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Weekly Newspaper,

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NO. 1.005.

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Trustee for estates, individuals, corporations, municipalities, &c. Iteal estate or trust funds of every description managed on mederate terms: 'akee cha.ge of property and promptly collects and \_cmits interest, income, &c.

nterest, income, &c. INTEREST ALLOWED ON DEPOSITS. which may be withdrawn on five days' notice with interest puid for the full time. Hoposits Received Subject to Demand Check

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This company is a legal depository for moneya paid into court, and is authorized to act as guardinn or receiver of estates.

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Car trusts and other approved securities for sale.
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It can not as ugent in the sale or management of
real estate, collect interest or dividence, receive
registry and transier books, or make purchase and
sale of Government and other securities.
Religious and charitable inatiuntions, and persons
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FREDERICE D. TAPPEN, Vice-President WALTER J. BRITTIN, Secretary.

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#### BONDS.

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DEALER IN

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Bank Stocks, Insurance Stocks.

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5,000 Cent. P. N. & E. It.
1,000 Dry D. E. B. & I.
1,000 Dry Deck Scrip.
1,000 Eighth Ave. Serlp.
2. \*\* VINTERING FARE.
No. 36 PINE STREET, N. Y.

#### Interest, Dividends, &c.

#### CHICAGO MILWAUKEE&ST, PAUL

CHICAGO MILWA UKEE & ST. PAUL
RAILWAY COMPANY,
NEW YOUK, September 20, 1834.
Notice is hereby given that dividends have been
declared out of the net carnings for the year 1834, of
THREE DOLLARS AND FIFTY CENTS Per
Share on the Preferred Stock, and of THREE DOLLARS AND FIFTY CENTS Per Share on the Common Stock of this Company, payable on the 21st-day
of October next at the office of the company.
The transfer books will be closed on the 20th day
of September and re-opened on the 23d day of October next.

ber next. JULIUS WADSWORTH, Vice-President.

THE LAKE SHORE & MICHIGAN SOUTHEIN RAILWAY CO.,

TREASURER'S OFFICE,

GRAND CENTRAL DEPOT,

NEW YORK, Sept. 25, 1884.)

The Boatd of Directors of this Company have this day declared a QUARTERLY DIVIDEND of ONE AND ONE HALF PER CENT upon its capital stock, purable on SATURDAN, the FIRST DAY OF NOVEMBER NEXT, at this office.

The transfer books will be closed at 3 o'clock P. M., on TUESDAY, the 30th inst., and will be re-opened on the morning of Wednesday, tha 5th day of November next.

E. D. WORGESTER,

Treasurer.

# ONTARIO SILVER MINING COM-PANY (MILLS BUILDING), No. 15 Broad Street, New York, September 22, 1884.

DIVIDEND No. 99.
The Regular Monthly Dividend of FIFTY CENTS per share has been declared for August, payable at office of the Company in San Francisco, or at the Transfer Agency in New York, on the 30th inst.

Transfer books close on the 25th.

LOUNSBERY & HAGGIN, Transfer Agents.

NORTHERN PACIFIC RAILROAD

TREASURER'S OFFICE, NO. 17 BROAD ST.,

NEW YORK, Sept. 22, 1884.

Coupons of the General Second Mortgage Gold
Bonds of this Company, due October 1st, prox., will
be pald upon presentation at this office on and after
that date. Checks for interest on the \$5,000 registered certificates will be forwarded to holders of
record at close of business Sept. 30.

ROBERT LENOX BELKNAP, Treasurer.

THE CORBIN BANKING COMPANY
will pay Oct. 1 the following coupons and dividends:
1. B. & W. R'y 1 st mortgage bond coupons.
1. B. & W. R'y 2d mortgage bond coupons,
1. B. & W. R'y 2d mortgage bond coupons,
1. B. & W. R'y 2d mortgage bond coupons,
1. B. & W. R'y 2d mortgage bond coupons,
1. B. & W. R'y 2d mortgage bond coupons,
1. W. Y. & How Reach Ry. Pref. tock dividend,
1. Y. Bay Ridgo & Jamaica RR. stock dividend,
1. Y. Bay Ridgo & Jamaica RR. stock dividend,
1. Y. Bay Ridgo & Jamaica RR. stock dividend.

CHICAGO ROCK ISLAND & PA-CIPIC RAILWAY CO.—A quarterly dividend of \$1.75 per share will be paid November 1, 1884, to the shareholders registered on the closing of the Transfer Books.

The Transfer Books will be closed September 20, and re-opened on the 27th October next.

F. H. TOWS, Treasurer.

ST. LOUIS FORT SCOTT & WICHITA
RAHLROAD.—The Coupons of the First Mortgage
wen Per Ceni Bonds due 1st October, 1884, will be
by MORAN RIOTHERS,

No. 68 William Street.

#### Bank Statements.

303,014 08 15,478 27 20,581 50 441,072 94

Stocks and bonds, as per schedule.

U. S. legal tender notes and circulating notes of national banks.

Cash items, viz.: Bills and ehecks for the next day's exchanges

Other items carried as cash, ns per schedule.

Loan to New York Clearing House Association on loan certificates

United States 4 per ct. bonds (\$420,000). 12,750 **70**—8,880,784 84 26,776 **7**2

Notary Public, N. Y. County.

QUARTERLY REPORT OF THE MANHATTAN COMPANY on the morning of Saturday, the 20th day of Sept., 1884: RESOURCES.
Loans and discounts, as per schedule... \$7,635,272 07 Due from directors of the bank, included in lonns & discints, \$42,500 00 Due from trust companies, State and national banks, as per schedule... \$270,750 08 Diner real estate, as per schedule, water works ... 25,000 00—8 Ruilding necount... 411,930 70 Specie... 1,917,950 43 L. S. legal tender notes and circulating notes of national banks... 405,421 00 Cash items, viz.: Rills and cheeks for the next day's exchanges... 20,551 83 \$16,965,972,57

\$16,965,972 57

Capital stock paid in in cash \$2,050,000 00 Undivided profits, viz.— \$25,037 01 Interest. \$25,037 01 Interest. \$12,002 78 01 Expositors as follows, viz.— \$25,037 01 Interest. \$12,002 78 01 Expositors as follows, viz.— \$25,037 01 Expositors as follows, viz.— \$10,033 01 Expositors as follows, viz.— \$10,033 01 Expositors as follows, viz.— \$10,037 79 10,037

#### Charlier Institute, 108 West 59th Street, Central Park. FOR BOYS AND YOUNG MEN

FROM SEVEN TO TWENTY. Re-opens September 23, 1884.

Thirtieth Commencement June 15, 1885. Over 2,000 pupils prepared for Colleges, Scientific Schools and Business.

M.E. DA SILVA & MRS, BRADFORD'S (formerly Mrs, Ogden Hofman's) English, French and German Boarding and Day School for Young Ladles and Children, No. 17 West 38th Street, New York, will re-open thet. 1. Application may be made by letter or personally as above. Separate and limited class for little, boys begins Sept. 324

#### Financial.

#### Special Investment.

Forty-Second Street Manhattanville & St. Nicholas Ave. Railway Co. FIRST MORTGAGE SIX PER CENT BONDS,

Due 1910. Interest March and September. Union Trust Company, Trustee. A limited number of these bonds for sale at Par and Interest.

J. B. McGEORGE, No. 20 BROAD STREET, NEW YORK.

#### Geo. H. Prentiss & Co.,

No. 49 WALL ST., NEW YORK,

AND

208 MONTAGUE ST., BROOKLYN.

GAS STOCKS

AND

#### GAS SECURITIES.

Street Railroad Stocks and Bonds

AND ALL HINDS OF

#### BROOKLYN SECURITIES

DEALT IN.

SEE GAS QUOTATIONS IN THIS PAPER.

GEO. H. PRENTISS.

Member N. Y. Stock Exchange. W. W. WALSE

#### Car Trust Bonds.

WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.
WE OFFER A LIMITED AMOUNT OF DESIR ABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.

POST, MARTIN & CO.,

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No. 6 WALL STREET.

#### Bonds and Investment Securities

WANTED:

Rome Watertown & Ogdenshurg Ists and 2ds. Oswego & Rome Bonds. Joliet & Northern Indiana Bonds. Terre Hante & Indianapolis Stock. Mexican (Corliss) Bonds. Grand Rapids & Indiana Bonds and Stock.

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A SPECIALTY.

Cash paid at once for the above securities; or they will be sold on commission at seller's option.

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Madison Square, NEW YORK. The Largest, Best Appointed and Most Liberally Managed Hotel in the City, with the Most Central and Delightful Location. HITCHCOCK, DARLING & CO.

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Private Wire connection with Philadelphia, Bultimore and Washington.

#### Spencer Trask & Co., Bankers.

Nos. 16 AND 18 BROAD STREET, Transact a General Banking Business.

BRANCH OFFICES:

Connected by Private Wires.

Philadelphia, 132 South Third Street. Albany, N. Y., 65 State Street. Providence, R. I., 13 Westminster St. Saratoga, N. Y., Grand Union Hotel.



#### MERCHANTS' HUNT'S MAGAZINE,

Newspuper, aveekly

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES. [Entered according to act of Congress, in the year 1884, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 39.

#### SATURDAY, SEPTEMBER 27, 1884.

NO. 1,005.

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#### The 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.]

# 

WILLIAM B. DANA. WILLIAM B. DANA & Co., Publishers, JOHN O. FLOYD. 79 & 81 William Street, NEW YORK. Post Office Box 958.

#### THE FINANCIAL SITUATION.

There has been a decided drop in the Wall street market this week. This decline has no connection whatever with the general situation, it is as separate from it as has been the upward movement of weeks back. In fact, as far as outside influences are concerned, they are just at present more favorable rather than less so. This is particularly true of the crops, since all but cotton are now made, while hitherto they have been in good part simply a promise. Then, again, commercial business is certainly showing some slight signs of revival, which can hardly fail to further develop as the season progresses.

It is a long time since the movement in stocks gave the cue to the industrial situation. During the past two months the two have in a marked degree been out of Prices of securities have advanced or been firmly held in place, while losses, failures, curtailed production, and decreased earnings have been the daily record. Some of these features are, as stated, changing now. Not that we mean there is even at present any basis for the range of values which have so long been maintained for the cliqued stocks; but the decline in spite of better surroundings is chiefly interesting as new traffic that they may gather in. But it was the object of

evidence of the purely artificial origin of all these fluctuations, attaching a shadow of suspicion likewise to the There is, for instance, no good reason movement. for believing that those who bought up these securities during the summer have marketed them yet; hence a fresh short interest may invite a new advance, for with money easy the ability to carry the burden longer is just as great as ever, while to unload now would be extremly unsafe. It is not necessary therefore to attach great permanency or importance to the week's decline. The stocks are still held in large blocks, and so long as the market is under such centrol, fluctuations either way lose their interest.

An influence tending to strengthen stock values is the gradual adjustment of the pool difficulties among Western roads. It has been evident all along that netwithstanding the apparently threatening aspect of affairs, and the belligerent attitude of many of the lines, there was an evident disposition to avert a rupture, a desire to keep the contest within peaceful bounds. The action of the different managers during the last ten days, at their various sessions and conferences, strongly confirms this view. The most serious obstacle in the way of any adjustment of the matters in dispute has been the tripartite agreement; indeed this seems to have operated against a permanent settlement at this time, so that the arrangement come to, is called merely temperary and does not extend beyond this year. But there is every reason for believing that, in the new settlement made, the tripartite contract if it has not actually been abrogated, has certainly been quietly ignored. The pools west of Chicago are so many and various, and the whele matter is so complex in its character, that it would be difficult to explain fully the action taken and its effect upon this or that poel or traffic association. One very important conclusion was arrived at towards the close of last week, namely that the Missouri River shall constitute a dividing line in the formation of pools, the roads east of that line to have pools separate and distinct from the roads west of the river. This principle of action once determined upon, greatly simplified dealing with the questions in dispute, though it did not render a solution any the more easy.

The California traffic was the first to be divided on that basis, and in that particular there does not appear to have been any great difficulty in arriving at a settlement. The Nebraska business was not so easily disposed of. It is in this business that local traffic plays such a prominent part. The Burlington & Quincy and the Chicago & Northwest having lines of their own into that territory, of course do not care to share with the reads that have no lines there, the local

the tripartite alliance to force a division of such traffic. appears that the managers this week finally did arrive at an agreement, notwithstanding the conflicting views held by those within and without the alliance. But note what this agreement is. Only business from competitive points is to be pooled, while the ordinary local business is to be carried as heretofore—each line its own. Hence the tripartite roads get none of it. After the Nebraska matter had been disposed of, the Utah and Colorado business presented many points for dispute, but was at length settled after the manner of the California business -that is, on the tasis of pools east and west of the Missonri River. Of course, until we see the percentages allowed the different roads in each pool, we cannot tell whether those having lines extending across and beyond the Missouri will receive full recognition of their advantages in this respect, but it seems clear that the tripartite roads in failing to get any of the local traffic of such lines are as far as ever from attaining the original object of their compact. It should be said, though, that the managers have adopted the present agreement subject to the approval of the presidents of the different roads before October 6, which it is expected will be given.

The unsettled condition of the trunk line pool has, on the other hand, and during the same time, been urged as an influence to depress New York Central and Lake Shore The inclination to sell these properties was, however, more especially encouraged first by the story that Lake Shore earnings continued to show a large loss, and that the dividend would be reduced, and then by the plausibility which a lengthy meeting of New York Central directors on Thursday gave to the statement that it had been determined at that meeting to announce officially the issue of the debenture bonds heretofore so persistently denied. Altogether, under the stimulus of these reports and by virtue of large sales (rumor says considerable long stock included) a decided break in values was established. Of course the subsequent declaration of the usual dividend by Lake Shore gave a pretty effectual denial to that portion of the report. But the knowledge that freight rates are being cnt on this and other trunk line routes, and a conference of the Presidents of the eastern lines on Wednesday and Thursday, at which the settlement of the difference with the Grand Trunk was at least not completed, afforded under the circumstances further opportunity for unfavorable conclusions as to earnings. The best informed, however, seem to agree that progress is being made towards a settlement, and that such will be the end of the negotiations. Yesterday the report with regard to the New York Central mortgage was confirmed, it being announced that the directors, at their meeting above referred to, authorized the issue of a 5 per cent debenture bond for \$10,000,000, part of which, account says, is to take up floating debt and the balance to pay off maturing bonds.

Rock Island was unfavorably affected early in the week by the report that the company had authorized a new issue of bonds. The facts appeared to be that the Wisconsin Minnesota & Pacific, a company lately formed and whose construction the Rock Island is promoting, is building new mileage, on which bonds at the rate of \$20,000 per mile are issued. These bonds bear 6 per cent interest, and are taken by the Rock Island Company, which issues its own 5 per cent bonds instead, the one per cent difference in interest being used as a sinking fund for the retirement of the bonds. Hence the Rock Island increases its fixed charges only in case the new road is unable to meet the interest on the bonds issued. As to just what the Wisconsin Minnesota & Pacific proposes to do, it may be said that substantially it provides merely for an extension of and years, which we add for comparison.

the Pacific division of the Minneapolis & St. Louis road, which is at present in operation from Minneapolis. westward 100 miles to Morton. Its immediate destination appears to be Watertown, in the castern part of Dakota, That point is also the destination of the Burlington Cedar Rapids & Northern, which like the Minneapolis & St. Louis is controlled by the Rock Island. Rapids will reach Watertown by an extension of its Iowa Falls Division from Lake Park, Iowa (181 miles below the present terminus at Worthington, Minn.) northwestward. Over half of this extension of about 150 miles is already completed. From Watertown the two roads will build jointly it is stated, but no definite objective point beyond that place seems yet to have been determined upon. Bismarck and Winnepeg are both hinted at as the ultimate termini, but the present would hardly appear to be a very favorable time for large and extensive projects of this nature.

An event of decided prominence and not without its influence on the future earnings of our roads has been the corner in corn at Chicago. It seems that the sales for September delivery have aggregated several times the quantity which could be gathered from all sources, and since the stock in sight and in farmers' hands was light. speculators seized the opportunity so temptingly presented of squeezing the shorts, running up the price on Tuesday to 85 cents, though since then it has declined and fluctuated considerably. This incident has its interest outside of the few sufferers. As a question of sympathy, the never wastes much on those who get caught selling what does not belong to them; it is a curative process, for it would be a marvelously rare occurrence to catch a bear in the same trap twice. The event is likely also to have its influence on crop movements. Of course for the time being it tends to hasten forward the remnant of the old crop in farmers' hands, and the earliest harvested of the new crop. But with wheat, it is not unlikely to have an opposite effect, since it encourages the belief now quite prevalent among farmers and others, that the lowest quotation for that cereal has been reached. Prices at present prevailing must shut out from a market much of the Russian, Indian and other production, while if prolonged they are pretty sure to lead to a less acreage in Europe as well as in all other producing countries another season. This at least is the present drift of opinion, and the check the bears have now received in corn will suggest to the producer a possible check in wheat also; for the farmer in general believes that low prices are the work of bears and not of circumstances. Though producers should be encouraged to sell freely if prices stiffen up, there seems no reason in flooding the market until Europe can see some value in the article. If it were not rude, we should say it is prodigiously like throwing pearls before swine.

A feature of much interest in the general situation this week has been the current evidence of the improving condition of our foreign trade. The slack demand for goods is at last having its natural effect on imports. Ever since 1879 we have been buying very largely. In that year our imports for the first eight months averaged only 39 millions a month; in 1880 they jumped to 62 millions; in 1881 they fell to 55 millions, but in 1882 they increased again, averaging over 64 millions. Since then the movement has been a decreasing one, the average for the first eight months of 1883 being 58 millions, and in 1884 a little less than 55 millions, the total for August, 1884, being only 50½ millions, as may be seen from the following statement made up from figures issued this week by the Bureau of Statistics and from returns for previous months

EXPORTS AND IMPORTS OF MERCHANDISM.								
Merchandise.	1979.	1830.	1831.	1832.	1830.	1894.		
Exports -	8	8	8	8	8	8		
January	50,409, 91	66,997,178	71,073,989	64,921,051	80,880,258	73,989,867		
February	01,893,787	59,938,673	47,730,-07	56,606,533	68,855,289	61,946 62d		
March	66,164,745	77,350,617	85,069,794	62,613,573	77,651,820	164,012,86		
Aprll	61,811,562	70,560,538	70,485,615	57,932,370	60,903,905	49,501,561		
May	52,355,930	65,666,477	61,110,179	40,178,908	58,066,191	48,841,687		
June	45,096,081	72,132,401		61,077,998	64,330,811	53,330,538		
July:	50,981,956	71,015,5 0	63,933,618	51,617,641	52,881,091	54,580,593		
August	59,630,968	67,192,636	67,514,719	63,714,293	61,1:6,710	54,188,700		
Total	451,797,703	559,871,937	5_5,905,009	459,682,600	512,510,055	457,281,765		
Imports-								
January	33,515,640	55,203,495	45,294,858	56,956,221	56,971,198	51,310,617		
February	35,378,419	55,617,471	47,750,193	58,836,936	58,300,514	61,710,607		
March	41,856,611	70,886,501	60,709,174	63,603,801	60,780,603	61,263,130		
April	42,136,161	74,886,155	50,179,614	60,361,167	57,000,905	51,161,013		
May	35,376,046	01,976,640	55,503,732	68,359,029	56,274,557	*66,155,914		
June	83,890,451	60,514,563	59,420,800	62,689,540	61,701,422	69,153,319		
July	41,297,597	57,304,992	62,432,670	65,801,878	56.930,930	65,113,239		
Angust	43,082,769	56,365,043	61,731,293	65,718,433	59,633,731	50,626,930		
Total	311,514,514	495,070,3 3	441,511,642	513,911,107	467,739,861	439,498,879		

Since the first of September the New York imports indicate that the total in September for the whole country may be even smaller than for August. All this shows that our trade is becoming more conservative, and to enlarged production our people are now also adding economy. Exports in August were still small (about 54 millions) there being in the country only a mere remnant of the old crops left over for shipment. The exports will be better for September, and subsequent months ought to compare well with previous years, notwithstanding the low prices for our products

Naturally enough, in view of the above figures and of the outward movement of cotton which has begun now quite freely, foreign exchange has been dull and heavy. Present indications point to lower rates still; possibly they may go low enough to justify importations of gold. But with the Egyptian and Continental drain of gold from the Bank of England any important movement to America will doubtless be resisted by an advance in the rate of discount. Still, either gold or securities must come in the end if our imports keep down to the present low figure. As we write we have just received from the Custom House the New York total imports for week ending to-day, which are \$2,063,600 for dry goods and \$4,826,128 for general merchandise, or a total of \$6,889,728. Last week's aggregate was also very small, namely \$7,100,185, the two weeks being together not much more than one week has sometimes been. The present state of business does not justify any different trade movement.

Pennsylvania Railroad, in its August return of earnings and expenses, makes a more favorable showing than for many months past. The August earnings last year (Eastern lines) were very large, yet those of the present year are only \$157,000 below the total then reached, and this decrease in earnings has been met by a decrease in expenses of \$166,000, so that the net are actually \$9,000 above the amount in 1883, and we have the novel spectacle of a net result, in this time of business depression, better than in the corresponding month of any previous year. regards gross earnings, there was certainly very little to favor large receipts. Rates on through business were on a basis of 25 cents per 100 lbs. on grain from Chicago to New York, and were supposed to be fairly well maintained. But the volume of this business was not heavy. Nor was there anything to stimulate local business. In the coal traffic doubtless the road experienced some gains. The Pennsylvania does not belong to the anthracite coal combination, and having increased its facilities for mining coal, is at liberty to press its advantage to the utmost. But that is the only particular that favored it this year, as far as we know, so carnings almost 45 millions in a single month cannot but be considered highly satisfactory. The decrease in expenses to an amount larger than the falling off in gross earnings goes to sustain

the view many times advanced by us that the company has it within its power to effect a saving in the expense account, as compared with the heavy totals reached in recent years. It is to be noted, too, that the present decrease comes not after an increase in the previous year (which for that reason might deprive it of significance), but after a small decrease. The following offers a comparison of gross and net earnings for six years on the Eastern lines, and also shows the not result on the Western lines—both for August and the eight months to the end of August.

Lines East of Pittsburg	1584.	1883.	1892.	1891.	1880,	1879.
August.	8	8	8	8	8	8
Gross earnings	4,617,391	4,775,390	4,671,179	3,800,978	8,743,355	2,932,718
Operat's expenses.	2,436,387	2,632,758	2,638,319	2,365,474	2,168,873	1,725,720
Net earnings	2,151,507	2.142,622	2,032,860	1,414,504	1,551,499	1,256,093
Western lines	+18,954	+234,883	+266,872	+295,799	+216,611	+185 974
Result	2,179,461	3,877,505	9,989,732	1,749,803	1,771,091	1,442,903
Jan 1 to Aug. 81.						
Gross earnings	31,940,228	83,258,909	31,471,176	29,144,235	20,607,070	21,179,682
Operat's expenses.	20,285,863	21,104,727	10,601,101	17,211,600	15,655,676	18,077,215
Net earnings	11,654,863	12,154,182	11,879,075	:1,932,629	10,951,894	8,102,487
Western lines	-702,305	+572,529	+621,902	+2034,670	+1874,547	-230,854
Rosult	10 952.407	12,726,711	12,491,977	13,957,299	19,825,941	7,865,618

It will here be seen that as in the previous months the result on the Western lines is not so satisfactory. There is a surplus of only \$18,954 (beyond the amount necessary to meet all obligations for the month) in August this year, against \$234,883 in August, 1883, and \$295,799 in 1881. This would seem to show that these lines have as yet secured very little benefit from the large wheat crop supposed to have been harvested in the territory traversed by them, or else that the loss in other items of freight and in passengers served to offset the gains from that source. It will be noticed, too, that it is these Western lines chiefly that make the operations of the Pennsylvania system for the eight months so much less satisfactory than in other recent years. Thus, allowing for the loss on the Western lines, the Pennsylvania combination had net of only \$10,952,497 in 1884, against \$12,726,711 in 1883, and \$13,987,299 in 1881. The Eastern lines standing alone have lost comparatively little in net, the total this year being scarcely half a million below 1883, the largest on record.

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

	Sept. 22.		Sept. 23.		Sept. 24.		Sept. 25.		Sept. 26.	
	Lond'n prices.*		Lond'n prices.*		Lond'n prices.*		Lond'n prices.		Lond'n prices.*	
U.S.4s,e.	118 824	12014	119-18#	12056	119-31#	120%	119.43	12054	119.43	120%
U.S.41/4s.	111.67	112	111.79	1123/6	111.01	11236	111-91	11234	112.03	11214
Erie	13.38	13%	12 35	1216	12.61	1236	12.97	1934	13:31	13%
2d con.	51.56	54	62 62	53	82.25	53		5356	68-10	5336
Ill. Cent.	123.19	12316	122.91	12314	122:15	12214	121.87	12336	188-30	12314
N. Y. C	100.15	993/6\$	99.30	033/4	08-33	97#	82.60	96‡	\$114 611	P436#
Rending		25	12:24+	24%	12-24+	2454		24%	+19.49	2514
St. Paul.	21.33	80%	79.66	7914	77:85	7734	73:08	78%	\$76·9H	7794
Can.Pac.		43) <sub>f</sub>	43 40	43	42:91	4314		***	43-25	44
Exch'ge,		5	4.85		4:85		4.82		4.64	5

\* Expressed in their New York equivalent.
i Reading on basis of \$50, par value. ; Ex-interest.

Bankers' balances remain unchanged at 1 to 2 per cent, but money can be more readily loaned at 1½ to 2 than it could last week, indicating a little better inquiry. Our reports show a lighter movement than last week to the country for crop purposes, the supply of funds appearing to be equal to the demand without making important drafts upon balances at this centre. One feature of the week has been the reduction of \$1,259,900 in the circulation of the Metropolitan Bank by the deposit of that amount of legal tenders, part of the proceeds of \$1,400,000 3 per cent bonds held to secure the notes of the bank. This is an exceptional movement due to special causes. 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 Sept. 20, 1884.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency		\$80 <b>7.000</b> *700,000	Gain. \$878,000 Loss. 700,000
Total gold and legal tenders		\$1,507,000	Gain. \$178,000

\*\$660,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

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 lost \$1,000,000 through the operations of the Sub-Treasury. Adding that item to the above, we have the following, which should indicate the total loss 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 Sept. 26, 1884.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above Sub-Treasurs operations. net		\$1,507,000 1,000,000	Gain. \$178,000 Loss. 1,600,000
Total gold and legal tenders		\$2,507,000	Loss.,**822,000

\* This is irrespective of the changes produced by the retirement of the circulation of the Metropolitan Bank, referred to above.

The Bank of England reports a loss of £273,226 bullion for the week. This represents £118,000 sent abroad, £100,000 of which went to Egypt, and £155,226 sent to the interior. The Bank of France gained 1,639,000 francs gold and 927,000 francs silver. The Bank of Germany shows a decrease of 6,905,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	September	25, 1884.	September 27, 1883.		
	Gold.	Silver.	Gold.	Silver.	
	£	£	£	2	
Bank of England	22,596,151		24,355,909		
Bank of France	42,174,498	40,887,152	39,039,475	41,111,786	
Bank of Germany	7,276,437	21,829,313	6,851,250	20,653,750	
Total this week	72,047,086	62,716,465	70,243,634	61,765,536	
Total previous week	72,340,803	62,937,576	70.420,109	62,818,296	

The Assay Office paid \$722,455 through the Sub. Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

		Consisting of—						
Date.	Dulies.	Gold.	U. S. Notes.	Gold Cerlific's.	Silver Cer- lificales.			
Sept.19	\$530,304 35	\$18,000	\$208,000	\$84,000	\$221,00			
" 20	504,891 00	10,000	137,000	165,000	192,000			
" 22	519,598 73	9,000	181,000	178,000	151,000			
." 23	661,988 56	13,000	226,000	233,000	189,000			
" 21	232,977 00	5,000	76,000	77,000	75,000			
" 25	406,197 26	12,000	153,000	79,000	162,000			
Total	\$2,855,956 90	\$67,000	\$981,000	\$316,000	\$990,000			

#### NORTHERN PACIFIC'S CHARGES AND DEBT.

Northern Pacific securities have again risen into prominence, and this week were made the object of special attack on our Stock Exchange, under which prices of both preferred and common stock weakened considerably. To an outsider it is not clear that there is anything in the present condition of the property to justify the attack, and yet various reasons have been cited, one after another, to make the movement appear plausible. First, we were told that the prospect opened up in the last report was not encouraging; then a distorted and falsified account of the company's floating debt was set afloat; and finally the rumor (so frequently current in the past) that the Oregon Navigation line was in danger of being lost to the company was revived.

We cannot of course tell what the future may have in purposes was \$3,535 store for this company. But as respects at least the relachance of \$441,535.

fixed charges to earnings, of upon which tion the immediate value of the property really hinges, and about which a great deal has been said, the report issued last week enables us to speak with considerable accuracy. In such an estimate we must necessarily confine ourselves to the results of the present and the past. It is possible that there may be a further increase in fixed charges beyond the amount now in sight (as the company has some new mileage still under way) and it is possible also that prospective earnings may not come up to expectations, but these are matters that relate wholly to the future, and any estimate with regard to them would be mere conjecture. We propose to start with the earnings of the past year, as given in the report, and with them as a basis see what the position of the road would be in reference to its ability to meet in full the charges as they exist now.

We do not understand that it is claimed that earnings are likely to fall below those of the past year. The road was not opened for through traffic till September 9, 1883, so that for the first two months of the last fiscal year it did not get the benefit of a complete line to the Pacific Ocean. Besides, earnings have already increased \$236,721 in the present fiscal year -July 1 to September 21. Then it is admitted that the crops in Dakota and Minnesota-the eastern end of the line-are unusually good, and give promise of a heavy traffic to all the railroads, though farmers are at present holding back their grain for higher prices. Should the Oregon Navigation (upon which the Northern Pacific depends for an outlet to Portland) pass into the control of the Union Pacific, that of course would be an unfavorable feature, but as yet little has transpired to sustain such an outcome. The Union Pacific is not vet rid of its own financial troubles, and, besides, the annual election of the Navigation Company was held only a short time ago, at which a directory supposed to be friendly to the Northern Pacific was chosen. Moreover, the belief now is that, failing a lease to the Northern Pacific, the Oregon Navigation will simply be operated as an independent line, treating Union Pacific and Northern Pacific alike, and placing both upon an equal footing. So it is supposed that earnings as large as in 1883-4 can be depended upon for the Northern Pacific, while the friends of the concern confidently count upon very material gains.

As to the charges, they will undoubtedly be heavier than in the late year. The company's own debt has increased, and the obligations on account of leased lines are also greater. But no one need be in doubt as to the extent of the increase. The report furnishes the information sought, clearly and concisely, and there is no effort apparent to cover up or conceal anything. Taking first the company's own debt, we find that the amount of the first mortgage bonds now outstanding is \$40,278,000, while on June 30, 1883, it was only \$33,631,000, the increase having occurred at different times during the year (much of it at the very beginning) and thus counted in part in the interest account. The second mortgage bonds amount to \$15,857,000, and were all put out during the year. The Pend d'Oreille division bonds and the Missouri division bonds have undergone some slight diminution, so that the total of the funded debt on June 30, 1884, was \$61,635,-400, all bearing 6 per cent interest and calling for \$3,698,124 per annum. In addition, there are \$4,640,821 of dividend certificates, also bearing 6 per cent interest, calling for \$278,449 more, and making \$3,976,573 alto-In the late year the amount paid for these purposes was \$3,535,038, so that here we have an increased

Next comes the question of rentals. business July 1, 1884, and this road is leased by the Northern Pacific for a rental equal to 40 per cent of gross earnings, which in any event must be sufficient to take care of the interest on the bonds of the lessor company outstanding. As there are five millions of such bonds outstanding (out of 10 millions authorized), at least \$300,000 would be required as rental. Then the Northern Pacific is also responsible for 40 per cent of the rental of the Northern Pacific Terminal Company of Oregon, The Terminal Company has \$3,000,000 bonds outstanding, ealling for \$180,000 a year, 40 per cont of which would be \$72,000. Further, the Northern Pacific also leases some of the tracks of the St. Paul Minneapolis & Manitoba\_between Minneapolis and St. Paul for instance. But we need not go into the particulars of all these obligations on behalf of leased or connecting roads. The report estimates the amount of rent required during 1884-5 on the three roads mentioned at \$655,000, and this is sufcient for our purpose.

The liabilities on account of the branch roads must also be considered. This branch system, it will be remembered, was constructed by the Oregon & Trans-Continental Company, and according to contract between the companies the Northern Pacific assumes the interest on the bonds of each branch road two years after the same has been completed. There has hitherto been much uncertainty as to the precise extent to which the Northern Pacific was thus involved, but the late report is very explicit in discussing the question, and clears up all doubt about the matter. It states that when the Jamestown & Northern shall be completed, the total mileage of the branch roads so constructed will be 502.95 miles, on which the Northern Pacific will ultimately be liable to amount of \$603,540 for interest alone, and to amount of \$704,130 for interest and sinking funds together. But the amount for which the company will be liable in the current year is only \$342,262. Adding this to the \$655,-000 already given above for rentals, we have a total requirement of \$997,262 for branch and other lines. In the late year only \$412,401 appears to have been paid for rentals, giving us an augmentation in that item for the of \$584,861. As the current year increase in interest on direct debt was found to be \$441,535, would seem that the Northern Pacific will have to meet a fixed charge larger by \$1,026,396 than in 1883-4. The company in this late year also had an item of "balanco of general interest account" to amount of \$318,284. Of course we cannot tell what the item will be in the current year, but shall arbitrarily assume that it will remain unchanged. The probabilities are that it will be less. The floating debt is much smaller now than in the previous year, which would reduce interest on that account, and then, also, in 1883-4 there were many unsettled accounts (incident to the construction of so much new road as had then just been completed and the issue of large amounts of new bonds) that no longer exist, which should likewise operate, it would seem, to make the balance of interest account against the company considerably smaller than \$300,000. Still, because we cannot determine the exact amount, as said, and also because we wish to err on the safe side, we make no change in that item.

As against the increase of \$1,026,396 in fixed charges, it will now be asked what sum or balance has the Northern Pacific (on the operations of the late year, and irrespective of any surplus from previous years) to encroach upon?

The St. Paul | into consideration all charges against, and all credits to. & Northern l'acific, furnishing a line from Brainerd on income, was \$1,055,656. But these charges and credits the Northern Pacific to Minneapolis, was opened for allowed for two items that did not properly belong to the year's accounts, and will not recur therefore in 1884-5. These are a charge of \$179,381 for the opening celebration in 1883, and a credit to income of \$39,898 on profit and loss account. The difference between the two amounts is \$139,483, which if added to the \$1,055,656 given, would make the real surplus for the year 1883-4 \$1,195,139. So that with no improvement in earnings in the present year over 1883-4, the company would have \$168,743 more than enough to meet the \$1,026,396 increase in charges. We may present the result in tabular form as follows.

