	P. da C. Div., 1st, 8s, 1808. F&A		100	3d mort., 7s, 1888, now 2d. A&O Dayt. & West.—1st M., 6s, 1905. J&J	1107	108
Bost. Conc. & MonS. F., 68, '89. J&J	102 FO3	P. D., 2d M., 73-10s, 1393. F&A St. P. & Chic., 7s, g., 1902 J&J	122	120 12 5	1st mort., 7s, 1905	1115	
Consel. mort., 7s, 1893		Mil. & St. P., 2d M., 75, 1984.A&O La. C., 1st M., 74, 1863J&J	102		Del. & Bound B'k—1st, 7s, 1905 F&A Del. Lack. & W.—Conv. 7s, F392 J&D		
1st mort., 7s, guarJ&J Beston & Lowell—7s, '92A&C	113 116	I, & M., 1st M., 7s, 1897J&J Pa. & Dak., 1st M., 7s, 1899. J&J	114		Mort. 7s, 1907. M&S Den.& Rio G.—1st, 7s, g., 1900. M&N	125	100
6s, 1896. J&J New 5s, 1899. J&J	1124/1123	Hast. & Dak., Fet M., 78, 1910. J&v		123	1st consol. mort., 7s, 1910J&J		48
# Boston & Maino-7s. 1893-94. J&J	123 1231	1st mort., consol., 78, 1905. J. J.		117	Denv. & R. G.W1st, 6s, 1911.M&S Denv.S.P.& Pac1st, 7s, 1905 M&N	35 70	37 85
Bost. & Providence—7s, 1893. J&J Bost. & Revere B'h—1st, 6s, '97. J&J		1st M.,6s, S'thwest Div. 1909J'&J		117	Des M. & Ft. D.—1st, 6s, 1905 J&J 1st inc., 6s, 1905		60
Bradford Bord. & K.—1st, 6s, 1932 Bradf. Eld. & Cuba—1st. 6s, 1932 J & J	85	1st M., 5s. La C. & Day. 1919 J&J So. Minn. 1st 6s. 1910 J&J	92		Detroit & Eay C.—1st, Ss, 1902.M&N 1st M., Ss, end. M. C., 1902.M&N	105 115	117
5 Bklyn Bath&C.I1st,68,1912.F&A	102	Chic. & Pac. Div. 6s, 1910. do West. Div. 5s, 1921. J&J			Det.G. Haven & Mil Equip. 68, 1918	1116	118
Buff. Brad. & P.—Gen. M. 78, '96. J&J	100 103	Mineral Pt. Div., 5s, 1910 J&J	91		Con. M., 5% till'84, after 6%. 191* Det. L. & North.—1st, 7s, 1907. J&J	111712	
Buff. N.Y. & Erie—1st, 7s, 1916. J&D Buff. N.Y. & Phil.—1st, 6s, g., '96. J&J (Chie. & L. Sup. Div., 58, 1921 Wis. & Minn. Div., 58, 1921J&J	92	92	Det. Mack.& M.—1st. 63,1921.A&O Land grant, 78, 1911	55	
24 mortgage, 7s, g., 1908Q—M Cons. 6s. 1921J&J	68	Wis. Val. Div., 1st, 6s, 1920. J&J	97	99	Income, 1921. Dub. & Dak.—1st M., 6s, 1919. J&J		
Gen. M., 6s, 1924					Dub. & S. City—1st, 2d Div., '94. J&J Dunk. A.V. & P.—1st, 7s, g 1900 J&D	11342	
Pitts. Titusv. & B.—7s, 1896 F&A Oil Creek, 1st M., 6s, 1912 A&O	78	Exten. mort., 7s. 1885 F&A	10412		East Penn.—1st M., 7s, 1888. M&S		
Union & Titus V., 1st, 7s, 1890. J&J	75	Consol., gold, 7s, ep., 1902. J&D	1	121	E.Tenn.Va.& Ga.—1st, 7s, 1900 J&J 1st mort., consol., 5s, 1930J&J		591 ₃
Buff. & Southwest 6s, 1908 J. & J			11012		Income, 6s, 1931 Divisional, 5s, 1930J&J	173_{1} 911_{2}	18
Bur. C. R.& N.—1st,5s,new,'06.J&1) C. Rap.I.F.& N.,1st,6s,1920.A&0		do 5s, 1929		9334	E. Tenn. & Ga., 1st, 6s, '83-86.J&J E.Tenn. & Va., end., 6s, 1886. M&N		105
Cairo & St. Louis—1st mort		Escan.&L Sup., 1st, 6s, 1901.J&J		1	Eastern, Mass.—6s, g.,1906M&S Sterling debs., 6s, g., 1906M&S	11072	
Califor. Pac.—1st M., 7s, g., '89. J&J 2d M., 6s, g., end C. Pac., '89. J&J	i100	Iowa Mid., 1st M., 8s, 1900. A&C	129	131	Eliz. City & Nor.—S.F. deb.,6s.A&O		
3d M. (guar. C. P.), 6s, 1905. J&J	100	Chie. & Mil., 1st M., 7s. '98. J&J	11942		1st mort., 6s, 1920 M&S E izab.Lev.& Big S.—6s. 1902.M&S	8912	
do do 3s, 1995. J&J California So.—1st, 6s, 1922 J&J		Madison Ext., 1st, 7s. 1911.A&O	1121	126	Elmira& W'mspt—1sc 5s,1910.J&J 5s, perpetualA&O		
Camden & Atl.—1st, 7s, g., '93J&J 2d mort., 6s, 1904	115 120	Menominee Ext., 1st, 7s, 1911 J&D Northwest, Un., 1st, 7s, 1917, M&S		126 127	Erie & Pittsb.—2d, now 1stJ&J Cons. mort., 7s, 1898J&J		
Cons. (s, 1911		Chie.R.I.&Pac68, 1917, coup.J&.	12334	124	Equipment, 7s, 1900		
Canada So.—1st M.,guar., 1908, J&J	$96\frac{1}{2}$ 97	Chic.&S.W1st.7s.guar.,'99.M&N			Evans.& T.H., 1st con., 68, 1921, J&J	95	
2d mort., 5s, 1913	103 101	Chie. St. L. & N.O.—1st con. 1897,7s 2d mort 6s, 1907J&I			Evansy.T.H.&Chi1st, 7s, g.M&N	100	1024
2d, inc., 6s, 1915	70 75	Ten. lien, 78, 1897 M&N	110		Fitchburg-58, 1899	1108 1	10912
Cedar F. & Min.—1st, 7s, 1907. J&J Cedar R. & Mo.—1st, 7s, '91 F&A	120	Miss. Cen., 1st M.,7s,'74-S4. M&N	100		6s, 1898	†116	118 1234
1st mort., 7s, 1916	1120 121	N.O.Jack.& Gt. N., 1st., 8s, '86. J&J	103		Flint & P. MargM. 68,1920, A&O	111212	113
Cent. Br. U. Pac., 1sts, 6s, '95, M&N Fund, coupon 7s, 1895,, M&N	100	do 2d mort. debtA&C	110		Holly W. & M., 1st, 8s, 1901. J&J Ft. Madison & N. W., 1st 7s, g., 1905		
Atch. & Pike's P'k, 1st, 6s, g. M&N Cent. of Ga.—1st, cons., 7s, '93.J&J	107	Chic.St.L.&Pitt.—1st,5s,1932 A&C Chic. & Gt. East., 1st, 7s, 93-'95	100		Ft. W. & Denv. City-1st, 6s, 1921. Gal. Har. &S. A1st. 6s.g., 1910F&A	61	$64\frac{1}{2}$
Certificates of indebtedness, 6s Cent. Iowa—New 1st., 7s, '99.J&J	80 98 100		†112		2d mort 7s, 1905J&D Mex. & Pac. 1st, 5s, 1931M&N		
Inc. bonds," debt certs.", 7s,A&O		Un.& Logansp., 1st, 7s, 1905. A&C	†110		do 2d, 6s, 1931J&J		
Eastern Div., 1st, 6s, 1912A&O His. Div., 1st, 6s, 1912A&O	76 65	T. Logansp. & B., 7s, 1884. F&A Cin. & Chic. A. L., 1886-'90	100	105	Gal. Hous. & Hen.—1st, 5s, gold A&O Georgia—7s, 1883-90J&J	55 105	110
Central of N. J.—1st M.,7s,'90.F&A 7s, conv, 1902, assentedM&N	114	11 OL OL D 6 35: 1-4 (101.3356)		1104	6s, 1910	8412	
Consol.M.,78,1899, assented.Q-J Adjustment bonds, 1903.	108 108	North Wisc., 1st 6s, 1930 J&J			2d mert. Gr.Rap. & Ind.—1st, l.g., g'd, 7s, g.	29	117
Conv. deben. 68, 1908 M&N	81 86	Chic. & Tomah.—Scrip, 1905	:113	115	1st M.,7s, l.g., gold, not guar. A&O	11112	113
Am. Dk.& Imp. Co., 58,1921 J&J	86	Chic.& W.Ind.—S.fd. 6s, 1919 M&N. General mort., 6s, 1932 Q-M	*101	103	Ex land grant, 1st 7s, '99	82	88
Leh.& Wilkesb.Coal,inc.,'88,M&N Consol., 78,gold,1900,ass'd.Q-M	$\begin{array}{c c} 50 & \dots \\ 951_2 & 97 \end{array}$	Cin. Ham. & Dayt 2d, 7s, '85 J&J Consol. mort., 7s, 1905 A&C	+115	118	2d, incomes, 1911 Gulf Col. & S. Fe—1st, 7s,1909 J&J	15	1104
Cont. Ohio—1st M., 6s, 1890 M&S Cont. Pac.—1st, 6s, gold, '95-98. J&J	108 109		1107	110 108	2d, 6s, 1923		92
B. Jo aquin, 1st M., 6s, g. 1900. A&O Cal. & Oregon, 1st, 6s, g., '88. J&J		Cin. & Eastern-1st, 7s, 1896 2d mort., 7s, 1900		80	Han. & St. Jo. – Conv. 8s, 1885. M&S Con. 6s, 1911		11334
Cal.& Or. C.P. bonds. 6s.g., '92 J&J		Consol., gold, 6s, 1912			Kans. C. & Cam., 1st, 10s, '92. J&J		
+ Duise naminal, no late transa.	1041 • C.	4 Donahasan alaa nama aa maalisii	197		4 In Landon		

^{*} Price nominal; no late transactions.

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

For	RKbi	anati	ons See Notes at Head of F	11.30 2		1 Quotations		
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
			Metrop'n Elev.—1st, 6s, 1908. J&J	103	1034	N. Y. West S. & Buf5s, 1931. J&J	3914	
Housatonic—1st M., 7s, 1885.F&A Ho'st.E.&W. Tex.—1st,7s,'98.M&N		99	2d 6s, 1899. M&N Mexican Cent.—1st, 7s, 1911 .J&J	90 4 f	93	Norf'k &WGen'l M.,68,1931 M&N New River 1st 6s, 1932 A&O	100	101 96
2d, 6s, 1913. J&J H.& Tex.Cen—1st m.,7s,guar.1891	106		Serio 108, 1889	7814 1778	7834	Norf'k & Petersb., 2d, 8s, '93.J&J South Side, Va., 1st, 8s, '84-'90.J&J		
West. Div., 1st, 7s, g., 1891 J&J Waco & N. W., 1st, 7s, g., 1903. J&J	1034		Mexican National—1st mort Subsidy bonds			do 2d M., 6s, '84-'90.J&J		
Cons. mort., 8s, 1912A&O	121	124	Mich. Cent.—Consol., 78, 1902 M&N Consol. 58, 1902M&N	10218	1024	South Side, Va., 3d, 6s, '86-'90.J&J Va. & Tenn., 1st M., 8s, 1900.J&J	118	120
Waco & N., 8s, 1915	11210	3812	1st M. on Air Line, 8s, 1890. J&J Air Line, 1st M., 8s, guar M&N	1110	III	North Carolina—M., 6s. North Penn.—1st M., 6s, 1885 J&J	105 1003 ₄	
Hunt. & Br. Top -1st, 7s, '90A&O 2d mort., 7s, g., 1895 F&A			Gd. Riv. V., 1st 8s, guar., 86.J&J	1103	104	2d mort., 7s, 1896		121-3
Cons. 3d M. 5s, 1895 A&O Ill. Cent.—1st M.Chic.& Spr.'98J&J	110		6s, 1909. M&S 5s, coup., 1931. M&S		10012	New loan, 6s, reg., 1905M&S Northeast.,S.C.—1st M.,8s,'99,M&S		
Middle Div. reg. 5s, 1921 Sterling, S. F., 5s, g., 1903A&O		108	5s, reg., 1931	1109	111	2d mort., 8s. 1899	123	
Sterling, gen. M., 6s, g., 1895.A&O Sterling, 5s, 1905J&D	1112	114	J.L.& Sag. 1st, 8s'85, "wh.bds" J&J	102	1024	Northero, Cal.—1st, 6s, 1907J&J North'n Cent.—2d mort.,6s, 85.J&J		
Ind. Bl. & W.—1st. pf., 7s, 1900J&J	******	80	do Cons. M.,88, '91. M&S do 68,1891M&S	1114	113	3d mort., 6s, 1900		
1st mort., 4-5-6, 1909 A&O 2d mort., 4-5-6, 1909 A&O	58	5934	Joliet & N.Ind., 1st, 7s (guar. M.C.)	115		6s, g., reg., 1900		1
East Div., 1st mort. 6s, 1921 East Div., income	19	81	Michigan & Ohio-1st mort Midland of N. J1st,6s,1910,A&O	85	8642	do series B		107
Income, 1919	15	30	Midd. Un. & Wat. Gap-1st mort	90 50	100 62	Con. mort, stg. 6s, g., 1904 J&J Northern, N.J.—1st M., 6s, '88. J&J	†100	102
2d mort., 58, 1911J&J			Mil.L.S.& W.—1st M.,6s,1921.M&N 1st, incomes.		100	North. Pac., P. D'O Div.—68, M&S. Mo. Div. 68, 1919	197	
2d mort., income, 1906J&J Trust Co. cert			Mil. & No.—1st, 6s, 1910J&D Minn. & St. L.—1st M., 1927J&D	11610		Gen'l l. g., 1st, 6s, 1921:J&J Gen'l l. g., 1st, 6s, regJ&J	102%	10278
New 1st mort. 6s, funded Ind'polis & St. L.—1st,7s, 1919. Var.	1110		1st M., Iowa City& W., 1909.J&D	108	114	Norw'h&Wore'r-1st M., 6s.'97.J&J Ogd'nsb'g&L.Ch1st M.6s,'98,J&J	LLIF	116
Ind'apolis& Vin.—1st, 7s, 1908. F&A 2d mort 6s, g., guar., 1900. M&N	110	113	2d mort., 7s, 1891	100		3. F., 8s. 1890M&S	199	102
Int. & Gt. North.—1st, 6s, 1919.M&N Coup. 6s, 1909		108	Pacific Ext., 1st. 6s, 1921	115	10012	Consol. ,6s, 1920 Income, 1920	14	17
2d mort., income, 8s, 1909		109	8s, series "B"J&I Mo.K. & T Cons. ass., 1904-6.F&A	105	106^{1}_{2}	Ohio Cent.—1st, mort.,6s,1920, J&J Incomes, 1920	1	50
Ionia & Lansing—1st 8s, '89J&J Iowa City & West.—1st, 7s, 1909M&S			Consolidated 6s, 1920J&D	7034	5934	1st Ter'l Trust, 6s, 1920J&J	50 40	
I'a Falis & Sioux C.—1st, 7s, '99A&O Jefferson—Hawl'y Br. 7s, '87J&J	1119	120	Consolidated 5s, 1920:J&D 1st, 6s, g., 1899. (U. P. S. Br.)J&J			River Div., 1st	17	20
1st mort., 7s, 1889J&J Jeff. Mad.& Ind.—1st, 7s,1906.A&O	100		2d mort., income, 1911A&C Booney'e B'ge,7s,guar,1906.M&N			Objo. Miss.—Cons. S. F. 78, '98. J&J	1154	2
2d mort., 78, 1910J&J	1177		Han. & C. Mo., 1st 7s, g., '90.M&N Mo.Pac.—1st mort., 6s, gld, '88, F&A			2d mort., 78, 1911	100	2
Junction (Phil.)-1st,4 \(\frac{1}{2}\)s,1907 J&J 2d mort., 6s, 1900			Consol. 6s. 1920	96	9634	1st mort., Springf. Div., 1905 M&N Ohio Southern—1st 6s, 1921J&D		80
K.C.Ft.Scott& G.—1st,7s,1908 J&D Kansas C. Lawr. & So. 1st, 6s. 1909	1100	115 106	2d mort., 7s, 1891J&l Car. B., 1st mort., 6s, g. '93A&C	· †	1		23	24
K.C.St.Jos.& C.B.—M.7s,1907. J&J K.C.Spr.&Mem.—1st,6s,1923.M&N	1114	116	3d mortgage, 7s, 1906M&N Income, 7s, 1892M&S	3		Old Colony-68, 1897	111112	118
Kansas & Nebraska—1st mort	70	80	Mob. & Ala. Gr. Tr.—1st, 7s, g'ld, '95 Mobile & O.—1st pref. debentures.	64		7s. 1894	11123	123 4
2d mort Kentucky Central—6s, 1911J&J					35	Orego & Cal.—1st 6s, 1921J&J Oregon Short Line—1st mort	1 10	82
Keokuk&Des M1st,5s,guar.A&O L. Erie & West.—1st, 6s,1919.F&A	10	105	4th pref. debenfures.			Oregon & Transcont6s, 1922 Osw.&Rome-1st M., 7s, 1915.M&N	1	71 125
Income, 7s, 1899	15	80	New mortgage, 6s, 1927			Panama-Sterl'g M., 78, g. '97.A&O	:114	116
do income, 1920 Las, Bl. & Mun., 1st, 6s, 1919. M&N	12	80	1st extension 6s, 1927Q—. Morg'n's La.&Tex.,1st,6s,1920J&J			Subsidy bonds, Eng. issue, 6s	102	105
do income, 7s, 1899	1		Morris & Essex—1st, 7s, 1914 M&N 2d mort, 7s, 1891	12.5	13512	PennaGen. M., 6s, ep., 1910 Q-J		14.354
Like Shore & Mich. So.— M. So. & N. I., S.F., 1st, 7s, '85. M&N	103	27.55**	Ronds, 7s. 1900J&	112			122	
Cleve. & Tol., 1st M., 7s, '85 J&J do 2d M., 7s, 1886.A&C	102	103	General mort., 7s, 1901A&C Consol. mort., 7s, 1915J&I)	1100	do 6s. coup., 1905. J&I Collateral trust, 4½s, 1913. J&I)	
Cl. P. & Ash., new 78, 1892 A&C Bufl.& E., new bds, M., 78, '98. A&C	109		Nashua & Low6s, g., 1893.F&A	106	107	Penn. Co., 6s. reg., 1907QJ	108	
Buff. & State L., 78, 1886J&.	118	125	Nashv.Ch.&St.L.—1st,7s,1913 J&. 2d mort., 6s, 1901J&.	1115		Penn & N.Y.Can 1st. 7s. '96.J&L		
Det. Mon. & Tol., 1st, 7s, 1906. Kalamazoo Al. & Gr. R., 1st, 8s. J&.	109	111	1st, Tenn. & Pac., 6s, 1917J& 1st, McM. M. W.&A.,6s,1917J&			1st mort., 7s, 1906 J&L)	70
Kal. & Schoolcraft, 1st, 8s, '87. J & Kal. & Wh. Pigeon, 1st, 7s, '90. J &	100		Nachy & Decat'r181.78.1900.1&			Peoria Dec. & Ev1st, 6s, 1920, J&	J 91 32	95
Dividend bonds, 78, 1899A&C L.S.& M. S., cons., ep., 1st, 7s. J&.	113	123	Natchez Jack. & Col.—1st, 7s, 1916 Nevada Cen.—1st 6s, 1904 A&C)		Evansville Div.,1st 6s,1920.M&S	90	9 5 3 5
do cons., reg., 1st, 7s, 1900.Q-,	1 121	119	Newark & N. Y.—1st, 7s, 1887.J& New'kS'set&S.—1st. 7s, g.,'89.M&	1 103		Peo & Pekin Un1st.6s.1921.Q-I		. 104
do cons., cp., 2d,7s, 1903J&I do cons., reg., 2d, 7s, 1903J&I)	. 118	Newburg D. & Conn.—Income N'burgh&N.Y.—1st M. 78,1888.J&		1	Perkiomen—1st M., 6s, 1887. A&C		10112
Lawrence—1st mort., 7s,1895.F&A Lenigh Val.—1st,6s,coup., '98.J&I)		New Jersey & N. Y1st mort		.100	Petersburg -Class A	. 89	90 7978
1st mort., 6s, reg., 1898J&I 2d mort., 7s, 1910M&	132		N. J. Southern—1st M., new 6s. J& N. O. Pac.—1st, 6s, gold, 1920. J&	59	5012	Phila & Erie-2d M., 78, 1888. J&	1 108	118
Gen. M., s. f., 6s, g., 1923J&I Delano Ld Co. bds; end.,7s,'92J&.)	122	N.Y. & Can.—£ M., 68, g., 1904. M& N.Y.C.&H.—D bt cert., ext. 58 M&	1103	110	Gen. M., guar., 6s, g., 1920J&. Sunbury&Erie, 1st M., 7s, '97.A&C)	
L. Miami-Renewal 58,1912. M&N	1 104	106 86	Mort., 7s, coup., 1903J& Mort., 7s, reg., 1903J&	1 130	2 ¹	Phila. & Reading-2d, 7s, '93.A&C Debenture, 1893J&.	1	
L.Rock& Ft.S.—1st,l.gr.,7s'95.J&. Long Island—1st M., 7s, 1898.M&N	V	12012	Sterlingmort., 68, g., 1903J&	1 III.	119	Consol.M.,7s,1911, reg.& cp.J&! Consol. mort., 6s, 1911J&I) 118	120
1st cousol. 5s, 1931Q-, 2d mort., 7s, 1918Q-,		2	Hud. R., 2d M., 7s., 1885J&l)	. 1034	Improvement mort., 6s, 1897	. 198	100
South Side, 1st, 7s, 1887M&: Newtown & Fl., 1st, 7s, 1891	S.†		20 68. 1923	8 50		Convertible, 78, 1893J&.	1 45	50
L.I.City & Flushing-1st, 6s, 191	i				1 1) =	Cons. 5s, 1st series	1	
Lou'v.C.& Lex.—1st,7s,'97 J&J(ex	115	11512		J 110	264	Scrip for 6 deferred 2 compons.	1111	12
2d mort., 7s, 1907) 1154	107	2d mortgage income	. 4	1304	Income mort., cons. 7s, '96, J&I	65	
Cecilian Br., 7s, 1907M& Louisville loan, 6s, '86-'87A&C	3 90	10312	N.Y.&Harlem-7s,coup.,1900.M& N.Y. Lack & W1st, 6s, 1921.J&	J 115		Phila. Wil. & Balt68, 1892 A&C	11107	109
LebKnoxv. 6s, 1931M&s Louis. Cin. & Lex., 6s. 1931.M&s	3 100		New York Lake Erie & West.—	97		58. 1910	. 11007	12 107
Mem. & O., stl., M., 7s, g., 1901J&I) 1119	121	1st, 7s. 1897, extendedM&. 2d mort. exten., 5s, 1919 M&	122	112	Pittsb.Bradf.& B.—1st.6s1911A&C Pittsb.C.& St.L.—1st, 7s, 1900.F&	1 120	
M.&Clarksv.,st'g,6s,g,,1901 F&A N. O. & Mobile. 1st 6s, 1930.J&		80	3d mort, ex. 4128, 1923 M&	3 1013	4)	
do 2c, 6s, 1930 J& Pensacola Div., 1st, 6s, 1920 M&	J 60 S 70	62	4th mort., ext., 5s, 1920 A&C 5th mort., 7s, 1888)		the state of the s	J11119	121
St. Louis Div 1st, 6s, 1921 M&do 2d., 3s, 1980. M&d	3 90		1st cons. M., 7s, g.,1920M& New 2d cons. 6s, 1969J&I) 01	120	2d mort., 78, 1912 J&	J 131	
Nash. & Dec., 1st 7s, 1900J&	1144	2 117	Collateral Tr. 6s. 1922 M& 1st cons. fund coup., 7s, 1920 M&	N	. 58	3d mort., 7s, 1912	S	
E. H. & N., 1st 6s, 1919J&I Gen'l mort., 6s, 1930J&	J	. 91	2d cors. f'd cp., 58, 1969 J&I) ;		Pittsb. & West,—1st mort	j	90
80. & No. Ala., S. F., 6s, 1910 A&C 1st mort., sinking fund, 8s	100		Gold income bonds, 6s, 1977	25	115	True Time to A M Co or 1 201 Mile	N	25
Trust bonds, 6s, 1922Q-1 L'sv.N.A.& Chic.—1st,6s,1910. J&	1 78	80	Long Dock mort., 78, 1893. J&I N.Y.& N.Eng.—1st M., 78, 1905J&	11103	115	Income mort., 6s. 1899J&	J	
Maine Cent.—Mort. 7s, 1898J&	J 120	122	1st mort., 6s, 1905	190		Ren.&S'toga-1st 78,1921 cou.M& 1st, 78, 1921, reg	N 120	
Exten. bonds, 6s, g., 1900 A&Cons. 7s, 1912) 120	122	N. Y. N. H. & H.1st r. 4s, 1903. J& N.Y. Pa. & O.—1st, inc., acc. 7s, 190	103	2 351	Richm'd & Alleghany—1st, 7s, 192	0	
Androscog. & Ken., 6s, 1891. F&. Leeds & Farm'gt'n, 6s, 1901. J&	J † 1106	108	do prior lieu, inc. ac., 5-68, 9	9 1103	107	Rich'd & Danv.—Con., 6s, '90 M&: General mort., 6s, 1915J&	N 101 J 92	103 93
Portl. & K., Cons. M., 6s, '95.A&C Man. Beach Imp., lim., 7s, 1909, M&) 111	1124	3d mort, inc.	. 131	9 4	Debenture, 6s. 1927A&C	0 50	
N. Y. & Man. Beach. 1st 7s. '97. J&	J	117	L'sed L.rental tr'st'73, Trus.cer.7 West. ext. certifs, 8s, 1876J&	1 150	60	Piedmont Br., 8s, 1898 A& Rich. Fred. & Potomac—6s, ext. J&	J	
Marq'tte Ho.& O.—Mar.& O.,8s, '9 6s, 1908	5 93	100	do do 78, guar. Er N.Y.Prov.&B'n—Gen. 78, 1899. J&	e 150	60	Mort, 78, 1881-90J&	0	
6s, 1923, new	. 100		N.Y. Susq. & W.—1st. 6s, 1911. J& Debentures 6s 1897F&	3 75	771	New mort., 7s, 1915M&.	103	12 104
Memphis & Charleston—2d 1885. 1st. cons., Tenn. lien, 7s, 1915 J&	. 103	103	N.Y.Tex.& Max.—1st, 6s, 1912A&	o		2d mort., 6s		65
* Price nominal: no late trans	200000 000		Purchaser also pays accrued into	DIOWNSON DOWNSON	:	In London.		-

