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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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THE CHRONICLE.

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The Chronicle.

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CLEARING HOUSE RETURNS.

Bank exchanges, though of greater volume for the week ending September 19 than during the preceding six days, do not make so favorable an exhibit in comparison with 1884. This is due to the fact that for the week last year there was an increase of some \$85,000,000 over the previous week, while during the same period in the present year the gain has been only \$6,217,076. There is, in consequence of the large increase mentioned above, a small decline this week compared with the eame week of 1884 of 0.3 per cent in the whole country, but outside of New York there is an excess of 3.9 per cent.

In the present statement fifteen citics exhibit some increase over a week ago, and the number which record an excess over last year now reaches eleven. Of these latter Memphis take the lead with 112.3 per cent; Peoria, Indianapolis, Detroit and Boston following in the order named. Each week finds some improvement in the situation so far as labor troubles are con corned, and now it appears that the great strike among the iron workers of Cleveland has ended.

The speculation in railroad shares on the New York Stock Exchange during the period which this statement covers displayed less activity than in former weeks, the aggregate transactions being only 1,299,851 shares, against 1,673,400 shares for the corresponding week in 1884, the market value

of the sales reaching \$73,713,000 and \$112,371,000 respectively in the two years. Pursuing our usual method of deducting double these values from the total New York clearings, there remains \$333,307,380 this year, against \$207,327,873 a year ago to represent the exchanges due to other business, or an excess of 24.7 per cent. This would seem to indicate that general mcrcantile affairs are in a much better condition than in 1884.

		Weel	k Ending Sept	. 19.	Week Ending	Sept. 12
		1885.	1884.	Per Cent.	1885.	Per Cent
	New York Sales of—	\$480,733,880	\$492,069,873	-2.8	\$481,537,658	+147
	(Stocksshares.)	(1,299,851)	(1,603,400)	;-21.9;	(1,511,508)	(+72-0)
	(Cottonbales.)	(255,200)	(498,600)	(-19.1)	(288,800)	(+11.5)
	(Grainbushels)	(85,023,000)	(39,935,112)	(12.3)	(41,629,000)	(+9.8)
1	(Petroleumbbls.)	(56,973,000)	(70,711,000)	(-19.4)	(70,219,000)	(-22*2)
ł	Boston	\$65,433,231	\$53,478,057	+15.0	\$61,402,268	+12.0
l	Providence	4,294,200	4,110,200	+4.5	S,789,500	+12.3
ł	Hartford	1,892,191	1,485,498	-6.3	1,369,016	+28-7
l	Portland	744,107	954,071	-25.0	758,756	-12.8
I	Worcester	793,406	797,707	-0.7	695,960	-0-3
l	SpringGeld	726,381	658,359	+10.8	683,484	+14.3
l	Lowell	\$93,010	409,684	4.8	407,669	-10.3
	Total N. Hogland	\$73,779,526	\$64,891,710	+12.8	\$69,109,549	+12-3
I	Philadelphia	\$46,098,273	\$46,436,492	-0.2	\$40,136,137	+5-0
l	Pittsburg	6,515,293	0,597,011	-1.5	6,552,253	-13.8
I	Baltimore	10,818,901	11,931,716	-0.2	9,866,824	-12.2
	Total Middle	\$63,433,469	\$64,995,219	-2.4	\$56,555,214	0-9
I	Chicago	\$44,109,793	\$40,828,378	+8.0	\$46,065,263	+177
l	Cincinnati	8,361,900	9,414,150	-11.3	8,267,150	0.2
Į	Milwankee	S,0 80,943	2,540,246	+8.2	3.435,565	. +13.9
i	Detroit	2,910,622	2,492,106	+18.0	2,849,580	+10.8
ł	Indianapolis	1,860,02)	1,123,854	+50.8	1,446,000	+14.6
I	Cleveland	2,030,921	2,082,901	-2.5	1,930,179	-10.8
•	Colnmbus	1,420,549	1,468,104	-3.2	1,826,772	-18.9
1	Peoria	1,080,781	875,401	+28.2	1,005,481	-1.8
	Total Western	\$64,386,088	\$61,127,140	+5.8	\$66,321,970	+12-5
l	St Lonis	\$12,839,607	\$14,010,930	-8.2	\$14,507,749	-1.4
l	St. Joseph	706,537	, 039,530	+10.4	667,991	+14.1
i	New Orleans	4,654,221	5,226,339	-10.9	4,278,490	-0-2
	Lonisville	3,200,063	3,493,637	-8.1	S,508.026	+4-7
I	Kansas City	S,746,793	8,471,195	+7.9	4,484,517	+26.0
1	Memphis	815,503	381,149	+112.3	894,091	+111.0
	Total Southern	\$25,983,184	\$37,215,790	-4.5	\$29,420,849	+3.6
	San Francisco	\$12,202,193	\$12,641,490	-3.5	\$9,852,416	-5*4
	Total all	\$720,517,780	\$722,931,237	-0.8	\$714,800,654	+12.0
	Outside New York	\$2.19,784,530	\$230,861,864	+8.8	\$229,702,990	+6.9

The returns of exchanges for the five days as received by telegraph do not differ materially from the figures for the previous five days. In the aggregate there is an increase over September 18 of \$3,299,332, and in comparison with the cor-responding period of 1881 the total exhibits a decrease now of 1'3 per cent, against a decline of 1'8 per cent a week ago. Excluding New York the present returns record an increase of 3'1 per cent.

e		Five Do	tys Ending Ser	5 D'ys End'g	Sept. 18	
r		1585.	1884.	Per Cent.	1885.	Per Cent
8	New York	\$400,360,880	\$114,005,928	-3.3	\$397,513,77;	-4.6
d	Sales of Stock (shs.)	(1,052,862)	(1,402,201)	(-24.2)	(1,170,051)	(-23.5)
8	Boston	51,950,446	44,696,417	+18.2	55,734,489	+17.0
-	Philadelphia	\$5,012,907	35,979,801	-2.7	38,779,749	-0.2
-	Aaltimore	8,262,878	9,040,093	-8.8	8,983,219	-10.0
e	Chicago	35,417,000	\$3,859,000	+1.1	86,667,000	+87
	St. Louis	11,432,098	11,771,271	-2.9	10,713,278	
k	New Orleans	3,304,736	8,773,747	-10.8	4,108,810	-4'3
	Total	\$515,819,031	\$554,528,517	-1.2	\$552,577,822	-2.0
-	Balance, Country"	47,227,124	46,609,432	+1.8	33,160,001	+1.0
8	Total all	\$593,016,155	\$800,937,749	-1.8	\$590,746,828	-1.8
0	Ontside New York	\$193.616.789	\$1=6 9:8.821	+8.1	\$193.233.046	+4.

* Estimated on the basis of the last weekly returns.

THE FINANCIAL SITUATION.

There has been very little evidence of any change in the demand for money during the week. Bankers' balances can be loaned freely at 1@11 per cent, and occasionally an exceptional demand will force the price to 2 or even 3 per cent, as was the case on Monday, again on Wednesday, and again yesterday, but so much money is pressing on the market that the rate immediately falls back to nominal figures. And yet, as we have frequently shown before, the conditions are obviously a little less adverse than they were two months ago, and these occasional spasms may perhaps be taken as evidence of the change. Ever since the first of August, bank loans have been increasing, and during the same time bank reserves have declined, last Saturday's return showing, compared with August 1, an increase of 22 millions in the loans and a decrease of over 16 millions in the total reserve. It would be impossible for such differences to exist without some alteration in at least the tone of the money market, and under any ordinary circumstances the effect would have been marked; but the idle capital which lack of confidence has accumulated here is so large and so averse to going out of sight, that the drains in progress are very slow in making any impression.