Gross earnings in 1883-4	7,177,735
Net earnings. Dividends from investments	\$5,425,320 35,042
Total income	\$3,460,862
For interest on company's funded debt outstanding For interest on dividend certificates. For rentals, St. Paul & Northern Pacific, St. Paul Minn, d	278.449
Manitoba, and Northern Pacitic Terminal Co For interest and sinking funds on branch roads. For balance general interest account (same as last year)	655,000
Total requirements	

This surplus will increase as net earnings increase on those of a year ago, and the investor will therefore be able to see what progress the company is making as the figures of current operations are brought out from time to time. As yet we have no returns of net earnings for any part of the current year, but the gross for the period from July 1 to September 21, as already stated, have increased \$236,721. Any decrease in the balance of general interest account below what was paid in 1883-4 would also swell the surplus.

The company's floating debt having been given unusual prominence this week, perhaps it may be well to devote a little space to that subject, too. We showed a week ago that the amount of this debt was quite small for a corporation the size of the Northern Pacific. But this week a statement has found its way into print purporting to show a floating debt of over 141 million dollars. This statement is so palpably an attempt at misrepresentation that it would be utterly unworthy of any notice, except that through reprint by different publications throughout the country that are not in the habit of scrutinizing statements of this character very closely, it may mislead some persons who have not the facts and information at command necessary to prove its falsity. In the first place, the statement counts as a current liability the \$4,640,821 of dividend certificates which do not mature till January 1, 1888! Then it counts as a liability the \$2,205,239 of surplus (from the operations of 1882-3 and 1883-4) which was used in the purchase of equipment, &c. This should have been distributed as dividends to the preferred stockholders, and they not having received it can sue for the same, says the statement. But in the reorganization agreement of the company we find the following clause, defining what is meant by "net earnings" in speaking of the rights and priorities of the preferred stock.

"The words, 'net carnings,' as used above, shall be construed to mean such surplus carnings of the said railroad as shall remain, after paying all expenses of operating the said railroad and carrying on its business, including all taxes and assessments and payments on incumbrances, and including the interest and sinking fued on the first mortgage bonds, the expenses of repairing or replacing the said railroad, its appurtenances, equipments or other property, so that the same shall be in high condition, and of providing such additional equipment as the said company shall deem necessary for the business of said railroad."

Another amount that this statement has included in its total of floating debt is \$2,801,174, reported as "proceeds "of land sales which have been used, but which should "have been devoted to purchase of preferred stock, for "which they were held in trust." This appears to be We find that the surplus remaining in 1883-4, after taking wholly an invention. We supposed at first that there might possibly be some basis for the item in the operations of a former management, and were going to institute inquiries with regard to it of the company's officials, but find that it is nothing on closer examination but a very poor attempt to convert one of fixed items in the balance sheet into a demand The balance sheet reports \$12,801,obligation. 174 as net proceeds of land sales, which proceeds it states as being held either in preferred stock, in bonds, or in cash. Almost the whole of the amount is accounted for by certain details in the balance sheet, for we find \$11,-192,931 of preferred stock as cancelled by land sales, \$239,600 of Missouri Division bonds as cancelled in the same way, and also \$1,260,000 of Pend d'Oreille Division bonds as cancelled. It will be noticed that the figures in this item of net proceeds of land sales are the same as those used in the statement under review, except that the figure 1 on the extreme left-representing 10 millions-has been dropped off. The author of the statement no doubt thought that 12 millions was altogether too big an amount for even the proverbial credulity of the public to accept, and yet he wanted his figures to wear an air which would serve as a of exactness port to their acceptance, so he quietly knocked off 10 millions. Finally no allowance is made for proper offsets in the way of "accounts receivable" to amount of \$2,482,863. We see no reason therefore to change our remarks of a week ago that the company's floating debt on June 30 was made up of \$1,703,188 interest accrued, \$2,623,157 of accounts payable and \$2,615,169 of loans payable, or altogether \$6,941,514, against which there was \$1,992,667 of actual cash and \$2,482,863 of bills receivable, leaving the net floating debt only \$2,465,984, and this is more than covered by the 4 millions of second mortgage bonds still unsold in the company's treasury.

#### THE CREDIT SYSTEMS OF THE WORLD.

The last collection of Consular reports, published by the Department of State, contains more complete information regarding the trade and credit systems of all countries and peoples than was ever before gathered in a single volume. The origin of the publication was a suggestion by the Scranton Board of Trade, accompanied by a series of questions, a copy of which was sent to each United States Consul with a request for answers. Good as the result is. it is not all that could be desired. The questions were not framed with such clearness that those to whom they were sent understood them alike; and accordingly we find some Consuls confining themselves to inquiries as to the credit customs in the wholesale and jobbing trades, while others treat almost exclusively of the retail trade. Moreover, some Consuls answer the questions with a "yes" or a "no" only, when replies less categorical would have been more useful. But on the whole the information collected is surprisingly good and is lucidly set forth.

The collection has a distinct value in two different aspects. Its chief value, perhaps, is to the student of social science. One gets a comprehensive view of the prevalence of the credit system; an answer to the question whether the people are averse to contracting debts which amounts to a fresh demonstration of the unity of human nature; and, in short, an amount of material for the study of commercial customs as affecting, and as affected by, national traits, which can be found nowhere else. A summary of answers to the interrogatories propounded is, of course, quite out of the question. The query if credit stimulates trade elicits a reply almost unanimously in the affirmative

make the obvious reflection that excessive credit leads to a fictitious appearance of prosperity. All this is true in the abstract-true of all countries and all peoples-and it was hardly worth while to send so far for the information. What should have been asked is, Does the system of credit which prevails in your Consular district help or impede trade? There is a startling uniformity, too, in the answers to the second question, "Are people averse to contracting "debts?" "No." "Quite the reverse." "They are only "too glad to do so." "By no means." "They are partic-"ularly prone to making debts." "They are greatly "addicted thereto." These are answers taken at random, and with rare exceptions they seem to state the fact with regard to every people under the sun.

Aside from the answers to the first two questions, the replies are very far from uniform, and are more valuable in their lessons. We think it can be deduced as a general proposition-not however universally true-that the tendency, as trade develops, is specialized, and is carried on more scientifically, not only to a shortening of the term of credits, but to a relative increase of cash and diminution of credit trading. This is not the common belief, and it will not be difficult to cite facts which seem to contradict it. We are accustomed to think and to say that, substantially, all trade rests upon credit. The vast expansion of banking, which is the business of giving credit, seems to contradict the assertion that the proportion of cash business increases as scientific commerce expands. proceed further with these opposing facts, let us consider what is to be said in favor of the assertion, First, then, substantially, all trade in the uncivilized and half civilized communities of the world is upon credit. We might fill columns of the Chronicle with answers by the Consuls which show this. We select a few brief extracts which must suffice. In Cuba "the only trade based wholly on "cash is the retail grocery trade. . . "credit system is a long chain which extends from the "producer abroad or at home, through numberless middle-"men, link by link, to the consumer." In Yucatan "cash "transactions are extremely rare." In Asiatic Turkey "three-fourths of the wholesale and four-fifths of the retail "trade are conducted on credit." In Chin-Kiang, China, "from the largest government contract to the pettiest "shop-dealing trust is freely given, and it is indeed the only "means of conducting business." In Java "selling for cash These, be it understood, are only "is exceptional." examples of answers which, for communities like those inhabiting these districts are strictly uniform. If the above answers be compared with those of the Consuls in Continental Europe, and these in turn with those of our Consuls in England and with what is true of this country, it is easy to see that the tendency is, as wealth increases, as goods move rapidly, as commercial honor is developed, to trade more in cash and less upon credit. The credit system grows because trade expands enormously; but a smaller proportion of all transactions is on time. A good illustration of the tendency in its practical working might be drawn from a consideration of the trade systems of the Southern States in 1854 and in 1884.

We need not adduce anything further to show that these reports have a value as material to be digested in the study of social problems. They have also a value not to be despised of a practical kind. At the present time, when many of our merchants are considering how they can extend their commerce abroad, it is worth while to know on what terms they are to trade with other peoples. we have said repeatedly, the only practicable mode of doing -some Consuls adding that within their respective districts this is by imitating the British, who establish foreign trade would be impossible without credit, while others houses, and by conforming to the customs of other people.

rather than by endeavoring to persuade them to adopt our customs. Now the one custom of all the countries with which we may hope to develop an export business in manufactured goods, is that of almost interminable credit. The consumer pays slowly-never, if he can avoid it; the retailer pays when the consumer has paid him, and the wholesale merchant when he can collect funds. Six months seems to be short credit in most of the countries except those of Western Europe and of North Amorica, and a year by no means unreasonably long. To engage in this trade, therefore, requires large capital and strong credit at home. That it is fairly safe and extremely profitable the experience of Great Britain proves conclusively. But one must begin the enterprise armed with patience and perseverance, and lay aside all his prejudices in favor of the eash system and short credits. It seems, from all the testimony in the Consular reports that collections are made after a time, and though the percentage of loss is large tho trade is profitable.

Not the least interesting part of these reports is that which relates to the effect of the co-operative system in England upon the British retail trade. The introduction of that plan has greatly developed the cash system, and has lowered the prices which consumers pay for the necessaries of life to a very remarkable degree. In this country no such influence has been at work, but in the large cities a somewhat similar result has been partially brought about by the competition between the great dealers. The difference between the price of the yard of cotton cloth which the manufacturer sells to the wholesale dealer, and of the same yard of cloth when the consumer buys it over the retail counter, is very small indeed. Compare the percentage with that of the profit on the baker's loaf of bread, and it will be seen that much yet remains to be done to bring down the price of living to a sum which represents the reasonable cost of, and a fair profit upon, the articles purchased, and which eliminates extravagance and waste.

## Monetary Commercial Luglish News RATES OF EXCHANGE AT LONDON AND ON LONDON

EXCHANGE	ATLO	NDON-Sept. 12.	EXOH	EXCHANGE ON LONDON			
On- '	Time.	Rate.	Latest Dale.	Time.	Rate.		
Amsterdam .		1224 21224	Sept. 12	Short.	12:1119		
Amsterdam.	3 11108.	12.4 012.14	11				
Hamburg	**	25.56 @25.60	Sept 12	Short.	20.12		
Berlin	**	25.56 @25.60	Sept. 12	6.6	20.38		
Frankfort	14	35:56 @25:60	Sept. 12	0.0	20.38		
Vienna	66	12.283 012.314	Sept. 12		12:16		
Antwerp	16	25'40 @25'45	Sept. 12		20:30		
Paris	66	25.32 4 02 374		Chooks	25.1842		
Paris	Checks	25.184 @25.214					
8t. Petersb'g	3 m +3.	2378 # 24	Sept. 12	3 mos.	24716		
Geana	**	2545 @ 5.50			20		
Naples	14	25.45 @250					
Madrid	6.6	46918@461118	Sent. 12	3 mos.	47.40		
Cndlz	#4	46918 @ 461118					
Lisbon	46	52 @32116	Sept. 12	3 mos.	527 <sub>8</sub>		
Alexandria		******	1				
Constan'ple.	****		1				
New York			Sept. 12	Cables.	4.8514		
Bombay	3 mos.	18 75gd.	Sept. 12	66	1s. 71833d.		
Oaloutta	94	18. 75sd.	Sept. 12	84	18. 718321.		
Hong Kong		*****	Sept. 12		38. 9.1.		
Shanghat			Quant 242	64	50 37-4		

[From our own correspondent.] London, Saturday, Sept. 13, 1884.

The brilliant and very hot summer is being succeeded by a most favorable autumn. The weather during the past week has left nothing to be desired, and those who can prolong their holiday are doing so. The attendance in London has therefore been very limited, which may be accounted for, first, by the fine weather to which we have referred, but also in part by the very poor prospect there is of making money. It matters little in which direction we turn, the complaint is the samethat notwithstanding a good harvest and cheap money, not only is no impetus given to business, but that, on the other hand, there is a greater tendency for business to diminish than increase. In the groceries department in Mincing Lane, on the Stock Exchange, as well as in most of our manufacturing towns, the utmost caution is observed. Also, the state of political affairs in Europe and Asia and the epidemic in the south of Europe are undoubtedly militating against any improvement; besides which the state of credit leaves much room for improvement. The banks are as cautious as the merchants, and discount business is upon a very small scale. The "fourth" of October is not far distant, which is one of the heavy days in the year for inland bills in connection with the autumnal trade. It is more than probable that this year. it will prove to be unusually light, as our trade this season has been remarkably small.

There has been rather more demand for money during the week, partly caused by the Stock Exchange settlement, which was, however, a light one, as is usual at this period of the year when so many operators are awny from London; besides which there is no attraction to a speculator just now, because the fluctuations in prices are so trifling. At one period the rate for short loans advanced to 1 to 11/4 per cent per annum (a very low point) and it has relapsed to 34 per cent. As far as the discount market is concerned there has been no improvethe discount market is concerned there has been no improvement. The supply of bills remains small and these are competed for. The quotation for three months' bank paper is 1½ to 1¾ per cent. Traders are beginning to give up this year's business almost as a bad job. It has been a great disappointment throughout, and it is not many weeks before we shall reach its termination. Some assert that there will be a spurt in October and the early part of November, but this optimist view is not generally recognized. It is more than probable that there will not be much variation in business during the remainder of the year, and that merchants will not be able to soluce themselves with any such recovery.

The following are the quotations for money and the interest

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.						est allowed eposits by
London	20	E	Bank Bill	3.	T	rade Bil	la.	Yelma	Disc't El'se
	Ban	Three	Four	Slx	Three	Four	Six	Joint Stock	at  7 to 14
		Months	Months	Months	Months	Months	Months	Banks.	Call. Days.
Aug. 8	2	156@ -	1769 -	2149 -	2 @ -	2 @216	3 @ -	1	34 34-34
" 15					2 6 -	2 @214	3 @ -	1	14 列-元
" 22			1763 -			,	3 @ -	1	%(1 −1
" 29	2				2 @ -	2 @234	214@3	1	残1 -1
Sept. 5	2	1369 -	1960 -	21/8@ -	1%@2	2 @2%	216@3	1	列1-1
" 12	2	1342 -	1562 -	2162 -	13462	2 @214	214@3	1	3(1 -1

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 midding upland cotton, of No. 40 mule twist, fair 2d quality, and the Clearing House return for the past week, compared with previous records. with previous years:

	2004	A Q 2 Mis	1030.	TOCAL.
	£	2	2	£
Circulation, exclod'g				
Bank post bills	26,221.825	26,194,980	25,391,190	25.376,305
Public deposits	4,995,615	4,652,866	5,870,030	6, 2011, 993
Other deposits	23,619,507	23,589,819	25,269,752	24,198.324
Governm't securitles.	14,557,649	11,692,205	13,693,631	13,437.669
Other securities	22.067,609	23 931.935	21,458,091	21.053,564
Res've of notes & coin	12,569,519	11,156,714	14,451 191	13.3.8.454
Coin and builton in				
both departments	23.044,374	21,601,694	24,122,381	23,204,759
Proport'n of reserve				,
to liabilitles	4058	334	4614	454
Bank rate	4 p. c.	5 p. c.	312 p. c.	2 11. 0.
Consels	9914	993	100718	101%
Eng. wheat, av. price	544. 54.	453. 9d.	414. 8il.	34× 3d.
Mid. Upland cotton	73 pd.	71 <sub>16</sub> d.	5341.	6184.
Vo. 40 mule twist	168ad.	10441.	9381.	9340
Clearing-House ret'n.	84,768,000	119,134,000	82,020,000	91,295,000

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

Rates of	Septen	aber 11.	Septer	nber 4.	Augi	ıst 23.	Augu	1st 21.
Interest al	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	3	3	5	8	236	S	236
Serlin	4 1	234	4	214	4	2)8	4	254
Frankfort		276	_	256		234	_	2%
Hamburg	_	2%	_	214	-	296	-	256
Amsterdam	3	256	3	23%	8	21/4	3	21/4
Srussels	3	234	8	2%	3	254	3	2%
Madrid	5	5	5	5	5	6	5	6
Ylenna	4	3%	4	3%	4	854	4	3%
dt. Petersburg	6	6	6	6	6	6	6	6
Copenhagen	4	4	4	1 4 3	4	4	4	4

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

the past week, Messrs. Pixley & Abell remark:

Oold.—The only imports are £6,300 from South America, and £3,700 from Australia. The Bank has sold during the week £.00,000 in sovereigns, which have been taken for Portugal. The Pe insular & Oriental steamers take £:0.00 to 10 B mbsy and £3,70 to Colombo. Silver contine ed nominally at 50%d, until yesterday, when business was done at 50116d, for India, and this is the nearest quotation to-day. The sole arrival is £35,200 from New York. £122,000 has been sent by the P. & O. steamers Ray envan and Cartilage to India.

Moxican dollars are again firmer, and 50d, could be obtained for ablument per next mail. The market is, however, very bare, pending arrival of the French steamer, which has a large amount on beard; £112,213 has gone to China and £25,700 to the Straits by this day a P. & O. steamer.

The quotations for bullion are reported as follows:							
	Price o	f Gold.		Price o.	f Silver.		
	Sept. 11.	Sept. 4.		Sept. 11.	Sept. 4.		
	s. d.	s. d.		d.	d.		
Bar gold, fineoz.		77 914	Bar silver, finsoz. Bar silver, contain-	50 11-16	5034		
Bar gold, contain'g 20 dwts. silveroz.		77 11	Ing 5 grs. gold.,oz.	51 1-18	511/8		
Span. doubloons.oz.			Cake silveroz.		5434		
8.Am.donblooms.oz.			Maxican dolsoz. Chilian dolsoz.	50	4976		
U.S. gold coinoz.			CHIMAN GOID				

The Bank of England has declared a dividend of 4¾ per cent for the half-year, comparing with 5 per cent in 1883.

The City of Sydney, through the Union Bank of Australia, invite tenders for £258,000 in 5 per cent debentures, in sums of £100 each. No tender will be accepted at a lower sum than

£100 each. No tender will be accepted at a lower sum than £107 10s.

The weather having been very favorable, as stated, and there being ample supplies, the trade for wheat has been dull on still lower terms. Red English wheat has been sold at the low price of 34s. to 36s. per imperial quarter. Red winter American, on passage by steamer, has been disposed of at 33s., and No. 1 California new crop, on ship, at 35s. 6d. There has been a liberal importation into the United Kingdom, in consequence of which the supplies afloat are somewhat reduced. Of wheat and flour, they amount to 1,812,000 quarters, against 1,842,000 quarters last year. On the other hand, the quantity of Indian corn on passage is increased to 215,000 quarters, against 209,500 quarters last year. The imports during the first week of the season, compared with last year, were as follows: were as follows:

	1884.	1883.		1884.	1883.
	Cwt.	Crot.		Cwt.	Crot.
Wheat	1,807,364	1,775,826	Beans	136.979	118,507
Barley	209,897	170,070	Indian corn	572,192	712,191
Oats		201,142	Flour	348,205	274,645
Peas	13,380	12.423			

The Board of Trade returns have been issued this week, and they are of a disappointing character. They confirm the want of activity in general business and have exercised a somewhat adverse influence. The totals stand thus:

	1832.	1883.	1884.
Imports in August	£33,111,785	£36,224,986	£29,610,739
Imports in 8 months		287,105,691	262,753,496
Exports In August		21,384,962	19,802,057
Exports in 8 months	161,212,526	159,169,591	156,463,152

The following figures relate to the eight months ended

	IMPORTS.		
	1882.	1883.	1884.
Cottonewt.	10,597,245	10.827,493	
Wool, sheep and lambslbs.	407,613,568	413,569,317	10,286,22 419,724,29
	FOREIGN AND		110,121,40
Cottonewt.	1,631,254		1,550,655
Wool, sheep and lambslbs.	164,996,128		
	S: BRITISH AN		186,435,057
Coal, coke and fuol			12 040 200
	13,945,367	15,029,698	15,648,503
Wool, sheep and lambslbs.	8,325,400	10,875,900	11,663,000
Cotton yarnlbs.	159,936,500		179,996,500
Cotton piece goodsyards.			
Jute yarnlbs.	14,144,200	14,209,600	17,196,200
Jute picco goodsyards.	136,580,000	151,013,000	157,423,500
Linco yarnlbs.	12,743,500	12,095,700	13,219,300
Linen plece goodsyards.	125,817,400	110,834,500	109,276,500
Slik manufactures: 2	1,929,988	1,656,817	1,521,095
Woolen and worsted yarn.lbs	20,754,900	20,528,600	24,823,400
Wool fabricsyards.	61,019,400	59,470,900	65,170,500
Worsted fabrics yards.	106,769,800	95,243,500	119,490,200
Flanuels yards.	6.309,100	4,615,200	
Carpetsyards.	7,675,800		5,764,300
Blanketspairs.		7,078,500	7,574,500
Conner unwrought and	863,300	672,595	748,965
Copper, unwrought and	010 = 44	000 000	
wroughtewt.	610,514		
Iron and steeltons.	2,931,144	2,699,293	2,380,641
The following were the	quantities	of cotton m	anufactured

piece goods exported in August, compared with the corres-

ponding month in the tw	o preceding	years:	
	1882.	1883.	1884.
Unbleached or bleached	Yards. 251,946,100	Yards. 289,325,800	Yards. 257,231,700
Printed, dyed or colored Mixed materials, cotton pre-	117,439,100	117,733,400	110,603,200
dominating	4,858,200	3,201,400	37,100
Total		410,263,600	367,872,000
Other manufactures of	cotton show	as follows:	
Lace and patent net	1882. 230.901	1883.	1884.
Hosicry of all sorts 2	127,008	225,444 119,712	207,673 108,540
Thread for scwinglbs. Other m'fs, unenuloerat'd. 2	1,181,520 96,232	1,336,100 110,042	1,159,700 103,180
Tot. value of cotton m'fs 2	5.446.677	5 657 976	4.016.001

#### English Market Reports-Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reperted by cable as follows for the week ending Sept. 26:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri,
silver, per oz. d. Consols for money. Consols for account. Fr'ch rentes (in Paris) ft U. 8. 4'se of 1891. U. 8. 4'se of 1891. Canadian Pacifio Chic. Mil. & St. Paul. Erie, common stock Illinois Central. Pennsylvania Peniadelphia & Reading New York Central.	1013 <sub>18</sub> 1014 78:50 115 1225 <sub>8</sub> 451 <sub>8</sub> 841 <sub>8</sub> 141 <sub>8</sub> 1263 <sub>4</sub> 56	5078 10148 10138 78.7242 11548 12242 4548 8338 14 127 5648 1234 1034	1154 12278 44% 8149 1344 12642 55% 1249	5013 <sub>16</sub> 101 101 78'40 115 <sup>1</sup> / <sub>2</sub> 123 <sup>1</sup> / <sub>8</sub> 44 <sup>5</sup> / <sub>8</sub> 81 <sup>3</sup> / <sub>8</sub> 13 <sup>1</sup> / <sub>4</sub> 126 55 <sup>1</sup> / <sub>2</sub> 101 <sup>1</sup> / <sub>2</sub>	1013 <sub>18</sub> 1014 78:20	5013 <sub>18</sub> 1011 <sub>4</sub> 1011 <sub>4</sub> 1151 <sub>2</sub> 1231 <sub>8</sub> 44 <sup>7</sup> <sub>8</sub> ×79 14 1261 <sub>4</sub> 553 <sub>4</sub> 12 <sup>7</sup> <sub>8</sub> ×98

Liverpoot.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Florr (ex. State).100 lb. Wheat, No. 1, wh. " Spring, No. 2, n. " Winter, South, n " Cal., No. 1 " Cal., No. 2 " Corn, mix., old " Corn, mix., new " Pork, West. mess " Bacon, long olear"	s. d. 10 9 8 7 6 5 9 8 6 6 7 1 6 9 5 6 5 0	### ### ##############################	10 9 8 7 6 6 8 6 7 7 1 6 8 6 4 11 12 6 9 6	s. d. 10 9 8 7 6 6 9 8 6 7 7 1 6 8 5 6	7 d. 10 9 8 7 6 6 6 9 8 6 7 7 1 6 8 5 4 11 6 9 0 6 9 6	8. d. 10 9 8 7 6 6 9 8 6 7 7 1 6 8 5 6 4 11 69 0
Seef, pr. mess, new, \$ <b>9</b> \) to Lard. prime West. \$ <b>9</b> \) cwt Cheese, Am. choice	37 9	80 0 38 0 53 0	80 0 38 3 53 0	80 0 38 3 53 0	80 0 39 6 53 0	80 0 39 3 53 0

#### Commercial and Miscellaneous News

IMPORTS AND EXPORTS FOR THE WEEK,-The imports of last 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 \$7,100,185, against \$8,607,773 the preceding week and \$7,965,182 two weeks previous. The exports for the week ended Sept. 23 amounted to \$7,068,417, against \$8,565,997 last week and \$6,683,277 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 18, and for the week ending (for general merchandise) Sept. 19; also totals since the beginning of the first week in January: first week in January:

#### FOREIGN IMPORTS AT NEW YORK.

For Week.	1881.	1882.	1883.	1884,
Dry goods Gan'i mer'dise	\$3,129,784 7,823,611		\$2,974,445 6,997,566	
Total Since Jan. 1.	\$10,958,395	\$10,203,306	\$9,972,011	\$7,100,185
Dry goods Gen'l mer'dise		\$102,508,455 269,968,092	\$94,908,627 243,480,758	\$90,295,859 229,197,432
Total 38 weeks.	\$321,753,570	\$372,476,547	\$339,389,385	<b>⇒319,493,29</b>

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 Sept. 23, 1884, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1881.	1882.	1883.	1884.
For the week Prev. reported			\$7,442,624 251,253,580	
Total 38 weeks.	\$284,742,199	\$247,955,791	\$261,696,204	\$234,777,820

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 20, and since January 1, 1884, and for the corresponding periods in 1883 and 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

0-11	Expo	orts.	Imports.	
Gold.	Week.	Since Jan.1.	Week.	Since Jan.1.
Great Britain	\$	\$26,471,070	\$	\$3,294,150
France		4,352,824		2,406,615
Germany		1,658,920		1,841,029
West Indies			6,822	2,827,121
Mexico		7,800	190	
South America	5,000		13,986	
All other countries	2,380	766,042	*****	28,033
Tetal 1884	\$7,380	£37,911,341	\$20,993	\$10,632,016
Total 1883	21,500		676,717	7,826,051
Total 1882	21,250	33,774,134	16,347	781,505
Sitver.				
Great Britain	\$260,000	\$8,931,624	\$	\$2,285
France	12,523		******	813
German/	*****	136,245		46,590
West Indies			6,880	749,905
Mexico			6,777	1,786,973
South America		58,873	6,195	193,587
All other countries	2	83,992	6,000	35,715
Total 1884	\$272,525	\$10,233,581	\$25,852	\$2,818,898
Total 1883	510,324	11,902,030	359,249	3,940,251
Total 1882	1,634		4,956	1,914,413

Of the above imports for the week in 1884, \$10,76% American gold coin and \$9,114 American silver coin. Of the exports during the same time, \$7,380 were American gold coin and \$45,002 American silver coin.

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:

			Batances.		
Datc.	Receipls.	Payments.	Coin.	Currency.	
	*	8	S	*	
Sept.20.	* 2,190,280 14		131,219,760 81		
" 22. " 23.	1,362,44177 $1,460,76071$	722,869 36	131,649,781 59 132,354,492 46	10,426.911.81 $10.460.092.93$	
" 24.	798,351 85	1,558,363 53	132,037,603 21	10,016,969 39	
" 25. " 26.	1,510,004 29 1,141,245 98	1,259,747 57	132,311,793 65 132,423,793 46	9,963,036 24	
20.	1,141,240 98	1,054,455 15	132,423,793 40	11,1101,021 110	
Total	8,463,094,74	6,484,988 29			

' Includes \$1,200,000 U.S. notes received from Washington.

—The Ontario Silver Mining Co. declares its 99th dividend of fifty cents per share, payable at the office of Lounsbery & Haggin.

## The Bankers' Gazette.

#### DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Oeni.	When Payabl						
Chic. Mil. &St. P. com. and pref Chicago R. Island & Pac. (quar.). Chic. St. P. Min. & O. pref. (quar.). Delaware Lack. & Wost. (quar.). Lake Shore & Mich. So. (quar.). Raieigh & Gaston Hanks. Gallatin Nationat.	134	Nov. Oct. 2 Nov. Oct.	1 20 20 1	Sept. Sept. Oct. Oct. Oct. Sept. Sept.	30 1 3 1 2	to to to	Oct. Oct. Nov.	26 21 20 4

NEW YORK, FRIDAY, SEPT. 26, 1884-5 P. M. The Money Market and Fluancial Situation .- Business dull; politics active; corn cornered, and stocks depressed, are the expressions which give a general view of the past week. There are flickering indications of some improvement in mercantile business, which seems to have grown up from the fact that buyers and consumers of merchandise have become pretty well satisfied that bottom prices on many articles have been reached. In any period of depression a basis for gradual improvement is arrived at when the public becomes convinced

reached. In any period of depression a basis for gradual improvement is arrived at when the public becomes convinced that prices are not likely to go lower. This does not mean an immediate return to great activity, but it means much if only the assurance that future business must necessarily be at prices no lower than those now prevailing, with every chance in favor of a rise. Last week we called attention to wheat, and now the reports from Pennsylvania show a better feeling in iron and in steel rails, while the sale of flannels at auction this week brought prices that were fair on a sale of that sort.

At the Stock Exchange there was great depression in the early part of the week, and the lowest prices on Wednesday reached figures which on some stocks were remarkably near to the lowest prices of the May panic. But on Thursday there was a decided improvement before the end of the day, founded mainly on the temporary adjustment of difficulties by the railroad men in conference at Chicago, and a few days' true among the trunk line officers in New York, which may lead to a settlement of their difficulties growing out of the demands of the Grand Trunk of Canada for a new arbitration. It has been evident for some time past that a genuine settlement of difficulties among the Western reads and the Eastern trunk lines would change in a moment the whole railroad situation, and any approach to such adjustments is that much gained. Nor is it to be supposed that the officers of any one company having taken a certain position are never going to budge from it or yield a jot of their demands, however large the majority against them. Such pig-headed obstinacy as this would indicate the worst of unwisdom instead of the shrewdness and extraordinary ability in negotiation which is known to characterize our railroad managers.

Rates for call leans during the week on stock and bond collaterals have ranged at 1 to 3 per cent, and to-day at 1@3 per

Rates for call loans during the week on stock and bond collaterals have ranged at 1 to 3 per cent, and to-day at 1@3 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 £273,226, and the percentage of reserve to liabilities was 44 13-16, against 45 3-16 last week; the discount rate remains at 2 per cent. The Bank of Errange grind 1 £20 000

rate remains at 2 per cent. The Bank of France gained 1,639,000 francs in gold and 927,000 francs in silver.

The New York Clearing-House banks, in their statement of Sept. 20. showed a decrease in surplus reserve of \$149,675, the total surplus being \$28,144,700, against \$28,294,375 the previous week:

previous weel

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. Sept. 20.	Diff	er'nces fr'm vious Week.	1883. Sept. 22.	1882. Sept. 23.
Loans and dis. Specie Circulation Net deposits	\$291,257,400 74,534,800 14,135,500 305,734,400	Inc	434,700	15,408,300	51,018,500 18,637,400
Legal reserve Reserve held.	30,013,500	Dec Inc	. 50,600 . \$533,775	26,050,400 \$79,503,330	21,057,000 \$74,347,325
Surplus	\$28,144,700	_			df.\$2,271.825

Exchange.—Foreign exchange has been dull, but rates have been steady, and an advance of one half cent in the posted rates for sterling bills was made early in the week. Cotton shipments are increasing, and this freer movement would seem to indicate the probability of a larger supply of commercial bills in the near future.

bills in the near future.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days sterling, 4 82½@4 82¾; demand, 4 84½@4 84¾. Cables, 4 84¾@4 85. Commercial bills were 4 81@4 81½. Continental bills were: Francs, 5 21½@5 22¾ and 5 19¾@5 20; reichmarks, 94¾@94½ and 94¾@95; guilders, 39¾@30, and 40@40¼.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying 3-16@¼ discount, selling ¼ discount @ par; Charleston, buying ¼ discount, selling ¼ discount; bank 100 premium; New Orleans, commercial, 100 discount; bank 100 premium; St. Louis, 50 premium; Chicago, 25 discount @ par.

The posted rates of leading bankers are as follows:

September 26.	Sixty Days	Demand.
Prime bankers' sterling bills on London	4 82 4 H1 5 2178 401e	4 83 lg 5 19 3g 40 3g 95 lg

Colus.—The following are quotations in gold for various

001110	
Sovereigns\$4 84 @\$4 88	8liver 4s and 4ss 9940 par.
Napoleons 3 86 @ 3 90	Five francs 92120 - 9414
X X Reichmarks. 4 74 @ 4 78	Mexican dollars 87780 - 8838
X Guilders 3 90 @ 4 00	Do uncommerc'l 87 @
8 Jan'h Doubleens. 15 55 @15 65	Peruvianaoles 7942 - 81
Max. Doubloons15 55 2015 65	English silver 4 80 @ 4 85
F ne allver bars 1 1038 2 1 114	U. B. trade dollars - 87 @
Flae gold bars pard & prem.	U. S. sliver dollars - 99% o par.
D mes & la dimes 99 la par	

United States Bonds.—The transactions have been moderate in the aggregate, but prices show a marked improvement for the 4s and 41/2s. The nominal quotations at the Board for currency 6s were on Wednesday several points lower, but higher again afterwards, and the only sale of these bonds was \$10,000 of the '99 issue at 135.

To-day the Treasury Department issued the one hundred and thirty-first call, retiring \$10,000,000 of the 3 per cents, principal and interest to be paid November 1.

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

	Interest Periods.		Sept. 22.	Sept. 23.	Sept. 21.	Sept. 25.	Sept. 26.
4 98, 1801reg.							11238
43, 1907reg. 48, 1907comp.	QJan.	*11918	11938	*11936	11942	11958	11978
3s, option U.Sreg. 6s, our'ey, '95reg.	QFob. J. & J.	*1001 <sub>2</sub>	*10012	*10012	*10012	°10012	
63, our'cy, '96reg. 6a, our'cy, '97reg.	J. & J.	*131	*131	*130	*128	*130	*128 *130
6s, our'oy, '98reg. 6s, our'oy. '99reg.						*132 *134	*132 *134

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

State and Railroad Bonds.-The transactions in State bonds have been moderate, the sales embracing \$31,000 Virginia deferred scrip at 4@5, \$1,000 Alabama, class A, at 7014, \$6,000 South Carolina Brown consols at 105, and \$10,000 Ten-

nessee 6s, old, at 39½.