^{*} Price nominal; no late transactions.

RASER ·

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.	Aŝ
Cons	& Pitts., 1st, 6s. 1921F&A ol. 1st, 6s, 1922J&D		108 83	Wabash - (Continued) -			Chicago Iowa & Nebraska100		-
	do fncome, 1921	35		2d mort., 7s, ext. 1893, ex. M&N Equipment 7s, 1883		90	Chicago Milwaukee & St. Paul. 100 do Pref., 7 100	109	8
2d m	Vat'n&O.—S.F.,78,1891.J&D ort., 78, 1892J&J	106		Chic. Div., 58, 1910	67	$\begin{array}{c c} 46 \\ 69 \end{array}$	Chicago & North Western100	1304	
Incor	ol., 1st ex. 5s, 1922A&O me 7s, 1932		33	Havana Div., 6s, 1910J&J Tol. P. & West., 1st 7s, 1917Q	83	90	Chicago Rock Island & Pac100 Chic. St. Louis & Pitts100	114%	
Equip	u-1st M., 6s, 1902M&N pment, 2d mort., 5sF&A	165	66	do 2d pref. inc			do pref100 Chic. St. P. Minn. & Om., com100	21	
2d m		90 35	95 40	Iowa Div., 6s, 1921			do pref. 100 Chicago & West Michigan100	9114	95
t.L.Al 2d m	t.&T.H.—1st M., 7s, '94.J&J ort., pref., 7s, 1894 F&A	110 108	112	Detroit Div., 6s, 1921J&J Quincy Mo.& P., 1st, 6s, guar, 1909			Cin. Hamilton & Dayton 100	75	77
2d in	come, 7s, 1894M&N bonds, 1894	99	31	Cairo Div. 5s, 1931J&J Cons. mort 7s, 1907.con., exQ-F	50 654		Cin. Indianap. St. Louis & Chic. 100 Cincinnati & Milford		90
Belle	v.&S.Ill.,1st,S.F.8s,'96.A&O is & I. Mt.—1st,7s, '92,F&A			1st. St. L. div., 78, 1889, ex. F&A	934		Cincinnati N. O. & Tex. Pac100 Cin. Sandusky & Cleveland50	1134	
2d m	ort., 7s, g., 1897M&N s, inc., pf. int. accumulative.	10312		Gt. West., Ill., 1st, 7s, '88, ex. F&A do 2d, 7s, '93, ex. M&N	864		do Pref., 6.50 Cin. Washington & Balt100	49	50
2d 6s.	, inc., int. accumulative			Q'ney & Tol., 1st, 7s,'90, ex.M&N Ill.& S.Ia.,1st, 6s,1912,, ex.F&A			do pref. 100 Clev. Col. Cin. & Indianapolis. 100	40.	
Cairo	Br. l. gr., M., 78, g., '95.J&D Ark. & T.,1st,78,g.,'97.J&D	1034		8t.L.K.C. & N. (r.est. & R.),7s.M&S do Om.Div.,1st7s.1919.A&O	95	91	Clev. & Pittsburgh, guar., 750 Col. Chic. & Indiana Central100	136 1	136
Gen.	& Ful., 1st,l.g.,7s,g.,'91.J&J con. r'y & l. g., 5s,1931A&O	65	655_{8}	do Clar. Br., 6s, 1919. F&A do No. Mo., 1st, 1895. J&J	110		Columbus & Xenia, guar., 850 Col. Hock, Val. & Tol100	145	
2d M.	an F.—2d M., class A, '06M&N , class B, 1906	93	94	do St. Cha's Bridge 6s, 1908 Wab. Fund. 1907—Var. 7s. F&A			Columbia & Greenville100 do Pref100		
do South	class C, 1906		$\frac{93^{1}2}{103}$	do Various 6sF&A Warren (N.J.)—2d M., 7s, 1900	114		Concord & Portsmouth, guar., 7 100	101	10:
Pierre	e C. & O. 1st, 6sF&A oment 7s. 1895J&D			W. Jersey & At. 1st M.,6s1910M&S West Jersey—1st, 6s, 1896 J&J	44-11		Connecticut & Passumpsic100	- 76	78
Gener	ral mort., 6s, 1931J&J .nd.&T.H1stM.,7s,'97.J&J			1st mort., 7s, 1899			Connecticut River100 Connection Valley50	€20c.	16:
2d m	ort., 7s, 1898			West'n Ala.—1st M., 8s, '88A&O	107	110	Danbury & Norwalk	58	6
. P. &	Duluth-1st, 5s, 1931.F&A		· • • • · · ·	2d mort., 8s, guar., '90 A&O West. Md.—End., 1st, 6s, 90 J&J		124	do Pref., guar., 8.50 Delaware & Bound Brook100	0	
2d 6s	nn.& Man.—1st 7s,1909 J&J , 1909	1073_{4}		1st mort., 6s, 1890J&J End., 2d mort., 6s, 1895J&J	••••	107	Delaware Lack. & Western50 Denver & New Orleans.	11538	11
1st c	Ext., 6s. 1910	101	$\frac{110}{102}$	2d mort., pref., 6s, 1895J&J 2d, end. Wash. Co., 6s, 1890 J&J	105		Denver & Rio Grande	$\frac{11}{6}$	1
Minn'	's U'n, 1st, 6s, 1922J&J ky Mansf.& N.—1st, 7s,1902			3d, end., 6s, 1900 J&J		133	Des Moines & Fort Dodge	2 5	
vann	ah Florida & West.— Gulf, cons. 78, 1897J&J		112	Pitts. Br., 1st M., 6s, '96J&J	10419		Det. Lansing & Northern, com . 100	70	7
st me	ortgage, 7s. J&J & Fla., 1st M. 7s, 1899, M&N	100	104	Wheeling & L. Erie—1st, 6s, g., 1910 Wilm. Columbia & Augusta, 6s	1,00		Dubuque & Sioux City. Pref. 100	66	6
loto 1	Val.—1st M., 7s, sink'g fund	182 2	88	Winona&St.Pet1stM.,7s,'87.J&J	118 105	122	East Tennessee Virginia & Ga. 100 do Pref.	5 85 ₈	•
Conso	ort		80	2d mort., 7s, 1907M&N Wisconsin Cent1st ser., 5s, 1939	178	$\frac{120}{82}$	Eastern (Mass.) 100 Eastern in N. H. 100	32 86	8
dener	doan Val. 1st.7s,1909 J&J ral mort., 6s, 1921 A&O		$\frac{106}{823}$	2d series, 7s, 1909, if earned Wis. Valley—1st, 7s, 1909J&J	313	32	Eel River	\$10	6
oux C	C. & Pac., 1st M., 6s, '98.J&J olina-1st M., 6s, 1920 A&O	$\frac{93}{1011_2}$:10	Wore'r & Nashua—5s, '93-'95 Var. Nash, & Roch., guar., 5s, '94.A&O	98	99	do Pref., 7, 50	551	
d mo	ort., 6s, 1931J&J ne 6s, 1931			RAILROAD STOCKS. Par.		1	Erie & Pittsburg, guar., 750 Evansville & Terre Haute50	32	
Cen	(N.Y.)—1st mort., 5s Cal.—1st,6s.g.,1905-12_J&J	ē	(0)	Ala. Gt. South.—Line, A., 6s, pref.— Line, B, com.	1912	412	Fitchburg 100 Flint & Pere Marquette	116	11 2
. Pac.	.,Ariz1st,6s,1909-10.J&J	35-2		Ala. N. O. & Pac., &c., pref. do def	‡5 ‡1	6	do do Pref Fort Wayne & Jackson	9412	
uthw	N. M1st, 6s. 1911 J&J estern(Ga.)—Conv.,7s,1886	95		Albany & Susqueli., Guar., 7100 Allegany Central			Fort Worth & Denver C 100	1	
nb.H	Br.—1st, 7s, 1903J&J az.&W-B.—1st,5s,1928M&N	94	95	Allegheny Valley		!	Galv. Harrisb. & San Antonio Georgia Pacific		1
2 d mo s p.B.	ort., 6s, 1938	56 †103	60	Atchison Topeka & Santa Fe. 100 Atlanta & Charlotte Air Line	653 ₄	(5:)	Georgia Railroad & Bank's Co. 100	1	
r.Bin	g.&N.Yconsol.7s,'06A&O nt1st,sk.fd.,7s,1909M&N	101		Augusta & Sayannah, leased109	176		Grand Rapids & Indiana	1	1
lst me	ort., 78, 1911	7		do 1st pref., 6100		30	Green Bay Winona & St. Paul. 100 do Pref100		
Sabine	e Div., 1st, 6s, 1912 M&S z Pac.—1st, 6s, g.1905 M&S	05	Su	Washington Branch100	190		Hannibal & St. Joseph		
Conso	l. mort., 6s, gold, 1905. J&D	5.0	70	Parkersburg Branch 100 Béll's Gap 50			Harrisburg P. Mt. J. & L., guar., 7.50 Houston & Texas Central100	25	3
st (R	nd land gr., reg., 1915. July io Gr. Div.), 6s, 1930. F&A	$\begin{array}{c} 38 \\ 463 \end{array}$	40 47	Boston & Albany		167	Huntingdon & Broad Top50 do do Pref50	\$11	1 2
and	St. Louis—1st,6s,1910 J&D grant, incomes, 1920.			do Pref., 6100 Boston Hartford & Erie new	85.		Illinois Central. 100 do leased line, 4 p. c. 100	127 80	$1\tilde{2}$
10. &	Ark. Div., 1st. 6s 1911 . & St. Louis—1st mort		13	do do old Boston Hoosac Tun. & Western	18	! !	Indiana Bloomington & West'n 100	1312	,1
ncon	el's & B.—1st main, 6s, 1910	1^{14} 15	132	Boston & Lowell500	96	100	Indian. Decatur & Sp., com		• • • •
do	1st Dayton div.,6s, 1910	5	7	Boston & New York Air L	1554		Iowa Falls & Sioux City100 Jeff'y, Mad. & Ind'p's, leased100	71 75	7
ncom	ie, 6s, 1910, main l ne	3		do do pref Boston & Providence100	160	162	Joliet & Chicago, guar., 7100 Kansas City Ft. Scott & Gulf100	74	7
nawa	on Div. inc., 68, 1910 anda Val.& C.—1st, 68, 1931	114		Boston Revere Beach & Lynn100 Brooklyn Elevated, assessm't paid.	9512	97	do do pref. 100 Kans, City Springf, & Memphis	121 29	12 3
terlii	Co's N.J.—Cons., 68, '94.A&O ng mort., 68, 1894M&S	1110	112	Brooklyn & Montauk	50	25	Keutucky Central 100 Keokuk & Des Moines 100		•••
am.	do 68, 1901M&S & Amb., mort 68, '89.M&N	10512	122	Buff. N. Y. & Erie, leased100 Buffalo N. Y. & Philadelphia	412		do Prof100 Lake Eric & Western 100		
ion P and	'ac1st,6s,g1896-'99,J&J Grant, 7s, 1887-9	10.514	10934	do do pref		9	Lake Shore & Mich, So. 100 Lehigh Valley 50	5478	8
ink.	F., 88, 1893. M&S Bridge, sterl. 88, g., '96. A&O	108 11	109	do Pref. 100			Little Rock & Fort Smith 100	12	6
leg. 8	38, 1893 M&S			Burlington C. Rapids & North. 100 Cairo & Vincennes, pref	1	1 1 1	Little Colorelleill leased F Foil		14 6
do	5s, 1907J&D			Camden & Atlantic	2		Long Island	66	6
enve	r Pac1st M7s.g., '99.M&N			Canada Southern 100	37-3	384	do Pref., guar Louisville & Nashville100	$\frac{361_2}{367_8}$	3
do.	1st M., 6s, 1896J&D	105	0;	Canadian Pacific	40	1012	Louisville New Albany & Chic. 100 Macon & Augusta.	1842	
do do	Inc., No.11, 78, 1916. M&S			do 1st pref			Maine Central100	83 162	8
do do	Inc., No. 16, 78, 1916. MAS Deny, Div., 68 MAN	104 1	05	Cedar Falls & Minnesota100	819		Manhattan Beach Co100	1358	
do	1st cons. M., 6s, 1919 M&N	82 ;	824	Central lows 1001	i i		Manhattan Railway	55. 89.	63
tch.	J.Co.&W.,1st,6s,1905,0,-F			do 1st pref160 do 2d pref100	8 .			55 ¹ 2	6
h So	Gen. M. 78, 1909J&J	i	.00	Central of Massachusetts100 do pref. 100	9	11	do pref100	28	73
ca &	sion, 1st, 7s, 1909J&J Bl'k R.—Mort., 7s, '91.J&J	110	٠,	(14) - C b: T 10:0	1	66	Metropolitan Elevated	$\begin{bmatrix} 91 \\ 91_8 \end{bmatrix}$.	
ley, (m'nt	of Ohio-1st mort	127	28	do Pref50	411		Mexican National	242	
uara	nterd 5s, 1903 M&N & Mer.—New 1st mort.	111.12 1	12	Central Pacific		18	do pref	71	7
d mo	rt	53		Chesapeake & Ohio, common 100 do 1st pref 100		16	Michigan & Ohiodo Pref		· • •
ginia	tt., income Midland-1st series, 6s	$\frac{12}{1114}$		do 2d pref100 Cheshire, pref100	$\frac{10}{57191}$	53	I'dland of New Jersey	10	20
d seri d seri	ies, 6s ies, 5-6s.	109 1	!!	Chicago & Alton100	133	33	do do Pref100		
th sei th sei	ries, 3-4-5s	51	55	Chicago & Atlantic		1	Mine Hill & S. Haven, leased50 \		59
com	es, cumulative	52	55	Chicago & Canada Southern	120^{1}_{2} 1		do do Pref100	2312	29
	78, 1870-1900 A (-0)	102		Chicago & East Illinois	- ; ; ; - ·	00	dissouri Kansas & Texas100	184	18

^{*} Price nomin it; no late transactions.