This lack of confidence finds illustration of its existence We and strength by a recent occurrence in this city. refer to the fact that during the week nearly \$1,000,000 from one estate has been placed on real estate city mortgages at seven years at 4 per cent gold. This transaction has no significance as an indication of the future rates of money; but it has great significance as an indication of the extreme timidity capitalists feel about making investments. With our currency in about as bad a state as it is possible for it to be; with an unfortunate mania prevailing among managers for paralleling railroads and thus unsettling values; with no regard among some State officials for the investments which have served to open up their wild lands, it is not at all surprising that capitalists are found so anxious about their principal that they pay little heed to the interest received. And this is the only reason why money to-day can be freely obtained at $1@1\frac{1}{2}$ per cent-simply because those who own it are afraid to let it get beyond their reach, so they leave it in bank and the bank officer puts it out from day to day as best he can. Our Clearing House bank deposits were last Saturday about 83 million dollars larger than at the same date of 1884, about 91 millions larger than in 1882, and about 160 millions larger than in 1879!

In this connection we cannot refrain from expressing our deep gratification at the remarkable unanimity and enthusiasm with which the past week the Bankers' Convention held this year in Chicago, has condemned the coinage of silver dollars and requested its suspension. Of course the silver advocates will claim that bankers represent the sentiment of capitalists and not of the people, for that is easily said, has an air of democracy, and sounds true to one who looks only at the surface of things. But the fact is, banks and bankers are peculiarly the representatives of trade and commerce or the industrial classes of the country, the capital they command being only an incident in their existence, the use and employment of which and consequently the return it receives, depending wholly upon the activity of business. For this reason their study is to find out whenever anything interferes with the healthy development of enterprise and seek its removal, for in that way they serve their own interests; and they have the best possible opportunity for acquiring such knowledge, coming as they do into the closest relationship with the workers and activities of the land.

The significance of the action of the convention is the more marked, because never before has the sentiment expressed been so nearly unanimous, and furthermore at no previous meeting have the representatives been so largely made up from the Southern and Western States where silver coinage has hitherto found its support. Tt. seems that there was one objector, Mr. James B. Colgate of this city, and if the dispatches represent him correctly he must have been conspicuous, not only in standing alone, but also for the novelty of his suggestions. The Times report says that "he thought that the United "States was big enough to take care of itself without "reference to other nations." This means, we suppose, that we ought to settle our currency questions independently of the world outside of us. The dispatch does not state how we are to do this-it only refers to our bulk as the stand. ard of our ability. Interchanging commodities with other nations, as we are all the time doing, and having as the measure of value for such interchange, metals governed by the market price in London, are facts which seem to clash somewhat with this idea of entire independence. We might, to be sure, stop buying and selling if we could get the Government to buy and bury our surplus cotton, wheat, &c., as it does Mr. Colgate's silver; but we fear, even if there was no other objection, that the mints and presses would in that case have to work too fast and make Government fiats too numerous to ensure the acceptance of such a plan by any apologist for this "dollar of our fathers;" and yet we think of no other device which would secure us the needed isolation. We notice that according to the dispatches Mr. Colgate after uttering such sentiments as the above and expressing a strong belief in unlimited coinage, is reported as only being willing to offer for 60 days to accept an option for silver dollars at 99-clearly proving that a Wall Street man can be a deeply interested advocate without for even a moment forgetting his shrewdness.

The course of foreign exchange during the week also bears closely upon this congested state of the money market. It is almost impossible with such large accumulations of money that employment for it should not be sought and speculation therefore encouraged, especially by banks that are paying interest for deposits, as the most of them are to a greater or less extent. As a result the prices of nearly all our exportable products are rapidly being pushed above the parity of Liverpool and as a consequence commercial bills, though this ought to be a time of large shipments, are very scarce, causing rates of exchange to be firm at an advance of one cent per pound sterling until yesterday, when they were marked down $\frac{1}{2}c$. Wheat we have long kept above European markets. Corn, although we have in prospect a new crop of nearly two thousand million bushels, we let Liverpool have very sparingly. Provisions, too, we seem to prefer to keep than to sell. And, finally, for three weeks we have taken hold of cotton, determined that we will dole it out in driblets until prices are higher. This latter operation has a wide support, some good points to aid it, but is unfortunately started at a moment when a good crop is just in sight in America and another good one in Egypt. We do not mean to say that either the American or Egyptian yield will reach the full promise of the last half of August; but we do mean to say that both of them are too promising and the times are too depressed to permit European spinners to get in much of a fret about supply just at present. In our cotton report to-day will be found a very interesting letter from our Alexandria correspondent as to the situation of the Egyptian crop the last of August, with cable news respecting the later reports. And as to the rains in the Southern States, they are, of course harmful, but it is very easy to make too much of them. No one can forget the picking season of 1880 and the lesson it taught; there never was a wetter one, and scarcely ever has there been a colder one.

Rather unexpectedly action was taken this week looking to an early advance in west-bound freight rates. A step of this kind was thought probable when the West Shore settlement was made, but latterly, under the complete demoralization that has again overtaken east-bound rates, the prevalent belief has been that there was little likelihood of an early restoration of the tariff. The advance, therefore, that has now been determined upon came as a welcome surprise. What makes the action however particularly gratifying is the fact that it was taken at a meeting of presidents (the highest executive officers), that Mr. Garrett of the Baltimore & Ohio was present, and that the proceedings appear to have been marked by unusual harmony, with no discordant element present apparently to disturb the occasion. One touch of nature makes the whole world kin, and probably the railroad managers have at last been brought to an understanding of the real situation by the frightful sacrifice of profits that their past course has entailed, as evidenced by the statement for August (referred to further below) of such a staunch corporation as the Pennsylvania. But whatever the stimulating cause, it has been agreed that there shall be an advance-the advance is to be from 40 to 60 cents per 100 lbs. with first-class freight as a basis. This does not bring the tariff up to the figure formerly in operation (75 cents), but at any rate is an advance equal to 50 per cent on the tariff now in force. A resolution was also passed asking the Western lines to make another effort to restore east-bound rates, but it seems to be regarded as very doubtful whether the effort will be crowned with success. Western managers are willing enough to raise rates, but unfortunately they cannot prevent minor reads from "cutting" the schedule. The trouble is, that there are so many of these minor lines, that some of them are bankrupt and thus veritable free lances, and that reads to interior points, so numerous in the territory embraced by the Central Traffic Association, are hard to placate.

Quite in opposition to the prevailing spirit of amity has been the action of the Philadelphia & Reading managers in bringing a suit to compel the completion of the South Pennsylvania line, or at least to recover a loss which they claim the Reading will sustain through its non-completion. As reports have been so frequent that the old-time enmity between the Reading and the Pennsylvania had been or was about to be removed, the suit has been quite a shock to the public. It is difficult to see what object the Reading has in view, or how it expects to make much out of the proceeding. As far as we are able to determine, the arrangement between the Reading, the South Pennsylvania and the other roads party thereto, was simply in the nature of a traffic agreement. The benefits to result from the agreement were dependent entirely upon the completion of the new line, and, unless we are greatly at fault, there was no contract by which the South Pennsylvania managers bound themselves to complete their road. The agreement merely covered the contingency when the road should become an accomplished fact, and in that contingency the Reading was to get all the advantages of a close connection with the new road. Besides, it does not appear that the Reading gave any substantial consideration which would make it obligatory upon the South Pennsylvania people to carry the undertaking th ough. In January, 1883, referring to the alliance, Mr. Gowen said : "This advantageous con nection has been obtained without the expenditure of any

money by the Reading Company, or without any guarantee of the bonds of the connecting 'company." While therefore the suit may further unsettle things for the time being, we do not see how it can permanently defer a trunk line settlement. It should teach us, however, not to expect too much at once, and to remember that since the problem is an unusually difficult and complicated one, it can only be gradually solved. The same remark applies to the matter of east-bound rates, referred to further above.

Pennsylvania Railroad exhibit for August is the worst of the year. On the lines east of Pittsburg and Erie the loss in net for the month (as compared with the corresponding month of the previous year) reaches \$502,495, and the Western lines, instead of returning a surplus of \$669 above the amount needed to meet their liabilities, as in 1884, this year return a deficit of \$173,669, which gives a further loss of \$174,338, making the loss on the entire system for the month \$676,833. In July the loss had also been heavy, but was no more than \$410,399. These two months cover the period that marked the inception of what was supposed to be the era of good feeling among the railroads and the revival of business activity from which so much was expected. Yet the loss in this period on the Pennsylvania-the system most representative of the varied business interests of the country-reaches \$1,087,232, or over one per cent on the 95 millions of stock which the company has outstanding. All this, of course, does not militate against improvement in the future, but naturally it has greatly dampened the ardor of those who were so sanguine as to an immediate favorable outcome.