The railroad bond market offers no new features of interest. Transactions have been light and prices generally a trifle lower. The Erie 2d consols continue a special feature among the speculative class and on Monday declined to 51½, but have since been stronger and close at 53¾, against 54¾ last week. West Shore bonds have been dull until to-day, when they became active and advanced above 43, closing at 42¾, against 40½ last Friday. It was reported to day that \$10,000,000 of New York Central 5 per cent debenture bonds had been sold to J. S. Morgan & Co. of London, but the facts could not be expectationed. could not be ascertained.

had been sold to J. S. Morgan & Co. of London, but the facts could not be ascertained.

Railroad and Miscellaneous Stocks.—The stock market has been devoid of any special feature of interest this week except the depression which was so marked throughout the early days and until the better feeling on Thursday. On the whole, the bears have had the best of it, and prices show material reductions as compared with those ruling at the close of last week. The meeting of the trunk line managers which has been in progress has been a disturbing element, the various runnors circulated from day to day in regard to their action in settling the questions in dispute tending to unsettle confidence in the ultimate result. No definite arrangement has yet been reached, the meeting having adjourned until next Tuesday, after designating a committee to report upon a plan of settlement of the Grand Trunk trouble. In regard to the affairs of the railroads west of Chicago an improvement may be noted this week. A temporary truce of ninety days has been effected, and in the meantime rates will be maintained, and, it is hoped, all differences amicably settled. The volume of business on the Stock Exchange has not been heavy, but fluctuations have been wide from day to day, and the prevalent feeling until Thursday was one of weakness. The Vanderbilt shares have been a special object of attack, and it was currently rumored that freight rates were being seriously cut and that the dividend on Lake Shore would be reduced, but Thursday the directors declared the usual quarterly dividend of 1½ per cent. In the affairs of the coal roads there is nothing new to report, but Lackawanna has been stronger than the general list, and the other coal shares neglected. The short interest continues large and many of the active stocks are scarce for immediate delivery, the rates for stronger than the general list, and the other coal shares neglected. The short interest continues large and many of the active stocks are scarce for immediate delivery, the rates for use being quoted to-day as follows: Lackawanna, 1-32; New York Central, 1-64@1-32; Northern Pacific preferred and Michigan Central, 1-64: Union Pacific, 1-128@1-64; Lake Shore, 1-128; Reading, St. Paul and Northwest, flat to 1-128, and Jersey Central and Burlington & Quincy flat.

On the whole, there has been nothing of a startling nature developed the past week, but a lack of confidence in railroad management and an absence of public interest in the stock

developed the past week, but a lack of confidence in railroad management and an absence of public interest in the stock market make it an easy matter for professional traders to depress prices when business is so dull. To-day there was a much stronger tone in the morning, and prices advanced decidedly on the improved situation in the several railroad pools; in the afternoon the market weakened, and in the last hour of business prices declined quite sharply, under lead of the Vanderbilts, including Northwestern.

## NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING SEPT. 26, AND SINCE JAN. 1, 1881,

NEW YORK STOCK EXCHANGE PRICES FOR WHERE MADE AND THE STOCK EXCHANGE PRICES FOR WHERE PRICES FOR WHITE PRICES FOR WHITE PRICES FOR WHITE PRICES FOR WHITE PRICES FOR WHERE PRICES FOR WHITE PRICE										
. stocks	Saturday,	HIOHES Monday,	Tuesday,	Wednesday,	Thursday,	Friday,	Sales of the Week (Shares).		Jan. 1, 1881.	Low. High
	Sept. 20.	Sept. 22.	Sept. 23.	Sept. 24.	Sept. 25.	Sept. 26.		Lewest.	Highest.	79
Albany & Susquebanus Bosten & N. Y. Air-Line, pref. Burlington Ced. Rapids & No.		130 130	132 132	129 120 87 87			55 20	126 July 5 80 2 Mar. 27 50 June 28	80 184 10	127   135 78   848 75   86
Burlington Ced. Rapids & No. Canadiau Pacific	*4314	431 <sub>2</sub> 437 <sub>8</sub> *32	43 43 313 <sub>4</sub> 321 <sub>6</sub>	431 <sub>8</sub> 431 <sub>8</sub> 201 <sub>2</sub> 32	*43 431 <sub>2</sub> 30 30	9 0	1,220 3,280 100	39 June 27 2434 June 27 8 May 22	5814 Jan. 18 5776 Feb. 11 12 Jan. 18	487 <sub>6</sub> 652 <sub>2</sub> 471 <sub>4</sub> 713 <sub>4</sub> 10 173 <sub>9</sub>
Central of New Jersey	49 <sup>3</sup> 8 40 <sup>3</sup> 8 39 <sup>3</sup> 4 40	491 <sub>4</sub> 511 <sub>2</sub> 395 <sub>8</sub> 395 <sub>8</sub>	471 <sub>2</sub> 49 381 <sub>2</sub> 39	48 491 <sub>4</sub> 373 <sub>4</sub> 381 <sub>2</sub>	$\frac{491_{8}}{379_{4}} \frac{501_{2}}{391_{2}}$	50° 51° 39° 8	8.413	30 Sept.19	90 Jan, 11 673 Jan, 10	684 90 61 88
Central Pacific	17 8 414 18 8 912	*7 8 *14 15 *8 912	*6 8 14 18 14 18 9 12	1412 1412	734 734 *1312 1412 *714 912	*13 <sup>1</sup> 2 14 <sup>1</sup> 2	250	5 June 27 9 12 June 20 7 May 26	17 Jan. 7	13 25 31 23 85 12 14 34 27
Do 2d pref Chicago & Alton	$\frac{132\frac{1}{3}132\frac{1}{2}}{121\frac{1}{4}122\frac{1}{4}}$	130½ 130½	130 130 1 <sub>6</sub>	$*129\frac{1}{2}131$ $119\frac{1}{4}120\frac{1}{2}$	12014 12114 7838 80	180 130 1214 122 7918 8078	356 5,976 331,935		1404 Feb. 5 1273 Feb. 16 944 Jan. 3	128 1374 1153 1293 913 1083
Chicago Milwaukee & St. Paul Do pref. Chicago & Northwestern	2100 2204	8912 9212	$77\frac{1}{2}$ $79\frac{5}{8}$ $106\frac{3}{4}$ $106\frac{3}{4}$ $87\frac{5}{8}$ $89\frac{7}{6}$	107 107 873 898	1063 1063 88 893	*107 108 891 <sub>2</sub> 921 <sub>8</sub>	283,664 1,588	81 <sup>1</sup> 2 June 23	1110 F60, 16	115 1221 1154 1404 134 157
Do pres.	120 126 *1111 <sub>2</sub> 1131 <sub>2</sub> •9 10	1248 120 115 115 *8 10	123 124 14 112 12 112 78 *8 10	114 114	124 <sup>1</sup> 2 124 <sup>1</sup> 2 114 114 <sup>1</sup> 2 *7 9	115 115 6 6	1,315	1004 June 23 6 Sept. 20	1263, heb. 11 134 Jan. 6	16 1/2 127 1/2 10 1/2 22
Chicago St. Louis & Pittsburg. Do pref. Chicago St. Paul Minn. & Om	* 20 30 31 92 92	298 <sub>8</sub> 301 <sub>2</sub> *913 <sub>4</sub> 94	$\begin{array}{ccc} 29^{1} & 20 \\ 29^{1} & 30^{1} \\ 91 & 92 \end{array}$	* 20 291 <sub>2</sub> 301 <sub>4</sub> 90 911 <sub>4</sub>	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	18 18 30 <sup>3</sup> 4 31 91 <sup>3</sup> 2 91 <sup>3</sup> 4	2,945 2,002	18 July 22 217 June 26 803 June 27	334 Ang. 20 100 Aug. 20	91 11134
Cleveland Col. Clnn. & Ind Cleveland & Pittsburg, guar	*38 40 130 139	*38 40	*38 40 1063 1083	38 38 107 10858	*38 40 108 109 2	*38 41 139 140 1084 110	100 100 128,995	28 June 27 125 k June 24 90 k May 26	141 Apr. 1	54 84 124 ½ 142 111 ½ 131 ½
Delaware Lackawanna & West Denver & Rio Grande East Tenneesee Va. & Ga	*434 5	1014 1038 479 478	10 10 43 <sub>4</sub> 43 <sub>4</sub>	914 1018	93 <sub>4</sub> 93 <sub>4</sub> 5 5	10 10 <sup>1</sup> 4 *4 <sup>8</sup> 4 5 7 <sup>3</sup> 4 7 <sup>3</sup> 4	2,870 1,275 335	638 June 23 312 May 14	25 5 Jan. 3 84 Feb. 15	2114 5112 412 1114
Evansville & Terre Haute	*712 8 34 34 *412 68	814 814 34 34 44 036	*71 <sub>2</sub> 8 84 34 *4 0	714 712 *3312 35 412 413	"3 6 <sup>1</sup> 2	331g 331g 331g		6 June 12 82 Aug. 1 4 May 8	51 Jan. 7	45 75 5 10%
Harlem Houston & Texas Central	*28 33 124 121	*27 33 123 <sup>1</sup> 2 123 <sup>1</sup> 2	*29 33 1234 124	*27 33 1221 <sub>2</sub> 1221 <sub>2</sub>	*27 32 123 2 123 2	30 30 1231 1231	100 873	185 July 11 20 June 26 110 June 23	200 Mar. 18 51 Jan. 4 140 Feb. 18	50 82 <sup>1</sup> <sub>2</sub>
Do leased live 4 p.c Indians Bleemingt'n & West'n	*82 86	*82 86 15½ 16 12 12½	*15 16 121 <sub>2</sub> 121 <sub>2</sub>	*32 80 15 15	1412 17	*82 86 16 16 *12 13	2,200	70 July 8 9 June 21 678 June 27	204 Jan. 5	77 844 174 354 134 334
Lake Erie & Western Lake Shore Long Teland	7814 79 6412 6412	$77\frac{1}{4}$ $78\frac{1}{2}$ $*64$ $68$	754 774	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	741 <sub>2</sub> 76 *64 68	7534 7715 *64 68 27 2814	110,471 225 41,475	67% Jnne 27 62 May 24 22½ June 24	784 Mar. 15	923 11478
Louisville & Nashville Louisville New Albany & Chic. Manhattan Elevsted	2014 2934	2734 2918	20% 21%	20-4 21-8	20-8 21-2	15 15	100	12 June 27 40 Jan. 22	35 Jan. 4 67 Aug. 26	30 68 38 53%
Do lsi pref Do common. Do consol	1 74 4 75	*7212 75	* 74	7312 7312	7312 7334	73% 73%	100 1,715 120	42 Jan. 23 70 Ang. 18	65 Aug. 21 79 Aug. 22	80 90 38 53
Manhattan Beach Co Memphis & Charleston	111 <sub>e</sub> 111 <sub>e</sub> 29 29	*11 12 291 <sub>2</sub> 291 <sub>2</sub>	*11 12 20 29 12 94 94	*11 12 *28 <sup>1</sup> 2 30	111 <sub>2</sub> 111 <sub>2</sub> 26 26	*1012 12	2,968	10 Aug. 26 23 June 27 85 June 36	24 Mar. 18 40 Jan. 11	12 ½ 50 % 32 55
Metropolitan Elevated	*64	65 65	64 64	60 64	60 61	61 61	1,431	5134 June 27 10 Feb. 11 3234 May 26	94 2 Mar. 4 16 Jan. 7	77 100 s
Minneapolis & St. Louis Do pref.	*13 291 <sub>2</sub> 201 <sub>2</sub>	13 1312		121 <sub>2</sub> 121 <sub>2</sub> *28 31	1212 1212	*1214 1314 30 30	300	7 3 June 23	184 Jan. 7	163, 30% 33 683
Missonri Kansas & Texas Missonri Paclfic Mobile & Ohio	1904 922	17 <sup>1</sup> 2 18 90 <sup>1</sup> 8 90 <sup>5</sup> 8 *9 10	1634 175 90 902	9049 9012	901 <sub>8</sub> 913 <sub>8</sub> *9 10	1714 1776 9114 917 9 10		Ula June 20	234 Jan. 5 100 June 21 133 Mar. 24	1 10 3 187.2
Merris & Essex	*122 *36 40	*122 36 36 9834 9912	*122 120 *33 39 96½ 98½	*122 125 *32 36 9534 9776	*122 126 33 33 94 963	*122 125 *39 94 964	400 96,420	116 June 27 30 June 26 94 Sept. 23	127 Jan. 29 58 Mar. 14	504 6478
New York Central & Hudson. New York Chic. & St. Louis De pref.	*5°4	53, 6	*5 <sup>3</sup> 4 10 <sup>1</sup> 2 11	108 101	534 534		400	5 July 1 9 May 14	10 18 Feb. 15 20 24 Feb. 14 130 June 13	7 15 <sup>1</sup> 2 13 <sup>3</sup> 4 35
New York Elevated New York Lack. & Western New York Lake Eric & West	88 88 13 <sup>1</sup> 2 13 <sup>5</sup> 8	*84 12 <sup>1</sup> 2 13 <sup>1</sup> 2	80% 86% 12 12%	1238 1276		*86 864 134 135 25 26	22,548	83 June 20	94½ Apr. 12 28% Jan. 5	8334 8932 2678 4078 72 83
New York & New England New York New Haven & Hart	32 32 10 <sup>1</sup> c 10 <sup>1</sup> 2 176 <sup>1</sup> 2 176 <sup>1</sup> 3	92 32 10 10	25 28 10 10	176 178	178 178	1014 101 1784 179	33	20 June 27 8 June 24 175 July 7 7 June 2	1 174 Apr. 4	17 12 52 4 169 183
New York Ontario & Western New York Susq. & Western Do pref.		* 1212	1018 104	8 10 <sup>3</sup> 8 10 <sup>3</sup> 8 *2 <sup>1</sup> 2 4 *9 <sup>1</sup> 2 11 <sup>1</sup> 2	4212 312	*212 31 *912 12	200	3 July 1:	184 Feb. 18	14 213
Norfelk & Western Do pref Northern Pacific		103, 203,	26 26 177 <sub>8</sub> 195	25 25 17 <sup>1</sup> 2 18 <sup>1</sup> 4	* 25½ 18½ 18½	25 25 18% 185	390	10 Jan. 2: 2212 July 3 14 June 2	11 Feb. 25 1 42 Feb. 15	10 18
Ohio Central pref	234 234	45 2 47 8	423 <sub>4</sub> 453 21 <sub>4</sub> 21	41½ 44% 238 2½	42 431 <sub>2</sub> 21 <sub>2</sub> 25 <sub>6</sub> 18 185	427 <sub>8</sub> 441 25 <sub>8</sub> 27		158 June 2	57 6 Jan. 7 4 2 Sept. 5	493 <sub>4</sub> 905 <sub>8</sub> 2 141 <sub>4</sub> 21 363 <sub>4</sub>
Ohio & Mississippi Ohio Sonthern Oregon Short Line	3% 10		1708 170		10 10	10 103	1,900	5 June 1	2 1034 Sept.20 3 24 Mar. 22	7 145
Oregon & Trans-Continental  Peorla Decatur & Evansville  Philadelphia & Reading	13 13 <sup>1</sup> 24 <sup>3</sup> 4 24 <sup>3</sup> 4		*13 14 245 <sub>8</sub> 243	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	15 15 25 25 <sup>1</sup>	1,250	64 June 2 7 June 2 22 June	173, Aug. 20 60% Feb. 27	29 <sup>1</sup> 89 12 28 46 <sup>1</sup> 61 <sup>1</sup> 8
Oregon & Trais-Colmental. Peoria Decatur & Evansville. Philadelphia & Reading. Pittsburg Ft. Wayne & Chic. Rich. & Alleg., et'k trust ctis. Richmond & Danville. Richmond & Wt P't Termina Rochester & Pittsburg.	*	212 212	42	*128½ 130 3 3 *30 41	*36 41		. 850	120 June 3 2 le May 2 32 July	173; Aug. 20 2 60%; Feb. 28 135 Apr. 14 5 Jan. 11 8 61 Feb. 14 132 Feb. 15	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Richmond & W't P't Termina Rochester & Pittsburg Rome Watertown & Ogdensb.		412 412	17 <sup>1</sup> 2 17 <sup>1</sup>	2 *17 19 37 <sub>8</sub> 41	*17 19	414 41	200 795			15 34
St. Louis Alton & Terre Haut	e					01 01		19 Aug. 18 June2 70 July 11 2 June2	3 96 Feb. f	80 103
De pref St. Louis & San Francisco Do pref Do let pref		*40½ 42 *8¼½ 87	181 <sub>4</sub> 20 *80 87	40 401	e 39 5 39 5 - 480 87	87-3 81		70 May 1	0 50 Mar. 18 5 96 2 Apr. 10	1 84 1100 2
St. Psul & Dulnth	a		8514 87 1038 101		*86 87		2,300	784 June 2	7 99 Jan. 20	90 97°4 94 169°2
Texas & Pacific	10 % 11 40 4 50 6 5 6 5 6 12 12 12 12 12 12 12 12 12 12 12 12 12	8 49½ 51½ 6 5¼ 5¼	4879 503	412 41	8 50 51	4 434 43	3 910	28 June 3	7 22% Feb. 1: 0 84% Feb. 1: 7 19% Jan. 3 0 32 Jan. 3	701 10434 15 3614
Union Pacific  Wasash St., ouis & Pacific.  Dr.  MIN SLLANEOUS.  America: Tel. & Cable Co.	1212 121	2	*5212 551		*11	*1138	. 200	9 May 2	0 32 Jan. 6	5 29 L 57 5 5 5 5 68 5 8
Colorado Coal & Iron	*9 11	*4 10 *914 1014	*4 7	*91 <sub>4</sub> 101 86 863	4 1014 101	4 871 871	100	5 Sept.1 7 June2	6 61% Jun. 2 6 127% Apr. 1 7 17 b Mar. 1 7 17 b Mar. 1 1 14 Feb. 1 6 17% Jan. 1 1 70 Feb. 2 6 56% Jan. 2 6 112 Jan. 2 6 56% Mar. 1 4 117 Jan. 2 6 2 Feb. 1 0 32 2 Feb. 1 78% Feb. 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Muhal Union Telegraph  New York & Texas land Co Oregon Improvement (2)								10 May 1 122 Jan.	6 17° Jan. 10 7 170 Feb.	15 25 55 125 91 4
New York & Texas Land Co. Oregon Improvement Co. Oregon Railway & Nav. Co Pacific Mail. Pullman Falace Car Co.	40% 51°	8 51 52 <sup>1</sup> 4	65 66 50% 52 113 113 *8 6	15 <sup>1</sup> 4 15 <sup>1</sup> 65 65 50 <sup>3</sup> 6 51 <sup>3</sup> 112 112	4 50 514	60 72 8 50 <sup>1</sup> 2 51	2,516	60% June 2 31 May 1	6 112 Jan. 2: 6 564 Mar. 1	90 150
Poliman Palace Car Co. Quicksilver Mining Do pref. Western Union Telegraph EXPIRESS.	*3 6 *28 31	*3 6	28 31	428 91	11112 11114 *3 5 *28 31		8 566	334 June 3 20 June 2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Western Union Telegraph EXPITESS.	*131 135	627 <sub>8</sub> 641 <sub>6</sub>		6 624 631	2 0234 631	2 63 <sup>1</sup> 2 64 <sup>1</sup>	8 75,095	49 May 1 126 July 1	4 78 8 Feb. 1 5 187 Apr. 2	1 1261 135
Adams.  American United States.  Wells, Fargo & Co. INAUTIVE STOCKS. Atchisou Topeka & Santa Fe. Chicago & Alton, prof. Common State of Common Columbia & Greenville, pref. Columbia & Moskier, pref. Dubuque & Sloux City Jollet & Chicago. Lonisiana & Mo. River, pref. Housselser & Saratoga. United Companies of N. J. Virginia Midland.  Telayd Coal.  These are the prices by These are the prices b	92 021 *52 54 *105 107	*92 94 *52 54 *104 110	*92 94 *52 54 *104 100	*92 94 *52 54 105 105	82 92 52 54 105 110	*92 94 *52 54 *105 110	175	126 July 1 87 June 2 45 May 1 93 May 2	5 187 Apr. 2 1 102 Mar. 2 7 61 2 Feb. 6 115 Feb. 1	88 94 4 55 4 65 2 113 128
INACTIVE STOCKS. Atchisou Topeka & Santa Fe. Chicago & Alton, pref.								62 June 2	3 80% Jan. 3	782 8134
Columbia & Greenville, pref.	01	241, 241,	****** *****				100	24 l <sub>2</sub> Sept.2 33 Feb. 1	3 80% Jan. 7 3 152 Feb. 11 22 24 Sept.2: 1 83 Feb. 11 4 2 Jan. 1: 1 50 Jan. 2: 1 82 Mar. 1: 2 145 Mar. 4: 6 40 July 2: 6 40 July 2: 8 146 Apr. 18 8 146 Apr. 18 8 193 Jan. 2: 9 21 Jan. 2: 9 25 Feb. 1: 9 264 Feb. 1:	38 49 <sup>1</sup> <sub>2</sub> 31 68 <sup>1</sup> <sub>2</sub>
Danbury & Norwalk Dubuque & Sioux City			******					1 Feb. 1 50 Jan. 2 56 July 1	4 2 Jan, 17 1 50 Jan, 21 7 82 Mar, 16	50 70 92
Louisiana & Mo. River, pref. Ohlo & Mississippi, pref.	***************************************							137 Apr. 1 38 July 2	2 145 Mar. 4 6 40 July 26 5 00 327	138 138
United Companies of N. J Virgidia Midland			******					138 June 1 192 1 1 an.	8 140 2 Apr. 18 8 193 2 Mar 2	1 139 ½ 145 ¼ 1 187 ½ 197 1 20 81 ½
ntario Silver Mining		******	20 20	20 20			200	9 June 11 May 1	9 15 Feb. 21 0 29 2 Jan. 20	10 17 18 85 2
*These are the prices h	id and asked	no esle wee	made at the	*225	.1*225	1	1	1264 Fah, 1	9 264 Feb. 11	1 260 280