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

RAILROAD STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask	Miscellaneous.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Asi
RR. STOCKS.			West Jersey50			TEL'PH ST'CKS.			Border City Mfg. (F.R.)		-
CONTINUED. Iobile & Ohio RR.100	9	10	West Jersey & Atlantic Western Maryland			American District. 100 Amer. Tel. & Cable	521_{4}	53	Boston Co.(Mass.)1000 Boston Belting100		975
Ior. & E'x. guar., 7.50	121	$123\frac{1}{2}$	Wil. Columbia & Aug			Atlantic & Pacific25	45	55 27	Bost. Duck (Mass.)700 Chace (Fall Riv.) .100		950
Jash. Chat. & St. L.25 Jashua & Lowell. 100	42	4312	Wisconsin Central	339	958			100	Chicopee (Mass.) 100		145
lewb.Dutch'ss&Conn. do Pref.			do Pref. Wore'ter&Nashua.100	17 59	19 60	Franklin100 Gold & Stock25	25 75	83 85	Cocheco (N.H.)500 Collins Co. (Conn.)10	. 8	450
lew Jersey & N. Y			CANAL BONDS. Thesap. & Delaware—	-		Internation'l Oc'n 100 Mexican100	$\begin{array}{c} 80 \\ 135 \end{array}$	90 142	Continental (Me.). 100 Cres't Mills (F. R.) 100	65	70
lew Jersey Southern.			1st mort., 6s, '86 J&J			Mutual Union100	12	12	Crystal Spr. Bl.(F.R.).	40	90
I.L.&N'th ,l'sed,8.100 I.O.Mobile & Tex.100			Ches.&O.—6s, '70.QJ Del. Div.—6s, '98.J&J			N. Y. Mutual Union Northwestern50	45		Davol Mills (F. R.) 100 Dougl's Axe (Mass) 100	99	100
	1093 <u>1</u> 61 ₄	$\frac{1101_4}{71_4}$	Del. & H.—78, '91 J&J 1st ext., 1891M&N		115	Postal	$\frac{5}{60}$	75^{58}	Dwight (Mass.)500 Everett (Mass.)100	$\begin{array}{c} 535 \\ 89 \end{array}$	550
do Pre100	1114	$\frac{113}{130}$	Coup. 7s. 1894.A&O Reg. 7s, 1894A&O	1154		Western Union100	6118	6138	Fall Riv. Iron W100 F. R. Machine Co100		
		188	1st Pa.D.cp.,7s,M&S		131	STOCKS.	107	110	F. R. Merino Co100		1
do Pref50 I.Y.Lack.&W.,g.5,100	86	88	Leh. N.—4 ¹ 28,1914 Q-J RR. 68, reg., '97,Q-F			Am. Loan & Trust.100 Brooklyn Trust25	198	110 202	Flint Mills (F. R.) 100 Franklin (Me.) 100	90	95
V.Y.L.Erie& West 100 do Pref.100	16 321a	16 ¹ 8	Conv 6s,g.rg.'94M&S 6s,g.,cp.&rg'97J&D			Central			Gl'be Y.Mills(F.R.)100 Granite(F.R.)1000		
I.Y. & N. England. 100	11	13	Cons.M1911 7sJ&D		1:5	Long Island 100	105	108 130	Great Falls (N. H.)100 Hamilton (Mass.) 1000	57 745	60 755
I.Y. N. H.& Hartf. 160 I.Y. Ont. & West 100	1214		Morris—Boat loan, '85 New mort		. 	Mercantile100 Metropolitan:	110	120	Hartf. Carpet (Ct.)100	195	200
do Pref. J. Y. Penn. & Ohio	60	70	Penn.—6s, coup., 1910 Schuylkill Nav.—		90	N. Y. Guar. & Ind., 100 N. Y. Life & Trust. 109			Hill (Me)100 Holyoke W.Power.100	$\begin{array}{c} 77 \\ 220 \end{array}$	$\begin{vmatrix} 80 \\ 225 \end{vmatrix}$
do Pref.			1st M., 6s, 1897.Q-M 2d M., 6s, 1907. J&J	8		Union 100 United States 100	300	350	Jackson (N. H.) 1000 King Philip (F. R.) 100	$\frac{1025}{75}$	105
I.Y. Susq. & Western.	-i	5	Mort. 6s. cp., '95 J&J		70	N. Y. CITY	L O Q		Laconia (Me)400	x380	410
do Pref. I.Y. West Shore & B.	9	11	6s.imp.,cp.,'80 M&N 6s.bt&car,1913M&N			HORSE RRS. Bleecker St & Fult. F'y	23	25	L'rel Lake Mills (F. R.)		95
forf.& West,, com: 100	28	$\frac{15}{29}$ Lg	7s,bt&car,1915M&N	!		1st mort., 7s. 1900 Broadway & 7th Av	$\frac{107}{158}$	$108\frac{1}{2}$	Lawrence (Mass.) 1000 Lowell (Mass)690	$\begin{array}{c} 1475 \\ 555 \end{array}$	148 560
o. Pennsylvania50	$63\frac{1}{2}$	6.1	7s, coup., 1902. J&J			1st mort., 7s, 1884	193	$\frac{105}{220}$	Lowell Bleachery.200 Lowell Mach.Shop.500	220	225 900
	116	117	Union-1st 6s.'83M&N CANAL STOCKS.			Brooklyn City	212	216	Lyman M. (Mass.) 100		70
orth'n Pac., com, 100 do Pref. 100	214	$\frac{21\frac{1}{2}}{51\frac{3}{4}}$	Cal. & Chi. Can. & Dock do pref.	••••		1st mort., 5s, 1902 Brooklyn Crosstown	106 150	160	Manchester (N.H.) 100 Mass. Cotton1000	$\frac{128}{x1075}$	130
orw.& Worcester.100	161	163	Del. & Hudson100	93	100	1st mort., 7s, 1888 Bushwick Av. (Bklyn.)	105	$\frac{112}{165}$	Mechanics' (F. R.) 100 Merchants' (F. R.) 100		
gd. & L. Champ 100 hio Central100	178	2	Del. Div. leased, 850 Lehigh Navigation, 50	0124	43	Central Crosstown	145	155	Merrimack (Mass) 1000	1155	117
hio & Miss100 do Pref. 100	197_{8}	. 	Morris, guar., 4100 do pf., guar.10100			1st mort., 6s. 1922 Central Pk.N & E.Riv.	110 135	139	Metacomet (F.R.) .100 Middlesex (Mass.) .100	140	150
hio Southern100	$8^{1_{2}}$ $139^{1_{2}}$		Panneylvania 50	*		Consol. M., 78, 1902. Christopher & 10th St.	$\begin{array}{c} 118 \\ 130 \end{array}$	$\frac{119}{135}$	Narragans'tt(F.R,)100 Nashua (N. II.)500	$\frac{80}{470}$	480
regon & Calif100	18	10	do do pref.50	112		Bonds, 7s, 1898	110	$\frac{116}{200}$	Naumkeag (Mass.)100		110
do Pref100 bregon Short Lue			· ·	3	•••••	Dry Dk. E.B & Battery 1st M., consol.7s, '93	111	11642	N. E. Glass (Mass.)375 Newmarket	410	460
oregon Trans-Cont oswego & Syr., gnar	$\frac{131_4}{120}$	1342	HISC'LLANEOUS BONDS.			Serip 6s, 1914	200.	132 235	Pacific (Mass.)1000 Pepperell (Me.)500	X950	1975
anama			Balt. Gas Light 6s	100	4/- %-	Serip 6s, 1914	105	110 265	Pocasset (F. R.)100 Rich, Bord'n(F.R.) 100		,
ennsylvania RR50 ensacola & Atlantic.	7 29 7		Mort. 6s,g.,1904 J&J	10034		1st mort., 7s, 1893	112	117	Robeson (F. Riv.) 1000		
eoria Dec. & Ev. 100 hila. & Erie50	14	$\frac{141_{2}}{13}$	Un. RR.,1st, end.,6s. do 2d,end. 6s,g.M&N	110	120	Houst.W.St.& Pay. F'y 1st mort., 7s, 4891	$\frac{130}{110}$	110	Sagamore (F. Riv.) 100 Salmon Falls (N.H.) 300	290	300
Phila. & Reading 50	27 '8	2712	Col.Coal& Iron-1st,6s	57 1021 ₂	- 60	Second Avenue 3d mort., 7s, 1885		200	Sandw.Glass(Mass.)80 Shove (Fall Riv.). 100	63	64
do Pref 50 Phila. & Tren., 10, 100					103	Consol. 7s, 1388	105	106	Slade (Fall Riv.) 100		-
Phila, Wilm & Balt 50 Pitts. Cin. & St. L . 50	60	02	Iron Steamboat. 1st Variposa—7s, '86			Sixth Avenue	110	115	Stafford (Fall Riv.) 100 Stark Mills (N.H.) 1000	890	900
Pitts. & Con., l'sed.50			Mutual Union Tel. 6s. Northw. Tel.—7s, 1904	65		Third Avenue		285 113	Tecumseh (F. R.). 100 Thorndike(Mass.) 1000	x950	100
Pitts.Ft.W.& C.,guar.7	130	13)	Or. Imp. Company-		70	Twenty-Third St 1st mort., 7s, 1893	168	173	Fremont&S.(Mass)100 Troy C. & W.(F.R.) 500	129	130
do Special, 7.100 Pittsburg & Western		23	1st, 6s 1910, J.&D. Oreg.R.&N.1st,6s.J&J	63	105	GAS STOCKS.			Union C.Mr. (F.R.) 100		1
Port.Saco & Ports, Isd 6	1144	115	Postal Tel Co.,68,1912 Pullm'n Palace Car-	45	46^{1}_{2}	Balt. Consoi. Gas Boston Gaslight500	51 lo 810	820	Wampanoag(F.R.) 100 Washingt'n(Mass.) 100	125. 15	140
Ports. Gt. F. & Con. 100	17	19 130	3d series, 8s, 87F&A 4th do 8s, 92F&A	110512	107	East Boston25 South Boston100	29 v106	31 110	Weed Sew. M'e (Ct.)25 Weetamoe (F. R.)100	· · · · · ·	6
Prov. & Wore'ster 100 Rens. & Saratoga 100			Deb'nt're.7s,'88A&O	11024	103	Brookline, Mass 100	1012		Willim'tie Linen(Ct)25	40	815
Rich. & Alleg., stock Richmond & Dany.100	$\frac{3}{37}$	31_2	St. L. Bridge & Tun-		· • • • • • •	Cambridge, Mass. 100 Chelsea, Mass100	1.0	103	York Co. (Me.)750 COAL & MISCEL.	000	02.
lich. F. & P., com. 100	· , · · · ·				125	Dorchester, Mass. 100 Jamaica Pl'n, Mass100	x120	$\frac{100}{123}$	Cameron Coal	· • • • • • • • • • • • • • • • • • • •	
do do 6			Sterling Iron & Ry.			Lawrence, Mass100 Lowell100	X122	125 155	Cent.Arizona Min. 100 Colorado Coal & I. 100	1012	1
Richmond & P'b'g.100 Rich. & West Point	16.	1512			••••	Lynn, Mass., G. L 100	79	81	Consol.Coal of Md. 100		
Richmond York R.&C. Rochester & Pitts. 100	314	334	Western Union Tel.— 7s. r.&c., 1900.M&N		. 	Mald. & Melrose100 Newton & Wat'n100	x120	$\begin{array}{c} 95 \\ 123 \end{array}$	Homestake Min'g. 100 Lehigh & Wilkes		1
tome W. & Ogd100	18	22 410	HISCYLLANEOUS			Salem, Mass., 100 Brooklyn, L. I25	93	100	Mahoning Coal & RR. Marip'sa L.&M.Cal100	14	
do Pref., 7100	$\frac{2^{1}4}{15}$	20	Amer. Bell Teleph. 100			Citizens', Brooklyn.20	90	93	do pref.100 Maryland Coal100		
t. Joseph & Western. t.LouisAlt.&T.H.100	$\frac{12}{25}$	2612	Amer, Bank Note Co Aspinwall Land10		31 5	Metropontan, B'klyn. Nassau, Brooklyn25	102	107	New Central Coal		1
do Pref.100 Bellev.&S.Ill.,pf.100	75 	75	Boston Land10	518		People's, Brooklyn 10 Williamsb'g, B'klyn 50	115	80 125	Ontario Sil. Min'g 100 Pennsylvania Coal 50	220	
t. L. Jack. & Chic. 100			Brookline (Mass.)L'd 5 Canton Co. (Balt.), 100	210	3	Charlest'n,S.C.,Gas.25 Chicago G.& Coke. 100	18	112	Quicksilver Min'g. 100 do pref	$\frac{4}{21}$	
do Pref. 100 t. Louis & San Fr. 100	17	20	Cin.H.& D., pool ct., gu.		95	Cincinnati G. & Coke.	185	186	Spring Mt. Coal50	•••••	
do Pref100 do 1st pref.100	33 52	35 90	Cov. & Cin. Bridge, pf. Edison Electric Illum.			Hartford, Ct., G. L25 Jersey C.& Ho'.ok'u 20	110	150	MINING STOCKS	7 1	1
st. L. Van. & f. H				75.	194	People's, Jersey C Louisville G. L	80	112	(N. Y. & SAN, FRAN.) Alice	2.60)
t. Paul & Duluth 100 do Pref.106			Fuller Electric Light :	i		Central of N. Y50 Harlem, N. Y50	$\begin{array}{c} 75 \\ 120 \end{array}$	122	Alpha Consof G&S.100 Alta Montana100	2.37	7
t. P. Minn. & Man. 100 cioto Valley	3		Iron Steamboat Co			Manhattan, N. Y 50	300	3.75	American Flag 10		
eab'd & Roanoke100 do Guar100			Keeley Motor	0	118	Metropolitan, N.Y.100 Municipal100	205	$\frac{237}{210}$	Amie10 Barcelona	15	5
outh Carolina 100	S	10	V.E. Mtg. Secur. (Bost.,	80	85 221 ₄	Mutual of N. Y100	127	$\frac{130}{163}$	Bassick100	3.00	
west Ga . rd. 7 100			N. E. Telephone N. Hampshire Land 25	25e	50c.	N. Orleans G. L 100		75	Belle Isle 100 Bodie 100	·50 2·15	
yr. Bing. & N. Y.100 ummit Branch, Pa.50		8	N.Y.& Tex.Ld., Lim. 50 Land scrip	50	470 70	N. Liberties, Phila. 25 Washington, Phila. 20	· · · · · ·		Bulldomingo50		1
erre H. & Ind'nap.50	100		No. Riv., cons. 100 p.c.		20 .	Portland, Me., G. L.50 St. Louis G. L50	Ş	1	Bullion	1	5
Cexas & N. O 100 Cexas & Pacific 100	1119	1 .	Oregon Ry.&N.Co.100	79 to	814	Laclede, St. Louis, 100 Carondelet, st. Louis, 59	\$		Caledonia B. H100 California100		
do in Mo.& Ark.			Pacific Mail SS, Co. 100 People's Telephone	4	7	San Francisco G. L.	52	5334	Cherokee 10		
Col. Cin. & St. Louis		20e.		10914	109 ½	Wash'ton City G. L.20 Georgetown G. L25	33 } 2	-11 °	Chrysolite 50 Chollar 100	4.00	3
J. N.J. RR &C. Co. 190 Jnion Pacific 100	47	1714	2d pref. certificates.	112	16	MANUFACTING STOCKS.			Climax 2		.
Utah Central106 Vt.& Mass Psed. 6.100	127	128	St. Louis Transfer Co.		103	Am. Linen (Fall Riv.)	170	1	Consol. Pacific 100	.54	
7irginia Midland, com.			Stand. Water Meter	20c.	25c	Amory (N. H.) 100 Amoskeag (N.H.) 1000	x1850	1860	Consol. Virginia100 Crown Point100		. 1
do 1st pref. 2d pref.			U. S. Electric Light		130	Androscog'n (Me.).100 Appleton (Mass.).1000	12)	$125\frac{1}{4}$	Dankin		
Vicksb. & Meridian do pref			Union St'k Yds &Tr.Co	1 2 2 2		Atlantic (Mass.)100	100	105	Eureka Consol 100 Father De Smet 100	2.50	
Wab. St. L. & Pac. 100	6 12	7	Adams100 American100	128	131	Barnaby (Fall Riv.) Barnard Mfg. (F. R.)		90	Fin liey 1		
do Pref.100	15	16	Americani.	.,.,	(Bates (Me.)100		1110	Gold Placer25		

^{*} Price nominal; no late transactions.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONCLUDED.

for Explanations See Notes at Head of First Page of Quotations. BANK STOCKS. INSURANCE STOCKS. Bid. Bid. Ask. Bid. Ask. Ast. BANK STOCKS. Bid. Ask. MINING STOCKS. | 1181₂ | Garfield | 10⁰ | ... | 13.5 | German American | ... | 15.5 | Germania | 100 | 11.5 | 18.5 | Greenwich | ... | 25 | 11.51₂ | Grocers' | ... | 30 | ... | 90 | Hanover | 100 | 14.5 | | O4 | Revere | 106 | 118 | 118½ | 135 | 136 | 136 | 136 | 137 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 135 | 1 ·04 Revere......106 118 Manufacturers'. .. 100 Goodshaw......100 Mass. Mutual.....100 105 Mercantile F. & M.100 131 Neptune F. & M...106 108 North American ...100 112 110 Hanover......100 Importers' & Tr...100 Importers' & Tr... 100 | 2521 | 140 | 170 | 140 | 170 | 140 | 170 | 180 | 170 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | 180 25212 145 CINCINNATI. Jacrosse. 10
I equile Consol 10
Little Chief 50
Little Pits. Mexican G. & Silv.100 Amazon(new stock) 20 150
 Cincinnati
 25

 Citizens'
 20

 Commercial
 25

 Eagle
 100

 Enterprise
 20

 Eureka
 20

 Fidelity
 100

 Firemen's
 20

 Germania
 20

 Globe
 20

 97

 Mexican G. & Silv.100

 Moose Silver

 Mono
 100

 Navajo
 100

 Northern Belle
 100

 Ophir
 10

 Potosi
 100

 Rappahanock
 1

 Red Elephant
 10

 Rising Sun
 5
 Atlantic (State)..... Brooklyn.....First National..... $125 \\ 250 \\ 130$ Fulton.....City National 1.50 150 170 300 112 Commercial
Long Island
Manufacturers'
Mechanics' N. Y. Nat. Exch'ge100 | 100 | New York County. 100 | 145 | Ninth National | 100 | 115 | North America | 70 | 95 | North River | 50 | 115 | Oriental | 25 | 145 | Pacific | 50 | 152 | Park | 100 | 152 | Phenix | 26 | Republic | 106 | Second National | 106 | Seventh Ward | 100 | 137 | St. Nicholas | 106 | 125 | 1.87 Globe 20 97
Merchants'& Manuf 20 160
Miami Valley 50 90
National 100 115 100 120 200 ***20|..... | Security | 105 |
| Standard | 20 | 130 |
| Washington | 27 | 158 |
| Wastern | 27 | 158 | 100 3.10 2.50 135 105 .06 Western. 25 HARTFORD, CONN.90 110 1.05 1.20 157_{2} 275 2.50

 St. Nicholas
 100

 State of N. Y
 100

 Tradesmen's
 40

 110 $\begin{array}{c} 75 \\ 360 \end{array}$ Merchants' Nat...100 Nat. B'k of Illinois.100 Union 50 United States Nat. 100 1423 1434 150 1810 Northwestern Nat. 100

 Guardian
 50
 57

 Imperial Fire
 25
 148

 Lancashire F. & L. 25
 43

 295 300 Catalpa Silver 10 25c. 27c. London Ass. Corp. 12½ Liv. & Lond. & Globe. 2 North'n Fire & Life. . 5 North Brit. & Mer. 8¾ Queen-Fire & Life. . . 1 Centennial Nat...100
Central National...100
City National....50
Commercial Nat...50
Commonwealth Nat 50
Consolidation Nat...30 Central 25
Copper Falls 50
Franklin 25
Harshaw Silver 20
Harshaw 11 135 140 300 2312 $\begin{array}{c} 125 \\ 104 \end{array}$ Exchange Nat. Bauk. First National. Fourth National.... 125 24540c. $\frac{33}{74}$ 12 250 $\frac{40}{75}$ Huron 25 Minnesota 25

 Queen-Fire & Life.
 1
 2
 212

 Royal Insurance.
 3
 28
 23

 NEW ORLEANS.
 X 161
 \$5

 Crescent Mutual.
 X 161
 \$5

 Firemen's.
 X 80
 \$6

 Germauia.
 X 116
 \$6

 Home.
 25
 \$103

 Hope.
 X 103
 \$62

 Merchants' Mutual.
 100
 \$100

 Mechanics' & Traders'
 X 116

 29 Consolidation Nat. 30 Corn Exchange Nat. 50 Eighth Nat. 100 German National .. 120 Merchants' National.
Metropolitan Nat.
Nat. Lat. & Bk. of Com.
Second National GO 61 135 National25 Osceola 25 | 15c Pewable 25 | 25c Quincy 25 x35 101 229 200 13212 130 100 138 51 Nat.B'k Germant'n .50 Nat.B'k N. Liberties 50 170 50 21712 1.12 First Nat. of Balt. 100
Franklin 60
German American. 1081
Howard 1 11
Marine 30
Mechanics' 10
Merchants' 100
National Exch'ge 100
People's 25
Second National 100
Third National 100
109 American 50 140 150
American Exch 100 103 110
Bowery 25 165 175
Brooklyn 17 165 172
Citizens' 20 145 150
City 70 118 123
Clinton 100 120 120 125
Continental 100 225 235
Eagle 40 255 245
Empire City 100 Exchange 30 95 100
Exchange 30 95 100
Exchange 30 95 100
Farragut 50 101 110
Firemen's 17 75 85
Firemen's Trust 10 49 70
Frank & Emp'ium 6ermania 50 120
Germania 50 120
Germania 50 120
Germania 50 130
Greenwich 25 230
Guardian 100 60
Hamilton 15 105 110
Hanover 50 130
Howard 50 50
Knickerbocker 30
Knickerbocker 3 10812 65 150 1940 101 Third National...106 109 109 83 PORTLAND, ME.
Cumberiand Nat. 40
Canal Nat. 100
Casco Nat. 100
First Nat. 100
Merchants' Nat. 75
National Traders' 100
RICHMOND, VA.
City Bank. 26
First Nat. 100
Merchants' Nat. 10
Merchants' Nat. 10
Nat. Bk of Virginia100
Planters' Nat. 100
State Bank of Va. 100
St. LOUIS.
 Union
 75
 83

 Western
 20
 30

 BOSTON
 152
 154

 Atlantic
 100
 123
 123½

 Blackstone
 100
 103
 115
 116

 Boston Nat
 100
 115
 116
 115½

 Boylston
 100
 100
 115½
 115½

 Broadway
 100
 100
 185
 187

 Central
 100
 100
 185
 187
 30 109 120 146 430 135 Hibernia Nat. 100 Louisiana Nat. 100 International 100 90 Louisiana Nat. 100
Metropolitan x107
Mutual Nat. 100
Now Orleans Nat. 100 x251
Pagapla's Mechanics'.....100 Merchants' Nat ...100 124 St. Louis National. 100
Third National. ... 100
Valley National. ... 100
SAN FRANCISCO.
Auglo California.
Park of California First Ward. . . . 100 113 Fourth National . . 100 110 115 Fourth National 100 110 112 Freemans' 100 100 100 100 12 99 101 Globe... 100 100 100 Hamilton... 100 117 119 Hide & Leather ... 100 1163 117 Hide & Leather 100 1163 117 Howard 100 117 118 Lincoin 100 9412 95 Manufacturers' 100 94 96 Market Brighton 100 140 145 107 108 Massachusetts 250 Mechanics' (So.B.)100 Merchandise 100 94 96 Merchandise 100 94 96 Merchants' 100 94 96 Merchants' 100 125 129 Merchants 100 94 96 Merchants 100 203 208 Mt. Vernon 100 Mt. Vernon 100 13112 132 North 100 12412 125 Bank of California 162 127¹2 260 STOCKS.
BALTIMORE.
Associate Firemen's 5 New York Fire....100 85 Central National. 100 113-120
 New York Fire
 100
 75

 Niagara
 50
 120

 North River
 25
 105

 Pacifie
 25
 165

 Park
 100
 100

 Peter Cooper
 20
 150

 People's
 50
 108

 Phenix (B'kiyn)
 56
 138

 Rutgers'
 100
 115

 standard
 50
 90

 Ster
 100
 55

 Sterling
 100
 50

 Stuyvesant
 25
 110

 United States
 25
 120
 Chase National....100 180 Baltimore Fire Ins. 10 3019 105 30 . 19 12 714 412 149% $\frac{143}{125}$ National Fire.....10 BOSTON. East River 25 Eleventh Ward 25 First National 100 Fourth National 100
 North
 100
 131 12
 132

 North
 100
 124 12
 125

 North America
 100
 100
 1c1

 Old Boston
 50
 59 12
 00

 People's
 100
 155
 158

 Redemption
 100
 118
 120

 Remaine
 100
 125
 126
 American F. & M. . 100 x 120 | 125 Boston 100 119½ 120 Boylston 100 67 70 Dwelling House...100 90 92 10 120 United States 25 120
Westchester 10 120
Williamsburg Core 50 206 Fillton......30 ;110 | 125 Fifth Avenue.....100 40) Gillatin National ..50 170 110

^{*} Price nominal; no late transactions.

Luvestments

AND

RAILROAD INTELLIGENCE.

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. Extra copies are sold to subscribers of the Chornicle at 50 cents each, and to others than subscribers at \$1 per copy.

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—A dispatch from Albuquerque, N. M., July 29, said: "The great bridge over the Colorado River at the Needles, California, on the Atlantic & Pacific Railroad, was completed to-day. All trains are running through. Pullman sleepers begin at once running from San Francisco to Kansas City, and Kansas City to San Francisco, without change or transfer. The line is said to be in fine condition for trans-continental passenger and freight business."

—The Missouri Pacific and other roads have received notice that the Atlantic & Pacific would withdraw from the Trans-

Continental Association 90 days from August 18.

Buffalo New York & Philadelphia.—The earnings of this company decreased on account of the competition in coal business. The plan for funding is looked on with favor by large holders, and the appointment of three trustees strengthens the plan. Already one-fourth of the holders of the Pittsburg Titusville & Buffalo 7s have agreed to the funding plan, and it is believed that most of the holders will come in. The earnings of the road are improving, as rates for coal have been restored. The circular issued by the company to its bondholders says: "The former management of your company fully believed that the completion of the extensions, uniting the entire system of your lines, would result in a larger traffic than the company could take care of with the facilities then at its command, which, at the rates then existing, would have given greatly increased earnings. The acquisition of competitive kines by rival companies, together with construction of lines into the coal and oil fields by both the Erie and Rochester & Pittsburg companies, have resulted in a great decrease of the profits expected from the extensions above referred to." * * * "The diminution of

extensions above referred to.
revenue from the business which the company has retained
has been greater by reason of reduction in rates than from loss
of tonnage. Our competitors have suffered quite as much
from this cause as ourselves. Negotiations are now progress-
ing for a fair distribution of the business, and orders have l
already been issued to raise the rates: but this improved con-
dition of affairs comes too late to remedy the damage already
done. As will be seen by the subjoined statement, the com-
done. As will be seen by the subjoined statement, the com-
pany has not earned the interest on its bonds for the period
embraced therein, although the interest has been paid, and at
this date, after paying \$320,000 coupons due July 1, has a float-
ing debt approximately as follows:
Bill payable, for which collateral is deposited\$1,480,000
Other obligations, including supply bills, uppeld coupons and
interest on loans. 350,000
Tatal \$1,530,000
Total. \$1,530,000 Less cash in banks. \$71,000 50,000
Due company for carrent parametes
121,000
Active liabilities outstanding (not including ear trusts)\$1,709,000
Active nationales outstanding that including out trace,
Against which the company owns securities at par, as
follows:
Union Terminal Railro id Co. of Buff do bonds\$1,000,000
(Being a lieu on valuable terminal projerly located in City
of Buffalo.) (Copy all mortiage hands of company 1,500.000
General mortgage bonds of company 1,500.060 Northwestern Coal & Iron Co. bonds 425,000
(Being a lien on valuable coal property on line of Allegheny
Valley Railroad, and in Mercer County).
First consolidated mortgage bonds of company 50,000
Rivet mortgage trust bongs of company
Total bonds \$3,056,000 The company also owns stock of various companies of the par value of 1,175,000
The company also owns stock of various companies of the
par value of
Total securities at par\$4,231,000
Total securities at par.
The bonded debt and annual interest charges thereon are as
follows: Principal, \$23,000,000; annual interest, \$1,419,000.
The annual interest charge on all bonds of the company now
outstanding is
Interest on mortgages (annual)
\$1,536,500
Interest on car and steamboat trusts 90,000
Net earnings for nine months of the present fiscal
VOOR WELD
Estimated not earnings for remaining three months. 280,000
Estimated miscellaneous receipts 50,000 Estimated net earnings fiscal year 1334 946,000
Estimated deficiency \$650,500
If the same rates were obtained in 1034 as those which pro-
willed in 1997 the above deficiency would have been reduced
fully\$500,000
\$150,500

Leaving deficit of.....

To which should be added the annual payment for principal of car and steamboat trusts.....\$200,000

"Of the amount of bills payable outstanding, nearly all holders have agreed to extend the same until next year, before which time it is expected the condition of the financial market will enable the company to dispose of a sufficient amount of the securities which it owns to pay them off in full.

"Interest on the following classes of bonds must of necessity be paid in full, in order to preserve the property intact, inasmuch as the lines of road covered by them are earning interest, viz.: First mortgage bonds, Buffalo New York & Philadelphia Railway Company; second mortgage bonds Buffalo New York & Philadelphia Railway Company; first mortgage bonds Warren & Franklin Railway Company.