In part explanation of the heavy loss on the Eastern system, it is to be said that the net earnings on that system in August last year had been exceptionally good-in fact, they were slightly greater than in 1883, and thus constituted the largest August earnings ever made. Hence the decrease of \$502,000 this year is a decrease from very heavy aggregates, and not from aggregates already greatly diminished, as in previous months. But the same can not be said of the Western lines. The result there has been steadily growing worse for four years, and this year has been particularly affected by the failure of the winter wheat crop, the worst ever known. The lines traverse a section of country where there is too much mileage, where the net work of roads is so interlaced and complicated as to make it almost impossible to maintain rates, and where there have been alternate failures of the crops, partial or complete, for several years. In August, 1881, these lines returned a profit to the Pennsylvania Railroad of \$295,-799, which was slightly reduced in 1882, and again in 1883, then almost entirely wiped out in 1884, and now in 1885, as stated, has been turned into a deficiency of \$173,. 669. The following shows the course of income on both the Eastern and Western lines for six years past. It will be noticed that, taking the whole system, the loss for the month, which when compared with the previous year was \$676.833, is \$902,162 when compared with 1883.

LINES EAST OF PITTSBURG.	1885.	1994.	1883.	1882.	1881.	1880.
August. Gross earnings Operatig expenses.	\$ 8,956,306 2,365,294	8 4,617,894 2,466,897			\$ 5,809,978 2,365,474	\$ 9,723,955 2,163,875
Net earnings Western lines	1,649.012	4660	+231.83	+984.572	1,444.504 +295,799	- 219,611
Result	1,475,843	2,152,176	2,877 503	2,009,732	1 740,908	1,771,091
Gross carnings Operat's expenses.				81,971 176 19,001,1-1		
Not earnings Western lines				11,870,075		
Result	1 2 1 A + + (H1	1 14 1mg	0 - 5 - 9	1 E T	19.067,144	1- 595,041

As to the showing for the eight months ended with August, it is unnecessary say anything beyond recording the fact tha the loss has been extremely heavy. On the entire system, it is \$2,800,000 as compared with 1884, \$4,585,000 as compared with 1883, and \$5,845,000 as compared with 1881.

The following shows the receipts and shipments of gold and currency by the New York banks during the week.

Week ending Sept. 25, 1885.	Received by N. Y. Banks.	N. Y. Banks.	
Currency	\$799,000	\$1,986,000	Loss \$257,000
Gold			
Total gold and legal tonders		\$1,086,000	Loss \$287,000

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 \$2,000,000 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 New York Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week ending Sept. 23, 1885.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above Sub-Treasury operations			Loss. \$237,000 Loss. 2,000,000
		A2 000 000	

Total gold and legal tenders.... [\$5,799,000] \$3,039,000 [Loss. \$2,287,000] The Bank of England lost £489,315 bullion during the week. This represents £500,000 sent abroad and £10,685 re. ceived from the interior. The Bank of France gained 3,865, 000 francs gold and 2,143,000 francs silver. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year

	Sept. 2-	4, 1885.	Sept. 25, 1884.		
	Gold.	Silver.	Gold.	Silver.	
	2	£	£	ß	
Bank of England	22,380,286		22,596,158		
Bank of France	47,009,160	44,193,187	42,480,088	41,133,387	
Bank of Germany	7,292,725	21,878,175	7,105,000	21,315,000	
Total this week		65,071,362			
Total previous week	77,016,876	63,985,650	72,560,140	62,925,064	

The Assay Office paid \$460,454 through the Sub-Treasury for domestic bullion, and \$151,876 for foreign bullion, during the week, and the Assistant Treasurer received the following from the Custom House.

-	1	Consisting of-						
Date.	Duties.	Gold.	U. S. Notes.	Gold Oertific's.	Silver Oer- tificales.			
Sept.18.	\$520,885 01	\$2,000	\$81,000	\$107,000	\$29,000			
" 19.	416,411 30	3,000	59,000	313,000	41,000			
" 21.	522,770 51	1,500	149,000	314,000	57,000			
" 22.	557,445 99	2,000	175,000	315,000	63,000			
" 23.	262,216 84	2,000	62,000	161,000	36,000			
" 24	374,493 01	2,000	. 83,000	247,000	35,000			
Total.	\$2,651,225 46	\$12,500	\$609,000	\$1,758,000	\$264,000			

Included in the above were \$10,500 in silver coin, chiefly standard dollars.

PARALLELING RAILROADS.

The telegraph brought us a striking and significant little item of news the other day—striking because it reveals so clearly the prevailing disposition to take the control of railroad affairs, even in some of its minutiæ, out of the hands of the railroads, and significant because the action in question contrasts so strangely with the evident inclination to let the railroads take care of themselves when their interests are in any way threatened by foes or evils within or without. The idea of "regulation" evidently is to guard most sacredly against the possibility of a railroad inflicting harm, but not against its receiving harm.

The news to which we refer is the announcement that the initial steps had been taken by the Minnesota Railroad Commissioners to bring suits against the Milwaukee &

St. Paul and the St. Paul & Manitoba Railroad Companies to compel them, under a recent law of that State. to provide increase of accommodation to passengers at minor stations-to put up "suitable waiting rooms," to have at places with 1,000 inhabitants "separate rooms for men and women," &c. The penalty for a violation of the law, we are told, is a fine of between \$500 and \$1,000 dollars. We will say nothing as to the propriety of a State descending to such petty details of railroad management. And although we know, and every right-thinking person of moderate experience knows, that the providing of adequate passenger accommodations and facilities is one of the things that regulates itself, that more commodious quarters, more eligible locations, more elegant appointments, follow naturally the growth of traffic, that even if they did not the great rivalry and keen competition that have grown up, under the noteworthy expansion of mileage everywhere, would force them-although all this is obvious we will not assume that the action taken was not called for. On the contrary, we will take it for granted that the legislator in his wisdom knew better than the railroad manager how to serve the patrons of the latter and advance his interests.

But having gone that far, does not justice make it incumbent upon the legislator to go still further? He prescribes the rate of charges that a company may ask, and consequently limits its income (in Minnesota the requirement is that rates shall be reasonable, but what interpretation would be placed upon the word "reason. able" by granger juries can be readily understood); then he enjoins the building of certain kinds of stations-very likely before the business warrants it-necessitating an increase in expense account or in the outlay on capital account. Having thus cut down profits to the railroad at both ends and taken every precaution that traffic shall not be overtaxed, does it not seem as if the traffic itself should be left to the railroad. Yet competition of the most reckless kind may go on unhindered, and the introduction of new rivals for the traffic, on which the profit to existing lines is being so constantly scaled to smaller and smaller dimensions, so far from being discouraged, is ever invited and graciously welcomed.

It is this phase of the matter that is deserving of the most serious consideration. As we took occasion to point out a few weeks ago, new construction is at present being carried on in the Northwest in a manner and to an extent that excites the gravest apprehension as to the future. References to the possibility of a repetition west of Chicago of the troubles that have been experienced east of that point, are something more than mere idle talk. One need not be in an alarmist frame of mind to see that unless something is done, and done speedily, to put a check to the multiplication of new lines in that territory, the consequences must be very disastrous. Between Chicago and St. Paul, as we showed, against the three lines formerly existing, there will before long be six, and there may be seven, or eight, or even more. And not only do these threaten through traffic, but local traffic as well, and thus they become a disturbing factor whose extent can not be determined. In our previous article we dwelt particularly upon the Burlington & Quincy line to St. Paul, because that seemed such a conspicuous and such a flagrant case. But it is the principle at issue in the building of that line that needs to be most emphasized.