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

# QUOTATIONS OF STATE AND RAILROAD BONDS, SEPTEMBER 26, 1881.

SECURITIES.	Rid.	Ank.	SECURITIES.	Rid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bld.	Ank
Alabama-Class A, 1906. Class B, 5s, 1906	79 118	8014 100	Loui dana- 7a, cons., 1914 Ex-matured conpou	70 60		N. Carolina—Continued— New bonds, J. &J., '92-8 Special tax, all cinsses	18 3 ½	 5	Tepnessee—Continuel — 6s, new series, 1914 C'mp'mise,8-4-5-6s,1912	89	40
Clans B, 5s, 1906 Clans C, 4s, 1906 6s, 10-20s, 1900 Arkanous-6s, funded	78 100 2	10	Ga. due 1859 or 1890 Asyl'm or Univ due'02	102 kg 108 108		Do Wil.C.&Ru.H.	81	118	Virginia-Oa, old	4334 37 37	20
Arkanaus—6s, funded 7s, L. Rock & Ft. S. Iss. 7s, Momp.& L. Rock RR 7s, L. R. P. B. & N.O. RR	81s		Asyl'm or Univ., due'02 Funding, 1891-93 Hannibal & St. Jo., '86,	115 108 106		Ohio-68, 1886	10712	108	6a, ax-matured coupon.	36 40	. 40000
7s, L. R.F.B. & N.O. RR 7s, Miss, O. & R. R. RR. 7s, Arkansas Cont. RR.	21 <sub>0</sub> 71 <sub>2</sub> 3		New York - 6s, reg., 1887 6s, loan, 1891 6s, loan, 1892 6s, loan, 1893 N. Carolina - 6s, old J. A.J.	112		80nth Carolina— 0s, Act Mar. 23, 1869 } non-fundable, 1888.	2	4	68, 8x-matured coupon. 68, consol., 2d series 68, deferred District of Columbia—	510	1)
Georgia – 6s, 1886 7s, 1886 7s, gold, 1890	103	104	S. darolina—68, obl. J. &J	117 28 0		Brown consol'n 6s, 1893 Tonnossee—6s, old, 1892-8 6s, new, 1892-8-1900	104   394   39	106 40 40	Registered Funding 5s, 1809	110 110 1001 <sub>2</sub>	******
78, gold, 1880	108	1112	Funding act, 1866-1868			D BONDS.		- 30	1 Hamilia Oc. 1900	200 3	*****
SECURITIES.	Bid.	Ask.	SECURITIES.	Bld.	Ask.	SECURITIES.	Ilia.	Ask.	SECURITIES.	Bad.	Ask.
Railroad Bonds.			Del. L. & W.—Contin'd—   syr.8ing.& N.Y.—1st,7s	1214		Manhat, B'ch Co.—7s, 1909 N.Y.&M. R'h—1st, 7s, '97	*75		Pana. RR.—Continued— 1 & St. L.—2d, 7s, 1913		
(Stock Exclange Prices.)			Morria & Casex—1st, 7s 2d, 7s, 1891 M. & E. honds, 7s, 1900 7s of 1871, 1901	1105		Marietta & Cin.—lat, 7a. Metropelit's EL—lat, 1998 2d, 6s, 1899	103	105 12	Psun. RR.—Continued— P. V. & St. L.—2d., 7s, 1913 Pitta. Ft. W. & Chio.—1st 20, 7s, 1912 Sd., 7s, 1912 Clev. & Pitta.—Cons. S. d. 4th. s. d. (5, 1812) St. L. V. & T. H.—1st. g., 7s 2d, 7s, 1898 2d, 7s, 1898 Pitta. B. & B.—1st. fs, 1911 Rome W. & Og.—1st. 7s, 1936 Pitta. B. & B.—1st. fs, 1912 Roch. & Pitt.—1st. 6s, 1921 Cons. 1st. 6s, 1922 Roch. & Pitt.—1st. 6s, 1922 Rich. & Alieg.—1st. 7s, 1920 Rich. & Danv.—Cons. g. 6s Debonture Gs, 1927 Atl. & Ch.—1st. pl. 7s, "97 I noomes, 1990	139 12	130
Ala. Central -1st, 6a, 1918 Alleg'y Cent1st, 6s, 1922 Atch. T. & S. Fe-4 2a, 1920			ING CHIBULA MUMILA (S.	TWY d	1211 <sub>2</sub>	Mex. Cent.—Ist, 7s, 1911.	*125		Ciev.& Pitta.—Cons.s.fd. 4th.a.fd.,6a,1892	107	
Atch. T. & S. Fe—4 28, 1920 Sinking fund, 68, 1911 Atl. & Pac.—1st, 68, 1910. Balt. & O.—1st, 68, 17tk. Br.	79	80	N.Y. Lack.& W.—lat, 68 Construction, 58, 1923 Del.& 11nd. Conal—1st, 78 1st. ext. 7a, 1891 Coupon, 7a, 1894 1st, Pa. Div., cp., 7s, 1917 1st, Pa. Div., cp., 7s, 1917 Alb. & Stasq.—1st, 7s. 2d, 7s, 1885 1st. Cons., guar.7s, 1906 Registered. 1st, cons., guar.7s, 1906 1st, cons., guar.7s, 1906	11412	1983	Consol, 5s, 1902	10312	974	2d, 7a, 1898 2d. guac. 7a, 1898		
		16	lat. ext., 7a, 1891. Coupon, 7a, 1894	1151	1115	Registered, 5s, 1931 Jack Lan & Sag.—6s, '91.	*	85	Pitta, B.& B.—Ist, 6a, 1911 Rome W.& Og.—Ist, 7a, '81	704	7114
Bnr. C. Rap. & No.—1st, 5s Consol., 1st, 5s, 1930	10178	1024	1st, Pa. Div., cp., 7s, 1917 1st, Pa. Div., reg., 1917	123	130	Milw. & No.—1st, 6a, 1910 1st, 6a, 1884-1913 Mil.L.S., 6w.—1st, 6a, 1921 Minn. & St.L.—1st, 7a, 1927 1ows Ext.—1st, 7a, 1909	0912	987	Roch & Pitt.—Int, 6n, 1921 Connol., 1st, 6s, 1922	8212	108
Mon. &St.L.—1st,7s.gu.	125		Alb. & Susq.—1st, 7s 2d, 7s, 1885	108 104 125	128	Minn.& St.L.—1st,7s,1927 Towa Ext.—1st, 7s, 1909	116 <sup>1</sup> 2 108	110	Rich & Alleg.—1st,7s,1920 Rich & Danv.—Consg.,6s Debontore 6s, 1927	93	83 rs
C.ltap. I. F.& N.—1st, 6s 1st, 5s, 1921	*90		ltegistered		1101	2d, 7s, 1891. S'thw.Ext.—1st, 7s, 1910 Pac, Ext.—1st, 6s, 1921. Mo.K.& T.—Gen'l, 6s, 1920	11119	11212	Atl.& Ch.—1st.pl.,7s, '97 Incomes, 1900 Scioto Val.—1st, cons., 7s.	*105	
httggdtered.  Minn. &St. L., —1st,7s,gu. La, City, & West.—1st, 7s Citap. I. F. & N.—1st, 6s Lst, 5s, 1921	96	97	Registered.  Rens. & Sar — 1st, ep.,7s  1st, reg., 7s, 1921  Denv. & Rio Gr.— 1st, 1900  1st, consol., 7s, 1910  Den. So, Pk. & Pac.— 1st, 7s  Den & Pk. & Pac.— 1st, 7s	121	135	Me. Kr.& T.—Gen'l, 6s, 1920 General, 5s, 1920 Cons. 7s, 1904-5-6 Cons. 2d, income, 1911	00	59	St. L. & Iren Mt.—let, 78. 2d, 7s, 1897	*	1 1 1 1 1 1 1 1 1 1
2d, 5s, 1913 Reg., 5s, 1913	07	76	Denv.& Rio Gr.—1st, 1900 1st, consol., 7s, 1910	44	934	11 11 & Cont. Mo.—181. '90'	58 100	10512	Arkaneas Rr'ch—let, 73 Cairo & Fulton—let, 78	103 2	108 105
East. Div.—1st, 6s, 1912 11L Div.—1st, 6s, 1912	97	160 70			81 <sup>1</sup> 2 3-1 60	Mobile & Ohio-New 6s Collater'l trust, 6s, 1892 1st, Extension, 6s, 1927	103-9	103-2	Cairo Ark. & T.—1at, 7a Gen'ir'y & I. gr., 5a, 1931 St.L.Alton & T.11.—1st,7s 2d, pref., 7s, 1894	101 *66 <sup>2</sup> 2	
Char. Col. & Aug.—1st, 7s	4112	105	Det.Mack.&Marq.—1at, 68 Land grant, 3 28, S.A E.T.Va.&Ga.—1at, 78, 1300	121 <sub>2</sub> 1151 <sub>2</sub> 56	3	Collater'l trust, 6a, 1892 1st, Extension, 6a, 1927 Morgan's La.& T.—1st, 6a Nash,Chat.& St.L.—1st, 7a	117	117%	2d, pref., 7s, 1894 2d, income, 7s, 1894	115	103
68, gold, series A, 1903. 68, gold, series B, 1903. 68, currency, 1918. Mortkage 68, 1911. Ches.O. & S. W. — M, 5.68.	8234 30	823	1st, cons., 5s, 1930 Divisional 5s, 1930 Eliz.C.&N.—S.I.,dsb.,c.,6s 1st, 6s, 1920	92 4	58	2d, 6s, 1901 N. Y. Central—6s, 1887 Deb. cects., ext'd 5s	1017		2d, income, 7s, 1894 Bellev & So. Ill—1st, 8s St.P. Mion & Man.—1st,7s 2d, 6s, 1909	11022	
Mortgage 6a, 1911 Ches.O. S.W.—M. 5-6s Chicago & Alton—1st. 7s.	*1161	95 85	Ellz.Lex.& Big Sandy—6s Erre—1st, extended, 7s	124	.1 87		10339	1181	2d, 6s, 1909	109 to 100	191
La. & Mo. Riv.—1st, 78.	1174		2d, extended, 5s, 1919 3d, extended, 4 2s, 1923 4th, extended, 5s, 1920.	100	1263 <sub>2</sub> 110 102	1 st, reg., 1903 1 nd. Riv.—7s, 2d, s.f., '85 1 nrlem—1st, 7s, ceup. 1 st, 7s, reg., 1900 N.Y. Elov'd—1st, 7s, 1906	1031 <sub>2</sub> 129		Min's Un.—1st. 6s, 1922 St. P. & Dul.—1st, 5s, 1931		
2d, 7s, 1900	117%		4th, extended, 5s, 1920. 5th, 7s, 1888	108	118	N.Y. Elov'd—1st, 7s, 1906 N.Y.P.& O.—Pr.l'n, 6s, '95 N.Y.C.& N.—Gen., 6s, 1910	1171 <sub>8</sub> 98	35	So. Car. R'y—1st, 6s, 1020 2d, 6s, 1931 Shengad by —1st 7s 1909	1025	103 95
2d, 78, 1990.  St. L. Jack. & Chic.—1st.  1st. guar. (564), 78, 94  2d. (360), 78, 1898  2d. guar. (183), 78, 798  Miss. R. Bryc.—1st. af. 68  C.B.& Q.—Consol. 78, 1993  5s. debentares. 1913  1a. Div.—S. fd., 5s. 1919  Sinking fund, 48, 1919  Denver 1919.—48, 1922.	118		ott, 7s, 1888. 1st, cons., gold, 7s, 1920 1st, cons., fd coup., 7s. 1eorg., 1st Hen, 6s, 1908 Long Dock b'nds, 7s, 93 8nff.N, Y.e. E.—1st, 1916 N. Y. L. E. & W.—New'2d6 Cullat! trust, 6s, 1902 Boff.& S.W.—M., 6s, 1902 Evy. & T. H.—1st, cons., 6s	*****	97	N.Y.E.6V-0-151, 78, 1990 N.Y.P.& OPr.I'n, 68, '95 N.Y.U.& N.—Gen, 68, 1910 Trust Co. receipts N.Y. & N. Engr'd-1st, 78 1st, 68, 1905 N.Y.C.&St.L.—1st, 68, 1921 2d, 68, 1923 N.Y.W.Sh.& Ruff,—Cp.,58 Registered, 58, 1931 N.Y.S.Saq., & West.—1st, 68	101	30 103 93	1st, consol., 6s, 1933 1st, cons., 6s, reg., 1953. Min's Un.—1st, 6s, 1922 St. P. & Dul.—1st, 5s, 1931 So. Car. R'y—1st, 6s, 1920 2d, 0s, 1931. Sbenand hV.—1st, 7s, 1909 General, 6s, 1921. Tex.Ceq.—1st, st., 7s, 1969 1st mort. 7s, 1431	97	82%
C.B.& Q.—Consol.7s, 1903 5s, sinking fund, 1901.	127-2 1023	129	Bnff.N.Y.& E.—1st.1916 N.Y.L.F.&W.—New2d6	130 *5218	135	N.V.C.&St.L1st,6s,1921 2d, 6s, 1923	92 58	93 <sup>1</sup> 2	Tol. Dal. & Burl - Main 68	415	
5s, debentures, 1913 1a. Div.—S. fd., 5s, 1919 Sinking fund, 4s, 1919	*105 kg	96	Callat'l trust,6s,1922. Baff.& S.WM.,6s,1908 Ev.& T. Hlst, cous., 6a	96	97	N.Y.W.Sh.& Ruff.—Cp.,58 Registered, 5s, 1931 N.Y.Snaq.&West.—1st, 6s	4234	73	1st, Dayt. Div., 6a, 1910 1st, Ter'l trust, 6a, 1910 Tex.& N. G.—1st, 7s, 1005 Sahine Div.—1st.Ce, 1912	80	8348
Denver Div.—4s, 1922. Plain 4s, 1921 CR.I.6. P.—6s, cp., 1917. 6s, reg., 1917 Keok, & Des M.—1st, 5s Central of N. J.—1st, 1890	124	125	Mt. Vern'n—1st, 6s, 1923 Fl't& P. Marq.—M. 6s, 1920 Gal. Har. & S. Ant.—1st, 6s 2d, 7s, 1905 Mex. & Pac.—1st, 5s	1121 <sub>2</sub> 105	1	Debeuture, 6s, 1897 Midland of N. J.—1st, 6s N.Y.N.II.&H.—1st, rg., 4s Nevada Central—1st, 6s	8812	89	IVa MId _ M Inc Sa 19971		60
6a, reg., 1917. Keok, & Des M.—1st, 54	1.4	105	2d, 7s, 1905	9122	1107%	Nevada Central—1st, fg., 4s N.Pac.—O.l.gr., 1st, cp., 6s	*108	10804	Wab.St.L.&Pac.—Gen'16s Chic. Div.—5s, 1910 Hav. Div.—6s, 1910 Tol.P.&W.—1st, 7s,1917 Lows Div.—6s, 1921	77	60
		112 106 107	2d, 6s. 1931 Gr'nBay W.&St.P.—1st,6s Gnlf Col.& S. Fe—7s, 1909	100	110	N.Pac.—O.l.gr., 1st, cp.,6s Registered, 6s, 1921 N.P. Pac.—1st, 6s, g, 1920 Norf.&w.—Gen'i, 6s, 1931 New River—1st, 6s, 1932	10112	103 51 100		65	75
Conv., assented, 7s, 1902 Adjustment, 7s, 1903 Conv., debent, 6s, 1908 Leh., & W. B.—Con., gd., as., Am. D'k& Imp.—5s, 1921	*105	94	Hann, & St. Jos.—Sa.conv.	101%	$102^{12}$	CHICK MISS.—COUSOL S.IG.	446	118	Ind'polis Div.—6s, 1921 Detroit Div.—6s, 1921 Cairo Div.—5s, 1931 Wabash—Mort, 7s, 1909	55	55
		89	Consel. 68, 1911	10512		Consolidated 7s, 1898 2d consolidated 7s, 1911 1st, Springfield Div., 7s	113	118	Wadash-Mort. 78, 1809; Tol. & W.—181, ext., 78, 1st, 8t. L. Div., 78, '89 2d. ext., 78, 1893 Equipm't bds, 78, '83, Consol. conv., 78, 1907 Gt. West'n—1st, 78, '83 2d. 7a, 1893	100   90 88	102 <sup>1</sup> 2 92 89
1st, 8s, P. D	128 120 1264	132 1:2 130	1st, Western Div. 7s	197	$104 \frac{1}{2}$ 109 120	Olio Central—1st, 6s, 1920 1st, Term'l Tr., 6s, 1920 1st, Min'l Div., 6s, 1921 Olio So.—1st, 6s, 1921	55		Equipm't bds, 7s, '88. Consol. conv., 7s, 1907	*30 70 101	78
lst, LaC. Div., 7s, 1893. lst, I. & M., 7s, 1897	117	117	2d, consol., maine line, 8s 2d, Waeo & No., 8s, 1015 General, 6s, 1021 Honst, E.&W, Tex.—1st, 7s			Otto So.—1st, 68,1921 Oreg'n& Cal.—1st,68,1921 Or.&Transc'l—68,'82-1922	79	80	2d, 7s, 1893 Q.& Tol.—1st, 7s, 1890. Han.& Naples—1st, 7s	897	9012
1st, I. & M., 7s, 1897 1st, I. & D., 7s, 1899 1st, C. & M., 7s, 1903 Consol. 7s, 1905 2d, 7s, 1881	125 <sup>2</sup> 2 118 <sup>1</sup> 4	11812				Oregon Inp. Co.—1st, 6s. Oregon Illt. & Nav.—1st, 6s. Panama—S.f., anb.6s, 1910	10612	71 68 107	Han.& Naples—1st, 7s Ill.& So.1a.—1st, ex., 6s St.L.K.C.&N.—1t.e., 7s	98	
2d, 7s, 1884 1st, 7s, 1.& D.Ext., 1908 1st, 8.W. Div. ds, 1909	119	111 <sup>1</sup> 8	Illinois Central— Springfield Div.—Cp. 6s. Middle Div.—Reg., 5s C.St.L.& N.O.—Ten.L. 7s	110		Panama—S.f., anb.6s, 1910 Peoria Dec. & Ev.—1st, 6s Evans. Div.—1st, 6s, 1920	95	95	Ill.& So.1a.—1st,ex.,ds St.L.K.C.&N.—1t.e.,7s Omaha Div.—1st, 7s Clar'da Br.—0s, 1910 St.Chas.Bgo.—1st, 6s		100
2d, 7s, 1884.  1st, 7s, 1,& D. Ext., 1908.  1st, 5s, W. Div., Us, 1909.  1st, 5s, 1ac.& Dav., 1919.  1st, 8. Minn. Div., 6s, 1910.  1st, H. & D., 7s, 1910  Chic.& Pac. Div., 6s, 1910.  1st, Chic.& P. W., 5s, 1916.  C.& L. Sup. Div., 5s, 1916.  Wis.& Min. Div. 5s, 1916.	94 1061 <sub>2</sub>	108	C.S.L.& N.O.—181, 78 181, consol., 78, 1897 2d, 6s, 1907 Gold, 6s, 1951 Dub, & S. C.—2d Div., 78, Ced. F. & Minn.—181, 78 Ind. Bl. & W.—1st prof., 78 1st, 4.5-5s, 1909 2d, 4.5-6s, 1909 Eastern Div., 6s, 1921 Ludianau, D. & Sur.—181, 78	120	100	Peoria & Pek.U'n—1st, 6s Pacific Raliroads— Central Pac.—G., 6s	*101		West Un Tol -1900 coun	108	16
Chic.& Pac.Div., 68, 1910 18t, Chic.& P.W., 58, 1921	117 <sup>1</sup> 2 113 94	05	Dnb. & S. C.—2d Dlv., 7s Ced. F. & Minn.—1st. 7s	113	100 115	San Josquin Br.—6s Cal. & Oregon—1st, 6s	11012	100	1900, reg. N.W. Telegraph—7s, 1904 Mut.Un. Tel.—S.fd, 6s, 1911	1	72
Min'l Pt. Div., 5s, 1910. C.& L.Sup.Div., 5s, 1921 Wis,& Min.Div., 5s, 1921	95 94 92		Ind. Bl. &W.—1st prof.,7s 1st, 4-5-6s, 1909	55	78	Cal. & Or Ser R Gal	1001 <sub>4</sub> 1012 <sub>2</sub>		Spring val. w.w.—191,08		
Chic. & Northwest	*10212	103	Eastern Div., Cs. 1921 Indianap.D.& Spr.—181.7s	102	80 104	Land grant bonds, 6s. West. Psc.—Bonds, 6s. No.R way (Cal.)—1st, 6s So. Pac. of Cal.—1st, 6s	108	100 2	INCOME BONDS. (Interest payable if earned.)		
	1023	103 103	2d, 5s, 1911  Int.&Gt.No.—lat, 6s, gold Coupon, 6s, 1909 Kent'ky Cent.—M.6s,1911 Lako Shore—	108	11034	So. Pac.of N. Max. alat. 68	0612 0514 11114	112	Alleg'ny Cont.—Inc., 1912	*14	
Later of the control	1254	126	Kent'ky CentM.Cs,1911 Lako Shore-	10334		Union Pacific—1st, 6s Land grants, 7s, '87-89' Sinkley funda, 8s, '93 . Pag St 1891	109				*****
Sink, fund, 68, 1929, reg Sinking fund, 68, 1929.	10212	11340	M. S. & N. I., s. f., 7s Clave, & Tel.—Sink'g fd. New bonds, 7s, 1886	10218	103	Collateral Trust, 6s do 5s, 1907			Cuic. & E. Ill.—Inc., 1907 DosM.& Ft.D.—Ist,inc.,6a		
Sink'g Id. deb., 5a, 1933	95 93	951 <sub>4</sub> 97	New bonds, 7s, 1886 Cleve, P. & Ash.—7s Ruff, & Erie—New bds. Kal. & W. Pigeon—1st	118		Kans. Pac.—1st, 6s, '95 1st, 6s, 1896 Denv. Div. 6s, as'd, '99	106 ½ 106 ¼	108	Det. Mack. & Marq.—1nc. E.T.V.&Ga.—1nc.,6s,1931 Elizah C.& Nor—2d inc.	15	15 14 15
25 years deb. 5s, 1909. Regi terod. Escanaba & L.S.—1st.6s				111/2	126	lst, consol., 6s. 1919 C.Br.U.P.—F.c., 7s. '95 At.C.& P.—1st, 6s. 1905	82 4	83	Gr.Bay W. & St. P2d.inc. 1nd. Bl. & W Inc., 1919		16
Iowa Midland—lat, 8a. Paninania—lat, conv. 78	124 1124		Consel., coup., 1st, 7s Consel., coup., 2d, 7s		123	At. J. Co. W18t, 68	78	79	Ind's Doc. & Spr'd—2d, inc. Trust Co. certificates.		30
Des M. & Min'ap.—1st,7s lows Midland—1st, 8s Peninsnia—1st, conv. 7s. Chic.& Milw'kee—1st,7s Win.& St.P.—1st, 7s, '87 2d, 7s. 1967. Mil.& Mad.—1st,6s,1965. C.C.& Lni's—1st, 7a still	118	123 107	Det., M. & T 181, 78, 13000 Lake Shere - Div. bonds Consol., coup., 181, 78. Consol., reg., 181, 78. Consol., reg., 24, 78. Consol., reg., 24, 78. Long 181, 111, -181, 78, 908 181, consol., 68, 1931 Long 181, 281, 281, 281, 281, 281, 281, 281,	12012	102	Ut. So.—Gen., 7s, 1909 Exten., 1st, 7s, 1909 No. Puc.—1st cops. 6s	94	97 <sup>2</sup> 2 95 93 <sup>1</sup> 2	Trust Co. certificates Leh. & Wilkesb. Coal—188 Lake E. & W.—Inc.,7a, '99 Sand'ky Div.—Inc.,1920 Laf. Rl & Mun.—Inc., 7s, '99 M. J. S. & W.—Incopes	14	75
Mil.& Mad.—1st,6s,1905 C.C.C.& Ind's—1st,7s,s.fd.			Louis, West.—1st, 6s. Louisville & Nashville—			3d, 7s, 1906. Pac. of Mo.—1st, 6s	100			20	7934
Consol. sink. fd., 7s,1914 General consol., 6s, 1934	*	103	Consol., 7s, 1898. Cecillan Er'ch—7s, 1907 N.O.& Mob.—1st, 6s, 1930 2d, 6s, 1937) E. H.& N.—1st, 6s, 1919	49113	11618	Oreg. Short L.—181, 082 Ut. So.—Gen., 78, 1909 Exten., 18t, 78, 1909 Mo. Pac.,—1st, conse, 68. Sd., 78, 1906. Pac. of Mo.—1st, 68 2d, 78, 1891. St.L.& S. F.—2d, 68, Cl A 3.68, Class B, 1909 18t, 68, Pierce C. & O., Lautinent, 78, 1895.	98 .	00	3d, pref., debentures		6812
C.St.P.M.& O.—Consel. 6s C.St.P&M.—1st.6s, 1918 No. Wis.—1st. 6s, 1930. St.P.& S.C.—1st.6s, 1919	110	11114	2d, 6s, 193)			3-68, Class B, 1900 1st, 68, Piercs C, & O. Equipment, 78, 1805	99		N.Y.Lake E.&W.—Inc. 6s		50%
St.P.AS.C.—1st.6s,1919 Chlo.& E.III.—1st.s.f.cor.	11712	104	General, 6s, 1930 Pensacola Div.—6s, 1920 St. L. Div.—1st, 6s, 1921 2d, 3s, 1980		105	Gen'Iniert., 6s, 1931 So. Pac. of Mo.—lat,6s		95	N.Y.P.& O.—1st,inc.ac.,7s Ohio Cent.—Income, 1920 Min'l Div.—Inc.,7s,1921	5	el .
Chic. & F., 111.—184, 51., CHT. Chic. & L. & P.,—184, Con. 58 Chic. & Atl.—184, 68, 1920 2d, 68, 1923 Chic. & W. Ind.—184, 84, 68 Gen'l mort., 68, 1932 Col. & Green —184, 58, 1916	,	1014	2d, 3s, 1980 Nashv. & Doc.—1st, 7s. S.& N.Ala.—S.f.,6s,1910 Lonisv. C.& L.—6s, 1931		115	Consol. 68, 1905	33 -2	73 35 kg	Min'l Div.—Inc., 7s, 1921 Ohio So.—2d inc., 6s, 1921 Ogdens.& L.C.—Inc., 1920 PeorisD.& Ev.—Inc., 1920 Evansv.Div.—Inc., 1920 Evansv.Div.—Inc., de Roch & Pek. Un.—Inc., de	35	22%
Chic. & W.Ind.—1st, s.f., 6s Gen'l mort., 6s, 1932 Col. & Green.—1st, 6s, 1916			Lonisv. C.& L.—6s, 1931 Trust bonds, 6s, 1922 L. Frie& W.—1st. 6s, 1919		78	Income & ld. gr., reg 1st. Rio G. Div., 6a, 1930 do assented Pennsylvania RR.—	4612	4712	Evansv. Div.—Inc., 1920 Peoria & Pek. Un.—Inc., de	35	60
24, 6a, 1926			Sandusky Div.—68, 1919 Laf. Rl. & M.—1st, 68, 1919	*83	80	Pennsylvania RR.— Pa.Co.'s guar.4 lps.1st.ep Registered, 1921 Pitt.C.& St.L.—1st.c.,78	96	97	Rome W. & Og.—Inc., 79.		211 50
				92	94	PHLC.& St.L.—1st, c.,7s 1st, reg., 7s, 1900	]	17	St. L.A.& T. H.—Div. lula		40
rie prices Friday; the	ese are	lates	quotations made this we	ek.							

#### New York Local Securities.

		1	Insurance Stock List.							
Bunk Stock Ll	st.		[Prices by E. S. Ba	lley, 7						
COMPANIES.	PRI	CE.			PRI	CE.				
Marked thus (*) are Par. not National.	Bid.	Aek.	COMPANIES.	Par.	Bid.	Ask.				
America*	124	160 280	American		140 102 140	150 110 150				
Butchers' & Drov's' 25 Central 100	140	118	Brooklya	17	170 160 140	180 170 150				
Chase. 100 Chatham. 25	150 2000		City	70	110 120	120 125				
Chamical 100 Citizens' 25	2000	125	Broadway Brooklya Citizens' City Clinton Commercial Continental	100	$\frac{50}{220}$	80 235				
Commerce	100	148	Empire City	100	230 70 90	250 80				
Chizens' 25 City 100 Commerce 100 Continental 100 Corn Exchange* 100 East River 25 Eleventh Ward* 25 Eften 100	160		Farragut	50	103 75	100 108 85				
	100		Eagle. Empire City Exchange. Farrsgut. Firemen's Firemen's Trust. Franklin & Emp. German-American	100	105	85 70 112				
First 100 Fourth 100	105	i 10			$\frac{210}{127}$	220 136				
Fulton	115 160	120	Olobe	25 100	$\frac{105}{230}$	115 290 65				
Garfield 100 German American*. 75 German Exchange* 100					100 125	110				
Greenwich* 25		t70	Hamiton Hanever Home Howard Irving	100 50	130 50	135				
Wasavar 100	145 250	150 255	Jefferson	100 30	40 115 200	$\frac{60}{125}$ $210$				
Imp. & Traders' 100 Irving 50 Leather Manuf'rs' 100 Manhattan* 50	140 150 150		Jefferson Kings C'nty (Bkn.). Knickerbocker Leng Isl'd (B'klyn) Lorillard Mannfac. & Beild. Mech. & Traders' Mechanics' (Bklyn) Mergantie	40	82 100	90				
Marine 100	137		Lorillard	100	70 100	77 110				
Mechanics' 25 Mechanics' Trads' 25	115		Mechanics' (Bklyn)	25 50 50	105 50	70 112 60				
Mercantile	115	132	Merchants'	50 50	96 105	105 110				
		55	Nassau (Bklyn.)	372	145 80	150				
Murray Hill* 100	130	163	N. Y. Equitable	100	150 80 120	160 85 125				
New York       100         New York County       100         N. Y. Nat. Exch       100         Ninth       100	100	103	Niagara North River Pacifio	25 25	107 165	110 175				
.North America (U	110	1001		200	100	108				
North River* 30 Oriental* 25	120 130	160	Pheuix	50	108 130 115	115 136 120				
Park	150	152	Park Peler Cooper People's Phenix Rutger's Standard Star Sterling Stuyweant United States Wastelleater	50	90	100				
Phenix 20	100		Sterling	100	50 110	55 120				
Republic	169 125	117			120 120 200	126				
Second 100 Shoe & Leather 100 State of New York* 100	135	146	Williamsburg City.	50	200	225				
Third	103	108								
Tradesmen's 40 Union 50	150	100								
United States 100 Wall Street 50 West Side* 100										
	,	-1	57		<u></u>	7				

## Gns nnd Cliy Railrond Stocks and Bonds, [Gas Quotations by Geo. H. Prentiss & Co., Brokors, 49 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Hate Hate	Bid	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5 May	1.'84 134	133
Citizena' Gas-L. (Bklyn).	20	1,200,000		3 July 1	, '84 92	94
Bonds	1,000	259,000	A. & Q.	3 12 S'g F	. 99 107	110
Harlem	50	2,000,000		3 Ang.	1.'84 124	126
Jersey City & Hoboken	20	756,000		712 July 1	1, '84 145	155
Manhattau	50	4,000,000		5 Runa	2 184 302	305
Metropolitan	100	2,500,000	F. & A.	5 Aug.1	12'84 234	240
Bonds	1,000	700,000	F. & A.			
Mutual (N. Y.)	100	3,500,000		212 July	10'84 128	132
Bonds	1,000	1,500,000	M.&N.	3 190	02 104	106
Nassau (Bklyn.)	25	1,000,000	Var's	2 Sept.	'84 107	110
New York	Var's	700,000	M.&N.		1,'84 85	80
New York	100	4,000,000	M.&N.	5 May	1,'84 162	165
People's (Bklyn.)	10	1,000,000	J. & J.	3 June	2, 84 80	85
Bonds	1,000	400,000	M.&N.		1,'84 100	110
Bonds	Var's	100,000	J. & J.	3 Apr.	1,'84 97	100
Williamsburg	50			2 July	2t'84 132	134
Bonds	1,000		A. & O.	3 1 190	00 106	110
Metropolitan (Bklyn.)	100	1,000,000		3 July	1, '84 94 3, '81 215	96
Municipal	100	3,000,000 750,000	Var's	b Uet. 3	5, '81 215	220
Bonds	1,000	200,000	M.OIN.		88   107	1110
Bonds	100	3,000,000	V	3 Aug.	5,'84 150	153
Equitable	100	9 000,000	J. 02 J.	6 19	00 107	110
and mice dice in the second	100	2,000,000	******		95	100
		1	,	1		1
[Quotations by	H. L.	GRANT, I	Broker,	145 Broa	dway.]	
Bl'ckerSt.& Fult.FStk	1 100	1 900,000	):J. & J.	34 3 : 1v.	1841 24	( 9510

[Quotations by		GRANT,	Broker,	145	Broad	way.	.]	
Bl'ckerSt.& Fult.FStk	100	900,00	00; J. & J.	34	July,	1841	24	25 12
lst mort.	1,000	700,00	10 J. & J.	7	July, 18	000 1	073	10012
Br'dway & 7th AvSt'k.	100	2,100,00	00 QJ.	2	Oct. 1,	'84 1	65	175
Brooklyn Clty-Stock	1,000	2,000,00	00 J. & D.	å,	June, 1	9011	03	105
let mort.	1,000	2,000,00	00 Q.—F. 00 J. & I.	2 2	Aug., Jan., 1	83 2	15	218
Bklyn. Croastown-Stock	100	200,00	00 A. & O.	4	Jan., II	102 1	0.6	110
1st mort. bonds	1.000	400 00	00 J. & J.	7	April, Jan., 1	000 1	99	165 112
Bushw'kAv. (Bkln)-St'k	100		00 QF.		Ann	184 1	60	165
Central Crosstown-Stk.	100	600.00	00 QJ.	110	Aug., Oct. 1,	284 1	45	150
1st mort	1,000	-250.00	00 M.&N.	8	Nov.,18	922:i	10	1124
Cent.Pk.N.& E.RivStk		1,800,00	00 QJ.	2	Oct. 1.			141
Conaol, mort, bonds	1,000	1,200,00	00 J. & D.	7	Dec., 1			1192
Christ'ph'r&10th St—Stk Bonds		650.00	00 F. & A.	3	Ang.,	284 1	30	135
DryDk.E.B.& Bat'y-Stk	1,000	250,00	00 A. & O.	7	Oct., 1	898 1		116
lat mort, consol	100	1,200,00	00 QF.	23	Aug.,	184	023	1974
Boun.	100		00 J. & D.	7	June,	793 ]	14	1162
Wights Av -Stook	200	1,000,00	00 F.& A. 00 Q.—J.	6	Feb., 1	114	01	10312
		1.000,00	00 F & A.	672	Oet. 1. Feb., 1	81 4	240	265
TAUGE OF EUROP'L LA-PIE	1 11111	748 00	00 M.&N.		May,			110 260
		236.00	00 A. & O.	7	April.			117
Houst.W.St.&P.F'y-Stk lat mort.	100	250,00	00 QF.	2		184		140
lat mort	500	500,00	00 J. & J.	7	July,	'94 ]	iii	11312
Becond AvStock		1,862,00	00 J. & J.	5	July,	'84 ]	195	200
3d mort		150,00	00 A. & O.	17	April,	'85]]	0010	1014
Sixth AvStock & scrip	1,000	1,000,00	00 M.&N.	7	May,	'88 1	105	100
1 at Thora	1 000	500.00	00 M.& S.	110	Mch.,	'84 1	156	
Third Av.—Stock	100	2 000,00	00 J. & J. 00 Q.—F.	7	July,	'90 ]	110	115
lst mort	1.000	2,000,0	00 J. & J.	47	Ang.,	184 2	850	300
Twenty-third StStock.	100	600.0	00 F. & A.	14	Jan., Aug.,	'90 1	111	113
lat mort	1.000	250 0	DO M & N	7	Mug.,	'84]	10	175

New York Loc		Quotations in Boston, Philadelphia and Balti					в		
Bunk Stock List.	Insurance Stoe [Prices by E. S. Balle		St.]	SECURITIES.	Bid.		SECURITIES.	Bld.	Ask
COMPANIES.   PRICE.		PRI		HOSTON. Atch. & Topeka—let, 7s. Land grant, 7s. Atlantic & Pacific—6s.	§119	1194	Buff, N.Y. & P.—(Cont.)— Cons. 68, 1921		
Marked thus (*) are Par. Bid. Aek.	COMPANIES. P	ar. Bid.	Ask.	Atlantic & Pacific—6s Income Boston & Maine—7a Boston & Albany—7s	1112	78	Buff.Pitts.& W.—Gen.,6s Cam. & Ambov—6s, c.,'89 Mort., 6s, 1889 Cam. & Atl.—1st,7s,g.,'93	100 1081 <sub>2</sub>	
America*	American		150 110 150	Boston & Albany—7s 0s. Boston & Lowell—7e			Cam. & Atl.—1st,7s,g.,'93 2d, 6s, 1904	115	
Broadway	Broadway 2 Brooklyn 1	5 140 5 170 7 160	180 170 150	Boston & Providence—78			Cons., 6 p. c Cons., 6 p. c Cam. & Burl. Co.—6s, '97. Catawissa—1at, 78, con. c. Chat. M., 10s, 1888.		
Chase	City	$\begin{bmatrix} 0 & 140 \\ 0 & 110 \\ 0 & 120 \end{bmatrix}$	120 125	Burl. & Mo.—Ld. gr., 78. Nebraska, 6s. Exempt Nebraska, 6s. Non.ex'Dt	10312	117	Chat. M., 10s, 1888 New 7s, reg. & coup Connect's 6s. cp., 1900-04		
Ottizens' 25 125 125 100	Amer. Exchange   10	$\begin{bmatrix} 0 & 50 \\ 220 \\ 0 & 230 \end{bmatrix}$	80 235 250	68.  Boston & Providence—78  Boston & Providence—78  Burl. & Mo.—Ld. gr., 78.  Nebraska, 68. Exempt  Nebraska, 69.Non-ex'pt  Nebraska, 49.  Conn. & Passumpsic—78.  Connotton Valley—68.	80	83	Chat, M., 108, 1000.  New 78, reg. & coup  Connect'g 68, cp., 1910-0.  Cor. Cowand & Ant., deb. 68,  Del aware—68, rg. & cp., V.  Del & Bound Br —18t, 78  East Penn.—1st, 78, 1288  Easton& Amb'y—68, 1920  El & Wmsp't—1st, 68, 1910  58, penpetnal.		
Commerce	Empire City 10 Exchange	0 70 0 90 0 103	100	East'rn, Mass.—6s, new Fort Scott & Gulf.—7s	111	19 1111 <sub>2</sub>	East Penn.—1st, 7s, 1888 Easton&Amb'y—5s, 1920	105	
East River	Farrsgut 0 Firemen's 1 Firemen's Trust 1	7 75 40	108 85 70	K. City Lawr. & So.—6s.— K. City St. Jo. & C. B.—78	115½ 116¼	10812	5s, perpetual	113	
First 100 400	Franklin & Emp 10 German-American . 10 Germania 5	$\begin{bmatrix} 0 & 105 \\ 0 & 210 \\ 0 & 127 \end{bmatrix}$	112 220 136	K. City St. Jo. & C. B.—78. Little R. & Ft. B.—78, 1st K. City Sp'd & Men.—68 Mexican Central—78	§345 <sub>8</sub>	97 97 3478	5s, perpetual.  Harrisb'g—1st, 6s, 1883  H. &B.T.—1st, 7s, g., 1890  Cons. 5s, 1895  1thaea&Ath.—1st, gld7s  Leli, V.—1st, 0s, C.&R., '08	112	90
Fulton	Olobe	$\begin{vmatrix} 105 \\ 25 \\ 230 \\ 55 \end{vmatrix}$	115 290 65			914 73 91	Leh. V.—1st, 6s, C. &R, '08 2d, 7s, reg., 1910	122	130
Berman Exchange* 100	Hamilton 1 Ilanover 5	5 100 0 125 0 130	65 110 130 135	N. Y. & N. Eugland-6s 78. N. Mexico & So. Pac7s.	100½ 8	1003 <sub>4</sub> 1151 <sub>2</sub>	2d, 7s, reg., 1910 Cons. 6s, C.& R., 1923. N. O. Fac.—1st, 6s, 1920. No. Penn.—1st, 6s, cp., '85 2d, 7s, cp. 1896 Gen., 7s, 1903.	10130	ļ
Freenwich* 25 150	Germania 5 Olobe. 5 Greenwich 2 Grardlan 10 Hamilton 1 Ilanover 10 Home. 10 Howard 5 Irving 10 Jefferson Kings C'nty (Bkn.) 2 Knickerbocker 4 Leng Isl'd (B'klyn) 5 Lorillard 2 Mannfac. & Beilld 1 Meel. & Traders 2	0 50 0 40	55 60	N. Mexico & So. Pac.—78 Ogdensb.& L.Ch.—Con.68 1ucome Old Colony—78			Gen., 78, 1903 Debenture 6s, reg Norfolk & West.—Gen., 6s		
rving 50 140	Kings C'nty (Bkn.). 2 Knickerboeker 4	$\begin{bmatrix} 0 & 115 \\ 20 & 200 \\ 0 & 82 \end{bmatrix}$	125 210 90	6s. Pueblo & Ark. Val.—7s Rutland—6s, 1st. Sonora—7s STOCKS.	115	11512	N. R. Div., 18t, 68.1932		
Marine 100	Long Isl'd (B'klyn) 5 Lorillard 2 Manniac & Baild 10	0 100 5 70 100	110 77 110	Sonora 78 STOCKS.	91 ~2 7034 6 ~2	93	Oil Creek—1st, 6s, coup Pennsylv.—Gen., 6s, reg.	123	
Mechanics' 25 Mechanics'& Trads' 25			70 112 60	Atenison & Topoka Atlantic & Pacific Boston & Albany Boston & Malya	41664	167	Cons., 6s, reg., 1905 Cons., 6s, coup., 1905		
Merchante' Exch 50 132	Mercantile. 5 Mercantile. 5 Montauk (Bklyn.) 5 Nassau (Bklyn.) 5 National 3 N. Y. Equitable 3 N. Y. Fire 10	0 96 0 105 0 145	105 110 150	Roston & Providence	1623	104	Oil Creek-lat, 6s, comp. Oil Creek-lat, 6s, comp. Pennsylv.—Gen., 6s, reg. Gen., 6s, cp., 1910. Cous., 6s, cp., 1910. Cons., 6s, coup., 1905. Cons., 5s, reg., 1919. Pa. & N. Y. C.—7s, 1890. 7, 1906.	120	
Metropolisa 100 55	Nassau (Bklyn.) 1 o National	17 <sup>1</sup> 2 80 150	160	Soston Revere B. & Lynn		5612	71-1 6 72-10 Dd 70 on 199	1003.	
New York 100 161 163	N. Y. Fire	$\begin{bmatrix} 00 & 80 \\ 120 \\ 107 \end{bmatrix}$	85 125 110	Cheshire, preferred Chic. & West Michigan Chu. Sandasky & Cleve	312 103		Phila. Newt. & N.Y 181	11612	
New York County   100   100     100   100     100   110     100   110     100   100     100   100     100	Niagara 5 North River 2 Pacifio 2 Park 10 Peter Cooper 2	25   165 00   100 20   145	175. 108 155	Connectiont River. Connectiont River. Conn. & Passumpslo Connection Valley Det. Lansing & No., pref.	₹101 ₹78		2d, 7s, conp., 1893 Cons., 7s, reg., 1911		118 119 <sup>1</sup> 2 119 <sup>1</sup> 3
Oriental* 25 130	People's 5 Pheuix 5 Rutger's 2 Standard 5 Star 10	20 145 50 108 50 130	115 136 120	Eastern, Mass	8	112 38 1131 <sub>2</sub>	Cons., 6s, g., 1.R.C.1011 Imp., 6s, g., coup., 1897	98	79%
Park 100 152 People's" 25 150	Standard	25 115 50 90 00 55	100	Flint & Pere Marquette. Preferred.	19 95 19	20 97	Gen., 68, g., coup., 1908 Gen., 78, coup., 1908 Income, 78, coup., 1896	\$90 \$98	55
Produce* 50	Sterling 10 Stnyvesant 2 United States 2 Westchester 1 Williamsburg City 5	$\begin{bmatrix} 00 & 50 \\ 25 & 110 \\ 120 & 120 \end{bmatrix}$	55 120 126	Preferred. Iowa Falls & Sioux City.	75 37	79	Phil. & R.—1st, 6s, 1910. 2d, 7s, coup., 1893 Cons., 7s, regr., 1911 Cous., 7s, coup., 1911 Cous., 6s, g., t.R.C.1911 Imp., 6s, g., coup., 1807 Gen., 6s, g., coup., 1908 Gen., 7s, coup., 1908 Income, 7s, coup., 1896 Cons. 5s, 1st ser., c., 1922 Cons. 5s, 2d ser., c., 1933 Conv. Adj. Scrip, 35-88 Debenture coup., 1893	§ §35	55
Republic. 100 160 117 St. Nicholss*. 100 125 135 Seventh Ward. 100	Westelleater	10 120 50 200	125 225	Kan. O. Springf. & Mem. Little Rock & Ft. Smith. Louisiana & Me. River	37 18 <sup>1</sup> <sub>2</sub> 20	42 25	Debenture coup., 1893; Serip, 1882.	44	
Second 100 Shoe & Leather 100 135 State of New York* 100 103 108 Third 100				Preferred. Maine Central Manchester & Lawrence.	88		Serip, 1882		1 G17 La
Tradesmen's				Marq, Honght'u & Onton. Preferred	17	18	Pitts.Cin. & St. L7s, reg Pitts. Titus. & B7s.cp. Shamekin V. & Potts7s Shen. Val1st. 7s, 1909	******	60
Wall Street 50 Weat Side* 100				Metropolitan	9		Shen. Val.—1st. 7s, 1903 Gen'l 6s, 1921 Income, 6s, 1923	104 2	70
Gas and City Railre			eet.1	Nashua & Lowell	1153 <sub>4</sub> 160	104	Gen'l 6s, 1921 lncome, 6s, 1923 Income, 5s, 1914 Sunbary & Eric—1st, 7s. Sunb, Haz, & W.—1st, 5s		95
1 1	ount. Period 2 Date			Portland Saco & Portsm. Rutland—Preferred	1122	113	Syr.Gen.& Corn.—Ist. 7a.		
			133	Vermont & Mass		61	Union & Titusv.—1st, 7s.		0.4
Citizena' Gas-L. (Bklyn). 20 1,200 25 Earlem 50 2,00	0,000 Var's 5 May 1 0,000 Var's 3 July 1, 0,000 A, 6 0, 3 by S'g F, 0,000 J, & J, 7 by July 1, 0,000 Var's 5 June 2, 0,000 F, & A, 3 100, 0,000 F, & A, 3 100,	'84 92 '99 107 '84 124	94 110 126	Worceater & Nashua Wisconsin Central Preferred			United N. J.—Cons. 58, 80d, 1901 Cons. 68, gold, 1908 Cons. 68, gold, 1923 Warren & F.—1st, 78, '96 West Chester—Cons. 78 W. Joron 14 68 en '96		}
Manhattan 50 4.00	0,000 J. & J. 712 July 1, 0,000 Var's 5 June 2	'84 145 '84 302	155 305	PHILADELPHIA. RAILROAD STOCKS. Allegheny Valley Ashtabula & Pittsburg Programmed	1	5	Warren & F.—1st, 7s, '96 West Chester—Cons. 7s.	112	106
Metropolitan   100 2,50   2,	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2 107 0'84 128	132				W. Jersey—lat, 68, cp., 96 lst, 78, 1809. Cons. 68, 1909. W. Jersey & Atl.—lst, 68, C. Western Peun.—68, coup.	11312	106
Bonds 1,000 1,50 Nassau (Bklyn.) 25 1,00 Scrip Var's 70	0,000 M.&N. 3 1902 0,000 Var's 2 Sept., 0,000 M.&N. 2 May 1,	'84 107 '84 85	106 110 20	Bell's Gap  Buffalo N.Y. & Phil.  Preferred  Camden & Atlantic	30	815	W.Jersey&Atl.—1st,6a,C. Western Peun.—6s, coup.	108	106
New York 100 4,00 People's (Bklyn.) 10 1,000 4.00 4.00	0,000 M.&N. 5 May 1, 0,000 J. & J. 3 June 2 0,000 M.&N. 3 May 1	,'84 162 ,'84 80 ,'84 106	165 85 110				6s, P. B., 1896		
Bonds	0,000 J, & J. 3 Apr. 1, 0,000 Quar. 2 <sup>1</sup> 2 July 2 0,000 A. & O. 3	t'84   97 t'84   132	100 134 110	2d preferred Delaware & Bound Brook	*****	53	Lehigh Nav.—6s,reg., 81. Mort. RR., reg., 1897.		104
Bonds   1,000   Bonds   Var's   13   Williamsburg   50   1,00   Bonds   1,000   1,00   Metropolitan (Bklyn.)   100   1,00   Municipal   100   3,00   Bonds   1,000   75   Tulton Manneipal   100   3,00   Bonds   1,000   75   Tulton Manneipal   100   3,00   Bonds   3,000   3,000   1,000	0,000 Var's 5 Oct. 3,	'84 94 '81 215	96	Preferred Catawissa  let preferred 2d preferred Delaware & Bound Brook East Pennsylvania. Elmira & Williamsport Preferred. Huntingd'n & Broad Top Preferred	40 54	55	CANAL BONDS. Ches. & Del.—1st, 0s, 1886 Lehigh Nav.—6s, reg., 184 Mort. RR., reg., 1897 Cons., 7s, reg., 1911 Pennsylv.—6s, cp., 1910. Schnylk. Nav.—1st, 6s, rg., 2d, 6s, reg., 1907	80 104	122 87
Fulton Manicipal 100 3,00 Bonds 30 Equitable 100 2,00	0,000 J. & J. 6 Aug. 5	5.'84 150 0 107	110 153 110	Huntingd'n & Broad Top Preferred Lehigh Valley	3	63	BALTIMORE.		
Equitable 100 2,00	0,000	95	100	Preferred. Little Schnylkill. Minehill & Sch. Haven. Nesqueboning Valley	5934	58	RAILR'D STOCKS. Par Atlanta & Charlotte Baltimore & Ohio100	60	65
Quotations by H. L. GRA   BrekerSt. & Fuit.F.—Stk   100   90     1st mort.   1,000   7,000     Br'dway & 7th Av.—St'k.   100   2,10	0,000 J. & J.) 34 July, 0,000 J. & J.] 7 July, 1	'84  24   900  107 h	2512	Nesquehoning Valley Norfolk & West'n—Com. Preferred. Northern Central			1st pref. 2d pref. Parkeraburg Br. 50 Central Ohio—Com. 50		125
Br'dway & 7th Av.—St'k. lat mort	0,000 Q.—J. 2 Oct. 1, 0,000 J. & D. 5 Jnne, 1	, '84 165 1901 103	175	Northern Central North Pennsylvania	5334	56	Central Ohio—Com50 Pref50	124	51
1st mort.   1,000   80   80   80   80   80   80   80	00,000 J. & I. 5 Jan., 1 00,000 A. & O. 4 April,	1802 106	110	Philadelphia & Eris Phila, Ger. & Norristown	10312	14	RAILROAD BONDS.	10812	109
Bushw'kAv. (Bkln)—St'k 100 50 Central Crosstown—Stk. 100 60	00,000 Q.—F. 2 Aug., 00,000 Q.—J. 14 Oct. 1,	'84 160 , '84 145	112 165 150	North Pennsylvania. Pennsylvania. Pennsylvania. Pennsylvania. Philadelphia & Erie Phila, Ger. & Nouristown Phila, Newtown & N. Y. Phila, & Reading. Pbila, & Wilm, & Balt. Pittsb. Cin. & St. L.—Com, United N. J. Companies. West Chester—Cons. pref.	124	1238	1ne. Balt.&Ohio-6s,'85A.&O Cen. Ohio6s, 1st, M.&S.	1034	
1st mort.   1,000   22 Cent.Pk.N.& E.Riv.—Stk   100   1,2 Consol. mort. bonds   1,000   1,2 Christ'µh'r&10th St—Stk   100   63	00,000 M.&N. 6 Nov1 00,000 Q.—J. 2 Oct. 1, 00,000 J. & D. 7 Dec1	922 110 , '84 138 1902 118	1121 <sub>2</sub> 141 1192	Pittsb. Cin. & St. L.—Com. United N. J. Companies West Chester—Cons. pref.	3	193	Charl. Col. & Ang.—1st 2d Cin. Wash. & Ealt.—1sts.		107 1044 92 984 695
Ohrist'ph'r&10th St—Stk   100   63 Bonds   1,000   25 DryDk,E,B,& Bat'y—Stk   100   1,20	0,000 F. & A. 3 Aug., 0,000 A. & O. 7 Oct., 1 0,000 Q.—F. 2 <sup>1</sup> Aug	'84 130 1898 110 '84 1921	135	West Jersey West Jersey & Atlantio. CANAL STOCKS. Lehigh Navigation	0403g		8ds	273	
1st mort., consol	0,000 J. & D. 7 Jnns, 0,000 F. A. 6 Feb., 1	'93 114 1914 101	11612	Lehigh Navigation Pennsylvania	41		2ds. No.Ceutral-6s, '85, J.&J.	55 1014	
100   1,00   1	00,000 F & A. 6 Feb., 8,000 M.&N. 6 May,	1914 105	110 260	Pennsylvania Schuylkili Naw, pref. RALLROAD BONDS, Allegh. Val.—7 3-10s, '96 7s, E. ext., 1910. Inc. 7s, end., coup., '94 Ashtab. & Pittsb.—1st,6s	*****	116	Zds.  No.Central—6s, '85, J&J.  6s, 1900, A. & O.  6s, gold. 1900, J. & J.  5s, Series A.  5s, Series B.  10th RR.—1st, gua.J&J.  Central endersal.	116 115 1014	116
Houst W.St.&P.F'y-Stk 100 22 lat mort 500 50 Second Av.—Stock 100 1,80	00,000 Q.—F. 2 Ang., 00,000 J. & J. 7 July,	93 112 '84 130 '94 111	117 140 1131 <sub>2</sub>	78, E. ext., 1910 Inc. 78, end., coup., '94 Ashtab. & l'ittsh.—1st.fis		19	5s, Series B Pittsb. & Cou'ella.—7sJ&J Union RR.—1st. gua.J&J	99 112	122 116
3d mort	50,000 A.&O. 7 April, 60,000 M.&N. 7 May.	'84 195 '85 1001 <sub>2</sub> '88 105	200 1011 <sub>2</sub> 106	lst, 6s, reg., 1008 Belvid'e Del.—1st,6s,1902 2d, 6s, 1885		3.00	Trimulate & Clare	93	
Consol.   1,000   1,	00,000 M.& S. 10 Mch., 20,000 J. & J. 7 July, 20,000 Q.—F. 4 Ang	'84 156 '90 110 '84 285	115	3d, 6s, 1887. Bell's Gap—1st, 7s, 1893.		116	W.Md6s, 1st, g., J. & J. 2d, guar., J. & J.	107	109 109 J
Twenty-third St.—Stock. 1,000   2,00   100   1,000   2,000   1,000   1	0.000 J. & J.   6   1900   19,000   19,	'90 111 '84 170 '93 110	113 175 113	Ashtab. & Prittsh.—181,08 lst, 68, reg., 1902. Belvid's Del.—181,68,1902 24, 68, 1885 3d, 68, 1887 Belt's Gap—181, 78, 1893. 1st, 62, 1905. Cousol., 62, 1913. Buff, N. Y. & Phil.—181,68 24, 78, 1908.	*****		86. W.Md.—68, 1st. g., J. & J. 2d. guar. J. & J. 2d. guar. by W.Co., J. & J. 68, 3d. guar., J. & J. Wilm. C. & Aug.—68. Wil. & Weldon—Gold, 78.	1074	109
• This column shows last dividend of	n stocks, but date of matu	urity of bo	nds.	* Ex-dividend. † Pe		. ‡	In default. § Last price	this w	