"As to the coupons on the remainder of the bonds, after careful consideration of the whole subject, it has been thought advisable to submit the following proposition to you for your approval, viz.: That, beginning with coupons due Aug. 1, 1884, the holders of each class of bonds will take for the coupons maturing at stated periods, for three full years, three per cent in cash and the balance in non-interest bearing scrip, convertible into income bonds when the same are presented in sums of \$500, at the offices of the company, either in New York city or Philadelphia, said income bonds to run twenty years and bear interest at the rate of six per cent per annum when earned, and to be a lien upon the earnings of the company prior to the

preferred or common stock.

"This proposition, if accepted, will extricate the company from its present difficulties, but the acceptance must be prompt to effect the necessary relief, otherwise the system, built up by a great expenditure of time, trouble and money, is made liable to disruption, which means ruin to security-holders. Already we have good reason to assert that the holders of about \$10,000,000 of the various issues of bonds, recognizing the fact that by the acceptance of this proposition they will continue to receive some income from their bonds, which will be immediately cut off for a prolonged or sindefinite period should litigation throw your company in the hands of a receiver, will assent to the above proposition." * * * "Holders of the above bonds will please present them without delay at the office of the company, Mills Building, No. 15 Broad Street, New York City, or No. 242 South Third Street, Philadelphia, where settlement will be made for the requisite number of coupons as herein proposed.

"It is proposed, as a part of the arrangement, that a committee of three, acting as trustees on behalf of the bondholders, be appointed to receive the coupons as they are surrendered, and to deliver substituted cash and scrip coupons therefor. The Bondholders' Committee will hold the surrendered coupons uncanceled, and if the arrangement fails to become effective, or it becomes necessary for the protection of the owners, they will be returned to the owner, so that the lien of the security now held by the owner will remain unimpaired."

The trustees appointed to receive and hold the coupons uncanceled, as stated in circular, are: Charles M. Fry, Esq., President Bank of New York; E. A. Rollins, President Centennial National Bank, Philadelphia; Achille Andrea, of the firm of P. N. Schmidt & Co., Frankfort.

Canadian Pacific.—On Monday, Aug. 4, the Ontario and Quebec Division of the Canadian Pacific Railway, the missing link in a new through route between Chicago and Montreal, will be opened for passenger traffic. The road runs from Toronto to Ottawa, where it connects with the Canadian Pacific main line for Montreal and the Northern District. At Toronto it connects with the Credit Valley Railway for St. Thomas, where close connections are made with the Canada Southern branch of the Michigan Central for Chicago and all points West and South. The new road is under the management and practically owned by the Canadian Pacific Railway, and will form a competing line with the Grand Trunk.

Chicago & Eastern Illinois.—The Chicago & Eastern Illinois proposes to fund its floating debt and refund its present funded debt, in connection with which its financial agents make the following statement, viz.:

make the following statement, viz.:	
Total 'eigth of road owned and operated. The present bonded debt is The present floating debt (June 30) including car trust and equipment notes maturing between this date and July 1887. By vote of the *tockholders a conscilidated mortgage has been issued of	1,087,000
Held by Central Trust Company to retire outstanding bonds) -
The assets held to retire floating debt are first consolidated bonds. Income bonds in treasury exchangeable into consolidated bonds.	1,500,000 1 231,000
Strawn & Indiana State Line first mortgage. Evansville Terre Haute & Chicago 6s. Cash (June 11).	190,000
	91 977 867

Surplus

The first consolidated 6 per cent gold bonds of the Chicago & Eastern Illinois, issued to retire all previous issues of bonds, are now ready for exclange and delivery at the Globe National Bank, Boston. They will be exchanged for par for each class of bonds, irrespective of interest.

The gross earnings for the year ending June 30, 1881, were \$1,562,870

Operating expenses.....

Fixed charges.....

Chicago & Northwestern.—It is reported that this company will issue \$6,000,000 5 per cent twenty-five-year debenture bonds. Of the issue nearly \$2,000,000 will be expended in the purchase of the Nebraska tributaries of the Iowa Blair roads. The Blair system is hardly up to the standard condition of the Northwest's roads, and it is said that to put them into good working order will require the expenditure of about \$4,000,000, and it has been deemed the wisest way to raise this money by increasing the issue of debentures required in the Blair purchase agreement. The annual report will, it is expected, explain the matter by a statement of the facts at

Denver & Rio Grande—Denver & Rio Grande Western. The application for a receiver for D. & R. G. W. has been withdrawn, with the consent of the Denver & Rio Grande. After an interruption of six weeks, caused by several "washouts" and by the taking up of one mile of track by order of President Lovejoy, through trains began running again between Denver and Salt Lake City on July 15.

-A dispatch from London states that the English, Scotch and Dutch holders of D. & R. G. securities have combined for the purpose of attaining an independent representation in the future management of the affairs of the road. The great majority of this syndicate express gratification over the appointment of Mr. Jackson as receiver. The combination has appointed a committee to secure the desired representation.

Louisville & Nashville.—The directors of the Louisville & Nashville Railway Company, at their meeting on Tuesday, accepted the resignations of Messrs. C. C. Baldwin, Jay Gould, Russell Sage, T. F. Ryan and John F. Green. The new directors are Frederick W. Foote, J. D. Probst, the representative of the Amsterdam and German bondholders; Mr. E. Norton, J. B. Wilder and J. H. Lindenburger. The old members of the board who remain are J. S. Rogers, W. F. Whitehouse, W. S. Williams, Mr. Clark, E. H. Green, W. C. Hall, George A. Washington and F. D. Carley. It is understood that Mr. Smithers represents \$13,500,000 stock held abroad, out of a total of \$25,000,000, and that the new directors represent this foreign interest as well as the large bondholders in this country. It is claimed that the Henderson Bridge, which will be completed in December, will add \$500,000 annually to the earnings of the company. The directors adjourned to Aug. 8, when measures for the financial relief of the company will probably be adopted.

Metropolitan Elevated .- At the special meeting of the stockholders of the Metropolitan Elevated Railroad, July 31, the agreement for a consolidation with the other elevated railroad companies was approved by a vote of 36,695 shares in favor to 6,990 opposed. The share capital of the company is 65,000 shares, and a majority vote only was required, Of the votes in opposition, 4,300 were cast by S. H. Kneeland. The Secretary, Mr. Neibur, read three elaborate agreements, together with resolutions for carrying them into effect. The first agreement provided for the modification of the original lease of the Metropolitan to the Manhattan. It substituted for the payments provided by that lease a clause providing that the Manhattan Company pay to the Metropolitan Company \$390,000 per annum, in quarterly instalments, amounting in effect to the results brought about by the merger plan. The second agreement provided for the settlement of all claims by the Metropolitan Company against Manhattan on the payment of a specific sum. The third agreement provided for the exchange of Metropolitan stock into Manhattan Consolidated, at the rate of 110 shares of Manhattan Consolidated for 100 shares of Metropolitan,

-The Tribune reports that a suit has been begun in the Supreme Court by E. B. Cowles, as attorney for Stephen V. Harkness, against the New York Elevated Railway Company and the Manhattan Railway Company in his own behalf and in behalf of all other New York stockholders similarly situated, to prevent the carrying out of the new merger agreement. The plaintiff, who is the holder of 500 shares of New York stock, and who refused to assent to the original October (1881) agreen.ents, asserts that the new contract is prejudicial to his prays that the New York Company be ordered to collect the moneys due it from the Manhattan under the lease of 1879, and be enjoined from doing any act looking to the

carrying out of the merger agreement.

Missouri Kansas & Texas .- The earnings and expenses of the Missouri Kansas & Texas from Jan. 1 to June 30 were

	CILCO II OIII O	time I to build	oo were:
- 49	1884.	1883.	6,
Gros earnings Operating expenses	(1,386 miles.) . \$3.265,849 . 2,266,621	(1,376 miles.) \$3,317,432 2,297,111	Dec. \$51,583 Dec. 30,487
Net earnings		\$1,020,321	Dce. \$21.035

Missouri Pacific.—The earnings and expenses of the Missouri Pacific (including St. Louis & Iron Mountain), from Jan. 1 to June 30, were:

(1,897 miles.) (1,895 miles.) ,651,259 Dec. \$15,033 Dec. \$18,522 Operating expenses...... 4,360.5-9 4,708,551 Net earnings...... \$3,275,697 \$2,942,407 Inc. \$333,289

Norfolk & Western .- The statement of earnings and expenses for June and for six months, in 1883 and 1884, is as follows:

1	Gross earnings Expenses	1884. \$183,868	1883. \$203,609 119,530	787,753	18 3. \$1,209,43 707,498
	Net earnings	\$57,253	\$34,079	\$458,749	\$501,936

Oregon & California.—At Portland, Oregon, July 28, at a meeting of the directors of the Oregon & California Railroad Company, the following officers were elected: President, Henry Villard; Vice-President, Charles E. Brotherton; Second Vice-President, R. Kochler of Portland; Secretary and Treasurer, George H. Andrews of Portland. The new directors are: London board—Charles E. Brotherton, George H. Hopkinson, R. D. Peebles, Patrick Buchan and Henry Villard. Portland board—Donald MacLeay, R. P. Earhart, R. Kochler, John Mc-Cracken, George H. Andrews and Walter W. Brotherton.

Oregon & Trans-Continental.-The Boston Transcript says: "The Oregon & Trans-Continental Company finds no difficulty in re-arranging its loans with prices of Northern Pacific stocks as at present. The company will bring suit for its collaterals recently sold by Kuhn, Loeb & Co. without authority. This house sacrificed Northern Pacific, June 26, at under forty, and the courts will say whose stock was sold. At above fifty two for Northern Pacific preferred the Oregon & Trans-Continental finds itself in easy circumstances, and the holders of its notes are happy in an option upon Northern Pacific preferred at 50, running to Nov. 1, 1884. Selling by holders of these notes who do not wish to sacrifice their option may account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Account for the lorge horner of Northern Pacific and Acc count for the large borrowing of Northern Pacific preferred. The only trouble with this option for the holders is that to avail of the option on the preferred stock at 50 they must take the same amount of common at 25, and the same amount of Oregon Navigation at 100. This was the \$8,000,000 loan for which 6 per cent interest and 5 per cent commission was paid, and 91,500 shares of each of the three stocks pledged as collateral with the Farmers' Loan & Trust Company. The sale of one-half the securities at the option prices would cancel the loan.'

Philadelphia & Reading.—The result of the joint operations of the Philadelphia & Reading Railroad and Coal & Iron Company in the month of June (including Central of New Jersey Railroad, leased), was a decrease of \$1,127,100 in gross earnings and a decrease of \$366,822 in net, compared with June, 1883.

June......\$3,232,121 \$1,359,221 -Net Receipts.-1884. 1883. \$870,441 \$1,237,263

The earnings of the Central of New Jersey were separately stated until June, 1884, and the comparative statement of gross and net earnings of both companies from Dec. 1 to May 31, was published in the Chronicle of July 5, p. 22, and the totals of the P. & R. RR. and C. & I. companies for the six months were as follows:

-Gross Receipts .--Net Receipts .-1883-4. 1882-3. Total for 6 mos. \$16,604,231 \$16,643,645 1883-4. 1882-3. \$3,256,507 \$4,313,959

The preceding statement does not include the Central Railroad of New Jersey, and the exhibit for that company was as follows:

Gross receipts. - Net receipts. Rental. Loss to P.& R. Total for 6 mos. \$1,844,329 \$1,815,883 \$2,938,346 \$1,122,463

Pittsburg & Western.—A circular issued by James M. Callery, President of this company, says: "The equipment, property, rights and franchises of the Pittsburg Cleveland & Toledo Railroad Company having been this day (July 15) leased to the Pittsburg & Western Railroad Company, it will hereafter be operated by this company as its lessee." This lease gives the Pittsburg & Western a line from Pittsburg to Akron, O., 138 miles, which is controlled by the Baltimore & Ohio.

Railroads of the United States.—The introduction to Poor's Manual for 1884, by Mr. Henry V. Poor, has just been issued. In reviewing the year 1883, he says: "The accompanying statements show a mileage at the close of the calendar year 1883 of 121,592 miles, 6,753 having been constructed within the year. The total length of completed road at the close of the companies' fiscal years was 120,552 miles. The average mileage operated during the year was 110,414. The amount of share capital issued by the several companies up to the close of their respective fiscal years was \$3,708,060,583, an increase from the previous year of \$207,024,759. The funded debts of the several companies amounted to \$3,455,040,383, an increase from the previous year of \$219,497,060. Their floating or unfunded debts amounted to \$332,370,345, an increase of \$61,-199,383 from the previous year. The total increase of share capital and of funded and floating debts from the previous year equaled \$477,721,202. The total amount of all liabilities at the close of 1883 was \$7,495,471,311. The total per mile for completed mileage was \$62,176."

"The gross earnings of all the roads for their several fiscal years of 1883 were \$823,772,924, an increase from the previous year of \$53,563,025. Of the gross receipts, \$215,287,824 were received from passengers, \$549,756,695 from freight and \$58,-728,405 from miscellaneous sources. The net earnings for the year were \$336,911,884, an increase of \$21,461,082 from the previous year. The amount of interest paid was \$173,139,064, an increase of \$18,843,684 from the previous year. The amount of dividends paid was \$102,052,548, an increase of \$21,114 from the previous year. The percentage in 1883 of gross earnings to investment was 10.99 per cent; in 1882, 11.74: in 1881, 11.18; in 1880, 11.36; in 1879, 10.80. The percentage of net earnings to investment in 1883 was 4.49 per cent; in 1882, 4.81; in 1881, 4.56; 1880, 5.04, and in 1879, 4.40 per cent. The earnings per mile of all the railroads operated for 1883 were, gross, \$7,461; net, \$3,051: in 1882, gross, \$7,377; net, \$3,005; in 1881, gross, \$7,548; net;

\$3,078: in 1880, gross, \$7,475; net, \$3.318: in 1879, gross, \$6,652; net, \$2,761." * *

Statement showing by groups of States the length of lines owned, share capital, funded debts, floating debts, length of lines operated, gross and net earnings, and interest and dividends paid, by all the railroad companies in the United States for their respective fiscal years in 1853:

	Length			2
	of Line	Capital	Funded	Floating
	Owned.		Debt.	Debt.
N. England Group	6,323	198,544,058	144,346,982	17,426,041
Middle Group	17,532	1,012,157,191	~899,914,618	100.464,165
Southern Group	18,863	404.792,911	457.360.083	26.150.879
Western Group	70,345 1	1,784,908,292	1,756,895.194	139,230,180
Pacific Group	7,486	307,658,131	196.523,506	49,099,050
Total 1883	120 550	2 708 060 583	2 455 040 202	220 270 215

					878,423,606	
		Length of Line Operated.	Gross Earnings.	Net Earnings.	Interest Paid.	Dividends Paid.
N	. Eng.Gr'p.	6,203	59,155,763	16,373,972	7,018,344	8,572,150

Total 1882......114,461 3,511,035,824 3,235,543,323 270,170,962

N. Eng.Gr'p. 6.203 59,155,763 16,373,972 7,018,344 8,572,150 Middle Gr'p. 16,364 245,813.605 107,259,233 53,810,418 36,875,985 South.Group 15,823 69,844,273 26,856,488 18,574,084 3,576,310 West.Group. 66,285 40 4,375,167 165,513,056 83,745,273 46,267,324 Pac. Group. 5,739 39,584,116 20,879,135 9,990,945 6,760,779 Total 1883.110,414 823,772,924 336,911,884 173,139,064 102,052,548 Total 1882.104,971 770,209,899 315,450,802 154,295,380 102,031,131 Total 1881. 92,971 701,780 982 286,130,227 128,587,302 93,344,190 Total 1880: 82,146 613,733,610 272,430,665 107,866,328 77,115,371

"The preceding statement is an abridgment of the much more extended one, embracing in detail all the railroads of the country. It shows that since 1880, a period of three years, there have been opened in the United States 28,405 miles of railroad, and that 6,091 miles were opened the past year up to the close of the fiscal years of the several companies. The increase of share capital and indebtedness of all the companies for the three years ending Dec. 31, 1883, was \$2,093,433,054, the cost of the new mileage as represented by share capital and debt being about \$70,000 per mile. The increase in the three years of the funded debts of all the companies was \$924,165,-440: of their floating debts, \$169,880,406; of the two, \$1,094,-045,846. It is not probable that the cost of the mileage constructed in the three years equaled the increase of funded and floating debts by at least the sum of \$200,000,000. The cost of the mileage constructed certainly did not exceed \$30,000 to the mile. The whole increase of the share capital, \$999,387,-208, and a portion of the funded debt, was in excess of cost of construction.

"It is safe to assume that the new mileage constructed in the past three years cost about \$30,000 to the mile: and that when our people build, say, 10,000 miles of line in one year, they expend upon them \$300,000,000. In addition, a very large amount of fresh capital is yearly expended on old lines, so that we have for many years past been expending upon railroads considerable over \$1,000,000 for every working day in the year. Should a large portion of the cost of new lines be lost, the country is undoubtedly the richer by a corresponding amount, from the incidental advantages they confer—the opening up of vast tracts of settlement, and in bringing within the reach of markets products which before had no commercial value.

If it be assumed that the cost in money of all the roads in operation in the United States in 1883 did not exceed, as it certainly did not, the amount of their funded and floating debts, \$3,787,410,728, the actual investment was a most profitable one. The net earnings for the year were \$336,911,884, a sum equalling about 9 per cent on their cost. If the fictitious capital could be eliminated from their accounts, their success as investments would have no parallel. If to net income be added the advantages that flow from them, the result would be a matter of especial wonder. Our railroads the past year transported over 400,000,000 tons of freight. At \$25 the ton the value of this freight would equal \$10,000,000,-000. It is enough to say that, compared with the wealth of the country thirty years ago, they have created on this continent a new nation. While penetrating every portion of the continent, at least wherever our people go, they for the first time create the conditions of a firm and compact nationality.

STATEMENT OF MILES OF RAILROAD IN EACH STATE AND GROUP OF STATES FOR THREE YEARS.

			1.1.11	Ling Political	man inana			
		1983.	1882.	13-1.	8	1933.	1882.	1881.
	Maine	1.099	1,0 6	1,027	Ohio	7,217	6.901	6,259
	N.H'aipsh'e	1.042	1,134	1.021	Michigan		4.633	4.362
	Vermont	9.57	925	916	Indian	5,543	5,372	4,759
	Maschus'ts	1 979	1,967	1,959	Il inois	9,028	8,936	5,120
	R. Island	211	211	211.	Wisconsin		3.911	3, 157
	Conn	963	963	966	Minnesota	3,906	3,755:	3 338
					Jakota Ter.	2,435	2.0-4	1,164
	N. Eng	6.251	6.158	6,091	Iowa	7,216	0,987	614
	New York.	7.349	6,991	6,260	Nebraska	2,696	2,458	2 277
è	New Jersey	1,874	1.862	1,773	Kausas	3,964	3,820	3,6 19
	Penn'vania.			6,356	Missouri	4,619.	4,501	407
	Delaware	282	282	27.5	Ind.Coum'y	353	350	295
	Dist. of Cel.	21	. 21 (Arkansas	1,732	1,488	1,002
	Maryland	1.098	1.077	1,065	Texas	6,075	6,009	4.913
	W. Virginia	. 913	813	706	Colorado	2,532	2,766	2,187
					N. Mex. T	1,140	1,089	1,0.7
	Mid. Sts. 1	8.503	17.930	16,434	Wyo'ng Ter.	625	625	576
	Virginia	2,553	2,450	2,220	Idaho ler	777	494	275
	N. Carolina.	1,312	1,781	1,645	Utah Ter	1,121	1,002	877
	S. Carolina:	1.549	1.508	1,479	Montana T.	1,032	630	233
	Georgia	2,933	2.878	2,561	777 - 1 (1)			50050
	Florida	1,157	964	693	West. Sts. 7	1,061	67,732	59,956
	Alabama	2,059	1,901	1,859	Nevada	.918	948	895
	Mississippi.	1,616	1.303	1,182	California	2,431	2,636	2,309
		1,201	1,010	914	Arizona Ter		7,13	
	Tennessee.	2,112	2,065	1.900	Oregon		756	573
		1,852	1,745	1,672	Wash. Ter	498	362	302
	South Sts.1	8 846	17.605	16 120	Pacific Sts	6.143	5 414	4,635
	13 (13 . F	, 530	11,000	TO	Lacinosco	0,140	U, ILI	1,000

RECAPITULATION FOR EIGHT YEARS.

	1883.	1832.	1881.	1880.	1879.	1878.	1877.	1876
New Eng.	6.231	6,158	6,091	5,977	5,903	5,873	5,814	5,683
Middle								
Southern	18,846	17,605	16,126	14,811	14.333	14,019	13,811	13,631
Western	71,564	67,732	59,956	52,828	46,963	43,132	41,169	39,836
Pacific	6,143	5,414	4,€35	3,967	3,619	3.298	3,152	2,904

G'd total..121,592 114,838 103,242 93,453 86,197 81,774 79,088 76,808

Statement showing the number of miles of railroad constructed yearly, and the total completed to date, each year, in the United States, from 1830 to the close of 1883, inclusive:

	ſ					
		Miles	Annual	[· ·	Miles	innual
		completed	inc. of	1 .	completed	inc. of
	Year.	to date.	mileage.	Year.	to date.	mileage.
	1830	23		1857	94,503	2.647
	1831	95	72	1858	26,968	2,465
	1832	229	134	1859		1,321
	1833	380	151	1860	30,635	1,846
	1834	633	253			651
3	1835	1,098	465	1862	32,120	834
	1836	1,273	175	1863	33,170	1,050
	1 37	1,497	224	1864	33.908	738
	1838	1,913	416	1865	35,085	1.177
	1839	2,302		1866	36,801	1,742
	1840	2,318	516	1867	39,250	2,449
	1841	3 535	717	1868		2,979
1	1842	4,026	491	1869	46.844	4,615
	1843	4,185	159		52,914	6,070
	1844	4,377	192	1871	60,291	7,379
	1845	4,633	256	1872	66,171	5,878
	1846	4,930	297	1873	70,263	4,107
	1847	5.598	668	1874	72,353	2,105
1	1848	5,996	398		74,096	1,712
	1849	7,365	1.369	1876	76.808	2,712
1	1850	9.021	1,656	1877	79,088	2,281
Ì	1851	10,982	1,961	1878	81,774	2,687
I	1852	12,908	1,926	1879	86,497	4,721
١	1853	15,360	2,452	1880*	93.454	7,174
	1854	16,720	1,360	1881	103,242	9,789
1	1855	18,374	1,654		114,838	11.596
1	1856	22,016	3,647	1883	121,592	6,753
1						

* Actual number of miles constructed in 1890, 7,174. A readjustment and correction of mileage in that year reduced the total mileage 218 miles. An error in the mileage of Kausas in the last *Manuat* is corrected in this.

Telegraphic Pool.—The New York Times, Aug. 1, reports: "The important pooling arrangement between the Baltimore & Ohio, the Postal and the Bankers' & Merchants' Telegraph companies goes into effect to-day. These three companies will be operated under joint management with the following named officers: Executive Manager, David H. Bates; General Manager, Garrett S. Mott; General Superintendent of the Eastern Division, James G. Smith; General Superintendent of the Western Division, John E. Zeublin. The Eastern Division embraces the territory east of Ohio, including the old Southern Company's lines, and the Western Division embraces all of the territory west of and including Ohio. The respective headquarters of the two divisions are in New York and Chicago.