So long as the railroads were free to conduct their own affairs, competition, even though it be carried to extremes, was not only desirable but necessary, for monopoly must be avoided at all hazards and the producing classes must be made secure against the possibility of excessive and

The situation has completely burdensome charges. changed however. State regulation has superseded competition and therefore dispensed with its necessity. The interests of shippers are taken care of by law. Legislation is made in their favor. Almost every State in the Union has undertaken control of the matter. Not only are maximum rates fixed, but, as in the Minnesota case, there are regulations, usually, with regard to stations and kindred things-automatic brakes and other improvements must be attached to the cars; road-bed, track, ties, bridges, &c., are subject to certain restrictions ; new alarm signals must be employed; extra flagmen, stationmen, signal men, &c., must be hired, and so in a hundred different ways is the expense account increased. But while the State regulates all these things, the evils of unnecessary new mileage have still to be contended with. In a word, the railroad must meet unlimited competition, and at the same time submit to regulations reducing its profits at the hands of the State.

The latter is a condition that most of the larger and more successful and better established companies had not bargained for. They should therefore, it would seem, in part compensation be protected against illegitimate rivalry. They were built at a time when the present situation could not be foreseen. Now they can do nothing but submit to the regulations imposed upon them. They have built up a large traffic, which they move on a very small margin of profit, and have provided all the accommodations, conveniences and appliances that that traffic calls for. They represent, moreover, a very large amount of capital invested in them because of that policy, and which has been expended in bringing them up to their present state of efficiency. To allow a competitor to come in and take away this traffic, when there is no room for such competitor, and when the Government is constantly seeing to it that the patrons of the road shall be served in the best way and at the smallest cost, is certainly It is more. It is a needless destruction unwise. of capital. It is a blow at vested interests-an unsettling influence. It creates a lack of confidence in all railroad investments, which, as the railroad interest is the largest in the country (Poor's Manual shows that on January 1, 1885, our railroads were represented by a capital account-stock, bonds, &c.-of over 7,500 million dollars), quickly extends to the whole industrial fabric in all its branches. Then it serves absolutely no good purpose whatever at this stage of our development. A new competitor may for the time being give the shipper lower rates, by precipitating a war, but the fluctuations will be so violent as to make all calculations difficult, thus doing more harm to merchants than good, and then, when peace has been restored, rates will also be restored, and the public find that there is just one more line to be taken care of.

What a hardship existing arrangements are, is clearly demonstrated in the case of the roads first above referred to. Take for instance the Milwaukee & St. Paul. Here is a company operating a trifle less than 5,000 miles of road, much of it in new and unsettled districts. To build up that system of mileage the company has incurred a debt of over 100 million dollars. It is a good property, but its success depends upon the future and therefore is involved in uncertainty. This uncertainty is reflected in the price of the shares, which are quoted below 80, though up to the late year 7 per cent was paid on the same and 5 seems to be the present rate. This system, so situated, is to be required to go to the expense of building, at a time of general business depression, new stations and waiting. rooms at numerous out-of-the way places which probably Sepoys and Ghoorkas to Malta, and which finally led to

afford so little return in the way of traffic as to make the investment a very doubtful one. But such law. And while there is this domand is the for increased accommodation, is there any solicitude evinced in the same quarter as to the effect upon the company of the new competitive mileage projected and in progress, or any effort made to prevent its being built? Is disapproval being expressed of the new Minnesota & Northwestern on the one side of the road, or the Chicago Freeport & St. Paul on the other, or the Yet it is a fact Burlington & Quincy midway between? that from these extensions the S'. Paul must suffer, more than any other of the larger systems. But the St. Paul, which can manage its own affairs and must 'defer to the State and have it manage them for it, can neither move away nor control the new lines that are being built, and is, therefore, without remedy. So, too, the Manitoba, which is likewise to be prosecuted for not obeying the law in the particular mentioned, has had an unusual combination of adverse circumstances to contend with, to which we referred in detail last week, and under which its average freight rate, as we showed, declined in three years from 2.51 cents per ton per mile to 1.52 cents.

But it is not to the State or general government that we must look mainly for a solution of the problem. It is rather in the creation of an intelligent public sentiment which shall frown down and put down all questionable schemes and methods. Particularly railroad people themselves, and capitalists who support them, must be made to see that speculative and illegitimate enterprises are an offense against society-a breach of morals as distinct as any other violation of the eighth commandment, and in degree equally bad. Something more than the knowledge that an old, existing line is doing a profitable business, should be required before public opinion will tolerate the building of an opposition line with no other object in view than a desire to share that traffic. For, is not destroying capital by indirection stealing it, and should not the act be visited with equally severe condemnation ?

THE ROUMELIAN UPRISING AND THE TREATY OF BERLIN.

Suddenly the sick man of the East has been again thrust upon public attention. The uprising in Eastern Roumelia has constituted the chief foreign topic of the week, and put the French elections, the Carolines affair, and Mr. Parnell and his programme, completely in the shade. It is not wonderful that the events of which Eastern Roumelia and Bulgaria have been the principal scenes should have filled Europe with surprise, and should have created some alarm; for they touch the very root of the Berlin Treaty of 1878, and by undoing that which was then with difficulty accomplished, threaten a serious disturbance of the general peace.

It is not yet forgotten that Bulgarian difficulties begot the last great war between Turkey and Russia, and that the differences between the San Stefano and Berlin treaties related mainly to Bulgaria and Eastern Roumelia. By the first treaty independence was secured to Ronmania and Servia, which had hitherto been subject to the suzerainty of the Porte; and Bulgaria, including the greater part of that territory which we have since known as Eastern Roumelia, was formed into a quasi-independent State, owing allegiance and under tributary obligations to the Porte. It was what was considered the undue and dangerous extension of Bulgaria to the Southeast which roused the ire of Lord Beaconsfield, which threatened the reopening of the war, which brought the battalions of

As the result of that conference the Berlin Conference. Eastern Roumelia was kept out of the new Bulgarian Principality, but was organized as a separate province, under a Christian Governor-General, with a Privy Council, a House of Representatives, and perfect her internal the management of in freedom affairs. The Porte nominated the Governor-General, the chiefs of the Gendarmerie, and claimed an annual tribute, but charged itself with the garrisoning of the forts and the general protection of the frontiers. Such was the arrangement embodied in the Berlin treaty; and such has been the state of things since 1878 up to the present. It is but fair to say that the arrangement from the beginning was distasteful to a large number of the people of Eastern Roumelia, who desired union with their brethren of the Principality, and who felt that such union was necessary to give strength to the infant State and to do justice to Bulgarian claims and Bulgarian aspirations. To hold them apart, it was urged, was only perpetuating weakness and making satisfactory development impossible either in the Province or in the Principality. The entire population of the two territories is under 3,000,000, of which a little over 800,000 belong to Eastern Roumelia.

In such circumstances, and under such an arrangement, contentment was scarcely possible. It was felt in Bulgaria, and it was felt in Eastern Roumelia, that a family was divided against its will; and it is not difficult to imagine that, though it has been necessary to yield obedience to law and to conform to the existing situation, this family feeling has in many quiet ways been finding Thus looked at, the uprising in Eastern expression. Roumelia is not so much of a mystery as it might otherwise appear. It is all important, however, to bear in mind that the reasons which prevailed when the Berlin treaty was framed have not only not ceased to exist, but are as live and as forceful as ever. The Berlin treaty was not drawn up in the interests of the Roumanians, the Servians, the Montenegrins, or the Bulgarians-not in the interests of any or of all the so-called oppressed nationalities exclusively -but in the interests of Europe, and with a view to the establishment and preservation of the general peace. Russia had been successful in the great struggle; and the advantages secured to the different States by her interference in their behalf had put them under a heavy debt of obligation. This, however, was not all. In Roumania, in Servia, in Bulgaria, and in Eastern Roumelia, the dominant portion of the population are of the Sclavic race, and therefore allied to Russia by race feelings. To have allowed the treaty of San Stefano to take effect, and to have included Eastern Roumelia in the Bulgarian principality, would have indirectly brought Russia within little more than one hundred miles of the gates of Constantinople. Such an arrangement was deemed not only undesirable but dangerous in 1878. Nothing has occurred in the interval to make it appear less undesirable or less dangerous in 1885. Russian aggression in Europe is by some of the nations as much dreaded to-day as it has been at any former period; and fear of the consequences which might follow the dissolution of the Turkish Power on the western side of the Bosphorus is still an active and determining force in European politics.