#### 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 I to, and including, the period mentioned in the second column.

the period mer	the period mentioned in the second column.												
Roads.	Laiest E	arnings R	eported.	Jan. 1 to 1	ialest Dale.								
2000000	Week or Me	1884.	1883.	1884.	1883.								
Ala.Gt.Southern	August	\$ 86,667	\$ 92,043	\$ 679,814	\$ 645,047								
a Atch. T.& 8.Fe Bost. H. T. & W. Bur.Ced.R.& No.	July	1,301,639 21,592	1,325,710 13,797	8,918,451 303,051	8,694,704 229,840								
Bur.Ced.R.& No. Canadian Pueific	2d wk Sept	01,413 151,000	62,601 129,000	1,511,670	1,531,361								
Central Iowa	3d wk Sept	39,052 2,138,000	23,439	3,795,832 991,173	3,711,226 881,780								
Central Pacific Chesap. & Ohio.	2 wks Sept	149,384	23,438 2,267,543 167,296 33,951	14,410,164 2,529,013	15,848,884 2,681,109								
Ellz.Lex.&B.8. Ches. O. & S.W	2 wks Sept	36,015 54,786	58,508	997,629	489,844 812,749								
Chicago & Alton Chic. Burl. & Q.	July	54,786 226,726 1,735,199 37,308 519,000 516,200	237,649 1,821,705	13.331,220	5,490,116 13,229,958								
Chie. & East. III. Chie. Mil. & St.P.	3d wk Sept	37,308 519,000	36,416 531,229 600,300	1,000,010	15,916,363								
Chie, & Northw. Ch.St.P.Min.&O.	3d wk Sept 3d wk Sept	516.200 121,800	600,300 122,400	3 922 041	17,192,703 3,649,957								
Chie, & W. Mich. Cin.Ind.St.L.&C.	3d wk Sept	121,800 26,770 169,336 231,668	32,901 175,752	1,092,956 1,704,743	1,122,766 1,770,524								
Cin. N. O. & T. P. Cin. Wash, & Bnit.	August	231,668 40,485	241,133 50,86<	1,662,311 1,186,831	1,626,963 1,305,486								
Clev. Akron& Col	2d wk Sept	9,197 292,212	13,196 361,604	338.195 2,069,138	373,814								
Clev.Col.C.& Ind Connotton Val	August	27,500 583,797	40,198 678.781		2,345,826								
Douver & Rlo Gr. Des Mo. & Ft. D. Det Lans'g& No.	d wk Sept	9,363	10,050	3,034.512 234.917	3,371,207 219,796 1,122,963								
Dub.&SlouxCity	listwk Sept	20,419	23,223	965,041 574,553	698,172 2,400,736								
E.Tonn. Va. & Ga.	August 2 wks Sept	415,187 159,360 19,797	428,342 170,940	2,359.865 2,594,269	$\begin{vmatrix} 2,400,736 \\ 2,680,578 \end{vmatrix}$								
Evansv. & T. 11. Flint & P. Marq.	2d wk Sept 2d wk Sept	19,797	16.568 48.175	528,630 1,640,673	513,416 1,747,290								
Flor.R'way & N. Ft. Worth & Den.	2d wk Sept August	13,661 35,800	48,175 18,233 31,268	1 - 671.022	611.075 226,191								
Grand Trunk Gr.Bay W.&St.P.	WkSert.13 2d wk Sept	346,125 5,686	31,268 406,577 7,013	315,800 11,657,813 224,961	13.034.048								
Gulf Col.&SauFe	2d wk Sept	49,391	59,667 30,330	1,151,533 173,554 6,750,614	262,369 1,305,455 199,941								
hons. E.& W.Tex	2d wk Sept	23.897 223,845	1 289,466	6,750,614	7,166,373								
Do (Iown) Ind. Bloom & W.	2d wk Sept	40,114 54,859	43,087 66,463 39,506	1,119,091 1,419,307	1,339,993 1,605,133								
K.C. Ft.8.& Gulf Kan. C. Sp. & M.	2d wk Sept	45,953 21,942		779,910	1,273,475								
Kentucky Cont'l L.Rk.& Ft.Smith	2 wks Sept July	44,289 32,920	43,683 31,516	1 - 611.027	572,108 274 455								
L.Rk.M.Riv.&T.	July	1 24.190	1 23.875	269,765 176,354 2,132,887	209,350 2,094,338								
La. & Mo. River Louisv. & Nashv.	June	68,727 49,800 271,290 25,236	51,000 314,700	314,000	301,442 9,653,3±6								
Mar. Hough. & O. Momph. & Charl.	2d wk Sept		25,167	9,510,274 655,778 933,084	621,406 806,876								
Mexican Cent.c. Mex.Nat., No Dd	Angust	240.138 13,329	50,932 137,701	1,812.557 358,543	1,251,780								
Southern Div.	1stwk Sept	13 302	*******	530,634	*******								
Other lines c Milwaukee & No Mil. L.Sh. & West.	latwk Sept	2,768 10,275 24,368	9,645	206,088 363,429	335,420								
Minn. & St. Louis	July	155,183	23,055 110,071	363,429 733,491 993,701	732,459 907,279								
Minn. & St. Louis Missouri Pac. f Wab. St. L. & P.	2d wk Sept	2,653,271 406,000	2,577,070 411,000 156,584		*******								
Wab. St. L. & P. Mobile & Ohio Nash. Ch. & St. L. N.O. & Northeast N.Y. & New Eng N.Y. L. Erick W. g N.Y. Pn. & O. N.Y. Susq. & West Norfolk & West. Shanardeab V.	August	142,354 218,190 26,575 276,217 1,458,186	156,584 218,658	1,243,932 1,550,816	1,254,194 1,514,116								
N.O. & Northeast N.Y. & New Eng.	Angust	26,575 276,217	218,658 10,360 320,151 1,694,687 612,895		58,026 1,935,470 11,071,827								
N.Y.L.Eric&W.g	July		1,694,687	1,867,716 9,129,216 3,127,798 654,773 1,792,682	11,071,827								
N.Y.Susq.&West	August	105,828 130,356 39,691	100,001	654,773 1,792,682	3,641,692 638,321 1,811,754 570,370								
Shenandoah V Northern Centr'l		39,691 510,427	121,420 43,006	516,970	570,370								
Northern Pacific	3d wk Sent	270,463 30,338	587,272 297,256	3,608,198 8,852,655	4,006,410								
Ohio Central Ohio & Miss Oregon Inp. Co. Oregon R.&N.Co	3d wk Aug.	91,045	38,158 124,314	727,485 2,530,110	685,979 2,742,165								
Oregon R.&N.Co	May	283.611 435,144	439,001	1,944,696 1,780,724	2,227,800 1,907,970								
Pooria Dec. & Ev.	2d wk Sept	4,617,894 18,998	4,775,380 18,401	31,940,228 537,010	33,255,909 492,399								
Phila. & Eric Phila. & Read'gh Do C. & Iron	July	18,998 324,721 2,767,792	329,032 2,979,091	1,941,533 12,877,968	2,272,271 13,944,054								
Do C. & Iron Richm'd & Dany.	July	1,433,684 293,147	1,439,747 317,594	8,487,603 2,369,172	8,611,554 2,354,682								
Ch. Col.& Aug. Columbia&Gr.	Angust	48,070 37,870	58,786 49,205	446,848 367,614	499,350 451,073								
va. midiand.	August	149,896 48,794	175,860	1,013,906	1,059,331								
Roch. & Pittsb'g	3d wk Sept	20,407	44,957 19,437	275,447 811,002	221,874 398,614								
Rome Wat.& Og. 8t.L.Alton&T.11.	2d wk Sept	152,882 27,172	142,170 34,945	896,853 907,202	878,247 999,591								
8t.L.Alton&T.H. Do (brehs.) 8t.L. Ft. 8. & W. 8t.L. A. San Fran	3d wk Sept	15,550 10,249	19,247 7,026	510,090 338,595	556,660 160,970								
Bt. Paul & Dul'th	3d wk Sept	42,537	81,067 32,972	3,232,232 843.922	2,596,432 891,504								
Bt.P.Min.& Man. Bouth Carolina .	July	564.421	629,613 75,044	4,823,950 636,594	5,154,921 708,309								
So.Pac.Cal., N.D.	June	59,255 127,230 307,260	124,194 387,349	814,279 1,790,247	561,656 2,129,003								
Do Arlzona.i.	June	48 000	236,335 72,037	945,037 312,640	1,283,585 400,234								
Texas & N. Orl's. Louislana W'n. Tex. & St. Louis.	Inly	64,628 20,323	113,251	466,007	604,081								
Tex.& St. Louis.j	lstwkSept	30,559	52,488	248,124 563,305	291,707								
Union Pacific Utah Central. Vieksbirg & Mer.	DILLY	93,930	2,491,035 93,586 32,302	13,441.137 657,620	15,460,757 753,104								
Vieksb.Sh.&Pac.	August	35,131 26,235	10.087	291,055 99,410	291,383								
West Jersey Wisconsin Cont'i	August	178,532 103 5 16	178,147 122,905	796,039 923,118	656,000 910,338								
a Includes Son		e lince In I	noth venre		as Southern								

a Includes Southern Kansas lines in both years. b Includes Southern Division. c Including both divisions. d Corpus Christi to Saitlilo. 397 miles; up to May embraced only 236 miles, Laredo to Saitlilo. 6 Only 164 miles now, but prior to May ropresented 297 miles. f Whole Southwestorn system. g Not including carnings of New York Penn. d Ohio road. h Not including Central New Jersey in either year prior to June 1. 4 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 Sept. 20:

week ending at the commencement of business Sept. 20;								
	Average Amount of-							
Banks.			1	Net Deposits	1			
	Loans and	Specie.	Legal	other	CIFCHAR-			
10000	Discounts.		Tenders.	than U.S.	tion.			
	8		4					
New York	9,172,000	2,392,000	1,943,000	10,742,000	450,000			
Manhattan Co	7,813,000	1,407,000	480,000	7,675,000				
Merchauta' Mechaules'	7,580,800 7,831,000	1,173,100 2,383,000	1,272,500	7,675,000 7,772,000 7,914,000	841,200			
Union	4,350,100	870,000	145,900	8.576.500	*******			
America	10.420.200	8,234,500	570 000	8,576,500 10,225,700 2,210,000	1,100			
Phenix	2,647,000 7,102,200	801,000	286,900	2,210,000	269,600			
City	3 030 600	9,347,000	286,900 655,000 177,000 112,800 800,300 317,800	14,871,600 1,925,000	798,500			
Fulton	1,299,200	854,200	112,800	1,489,200	100,000			
Fulton Chemical Merchanta' Exch.	1,299,200 15,477,300 3,075,600	854,200 6,656,200 277,300	800,300	1,489,200 18,488,100 2,506,500	0000			
Gallatin National.	4.805.600	369 400	817,890	2,500,500	292,500 621,000			
Butchers'& Drov.	4,805,600 1,657,300 905,000	369,400 409,500	810,200 01,400 105,000	1,601,300	223,400			
Mechanics' & Tr	905,000	108.600	105,000	000,100	45,000			
Greenwich Leather Mannf're.	893,200 2,915,100	86,000	189,900 534,600	939,200 2,405,700	2,600- 517,700-			
Seventh Ward	1,200,600	86,000 301,600 169,000	116.800	1,150,600	10,700			
State of N. Y	3,220,100.	823,500	1 408.300	3,148,200	*******			
Americ'n Exch'go.	13,635,000	1,391,000	1,598,000 1,387,300	10.515.000				
Conmerce	16,929,100	4,611,600	219 300	13,743,100 4,325,000	900,300 892,300			
Mercantile	5,701,100 5,694,700	1,63%,600	213,500 417,100	8,350,600	401,000			
Pacific	2,210,000	404,700	147,500	2,824,300 4,638,200	0000000			
Republio	4,739,300 3,286,900	529,400	1,006,600	4,638,200	345,900			
Chatham	1,510,600	380,500 203,700	174.700	8,450,500 1.859,400	5,400			
North America	2 983 Ioo	205.500	539,800 174,700 856,000 626,800 431,100 200,000	1,859,400 3,057,000 8,569,900 2,683,000				
Hanover	7,232,200 2,554,500	2,834,100	620,800	8,569,900	528,500			
Metropolitan	3,969,000	95,000	200,000	1 180 000	360,500 1,305,000 267,700			
Citizons'	2,368,900	95,000 458,600	315,100	1,160,000 2,737,300	267.700			
Nassau	2,363,900 2,230,100 2,712,400	214,400 443,700 160,300	258,000	2,503,400				
Market	2,712,400 1,649,000	180 700	1 270.800	2,256,900	448,000			
St. Nicholas Shoe & Leather	2,489,000	572,000	390,200 361,000	1,590,300 2,720,000	450,000			
Corn Exchange	4.870,900	789,200	217,000 387,600	2,720,000 4,130,700				
Continental	4,035,000	769,200 1,053,100	387,600	4,828,500 1,713,100	62,100			
Oriental	1,833,400 16,486,200	105,000 5,775,900	285,700 1,510,390 1,577,700	1,713,100	1,339,900			
Park	14,916,200	4.054,900	1,677,700	20,756,500 18,886,100	45,000			
North River	1.517,000	35,000	3.9.000	1.856,000				
East River	1,114,500 13,015,100	73,700	122,200	810,700	220,900			
Fourth National Central National	7.213.000	1.042.000	1 137.000	14,440,400	360,000 297,000			
Second National.	7,213,000 1,777,000 4,111,000 15,492,000	1,042,000 328,000	1,137,000 245,000 607,100 815,900	7,790,000 2,171,000 3,719,800	45,000			
Second National Niuth National First National Tuird National	4,111,000	265,400	607, 00	3,719,800	45,000 270,100			
First National	4,400,000	3,726,400 1,304,000	810,900	16,495,800 5,211,800 1,203,200 1,750,500	449,800-			
N. Y. Nat. Exch	1 3.3338.51(01)	264,530	035,300 185,300 216,300	1.203.200	267,800			
Bowery N. Y. County	1,894,200	264,530 221,800	216,300	1,750,500	225,000			
N. Y. County	1,911,000		242.000		180,000			
German-Americ'a. Chase National	2,701,000	697,200 783,500	105,500 828,100	2,842,000 4,027,200	45,000			
Fifth Avenue	3,164,700 2,355,100	536,100	127.500	2,423,600	40,000			
German Exchinge.	1,031,3001	110,000	472,000	2.158.600				
Germania	1,780,700	261,200 1,006,300	158,300	2,224,700	441,300			
United States	3,103,400 1,544,900	420,700	181,000 155,500	3,848,400 1,883,400	44,000			
Garfield	912,000	45,500	175,000	803,600	173,700			
Fifth National	1,080,400	179,850	216,000	1,187,600	133,800			
Total	291 257 400	74.531.800	30.043.500	305 734 400	14.135.500			
The following					12,100,000			

The following are totals for several weeks past:

1894.	Loans.	Specie.	L.	Tenders.	Deposits.	Circulation	Agg. Clear'gs
Comt C	\$ 217.230	\$ 20% 000	120	\$ 900	\$ 200	\$ 100	463,912,628
13	290,874,100	74,100,100	30	,094,100	303,599,300	14,185,300	422,613,919 492,069,873

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

1884.	Loans.	Specie.	L. Tenders.	Deposits."	Circulation	Agg. Clear'gs
	\$	\$	\$	\$	*	\$
	138,715,400				23,217,700	
	139,473,900 139,795,400			87,544,000	23,481,400 23,505,900	54,383,33 <b>7</b> 57,476,03 <b>7</b>

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

Clear's	A 99.	Circulation.	Deposits.*	Lawful Money.	Loans.	1884.
\$ 322,112 208,708		8,111,615 8,053,439	\$7,651,176 67,915,898	\$ 21,363,812 21,848,821	\$ 72,904,320 72,923,373	Sept. 8
20				21,818,821 21,138,280	72,904,520 72,923,373 73,354,035	

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

Unlisted Securities.—Following are latest quotations for a week past:

week past.	. D		1 Consultário	D/4	
Securities.	Bid.	Ask.	Securities.	Bia.	Ask.
Am.R'way Imp.ex-bdsstk		5	Mich. & O., sub full paid.		
Atlantic & PacStock	6	7	let mort		
Cent. Div., old	74	80	Mnt. Un St'ck trust offs	10	
Cent. Div., new	62	68	M.K.&T lucome scrip		
Incomes	B	9	N. Y. M. Un. TelStock.		56
Accumul, land grant	20	25	N. Y. W. Sh. & B Stock.	312	5
Am, Hank Noto Co			North. PacDiv. bonde		
Am. Safe Dep. per. deb.bds			North Riv. Cone100 p.c	20.34	9
Bank. & Merch1st M		90	Ohio CentRiv. Div., lat	18	20
Bost. H. & E.—New stock	9 lg	914	Pensacola & Atl	312	
Old stock	^4	3,	let qort	83	
llost. H. T.& WestSt'ck	******	8	Pitteburg & Western		21
Debentares		55	let mort	78	84
Buff. N. Y. & Phila	8	9	Postal Telegraph-Stock.	219	4 192
l'ref		16	1st mort., 68	200	30
l'ref. ll'klyn Elev.—Aes'2 pd			Postal Tel. & Cable-Stock	3	
Denv. & Rio Grande-Cons			People's Telephone		
58			Southern TetStock		10
Denv. & Hlo Gr. W		8	let mort., 69	15	18
Ben. R. O. & W., 1st M.,			State of Tenn.—Set'm't.3e	4912	51
Guar, by D. & R. G	30	000	Settlement, 5s	874	
Edison Electric Light		90	Sel. R. & D.—2d, stpd '80	14	
Georgia Pas.—Stock		13	Texas & PacScrip 1884.	30	
1st mort., 6e	864	A.O	Texas Pacific-Old scrip.	334	
2d mort	30	40	New scrip	504	33
I. B. & W. Income bonds.			Tox. St. L., M. & A.div., as.p		
Keely Motor	7	834	M. & A. Div., let mort	18	30
Little Rock & Ft. Smith			Gen. let,ld.gr.& lnc.as p.		
Muxican National			Vicksburg & Meridian	3	5
l'ret			l'rof	CO	*****
let mort	10%		let mort	50	60
Mahoning Coal & Rit			2d mort	50	00
Mexican Bonds-3 p. c		****	Incomes	4.1	*****

## Investments

#### RAILROAD INTELLIGENCE

The Investors' Supplement contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds 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 Chonnicle at 50 cents each, and to others than subscribers at \$1 per copy.

#### ANNUAL REPORTS.

Ogdensburg & Lake Champlain. (For the year ending March 31, 1884.)

This company owns a line from Ogdensburg, N. Y., to Rouse's Point, 122 miles; also leases the Lamoille Valley Extension Road, from Rouse's Point to Maquam Bay, Vt., 12½ miles. The control of the road and leases is with the same parties controlling the Central Vermont Co. The earnings for the year were as follows:

Freight.	1883-4.	1882-3, \$397,818
Passengers	00,000	126,443
Mails, etc		75,727
Total	\$623,377	\$642,196 450,758
Expenses		\$191,438

There was a falling off in gross earnings, but a gain in net earnings was secured by a considerable reduction in expenses.

The results of the year were as follows: Net earnings, as above	\$201,551
Interest on bonds	
Floating deht 41.210	100 701

\$6,267 Balance..... Receipts of grain were 2.559.512 bushels, against 3,796,907 for 1832-83; a decrease of 1,237,395 bushels, or 32.6 per cent. The general account, condensed, is as follows:

Assets.	-	
Road and equipment \$6,86	30,556	Stock
Improvement account 3	9,654	Preferred 8
Lamoille Valley Exten-		changed
sion advances 2	20,263	Fundod del
Materials	3,490	Bills payabl
		Accounts an
	8.833	
	31,147	Total

Liabilities. \$3,077,000 tock not ex-500 5t. 3,493,900 1e. 746,262 ad baiances. 89,772 .....\$7,407,434 Total.....\$7,407,434

There was no change in stock; bonds increased \$9,000 and bill payable were increased \$175,262. The funded debt includes \$600,000 first mortgage, \$999,750 income, \$380,000 sinking fund and \$1,514,150 consolidated mortgage bonds.

In order to increase the lake business to Ogdensburg, arrange-

ments were made with the Detroit Dry Dock Co. to build and equip two more large steamers for the Ogdensburg & Detroit line, to be ready for use in 1884. These steamers are now in use, having a capacity of 60,000 bushels of corn each. In order to increase the outside shipping movement arrangements have been made for a large contract to carry coal from Charlette to Chicago and Milesupkes thus giving the vessels eming. lotte to Chicago and Milwaukee, thus giving the vessels coming to Lake Ontario return cargoes.

The Lamoille Valley Extension road, connecting this road at

The Lamoille Valley Extension road, connecting this road at Rouse's Point with the St. Johnsbury & Lake Champlain, was completed in December, 1883. It is 12½ miles long, and opens to this road a new route to Northern New England. It is operated by this company under a perpetual lease, at a rental of 6 per cent upon its cost, with an annual sinking fund. During the past five years the road has been largely re-built, 105 miles of main line having been laid with steel rails, leaving only 17 miles of road with iron rails. There were 1,200 tons of steel rails laid last year, and 59 new cars were built.

The preferred stock has now all been exchanged for consolidated bonds and canceled. A sufficient amount of the consolidated bonds has been set aside for the payment of the first mortgage bonds due in 1997 and the sinking fund bonds due in 1890. The remainder of the issue of consolidated bonds was appropriated for improvements on the road. The road has been put in good condition without the use of the full amount, and a considerable balance still remains on hand to be amount, and a considerable balance still remains on hand to be used as the directors may decide.

#### GENERAL INVESTMENT NEWS.

Bankers' & Merchants' Telegraph Company.—The parties in litigation recommended the appointment of Richard S. Newcombe and James G. Smith as receivers of this company, and the property of Marchents' Telegraph Company of the Poplers' & Marchents' Telegraph Company of the Poplers' & Marchents' Telegraph Company of the Poplers' & Marchents' Telegraph Newcombe and James G. Smith as receivers of this company, and they were appointed. The Bankers' & Merchants' Telegraph Company claimed that the affidavit filed by John B. Yale, in answer to the petition of the construction company, was a complete answer to all the charges contained therein, showing conclusively that events had been transposed out of their proper sequence with a view to deceive. As regards the assertion that the indehtedness of the company had been increased by \$7,000,000 since Mr. Mott had been its President, it was said that the debt of the company was only \$5,000,000 in all, and that Mr. Mott was put in to save it from bankruptcy. Another affiliavit was presented in answer to the

petition by Anthony W. Dimock, to the effect that the business of the defendant corporation is a good and profitable one, and that the temporary embarrassment was caused by the construction and extension of its lines, and, owing to a stringent money market, inability to meet the payments therefor when they became due. The extension, nevertheless, was necessary, and in a short time, he thinks, will prove remunerative.

Barlington Cedar Rapids & Northern.—On this company's Dakota extension track-laying is progressing well from Lake Park, Ia., northward towards Pipestone. Mino., and from Pipestone the rails are now down for 21 miles northwest. Work on the grading is progressing rapidly at several points. On the extension of the Milwaukee division the grading has been nearly all completed from the old terminus at Postville, Ia., northwest to Decorah, 23 miles, and the rails are reported down for eight miles, with work advancing steadily. The long-existing gap of 48 miles between Elmira, Ia., and Noel on the Clinton division is now being closed up. Much of the grading has been done, and the tracklayers are at work from Elmira eastward, having already 10 miles completed. This division will give the company a new connection for Chicago business. The Forest City branch is now completed to Madison in Winnebago County, Ia., 8 miles beyond the late terminus at Garner, and 41 miles northward from the main line at Dows.—Railroad Gazette.

Central Iowa.—A dispatch from Chicago says that a new

Central Iowa.—A dispatch from Chicago says that a new mortgage for \$6,748,000 has been recorded by the Central Iowa Railroad Company. The mortgage covers the entire property, bears 6 per cent interest and will be used to take up \$3,700,000 7 per cent bonds, \$1,531,000 6 per cent bonds and \$1,512,000 Illinois Division bonds.

Chicago Rock Island & Pacific.—The facts in regard to the rumored issue of bonds by this company are reported to be as follows: "That the Rock Island Company will soon have completed from 210 to 220 miles of road extending west and northwest from Minneapolis, to a junction with another line being built by the Burlington Cedar Rapids & Northern. From the junction westward the line is to be built jointly by the two roads to a union with the Northern Pacific. The road from Minneapolis to the junction is being built under the charter of the Wisconsin Minnesota & Pacific Company issued by the old Territorial Legislature, which exempts the stockholders from liabilities imposed by the laws of the States through which it passes. The Wisconsin Minnesota & Pacific Company issues its bonds running for fifty years bearing 6 per cent interest, at the rate of \$15,000 per mile for construction, and \$5,000 for equipment. These bonds are deposited by Rock Island with the United States Trust Company, and in lieu of them the Rock Island issues its own bonds for an equal amount, but bearing 5 per cent interest. The difference in interest as it accumulates with the Trust Company is to be invested in Rock Island bonds. The new bonds are called extension and collateral bonds."

Chesapeake & Nashville.—The following press dispatch is from Nachuille. Tang. Sent. 25. "After many months of

Chesapeake & Nashville.—The following press dispatch is from Nashville, Tenn., Sept. 25: "After many months of earnest work on the part of C. P. Huntington, his lieutenants, and the people of Nashville, the Chesapeake & Nashville Railway is at last an assured fact. President Zimmerman and others to-day applied for and were granted a charter to construct and operate a line from Nashville through the countries. struct and operate a line from Nashville through the counties of Davidson and Summer to the State line between Kentucky and Tennessee to a point south of Scottsyille, there to connect with the Chesapeake & Nashville Railway, which was chartered under the laws of Kentucky as the Cincinnati Green River & Nashville Railroad. The bond committee met to-day and agreed that, as the contract had been carried out and complied with in every particular, the first call of 5 per cent on the \$500,000 subscriptions to the first mortgage bonds was due, and in consideration of this fact they issued the call. The engineers will arrive in a few days, and the work of surveying and locating the road will be pushed." and locating the road will be pushed.'