"A contract was executed yesterday transferring the control of the telegraphic wires on the line of the New York Ontario & Western Railroad, between New York and Oswego, from the Western Union to the Baltimore & Ohio Company. The contract will take effect Aug. 6, on which date the present contract of the Western Union will expire. This new arrangement terminates a bitter struggle which has been going on for several months between the Western Union and the Baltimore & Ohio companies for possession of these wires. The Baltimore & Ohio telegraphic system gains about 100 important offices, and it is claimed that the company will now be able to reach more points in this State than have ever before been operated by any line in opposition to Western Union.

"Since Mr. Bates became President and General Manager of the Baltimore & Ohio Telegraph Company, that organization has succeeded in making favorable contracts with a large number of railroads, among them being the West Shore, Nickel Plate, New York Ontario & Western, Cincinnati Wasington & Baltimore, Ohio & Mississippi and Gulf Colorado & Santa Fe."

Texas & Pacific.—Under the funding arrangement of the Texas & Pacific Railway the bonds are to be stamped as follows: "The holder of this bond, for value received, assents to the funding of one half each of nine coupons, including August 1, 1884, in accordance with the company's printed circular of July 20, 1884, provided that two-thirds of said bonds shall assent thereto." This, it is believed, will meet objections that have been urged by some bencholders, and will avoid the quotation of them on the Stock Exchange as assented and non-assented bonds."

Union Pacific.—In the Credit Mobilier suit in the United States Circuit Court in Philadelphia on July 28, Mr. Samuel R. Shipley was made receiver of the Credit Mobilier in place

of Mr. Oliver Ames, retired on his own petition.

The Boston Advertiser says: "The Union Pacific Land Department recently closed a sale of 450,000 acres of land in Wyoming to the Swan Land & Cattle Co., a corporation which is now considered the strongest and wealthiest in the West. This land embraces all the railroad land north to the 20-mile limit, from a point near Niser station and west to the Platte River near Fort Steele. By the provisions of the sale the present settlers on the land can purchase what they now occupy at a reasonable price. Another company has been formed in Luramie, called the Albany County Land Co., and it has purchased 600,000 acres, with the expressed intention of parcelling out the land in small lots to actual settlers, not a few of whom are already upon it. Still another company is being formed, composed largely of present occupants, for the purchase of a large tract south of Albany county, in Colorado."

The Commercial Limes.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 1, 1884.

The position of mercantile affairs has materially improved the past week. Confidence in the stability of values is generally restored. The speculative spirit which has been shown in the Stock Exchange is extending to staples of agriculture, owing to the prospect of an improved export demand. Failures have continued, but are of less importance. The weather has been variable. On the Atlantic coast it is too cool and wet, and in the extreme Southwest too dry; but no irreparable injury to crops is yet reported.

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

	1884. July 1.	1894. August 1.	1883. Aug. 1.
Porkbbls.	9,594	9,193	15,384
Beeftcs. and bbls.	682	659	472
Lardtes.	37,935	2?,439	37,218
Tobacco, domestic hhds.	28,789	31,572	20,364
Tobacco, foreignbales.	60,965	54,312	47,427
Coffee, Riobags.	230,479	186,007	106,510
Coffee, otherbags.	85,029	92,400	64,3 3
Coffee, Java, &cmats.	86,797	89,942	29,920
Sugarhhds.	120,701	113,154	92,757
Sugarboxes.	1,469	1,469	5,293
Sugarbags, &c.	1,208,766	1,340,835	622,292
Meladohhds.	620	648	None.
Molasses, foreignhhds.	5,015	1,214	13,500
Molasses, domesticbbls.	1,500	800	. 800
HidesNo.	156,700	219,300	78.900
Cottonbales.	234,291	155,045	167,321
Rosinbbls	23,633	25,548	28,741
Spirits turpentinebbls.	1,701	2,326	1,401
Tarbbls.	3,989	3,176	2,622
Rice, E. Ibags.	4.500	2,500	25,400
Rice, domesticbbls. and tes.	1,300	500	1,250
Linseedbags.	None.	None.	11,000
Baltpetrebags.	11,700	14,800	10,900
Jute buttsbales.	71,600	95,000	83,700
Manila hempbales.	8,139	9,230	44,622
Sisal hempbales.	25,275	19.778	29,000

Lard futures have been but moderately active for speculation, and an upward tendency was turned to-day by a considerable decline. The close, however, was steady at 7.64c, for August, 7.71c. for September, 7.81c. for October and 7.75c. for November. Spot lard has also advanced, but closes somewhat nominal at 7.40@7.50c. for prime City, 7.65@7.70c. for prime Western and 7.85@7.90c. for refined for the Continent. Beef, pork and bacon are quiet and nearly nominal. Cutmeats have been active and closed slightly dearer; pickled shoulders 714@73&c., hams 127&@131&c. and bellies 8@81&c. Tallow at 6.3-16@61&c., stearine at 912@95&c., and oleomargarine at 734@77&c., are all firmer. Butter has advanced and closes brisk at 17@231&c. for creamery. Cheese firmer but closing quiet; State factory 6@10c. Eggs have declined and recovered, closing firm at 17@19c.

The week in grocery circles has been marked by easiness, irregularity and a generally unhappy state of affairs. Rio coffee has dragged, and on the street to-night is quoted at 93/4c. for fair cargoes. Options also show uncertainty and a lack of confidence. August closed 7.95@8c.; September, 8.05@8.10c.; October, 8.15@8.20c.; November, 8.20@8.25c.; December, 8.25@8.30c.; January, 8.30@8.35c.; February, 8.35@8.40c.; March, 8.40@8.45c. Mild grades have had a few sales in Padang at 143/4@151/2c., but other grades are rather slow. Molasses and rice continue slow. Raw sugars have been lower, under the reduction of the export duty in Cuba, and close to-night nominal at 47/8@5c. for fair to good refining Cuba. Refined steady at 6.7-16@71/4c. for hard grades and 61/8c. for

standard "A".

Kentucky tobacco has continued quiet but in the main steady at 7@8c. for lugs and 8½@10c. for leaf. Seed leaf has shown moderate activity and closed only about steady; sales 150 cases, including 200 cases 1882 crop, Pennsylvania, 9@15c.; 350 cases 1881 crop, do., 7@12c., 350 cases 1882 crop, Ohio, 10½@12c.; 200 cases sundries, 7@15c.; also, 500 bales Havana, 80c.@\$1 20 and 150 bales Sumatra at \$1 30@\$1 90.

In naval stores trade and speculation have both been slow, and spirits turpentine has dropped to 32@32½c.; rosins rule at \$1 22½@\$1 27½ for strained to good strained. Refined petroleum has been advanced in sympathy with Europe, and to-night 70 Abel-test is quoted 8½c. Crude oil certificates have been sharply advanced by manipulation based upon the reports that the Wardwell district is rapidly declining; sales to-day at 72½@78½c., closing at 76½@77½c. Steel rails are weak and

sales at \$24 at the mills have been reported.

There has been a fairly satisfactory business in ocean feights, principally in oil tonnage. Berth rates have been well maintained and charters close to-night quite strong. To-day Liverpool grain was nominally 5d; cotton, 3-16@1/4d.; bacon, 25s.; cheese, 37s. 6d. London steam grain quoted 41/4d.; cheese, 35s.; flour, 17s. 6d. per ton; grain to Glasgow, 41/4d.; 51/2d. was paid to Hull and 10@101/2c. for Amsterdam; grain by steamer chartered to cork for orders, 4s. 3d. per qr.; crude oil to Marseilles, 3s. 8d.; refined in cases from Philadelphia to Hiogo, 32c.; do. in bbls. hence to the Continent, 3s@ 3s. 11/4d.

COTTON.

FRIDAY, P. M., August 1, 1884.
THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (August 1), the total receipts have reached 4,283 bales, against 2,800 bales last week, 3,810 bales the previous week and 7,578 bales three weeks since; making the total receipts since the 1st of September, 1883, 4,805,767 bales, against 5,940,554 bales for the same period of 1882-85, showing a decrease since September 1, 1883, of 1,134,787 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	53		. 88	1		7	149
Indianola, &c.						3	3
New Orleans	9	161	91	13	27	12	313
Mobile	14	7		2		2	25
Florida						17	17
Savannah	2	. 1	42	50	18	9	122
Brunsw'k, &c.							
Charleston	6		103	13	1	4	127
Pt. Royal, &c.							••••
Wilmington		2	3		4		9
Moreh'd C.,&c							
Norfolk	5	:.	105	• • • •	2	11	123
West Point,&c						131	131
New York				178	16		194
Boston	68	250	. 1	49	35	75	478
Baltimore						162	162
Philadelp'a, &c.	986		38		49	1,357	2,430
Totals this week	1.143	421	471	306	152	1.790	4,283

For comparison, we give the following table showing the week's total receipts, the total since Sept.1, 1883, and the stock to-night, and the same items for the corresponding periods of last year.

	188	1883-84.		32-83.	Slock.		
Receipts to August 1.	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1884.	1883.	
Galveston	119	591,594	1,479	838 813	1,658	5,704	
Indianola,&c.	3	8,478	158	17,139			
New Orleans	313	1,514.517	1,963	1,664,897	34.306	69,237	
Mobile	25	253,254	107	311,233	3,564	5,209	
Florida	17	42,916		18,444			
Savannah	122	654,279	190	810,706	352	2,710	
Brunsw'k, &c		8,034		5,508			
Charleston	127	417,579	332	566,131	648	2,664	
Pt. Royal, &c.		13,705	•	24,601			
Wilmington	9	91,767	17	127,311	666	1,190	
M'kead C., &c		12,658	70	19,532			
Norfolk	123	580,049	175	797,964	1,223	16,483	
West Point,&c	131	222,376	6	227,652			
New York	194	108,343	96	137,958	155,455	164,627	
Boston	478	185,945	393	191,042	6,310	6,280	
Baltimore	162	29,972	1,658	69,268	2,057	14,228	
Philadelp'a,&c.	2,430	70,251	430	112,300	7,530	5,358	
Total	4,283	4,905,767	7.064	5,940,554	213,769	293.690	

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

WOLLAND CONTROL OF THE SHADOW SOND CONTROL OF						
Receipts at-	1884.	1883.	1882.	1881.	1830.	1879.
Galvest'n,&c.	152	1,637	331	2,603	466	2,213
New Orleans.	313	1,963	533	4,924	1,025	464
Mobile	25	107	107	403	197	113
Bavannah	122	190	427	2,565	555	31
Charl'st'n, &c	- 127	332	68	437	998	30
Wilm'gt'n, &c	9	87	142	231	111	26
Norfolk, &c	254	181	943	2,030	1,652	135
All others	3,281	2,567	2,211	4,557	3,978	930
Tot. this w'k.	4,283	7,061	4,815	17,818	8,982	3,943
Mingo Rent 1	1903 767	5010 334	4661 024	3775 376	1200 991	1410 101

Gaiveston includes indianola; Charleston includes Port Royal, &c.; Wilmingtonincludes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 21,911 bales, of which 18,464 were to Great Britain, 1,080 to France and 2,387 to the rest of the Continent, while the stocks as made up this evening are now 213,769 bales. Below are the exports for the week and since September 1, 1883.

Paranta	We	ek Endi Export	ng Aug.	1.	From Sept. 1, 1883, to Aug. 1, 1884. Exported to—						
mxports from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Tota:			
Galveston					251,849	34,788	84,178	870.791			
New Orleans		975		975	777,820	362,111	307,982	1,447.913			
Mobile					58,157		1,380	57,337			
Florida				• • • • • •	3,704		•••••	3,704			
avannah					155,646	13,436	188,717	357,799			
Charleston *					111,219	24,497	138,063	273,784			
Wilmington					43,413		3,829	47,242			
Norfolkt					253,922		20,588	274,510			
New York	14 330	105	2,327	16,763	458,403	30,560	110 486	589 448			
Boston	1,581			1,351	112.815		4,624	117,439			
Baltimore	953		40	993	116,512	1,893	57,166	175,606			
Philadelp'a,&c	507 (507.50 807		• • • • •	1,600	108,289		3,638	109 927			
Total	18,461	1,080	2,387	21,911	2,447,781	467,268	920,848	3,833,700			
Total 1882-53	19 095	4,115	4 291	27 501	2 872 047	427.074	1,865,813	4 684 434			

· includes exports from Port Royal, &c. † Includes exports from West Point, &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, 89 Broad Street.

	On	Shipboo	ırd, not cl	leared—f	or	Leaving	
Aug. 1, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Stock.	
New Orleans	1,205	None.	None.	102 None.	1,307 None.	\$2 999 3,564	
Mobile	None. None.	None. None.	None. None.	None.	None.	648 332	
Galveston Norfolk	None.	None.	None. None.	None.	None. None.	$\frac{1,658}{1,223}$	
New York Other ports	3,500 2,000	None.	2,200 None.	None.	5,700 2,000	149,755 14,563	
Total 1884	6,705	None.	2,200	122	9,027	204,742	
Total 1883	8,616 9,873	300	950 2.400	4,505 326	14.401 12,887	279.289 162.521	

The speculation in cotton for future delivery at this market for the week under review has turned largely upon weather reports and crop prospects. In the course of Tuesday there was an improving tendency, owing to the continuance of the drought in Texas and the recurrence of heavy rains in the Atlantic and Eastern Gulf States. But on Wednesday there were reports of light rains at various points in the Southwest, including Shreveport in Louisiana and Brenham in Texas, under which a sharp selling movement began, causing the loss of more than the advance of Tuesday, the next crop being especially weak. Yesterday, however, it was said that the report of rain at Brenham was a mistake, and the market again became buoyant; but the close was dull at some decline from the best figures of the day. The temporary stoppage of several New England mills was the cause of some depression early in the week. There is no strong party to either side of the speculation, and business is limited to "room traders" for the "short turn." To-day the advices from Texas for the "short turn." To-day the advices from Texas were to the effect that the drought had been somewhat exaggerated, and yesterday's advance was fully lost. The close, as compared with last Friday, was 10@14 points lower.

Cotton on the spot has met with some demand for home consumption, and quotations were yesterday advanced 1-16c. The export business is small, but stocks are much reduced, and are composed mainly of the growth of the Gulf States. To-day the market was dull.

The total sales for forward delivery for the week are 272,800 bales. For immediate delivery the total sales foot up this week 3,779 bales, including 800 for export, 2,979 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week

Tuly 90 to	UI	PLANI	08.	NEW	ORLE	ANS.		EXAS	
July 26 to August 1.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ** ** ** Strict Ord Good Ord str. G'd Ord Low Midd'g Str. L'w Mid	10 ⁵ 8 10 ¹⁸ 18	834 9316 10 1038 1058 101316	$\begin{array}{r} 83_{4} \\ 93_{16} \\ 10 \\ 103_{8} \\ 105_{8} \\ 10^{13}_{16} \\ 11 \end{array}$	9 97 ₁₃ 10 ¹ 4 10 ⁵ 8 11 ¹ 16 11 ¹ 4	9 97 ₁₆ 10 ¹ 4 10 ⁵ 8 10 ⁷ 8 11 ¹ 16	9 97 ₁₆ 10 ¹ 4 10 ⁵ 8 10 ⁷ 6 11 ¹ 16	9 57 ₁₆ 10 4 10 5 ₈ 10 7 ₈ 11 1 ₁₆	9 9 ⁷ 16 10 ¹ 4 10 ⁵ 8 10 ⁷ 8 11 ¹ 16	9 97 ₁₆ 104 105 ₈ 107 ₈ 111 ₁₆
Middling Good Mid S:r.G'd Mid Midd'g Fair Fair	117 ₈ 125 ₈	11^{1}_{4} 11^{1}_{2} 11^{7}_{8} 12^{5}_{8}	11 ¹ 4 11 ¹ 2 11 ⁷ 8 12 ⁵ 8	$11\frac{1}{3}$ $11\frac{3}{4}$ $12\frac{1}{8}$ $12\frac{7}{8}$	$11\frac{1}{3}$ $11\frac{3}{4}$ $12\frac{1}{8}$ $12\frac{7}{8}$	11^{12} 11^{34} 12^{18} 12^{7}	11^{12} 11^{34} 12^{18} 12^{7}	$11\frac{1}{2}$ $11\frac{3}{4}$ $12\frac{1}{8}$ $12\frac{7}{8}$	11 12 12 12 12 12 12 78
	Wed	Th.	Fri.	Wed		Fri.			
Ordin'y. \$ 10 Strict Ord Good Ord Str. G'd Ord L) w Midd'g Str. L'w Mid Middling Good Mid S r. G'd Mid Midd'g Fair F 4 r	$9^{3}16$ 10 $10^{3}8$ $10^{5}9$ $10^{13}16$ 11 11^{14} 11^{12} $11^{7}8$ $12^{5}8$	111 ₁₆ 115 ₁₆ 119 ₁₆ 1115 ₁₆ 1211 ₁₆	9 ¹ 4 10 ¹ 1 ¹ 10 ¹ 1 ⁶ 10 ¹ 1 ⁶ 10 ⁷ 8 11 ¹ 1 ⁶ 11 ⁵ 1 ⁶ 11 ⁹ ⁶	97 ₁₆ 10 ¹ 4 10 ⁵ 9 10 ⁷ 8 11 ¹ 16 11 ¹ 4 11 ¹ 2 11 ³ 4 12 ¹ 8 12 ⁷ 8	1015 ₁₆ 11 ¹ 6 11 ⁵ 16 11 ⁹ 15 11 ¹³ 16 12 ³ 16 12 ¹⁵ 16	$\begin{array}{c} 115_{16} \\ 119_{16} \\ 1113_{16} \\ 123_{16} \\ 1215_{16} \end{array}$	1078 11116 1114 1112 1134 1218 1278	$\begin{array}{c} 10^{15} 16 \\ 11^{18} \\ 11^{5} 16 \\ 11^{9} 16 \\ 11^{13} 16 \\ 12^{3} 16 \\ 12^{15} 16 \end{array}$	11^{16} 11^{5} 11^{9} 11^{13} 12^{3} 12^{15}
8	TAINE	ED.		Sat.	MOD	Tues	wed		-
Good Ordin Srict Good Low Middling	Ordina	ry		978	$\begin{vmatrix} 8^{3}8\\ 9^{1}16\\ 9^{7}8\\ 10^{1}2 \end{vmatrix}$	858 9116 978 1012	838 91 ₁₆ 978 1019	87 ₁₆ 91 ₈ 10 109 ₁₆	10 10 ⁹ 16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

7. 1		SALES	OF S	FUTURES.				
	SPOT MARKET CLOSED.	Ex- port.	Con-	Spec- ul't'n	Tran-	Total.	Sales.	Delir eries
Sat	Quiet		55			55	49,900	200
Mon	Quiet and firm	400	220			620	25,500	200
	Firmer		815			815	55,400	200
	Firm	300	826			1,126		1.300
	Steady at 116 adv	190				976	46,400	
	Quiet		167			157	51,600	1,600
Total.		-500	2,979			3,779	272,800	5,500

The daily deliveries given above are actually delivered the day

previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In the 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.

Control of the second	Sales since Sep. 1.783* 22 905 9 10 1,727,200	Total sales this week.	Friday, Aug. 1— Balss, total	Thursday, July 31— Buoyant. Sales, total	30-	Ruesday, July 29— Buoyant. 55,400 Aver. 11.07 Aver. 11.09 Aver. 11.05 Aver. 10.73 Aver. 10.59 Aver. 10.59 Aver. 10.69 Aver. 1	# Lower. 25,500 Prices paid (range) 10 55@11.07 Closing	Saturday, July 26- Eales, total	FUTURES.	Market, Prices and
	22 905 9 10	272,800	Depressed. 51,600 10.48 #11.15 Dull.	Buoyant. 46,400 10 53 2 11·17 Dull.	Depressed. 14,000 10.49 \$11.18 Steady.	Buoyant. 55,400 10.5+ 2 11.16 Steady.			Total Sales.	Market,
	1,727,200	2.300 11 10	Aver	Αγει	Aver	Aver11.07 490 11.03 2 11.10 11.13-11.14	Aver11.07 200 - 2 11.07 11.03-11.05	Aver11.17 1.700 11.16æ11.17 11.08—11.10	July.	8
	3,009,600	37,900 11.06	Aver11.02 8,600 10.99 &11.07 10.99—11.00	Aver11.05 8,300 11.03 a 11.09 11.07 – 11.08	Aver11.05 3.200 11.02@11.13 11.03—11.04	Aver11.09 6,400 11.05 a 11.15 11.13 - 11.14	Ayer11.66 4,700 11.05æ11.07 11.03—11.05	Aver11.17 Aver11.10 Aver11.02 1.700 6.700 11.16æ11.17 11.08æ11.15 11.01æ11.04 11.08—11.10 11.09—11.10 11.02—11.03	August.	
	1,080,800	63,900	$\begin{array}{c} \text{Aver} \cdot 11.02 \text{ Aver} \cdot 10.96 \text{ Aver} \cdot 10.66 \text{ Aver} \cdot 10.50 \text{ Aver} \cdot 10.50 \text{ Aver} \cdot 10.60 \\ 8,600 \\ 12,400 \\ 10.99 \pm 11.07 \\ 10.99 \pm 11.07 \\ 10.99 \pm 11.00 \\ 10.93 \pm 10.05 \\ 10.62 \pm 10.05 \\ 10.62 \pm 10.05 \\ 10.48 \pm 10.55 \\ 10.48 \pm 10.48 \pm 10.48 \\ 10.48 \pm 10.58 \\ 10.48 \pm 10.58 \\ 10.58 \pm 10.59 \\ 10.70 \pm 10.70 \\ 10.82 \pm 10.80 \\ 10.83 \pm 10.99 \\ 10.99 \pm 11.00 \\ 10.99 \pm 10.00 \\ 10.99 \pm$	Aver11.05 Aver11.00 Aver10.70 Aver10.55 Aver10.56 Aver10.66 Aver10.77 Aver1 8.300 11,500 9,800 2.100 4.800 5,600 800 800 11.03 σ 11.09 10.96 σ 11.03 10.63 σ 10.73 10.53 σ 10.58 10.58 10.59 10.64 σ 10.69 10.75 σ 10.79 10.88 σ 11.07 -11.08 11.01 -11.02 10.76 -10.71 10.56 -10.57 10.57 -10.58 10.67 - 10.68 10.79 -10.80 10.91 -10.80 10.	Aver11.05 Aver10.99 Aver10.68 3.200 9,400 9.700 11.02@11.13 10.93 @11.07 10.63 @10.75 11.03-11.04 10.93 -10.94 10.63 -10.64	Aver11.07 Aver11.09 Aver11.02 Aver10.73 400 6,400 11.03211.10 11.05211.15 10.96211.07 10.67210.77 11.13-11.14 11.13-11.14 11.05-11.06 10.75-10.76	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver11.02 7.990 11.01@11.04 11.02—11.03	September.	
	830,600	58.800 10.70	Aver 10.66 10,800 10.62@10.72 10.62—10.63	Aver10.70 9,8:00 10.65 æ10.73 10.70-10.71	Aver 10.68 9.70 10.63.210.75 10.63.10.64	Aver10-73 11,700 10.67@10.77 10.75—10.76	Aver10.69 5.100 10.67#10.71 10.67—10.65	Aver 10.73 11,700 10.71.010.74 10.72-10.73	October.	DAILY PR
	293,700	19 9 30 10 55	Aver: 10:66 Aver10:50 10,8:10 10:62#10-72 10:48#10:55 10:62-10:63 10:47:10:48	Aver10.55 2.100 10.53 \(\pi 10.58 \) 10.56-10.57	Aver10.51 Aver 3.400 10.49 a10.60 10.50 10.49 -10.50 10.50	Aver 10.59 5,700 10.54\alpha 10.61 10.60\to 10.61	Aver10.56 2,500 10.55@10.56 10.54 -10.55	Aver10.58 Aver10.58 7.400 10.56 #10.59 10.57 #10.60 10.57 #10.58 10.58 #10.58	November.	PRICES AND
-	414,500	31.800 10.55	Aver 10.51 7,300 10.43 a 10.57 10.43 - 10.49	Aver. 10.56 4,800 10.54 a 10.59 10.57 - 10.58	Aver10.53 7.500 10.50@10.58 10.50—10.51	0.59 Aver10.59 Aver10.69 Aver 0.00 3.700 5.600 0.61 10.55 \$10.62 10.65 \$10.72 10.77 0.61 10.61-10.62 10.71-10.72 10.83	Aver10.56 4,100 10.55 \alpha 10.57 10.55	Aver10.58 7.400 10.57@10.60 10.58@10.59	December.	SALES OF
	215 400	28,300 10.66	10.58@10.67 10.58@10.67 10.58@10.59	10.56 Aver10.66 ,800 5,600 10.59 10.64 210 69 10.58 10.67 - 10.68	10.53 Aver10.63 7.500 4.400 0.010.58 10.60.010.70 0-10.51 10.60-10.61	Aver10.69 5.600 10.65æ10.72 10.71—10.72	Aver 10.65 / 2,100 10.65 @ 10.65 10.65 10.65 10.65 10.65 10.65	Aver10.69 6,300 10.66 a 10.69 10.68 - 10.69	January.	FUTURES
	93,000	10.600	1,800 1071@1080 1070—1071	Aver10.77 80.3 10.75 a 10.79 10.79 – 10.80	Aver 10.74 3.500 10.71 a 10.77 10.71 -10.73	Aver10.80 1,000 10.77 æ10.81 10.83-10.84	Aver10.79 200 - a10.79 10.77-10.78	Aver10.81 3,300 10.80.210.82 10.81-10.82	February.	FOR EACH
	35,900	10.88	1,500 1,500 10,71@10.80 10.83 @ - 10.70-10.71 10.82-10.83	Aver10.88 500 10.88 a 10.91—10.92	Aver. 10.85 600 10.84æ10.88 10.83-10.84	Aver10.91 10.90 æ 10.91 10.95 — 10.96	$\begin{array}{c c}10.79 & \text{Aver}10.90 \\ 200 & 210.79 \\ -210.78 & -210.90 \\ -10.78 & 10.89 - 10.90 \\ \end{array}$	Aver10.92 300 10.92 <i>a</i> 10.93-10.94	March.	MONTH.
3 8	51,000	11.01		Aver11.01 1.700 10.99 &11.05 11.02-11.04	Aver10.97 2,000 10.95 a11.00 10.95 -10.97	Aver11.05 2.000 11.01@11.07 11.07—11.08	Aver11.02 100 - @11.02 11.01-11.02	Aver11.05 1,800 11.04@11.06 11.05—11.06	April.	
8	15,900	11.13	$\begin{array}{c} 1,000 \\ 1,000 \\ 10.94 \times 11.03 \\ 10.94 - 10.95 \\ 11.06 - 11.07 \\ \end{array}$	Aver10-77 Aver10-88 Aver11-01 Aver11-14 800	11.03@11.18 11.07—11.09			Aver	May.	
				A Vor	- 6	Aver	Aver	e	June.	