It is difficult as yet to say what will be the result of this uprising in Eastern Roumelia. Its one unhappy feature is that it violates the treaty of Berlin-a treaty to the maintenance of which all the influential powers are pledged. If Bulgaria and Eastern Roumelia are allowed to trample upon that treaty, why should it be respected

Macedonia, or by Greece which longs for an opportunity to expand towards the north and the west, or by Austria which is ready to incorporate Bosnia and Herzegovina, or by Russia to which the treaty is a standing offense? It is this which constitutes the difficulty. It is this, however, which may promptly lead to a satisfactory settle. ment.

There is no evidence as yet that the uprising has been brought about by any outside influence. It seems to have heen spontaneous; and it has so far been peaceful. Much depends upon the wisdom of the Porte and on the good sense of Prince Alexander. It will be a dangerous experiment if the Porte should attempt to enforce its authority upon the revolted Province, as it might rekindle the flames of war over the whole Balkan Peninsula. It will be equally dangerous if Alexander should do more for the present than merely keep the peace.

The difficulty which has arisen can only be settled by the Treaty Powers. They can, if agreed, enforce the provisions of the Berlin Treaty. If they are not agreed, the necessity of the case points to a fresh conference, and to a probable modification of the Treaty. It is very evident that there is not on the part of any of the Powers a desire for war; and it is very significant that the London Times advises a peaceful solution and a recognition of facts. If the advice of the Times is taken, and no objection is raised by the other signatory Powers, accomplished facts will be recognized, and the Principality of Bulgaria, still under the suzerainty of the Porte, will henceforth include Eastern Roumelia. Should any of the great Powers object, or should the arrangement be sanctioned only on the ground that the Berlin Treaty is a dead letter, a fresh conference seems the only way out of the difficulty. As it now presents itself, the situation is one of deep interest.

THE NEW HAMPSHIRE INSURANCE LAW.

The daily newspapers have reported the chief facts in the singular controversy between the State of New Hampshire and the foreign fire insurance companies, if it is accurate to speak of the affair as a controversy. The Legislature of the State passed two laws at its late session, after being notified that if the laws were enacted all insurance companies not incorporated under the laws of New Hampshire would discontinue their agencies and cease writing policies upon property in the State. Thereupon the companies affected carried out their intention and withdrew from the State. They also signed an agreement not to maintain any agency in New Hampshire as long as these laws were in force, and not to underwrite any property in the State from any other office; and all, or nearly all, the companies doing business in Massachusetts which had not maintained agencies in New Hamp-This shire bound themselves by the same agreement. case is extremely interesting in itself, and hardly less so as a manifestation of the follies which men who are commonly sensible will commit when they suspect others of a purpose to coerce them.

The situation as it appeared to those who urged the passage of the new legislation was this:-Insurance agents; in their eagerness for business and commissions, urge property-owners to place excessive insurance upon their buildings; the insurance companies combine to fix premium rates; the people are thus constantly tempted to over-insure, and to pay much more than a fair sum for being insured; but when a building is burned the companies contest the payment of the full policy ; sometimes they refuse to accept a fair valuation of the property by Servia, which desires to annex the northern part of destroyed, and at others they allege a violation of the con

ditions of the policy. These are the general allegations ! upon which the recent legislation-probably the most stringent, thorough going and unevadable insurance law ever enacted-was based. There is, first of all, the "valued policy" provision; that in case of a suit to recover for a total loss "the amount of damage shall be the "amount expressed in the contract as the sum insured; "and no other evidence shall be admitted on trial as to "the value of the property insured." The same law made it the duty of the Insurance Commissioner to prepare a standard form of policy to be used by all companies doing business in the State. It was further provided that the Insurance Commissioner should revoke the license of every insurance company which should make application for the removal of any action or suit to which it is a party from the State Court of New Hampshire to a United States court; and of every company which should "enter into any compact or combination "with other insurance companies for the purpose of "governing or controlling the rates charged for fire insur "ance on any property within this State;" and the license could not be renewed for three years. A second law declared that "all statements of description or value in "an application or policy of insurance, are representations " and not warranties," and erroneous descriptions or state. ments by the insured are not to prevent his recovering on his policy, unless the jury find that the difference between the represented and the real condition of the property contributed to the loss or materially increased the risk. "A "change in the property insured, or in its use or occupa-"tion, or a breach of any of the terms of policy by the "insured, do not affect the policy (except during the con-"tinuance of the change, use or occupation, or of the "state of things constituting the breach of the terms of "the policy); nor shall any misrepresentation of the title "or interest of the insured in the whole or a part of the "property insured, real or personal, unless material or "fraudulent, prevent his recovering on his policy to the "extent of his insurable interest-"

If the promoters of this legislation expected foreign insurance companies to continue taking policies in New Hampshire under the terms of the new law, they must have had a singular idea of the profitableness of the business. It would have been simpler and quite as easy to enact out and out that in every case of a total loss the insuring company shall pay the full amount of the insurance without deduction. Substantially all the legal rights of the company were taken away. If it accepted any business it must fill out policies drafted by the State Insurance Commissioner; in case of a total loss it could not introduce evidence as to the real value of the property de. stroyed; and if it wished to appeal to a Federal court it could do so only at the cost of being excluded from New Hampshire for three years. Persons wishing to defraud insurance companies were almost directly invited to do so by the assurance that misstatements in applications for policies would not affect their legal rights. The exception of "fraudulent" intent really amounts to nothing; for nothing is more difficult to prove than a dishonest motive, when the dishonest act cannot be most clearly established.

It is quite unnecessary to present the contention of the insurance companies in detail. The idea of the New Hampshire Legislature was to throw upon the companies the burden of preventing over-insurance by making it costly for them in case of loss. What the Legislature did was to make it easy and safe for property owners to effect over-insurance, and to take away the power of the companies to prevent it. The idea of fire insurance every larticle that during the last five years about 40,000 miles

where is that it is a contract of indemnity. A man who pays for more insurance than the value of his property will warrant is foolish; but the fact that there are some men who cannot resist the persuasions of insurance sgents is no reason why the law shall make it profitable to effect over insurance, and then to burn down the building insured provided it can be done without detection. All this and much more, which will occur to every person who has studied the subject of insurance, was said to the Now Hampshire Legislature, but in vain. Those who represented the corporations said plainly that if such were to be the law their companies could not and would not remain in the State. This was at once treated as a threat, a measure to hamper the free action of the Legislature, and with virtuous indignation against the iniquitous lobby influence of grasping corporations, the Legislature proceeded to enact the laws. But in point of fact the companies simply announced the plain truth, that under the conditions prescribed there was no profit in insuring New Hamsphire property, and inasmuch as insurance companies are formed for the purpose of making money, they would not maintain agencies in the State any longer. Now that they have all withdrawn, some people are beginning to see the real truth. Moreover, in spite of the empty boast on the part of some of the people that they can create new insurance companies and keep at home the profits which foreign companies have heretofore drawn from the State, it is beginning to be seen that the State really did gain something from the companies; and many persons are anxious as to how they can effect any valid insurance on their property. This is particularly the case as to mortgaged property, which, by the terms of the mortgage, must be insured.

Of course no very important consequences to the country are to be anticipated from this affair. It is purely local. No insurance company will be forced to reduce its dividend on account of the loss of New Hampshire business, and whatever evil consequences the legislation may have will fall exclusively upon the people of one State. But the story has its value as a fresh illustration of the hap-hazard way in which much of our State and indeed not a little of our national legislation is enacted. If the anti-insurance laws of New Hampshire were due to a peevish impatience toward insurance agents -and that was really the chief cause-to what was the silver legislation of 1878 due? One can hardly read at this day the reasons which the ardent advocates of the "dollar of our fathers" gave for remonetization without a feeling of deep amazement that a great people should have been moved by them to anything but contempt for the authors and repeaters of those arguments. It was, let it be remembered, one of the strongest of the reasons assigned, that the silver dollar had been "demonetized by a trick." In this case, in the case of New Hampshire, and in every other instance where unwise laws have been enacted to punish some one, or to gratify the petty spite of the hour, the evil has fallen solely upon the head of the community which thought to deal a blow at an enemy.