Cinn. New Orleans & Texas Pacific.-This company trols the important roads commonly known as the Erlarger system, which are clearly shown in the map in the INVESTOR' SUPPLEMENT. The general management of the system has been placed in the hands of a committee consisting of Major F. S. Bond, Otto Plock and I. P. Martin. Mr. Bond is chairman of the committee. man of the committee.

Lonisville Evansville & St. Louis.—This company's report to the Illinois State Commissioners for the year ending June 30, 1884, showed: Capital stock issued, \$5,681,457; total liabilities, \$15,453,963; length of track, 253 miles. The total transportation earnings were \$668,878; operating expenses and taxes, \$573,593; additional expenses, \$394,579; income over operating expenses and taxes, \$95,305. Taking interest and rentals into account a deficit is shown of \$474,391.

Louisville & Nashville.—The directors of the Louisville & Nashville Railroad have recently been discussing the question of financial relief. The plan adopted by the directors was not entirely satisfactory to the foreign stockholders. It has been reported that the latter proposed an amendment which abandoned the contemplated issue of preferred stock, and proposed that the company issue \$5,000,000 bonds at 80, with a bonus of \$5,000,000 in common stock. The former idea was to issue \$5,000,000 of bonds at 110, with a bonus of \$5,000,000 preferred stock. By the amended plan the company would realize \$4,000,000 instead of \$5,500,000, as by the original plan.

[It is denied, however, by some of the directors in New York that any change has been made.]

that any change has been made.]

Memphis & Charleston.—The following summary has been issued for the fiscal year ending June 30, 1894:

	1881.	1883.	Changes.
Gross carnings	\$1,391,019	\$1,236,023	Inc.\$157.996
Operating expenses and taxes	939,108	845 408	Inc. 112,610
Net earnings		\$390,523	Ino. \$15,386
Interest on bonded debt	318,680	295,269	Inc. 21.420
Interest on floating debt	38,019	43,374	Dec. 5,535
Watul akanana	0001.000	0.100,001	T
Total charges	\$334,699	\$.138,931	Inc. \$15,863
Surplus	\$81,212	\$51,691	Inc. 29,521
Bonded debt	4,528,000	4,222,000	Inc. 306,000
Floating debt	287,485	,,	

It appears that there have been issued \$306,000 of the second mortgage bonds authorized November 20, 1883.

New York Lake Erie & Western.—The report by Messrs. Powell and Westlake to the London committee, contains the

It appears that there have been issued \$800,000 the second mortgage bonds authorized November 20, 1893.

New York Iake Eric & Western.—The report by Messre, Powell and Westlake to the London committee, contains the following:

"Gentlemen—We beg to present the following report of our mission to New York: Mr. Jewett, having given his sanction to our investigation to New York: Mr. Jewett, having given his sanction to our investigation to New York: Mr. Jewett, having given his sanction to our investigation to New York: Mr. Jewett, having given his sanction to our investigation to New York: Mr. Jewett, having given his sanction to our investigation to New York: Mr. Jewett having the properties of the properties of the Jewett having the properties of the Jewett having the properties of the Jewett having the Jewett ha

But another element in the calculation is the liability of the company for future instalments on ear trusts; to these trusts about 5 % million dollars have to be paid on account of principal, from September, 1831, to May, 1892; and unless and until some means shall be found for meeting three payments otherwise, we cannot regard the net revenue as entirely clear for other purposes.

"We have suggested to the President and directors, and new recommend to the committee, that an effort should be made wit tout delay to raise a permanent loan, on the securities available, for a total of \$5,00,000. When the details of the flampial plan shall arrive from America it will be considered by the committee, and when approved laid before their constituents.

"In connection with this subject we are bound to state explicitly that Mr. King was only induced, in view of the existence of the floating debt, to contemplate acceptance of the presidency in November next, in reliance on our representations and assurances to him that the English holders of shares and second morts; ego bonds might be expected to provide a proportionate part of a new funded loan, and that these interested, whether in America or in England, must understand that this is a distinct condition on Mr. King's part, and that he will not consent to hold the presidency of this extensive preperty unless the anances in capital account be placed in a entisfactory condition."

Northern Central Railway Company.—The comparative statement of gross earnings and expenses for August and for the eight months ended August 31, is as follows:

	August		-8 mos, ended Aug. 31		
	1884.	1893.	1881.	1893.	
Gross earnings	\$510,427	\$587,272	\$3,608,198	\$4.006,110	
Operating expenses Extruordinary expenses	\$213,529	\$288,121 18,940	\$2,023,620 246,051	\$2,215,399 236,617	
Total expenses	\$291,538	\$307,061	\$2,269,710	\$2,472,016	
Net earnings	\$218,889	\$230,211	\$1,333,459	\$1,534,394	

Northern Pacific.—The line of the Northern Pacific exten-Northern Pacific.—The line of the Northern Pacific extension from Superior to Ashland is so far completed that trains can run to Brule River, a distance of 25 miles, and 600 men are working on the grading between that point and Ashland. Contractors will finish the work before the first of next year. The distance from Superior to Ashland by the road will be 65 miles. The contractors have orders to push the work as fast as possible, but the country through which it runs is a very rough one, and the work is necessarily slow. The contract for the bridge across the St. Louis River has been let. tract for the bridge across the St. Louis River has been let.

Oregon Improvement Co.—This company's statement for July and the eight months of its fiscal year from December 1 to July 31:

	J	uly -	-Ei;ht	Months
	1884.	1993.	1884.	1883.
Earnings		\$403,796	\$2,216,175	\$2,537,631
Expenses	220.853	252,140	1,710,971	1,774.355
Net earnings	\$62,753	\$151,656	\$175,204	\$763.276

This shows for the eight months a decrease of \$321,456, or 12.6 per cent in gross earnings and of \$288,072, or 37.7 per cent in net earnings.

Oregon Short Line.—The Boston Herald reports of this auxiliary of the Union Pacific: "Another error is abroad regarding the Oregon Short Line, it having been alleged that the year's deficit was equal to 6 per cent on the \$14,000,000 bonds, or \$840,000. Here are the figures showing operations of the Short Line for the year ended June 30:

Gross carnings	. \$909.157
Operating expenses and taxea	. 767.459
Net earnings	\$141,699
Interest on bonds	. 607.920
	-
Deficit for year	. \$166,222

"There were certain months this season in which the road did not earn operating expenses, but for the year the above returns are considered fair for an unfinished road."

Pacific Coast Pool.—At Chicago, Thursday, Colonel H. C. Nutt, President and General Manager of the Atlantic & Pacific, and J. C. Stubbs, Traffic Manager of the Central & Southern Pacific, net for the purpose of forming a far Western pool. They agreed to form a pool including freight traffic in the territory between the Pacific Coast and El Paso, on the Southern Pacific; Albuquerque, on the Atlantic & Pacific; and Ogden, on the Central Pacific. The pool will begin operations Oct. 1, to continue indefinitely, and requiring thirty days' notice to withdraw. They agreed that the Atlantic & Pacific should have 27 per cent of the business—the remaining 73 per cent to be divided between the Southern and Central Pacific. The commissioner has not yet been decided upon. The new organization has been christened "The Western Pool."

Pennsylvania Railroad.—The gross and net earnings for Pennsylvania Railroad.—The gross and net earnings for August and for eight months are specially compiled for the CHRONICLE in the tables below. The result of the operation of all the lines east of Pittsburg and Eric for the month of August was an increase of \$8,885 in net earnings and for the eight months a decrease of \$499,317 this year, compared with the same period in 1883. On the lines west of Pittsburg there was a decrease in net profits of \$228,536 for August and a decrease of \$1,259,548 for the eight months, as compared with 1883:

LINES EAST	OF PITTSHURG	AND ERIE.	
Gross Ea	ernings.	Net Ear	nings.
1894.	1833,	1884.	1893.
81x months \$23,333,219	\$21,352.579	\$8,112,242	\$8,518.826
July 3,989,085	4,130,930	1,391,116	1,492,734
August 4.617,994	4,775,380	2,151,507	2,142,622
M-1-10	202 05 1 000	Ax 4 00 4 00 F	010 104 100
Total 8 mos., \$31,940,223	\$33.252.909	\$11,654,965	\$12,154,182

As to the lines west of Pittsburg and Erie, the monthly reports issued in 1893 and for the current year show the results

below. The company's returns, however, state a loss since January 1 in the present year, compared with the same period in 1883, of \$1,274,897.

LINES WEST OF PITTSBURG & ERIE.

Six months Def. \$7	884. 188 24,490 \$182 3,168 126, 18,954 247	,931 \$907,42 ,759 123,59	16
Total 8 months. Def. \$70	2,368 \$557,		

Philadelphia & Reading.—The Philadelphia Inquirer says: "A number of the holders of the four per cent certificates issued by the receivers of the Reading Railroad have received copies of a circular sigued by Wm. A. Church, Treasurer, offering to redeem the certificates. The circular is dated September 15. It offers to pay 30 per cent of the amount of the certificates in cash, 30 per cent in a note due in four months, and for the remaining 40 per cent a new receivers certificate will be issued. To none but large holders of certificates were any circulars sent, and care was taken that none came into the hands of any but real holders of certificates, known as such to the company. No definite information could be gained as to the amount of certificates that have been presented to Treasurer Church, but it is thought by some in financial circles that a considerable number will avail themselves of the receivers' offer."

Texas & Pacific.—The Philadelphia Press, repeating its statement that a special committee of the board of directors of this company had made a report to the board which criticised the present management and connections of the company, says: "The facts are just as stated, and the report is signed by Major Frank S. Bond, chairman; James P. Scott, of Philadelphia; W. F. Walters, of Baltimore; W. C. Hall, of Louisville, and C. O. Baird, of Philadelphia. The report will be published in due time, and a receiver for the road will be asked for."

The Huntington System of Railroads.—The Chicago Tribune comments editorially upon these railroads as follows: "There is nowhere else so vast a combination of capital and charters, of money and monopolies, in the control of a single set of men. What is known as the Jay Gould system in the Southwest, including the Wabash, has a greater nominal number of miles and dollars, but these are not real things—only watery semblances of actualities. The Huntington system is not a mere aggregation of existing lines patched together for Stock Exchange purposes. More than half of its main line of 4,070 miles had to be built. To hasten the completion of the last piece—the Louisville New Orleans & Texas, which runs between Memphis and New Orleans—the work of construction was divided between twenty corporations, each of which did a part. The following table will give the public a clearer idea than any amount of comment of the work Huntington and his partners have done, and the power they have ington and his partners have done, and the power they have gathered into their hands. \* \* \*

		Stocks	Bonds
Reads.	Miles.	Outstanding.	Outstanding.
Southern Pacific	957	44.039,100	33,650,000
Southern Pacific of New Mexico	167	6,888,800	4,180,000
Southern Pacific of Arizona	384	19,995,000	10,000,000
Galvest'n Harrish'g & Sau Anton	io 938	27,093,190	22,163,000
Texas & New Orleans	209	5,000,000	4,279,000
Morgan's Louisiana & Texas	266	5,000,000	6,494,000
Louisville New Orleans & Texas	460		20,700,000
Chesapenke Ohio & Southwestern	1. 398	10,014,000	9,536,000
Elizabeth, Lexington & Big Saud	ly 139	3,508,668	3,500,000
Kentucky Central	253	5,584,800	0,000,000
Chesapeake & Ohio	520	32,818,120	32,528,500
Central Pacific	1,215	59,275,500	81,480,680
	E 006	010 047 150	005 111 100

[The foregoing table has been revised for the Chronicle to show stocks and bonds separately, and the amounts issued rather than the amounts authorized.]

"With all its extensions and connections, including that by which the Huntington syndicate reaches Chicago, this system covers not less than 8,000 miles of transportation. It strings together San Francisco, El Paso, San Antonio, Houston, Galveston, New Orleans, Baton Rouge, Memphis, Vicksburg, Louisville, Cincinnati, Richmond, Chicago. The seventeen iron steamers which the syndicate acquired when it bought Morgan's Louisiana & Texas line extend its lines of carriage to New York, Havana and the ports of Mexico. The land grants helonging to the different roads contain uncounted millions of acres, which now pass under the control of three or four persons. This little handful of men dominates the highways of ten States and Territories. Their power of taxation is governmental and their revenues are imperial. All these different corporations will be welded into one. The men, Huntington, Stanford and Crocker will die, but the corporation different corporations will be welded into one. The men, Huntington, Stanford and Crocker will die, but the corporation will live. The country must rule it or it will rule the country."

Union Pacific.—The Boston Advertiser recently had an article giving an account of the present status of this company's suits with the Government, from which the following

pany's suits with the Government, from which the following is quoted:

"July 1, 1878, the Thurman Act became operative. That act imposed additional obligations on the Union Pacific, but made no change in respect of the requirements on the part of the Kansas Pacific. As to the Union Pacific, the act directed that the whole amount of compensation that might from time to time become due to the company for services rendered for the Government should be retained by the United States, one-half thereof to be applied to the liquidation of interest paid and to be paid by the United States upon the subsidy bonds, and the other half to be turned into a sinking fund, which

was created at the time of the passage of the act. In addition to this whole compensation thus to be retained, the company was required to pay in each year, to the credit of the sinking fund, \$850,000, or so much thereof as added to the whole compensation would aggregate 25 per centum of the net earnings of the company for the preceding year.

"This act was approved May 7, 1878. At the October term of the Supreme Court following its validity was established, Chief Justice Waite expressly holding that it was proper for the Government, in its twofold capacity of creditor and sovereign, to require the company to be prepared to meet its indebtedness when it should mature, but that this is rather a payment to the company (to its sinking fund) than to the Government, and that its effect must be to enhance the company's credit and the value of its stock and bonds. This decision is reported in 99 U. S., page 700.

"Under this act, so far as the old Union Pacific Railroad is concerned, and under the original acts of 1862 and 1864, so far as the Kansas Pacific Railway is concerned, the accounting officers of the Government have from time to time stated their

as the Kansas Pacific Railway is concerned, the accounting officers of the Government have from time to time stated their accounts against the company.

"On December 31, 1883, the balance claimed by the Government to be due from the railroad company was \$2,446,557. This amount included the amount of the demand for the year 1883, which, it will be borne in mind, was met and liquidated by the railroad company, payment thereof having been made to the Assistant Treasurer of the United States in Boston, in the month of June last. The amount paid by the company at this time was \$718,814. This payment narrowed the controversy, so far as the claims for the Government were concerned, to the period prior to December 31, 1882, when in its view the balance still due from the company was \$1,727,742.

"On the other hand, the company claims that the payment made by it on July 26, 1881, in settlement of its account to December 31, 1880, had not been taken into consideration by the United States, viz., \$69,358. It also claims that its reasonable expenditures for station buildings, shops, tools, machinery, locomotives, cars, etc., are proper charges against the gross earnings of the company in order to ascertain the net earnings. The amount in controversy as to these expenditures is \$741,542. The company also conteuds that the demand of the Government for the year 1882 is erroneous, in that it exceeded the maximum amount authorized in the Thurman act by the sum of \$249,346. If, therefore, the company is wholly right as to its claim covering the deposit of July, 1881, and in its contention as to the true mode of ascertaining the net earnings, and as to its maximum requirement under the law, it is entitled to credit for \$1,050,237. This would leave the balance due to the Government the company had a claim against the United States for transporting the mails, in

leave the balance due to the Government on December 31, 1883, \$667,504.

"Against this claim of the Government the company had a claim against the United States for transporting the mails, in excess of the amount allowed by the Post Office Department, which, on December 31, 1883, amounted to \$4,360,496.

"These are the claims of the parties which are in dispute. The claims of the respective parties include many other items, concerning which, however, there is not the slightest disagreement, and touching which the only object in introducing them on either side has been, and is, to use them as offsets, so far as may be, and to have them included in a final settlement. These claims, as well as those in controversy, are now embraced within the pending suits.

"In reference to the claim of the company for increased postal compensation, it may be said that the claim for a portion of the period has already been passed upon by the Supreme Court. That court sustained the principle contended for by the company in this respect, although it was not then prepared to say, from the facts before it, that the rate charged by the company was 'fair and reasonable,' which the charter act required that it should be. The Supreme Court remanded the case to the Court of Claims, with instructions to have other matters in connection with the service rendered by the company on its passenger trains taken into consideration, and it is in reference to these matters, very largely, that the testimony is now being taken."

Utah Central.—The Boston Herald is authority for the

Utah Central.—The Boston Herald is authority for the statement that the Utah Central has resumed paying dividends after passing them six months. Union Pacific owns \$700,000 of the stock

Wabash St. Louis & Pacific.—At St. Louis, Sept. 20, the receivers of the Wabash filed a petition in the United States Court for authority to pay interest on the bonds of the Chaupaign Havana & Western Railroad, \$36,300 of which fell due on June 1, and \$11,931 on July 1. The receivers state in their petition that the Champaign Havana & Western is a good feeder, with excellent prospects.

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.	
271 Municipal GL. Co	2114
16 Bank of the State of N.Y.	
(O Nassau Bank	1314
30 Germania Bank	180
22 Tracesmen's Nat. Bk	.102
300 N. Y. & Harlem RR. Co	.188
40 Mechanics' Bk, of Bklyn	.202
20 Bklyn, Acad'y of Music	.10712
500 Gold Cup Min'g & Smelt	
In () \$00	dam lat

30 Fagle Fire lus. Co.....246 50 Tradesucu's Nat. Bk....100

Shares.

375,000 Marian Consel. Mining Co. of Lendville. Sc. share 26 Royal Slate Mfg. Co. \$1 share Bonds.

\$500 Lehigh Valley Portland Coment Co. 64, due 1903. 59
\$2,500 City of N. Y. consol. stock, due 1894.1244 & int. \$2,000 City of N. Y. 7s, accum.debt, due 'S5.1073 & int. \$14,186 Chains against Continental Tel. Co........\$375

#### The Commercial Limes.

#### COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 26, 1884.

The weather for most of the week under review has been eultry and unseasonable, and much complaint is heard in business circles of its unfavorable effect upon current trade, In dry goods this is especially the case. Values of some of the leading staples of agriculture are unsettled by speculative 'corners," shutting out export orders. The political canvass has invaded our mercantile exchanges, and great rivalry is shown in organizing "clubs." This, also, is detrimental to business. The drought begins to be severe on the Atlantic Coast, there having been no equinoctial storm as yet. Financial circles are still disturbed by railway rivalries.

The speculation in lard has been at times quite excited, and in the past 48 hours the fluctuations were unusually wide. Yesterday, through speculative manipulations, prices advanced to 8:10c. for prime Western on the spot, 8:04c, for October, 7.56c. for December and 7.61c. for January, and refined for the Continent 8:40c. This afternoon the close for prime Western was at 7.85c. on the spot, 7.74c. for October, 7.43c. for November, 7.39c. for December and 7.42c. for January. Pork was more active at \$17 for mess. Cut meats were in better demand and closed dearer; pickled bellies, 91/2@93/4e.; hams, 121/4@121/4e., and shoulders, 7%@7%c. The slaughter of swine at the West has decreased materially. Beef and beef hams are quiet. Tallow is easier and more active, selling largely at 61/2c. Butter is firmer at 22@31c. for creamery, and 10@16c. for factory. Cheese is firmer, but dull, at 8@11½c. for factory. The following is a comparative summary of aggregate exports from November 1 to Sept. 20:

Pork, lbs Bacon, lbs Lard, lbs	1883-81. 33,475,800 314,240,054 197,011,345	1882-83. 42,061,400 381,478,169 259,230,896	Deo. Deo. Deo.	8,593,600 67,238,115 62,219,351
Total lbs	544,727,199	682,770,465	Dec.	138,043,266

Rio coffee has been rather quiet on the spot and closed to some extent nominal at 101/2c.; options have been moderately active only for most months, but September advanced to 9c. a few days ago, and October has been more active of late; the close to-day, however, was at some decline from the figures of a few days ago September sold at 880c., October at 8.60e. and November and December at 8.45c.; mild grades have been fairly active and steady. Tea has been firm for most grades on the spot with a fair trade, but Oolong declined at the weekly auction and options are neglected. Rice has been steady with a pretty good demand. Molasses has been quiet but steady; the last sale of Cuba refining stock was at 171/2e. for 50 deg. test. Raw sugar has been quiet at 4%c. for fair refining and 55 c. for 96 deg. test centrifugal; the tone is more or less depressed; options have been dull and weak; refined closed dull and weak at 63%@6 7-16c. for granulated, 65%@ 6%c. for powdered and 5 15-16c. for standard "A."

Kentucky tobacco has been in fair demand and about steady at 71/208/2c. for lugs and 83/40101/4c. for leaf. The speculative transactions have also been light. No. 1 sold at 7%c. for October and 6c. for March and No. 2 at 8c. for October. Seed leaf has been without improvement, but the inquiry is perhaps increasing a little; sales for the week reach 425 cases 1883 crop, New England seed leaf, 6@19c., including Havana seed, 19@34c.; 563 cases 1883 crop, Wisconsin Havana seed, 16 @30c.; 200 eases 1883 crop, Pennsylvania, private terms; 400 cases 1981 crop, do., 6@11c., and 150 cases sundries, 5@28c.; also 450 bales Havana, 80c.@\$1 15 and 150 bales Sumatra,

\$1 20@\$1 65.

Naval stores have been very quiet, and most of prime strained rosin has been entirely nominal in the absence of supplies; at the close the nominal figures were \$1 22½ for strained and \$1 35 for good. Spirits turpentine, in sympathy with a decline abroad and at the South, has fallen to 30@30½c.; December delivery sold to-day at 31½c. Hops have been dull, weak and nominal. Oils have been rather quiet as a rule, tut linseed has been steadier. Crude oil certificates have been dull and declining, closing at 73%c.; refined closed firm at 7½c., with a better trade.

Ocean freights have been fairly active and steady. The

Occan freights have been fairly active and steady. The Supply of tonnage here is light, especially of large vessels. Grain has been taken for Liverpool and Hull by steamer at 3d., for Antwerp at 434d. and for Avonmouth at 4d.; bacon for Liverpool at 20s., cheese at 25s. and butter at 30s.; refined petroleum to the Continent quoted 2s. 10½d.@3s.; refined from Philadelphia to the United Kingdom taken at 3s. 3d., and from Baltimore to Cagliari at 3s. 6d.

COTTON.

FRIDAY, P. M., September 26, 1884.

THE MOVEMENT OF THE CHOP, as indicated by our telegrams THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Sept. 26), the total receipts have reached 118,463 bales, against 80,737 bales last week, 42,624 bales the previous week and 16,337 bales three weeks since; making the total receipts since the 1st of September, 1884, 256,925 bales, against 319,507 bales for the same period of 1883, showing a decrease since September 1, 1884, of 62,582 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	3,813	7,010	2,489	3,178	4,322	3,316	21,428
Indianoia, &o.				****		733	735
New Orleans	1,162	3,889	2,318	1,487	2,991	2,929	14,776
Mobile	561	697	403	901	314	442	3,313
Florida					****	1,210	1,240
Savannah	4,678	5,735	6,197	4,834	6,380	5,099	33,223
Brunsw'k, &c.	***	****		****		1,198	1,198
Charleston	2,439	4,659	3,560	2,727	3,334	4,628	21,346
Pt. Royal, &c.		****				11	11
Wilmington	380	1,094	630	741	615	634	4,153
Moreh'd C.,&o	****			****		8	8
Norfolk	625	1,714	1,720	1,940	2,891	1,860	10,750
West Point, &c		****				2,096	2,096
New York		50	••••				50
Boston	37	157	191	46	77	110	618
Baltimore		****				5	3
Philadelp'a, &c.		5	325			173	508
Totals this week	13,104	25,009	17,833	16,154	20.924	25,439	118.483

For comparison, we give the following table showing the week total receipts, the total since Sept. 1, 1884, and the stock to-night, and the same items for the corresponding periods of last year.

	18	384.	10	883.	Block.		
Receipts to September 26.	This Week.	Since Sep. 1, 1884.	This Week.	Since Sep. 1, 1883.	1884.	1883.	
Galveston	24,428	60,130	21,615	67,892	29,498	47,690	
Indianola, &o.	735	2,990	824	3,359	*****	319	
New Orleans	14,776	26,089	26,523	59,254	28,951	66,634	
Mobile	3,318	7,623	4,747	11,531	3,727	8,243	
Florida	1,240	2,485	343	697			
Savannah	33,223	78,704	29,406	78,876	40,311	49,921	
Brunsw'k, &c	1,198	1.193	280	734	*****		
Oharleston	21,346	44,097	22,559	58,797	30,810	41,630	
Pt. Royal, &c.	11	46	169	626	******	147	
Wilmington	4,153	7,541	3,194	7,317	5,729	5,737	
M'head C., &c	8	154	106	335			
Norfolk	10,730	17,730	9,570	19,258	8,949	9,549	
West Point,&c	2,096	2,478	4,387	6,737	*****		
New York	50	50	88	364	59,315	86,727	
Boston	618	1,990	172	493	6,310	3,855	
Baltimore	5	432	22	. 471	6,410	7,403	
Philadelp'a,&o.	508	3,188	998	2,766	5,525	9,034	
Total	118,463	256.925	125,032	319,507	225 565	336,919	

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

07 700					1879.
25,163	22,439	27,575	19,260	18,240	17,940
14,776	26,528	23,941	33,938	26,497	30.580
3,318	4,747	11,950	8,316	7,931	14.692
33,223	29,406	31,717	27,023	39,309	35,486
21,357	22,758	21,557	17,800	34,227	22,725
4,161	3,294	4.676	4,216	5,083	4,108
12,816	13,957	11,676	20,652	33,323	24,423
3,619	1,903	3,357	3,531	7,021	12,347
118,463	125,032	136,479	134,756	172,221	162,303
256.925	319,507	296.957	429.777	493.664	410,939
	3,318 33,223 21,357 4,161 12,846 3,619 118,463 256,925	3,318 4,747 33,223 29,406 21,357 22,758 4,161 3,294 12,846 13,957 3,619 1,903 118,463 125,032 256,925 319,507	3,318     4,747     11,950       33,223     29,406     31,717       21,357     22,758     21,557       4,161     3,294     4,376       12,846     13,957     11,676       3,619     1,903     3,387       118,463     125,032     136,479       256,925     319,507     296,957	3,318         4,747         11,950         8,316           33,223         29,406         31,717         27,023           21,357         22,758         21,557         17,800           4,161         3,294         4,676         4,216           12,846         13,957         11,676         20,632           3,619         1,903         3,387         3,531           118,463         125,032         136,479         134,756           256,925         319,507         296,957         429,777	3,318     4,747     11,950     8,316     7,831       33,223     29,406     31,717     27,023     39,309       21,357     22,758     21,557     17,800     34,227       4,161     3,294     4,676     4,216     5,083       12,846     13,957     11,676     20,652     33,323       3,619     1,903     3,387     3,531     7,021       118,463     125,032     136,473     134,756     172,221

Wilmingtoninoludes Morehead City, &c.; Norfolk includes City Point, &c. The exports for the week ending this evening reach a total of 31,914 bales, of which 28,740 were to Great Britain, 10 to France and 3,164 to the rest of the Continent, while the stocks as made up this evening are now 225,565 bales. Below are the exports for the week and since September 1, 1884.

Week Ending Sept. 26 From Sept. 1, 1881, to Sept. 20, 1884. Exported to Exported to Conti-Total Great Contifrom-France Week. Brit'n. nent. Julventon.... New Orleans. Mobile..... Florida ..... 501 370 8,783 3,413 870 ... . .... .... ..... .... 7,020 7,020 7,020 7,020 Bavanosh . Wilmington .. .... .... ..... ..... ..... Norfolk+..... Now York ... 459 12,389 14,283 42.945 Boston .... 409 12,775 Saltimore ... .... Phil delp'a, &c 2,633 209 2.812 4.770 72,410 Total ..... 23,740 31,914 60,150 459 5,601 12,778 12,439 Total 1883. 54,245 29,210 30,075

\* includes exports from Port Hoyal, &c. † includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotten 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	Leaving				
SEPT. 26, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Slock.
New Orleans Mobile Charleston Savannah Galveston Norfolk New York Other ports	5,558 None. 10,200 7,100 8,600 4,026 9,500 8,000	2 356 None. None. None. None. None. None.	None. None. 5,700 4,200 2,078 None. 1,450 1,800	Nene. None. 2,600 4,000 4,200 2,779 None. None.	7,914 None. 17,900 15,300 14,854 6,805 11,350 9,800	21,067 3727 12,910 25,011 14,614 -2,144 47,965 14,174
Total 1884	52,984	2,356	15,628	12,985	83,953	141.612
Total 1883	10,704 27.790	16.098 5.587	32,202 7.368	9,336 0,810	68.340 47.555	268,579 167 252

There was a very buoyant market on Saturday and Monday for cotton for future delivery, in the course of which prices advanced 10@15 points from the closing figures of the previous Friday. This was due to the unfavorable view taken of crop prospects as presented in our weather reports, and private advices of the same tenor, causing a sharp demand to cover contracts and some revival of speculative buying for the rise. But on Tuesday there was decided weakness in September contracts, and the distant months lost most of the advance of the previous two days under sales to realize profits and a marked increase in the crop movement, with the partial relief to the drought in the Southwest by rains. On Wednesday September contracts sold at 10·15c., against 10·37c. on Monday, but the rest of the market was steadier. Yesterday a much better report from Liverpool caused continued firmness, but no decided advance. To-day the freer movement of the crop and weak foreign advices caused a general decline, and the close, as compared with last Friday, was irregular,—7 points lower for September, 6 points dearer for October, and the more distant months but little changed. Cotton on the spot was quiet and easy. The demand for home consumption decreased, and new cotton was freely offered from the wharves at prices below current quotations. Yesterday there was a decline of 1·16c. The market to-day was dull; prices were nominally unchanged on the basis of 10 5·16c. for middling uplands, but new cotton ½c. lower.

The total sales for forward delivery for the week are 479,100 bales. For immediate delivery the total sales foot up this week 3,826 bales, including 325 for export, 3,501 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. to the drought in the Southwest by rains. On Wednesday

each day of the past week.