*Includes sales in September, 1853, for September, 76,200; September-October, for October, 333,600; September-November, for November, 199,800; September-December, for December, 869,5000; September-January, for January, 2,817,900; September-February, for February, 3,780,800; September-March, for March, 2,309,860; September-April, for April, 1,999,900; September-May, for May, 2,362,200; September-June, for June, 2,183,600.

**We have included in the above table, and shall continue each mostly the average price of futures each day for each month. It

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

Transferable Orders—Saturday, 11·10c.; Monday, 11·05c.; Tuesday, 11·15c.; Wednesday, 11·05c.; Thursday, 11·10c; Friday, 11·00c.

Short Notices for August—Saturday, 11·15@11·06c.; Monday, 11·05@11·07c.; Tuesday, 11·05@11·14c.; Wednesday, 11·04@11·02c. Thursday, 11·02@11·01c.; Friday, 11·07@10·98.

02 pd. to exch. 700 Aug. regular | 30 pd. to exch. 300 Oct. for Sept.

100 July for August-even. Aug. regular for Aug. s.n. 1st-even. 200 July for August-even. 40 pd. to exch. 1,000 Jan. for Aug. s. n. 1st.

The following exchanges have been made during the week: 200 Aug. regular for s. n.—even. 07 pd. to exch. 500 Sept. for Aug. Ot pd. to exch. 100 Aug. s. n. 1st for regular. 38 pd. to exch. 800 Jan. for Aug. s. n 1st.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Aug. 1), we add the item of exports from the United States, including in it the exports of Friday only. 1834.

		• • • • • • • • • • • • • • • • • • • •	S. Carlotte See Substitution	J J .
1	1834.	1883.	1832.	1881.
Stock at Liverpool bales	841,000	927,000	701,000	777,000
Stock at London	64,000	46,300	71,300	41,700
			, , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	41,700
Total Great Britain stock.	905,000	973,300	772,900	818,700
Stock at Hamburg	6,200	3,500	2,500	4.300
Stock at Bremen	69,300	47,800		
Stock at Amsterdam	48,000	32,400	36,600	52,600
Stock at Rotterdam	900		14,200	36,700
Stock at Autworm		2,300	. 2,000	3,900
Stock at Antwerp	3,300	8,200	600	2.500
Stock at Havre.	220,000	116,000	130,000	187,000
Stock at Marseilles	6,000	9,900	- ,	3,600
Stock at Barcelona	70,000	81,000	25,000	- 36,600
Stock at Genoa	12,600	17,000	13.400	3,500
Stock at Trieste	11,000	14,000	6.100	7,200
Total Continental stocks	446,700	332,000	231,700	337,900
				-007,000
Total European stocks	1,351,700	1,305,300	1,004,600	1,156,100
India cotton affoat for Europe	169,000	260,000	305,000	214,000
Amer'n cott'n afloat for Eur'pe	51,000	68,000	65,000	159,000
Egypt, Brazil, &c., aft for E'r'pe		20,000	8,000	
Stock in United States ports	213,769	293,690		19,000
Stock in U. S. interior fowns	18,433		175,108	236,137
United States exports to-day		49,566	20,149	\$6,826
omicu states exports to-day	4,000	1,800	2,000	8,300
Mad al al da 11 1 a a a a a 1 a a	1 0.25 0.00	4.000.000		
Total visible supply	1,827,902	1,998,356	1,580,157	1,859,863
Of the above, the totals of Amer	rican and c	Lier descri	ntions are	o follows.
American-			i dions are	as follows.
Liverpool stockbales	515,000	673,000	391,000	592,000
Continental stocks	256,000	204,000	88,000	239,000
American affoat for Europe	51,000	63,000		
United States stock	213,769		65,000	159,000
United States interior stocks		293,690	175,408	236,137
onited States Interior Stocks	18.433	49,566	20,149	36.826

United States exports to-day ... 4.000 8,300 1,800 2,000 744,557 1,271,263 East Indian, Brazil, &c.— Liverpool stock 326,000 254,000 307,000 185,000 London stock..... 64,000 190,700 46,300 128,000 71,900 143,700 305,000 41,700 Continental stocks..... 98.900 India afloat for Europe..... Egypt, Brazil, &c., afloat..... 169,000 260,000 244,000 20,000 20,000 8,000 19,000

835,600 588.600 744,557 1,271.263 Total East India, &c.... 769,700 708,300 Total American......1,058,202 1,290,056 Total visible supply1,827,902 1,998,356 1,580,157 1,859,863 Price Mid. Upl., Liverpool 6 4d. 5 5 8d. 7d. 6 13 16d. 558d.

The imports into Continental ports this week have been 31.000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 170,454 bales as compared with the same date of 1883, an increase of 247,745 bales as compared with the corresponding date of 1882 and a decrease of 31,961 bales as compared with 1881.

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 1882-83—is set out in detail in the following statement

Total, all ,	Total, new towns	Brenham, Tex	Louisville, Ky	Raleigh, N. C	Newberry, S.C	Cincinnati, O	St. Louis, Mo	Rome, Ga	Atlanta, Ga	Enfaula, Ala	Columbus, Miss.	Shreveport, La.	Palestine Tex	Dallas. Tex	Memphis, Lenn.	Selma, Ala	Montgom'ry, Ala.	Macon Ga	Augusta, Ga	NO THE	TOWNS	
1,958	212	120	31	59		851	130	0 -	: :	23	- 0	81		45	240	ِ ٽ	153	٥	36	This week.	Re	док
1,958 2,855,922	689 529	25,413 511,850	35.142	33,629	2,166,293 15,675	306,815	300.727	79.726	146,447	36,730	31 802	70414	7,163	4:895	447.117	69,633	105.850	50.000	130,473	Since Sept.1,'83.	Receipts.	Movement to August 1, 1884
4.979	583	174	255	154	1.398	1,117	10.0	:	÷0	tS	i i	222	: :	32	1,990	to	151	111	300	This week.	Shipm'is	ugust 1,
22.307	3.874	1881	12.759	3407	18,433 21	2,683	2.109	310	355	90	130	2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	: :	603	7.747	630	1.1.3	10:0	479	Aug. 1.	-	1884
3.857	921	500 500	121	196	2,436 5	607	417	211	50	10	4	296	4	20~	<u>ي</u> ن	20	134	30	117	This week.	Re	- Mor
3,075,499	919,976	31.944	32,371	51,623	2,655,523	376,172	460.197	x3.373	26.407	11,839	39.103	105,922	21,660	41, 60	509,014	99.510	131,470	110,933	179,674	Since Sept.1,'82.	Receipts.	Morement to August 3, 1883.
7,100	1,197	110	101	405	5,903	875	2 150	6.	150	15	40	412	ى د رى	542	507	ж I	9 9	350	455	This week.	Shipm'is	ugust 3,
37,886	8,320 his	1,140 Vear'		ure		198	7 175	971	6 475	5.0	1 2 3 3	3,765	323	1,958	13.174	25.53	2,176	3.299	4,479	Stock Aug. 3.	ć	1883.

This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 2,659 bales, and are to-night 31,133

bales less than at the same period last year. The receipts at the same towns have been 690 bales less than the same week last year, and since September 1 the receipts at all the towns are 719,577 bales less than for the same time in 1882-83.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS .in the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-										
August 1.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.					
Galveston	1034	1034	1034	1031	1034	1034					
New Orleans.	1034	1034	1034	1634	101116	101116					
Mobile	1078	1078	1034	1034	1634	1034					
savannah	1078	1034	1031	10%	1034	1034					
Charleston	11	11	11	11	11	11 -					
Wilmington	1034	1034	1034	1034	1034	1034					
Norfolk	1034	1034	.1034	1034	1034	1034					
Boston	1114	1114	1114	1114	1114	1114					
Baltimore	11	11	1i -	11	11	11					
Philadelphia.	1134	1134	1134	1134	1134	1134					
Augusta	1034	1034	1034	1034	1034	1034					
Memphis	11	11	1078	1078	1078	1078					
st. Louis	1034	1034	1034	1034	1034	1034					
Cincinnati	11	11	11	11	11	11					
Louisville	1078711	1078711	1078911	11:78 7011	1078711						

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

RECEIPTS FROM PLANTATIONS.

Week					Interior	Towns.	Rec'pts	Rec'pts from Plant'ns			
ending-	1882.	1883.	1884.	1862.	1883.	1884	1882	1883.	1884		
May 16	20,864	43,976	8,691	115,435	133,872	75,522	8,669	29,905	3,281		
4 23	13,931	38 509	5,863	101.0:8	125,565	70,523	2.564	30,233	564		
. 30	15,950	30.428	8.129	93,5:5	114,679	64,174	5,517	19,540	1.780		
June 6	15,621	25,456	12,584	83,591	105,428	56,109	5,433	16,703	4,519		
··. 13	13,658	21,573	8,409	72.408	98,763	50 355	2,672	14,410	2,655		
" 20	13,569	12,395	4,725	59,530	88.210	45,934	1,011	1,573	804		
" 27	9,285	11,497	5,642	50,417	79,509	39,547	175	2,766	1 1 000		
July 3	9,586	11,9:4	4,455	42,813	74,847	37,523	2,012	7,032	} 1,886		
" 11	8,142	11.024	7.578	35,454	68,762	31,911	753	5,133	1.998		
" 18	9,150	9,205	3,810	31,622	64,239	23,24	5,318	4, 685	113		
" 25	8,126	8 296	2,80	24,276	61.629	25,130	2,750	5.658			
Aug. 1	4.815	7 084	4.283	24 444	57.588	22 307	9-5	3.321	1.480		

The above statement shows—1. That the total receipts from the plantations since September 1, 1883, were 4,778,918 bales; in 1882-83 were 5,981,955 bales; in 1881-82 were 4,640,045 bales.

2.—That, although the receipts at the outports the past week were 4,283 bales, the actual movement from plantations was only 1.460 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 3,321 bales and for 1882 they were 985 bales.

Amount of Cotton in Sight Aug. 1.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to July 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

· · · · · · · · · · · · · · · · · · ·	1883-84.	1882-83.	1881-82;	1880-81.
Receipts at the ports to Aug. 1 Interior stocks on Aug. 1 in	4,805,767	5,940,554	4,661,024	5,775,376
excess of September 1	*26,849	41,101	120,979	13,€03
Tot. receipts from plantat'ns Net overland to July 1 Southern consumpt'n to July 1	573,605	637,695	464,336	509,799
Total in sight August 1	5,644,523	6,937.653	5,333,381	6,493,778

* Decrease from September 1.

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 1,293.1.0 bales, the increase as compared with 1881-82 is 311,142 bales, and the decrease from 1880-81 is \$49,255 bales.

Weather Reports by Telegraph.—The weather has been quite favorable for cotton in most sections of the South during the week, but in Texas there is very little abatement of the

Galv ston, Texas.—The weather has been warm and dry all the week. The thermometer has ranged from 80 to 90, averaging 85. During the month of July the rainfall reached two inches and twenty-seven hundredths.

Indiano'a, Teras.—We have had no rain all the week, and from 78 to 93. The thermometer has averaged 84, ranging from 78 to 93. thirty-five hundredths of an inch.

Palestine, Texas.—It has rained (mere drizzle) on one day of the week, the rainfall reaching but one hundredth of an inch. We are suffering for rain. The thermometer has averaged 84, ranging from 73 to 96. Rainfall for the month of July one inch and thirteen hundredths.

Huntsville, Texas .- No rain all the week and we need it badly. The thermometer has averaged 87, the highest being 100 and the lowest 74. During the month of July the rainfall reached one inch and forty hundredths.

Luing, Texas.—The weather has been warm and dry al the week. We are suffering for rain. The thermometer has ranged from 72 to 102, averaging 87. During the month of July the rainfall reached fifty-nine hundredths of an inch.

Brenham, Texas.—We have had no rain during the week. There is much suffering especially on the sandy lands. The thermometer has averaged 85, ranging from 70 to 98. Rainfall during July, fifty-nine hundredths of an inch.

Belton, Texas.—We have had warm and dry weather all the week. Rain is needed badly. The thermometer has averaged 85, the highest being 104 and the lowest 67. During July

the rainfall reached fifty hundredths of an inch.

Weatherford, Texas.—There has been no rain during the week, and we need it very much. The heat is terrific. Average thermometer 88, highest 107 and lowest 69. During the month of July there was no rainfall.

Dallas, Texas.—No rain during the week, and we are suffering dreadfully for it. It is as hot as Egypt. The thermometer has ranged from 75 to 105, averaging 89. No rainfall during

Columbia, Texas—The weather has been warm and dry all the week. Crops would be benefitted by a good shower, but there is no suffering. Prospects are very fine. Average thermometer 83, highest 93, lowest 73. Rainfall during July one inch and ninety hundredths.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching ninety-four hundredths of an

inch. The thermometer has averaged 86.

Shreveport, Louisiana.—Telegram not received,
Vicksburg, Mississippi.—Telegram not received.

Meridian, Mississippi.—We have had rain on two days of the week, the rainfall reaching one inch and twelve hundredths. The crop is developing promisingly, but weeds are growing so fast that they are becoming troublesome. Aver-

age thermometer 82, highest 90 and lowest 74.

Greenville, Mississippi.—Telegram not received.

Columbus. Mississippi.—It has rained on four days of the

week, the rainfall reaching six inches and twenty-five hundredths. The thermometer has averaged 80, the highest being 95 and the lowest 65. Rainfall during July twelve inches.

Little Rock, Arkansas.—It has been cloudy on two days of the week, with rain on three days. The rainfall reached one inch and forty-one hundredths. The thermometer has averaged 81, ranging from 69 to 95. During the month of July we had rain on eight days, and the rainfall reached four inches and fifty-five hundredths. The thermometer averaged 82, and ranged from 68 to 98.

Pine Bluff, Arkansas.—Telegram not received. Fort Smith, Arkansas.—Telegram not received.

Helena, Arkansas.-It has been showery on six days of the week, the rainfall reaching twe inches and eighty-one hundredths. Crops are doing well. The thermometer has averaged 80, the highest being 92 and the lowest 70. July rainfall

four inches and thirty-five hundredths.

Newport, Arkansas.—Telegram not received.

Memphis, Tennessee.—It has rained on six days of the week, the rainfall reaching one inch and thirty hundredths. The rain has been very beneficial to crops, especially corn. The thermometer has ranged from 70 to 94, averaging 81. During the month of July we had rain on twelve days, and the rainfall reached two inches and twenty-eight hundredths. The thermometer averaged 82, and ranged from 70 to 96.5.

Nashville, Tenness e.—It has rained on five days of the week, the rainfall reaching one inch and fifty-two hundredths.

Average thermometer 78, highest 90, lowest 68.

Mobile, Alabama.—It rained severely on one day and was showery on four days in the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and forty-four hundredths. Accounts from the interior conflict about the rains, but we think no serious damage has been done. The crop is developing promisingly. The thermometer has averaged 80, the highest being 93 and the lowest 70. During the month of July the rainfall reached four inches and ninety-six hundredths.

Montgomery, Alabama.—Telegram not received.

Selma, Alabama.—It has rained on three days of the week, the rainfall reaching three inches and sixty-five hundredths. We are having too much rain. The thermometer has ranged from 70 to 86, averaging 77.

Madisor, Florida.—It has rained on four days of the week, the rainfall reaching one inch and eighty hundredths. The crop looks strong and healthy. The bottom crop will be poor, but the top crop will be excellent. Average thermometer 82, highest 95, lowest 72.

Macon, Georgia-We have had good showers on four days of the week, and this (Friday) morning a beneficial heavy rain. Crop accounts are more favorable, although somewhat spotted. The thermometer has averaged 78, the highest being 88 and the lowest 69.

Columbus, Georgia.-It has rained on three days of the week, the rainfall reaching one inch and seventy-one hundredths. We are having too much rain. It is claimed that caterpillars have appeared but that the injury done is as yet limited. The thermometer has averaged 80, ranging from 72 to 89. Rainfall for the month of July nine inches and fortyone hundredths.

Sarannah, Georgia.-We have had rain on two days, and the remainder of the week has been pleasant. The rainfall reached twenty-two hundredths of an inch. The thermometer

has ranged from 75 to 94, averaging 83. Augusta. Georgia - The weather during the week has been very favorable to cotton. There has been heavy general rain

on four days, and the rainfall reached one inch and twentytwo hundredths. All information reports the crop in fine condition. Average thermometer 81, highest 93, lowest 72. During the month of July the rainfall reached three inches and twenty-five hundredths.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—It has rained on three days of the week, the rainfall reaching eighty-two hundredths of an inch. The thermometer has averaged 83, ranging from 75 to 92. Columbia. 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 July 31, 1884, and August 2, 1883.

	July 3	31, '84	Aug.	2, '83.
		Inch.	Feet.	Inch.
New Orleans Below high-water mark	8	4	3	9
MemphisAbove low-water mark.		11	14	9
NashvilleAbove low-water mark.	4	0	Miss	ing.
SnreveportAbove low-water mark.	7	0	8	.2
VicksburgAbove low-water mark.		4	29	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to highwater 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.

INDIA COTTON MOVEMENT FROM ALL PORTS. - We have re-arranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to July 31.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	nts this	week.	Shipm	en! « sinc	Receipts.		
/ear	Great Conti- Brit'n. nent. Total.		Great Britain	Conti- nent.	Total.	This Week.	Since Jan.1.	
1882	16,000	9.000	25,000 9,000	433,000 706,000	765 ,000 578 ,00 0	1,066,000 1,203,000 1,284,000 789,000	4,000 8,000	1,518,000 1 526,000 1,573.00 1,121,0°

According to the foregoing, Bombay appears to show no increase compared with last year in the week's receipts, and a decrease in shipments of 19,000 bales, and the shipments since January 1 show a decrease of 137,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipme	nts for th	e week.	Shipments since January 1.				
e .	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total.		
Calcutta— 1884 1883	2,000		2,000	87,500 78,400	40.200 10,500	127,700 89,200		
Madras— 1884 1883	205		200	19,500 5,600	1,000	20,100 6,600		
1884 1883				8,500 7,500	11,200 2,000	19,700 9,500		
fotal all— 1884 1883	2.200		2,200	115,500 91,500	52 000 13 800	167,500 105,30		

The above totals for the week show that the movement from the ports other than Bombay is 2,200 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1884, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

	18	884.	18	883.	1882.		
Shipments to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
Bombay	6,000	1.065,000 167,500	25,000 2,200	1,203,000		1,284,000 231,500	
Total	6,000	1 2 3. 0	27,200	1:308,300	19 800	1,515,50	

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrange ments we have made with Messrs. Davies, Bennchi & 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.

Alexamiria, Egypt, July 30	1883	3-84.	188	2-83.	1881-82.		
Receipts (cantars*)— This week	2,6	41.000	2.2	54,000	2	831,720	
-	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
E cports (bales)— Fo Liverpool Fo Continent		252, 0 60 139,000	,	239,000 89,000		245,900 176,271	
Potal Prygna		301 000		3.8 000		422,171	

* D. Camill' is 35 108.

This statement shows that the receipts for the week ending July 30 were —— cantars and the shipments to all Europe —— bales.

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

					18	84.				15	1	1883	3. •	-	
	32s Cop. 814 lbs. Twist. Shirtings.		78.	Oott'n Mid. Upl/s	32s Cop. 1wist.		84 lbs. Shirtings.			Oott n Mid. Upids					
" 20 " 27 July 3 " 11 " 19	834 858 858 858 858 858 858		6. 914 914 918 918 918 918 918 918 918	55555555	8877777777	8. 07 207 207 207 207 207 207 207 207 207 2	d 3 3 1 ¹ ₂ 1 1 1 1 1 1 ¹ ₂	638 6516 6516 6316 614 614	d. 811160 858 6 858 6 812 6 812 6 814 6 81	9 9 18 9 9 14 9 9 14 9 9 18 9 9 18	55555	d. 99999998888	8. @7 @7 @7 @7 @7 @7 @7 @7	d. 3 112 112 3 3 3 112 0 0 0 0	

East India Crop Prospects.—We have cable advices from Bombay to-day which state that crop accounts are generally satisfactory, but a break in the rains would be beneficial. The cable adds further that since the monsoon set in, up to date the rainfall amounts to 38.64 inches.