MILEAGE IS DIS-OUR RAILROAD HOW TRIBUTED.

With one hundred and twenty-five thousand miles of railroad in the country, it is a matter of some interest to know just where this mileage is located, what sections have the larger part, and where the growth has been most rapid in recent times. We showed in a previous have been added. Most persons without seeing the figures could quite closely state the sections in which this addition has been mainly located; but to give a decisive answer to the question and as a basis for some further suggestions, we present the following from Poor's to show the mileage by geographical divisions at the end of 1884, and the increase yearly in the same during the last five years. We have changed Mr. Poor's classification, however, so as to include Texas and Arkansas among the Southern States instead of the Western States.

Geographical Divisions.	Mileage End of	New Mileage Built.					
	1884.	1884.	1883.	1852.	1981.	1850.	
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
New England States	6,507	74	74	67	112	74	
Middle States	19,203	462	004	1 495	562	191	
Southern States	.27,857	1,251	1,560	3,061	8,121	1,182	
Western States	62,270	1,740	3,143	5,751	4,922	4,079	
Pacific States	9,742	450	1,113	1,229	1,062	1,360	
Total	125,379	5,977	6,800	11,603	9,779	6,586	

This bears out the expectation that the Western States and territories have a vast preponderance of the mileage of the country. In fact, we find in that section no less than 62,270 miles out of the total 125,379 miles-that is, only a little less than half the whole amount. Of course, the area of territory covered by the Western States (the particular States included can be seen in the detailed statement which we shall give further below) is much larger than that of any of the other divisions given, but it is far from one-half, the exact figures being 1,169,910 square miles, out of 2,969,995 the area of the whole United States. Of the 39,000 miles of new road constructed in the last five years, this Western section has had 19,635 miles. It may perhaps surprise some that the geographical division next in point of mileage, though of course a very great way behind it, is the Southern, which now has 27,857 miles of road. It is not strange that this should be so, since, like the Western section, it covers an extensive area, namely 772,480 square miles. It is, however, the best of evidence of the great progress the South has been making in recent years

Indeed, the above figures show that during the last five years the Southern States gained no less than 10,181 miles of new road and in the late year they had 1,251 out of the 3,977 miles built in the whole United States. Of course the growth has been comparatively more rapid in Texas and Arkansas than elsewhere in the South. These States having to a large extent been opened up to settlement in recent years, afforded the opportunity for a greater development and extension of railroad mileage. But allowing for the 4,551 miles constructed within their boundary in the five years, we still have 5,630 miles left as new mileage built within the older Southern States. Moreover, there is at the moment a quite general disposition to regard the South as a very promising field for investment. While business everywhere is depressed, and new lines in other sections are but sparingly undertaken, the South is steadily growing in favor, its iron mines, its coal mines, and its manufacturing advantages commanding increased attention. In Texas, to be sure, the construction of new mileage was for the time overdone, but if we leave out that State and also Arkansas we find that in the Southern States east of the Mississippi the growth of new roads since 1880 has been almost constant from year to year, 1,308 miles having been constructed in 1881, 1,479 in 1882, 1,260 miles in 1883, and 1,105 miles in 1884. In the meantime, new construction in the Western section has fallen from 5,751 miles in 82 to 1,740 in 1884. In a word, while new mileage

has been greatly restricted in the Western States as a result of the various influences at work, in the South there has been no break to the steady, even growth that has been for some years going on. Taking the last year for illustration, there is this further point in favor of the South, that the new mileage is pretty evenly distributed, whereas in the case of the West, Minnesota, Iowa, Dakota and Wisconsin have 1,061 miles out of the total addition of 1,740 miles in all of their section, and, the construction was mostly by three or four large companies.

As to other sections, the New England States of course extend their net work of roads very little from year to year, and the Middle States, too, move forward slowly, though cases of coal roads in the vicinity of Buffalo might be mentioned where there has been unnecessary dnplication and triplication of lines, which has brought disaster to the companies chiefly involved. As to both the Eastern and the Middle section, it is to be said that they are already exceptionally well supplied with railroad facilities, so that even in an era of reckless expansion the actual amount of new mileage built from year to year is small compared with that built in the newer and undeveloped sections of the West and Southwest.

Another point about which we frequently receive inquiries, is as to what State, or States, have the largest total mileage. An examination of the statistics shows that, as for many years past, Illinois heads the list, but that the position of other States has changed. Thus in 1873 Illinois was first (6,589 miles), Pennsylvania second (5,297 miles,) New York third (5,165 miles), and the other States followed only a great way behind. Now, with Illinois first (8,909 miles), Pennsylvania is still second (7,546 miles), but Iowa has only little less and comes in third (7,510 miles), and New York occupies fourth place (7,335 miles); Ohio is fifth (7,276 miles), then comes Texas with 6,198 miles, and Indiana and Michigan have over 5,000 miles each, while Missouri, Wisconsin, Kansas and Min. nesota have all over 4,000 miles each. But while this is interesting enough in its way, it does not show much, for mileage alone is no criterion as to the extent of railroad development. The size of the States or districts compared, must also be taken into consideration. Thus why should not Texas with its 262,290 square miles of territory (or twice the area of the whole of the United Kingdom) be up among the States having the largest amount of mileage, and why should not Massachusetts, having an area of no more than 8,040 square miles, be, for the same reason, among those having only a small mileage? The proper basis of comparison, therefore, is that of mileage in proportion to area, and this we have undertaken to give in the table below, which shows the total area of each State or Territory, and the average number of square miles of land to each mile of railroad within such State or Territory. Of course, on that basis the smaller the figure the greater the density, if we may so speak, of the mileage. We embrace in the same table also the mileage in operation January 1, 1885, and that in operation January 1, 1879, six years ago (one year further back than the figures in the table first given), in order to show the expansion that has taken place since the resumption of specie payments. Moreover, we have also added the population at the latest period for which there is any official data (1880). In the case of many of the Western and Southwestern sections the growth since then has been so rapid as to render the 1880 figures valueless, but it is interesting to know the relative position of the different States at that day.