Caron day o		تكنين		,					
Sept. 20 to	נס	PLANI	08	NEW	ORLE	ANS.		EXA8	
Scpt. 26.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin's. % D	818	818	818	838	838	R3 <sub>B</sub>	838	838	838
Strict Ord	83 <sub>16</sub> 93 <sub>8</sub>	8916 938	89 <sub>16</sub> 93 <sub>8</sub>	813 <sub>16</sub> 95 <sub>8</sub>	813 <sub>16</sub> 95 <sub>8</sub>	95 <sub>8</sub>	813 <sub>16</sub>	958	813 <sub>16</sub> 95 <sub>8</sub>
Str. G'd Ord	934	934	98	10	10	10	10	10	10
Low Midd'g		10	10	1014	104	1014	1014	1014	1014
Str.L'w Mid Middling	103 <sub>16</sub>	103 <sub>16</sub>	103 <sub>16</sub>	107 <sub>16</sub>	10716 1058	10716	107 <sub>16</sub>	10716	107 <sub>16</sub> 1158
Good Mid	10916	109;8	10916	101316	101316	101316	101316	101318	101316
Str. G'd Mid	1034	1034	1034	11	11	11	11	11	11
Midd'g Fair Fair	1134	1148	1128	$\frac{113}{12}$	$\frac{113}{12}$	113 <sub>8</sub>	113 <sub>8</sub>	113 <sub>8</sub>	113 <sub>8</sub>
	Wed	Th.	Frt.	Wed	Th.	Fri.	Wed	Th.	Pri.
Ordin'y. 形面	818	8116	8116	838	8516	8516	838	8516	8516
Strict Ord	8916	8 5	812	81316	834	834	81316	834	831
Good Ord Str. G'd Ord	938	9516	9516	9 <sup>5</sup> 8	99 <sub>16</sub> 915 <sub>16</sub>	99 <sub>16</sub> 915 <sub>16</sub>	958	91516	91516
Low Midd's	10	91516	91516	1014	10318	10316	104	10316	10318
Str.L'w Mid	10316	1048	1104a	111716	1038	1038	10716	1038	1038
Middling Good Mid	1038	10016	10516	10 % 101816	10916	10916	101816	10916	10916
Str. O'd Mid	1034	101116	101116	11	101516	1611016	11	101510	101516
Midd'g Fair	1149	11116	11116	1138	11516	11516	1138	11516	11516
-			1111110			111516			111516
8	TAINI	ED.		Sat.	Mon	Tues	Wed	Th.	Pri.
Good Ordin	ary		18 2	734	734	734	734	71116	71116
Strict Good	Ordina	ry		8716	87 <sub>16</sub> 91 <sub>4</sub>	87 <sub>16</sub> 91 <sub>4</sub>	87 <sub>16</sub> 91 <sub>4</sub>	838	838
Low Middling	118			978	976	978	976	9316	91316

#### MARKET AND SALES.

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

		BALES	OF BI	POT A	FUTU	UTURES.		
	Q liet and steady Dull Dull and casier	Ex- port.		Spec- ul't'n	Tran- sit.	Total.	Sales.	Delir eries
Mon . Tues . Wed Thurs	Firm. Q liet and steady Dull. Dull and casier. Qt. & 6t'dy, 116dec Lasy.	1.0	607	••••		962 380 757 830 610 257	72.800 97,700 87,000	200
Total.		325	3,501			3,826	479,100	1,400

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	clos	ing bids,	, in addi	tion to	the daily	and tot	tal sales.		
Section is described in the last of the la	Sales since Sept.1,'84	fotalsales this week.	Sales, total	t. 25- (range)	Vedn'sd'y, Sept.24 – Variable.         Variable.         Aver10-17 Aver10-10 Aver10-03 Aver10-16 Aver10-25 Aver10-39 Aver10-39 Aver10-39 Aver10-39 Aver10-35 Aver10-39 Aver10-35 Aver10-3	Cuesday, Sept. 23 – Bepressed.       Aver. 10-32 Aver. 10-13 Aver. 10-13 Aver. 10-19 Aver. 10-30 A	M nday, Sept. 22- ales, total. Prices paid (range) Clesing	hat irday, Sept. 20- ales, tota: t rices paid (range) ( losing	FUTURES.	Market, Prices and
-	1,457,900	479,100	Lower. 75,900 10.05 #10.88 Dull.	Variable. 79,800 10.05 a 10.80 Steady.	Variable. 87,0:0 10:05 \$210.86 10:11.	Depressed. #7,700 10 07 #11.00 Easy.	Firmer, 72.800 10.10.910.97 Steady.	Firmer. Aver . 10-29 Aver . 10-11 Aver . 10-08 Aver . 10-13 Aver . 10-26 Aver . 10-30 Aver . 10-	Total Sales.	Market,
	149,100	44,000 10 25	$\begin{array}{c} \text{Aver} \cdot .10^{-15} \text{ Aver} \cdot .10^{-10} \text{ Aver} \cdot .10^{-07} \text{ Aver} \cdot .10^{-12} \text{ Aver} \cdot .10^{-23} \text{ Aver} \cdot .10^{-23} \text{ Aver} \cdot .10^{-33} \text{ Aver} \cdot .10^{-33} \\ 10^{-23} \cdot .30^{-0} \cdot .30^{-0} \cdot .30^{-0} \cdot .30^{-0} \\ 10^{-13} \cdot .30^{-10} \cdot 10^{-03} \cdot .00^{-34} \cdot 10^{-10} \cdot .00^{-34} \cdot 10^{-10} \cdot .00^{-10} \cdot .00^{-1$	$ \begin{array}{c} \text{Aver} \dots 10 \dots 19 & \text{Aver} \dots 10 \dots 12 & \text{Aver} \dots 10 \dots 09 \\ \text{Aver} \dots 10 \dots 10 & \text{Aver} \dots 10 \dots 27 & \text{Aver} \dots 10 \dots 40 \\ \text{Aver} \dots 10 \dots 1$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} \text{Aver} : .10 \cdot 32 \text{ Aver} : .10 \cdot 13 \text{ Aver} : .10 \cdot 13 \text{ Aver} : .10 \cdot 10 \text{ Aver} : .10 \cdot 30 $	$ \begin{array}{c} \text{A vor} : .10 \; 35 \; \text{A vor} : .10 \; 16 \; \text{A vor} : .10 \; 13 \; \text{A vor} : .10 \; 21 \; \text{A vor} : .10 \; 32 \; \text{A vor} : .10 \; 45 \; \text{A vor} : .10 \; 57 \\ 2.300 \\ 10 \; .32 \; \underline{0} \; 10 \; .37 \; 10 \; .12 \; \underline{0} \; 10 \; .16 \; 10 \; 10 \; 10 \; 10 \; 10 \; 10 \; 10 \; $	AVET 10-29 AVET 10-1 8,300 10-21@10-31 10-04@10-1 10-29—10-30 10-12———	September.	
	301,700	73,600 10-12	Aver10·10 8,100 10·00 \$10·13 10·11-10·12	Aver10·12 17,260 10·08 #10·15 10·11—10·12	Aver10·10 10·6 0 10·08·#10·12 10·11-10·12	Aver10:15 18,200 10:10:#10:20 10:12	Aver10-16 7.000 10-12 #10-18 10-18-10-19	Aver. 10-11 12,500 10-04@10-14 10-12-	October.	
	233,900	82,800 10·10	Aver 10.07 12,300 10.05 # 10.10 10.08 10.09	Aver10.09 11.700 10.05@10.13 10.09-10.10	Aver 10.08 13.300 10.05a10.11 10.08-10.09	Aver 10·13 16.800 10·07æ10 19 10·07—10·08	Aver10·13 10.6:00 10·10æ10·16 10·1510·16	Aver10.08 18.100 10.05.010.11	November.	
	228,900	73,600	Aver 10.12 15,900 10.11 #10.14 10.13-10.11	Aver. 10·18 8.500 10·13æ10·20 10·16-10·17	Aver 10·16 13.100 10·14 ø10·18 10·15-10·16	Aver 10·19 23.700 10·15 @ 10·26 10·15 - 10·16	Aver 10.21 12,530 10.17 & 10.21 10.23-10.24	Aver10·15 4,500 10·11 7 10·17 10·16 7 10·17	December.	DAILY PR
	280,000	100,800	Aver10-23 16,800 10-21@10-25 10-23—10-24	Aver10-27 22,800 10-23 ø10 30	Aver10.25 14.100 10.24 \$\infty\$10.28	Aver 10.30 17,800 10.26 @ 10.37 10.26 — 10.27	Aver 10-32 20,900 10-29 # 10-35 10-34—10-35	Aver 10.26 9,400 10.21 \$10.27 10.26 - 10.27	January.	PRIOES AND
	106,000	10.200	Aver10·10 Aver10·07 Aver10·12 Aver10·23 Aver10·33 Aver10·37 8.100 10·38 10·30	Aver 10.40 4,10. 10.37 & 10.43 10.39—10.40	Aver10-39 6,200 10-37 & 10-42 10 39—10-40	$\begin{array}{llllllllllllllllllllllllllllllllllll$	$\begin{array}{c} \cdot \cdot \cdot 10.35 \text{ Aver } \cdot \cdot 10.16 \text{ Aver } \cdot \cdot 10.13 \text{ Aver } \cdot \cdot 10.21 \text{ Aver } \cdot \cdot 10.32 \text{ Aver } \cdot \cdot 10.45 \text{ Aver } \cdot \cdot 10.22 \\ 2.300 \\ 2$	Aver 10-11 Aver 10-03 Aver 10-15 Aver 10-26 Aver 110-39 Aver 10-31	February.	SALES OF
	39,800	10.52	Aver10-17 3,209 10-17 #10-19 10-48 -10 49	Aver10.51 3,500 10.49 @10.55 10.52—10.53	Aver . 10·32 6,200 3,50. 10·37æ10·42 10·52 - 10·53	Aver 10.56 3,400 10.52 a 10.62 10.52 — 10.53	Aver 10.57 5,000 10.50 a 10.60 10.59 - 10.61	Aver 10-51 1,800 10-19 a 10-54 10-51-10-53	March.	FUTURES
8	49,600	10.65	Aver 10.60 4,000 10.59 \$10.62 10.60-10.62		1,709 10.62 a 10.64 10.64 - 10.66	P			April.	FOR EAOH
	58,300	18.000	Aver 10-73 3,600 10-72 ø10-75 10-73 – 10-74	10.63 Aver . 10.77 Aver	Aver10-63 Aver10-76 Aver 1,700 0,62 a 10-64 10-74 a 10-77 10-86 a 10-64 - 10-66 10-76 - 10-78 10-88 - 10-9	Aver10-82 2,700 10-77 @10-87 10-76 -10-77	10.70 Aver 10.53 3.200 2.600 0.67 a 10.73 10.80 a 10.85 0.71 - 10.73 10.85	Aver 10-76 1,300 10-75 #10-78 10-76—10-77	Нау.	MONTH.
6	10,500	10.93	$\begin{array}{c} \text{Aver} 10\text{-}15 \\ \text{Aver} 10\text{-}16 \\ \text{Aver} 10\text{-}10 \\ \text{Aver} 10\text{-}07 \\ \text{Aver} 10\text{-}10 \\ \text{Aver} 10\text{-}10 \\ \text{Aver} 10\text{-}21 \\ \text{Aver} 10\text{-}23 \\ \text{Aver} 10\text{-}23 \\ \text{Aver} 10\text{-}33 \\ \text{Aver} 10\text{-}31 \\ \text{Aver} 10\text{-}31 \\ \text{Aver} 10\text{-}32 \\ $	Aver .10-63 Aver .10-77 Aver 0-62 2 10-69 10-74 2 10-80 — 3-10-90 0-61-10-66 10-77-10 78 10-88-10-90	0 1	Aver10.70 Aver10.82 Aver10.99 Aver 0.65 a 20.0 0.65 a 10.73 10.77 a 10.87 10.97 a 11.00 - a 0.61 - 10.66 10.76 - 10.77 10.83 - 10.90 a	Aver10-70 Aver10-53 Aver10-34 Aver 3,200 10-67@10-73 10-90 @10-85 10-93 @10-97 10-71-10-73 10 85 — 10-97-10-93 —	4ver10.63 Aver10.76 Aver10.90 Aver10.60 1.300 600 1.300 600 600 600 600 600 600 600 600 600	June.	
6	100		Aver	- '\$ -	- 2 -	Aver	Aver	Aver	July.	
6 e			Aver	Aver	Aver	Aver	Aver	Aver	August.	
	-									

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 in also given at bottom of table. Transferable Orders—Saturday, 10:30c; Monday, 10:40c; Tuesday, 10:25c.; Wednesday, 10:20c.; Thursday, 10 15c.; Friday, 10:15c.

ı	The following exchanges have been made during the woods
1	17 pd. to exch. 200 Nov. for Jan. 1.06 pd. to exch. 1, '00 Oct. for Dec.
ı	0 5 pd. to exch. 1,000 Jan.for Sept   05 pd. to exch. 400 Oct. for Dec.
4	106 pd. to exch. 1,000 Oct. for Dec 102 pd. to exch. 200 Oct. for Dec.
۹	05 pd. to exch. 100 Oct. for Dec.   06 pd. to exch. 500 Nov. for Dec.
	54 pd. to exch. 1,000 Oct. for Apr. 15 pd. to exch. 300 Nov. for Jan.
. ]	.09 pd. to exch. 1,000 Sept. for Jan. 1.10 pd. to exch. 200 Dec. for Jan.
Ł	·25 pd. to exch. 500 Mar. for May.   04 pd. to exch. 300 Nov. for Dec

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and tolegraph, is as follows. The Continental stocks, as well as those for Great Britain and the affoat, 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 (Sept. 26), we add the item of exports from the United States, including in it the exports of Friday only.

	1894.	1883.	1832.	1881.
Stock at Laverpool bales.	*388.000	675,000	4-1.000	635,000
Stock at London	64,000	44,000	77,700	42,200
Dioc at Dollion	05,000	2 ,000	771100	,000
Total Great Britain stock .	656,600	723,690	558,700	607,200
Block at Hamburg	4,100	3,200	3,100	
Stock at Bremen	53,400	41,000	31,200	
	40,000	27,000	8,100	19,800
Stock at Amsterdam	800	1,500	1.700	2,830
Stock at Rotterdain		7,100	300	2.300
Stock at Antwerp	2,300	97,000	119,000	139,000
Stock at Havro	199,000	9,100	1,600	
Brock at Marseilles	5,000			4,300
Stock at Barcelona	44,000	30,000	29,000	36, 00
Stock at Genoa	12,001	9,000	11,500	13,000
Stock at Triesto	9,000	10,000	5,000	6,900
CO. 4. 1. Ch	0.10.000	022100	000 2.0	001.220
Total Continental stocks	369,000	236,100	209,300	291,330
Total European stocks	025 600	959,700	70-,500	891,530
	102.000	122.000	207,000	128,000
India cotton alloat for Europe.			71,000	119,000
Amer'n cott'n affort for Eur'po	39,000	87,000		
Egypt, Brazil, &c., aft for E'r'po	H,0:HJ	23,000	14,000	16,000
Stock in United States ports	225,303	336,919	214,807	381,905
Stock in U. S. interior towns	25,906	79,723	33,714	105,334
United States exports to-day	14,300	15,000	6,600	8,232
Total vicible supply		1.623.312	1 01 2 051	1 210 001

Of the above, the totals of American and other descriptions are as follows: 194,000 56,000 71,000 214,807 33,744 6,600 513,000 150,000 119,000 381,903 105,334 8,232 388.000 134.000 87,000 336,919

79,723 15,000 576.151 1.279.471 819,771 1,040,642 287,000 48,600 102,100 122,000 23,000 287,000 77,700 153 800 207,000 14,000 140,000 Total East India, &c..... 620,600 582,700 Total American....... 819,771 1,040,642 739,500 470,530 576,151 1,279,471

\*The stock at Liverpool, according to the estimated running count, agrees approximately with the actual count made this week. By the recount the lotal stock was found to be 643 bales greater, and the American stock 382 bales less, than the running estimate.

The imports into Continental ports this week have been 35,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 182,971 bales as compared with the same date of 1883, an increase of 124,720 bales as compared with the corresponding date of 1882 and a decrease of 309,630 bales as ponding date of 1882 and a decrease of 309,630 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 1883—is set out in detail in the following statement.

	Moseu	Morement to Sept	Seplember 26	NAA I	Manage and to		So tombon Ju	NA.
	Rec	Receipts.	Shipm'ts		Rec		Shipm'te	- 1
YOWNS.	This week.	Since Sept.1,'84	This week.	Sept. 26.	This week.	Since lept.1,'83.	This	Sept. 28
lugusta, Ga	5,-23	12,357	5,315	992	7,316	17 981	5,303	6,780
bolumbus, Ga	3,3;6	7,012	3 161	1,035	3,920	10, 155	2175	6.3
Tacon, Ga	22.5	10,-50	2,617	0 023	4.490	11,529	3,421	5,237
Mana Ala	4.267	8,853	3, 2, 3 3, 2, 3	2.211	4 3 4 4	10,195	\$ 40 \$ 70 \$ 50 \$ 50 \$ 50 \$ 50 \$ 50 \$ 50 \$ 50 \$ 5	8.97X
Memphis, Tenn.	1,953	120	455	6.348	2000	8.725	2000	10 123
Vashville, Tenn.	06.	16	48	217	273	397	EnT.	001
Dallas, Tax	T.0.1	3,239	1,730	900	1 000	3,830	60	750
Threvenort, La.	1.077	1.861	240	1.273	2.772	7 1 1 2 7	202	702.0
Vicksburg, Miss.	8.45	1,121	553	440	2,640	5,174	2,036	Br.4
Columbus, Miss .	2 20 00 0	320	149	281	230	1,638	562	790
Griffin, Ga	138	1,026	434	405	1.481	4511	1.70%	605.6
Atlanta, Ga	2,730	5,176	1,447	1,603	9706	18,937	5,336	11 9%4
Kome, Ga	1/4	2002	111	446	3.132	5.034	1,6.22	
St Louis Mo	1,000	25.07	017	9 200	2,504	679.2	1.204	
Cincinnati, O	835	2,126	704	2,118	199°2	8,985	2,253	1,287
Potal, old towns.	38,262	75,854	30,731	25,906	64,700	147,278	39,536	79,723
Newherry S.C.	392	532	392	21	712	1 288	710	
Raleigh, N. C	1,808	3,008	1,491	800	700	1,315	639	22:
Louisville, Ky	000	98.	75	1,163	316	01.55 01.55	316	ng ng ng
Little Rock. Ark.	1071	474	1 157	257	-1,215	2,131	510	1,561
Houston, Tex	20,954	47,047	17,204	7,189	19.216	59,761	15,189	19.359 year
Total, new towns	24,687	56,053	20,380	10,249	21,299	72,184	18,464	26,035
Total, all	62,949	131,907	51,111	36.155	88 999	219.462	58.400	105,778

The above totals show that the old interior stocks have increased during the week 7,531 bales, and are to-night 53,817 bales less than at the same period last year. The receipts at the same towns have been 36,438 bales less than the same week last year, and since September 1 the receipts at all the towns are 87,555 bales less than for the same time in 1883.

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	OLOS1	NO QUOTA	TIONS FOI	RIDDGIN	G GOTTON	011-
, Sept. 26.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Pri.
Galveston New Orleans, Mobile Savannah Charleston Wilmington Norfolk Boston Baltimore Philadelphia. Angueta	10 9.7 <sub>H</sub> 91316 978 934 10116 1034 1036 1138 912	978 979 91314 91316 91516 91518 034 1019 1034 1038 1118 919 a 918	978 91616 91816 976 10-101 <sub>16</sub> 01318 10-5 10-5 10-5	9% 10 91316 91316 975 034 10116 1024 1014 11 F916	934 10 91314 913-9 976 21516 934 10116 1034 1014 11	935 10 91316 9116 10 11 5 10 4]. 11
St. Louis Ciucinnati Louisville	1018 978 1018 104	10 97 <sub>8</sub> 11 1 <sub>8</sub> 10 4	10 9% 10% 10%	978 978 1018 1014	1178 978 1128 104	97 <sub>8</sub> 97 <sub>8</sub> 101 <sub>8</sub> 101 <sub>4</sub>

RECEIPTS FROM THE PLANTATIONS.--The following table is 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		Receip	ts at the	Ports.	St'k at	Interior	Towns.	Rec'pts	from P	lant'ne
	ending-		1882.	1883.	1884.	1882.	1853.	1894	1882.	1888.	1884.
Ju	ly 11		8,142	11,024	7,578	35,454	68,762	31,941	753	5.139	1,996
١,	13		9,150	9,208	3,810	81.622	61.239	28,241	5,318	4,683	113
	25	]	6,126	8.296	2,80	28,278	61,629	25,130	2,780	5.648	
At	ıg. 1		4,815	7.064	4,283	24,441	57,886	22,807	955	8,311	1,460
٠	8		4,811	9,708	2,263	21,093	53.206	20,433	1,438	5,028	899
3.	15		6,358	10,305	2,89	16,535	52,018	8,336	1,798	9,115	831
	23		12,332	11,365	2,88%	14,327	50,520	16,599	10,141	9,875	1.093
	20		21.012	22 971	4 911	15,526	50,50	16,342	21,231	22,751	4.657
Se	pt. 5		28,658	33.308	18,837	16,519	53,576	16.861	20,681	87,728	14,859
	18		49 512	64.318	42,624	19,115	58 9 -8	20,427	52,104	69,701	46,187
81	10		77 228	93,829	80 737				85.093	11 4.009	81,027
	26	1	134,479	125,092	118,463	18 Hav	105 174	94,155	153,114	122'831	1 0,901

The above statement shows-1. That the total receipts from

The above statement shows—1. That the total receipts from the plantations since September 1, 1884, were 275,965 bales; in 1883 were 376,129 bales; in 1882 were 327,094 bales.

2.—That, although the receipts at the outports the past week were 118,463 bales, the actual movement from plantations was 130,301 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 155,631 bales and for 1883 they were 153.116 bales.

WEATHER REPORTS BY TELEGRAPH.—There have been rains in many sections of the cotton belt during the week, including a part of the Southwest, in some districts being very beneficial. Portions of the Atlantic States and Texas still complain of dry weather. Picking is going on in an exceedingly satisfactory manner, and the staple is being forwarded to

market.

Galveston, Texas.—We have had light showers on two days of the week, the rainfall reaching five hundredths of an inch. The thermometer has averaged 84, ranging from 79 to 89.

Indiamola, Texas.—We have had worthless showers on two days of the week, the rainfall reaching nine hundredths of an inch. Picking progresses well. The thermometer has ranged from 77 to 90, averaging 82.

Palestine, Texas.—There has been one splendid and very welcome shower during the week, but doing more harm than good to cotton. The rainfall reached one inch and sixty-six hundredths. Picking is making good progress, and will finish

hundredths. Picking is making good progress, and will finish earlier than ever known. Average thermometer 81, highest 94 and lowest 69.

94 and lowest 69.

Huntsville, Texas.—The weather has been warm and dry all the week. Picking progre-ses well. The thermometer has averaged 83, the highest being 98 and the lowest 67.

Luling, Texas.—It has rained splendidly on one day of the week, reviving a faint hope of a top crop. The rainfall reached three inches. Good progress is being made in picking. The thermometer has averaged 85, ranging from 72 to 97.

Brenham, Texas.—We have had one shower during the week, the rainfall reaching fifty hundredths of an inch. Picking makes good progress. The crop is the shortest for many years. The thermometer has ranged from 71 to 99, averaging 84. averaging 84.

Betton, Texas.—It has rained gloriously on one day of the week, but too late to help cotton. The rainfall reached three inches and five hundredths. Good progress is being made with picking. Average thermometer \$1, highest 97 and lowest 59.

Weatherford, Texas.-We have had no rain all the week. The whole face of the earth has dried up and the crop will be The thermometer has averaged 80, the highest

very short. The thermometer has averaged 80, the highest being 97 and the lowest 60.

Dallas, Texas.—There has been no rain all the week. The crop is irreparably ruined. Picking progresses well. The thermometer has averaged 83, ranging from 68 to 98.

Columbia, Texas.—We have had one trifling shower during the week, the rainfall reaching five hundredths of an inch. We are needing rain very badly. Picking progresses well. The thermometer has ranged from 66 to 93, averaging 81.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching one inch and one hundredth. The thermometer has averaged 81.

Vicksburg, Mississippi.—The early part of the week was clear, pleasant, warm and dry, but during the latter portion it has rained severely on one day. The rainfall reached sixtyone hundredths of an inch. The thermometer has ranged from 66 to 92.

from 66 to 92.

Meridian, Mississippi.—The drought which began August 4th was ended yesterday by abundant rain. The injury to the cotten crop is estimated at about twenty per cent. Picking is progressing finely. The thermometer has ranged from 61

Greenville, Mississippi.—It has rained on two days of the week, the rainfall reaching one inch and seven hundredths. The thermometer has averaged 79, the highest being 86 and the lowest 74.

Columbus, Mississippi.—We have had showers on two days of the week, the rainfall reaching seventy-five hundredths of

Columbus, Mississippi.—We have had showers on two days of the week, the rainfall reaching seventy-five hundredths of an inch.

Little Rock, Arkansas.—Excepting on Sunday and Monday the week has been cloudy, with rain on four days. The rainfall reached one inch and sixty two hundredths. The thermometer has ranged from 60 to 90, averaging 72.

Fort Smith, Arkansas.—It has rained on one day of the week, the rainfall reaching eighty hundredths of an inch. The rains are proving beneficial to the crop, and our farmers are feeling good over it, as shown in their expressions as to the situation. The thermometer has ranged from 70 to 90.

Helena, Arkansas.—We have had showers on two days, and the remainder of the week has been pleasant. The rainfall reached one inch and twenty-one hundredths. Picking progresses well. The thermometer has averaged 74, the highest being 87 and the lowest 63.

Memphis, Tennessee.—It has rained on three days of the week, the rainfall reaching two inches and one hundredths. Picking is making good progress. The thermometer has averaged 74, ranging from 61 to 89.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching fifty-five hundredths of an inch. The thermometer has ranged from 51 to 88, averaging 71.

Mobile, Alabama.—It has been showery on one day of the week, the rainfall reaching thirty-six hundredths of an inch. Picking is progressing finely. Average thermometer 77, highest 89 and lowest 69.

Montgomery, Alabama.—Telegram not received.

Selma, Alabama.—The weather has been warm and dry

est 89 and lowest 69.

Montgomery, Alabama.—Telegram not received.

Selma, Alabama.—The weather has been warm and dry all the week. The crop is being marketted freely. The thermometer has averaged 77, ranging from 68 to 88.

Auburn, Alabama.—The weather has been warm and dry all the week. The bolls are dropping badly. It is claimed that the crop has been reduced one-quarter by the drought. The thermometer has ranged from 65 to 91, averaging 74.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had no rain all the week. Crop accounts are less favorable, owing to dry weather forcing open the cotton.

the cotton.

Columbus, Georgia.—There has been no rain all the week. The thermometer has averaged 80, ranging from 67 to 90.

Saxannah, Georgia.—It has rained lightly on two days and the rest of the week has been pleasant. The rainfall reached nine hundredths of an inch. The thermometer has ranged from 68 to 88, averaging 76.

Augusta, Georgia.—We have had light rain on two days and the remainder of the week has been pleasant and favorable for the gathering of the crop, which is making good headway. The rainfall reached ninety-eight hundredths of an inch. Average thermometer 75, highest 86 and lowest 64.

Atlanta, Georgia.—We have had no rain during the week, in fact there has been none of any consequence since August 9. The thermometer has averaged 74.6, the highest being 85 and the lowest 51.

and the lowest 51. Charleston, South Carolina.—It has rained on one day of the week, the rainfall reaching one inch and sixty-seven hun-dredths. The thermometer has averaged 76, ranging from 69 to 85.

Columbia, South Carolina.—It has been showery on one day of the week, the rainfall reaching fifty-six hundredths of an inch. Rust is reported to be developing badly, and it is claimed that the top crop will be poor. The thermometer has

an inch. Rust is reported to be developing badly, and it is claimed that the top crop will be poor. The thermometer has ranged from 66 to 79, averaging 73.

Stateburg, South Carolina.—It has rained lightly on one day, and the remainder of the week has been pleasant. The rainfall reached eight hundredths of an inch. Picking is making good progress. Average thermometer 73, highest 83 and lowest 63.

Last week the weather was clear, cool, and very favorable for cotton picking, which is progressing steadily and satisfactorly. The cotton crop was seriously damaged by the drought and hot suns in August, but less so on the red clay lands of the hills than on the lighter, more sandy soil of the surrounding flat country. The thermometer averaged 69.9, ranging from 55 to 80,

During the previous week there was rain on three days, and the rainfall reached six inches and forty hundredths.

Wilson, N. C.—The weather has been warm and dry during the week, with one light rain, the rainfall reaching four hundredths of an inch. No serious damage has been done by the dry weather. Picking is progressing finely, and the crop is being pushed to market. The thermometer has averaged 75, the highest being 86 and the lowest 59.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 25, 1884, and September 27, 1883.

	Sept. 2	25, '84.	Sept. 2	27, '83.
	Feet.	Inch.	Feet.	Inch.
New OrleansBelow high-water mark		5	12	4
Memphis Above low-water mark.	3	7	2	7
Nashville Above low-water mark.	0	7	0	11
ShreveportAbove low-water mark.	0	1	1	6
VleksburgAbove low-water mark.	5	6	3	10

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

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 new 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 Sept. 25.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS

	Shipments this week.				ent sinc	e Jan. 1.	Re	cetpts.
Year	Great Brit'n.		Totat.	Great Britain	Canti- nent.	Totat.	This Week.	Since Jan.1.
1884	1.000	2,000	3,000	494,000	613,000	1,107,000	3,000	1,548,000
1883 1882		8,000				1,237,000		1,556,000
1881		3,000		301,000				1.163,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 2,000 bales, and a decrease in shipments of 5,000 bales, and the shipments since January 1 show a decrease of 130,000 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 the	e week.	Shipmen	ts since Jan	uary 1.
	Great Britain.	Conti- nent.	Totat.	Great Britain.	Continent.	Totat.
Calcutta-						
1884				82,500	42,700	125,200
1883			*****	84,700	10,500	95,500
Madras-						
1884	1,000		1.000	44,000	27.27.2	44 000
1883	1,000	*****	1,000	14,500	1,000	15,500
All others-	F 000		F 000	92 000	90,000	E = 000
1884	5,000	2.000	5,000	35,900	20.000	55,900
1883	1,000	2,000	3,000	24,400	8,600	43,000
199 - A - 3 - 33						
Total all—	6,000		6,000	162,400	62,700	225,100
		2.000	4,000	133,600	20.400	154.000
1883	2,000	2,000	4,000	133,000	20,400	194,00

The above totals for the week show that the movement from the ports other than Bombay is 2,000 bales *more* 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.

Shipments	18	384.	18	383.	18	382.
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay All other ports.		1,107,000 225,100		1,237,000 154,000		1,349,000 271,200
Total	9,000	1.332,100	12,000	1.391,000	11.300	1,620,200

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

September 21.	18	84.	18	83.	18	82
Receipts (cantars*)— This week Since Sept. 1	•	7.000 12,000		18,000		
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)  10 Liverpool  To Continent	1.900		1,000	1,000		******
Total Europe	2,000	2,000	1,000	1,000	*****	*****

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

This statement shows that the receipts for the week ending Sept. 24 were 7,000 cantars and the shipments to all Europe 2.000 bales.

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

				188	34.						1	888	,		
	32s O Twis			84 Shir	lbs		Oott'n Mid. Uptils	325	Ois			81 Bhi	d lbi rling	r. 78.	Cott'n Mid. Uplds
J'ly 25 Aug. 1 " 8 " 15 " 22 " 25 Sept. 5 " 1: " 16	30187	916 918 918 918	5 5 5 5 5	819 819 719 719 819	\$7 \$7 \$7 \$7	d 1 119 119 119 019 019 119 119 0	61 <sub>8</sub> 61 <sub>8</sub> 6	814 814 814 814 814 814	000000000000	9 9 9 9 9 9 8 7 <sub>8</sub> 8 7 <sub>6</sub> 8 7 <sub>8</sub>	5	d. 8886666666	8.777777777777777777777777777777777777	d. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d. 5716 559 51116 51116 558 558 51116 51316 51316 51316

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

Monthly		Year	Beginnin	g Septemb	er 1.	
Receipts.	1883	1882.	1881.	1880.	1879.	1878.
Sept'mb'r	313,812	326,656	429,777	458,478	333,643	288,848
October	1,046,092	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
Decemb'r	1,059,653	1,112,536	990,807	1,020,802	956,464	892,664
January .	487,729	752,827	487,727	571,701	647,140	616,727
February.	385,938	595,598	291,992	572,728	447,918	564,824
March	241,514	482,772	257,099	476,582	261,913	302,955
April	111,753	281,519	147,595	284,216	153,025	166,459
May	45,918	185,523	113,573	190,054	110,006	81,299
June	31,632	78,501	68,679	131,871	88,455	29,472
July	19,504	42,299	36,890	78,572	54,258	13,938
August	15,966	58,386	45,143	115,114	67,372	18,081
Corret'us	30,632	24,837	17,814	123	42,714	458
Totalyear	1830,373	6,019,735	4,720,361	5,874,090	5,001,672	4,447,276
Pere'tage	of tot, port					
rec ipts	Aug. 31	99.39	99 62	100.00	99.15	99 99
Correction	S	00.41	00.33	00.00	00.82	00.01
Tetal port	receipts	100.00	160.00	100.00	100.00	100.00

This statement shows that up to Aug. 31 the receipts at the ports this year were 1,169,163 bales less than in 1882-83 and 130,211 bales more than at the same time in 1881-82. The receipts since September 1, 1881, and for the corresponding period of the five previous years have been as follows.

	1001	1000	1030	1001	1000	1000
	1891.	1883.	1832.	1881.	1880.	1879.
Sept.1	2,941	2,765	5,035	5,600	5,037	3,490
" 2	2,546	8.	2,890	10,356	5,669	1,918
" 3	2,032	7,215	8.	10,182	10,312	1.391
4 4	2,519	3,996	5,868	ã.	6,474	2,261
" 5	5,04	6,169	3,396	18,859	8.	4,927
" 6	3,704	4,969	5,636	9,069	14 734	2,104
** 7	S.	8,194	4,493	7,637	9,313	8.
46 8	8,206	8,143	6,405	8,181	8,616	5,454
46 9	5,616	8.	6,405	18,792	11,096	5,121
" 10	8,396	13,920	s.	13,051	10,862	4,878
** 11	6,214	9.486	11,202	8.	13,646	4,838
4 12	10,439	8,038	5,645	16,595	8.	7,936
" 13	8,579	9,478	7,474	17,797	20,842	7,069
" 14	8.	15,283	8,041	14,674	15,117	8.
4 15	16,590	11,742	10,712	10,876	13,999	15,628
" 18	10,205	8.	8,060	21,062	16,191	12,215
" 17	12,970	21,869	8.	16,364	20,900	12,995
" 18	15,397	11,760	16,598	8.	18,470	11,071
" 19	16,996	15,195	9,606	17,206	8.	14,955
" 20	13,104	14,087	12,733	19,176	30,306	17,032
" 21	8.	22,166	13,030	15,551	20,049	8.
** 22	25,609	15,709	17,187	13,996	17,749	23,420
" 23	17,833	8.	18,201	29,700	19,484	23,729
" 24	16,154	28,346	s.	15,866	30,335	21,382
" 25	20,924	14,369	27,438	8.	21,783	19,141
" 26	25,439	19,746	21,616	22,465	8.	19,975
Total		272,645	225,733	333,352	343,231	248,636
Percentag						
pert rec'n	ts Sept.26	05.82	03.73	07.06	05 82	04.97

This statement shows that the receipts since Sept. 1 up to to-night are now 15,720 bales less than they were to the same day of the month in 1833 and 31,192 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 September 26 in each of the years named.

EAST INDIA CROP PROSPECTS,-Our cable advices from Bombay to-day are that the crop is not doing so well, in consequence of too much rain. The cable adds that the rainfail at Bombay, since the beginning of the monsoon up to date, amounts to 63:42 inches.

JUTE BUTTS, BAUGING, &c.-The market for bagging has been quite active during the past week and goods are moving freely. There is a firm feeling among sellers as to prices, and lt is only when a large parcel is taken that any concession can be obtained. The orders are not large, but the aggregate amount of stock worked off into consumption is considerable. The prices at the close are 9%c. for 1% lbs., 10%c. for 1% lbs., 11c. for 2 lbs. and 11%c. for standard grades, but 21/2@5 per cent discount can be obtained on large orders. Butts are not active in a large way, but a steady trade is being transacted in small parcels for present wants, and sales of 1,500 bales have been placed in lots at 1\(\frac{4}{3}\)(0.2) for paper grades and 2\(\frac{4}{3}\)(0.2) 13-16c. for bagging quality.

SHIPPING NEWS .- The exports of cotton from the United States the past week, as per latest mail returns, have reached 22,679 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday night of this week.

										Tota	al bales.
N	EW	YOU	K-T	Liverpool	, per	stoame.	ra Ariz	ona.	962	. Aus-	
		tral,	971	Dothui	a, 1,8	331	Celtie,	1,99	1C	ity of	
		Rilei	mone	l, 2,860	Engla	nd, 1,5	00	Plato,	1,724		11,812
	T	o Hu	ıll, pe	r steamer .	Maren.	go, 546					546
	T	o Ha	vre, 1	er steamsi	· Cana	da, 10.					10
	T	o Br	emen,	per steam	ers Ele	der, 10	0W	erra.	235		335
	T	o Ha	mbur	g, per stea	mers 1	Frisla,	650	Ham	uonia.	800	1.450
	T	o An	twer	, per steam	ner Pe	nuland	,100				100
N	EW	Oat	EANS-	-To Liveri	001, pa	er stear	ner Ch	ancell	or. 3.2	294	3,294
G	ALV	EST	N-Te	Vera Cru	, per	brig Ro	hl, 500	)			500
B	ALT	MOE	E-T	Liverpool	. per s	teamer	Hano	verlau	. 3.27	4	3.274
	T	o Br	emen.	per steam	er Nur	mberg.	796				796
P				To Livery							532
					, .				,		
	T	tate									00 000

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

New York. N. Orleans. Galveston Battimore Philadelp's	3,291	546		men. 335	1,450	100	500	Total. 14,283 3,294 500 4,070 532
Total	18,912	546	10	1.131	1.450	100	503	22,679

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

For Bremen—Sept. 18—Steamer Habburg, 700.
PHILADELPHIA—For Liverpool—Sept. 18—Steamer Indiana, 1,133....
Sept. 23—Steamer Lord Gough, 1,500.
For Antwerp—Sept. 23—Steamer Switzerland, 200.

Cotton freights the past week have been as follows:

	Salur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	532*	5 <sub>32</sub> *	1164*	1164*	1164	1164*
De saild						
Havre, steam c.	1132*	1132*	1132 2 38	1132 70 38	11332 38'	1132 @ 381
Do sallc.				****		****
Bremen, steam c.	719*	715*	716*	718*	716	716*
Do sailc.		,		****	****	****
Hamburg, steam.c.	516*	5154	516*	516	515A	516*
Do sailc.	****				****	
Amst'd'm, steam.c.	451	451	451	45]	451	451
Do saile.						
Reval, steamd.	739*	733*	732*	732*	732*	7334
Do sailc.	****					
Barcelona, steam.c.	5,6*	516*	5184	516*	5184	5184
Genoa, steam c.	19*	15*	191	13*	120	19*
Triesto, steam c.	916	916*	916*	916*	9164	9150
Antwerp, steamc.	5162	5164	516"	616*	Bja*	51A*

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.