SHORT TIME IN COTTON MILLS.—The Boston Transcript says:

The cotton-goods manufacturers of New England have inaugurated a spontaneous shutting-down movement for August and September, which promises to be of large dimensions. There are 8,000,000 spindles in New England engaged in the manufacture of cotton goods, and the Arkwright Club some time ago started a movement for a restriction in production, to begin when three-fourths of the manufacturing forces should assent to the plan. This failed, the managers of not more than 3,500,000 spindles agreeing to the plan, though some mills individually restricted their output. The situation of late has been a good retail trade, but jobbers buying only in piecemeal, and numerous buyers in the market but awaiting lower prices or future developments, while the supply of cotton goods on hand throughout the country is very light—at above two or three month's production. Within the past three days several mill treasurers and selling agents resolved upon individual shut-downs, and probably one-half of the cotton mills of New England will be closed for thirty days divided between August and September. The Amoskeag will not shut down, nor the woolen mills, but the outlook is for one of the largest closing movements ever inaugurated in New England. The selling agents say that this is the heroic remedy for the present state of affairs.

CROPS IN THE SOUTH.—The New Orleans Times-Democrat, received, July 31, telegraphic reports from all portions of the South as to the condition of the cotton and grain crops on that day, and gives the following as a synopsis of the results reached:

Alabama—The cotton crop is generally in fine condition, but from one week to three weeks late; the acreage is increased 12 per cent: the condition of the cotton has improved 50 per cent; there has been some shedding and some caterpillars, but no harm has been done, nor is any anticipated; the weather is somewhat too rainy, but the prospects are generally encouraging. The acreage in corn is 15 per cent greater; the crop is the best for many years. Oats are poor in consequence of rain.

Florida—The cotton acreage is slightly decreased. The crop is two weeks late. Some caterpillars have been seen. In corn the acreage is less, but a full crop is promised. Oats have been badly damaged by cold, and only half a crop will be harvested.

Georgia.—The acreage in cotton is the same as last year. The plant is in a vigorous condition, and an increased yield of 12 per cent is promised. Corn shows an increase in acreage of 5 per cent and an increase in yield of 20 per cent; the promise was even better. Oats have been slightly damaged by rain. Wheat is 12 per cent better than last year.

Louisiana.—Cotton is very promising, but is two weeks late, and rain is generally wanted. The acreage is 2 per cent less than last year, but the condition is 11 per cent better. The prospects are fair. A fair crop of corn is promised.

Mississippi.—The cotton acreage is the same as last year. The weather has been generally good, but there has been too much rain, and the crop is from two to three weeks late. The condition is about the same as last year. The acreage of corn has increased 3 per cent. The crop generally is good, in some sections the best in ten years. The oat crop is very good.

North Carolina.—There has been an increase in the cotton acreage of about 1 per cent; the stand is favorable; the acreage in corn has increased 15 per cent and the best crop in years is promised; there will be abundant crops of wheat and poats.

South Carolina.—The cotton agreage is 5 per cent greater than last year; it is two weeks late, but the condition is more promising; there is a larger acreage in grain, but it will yield unfavorably in consequence of rain: it is the best corn crop in years. There are a few caterpillars seen, but no harm has been done by them.

Tennessee.—The acreage of cotton is 9 per cent greater than last year. The condition is slightly better and the prospective yield is 4 per cent greater. The plant is about two or three weeks late in consequence of the late spring. The acreage of wheat is the same, but there is an increase of 10 per cent in the yield. In oats and corn the yield is the same.

Texas.—The cotton acreage has increased 3 per cent. Some movement for the years named. The movement for the years named.

has continued over six weeks. The condition of the plant is not good, especially in East and Central Texas. North and West Texas are doing better. Corn in North Texas is in fair condition, in West and Southwest Texas, good, in East Texas, bad, and in Central Texas, fair. The entire corn crop can be averaged as fair. In wheat there is an increase in the acreage and yield. There will be two-thirds of a crop of oats.

The New Texas Cotton.—In the Chronicle of last Saturday, July 26, we noticed by telegraph the arrival of one bale new cotton each at Houston and Galveston, on July 22 and 23, respectively. The Houston bale was raised on the plantation of C. H. Arnecke & Son, Arneckeville, De Witt County, and shipped to Mr. Max Jaeger, Houston. It classed middling and weighed 510 pounds. The bale has been stored at Houston, and will be shipped to the World's Fair at New Orleans as an exhibit from De Witt County. The Galveston bale was grown by James Rives of De Witt Co. and shipped by Messrs. A. Levi & Co. of Victoria to Messrs. Adoue & Lobit, Galveston. It classed good middling, weighed 560 pounds, and was disposed of at auction, on July 24, to Mr. J. O. Aymes, at 12½ cents per pound. Mr. Aymes will ship the bale to Messrs. Strauss & Co., Liverpool.

Three weeks ago we spoke of the action of the National Cotton Exchange, at the convention held July, 1883, at Old Point Comfort, Va., on the subject of new first bales. As a sequel to what was then said, we give the text of the certificate granted to the new bale by the committee of the Galveston Cotton Exchange:

GALVESTON COTTON EXCHANGE, JULY 24, 1884.—The undersigned committee hereby certify that we have examined one bale of cotton marked R No. 1, and find the same to be new cotton of this year's growth, classing good middling and weighing 560 lbs. Said bale was raised by James Rives of De Witt County, Texas, and shipped by A. Levi & Co. of Victoria, to Adone & Lobit of Galveston, being the first new bale of Galveston receipts.

J. A. Robertson, John Wolston,

[Official.]

E. S. FLINT, W. M. STAFFORD, D. R. HAWKINS.

J. G. BROWN, Acting Secretary.

Texas Crop—Galveston News.—The Galveston *Daily* News of July 25 to 28, contained reports from all sections of Texas on the growing crop of cotton, and on the last-mentioned date summarized the reports editorially as follows:

The accounts from the growing crops that continue to reach the News are anything but encouraging. In some districts a full crop of corn is assared, but in many portions of the State even the corn crop is not satisfactory. The yield of wheat and small grain has been abundant wherever planted. Cotton in all sections is in a precarious condition from the continued drouth. The heavy rains of the spring and early summer retarded planting operations, and the crop, such as it is, is very late. The drouth of the past six or eight weeks has stunted and checked growth, and everywhere the cry comes up for rain. Should the drouth continue for two weeks longer incalculable injury will be done and the cotton crop will be cut short disastrously. On the other hand, with general rains within a week or two, a fair cotton yield may yet be made.

TEXAS CROP—HOUSTON POST.—The Houston Post of Aug. 1st publishes special crop reports from 196 points in Texas. The reports from the counties in North Texas show the cotton crop to be in fine condition. Plenty of rains having fallen in this section, the crop will exceed an average.

this section, the crop will exceed an average.

In Central and Eastern Texas upland cotton is suffering from drouth, and rain is greatly needed, but in river bottom and lowlands the planters claim to have had sufficient rain, and the cotton yield will exceed that of last year. In Southern and Western Texas rain is also needed, though not so badly as in other sections.

Taken as a whole, the reports indicate that without any rain the crop of cotton will be equal to, if not in excess of, last year, and with general rains within the next two weeks the crop will equal that of 1882. No reports of worms are received, though at this time last season worms had appeared in large numbers.

Reports of rains in Cherokee and Lampasas counties were received last night, with indications of rain in other sections. The corn crop is reported as much above the average in nearly all the sections, except in a few counties where it was planted late and is now suffering from drouth. In many counties the corn yield will be sixty bushels to the acre, and will average thirty bushels to the acre throughout the State.

JUTE BUTTS, BAGGING, ETC.—The market for bagging has not shown the improvement that was expected, and trade has continued to be of a jobbing character. A few inquiries are reported for round parcels, but we do not hear of any transactions as yet. There is no change in quotations, and sellers are steady at 9½c. for 1½ lb., 10c. for 1¾ lb., 10¾c. for 2 lb. and 11½c. for standard grades. Butts are in full supply, several parcels having come to hand since our last, and the market is easy in tone. The demand is light, only a few small parcels being reported taken, and sellers are disposed to accept a shade under present figures for a quantity. Paper grades are held at 2½2¼c., while for bagging qualities 2½@2¾c. are the asking rates

Comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1883, has been as follows.

ıd ıg

as as s.

ed.

SS

n

et el

te

of

he of is dily ly ed the th

g. s. n

n

ıg

n, 1d-

in r,

op d,

ge

re

ly ed ne ge

as as re

re nd al is els de at

 \mathbf{g}

of ag

Digitized FRASER

Monthly		Year Beginning September 1.										
Receipts.	1883	1882.	1881.	1880.	1879.	1878.						
Sept'mb'r	343,812	326,656	429,777	458,478	333,64 3	288,848						
October	1,016,092	980,584	853,195	968,318	888,492	689,264						
Novemb'r	1,030,380	1,094,697	974,013	1,006,501	942,272	779,237						
	1,059,653		996,807	1,020,802	956,464	893,664						
January .	487,729	752,827	487,727	571,701	647,140	618,727						
February.	385,939	595,598	291,992	572,729	447,918	566,824						
March	241,514	482,772	257,099	476,532	264,913	303,955						
April	111,755	284,519	147,595	284,246	158,025	167,459						
May	45,918	185,523	113,573	190,054	110,006	84,299						
June	31,632	78,501	68,679	131,871	88,455	29,47 2						
July	19,504	42,299	36,890	78,572	54,258	13,988						
Totalyear	1,803,977	5,936,515	4,657,377	5,739,853	4,891,586	4,435,737						
Perc'tage	of tot. port				2							
	July 31	93.33	98 63	93.05	97.79	99 74						

This statement shows that up to July 31 the receipts at the ports this year were 1,132,538 bales less than in 1882-83 and 146,600 bales more than at the same time in 1881-82. By adding to the above totals to July 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1	. 1		. 1	1	
	1883-94.	1882-83.	1881-32.	1880-81.	1879-80.	1878-79.
Tot. Jn.30	4,781,473	5,894,216	1,620,487	5,681,281	4,937,328	1,421,749
July 1		8.	2,405	3,402	1,904	343
" 2	193	3,185	8.	2,701	2,902	271
" 3	685	2.257	1,733	s.	1,521	1,548
" 4	1,124	1,719	1,236	1,763	. S.	629
" 5	24	606	461	2,855	2,624	414
" 6	8.	2,949	1,395	4,003	1,530	8.
" 7	25 5	1,626	2,353	3,880	1,764	1,112
. " 8	1.824	8.	1,168	3,961	2,063	3 3 4
" 9	1,238	1,060	8.	3,036	4, 5 6 3	563
" 10	903	2,601	586	8.	2,232	322
." 11	1,993	816	1,006	2,731	8.	287
" 12	359	1,678	863	3,222	1,874	. 399
" 13	S.	3,243	685	2,761	, 9 83	8.
" 14	67,5	1,319	5,334	3,015	2,187	409
" 15	161		201	3,404	783	206
" 16	299		8.	3,469	2,632	255
4 17	178	860	2,250	s.	1,406	158
" 18	2,138	1,746	1,229	3,009	S.	1,382
" 19	188	1,483	581	4,188		
" 20	8.	1,819	985		1,531	
" 21	. 531		3,904		1,490	
" 22	287	,	838		2,897	1
4 23	517	•		2,589	3,322	
" 24	187		1		2,665	334
" 25	1,087					1,089
" 26	1,143					
" 27	B.	2,238				
" 28		1				
" 29			1,652			
" 30	306	1	1 .	2,295		
" 31	152		·	-	681	
Tot.Jly31	4,803,977	5,936,51	4,657,377	5,759,853	4,891,586	4,435,737
Aug. 1			635	3,592	S.	419
Total	4,805,767	5,937,054	4,653,012	5,763,445	4,891,580	4,436,156
Fercenta	ge of total		1			ĺ
port rec'	nts Aug. 1	08.3.	OR.R.	98.13	97 79	99.75

This statement shows that the receipts since Sept. 1 up to to-night are now 1,131,287 bales less than they were to the same day of the month in 1883 and 147,755 bales more than they were to the same day of the month in 1882. We add to the table the percentages of total port receipts which had been received to August 1 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 23,963 bales.

	tal bales.
NEW YORK-To Liverpool, per steamers Arizona, 1.951	•
Austral, 500 (ity of Berlin, 2,112 City of Montrea 1,928 Oregon, 1,091 St. Ronans, 5,982	13.564
To Hull, per steamer Marengo, 250.	250
To Glasgow, per steamer Furnessia, 516	. 1016
To Havre, per steamer St. + aurent, 105	. 105
To Bremen, per steamers Elbe, 200 Salier, 277	$\frac{477}{1,600}$
To Hamburg, per steamers Rhaetia, 1.194 Wieland, 406 To Autwerp, per steamer Waesland, 250	250
NEW ORLEANS—To Liverpool, per steamer Caribbean, 2,176	
To Havre, per steamer Marseilles, 674	. 074
To Antwero, per steamer Marseilles, 150	. 150
BALTIMORE-To Liverpool, per steamers Borinquen, 146	1,977
Emiliano. 1,130 Haytien, 551 Nova Scotian, 150 Boston—To Liverpool, per steamers Bavarian, 513 Borderei	. 1,011
702 Kansas, 82	1,297
PHILADELPHIA-To Liverpool, per steamer Illinois, 927	. 927
Total.	
The particulars of these shipments, arranged in ou	ır usual

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

	Liver-	Hull &		Bre-			
	mont C	distow.	Harre.	men.	burg.	werp.	Total.
New York	13.561	706	105	477	1.600	250	16,762
N Orleans	2.176		674			150	3,000
Reltimora	1.977						1,977
Boston	1,297						1,297.
Philadelp'a	927	• • • • •	• • • • • •	••••	•••••	•••••	927
Total	1),911	766	779	477	1,600	400	23,963

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

BOSTON-For Liverpool-July 23-Steamer Norseman, ——.
BALTIMORE-For Liverpool-July 25-Steamer Orator, 246.
PHILADELPHIA-For Liverpool-July 29-Steamer British Princess.

1.600.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d .	316*	316*	316*	1364*	1364*	13 _{6 4} *
Do saild.		••••				
Havre, steam c.	364	38*	384	38*	38*	384
Do sailc.					***	
Bremen, steamc.	716*	716*	716*	716*	716*	716
Do sailc.					••••	
Hamburg, steam.c.	516*	516	516*	516*	5 ₁₆ *	516
Do sailc.						••••
Amst'd'm, steam.c.	36*	38*	38*	38*	38*	38*
Do sailc.				• ••••		••••
Reval, steamd.	732*	732*	732*	· 7 ₃₂ *	732*	7325
Do sailc.						
Barcelona, steam.c.	516*	516*	5164	516	5164	516*
Genoa, steamc.	716*	716*	716	716*	716	716*
Frieste, steamc.	121	· 12*	12"	12*	10*	.12*
Antwerp, steamc.	51e*	516	516*	516*	516*	516*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

•	July 11.	July 18.	July 25.	Aug. 1.
Sales of the weekbales.	34,000	59,006	47,000	46,000
Or which exporters took	1,000	3,000		3,000
Of which speculators took	$1.000 \\ 23.000$			2,000 29,000
Sales American	0,000	3.000		4,000
Forwarded	11,000	6,000	4,000	
Total stock -Estimated	887,000	861,000		841,000
Of which American—Estim'd	564,000 77,000	538,000 36,000		515,000 60,000
Of which American	33.000	7 2 2 2 2 2		
A mount afloat	144,000	141,000	144,000	106,000
Of which American		47,00	51,000	36,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 1, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, {	Firm.	Firm.	Firm.	Firm.	Easier.	Steady.
Mid Upl'ds Mid.Orl'ns Sales Spec.& exp.	6 ⁷ 16 6,000	6 ¹ 4 6 ⁷ 16 10,000 1,000	6 ¹ 4 6 ⁷ 16 6,000 1,000	6 ¹ 4 6 ⁷ 16 8,000 800	6 ¹ 4 6 ⁷ 16 10,000 1,000	6 ¹ 4 6 ⁷ 16 10,000 1,000
Futures. Market, (12:30 P.M.)	Quiet at 1-64 ad- vance.	Qaiet.	Dull at 1-64 de- cline.	Quiet at 1-64 ad- vance.	Quiet and steady.	Steady at 1-64 ad- vance.
Market, 4	Firm.	Quiet and steady.	Inactive.	Barely steady.	Steady.	Dull.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d., and 6 03 means 6 3-64d.

	Sa	ıt., İ	uly 2	6.	Mon., July 28.				Tues., July 29.			
	Open	Hi gh	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	<u>a</u> .	d.	d.	d.	d.	d.	d.	đ.	d.	d.	đ.	đ
July	8 17	6 17	8 17	817	6 17	6 17	6 17	6 17	6 16	6 18	6 16	6 16
July-Aug	6 17	6 17	617	617	6 17	6 17	6 17	6 17	6 16	6 16	6 16	6 16
AugSept	6 17	617	6 17	6 17	6 17	6 17	617	8 17	6 18	8 18	6 18	6 16
September	8 20	6 20	6 20	6 20	6 20	6 20	6 20	6 20	6 19	6 19	6 19	6 19
SeptOct	817	6 17	6 17	8 17	617	6 17	6 17	6 17	8 16	6 16	6 16	6 16
OctNov	6 08	6 08	6 03	6 08	616	6 06	6 08	6 06	8 68	6 08	6 05	803
NovDec	8 62	6 02	6 02	8 02	6 02	8.02	8 03	8 02	601	6 01	6 01	601
DecJan	8 01	6(1	801	8 01	6 01	6 01	6 01	601	6 00	8 00	6 00	800
JanFeb	3 03	o 03	6 03	6 63	8 03	8 03	6 03	6 03	6 02	8 03	6 02	8 03
FebMarch.										••••		
March-Apr.	1						••••				••••	••••
April-May	• • • • •	• • • • •	••••						• • • • •	••••		••••
			}	ŀ J	1	١ .	ł	1	1	1	1	
	Wed	lnes.	Jul	v 30.	Thu	Thurs., July 31.			F	ri., /	lug.	1.
		1	1.	Clos.		FT/_1	T	Class	Omen	High	Loan	Clos.

	Wed	Wednes., July 30.			Thu	Thurs., July 31.			Fri., Aug. I.			1.
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	đ.	d.	đ.	a.
July	6 17	617	8 16	6 16			• • • • • • • • • • • • • • • • • • • •	••••			the second sections of	
July-Aug	6 17	6 17	6 16	6 18	6 14	8 14	6 14	6 14	8 15	6 15	6 15	6 15
AugSept	617	6 17	6 16	6 16	8 14	6 14	6 14	6 14	6 15	6 15	6 15	6 15
September	6 20	6 20	6 19	6 19	6 17	6 17	6 17	6 17	6 18	6 18	6 17	6 17
SeptOct	6 17	6 19	6 17	8 19	8 14	6 14	6 14	6 14	8 18	6 16	6 15	6 15
OctNov	8 08	8 66	6 06	6 06	6 04	6 04	6 04	6 04	6 05	6 05	6 05	8 05
NovDec	1	6 02	602	6 02	6 00	6 00	6 00	6 00	6 01	6 01	6 01	6CE
DecJan		6 01	6 01	8 61	5 63	5 63	5 63	5 63	6 00	6 00	8 00	6 00
JanFeb	1	1	6 02	6 02	6 01	8 61	6 01	6 01	8 02	6.02	6 02	9 035
•					6 04	8 04	6 04	8 04	6 04	6 04	8 04	604
FebMarch.	1		1							l		
March-Apr.	1	1	1	1							1	
April-May								••••		1	1	1
	1		(1	11	!	1	1			_	

BREADSTUFFS.

FRIDAY, P. M. August 1, 1884. Flour has been quiet both for export and on speculation, and has latterly shown some depression in value. The supply is liberal, and of the receipts latterly spring wheat patents, have formed no small proportion. Even the lower grades, which a short time ago were in some cases in only moderate supply, are now plentiful, while the stock of the medium and better descriptions is ample. Prices are now weak and irregular.

Wheat, after advancing some days ago, has latterly re-acted, owing to considerable pressure to sell not only on the spot but or future delivery. The export trade has been only fair at he best, and at times has reached only a very moderate aggregate, the dulness being partly due to the scarcity of ocean freight room, though also attributable in a measure to a falling off in the demand from those who have been short in the English markets and were recently frightened into covering to some extent, owing to less favorable weather abroad. Spring wheat has been the best sustained here because it is most in favor. The speculation in red wheat has been on a fair scale. and the fluctuations have been frequent and sudden, but still, as last week, within a comparatively narrow range. The tendency of prices of late, as already intimated, has been down. ward, owing to more favorable weather both in this country and in Europe, and increasing receipts as well as an augmented visible supply. The course of prices now turns on the weather reports; these have not been at all times favorable from the West during the past week, and in that section more settled weather would be preferred. Here at the East the general opinion seems to be that prices have not yet reached their lowest point, while at the West the opposite impression prevails. A moderate quantity of wheat has been posted as unsound during the week. To-day the feeling was weak and the close easier, owing to the selling for "long" profits. August closed 94%c.; September, 961/4c.; October, 98c.; November, 99%c.; December, \$1 013%.

Indian corn has been firmer but not active, and part of an early advance has latterly been lost. Neither the speculative nor the legitimate trade has exceeded a very moderate volume. The stock in Chicago is comparatively small, the receipts there are moderate, and the visible supply in the United States has decreased 750,361 bushels. But a greater decrease was expected, and moreover the trade is so small both here and at the West that a much greater falling off would seem to be necessary to have any marked effect on prices. At the West, however, quotations are expected to remain comparatively steady until the receipts increase. The crop advices are in the main favorable, and this cereal has for this reason and the depression in wheat latterly shown some weakness. It is stated, too, that freight cars are in sharp demand along the lines of some of the Western railroads, and that a large quantity of corn is to be brought to the leading markets. Prices dropped to-day on a realizing movement and in sympathy with Chicago; August closed 6134c.; September, 6234c.; October, 6314c.; November. 6234c.

Rye and barley have been quiet and to a great extent nominal. Oats were at one time strong, but have latterly sympathized with the depression in other cereals. The trading has been only moderately active as a rule, though early in the week the demand for No. 2 white on the spot showed some improvement. The visible supply of oats in this country has decreased 334,729 bushels, but this fact has had but little, if any, influence. The market sympathized to-day with other cereals, and August closed weak at 341%c.; September, 3314c.; October, 34c.