	1			1 -	Square	11	Donula		
		Milenge			Miles of	Popula-	Popula-		
STATE OR TERRI	-			Area in	Territory	tion	tion per Square		
TORY.				Square	to Each	according	Mileat		
	Jan. 1	Jan. 1.	In-	Miles.	Mile of	to Cenaus	That		
	1885.	1870.	crease.	1	Roan	of 1880.	time,		
		1000		11	Jan.1,'85.				
Maine	1,142	980	153	29,890	26.17	618,936	21.71		
New Hampshire.			1			316,991	39.53		
Vermont						832,280	88.87		
Massachusetts						1,793,085			
Rhode Island		208				276,531	251.60		
Coancetleut						692,700	128 52		
New England	8,80;	5,873	434	000,92	9.83	4,010,529	64 68		
New York	7,335	3,877	1,459	47,620	6.10	5,052,871	106.73		
New Jersey	1,889	1,603	220	7,455	8 95	1,131,110	151.72		
Penasylvania	7,546		1,595	44,985	5.90	4,282,891	95.20		
Dolaware	308	280	26	1,900	9.41	148,608	74.80		
District of Col	18	12 000		15 80	12 0005	177,621	1		
Maryland	1,082	\$ 932	148	0,860	\$ 9.02 }	034,948	\$112.12		
West Virginia	1,037	609	358	24,645	21.00	618,457	25 09		
Middle States	10.000	18 450	0.781	TOU PUR					
Middle States	19,203	15,452	3,751	136,585	7.11	12,374,510	90.00		
Virginia	2,688	1,646	1,012		14.93	1,512,565	\$7.70		
North Carollaa	1,038	1,435	603	48,580	25.07	1,809,750	28.81		
South Carolina	1,564	1,419	145	80,170	10:29	905,577	33.00		
Georgia	2,977	2,415	562		19 81	1,542,180	29.15		
Florida	1,321	487	837	54,210	40.97	269,403	4.97		
Alabama	2,191	1.932	320	51,540	23 52	1,202,505	24.50		
Mississippi	1,944	1,126	718		25.13	1,131,607	21.42		
Louisiana	1,819	466	830		84.51	939,916	20.00		
Teonessee	2,166	1,605	501	41,730	19.28	1,512,859	\$6.94		
Kentucky	1,887	1,499	389	40,000	21.20	1,648,890	41.22		
Arkansas	1,764	783	981		80.02	802,525	15.18		
Texas	6,198	2,428	8,770	202,290	42.32	1,591,740	0.02		
Southern States.	27,857	17,200	10,657	772,480	27.79	14,638,936	18 95		
Ohio	7,270	5,151	2,125	40,760	5.80	3,198,062	78.46		
Michigan	5,233	8,593	• 1,010	57,430	10.03	1,636,937	28.50		
Indiana	5,531	4,108	1,336	35,910	6:49	1,978,801	55.00		
Illinois Wisconsin	4,289	7,448 2,510	1,401	56,000	8'20	8,077,871	54.96		
Minnesota	4,198	2,525	1,479	51,450	12.09	1,815,497	24.16		
Daketa	2,759	320		147,700	18·89 53·53	780,773	9.86		
Iowa	7,519	4,280	2,439 3,244	55,475	7.39	135,177	0.91 29.29		
Nebraska	2,791	1,344	1,450	76,185	27.27	452,402	5.64		
Kansas	4,205	2,427	1,778	81,700	10.43	996,098	12.10		
Missourt	4,710	S.286	1,421	88,735	14.59	2,168,980 :	31.55		
Indian Territory	853	275	78	69,830	197.82	79,024	1.13		
Colorado	2,842	1,165	1,677	103,645	88.17	191,327	1.87		
Wyoming Ter	610	472	144	97,575	158.40	20,789	0.21		
Montana Territ'ry	1,047		1,047	145,910	138.79	39,159	0.27		
							1		
Western States.	62,270	39,290	22,980	1,189,910	18.79	17,697.410	15.18		
Nevada	948	627	321	109,740	115.78	82,266	0.57		
California	2,911	2,140	782	155,980	53.58	864,894	5.24		
New Mexico	1,191	8	1,183	1.22,460	102.82	119,565	0.89		
Idaho	811	103	708	\$4,290	103 93	32,610	0.99		
Utah	1,134	548	591	82,190	72.48	148,963	1.75		
Arizona	906	27	879	112,920	124.04	40,440	0.95		
Oregon	1,165	283	882	94,560	81.17	174,769	. 1.85		
Washington Ter	676	212	464	66,880	98-93	75,116	1.15		
Pacific States	9,742	S,952	5,790	829,020	85.10	1,513,422	1.88		
Total U. States	125 970	81 707	49 819	2,969,995	23.89	50,234,807	18-91		
20000 01 000000000000000000000000000000		OTTOL!	TO'OTO).	2,000,000]	co (19 (00,20%,001)	10 01		
TT	.1 .					~			

Here we see that in proportion to size the State of New Jersey takes the lead, having one mile of road to less than four square miles of territory. Of course, that is in great measure owing to its proximity to New York and the many roads passing through that State to get an outlet to this city. Next after New Jersey comes Massa. chusetts, with one mile of road to a little over four square miles of territory. Connecticut comes third with 4.96 square miles to one mile of road. Rhode Island has one mile to every 5.14 square miles, and after this follow, not the Middle States, which are almost all well supplied with railroads, but Ohio-a Western State-which has a mile of road to every 5.60 square miles. It is noticeable that most of the older Western States have a very heavy proportionate mileage, and this accounts for the difficulty of maintaining rates and dividing business in that territory. Thus the ratio of Indiana is 6.49 square miles; Illlnois, 6.29; Iowa, 7.39. Even the Northwestern States, like Wisconsin (ratio, 12.69), Michigan (10.98), Minnesota (18.89), and the States of Kansas (19.43), and Missonri (14:59), must be regarded as having ample railroad facilities.

It is in the same section, too, that there has been the most expansion in amount of mileage since 1879. The State that has exceeded all others in this respect is Texas, but in Iowa 3,244 miles were added, in Dakota 2,439

rado 1,677, in Minnesota 1,658 miles, in Michigan 1,640, in Wisconsin 1,479, in Illinois 1,461, in Nebraska 1,450, in Missouri 1,424, in Indiana 1,336. In a word the Western States have added from one to three thousand miles each to their mileage. The reader will find it very interesting to compare the ratio of mileage to territory of these different States, and these ratios will give him an' idea as to the room there is for further extension in each case. When we get west to Dakots, Wyoming and the Pacific Coast, the mileage is still quite meagre, and it is in those sections doubtless that future construction will chiefly be carried on. It is to be noted that in the Middle States, which were supposed to possess all the transportation facilities needful to the development of their industries, there were 3,000 miles of new road built in New York and Pennsyl vania alone. Comparisons with other countries are perhaps of little value, since the circumstances and position here are so different, but it may be of some interest to know that in England and Wales, where manufacturing interests of such large magnitude are centered, the ratio of mileage to territory is one to 4.40 square miles, which is exceeded in this country by New Jersey and Massa chusetts, and approached by some other Eastern States, and also some of the Western States.

Mouetary Commercial English News RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE	AT LO	NDON-Sept. 11.	RX OH	EXCHANGE ON LONDON.				
On—	Time.	. Rate.	Latest Date.	Time.	Rate.			
Amsterdam.	3 mos.	12.34 012.4	Sept. 11	Short.	12.03			
Amsterdam. Hamburg	3 mos.	12.178 012.278 20.53 020.57	Sept. 11		20.38			
Berlin. Frankfert	86 66	20.54 020.58 20.54 020.58	Sept. 11 Sept. 11	66 64	20.38			
Vienna Trieste	44	12.6212@12.65 15.6212@15.65	Sept. 11 Sept. 11	86 84	11:50			
Antwerp	66 66	25.50 025.55	Sept. 11	44 48	25.30			
St. Petersb'g Paris	Checks	2312223916 23.25 @25.30	Sept. 11 Sept. 12		2331 ₃₂ 25·25 ¹ 2			
Genoa	64	25.38 2025.43 25.43 25.95 025.70	Sept. 11	Short.				
Madrid Cadiz	68 86	455974534 455974534	Sept. 11 Sept. 11	3 mos.				
Alexandria	44	513 05178	Sept. 11					
Constant'ple		1. 07 4	S	** **	1			
Calcutta	Dema'd	1s. 671sd. 1s. 671sd.	Sept. 12 Sept. 12	66	18. 64d.			
Hong Kong.	60 days		Sept. 11 Sept. 12		4.82 ¹ 4 3s. 6 ¹ sd.			
Shanghal			Sept. 12	69	48. 94d.			

[From our own correspondent]

LONDON, Saturday, September 12, 1885, The course of events, commercial and financial, during the week has been such as to increase the hope that the improvement apparently in progress will be real and not imaginary. Indications are still for a quiet development and not for a "boom," but as the markets gain strength, so will they ex hibit greater animation, and as profits are secured speculation will become more general and lifelessness will give place to busy activity. It is, however, in the hardware trades that the encouraging symptoms are as yet principally witnessed. Already pig iron is being speculatively purchased, and more inquiries are reported amongst manufacturers. So far the wool and cotton trades have not felt the improvement. The wool sales are indeed progressing with even less animation than they opened and prices remain weak. Cotton also does not appear to be well supported. But there can be no questioning the fact that business is looking up, although the Board of Trade returns for August do not offer any statistical confirmation of the circumstance.

A significant feature in the weekly Bank of England return was the reduction of £2,200,000 in other deposits. Clearly, money has been more wanted, and the provincial banks have been strengthening their position in view of a better employment for capital. Money, also, although still very plentiful and unremuneratively low in value, is not that drug on the market it was a short time ago. The railway traffic statements are less discouraging than they were. The discount market and the railway traffics are very reliable pulses from which to ascertain the real state of trade, and that they are just now miles, in Ohio 2,125 miles, in Kansas 1,778 miles, in Colo. | beating with greater steadiness and strength must be accepted

as an auspicious augury. Some rather ominous growls have been heard from the Spanish Peninsula, but the evident determination of Germany to avoid a quarrel and smooth over present difficulties will destroy an opportunity for fostering internal troubles. Hence at the moment there is no apparent reason why the political world should be disturbed. The relations subsisting between some Continental States might be more cordial, but there certainly is nothing at the present moment to suggest anxiety or uneasiness, or promote apprehensions in commercial circles, especially as the settlement of the Afghan frontier question has been achieved.