	Sept. 5.	Sept. 12.	Sept. 19.	Sept. 26.
Sales of the weekbales.	63,000			
Of which exporters look	4,000			
Of which apeculators took				1,000
Sales Americau	41,000			
Actual export	5,000			
Forwarded				
Total stock-Estlmated	697,000		622,000	588,000
Of which American—Estim'd		381,000	356,000	330,000
Total import of the week				
Of which Americau	15,000	13,000		14,000
Amount atlant				
Of which American	19,000	19,000	26,000	29,000

April-May

May-June . June-July. The tone of the Liverpool market for spots and futures each day of the week ending Sept. 26, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, (	Irregular.	Steady.	Steady.	Steady.	Steady.	Quiet.
Mid. Upl'de Mid. Orl'us.	515 <sub>16</sub>	515 <sub>18</sub> 618	5 <sup>15</sup> 16	515 <sub>15</sub> 61 <sub>8</sub>	515 <sub>18</sub>	515 <sub>15</sub> 628
Sales Spec.& exp.	6,000 500	1,000	8.000 1,000	1,000	1,000	1,000
Futures Market, ( 12:30 P.M.	Flat at 1-4 de- cline.	Quiet at 1-61 ad- yance.	Sicady.	Flat at 3 64 de- cline.	Steady at 1-01 ad- vance.	Unsett'ed and irregular.
Market, {	Dull but	Easy.	Barely eneady.	Steady.	Quiet but stendy,	Weak.

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.

and o on m	CCC188	0 3-0	Parth.									
	BB	Sat., Sept. 20.			Mo	n., S	ept.	22.	Tnes., Sept. 23.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos
	4.	d.	4.	d.	a.	d.	a.	d.	d.	d.	d.	a
September		5 58	5 56	5.58	5 55	5 58	553	5 58	561	5 81	5 81	5 6
Baptilet	5 51	5 51	551	5 31	5 5 3	3 58	5 53	5 58	5 5#	553	550	5 5
October		1										
OctNov.	5 47	547	5 47	5 47	3 49	5 49	5 48	5 49	5 51	5 51	5 50	5 5
RovDec	5 45	5 45	5 45	545	5 47	547	5 45	5 46	549	5 49	5 45	5 4
Decisn	5 45	545	5 15	5 45	5 47	5 47	5 46	5 46	5 49	5 49	5 4~	5 4
JanFeb	5 48	5 46	5 46	5 44	5 48	5 48	5 18	544	551	5 51	5 50	55
FebMarch.		5 49	5 49	5 49	551	5 51	5 50	5 50	6 53	5 53	5 52	5 8
March-Apr.	5 53	55?	553	5 52	5 54	554	5 53	5 53	5 54	5 58	515	5.5
April-May	5 33	5 55	5 55	5 5 5	5 57	557	5.00	5 36	5 69	5 39	5 28	55
May-lune .			111									
June-July		• • • • •	9711			• • • • •	****	•••	••••			
************	Wed	lnes.,	Sepi	.24.	Thu	T8-9	Sept.	25.	Fr	i., Š	ept.	26.
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos
	4.	d.	đ.	d.	d.	d.	d.	· 1.	d.	d.	d.	d.
Beptember	5 58	5 59	5 59	5 58	551	5 59	5.58	5 53	5 53	538	344	54
Bert Oct	5 52	5 52	5 52	552	5 53	5 53	5 51	551	5 19	549	545	5 1
October												
OctNu	5 47	5.47	5 47	5 47	5 48	5 48	5 47	5.47	5 45	5 45	5 43	54
NovDec	5 46	5 46	5 45	5 45	5 47	5 47	541	5 45	5 44	541	5 43	5 4
DecJan	5 45	5 45	5 < 5	5 45	5 17	5 47	5 45	5 45	5 43	5 48	5 48	5 4
JanFeb		5 48	5 46	548	547	547	5 47	547	5 11	541	5 44	5 1
FebMarch.		5 50	5 49	5 49	5 50	5 50	5 49	3 49	5 48	545	3 47	54
March-Apr.	553	5 52	5 52	5.52	5 8	553	5 31	5.51	5 5!	5 51	5.50	5.5

#### BREADSTUFFS.

FRIDAY, P. M . September 20, 1881.

5 51 5 58

Flour has sold more freely during the week, and prices have shown rather more steadiness. The better grades of winter patents have been rather the most in favor for the home trade, but city brands have also sold quite well at times for export to West India and South America. Spring patents have been especially well sustained, owing to the fact that they have not been at all plentiful. To-day there was a moderate business at steady prices. There has been an advance in Paris, owing to a corner there, where there is a system of speculating by grade, and the fact had some influence on the market here.

Wheat has been in good demand for export at times, and the speculation has been on quite a liberal scale. Prices have shown irregularity, and to-day were lower by a fraction than a week ago, though the tone here is becoming stronger. There is little confidence felt, however, in the reports of damage to the crop by rust. The increasing strength is due partly to buying to cover shorts and partly to purchases for long account. The foreign markets have not afforded the bulls quite so much encouragement as they could have desired, but reports of a formation of a bull clique in Chicago tend to check sales on the short side of the market. To-day there was an advance of a fraction. No. 2 red closed firm at 891/2c. delivered, 88c. for September, 89%c. for October, 911/2c. for November and 931/4c. for December, showing an advance for the week of 1/2 to 2c., the later deliveries showing the greatest rise.

Indian corn has declined of late, though early in the week there was a sharp advance, owing to a sudden and decided rise in Chicago, where, in one day, the market advanced 9c. The re-action following the semi-panic among the shorts in both markets has carried prices down quite steadily since. There is now said to be little short interest in September here and in Chicago; the real objective point of the bulls, it is averred, is November. There was a good speculative business here in the fore part of the week, but latterly the transactions have fallen off materially. The trade on the spot has at no time been more than moderate. To-day the market here was dull and without marked change. No. 2 mixed closed steady at 61c. delivered, 591/c. for September and October, 581/4c. for November and 511/4c. for December, these figures being 11/2 to 41/4c. lower than those of a week ago, September showing the most depression.

Rye and harley have sold to only a moderate extent. Outs have been fairly active only and have latterly declined. Today the market was dull and easy. No. 2 mixed closed steady at 31½c, for September and October and 32c, for November, which are slightly lower figures than those of a week ago.

The following are closing quotations:

No. 2 spring W DDL	#2 100 Z 40	Patenta, Winter to uu a a au
No. 2 winter	2 100 270	City Mill enipp'g ex.4 60 a 4 65
S perfine	2500 290	Southern bakers and
Spring wheat extras.	275@ 375	family brands 4 15@ 5 90
Minn, clear and stra't	3 75@ 5 00	South'n sklp'g extras 3 25 & 4 75
Wintershipp'gextras.	2904 325	Rys flour, superfine. 3 40 2 3 75
Winter clear and		Corn meal—
straight	3 000 5 00	Western, &c 3 00 a 3 40
Patente, spring	4730 615	Brandywine, &c3 40 a 350
a motion, of a great	OP	AIN.
	GE	
Wheat-		Corn-
Spring, per bush.	84 7 93	Western Yellow
Spring No. 2	7	Rye-Western 62 @ 65
Red winter, No. 2	88 7 89	State & Cauada 69 7012
Red winter	62 7 83	Oats-Mixed 3012 3 33
White	7	White 3212 1 41
White No. 1		No. 2 mlxed 31127
Corn-West, mixed	54 0 59	No. 2 white 34 #
West, mlx. No. 2.	8 60	Barley -No. 1 Canada 7
White Southern	7	No. 2 Canada
Yellow Southern.	Ø	State, two-rowed
D'actum milita	50 A (0	Statu siv-marrail . 3

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 Wester a lake and river ports, arranged so as to present the comparative movement for the week ending Sept. 20 and since Aug. I for each of the last three years:

Receipts at-	Flour.	Wheat. Corn.		Oats.	Barley.	Rys.
	Bbls.198/he	Bush.60 the	Bush.581b.	Brush, 82 lbs	Bush.48/bs	Bush.581bs
Chleago	57,977	8 4,191	1,619 5 0	1,227,999	233,113	141 410
Milwaukee	45 719	204,010	24,491	\$5,150	133,933	2,920
Toledo	1,25)	893,616	81 595	28,835	1,372	20,058
Detroit	1,781	271.953	3,001	21,753	2,231	1,258
Cleveland	3 081	81.000	7.000	33,000		
3t. Lonia	34,353	563.630	118 455	103,280	55,227	42,513
Peorla	475	13 410	158,940	461,275	17,400	17,000
Duluth	12,500	984,181				*****
Tot. wk. '84	156,5 0	3,850,590	2 013,154	1,939,680	4 18 366	225,199
3ame wk. '88	191,318	2,934,839	S 361.674	1 530,146	497,997	335 S00
Bame wk. 182	1,9,018	2,7-7,415	1,238,285	901,817	328 185	120,661
Ince July 28						
1864	1.419 394	25,672,757	18,874 024	13,181,704	1,286 816	1,596 975
1883	1,271,731	20,934 195	24,172,275	18 856,944	1,158,739	2,308,358
1842 1	1,172 903	21,74 .927	11,110 578	11.524,856	8 0 428	770,250

The comparative shipments of flour and grain from the same ports from Dec. 24, 1883, to Sept. 20, 1884, inclusive, for four years, show as follows:

F.ourbbls.	1883-94.	1882-93.	1881-82.	188(-21,
	7,862,092	6,391,181	5,412,605	6 436,845
Waeat bush.	44.286.533 64,073 804	31,769,230 82 278,907	38,262,415 52,146,835	31,968,231 86,611 351
Oats	3×,067,352	35,772,578	26,915,396	27,233,902
Barley	3,103,962	4,993,223	2,446,982	2,645 674
Ryo	4,512,819	4,148,500	2,052 220	1,531 320

Total grain .... 154.041,192 155,962.413 121822,919 159 217,478

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

porto rou rour y cars.				
	1884.	1883.	1882.	1581.
	Week	Week	Week	Week
	Sept. 2).	Sept. 22.	Sept. 23.	Sept. 24.
F.onr bbls.	121,905	97,875	146,439	133,240
Wheatbysh.	483,038	443,907	692 923	238 557
Corn	826,162	668,413	189,535	1,286,478
Data	1,290,352	1,20 ,540	£61,143	785,897
Barley	155,749	194,223	13<.717	179,549
Куе	38,601	86,710	67,330	96,013

Heek	Flour,	Wheat,	Oorn.		Barley,	
mding-	bhls.	brent.	bush.	hush.	hush.	bush.
S-pt. 20.	197,318	2.171.307	1,509,739	1,627,672	155,749	211.413
Sept. 13.	217,701	2.149.881	1 719,724	1.647 45	97,3 8	251,435
dent, 6.		2. 55.918	1.773, 163	1.273.78)	41,408	271.760
Aug. 30.		1,918,597	1,696,472	1,348,332	31,490	240 620
					000.00	625 001
Γοι., 4 w.	914 667	8,796,706	-6.701.527	5.887.389	329,135	
4 00 'km 83.	709.2-4	7.262.786	13,415,980	6.518.391	356.262	972,963

1.537

The receipts of flour and grain at the seaboard ports for the week ended Sept. 20 follow:

<i>∆</i> ⊢	Flour,	Wheat,	Corn,	Onla,	Barley, Rya.
New York	121,625	1,230,100	511.130	927 150	18.125 215,790
Boston	71.280	3,750	180,910	203,700	3,475 1,500
Portland	4,270		10,900	3,680	
Montreal	40,659	27,721	69,272	1,182	305
Philadelphia	18.718	D7.200	44 300	79,400	******
Baltimore	13,632	516,129	16,112	16,900	5,013
Newp't News		12,618			
New Orleans	5,110		8,123	25,188	******

Total week... 278,303 1,923 551 911,247 1,257,500 21,963 222 335 Cer. week '83... 309,533 2,136,005 1,814,054 934,652 21,155 174,400

The total receipts at the same ports for the periol from Dec. 24, 1883, to Sept. 20, 1884, compare as follows for four years:

	1883-61	1883-83	1881-82.	1-89-91.
Flourbbls.	9,267,799	9,635,771	8.223,579	9,348.060
				-
Wheat bush.	46,070,292	46,197,714	56.679,121	73,437,150
Coro	35,580,105	(5, 90, 222	21.863,275	83.434,415
Oats	22,133,677	22,251,275	21 711.182	21.4 4.172
Barley	2,45 ,134	2,261, 185	2,313,175	2,045 253
Rye	3,711,930	3,102,052	1,036,127	1.038.568
		The state of the s	and the same of the same of	

Tetal gta n....109,916,158 139,902,675 107,656,430 180,431,568 The exports from the several scaboard ports for the week ending Sept. 20, 1834, are shown in the annexed statement:

Watat. arre. Flour. Oals. Kye. Pens. Bush. 159,861 57,374 Bush 1,535 Bbls. 510,697 3,329 Bush. 65,515 27,012 Buch 2.019 New York 174.541 New York Roston.... Portland. Montreal. Pallade'... Balthu're N Orl'ns... N. News. 42,525 139,381 286,615 235,185 41,210 115,518 9.180 10,8-0 Total w's. 1,220,674 379.645 153,690 2,619 174,511 11.015 8'me time 1853. . 1.239.177 978,795 166,403 13,480 172,653

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

Flour.		ur.	Wheat.			Corn.		
Exports for week to—	1884. Week, Sept. 20.	1883. Week, Sept. 22.	1881. Week. Sept. 20.	1883. Week. Sept. 22.	1984. Week. Sept. 20.	1883. Week, S pt 22.		
	Bbln.	Bb/s.	Bush.	Bush.	Bush.	Bush.		
Ua.King.	116,335	106 916	420.201	731.141	275,281	737,580		
Contin'nt	8,198	6.086	7: 9.171	505,036	81,524	200.027		
8.A. C. A 18	12,238	9.563	20		11,132	34 1197		
W. Indles	9,454	25 678			5,318	8 4 2 9		
Brit. t ol's	11.151	17,731			2,500	2,352		
Oth.o'ut's	P94	28	1,192		897			
Total	153,690	166,405	1,220,674	1,230,177	379,615	978,793		

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:

	Flo	w.	Wh	eat.	Corn.		
Exports since	1884.	1883.	1884	1583.	1884.	1883	
Aug. 25 to-	Aug. 25 to	Aug. 27 10	Aug. 25 to	Aug. 27 to	Aug. 25 to	Aug. 27 to	
	Sept. 20.	Se, 1. 22.	Se. t. 20.	Sept. 22.	Sep . 20.	Sept. 22.	
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Brush.	
Un. Kingdom	452 227	867,672	4,001,:18	3,252,507	1,014 805	2,450.817	
Continent	47,5-5	15.221	4,205,568	2,093,841	200 614	829,356	
8. & C. Am	51,684	35,902	610	375	59,691	173,408	
West Indies.				5,565	43, 96	67,417	
Brit. Col'nies					11.510	5,194	
Oth. countr's	5.128	1,272	<b>S.</b> 005		2,565	8,531	
Total	679 075	552 188	8 270 879	5.357,288	1,451,806	4 035,04 5	

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, Sept. 20, 1884, was as follows:

TOHOWS:					
	Wheat,	Corn,	Oats.	Barley.	Rue.
In store at—	hugh.	bush.	bush.	bush.	bush.
New York	4,381,210	379,164		1.932	
Do afloat (est.)		263.416		16.143	15,650
Albany	1,000	9,000			209,562
Baffalo	609.687	235,221		3,5+1	8,500
Chicago				495	21,067
Newp't News				43,210	123,743
Milmonkoo	381,469				
Milwankee	615,284	*****		141,248	20,824
Duluth	1 0.8,159				
Toledo	1,484,606	133,919		20000	27.375
Datroit	239,504	11,19,1		267	2,396
Oswero	136.382	60.500		41.6.3	30,000
St. Loms	2,186.749	259,931	90,845	3 661	34.331
Cincinnati	- อิ1,9งศ	54,139	22,668	23,767	5.405
Boston	2.710	83.730	150,853	2,108	
Toronto	56,904	100	800	5.070	441
Montreal	119,551		*****	1.957	631
Polladelphia	424.561	8*,728	79,976	2,001	001
Peoria		60.070		662	17.881
Indianapolis	152,100	22.9 0	51,000	003	3.500
Kansas City	480,662	55, 105	t,297		4,216
Baltimore	770,701	17,857	4.743	****	
Down Mississ.p.i.	68.027	1,235	22,610		14,801
On rail	1.014.076	737.414		177 740	21,912
On lake	1,911,500			133,749	218,517
On caual	1.961.918	705,000	203,000	*****	150,900
On Canal	1,801,918	636,780	229,770		189,300
Tul. Sapt.20, '84.	22,312,651	5.419.000	2 611 500	147 500 3	107 000
To Sept. 13, 54.	20,128,862	5,418,939	0.011,060	447,563 1	
Tot. Sept 22 83.		5,072.012	5 5 50,396	189,345	815,481
	26,171,613	15,692,061			,697.313
Tot 8-pt.23, '92,	13,287,951	6,700,538	5,765,702	328,534	7. 0.785
Tot. Eeph. 1, '81.	19,651,811	20,008,683	6,437,203	875,021	829,929

EUROPEAN HARVEST .- M. Etienne, of Marseilles, has published his usual report on the Harvest of the Northern Hemi-sphere, from which we extract the following:

lished his usual report on the Harvest of the Northern Hemisphere, from which we extract the following:

Austria-Hangary.—En far as the acreage of the crops is concerned, wheat, ryo and maize are about the same as last year, but larley had outs show a shalt decrease. Wheat he agood harvest, both for yield and quality. Outs are a good crop, and weigh from 29 to 48 kilogrammes per hectolitre. Maize he good for yield and quality, and the ame may he said of ryo, the latter grain being weighty, and running from 72 to 76 kilogrammes per hectolitre. The weight is not so good as last year, and the same and be said of barley, which he a medium crop.

Belgium.—The reports say there he a glorious harvest. The acreage sown is about the same as last year for all crops. Petators are a good crop. Wheat is good both for yield and quality, the weight of the grain helog exceptionally heavy. Outs are only an average or a quality is concerned. Burley is under an ave age for yield, but of good quality.

France.—The wheat crop he superior is any crop; of which is record by given. The reports from the various departments bear out this view, all ape sking of the yield as good and large, and the quality of the grain excellent. The area of wheat he also up to the average, and altagasher this crop is postered the present year is a good one, though not so good as some recent crops. The malze crop is inferior to that of in a year or p is agood one thisyear, but not so go d as the magnificent errops of 18+2 and 1880. The barley crop is inferior to that of in a year or p is agood one thisyear, but not so go d as the magnificent errop is not have of 182. In 1881 this crep was almost a fair.—The reports speak of the grain as weighty, though somewhat disco ored. The reports speak of the grain as weighty, though somewhat disco ored. The reports a good one thisyear, but not so go d as the magnificent errop of 18+2 and 1880. The barley crop this year is felly good; will be the verdict.

Granny—The acreage sown by the crops is shout the same as in

not suit"
Russia.—The harvest is about an average one; the quality of all grain leaves much in be desired. On the banks of the Duciper the quality is a bit bester. Taking 100 as representing an average, the indowing shows the state of the Russian crops this year and in 1983;

| Shows the state of the Rassian crops this year | 1854, 18-3. | Rarley | 100 | 170 | Colza beans | 100 | 125 | El iseed (flax) | Wheat | 100 | 90 | Oats | 100 | Oats | Oats | 100 | Oats 1881. 21 40 100 120

#### THE DRY GOODS TRADE.

FRIDAY, P. M., September 26, 1884.

There was a sluggish movement in dry goods the past week, and the volume of business was somewhat disappointing to manufacturers' agents, importers and jobbers alike. Even the order demand was not up to the average of former weeks, and reports from many of the interior markets were scarcely satisfactory, trade at some of the principal distributing points in the West having relapsed into a comparatively quiet condition. Some failures have occurred in the jobbing, clothing and cloak branches of the trade, and this has had a depressing influence, besides which another large auction of flannels has tended to retard the restoration of confidence. The sale of flannels comprised 6,491 cases, and the entire line was disposed of and very well distribted among buyers for all sections of the country, but at low average prices. Values have not undergene any material change, and in spite of the great curtailment of production which has lately taken place there is certainly no im rovement in prices.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 1,363 packages, of which 369 were shipped to Great Britain, 262 to Brazil, 200 to China, 148 to United States of Colombia, 81 to Venezueln, &c. The demand at first hands was steady but moderate, neither jobbers nor converters having shown the least disposition to anticipate future requirements. Brown sheetings were mostly quiet, and there was a limited demand for bleached goods, wide sheetings, cotton flannels and corset jeans. Colored cottons were lightly dealt

in, aside from checks, ticks and blue denims, in which a moderate business was reported by leading agents. Print cloths ruled quiet, and prices have receded to 31/4c. less 1 per cent for 64x64s and 23/4c. for 56x60s. Prints were in light and irregular demand, and the outlook is so far from encouraging that several of the Rhode Island print works are about shutting down for the season. Ginghams were mostly quiet, and a small business was done in plaid cotton dress goods.

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

	MARKET.			SALES OF FUTURES.			
COTTON			Futures.	~	0.4.3	27	STATE OF
	Tone.	Price.	Tone.	September.	October.	November.	10tat.
Saturday.	Quiet and steady.	3.30	Duli.		Price Sales		
Monday {	Quiet and steady.	3.30	Ďull.		Price Sales		
Tuesday.	Easy.	3.30	Easy.	Price	Price	Price Sales	
Wed'day.	Dull.	3.30	Dull.		Price Sales		
Thursday {	Dull.	3.30	Dall.		Price		5,000
Friday	Duli.	3.30	Dull.	Price Sales	Price Sales		
Total				5,000			5,000

Transferable Notices-Saturday, S'25; Monday, S'25; Tuesday, 3'25; Wednesday, 3'25; Thursday, 3'25; Friday, S'25.

DOMESTIC WOOLEN GOODS.—There was a continued light and unsatisfactory demand for men's-wear woolens, worsted suitings and indigo blue flannels alone having been in the least degree active. There was, however, a fair business in miscellaneous woolens; Jersey cloths and stockinettes were fairly active, and considerable transactions in ladies' cloths, tricots, plaid sackings, &c., were reported in some quarters. Kentucky jeans remained quiet in first hands, and there was a limited call for satinets and repellents. Staple worsted dress goods were slow of sale, but fancy and plaid fabrics continued to move with considerable freedom. Shawls were in fair request, and wool hoisiery was in steady demand, but shirts and drawers ruled very quiet.

Foreign Dry Goods.-There was a moderate call for a few specialties in imported fabrics at first hands, but the general demand was comparatively small. Fine black silks,

plushes and velvets were in steady request, and a fair business was done in velveteens. Fancy dress goods continued to meet with some attention, and staple fabrics were in moderate demand. Men's-wear woolens were in irregular request, and linen goods, laces, embroideries, hosiery and gloves were more or less quiet, but fairly steady in price.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 25, 1884, and since January 1, and the same facts for the corresponding periods of 1883, are as follows:

#### Safe Deposit Companies.

#### The Safe Deposit Co., OF NEW YORK,

The First Established in the World. OFFERS UNEQUALLED SECURITY.

140, 142 & 146 Broadway. FRANCIS H. JENES, President.

#### MANHATTAN Safe Deposit & Storage Co

346 & 348 BROADWAY, Corner of Leanard Street, NEW YORK. Safes to reut from \$10 to \$200 per year, AND CAN BE RENTED FOR A

#### Commercial Cards.

#### Joy, Lincoln & Motley,

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

Ocean Mills Co. Atlantic Cotton Mills, Penbody Mills, Chicopee Mig. Co., Herion New Mills, White Mig. Co., Saratoga Victory Mig. Co., Moslery and Yarn Mills

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

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

PRINTS, DENIMS, TICKS, DUCKS, &c.

Towels, Quilis, White Goods & Hoslery Drills, Sheetings, &c., for Export Track.

#### Brown, Wood&Kingman SELLING AGENTS FOR

Geo. H. Gilbert Mig. Co., Arlington Mills, Freeman Mig. Co., henfrew Mig. Co., James Phillips, Jr. Flichburg Worsted Co., George Whitney, Confinental Mills, Lincoln Mills.

EOSTON, 31 Bedford Street, NEW YORK \ 58 & 60 Worth Street, and 35 & 37 Thomas Street.

#### ESTABLISHED 1855.

EUGENE R. COLE, Successor to Sears Cole,

STATIONER AND PRINTER,

Supplies Banks, Bankers, Stock Brokers and Corporations with complete outrits of Account Books and Stationery.

23 Now cencerns organizing will have their orders promptly executed.

No. 1 WILLIAM STREET, (HANOVER SQUARE.)

#### OFFICE CARPETS.

Before buying your Carpets, Lindenm, Oil Cloths or Maitings, call at BENDALL'S Carpet Store, 114 Fulfour St., basement flour. Cheapest place in the city. If not convenient to call, send for samples.

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#### Brinckerhoff, Turner & Co.,

Manufacturers and Dealers in

#### COTTONSAILDUCK

And all kinds of

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

Also, Agents

UNITED STATES BUNTING CO.

A full sapply, all Widths and Colors, always in steck No. 109 Duane Street.

ONLY

Direct Line to France.

GENERAL TRANSATLANTIC CO. Between NEW YORK and HAVRE,

Special Train from Havre to Parls.

The Compagnic Generale Transatiantique delivers at its office in New York special train tickets from linvre 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 BEHIAN, Agent, No. 6 Bowling Green.

#### Insuvance.

OFFICE OF THE

#### ATLANTIC

#### Mutual Insurance Co.,

NEW YORK, January 24, 1884.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1883: Premiums on Marine Risks from

1st January, 1883, to 31st Deeember, 1883.... Premiums on Pelicies not marked off 1st January, 1883 ......

......\$4,168,953 10 1.539,232 53

Total Marine Premiume .... \$5,708,185 63

Premlums marked off from let January, 1883, to 31st December, 1833..... \$1,260,428 93

Losses paid during the same period...... \$1,901,042 38 Retarns of Premiums and Ex-

\$850,080 76

The Company has the fellowing Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks..... \$8,666.795 00 Loans secured by Steeks and otherwise .... 1,956,500 00 Real Estate and Claims due the

Company, estimated at .. Premium Notes and Bills Reeeivaule.....

425,: 00 00 1.588.306 79

Cash in Bank..... Amount......\$12,972.312 47

335,710 6

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

THE OUTSTANDING CERTIFICATES of the issue of 1879 will be redeemed and pald to the holders thereof, or their legal representatives, on and after Tuesday, the Fifth of Feb ruary next, from which date all interest thereon will cease. The esrtificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1883, for which certificates will be issued on and after Tuesday, the Sixth of May next.

By order of the Beard.

J. H. CHAPMAN, Secretary.

#### TRUSTEES.

J. D. Jones, Charles Dennis. W. H. H. Moero. Charles H. Russell, James Low, David Lane, Gordon W. Burnham, A. A. Raven, Wm. Sturgis. Benjamin H. Field, Josiah O. Low, William E. Dodge, Royal Phelps, C. A. Hand, John D. Hewlett, William H. Webb, Charles P. Burdett,

Horace Gray, Edmund W. Corlles, Adulph Lemoyne, Robt. B. Minturn. Charles H. Marshall. John Elliott. James G. De Forest, Charles D. Leverich, William Bryce, William H. Fogg. Thomas B. Coddington, Horace K. Thurber, William Degroot. John L. Riker, N. Denton Smith, George Bliss, William H. Macy.

JOHN D. JONES, President, CHARLES DENNIS, Vice-President. W. H. H. MOORE, 2d Vice-President. A. A. RAVEN, 3d Vice-President.

#### Insurance.

#### The United States Life Insurance Co.

IN THE CITY OF NEW YORK, (ORGANIZED IN 1850.)

261, 262 & 263 Broadway, New York.

T. II. RROSNAN, President. C. P. FRALEIGH, Sec'y. A. WHEELWRIGHT, Ass't Sec OEO. H. BURFORN, Actuary. By an act of the Legislature of this State this Com-

pany's charter was so amended in 1882 that hereafter all the profits shall belong to the policy-holders ex-

All Pulicies henceforth issued are incontestable for any cause after three years.

Death Claims puld at once as seen as satisfactory proofs are received at the Home Office.

Absolute security, combined with the largest liberality, assures the popularity and success of this Co.

All forms of Tontine Policies issued.

COMPARISON OF BUSINESS FOR TWO YEARS.

#### THE

#### MUTUAL

INSURANCE CO. OF NEW YORK, F. S. WINSTON, President.

ISSUES EVERY DESCRIPTION OF LIFE& ENDOWMENT POLICIES

Rates Lower than other Companies. ORGANIZED APRIL 14, 1842,

Assets, - - \$101,148,248 25

THIRTY-FOURTH YEAR.

#### MANHATTAN Life Insurance Company

OF NEW YORK.

156 & 158 Broadway, New York,

Old and tried, solid, conservative, economical. New form of pulicy-plain, liberal, incontestuble, nou-forfeltable. Non-participating, very iow rate policies issued, us well as the ordinary participating ordinary rate policies. Joheral surrender vulues. Write for information and agencies.

II. STOKES, President. H. Y. WEMPLE, Sec'y. J. L. HALSEY, 1st V. Pres. N. STEBBINS, At'y. H. B. STOKES, 2d V. Pres.

#### Cotton.

#### Schroeder 8 Co.,

SUCCESSORS TO

#### WARE & SCHROEDER.

COTTON COMMISSION MERCHANTS, POST BUILDING,

16 & 18 Exchange Place, New York.

Special attention paid to the execution of orders for the purchase or sale of contracts for future de-livery of cotton. Liberal advances made on con-

#### Alexander & Cargill, COTTON BROKERS,

AUGUSTA, GEORGIA.

Entire attention given to purchase of COTTON TO ORDER for SPINNERS and EXPORTERS. CORRESPONDENCE SOLICITED.

HEFFICENCES.—National Bank of Augusta, Ga. Henry Hestz & Co., Commission Merchants, New York; William B. Dunn & Co., Proprietors Commencial & Financial Chronicle, and other New York Houses.

#### F. Hoffmann,

COTTON BROKER AND AGENT 38 RUE DE LA BOURSE, HAVRE

Waldron & Tainter,

COTTON MERCHANTS 97 PEARL STREET.

#### Cotton.

#### Henry Hentz & Co., COMMISSION MERCHANTS

8 South William St., New York.
EXECUTE ORDERS FOR PUTURE DELIVERS
C O T T O N

at the NEW YORK, LIVERPOOL AND NEW OR-LEANS COTTON EXCHANGES, Also orders for

COFFEE

at the NEW YORK COFFEE EXCHANGE, and GRAIN AND PROVISIONS

at the NEW YORK PRODUCE EXCHANGE and the CHICAGO BOARD OF TRADE.

CORRESPONDENTS:

Mossrs. Smith, Edwards & Co., Cotton Brokers.
Liverpool.

Messrs. Samuel H. Buck & Co., New Orleans.

QUSTAVUS C. HOPKINS. LUCIUS HOPKINS SMITH. CHARLES D. MILLER.

#### Hopkins, Dwight & Co., COTTON

COMMISSION MERCHANTS.

No. 134 PEARL STREET.

NEW YORK.

ORDERS FOR FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL.

#### John C. Graham & Co., BANKERS AND

COTTON COMMISSION MERCHANTS

No. 18 William Street, New York.

SELMA, ALA: MONTGOMERY, ALA.

Buyers of Cotton for a Commission. Orders for Fn tare Contracts executed in New York and Liverpool-

ALFRED VON GUNDELL. CHARLES MAYHOFF.

#### von Gundell & Mayhoff, COTTON BROKERS.

Nos. 2 & 4 STONE STREET, NEW YORK.

VON GUNDELL & MAYHOFF. COTTON BUYERS,

MEMPHIS, TENN.

#### Sawyer, Wallace & Co., COMMISSION MERCHANTS. No. 18 BROADWAY.

Liberal advances made on Cotton consignments Special attention given to orders for contracts for future delivery of cotton in New York and Liverpool

#### B. F. BABCOCK & CO.

COMMISSION MERCHANTS.

17 Water Street, LIVERPOOL, Receive consignments of Cotton and other Produce and execute orders at the Exchanges in Liverpool teppresented in New York at the office of BABCOCK BROTHERS & CO., 50 WALL STREET.

# James F. Wenman & Co.,

COTTON BROKERS, No. 113 PEARL STREET, N. Y. Established (in Tontine Building) 1840.

Geo. Copeland & Co., COTTON BROKERS,

136 PEARL STREET, NEW YORK.

# Bullard & Wheeler,

119 MAIDEN LANE, NEW YORK.

BAGGING AND IRON TIES. (FOR BALING COTTON.)

Agents for the following brands of Jute Bagging,
"Agents for the following brands of Jute Bagging,"
"Agents for the following brands of Jute Bagging,
"Agents for the following brands of Jute Bagging,"
"Agents for the Bagging,"
"Agents of Jute Bagging,
"Agents for the Government of Jute Bagging,
"Agents for the following brands of Jute Bagging,"
"Agents for the following brands of Jute Bagging,
"Agents for the following brands of Jute Bagging,"
"Agents for the following brands of Jute Bagents of Bagging,"
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Advances made on Consignments of Cotton. Contracts for Future Delivery of Cotton bought and

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Orders e-ceuted at the Cotton Exchanges in New
York and Liverpool, and advances made on Cotton
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#### Special attention given to the purchase and sale of Farrar & Jones,

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Office, 195 Broadway, New York City.

Statement of Company 1st Day of July. 1884. 
 CASH CAPITAL
 \$1,000,000
 00

 Hoserve for unearned premiums
 2,042,222
 35

 Reserve for unpaid losses
 2 6,488
 60

 Net surplus
 658,967
 64

\$3,957,070 63 STEPHEN CROWELL, President.

WM. R. CROWELL, Vice-President.
PHILANDER SHAW, Sceretary.
WM. CHARTERS, Assistant Secretary.
FRANCIS P. BUILKE, Sec'y Local Dep't.

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Insurance Company OF NEW YORK.

OFFICE 119 BROADWAY.

## **ÆTNA**

#### Insurance Company OF HARTFORD.

Assets January 1, 1834...... \$9,192,643 80 Liabilities for unpaid losses and re-insurance fund ..... . 1.923,185 95 4,000,000 00 Capital.....

NET SURPLUS...... \$3,269,457 85

No. 2 Cortlandt St., New York. JAS. A. ALEXANDER, Agent.

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