The following are closing quotations:

	· · · · · · · · · · · · · · · · · · ·	LOUR.	
	No. 2 spring. \$\forall \text{bbl.} \\$2 25\tilde 2 7 \\ No. 2 \times \text{mter} \qquad 260\tilde 3 0 \\ Superfine \qquad 270\tilde 3 2 \\ Spring \text{wheet extras} \qquad 300\tilde 4 5 \\ Minn. clear \text{and stra't} \qquad 375\tilde 5 6 \\ Winter \text{clear} \qquad \qquad 350\tilde 5 8 \\ Winter \text{clear} \qquad \qquad \qquad 5 \qquad \qquad 5 \qquad \qquad \qquad 5 \qquad \qquad \qquad 5 \qquad \qquad \qquad \qquad 5 \qquad \qqqqq \qqqq \qqqqq \qqqq \qqqqq \qqqqq \qqqqq \qqqqq \qqqqq \qqqqq \qqqqq \qqqqq \qqqq \qqqqq \qqqq \qqq \qqqq	O City suppling extras 490 x 5 Southern bakers and family brands	25 25 25 50
	Patents, spring 5000 62		45
		RAIN.	10
,	Wheat - Spring, per bush. Spring No. 2 Red winter, No. 2 Red winter. White White No. 1 Corn—West. mixed West. mix. No. 2. White Southern. Yellow Southern. Western white Spring, per bush. 91 ¹ 2 \$\pi\$ 20 100 21 20 57 63 63 62 ¹ 2 \$\pi\$ 65 \$\pi\$ 70	Rye-Western 68½ 7 81ate & Canada 72 6 0ats-Mixed 37 6 0 0 0 0 0 0 0 0 0	••

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending July 26 and since Aug. 1 for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.58lbs	Bush.32 lbs	Bush.48lbs	Bush.56 lb
Chicago	38,297	147,496	1,081,903	639,657	9.610	34,033
Milwaukee	113,091	204.804	21.940	60,150	5,60	4,117
Toledo	2,069	325,155	121,078	3,146		506
Detroit	1,241	61,691	4,588	6,022		••••
Cleveland	2,168	88.825	8,956	32,000		600
St. Louis	28,582	480,771	112,780	113,867	2,470	1,650
Peoria	1,090	13,000	160,420	92,425	3,600	010,8
Ouluth	29,800	63,896	, 858		•••••	•••••
Tot. wk. '84	216,278	1,385,641	1,452 523	947,247	21,330	46,916
Same wk. '83	137,012	9:8,932	1,933 716	1,199,219	24,291	59,09,
Same wk. '82	133,232	3,986,077	1,800,776	1,084,492	15,388	31,026
SinceAug.1-						
1883	9,120,630	70,653,387	107,830,611	65 448,161	17,046,699	6,916 354
1882	9,332.079	75.006.550	98,319,251	53.963.124	15,573,677	5,030.907
1881	7,754,393	50.349,235	108.223 131	37.865,370	12.140.207	3,878,094

The comparative shipments of flour and grain from the same ports from Dec. 24, 1883, to July 26, 1884, inclusive, for four years, show as follows:

Flourbbls.	5,923,324	5,020,593	4,062,9t6	5,104,003
Wheat bush. Corn Oats Barley	51,367,453 25,405,837	59,431.427 25,397,226	19,009,861 43,041,932 16,930,779	29,608,148 61,498.568 20,704.327
Rye	3,277,519	$\frac{4,598,961}{2,412,581}$ $109,000,259$	$\frac{2,116,086}{1,475,731}$ $82,664,389$	$ \begin{array}{r} 2,041.446 \\ 1,104,042 \\ \hline 114,956,531 \end{array} $

Below are the rail shipments from Western lake and river ports for four years:

F.ourbbls.	1884. Week July 26. 101,222	1883. Week July 28. 43,357	1882. Week July 29 71,844	1881. Week July 30. 151.331
Wheat. bush. Corn. oats. Barrey.	345,143 519,096 616,182	222,843 328,540 601,340	$ \begin{array}{r} \hline 994,721 \\ 339,320 \\ 383,359 \\ \hline 83,359 \\ \hline $	285,729 1,245,445 565,765
Rye	$\begin{array}{r} 9,276 \\ 20,598 \\ \hline ,510,295 \end{array}$	$ \begin{array}{r} 9,(3) \\ 22,415 \\ \hline 1,184,177 \end{array} $	$\frac{59,758}{59,758}$ $\frac{1,786,623}{1}$	$\frac{4,647}{20,031}$ $2,121,597$

The rail and lake shipments from same ports for last four weeks were.

Week ending-	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
July 26.		1.628.021	1,332,571	€47.402	9.276	20,598
July 19.		1,413,218	1.633,527		16,182	39,608
July 12.		1.570,441		1,056,653	9,074	
July 5.	142,359	689.961	1,274,259	625,152	10,214	140.561
Tot., 4 W.		5,101.641	5,576,597		41.746	271,375
4 w'ks'83.	021,141	2,293,515	7,201,855	2,987,929	49,285	452,055

The receipts of flour and grain at the seaboard ports for the week ended July 26 follow:

	Flour,		Corn,	Oats,	Barley,	
	obls.		bush.	bush.	bush.	buch.
New York			253,206	385,250		98,773
Boston			68,600	34.7.5	200	
Portland			10.300	3.450		
Montreal			95,699	10.924	116	
Philadelphia	17.393	471 300	139,000	50.400		
Ba'timore	16,761	1,003,230	15,839	13,010		800
Newp't News		153,149				
New Orleans	8,924		120,895	6,825		
(Destar Lawrence Lawrence	017.330	0.4.4.				
Total week	217,306	3 2 . 9.779	702,533	595,314	316	99,573
Cor week '83	106 151	1 1.1 4 67 1	1 133 157	712 703	50.5	70 900

The exports from the several seaboard ports for the week ending July 26, 1831, are shown in the annexed statement:

from -	Flour.	Wheat.	Oorn.	Oats.	Rye.	Peas.
	Bhls.	Bush.	Bush.	Fush.	Bush.	Bush.
Naw York	58,025	1,138,354	58.175	75,804	150,822	1.684
Buston Puriland.	37.673	16,000	202,165			
Montreal.	17,931	121,063	100,025			620
P dadel.	1,407		1.000			
B dtim're	9,383				8,571	
N.Orl'na .	299	1,625	43,2,2	30	31,601	
T stal w'k.	124,771	2,180,027	413,11-	75,834	190,934	2,301
18-3	109.518	824 003	1,016,622	3 765	135,133	49,272

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Flo		ur.	Wh	eat.	Corn.		
Exports for week to—	1884. Week. July 26.	18×3. Week. July 28.	1884. Week, July 26.	1883. Week, July 28.	1884. Week, July 26.	1883. Week, July 28.	
	Bb/s	Bh/s.	Bush.	Bush.	Bush.	Bush.	
Un.King.	80,379	64.5 - 9	1,356.030	562,926	310,368	804,895	
Contin'ut	6,535	1,703	823.747	330.827	75,924	168,689	
3.& C. Am	14.531	11 044	250		13.352		
W. Indies	8.988	12,561			. 9.464	8,738	
Brit. Col's	14,040	19,351		250	4.040	1.685	
Oth.c'nt's	298	265				40	
Total	191 771	10:519	9 180 00-	801.002	113 118	1 016 622	

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season:

	Flour.			eat.	Corn.		
Exports since Sept. 1, to—	1883-84. Sept. 1 to July 26.	1882-83. Sept. 1 to July 28.	1883-84. Sept. 1 to July 26.	1582-83. Sept. 1 to July 28.	1883-84. Sept. 1 to July 26.	1882-83. Sept. 1 to July 28.	
	Bbls.	Bbls.	Bush.	Bush.	Bush. 26,134,144	Bush. 33.742.139	
Un. Kingdom Continent	4,562,677 32 4 ,020	ANGLE IN THE CONTROL OF	25,556,540 17,461,507	35,886,801 27,117,486	8,040,748	7,708,750	
s. & C. Am	631,521	609,119		120,560 72,664	1,649,999 418.241	541,127 388,551	
West Indies. Brit. Col'nies			8.010	16,363	142,969	95.414	
Oth. countr's	The second of the second					143,947	
Total	6,859,820	8,043,897	43.086,595	63,441.280	36,510,686	42,019,53	

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, July 26, 1884, was as follows:

lonows.	Wheat,	Corn.	Oats,	Barley,	Ryc,
To atoma at	bush.	bush.	bush.	bush.	bush.
In store at—	905,230	412,305	776.437		20,325
New York	720,000	111,000			
Do afloat (est.).	1,700	11,000	30,500		4.500
Albany	425,907	32,557	916	495	3,987
Buffalo		971,517	299,971	31,149	43,085
Chicago	2,425,089 $153,149$	071,011	200,0.		
Newp't News		4.510		156,341	22,390
Milwaukee	651,676				
Duluth	598,346	145.397	9,600		2,771
Toledo	473,609	8.999	7.964	267	
Detroit	75,603	70.922	100 (100)		6,673
Oswego	165.186		66.066	7,233	3,129
St. Louis	479,626	450,535	17,768	1.521	2,354
Cincinnati	26,464	7,076	139,612	15 270	2,002
Boston	69,115	185,653	9,051	2.547	642
Toronto	128.317	1,000	57.029	1,952	631
Montreal	172,569	54,320	,	1,3,52	
Philadelphia	433,339	81.838	78,042		16,798
Peoria	5,647	22,608	16.827		4.000
Indianapolis	62,000	13,200	3.900		120
Kansas City	268.529	102.437	10.000	•••••	12,072
Baltimore	665.324	125,302	10,666	•••••	
Down Mississippi.		18,333	7,000	· · · · · · ·	20,598
On rail	1,392,822	741.496	607.182	•••••	1
On lake	1,339,899	806,528	58,633		10 000
On caual	1,171,248	308,320	260,017		18,982
				010 575	102 027
Tot. July 26,'84.	12,760,414	4,687,653	2,451,181	216.775	183,057
Tot. July 19, '84.	11.739.588	5,438,014	2,785,910	223,161	293,874
Tot. July 28. '83.	17,701,511	10.541.723	3.531,462	345,831	1,505.005
Tot. July 29,'32.	13.570.341	6,274,043	1,257,067	72,364	667,493
Tot. July 30, '81.	16.772,508	15,928,014	7.373806	124,818	188,836
Tou our or					

THE DRY GOODS TRADE.

FRIDAY, P. M., August 1, 1884

The market for dry goods has shown rather more animation the past week, and a better feeling was apparent, but the volume of business was hardly up to expectations, most buyers having continued to pursue a cautious policy so long apparent. Operations in the most staple cotton and woolen goods were spasmodic and irregular, but there was a wider and more general demand for many fabrics adapted to the coming season. The offerings at auction were comparatively unimportant, having been chiefly restricted to winter cloaks, of which fair quantities were distributed, but at lcw and unremunerative prices. The local jobbing trade continued very quiet, and but little improvement in business was reported by interior jobbers. Collections are still backward in some sections of the country, but easier in other quarters, and altogether distributers are paying up with rather more promptitude than of late. Messrs. J. H. Wear, Boogher & Co., of St. Louis, whose suspension was lately announced, will probably get an extension of three, six, eight and twelve months, which they state will enable them to pay in full, with interest at six

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 1,363 packages, including 534 to Great Britain, 280 to United States of Colombia, 166 to Venezuela, 82 to Hamburg, &c.. There was a steady demand at first hands for all seasonable makes of cotton goods, resulting in a moderate business, but buyers were by no means liberal in their operations. Considerable sales of Southern three-yard sheetings were effected by means of very low prices, and there was a moderate business in the best Eastern sheetings and drills. Cotton flannels were in fair request, and there was a steady hand-to-mouth demand for bleached and colored cottons. Prices continued unsettled and in buyers' favor, but there will be a large curtailment of production during August, which will enable agents to market a portion of their surplus stocks, and impart more steadiness to values. Print cloths ruled quiet, but prices were steady on the basis of 314c. for 64x64 "spots," 3 5-16c. for 64x64 "futures," and 2 13-16c. for 56x60s. Prints were in moderate demand, and a fairly good business was done in dress ginghams by manufacturers' agents.

PRINT CLOTHS.—The following shows the course of the market during the week:

		MARKET		SALES OF FUTURES.				
COTTON	Spot	8.	Futures.	July.	October.	November.	Total	
Discontinuo	Tone.	Price.	Tone.					
Saturday.	Quiet.	3.52	Dull.		Price Sales	Price Sales		
Monday	Quiet.	3.25	Dull.		Price	Price Sales	1	
Tuesday .	Quiet and firm.	3.25	Dull.			Price		
Wed'day.	Quiet and firm.	3.25	Dull.	Sales	Price	Sales		
Thursday	Quiet and firm.	8.25	Dull.	Sales	. Sales	1	•••	
Friday }	Quiet and firm.	3.25	Dull.	Price Sales	Price		1	
Total	,,						<u></u>	

Transferable Notices-Saturday, 3:30; Monday, 3:30; Tuesday, 3:30; Wednesday, 3:30; Thursday, 3:30; Friday, 3:30.

DOMESTIC WOOLEN GOODS.—There was a continued light and unsatisfactory demand for men's-wear woolens, but some descriptions of miscellaneous woolens have shown more activity in first hands. Ludies' cloths and cloakings have met with more attention, and some fair orders were placed for heavy Jersey cloths and stockinettes. Wool flannels continued in very fair demand, and moderate sales of white bed blankets were effected in some quarters. Kentucky jeans and doeskins, also satinets, ruled quiet but fairly steady in price. Woolen and worsted shawls were fairly active, but cloth and felt skirts were rather slow in agents' hands. Dress goods were taken more freely, and a fair aggregate distribution of worsted fabrics, all-wool suitings and sackings, &c., was made by agents representing the principal mills. Carpets were in moderate request, and there was a fair movement in wool hosiery, shirts and drawers and fancy knit woolens, though buyers continued to operate in a most cautious manner.

Foreign Dry Goods.—There was an irregular demand for imported fabrics, but quietness in this department was the dominant feature of the week. Silks have not shown much activity as yet, but velvets and velveteens were taken with considerable freedom. British and Continental dress goods were in fair demand, but selections were less liberal than in former seasons. Shawls have met with some attention, and a few orders were placed for light-weight clothing woolens for future delivery. Linen and white goods ruled quiet, and there was a limited business in laces, embroideries, hosiery and gloves.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending July 31, 1884, and since January 1, and the same facts for the corresponding periods of 1883, are as follows:

4	70,672 551	344,551	8,981 3,125,073	8,981	75,387,925	361,666	3,103,116	13,914	Total at the port
141	16,310	146,827	906,827	2,612 6,369	22.178,856 53,209,069	152.288 209,378	751,443 2,351,673	6.938	Fotal Eur'd forconsumpt.
4	1	102,272	1	71	2,109,680			5,068	Miscellaneous
100	2,110 152	12,211	1	150	2 391,443	13.071	80,688	277	8ilk
1	3,151.69	7487		579	3,451,422		53,001	198	Cotton
10	5,398,702	14,262	389,02	1,058	7,637,760	19,447	351.057	926	Wanufactures of-
			PERIOD.	SAME	ENTERED FOR WAREHOUSE DURING	OR WAREH	NTERED FO	· · · · · · · · · · · · · · · · · · ·	
	69.241,454	361,606	2,748.624	8,090	75,044,019	355,080	8,822 2,930,604	8,822	Total on market
, p- C	54,362 054	197,724	2,218,246	6,369	53,209,069	145,702 209,378	578,931 2,351,673	1,846 6,976	Total Ent'd for consumpt
			100000	4 1 0	1,000,000	\$9,001	31,120	390	Miscellaneous
- 0	1,993,033	100 0007	36,161	110	2,672.265	15,552	73 269	361	Flax
	4 (1.7	6.416	1(3.630	267	6,169,296	9.664	269,493	478	Cotton
		12,015 9,636	176,509 82,944	295 203	7,175.723	17,615	170,731	190	Wool
		_					4 5 5 5 5 5 5	THURA	**************************************
		KET .	O THE MARKET	WN INT	WAREHOUSE AND THROWN INTO THE	WAREHOUS	THIRAWN FROM	ARCHE	T. COOKE
- H-	54,362,054	197.724	2,218 246	6,369	53,209,069	209,378	2.351,673	6.976	Total
	4,713,117	51,830	141,467	520	4,338,407	60,269	148,165	671	Miscellar eous
	7,775.966	43.811	288.810	1,499	8,168,030	50.484	300.013	1,032	Silk
	18.035.487	31.899	100000000000000000000000000000000000000	1,108	14,731.160	46, 125	334,279	1,369	Cotton
	11.977,931	30,308	648,033	1,660	11,692,352	28,348	661,789	1,747	Wool Wool
	ra'ue.	Pkgs	Value.	Pkgs.	ne.	Pkgs.	Value.	Pkgs.	
	884.	Since Jun.	Tuly 31, 1884.	July 31.	. 1, 1883.	Since Jan.	Week Ending August 2, 1883.	Week August	
	83	94 AVL 1883	Ah 1 1, 1004	E JANUALI	WEER AND SINCE		MPTION FO	R CONST	ENTERED FOR CONSUMPTION FOR THE

Commercial Cards.

Brinckerhoff, Turner & Co.,

Manufacturers and Dealers in

COTTONSAILDUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVERING, BAGGING, RAVENS DUCK, SAIL TWINES, &c., "ONTARIO" SEAMLESS BAGS, "AWNING STRIPES.

Also, Agents

UNITED STATES BUNTING CO.

A full supply, all Widths and Colors, always in stock No. 109 Duane Street.

Bliss, Fabyan & Co.,

New York, Boston, Philadelphia, SELLING AGENTS FOR LEADING BRANDS BROWN & BLEACHED SHIRTINGS AND SHEETINGS,

PRINTS, DENIMS, TICKS, DUCKS, &c.

Towels, Quilts, White Goods & Hosiery Drills, Sheetings, &c., for Export Traile.

Joy, Lincoln & Motley,

SUCCESSORS TO E. R. MUDGE, SAWYER & CO., 43 & 45 WHITE STREET, 15 CHAUNCEY STREET, NEW YORK. BOSTON.

AGENTS FOR Ocean Mills Co., Atlantic Cotton Mills, Peabody Mills, Chicopee Mfg. Co., llerton New Mills, White Mfg. Co., Saratoga Victory Mfg. Co., Hosiery and Yarn Mills.

Brown, Wood&Kingman

SELLING AGENTS FOR

Geo. H. Gilbert Mfg. Co.,
Arlington Mills, Freeman Mfg. Co.,
Renfrew Mfg. Co., James Phillips, Jr.
Fitchburg Worsted Co.,
George Whitney, Continental Mills, George Whitney, Contin-Lincoln Mills.

BOSTON, 31 Bedford Street.

Everingham & Co.,

(Established 1865.) COMMISSION MERCHANTS, 125 La Salle Street,

(ADJOINING CHAMBER OF COMMERCE). CHICAGO.

THE PURCHASE AND SALE OF

GRAIN AND PROVISIONS,

on the Chicago Board of Trade, for cash or future delivery, a specialty.

Special information, indicating course of markets, freely furnished upon request.

Bullard & Wheeler,

119 MAIDEN LANE, NEW YORK.

BAGGING AND IRON TIES,

(FOR BALING COTTON.)

Agents for the following brands of Jute Bagging, "Fagle Mills," Brooklyn City," "Georgia," "Carolina," "Nevins, O," "Union Star," "Salem," "Horicon Mills," "Jersey Mills" and "Dover Mills."

IMPORTERS OF IRON TIES.

BAGGING.

WARREN, JONES & GRATZ. ST. LOUIS, Mo.

Manufacturers' Agents for the sale of Jute Bagging

IMPORTERS OF

IRON COTTON TIES.

OFFICE

CARPETS.

Before buying your Carpets, Linoleum, Oil Cloths or Mattings, call at BENDALL'S Carpet Store, 114 Fulton St., basement floor. Cheapest place in the city. If not convenient to all the city. venient to call, send for samples.

JOSEPH GILLOTTS STEEL PENS

SOLD BY ALL DEALERS THROUGHOUT THE WORLD GOLD MEDAL PARIS EXPOSITION-1878

Lenusylvania Lankers.

JOS. M. SHOEMAKER.

ROBERT M. JANNEY.

Jos. M. Shoemaker & Co.

BANKERS AND STOCK BROKERS.

No. 134 SOUTH THIRD STREET. PHILADELPHIA.

W. Clark & Co.,

BANKERS,

No. 35 South Third St., Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds Bought and Sold on Commission

Narr & Gerlach, BANKERS AND BROKERS No. 322 CHESTNUT STREET, PHILADELPHIA.

Orders executed by private wire in New York, Bos ton and Baltimore.

Drafts issued on all principal points in the United States and Europe.

Rea Brothers & Co.,

BANKERS AND BROKERS.

No. 9.7 WOOD STREET, PITTSBURG, PA.

Dealers in Government, State, County, Municipal and Railfoad Bonds. Execute orders in all SECURITIES listed at the New York and Philadelphia Stock Exchanges by Private Wire.

B. Hill & Co., BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

Baltimore Bankers.

Wilson, Colston & Co.,

BANKERS AND BROKERS.

BALTIMORE.

INVESTMENT and SOUTHERN SECURITIES & specialty.
Correspondence solicited and information fur-

nished. N. Y. Correspondents—McKim Brothers & Co.

Robert Garrett & BANKERS,

No. 7 SOUTH STREET, BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

J. WM. MIDDENDORF. WM. B. OLIVER.

Middendorf, Oliver & Co. BANKERS AND BROKERS,

(KEYSER BUILDING). Nos. 23 & 25 GERMAN STREET, BALTIMORE, MD.

Members Baltimore Stock Exchange.

Southern Bankers.

Thos. P. Miller & Co.,

MOBILE, ALABAMA.

special attention paid to collections, with prompt cemittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City payment. Buy a of Mobile Bonds.

Correspondents.—Bank of the State of New York New York; Louisiana National Bank, New Orleans: Bank of Liverpool, Limited, Liverpool.

B. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank, WILMINGTON, N. C.

Collections made on all parts of the United States

MERCHANTS' NATIONAL BANK, RICHMOND, VIRGINIA.

Collections made on al. Southern points on best erms; prompt returns.

JOHN P. BRANCH, President.

JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't

THOMAS BRANCH & CO., BANKERS AND COMMISSION MERCHANTS

RICHMOND, VIRGINIA. Virginia Bonds funded under the Funding Act passed by the last Legislature, for 1/2 per cent commission. New North Carolina 6 per cent bonds, secured by lies on the State's stock in the North Carolina Carolina Railroad, for sale.

Southern Bankers.

THE CITY BANK OF HOUSTON. CAPITAL, \$500,000, Texas. Houston,

We give special attention to collections on all accessible points.

DIRECTORS.—Benjamin A. Botts, Pres't; F. A.Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. K. McIlhenny, B. F. Weems.

B. F. WEEMS, Cashier. BENJ. A. BOTTS. Pres't

W. T. BLACKWELL, President.

P. A. WILEY, Cashier.

The Bank of Durham,

DURHAM, N. C.,

With ample means, and facilities excelled by no Bank in the State, invites correspondence and pays special attention to collections.

WM. C. COURTNEY. Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

Mestern Bankers. N. W. Harris & Co.,

INVESTMENT BANKERS.

No 176 DEARBORN STREET.

CHICAGO, ILL.

BONDS, State, County, City, Town, School, and Car Trust Bought and Sold. The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Texas Land & Mortgage COMPANY LIMITED,

(OF LONDON, ENGLAND),

Transact a general Financial and Agency Business in the State of Texas and Europe.

New York Correspondents:
BLAKE BROS. & Co.,
Wall Street.

C. E. WELLESLEY,
General Manager,
DALLAS, TEXAS.

ESTABLISHED 1871.

P. F. Keleher & Co.,

305 OLIVE STREET, ST. LOUIS.

Dealers in Western Securities.

Defaulted Bonds of Missouri, Kansas and Illinois a decialty. Good Investment Securities, paying from 4½ to 10 per cent. for sale.

D. G. FONES, { STATE BANK, } C. T. WALKER President. { Incorporated 1875.}

German Bank, LITTLE ROCK, ARKANSAS. Capital (Paid in) - - - \$250,000

Prompt attention given to all business in our line. N. Y. CORRESPONDENTS.—Donnell, Lawson & Co. and the Metropolitan National Rank.

THOS. M. THORNTON. WM. W. THORNTON, Cash. W. F. THORNTON & SON. (Established 1859,)

BANKERS AND BROKERS, SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.

REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincipnati, Third National Bank, St. Louis. Traders' Bank, Chicago, Harrison's Bank. Indianapolis

Steamships.

STATE OF

ONLY

Direct Line to France.

GENERAL TRANSATLANTIC CO. Between NEW YORK and HAVRE,

From Pier (new) 42 North River foot of Morton St. Travelers by this line avoid both transit by English Railway and the discomforts of crossing the Channel in a small boat.

NORMANDIE. Franguel... Wed., August 6, 5 A. M. LABRADOR, Collier..... Wed., Aug. 13, 10 A. M. CANADA, Kersabiec..... Wed., Aug. 20, 5 A. M. PRICE OF PASSAGE—(including wine): To Havre—First cabin, \$100 and \$80; second cabin, \$60; steerage, \$26—including wine, bedding and utersils. Return tickets at very reduced rates. Checks on Banque Transatlantique. Havre and Paris, in amounts to suit. Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St. at least two hours before the departure of a steamer

LOUIS DE BEBIAN, Agent, No. 6 Bowling Green.