Money has had a firmer market with more doing. Rates have somewhat steadied. Coin is wanted for Ireland and the Scotch Term payments will soon have to be provided for. Money is evidently now at its lowest, and a gradual improvement may be anticipated. An advance in the Bank of England rate of discount is being brought within measurable distance, but there are no signs of any rapid changes. As regards the American demand for gold, about which there is the discussion usual to this season of the year, some small parcels have been pur. chased in the open market for transmission to New York, but thus far nothing has been taken from the Bank. Before the export can attain anything approaching to liberal dimensions the New York exchange will have to go some points lower The possible extent of the inquiry remains altogether unde cided, and the prospect of the demand being satisfied from the Continent must not be lost sight of. Since the commencement of the year our imports of gold from all parts have been £193,000 less than in the corresponding period last year, but our exports, in spite of the liberal shipments to Egypt, have also been £2,900,000 less. There must therefore be more gold in the country than there was a year ago.

The subscriptions to the Chilian 41/2 per cent loan for £808,900 amounted to about £2,500,000.

The rates for money have been as follows:

		Open market rates.					Interest allowed for deposits by					
Lond	naon				I	lank Bill	ls	T	rade Bil	ls.	*. *. A	Disc't H'se
		Bank	Three Months	Four Months	Six Months	Three Months	Four Months	Six Months	Joint Stock Banks.	At 7 to 14		
Aug	. 7	2	14@136	1%0 -	2 @	13432	2402%	216@234	1	30 34- 34		
86	14	2	116214	1363136	2 @ -	1% 21%	1%@2	24@24	1	36 34- 34		
84	21	2	11/1@ -	1%@ -	21/83 -	1%@1%	2 @214	230234	1	36 31- 31		
5.5	25	2	13/0 -	1340	2%32%	1%@2	24 @2%	234@3	1	36 34- 34		
Sept	. 4	2	1160 -	13/3 -	235 3236	1%@2	234 3236	2342334	1	36 34- 34		
- 11	11	2	1310 -	2 @ -	25%@234	2 @	2403%	3 @ -	1	1/2 3/ -3/		

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, the price of middling upland cotton and wheat, and the Bankers' Clearing House return, compared with the three previous

yoans.				
	1885.	1884.	1883.	1882.
Circulation, excluding		.2	2	£
7-day & other bills.	21.752.325	25.576.305	25.391.190	26,194,980
Public deposits	4,462,623	6.209.998	5.870.030	4,652,866
Other deposits	28,803.554	23.198.324	25,269,752	23,569,849
Governm't securities.	15,1 25,604	13.437.669	13,693,631	11.682.20
Other securities	22,675,430	21,053,564	21,458,091	23,931,935
Rea've of notes & coin	13,941,541	13,378,454	14,481,191	11,156,711
Coin and bullion in				, -,
both departments	22,946,866	23,204,759	24,122,381	21,601,694
Proport'n of reserve			,	
to liabilities	41.69 p. c.	454 p. c.	464 p. c.	394 p. o.
Bank rate	2 p. c.	2 p. c.	3 12 p. 0.	5 p. e
Consols	100118d.	10138	100716	9934
Eng. wheat, av. price	323.44.	349. 3d.	41s. 8d.	458. 9d
Mid. Upland cotton	531gd.	534d.	5151ad.	** ***
No. 40 mule twist	834d.	934d.	938d.	10144.
Clearing-House ret'n	85.054.000	91.298.000		119 15 1000

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

Rates of S		è. 10.	Sep	Sept. 8.		Aug. 27.		Aug. 20.	
Interest at	Bank Rate,	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	
Paris	8	134	8	2	8	2		2	
Berlin	4	21	4	214	4	236	4	21	
Frankfort	4	25%	4	216	4	21	4	256	
Hamburg	4	25%	4	21/8	4	21/1	4	214	
Amsterdam	216	2	21	2	21	2	214	21/8	
Brussels	3	256	8	234	8	236	3	234	
Madrid	4	4	4	4	4	4	4	4	
Vlenna	4	81/2	4	31	4	314	4	314	
St. Petersburg	6	6	Ø	6	6	6	6	6	
Copenhagen	816	S16	SI	356	816	1 946	814	912	

Messrs. Pixley & Abell write as follows on the state of the bullion market:

Gold-There has been some inquiry in the open market for America although as yet recourse has not been had to the Bank. Since iast week £123,000 has been sent into the Bank of Eugland, the only with-drawal being £30,000 for Lisbon. The chief arrivals are: £20,00-from the River Plate, £112,000 from Australia and £14,000 from West Indics; total, £146,000.

Silver-A fall in erchange immediately after our last and the arrival of large onnsignments from Chill and the River Plate completely di-organized the market, and bars, which we quoted last week at 48^3 gd., feil to 17° gd. In consequence of the Indian Council selling at current rates the market has again been adversely affected, and the quotation to-day is 471^3 gd. Arrivals from New York, $\pounds 47,000$; Chill, $\pounds 76,000$; River Plate, $\pounds 24,000$; total, $\pounds 147,000$. The P. & O. steamers take \pounds 41,400 to India. Moxican Dollars continue to be in demand on French Government account, and all recent arrivals have been purchased for that quarier. The last price at which business was done was 48^3 d. The Don from the West Indies brought $\pounds 107,000$. $\pounds 31,216$ have been shipped to China by the P. & O. steamers.

The quotations for bullion are reported as follows:

Price of Gold.	Sept. 10,	Sept. 3.	Price of Silver.	Sept. 10.	Sept. 3.
Bar gold, fine0z.	8. d. 77 914	s. d. 77 9	Bar silver, fine02,	d. 47 13-16	d. 48 3-16
Bar gold, contain'g. .20 dwts. silver.oz.		77 10%	Bar silver, contain- ing 5 grs. gold02.		
Span. doubloons.oz.			Cake silver	51 9-16	

The Board of Trade returns just issued for August and the eight months do not, as already stated, contain any statistical evidence of improvement in trade. Both imports and exports show a falling off, but possibly later publications may be more satisfactory. Anticipations certainly point that way. The imports during August show a decrease of £653,7 3, making the decrease for the eight month: £9,546,053. The exports of British and Irish produce and manufactures for August show a falling off of £1, 07,421 and a gross deficiency for the eight months of £14,396,585. In the exports of foreign and colonial produce there is a decline of £730,174 for August and £3,783,991 for the eight months.

The imports into and exports from the United Kingdom during August and the eight months were:

			0			
			-Exports	British &	-Exports	Foreign &
	Total	Imports.	Irish Pro	duets, de	Cotoniat	Mer'dse.
	August.	8 Months.	August.	8 Months.	August.	8 Months.
ł	ž	£	£	£	£	£
	1883 36,224,036		21,854,962	159,169,591	4,284,000	41,409,000
	1884 29,610,739	262,753,496	19,802,057	156,463,152	4,077,161	42,042,173
	1885 28,956,976	253,207,443	18,494,633	142,066,567	3,346,957	\$8,258,182
n	PT31 0 11		0 / 3		A 1	

The following are some of the leading items of imports and

	exports:		
	IMPORTS.		
	1883.	1884,	1885.
	Ootion. Custs.	Civits.	Outs.
	From United States-August 324,806	291,067	180,340
1	. 8 months 7,888,748	6,791,437	5,824,774
^	All countries-August	479,716	295,197
	8 mooths 10,827,493	10,286,228	8,286,238
6	Wheat.	10,100,110	0,200,200
2	United States-Atl. ports-Aug 1,318,894	2,161,257	571.433
1	8 months 9,205,396	9,341,085	8,094,028
4	Pacific ports-August 611.474	334.098	873,802
4	8 months 10,137,269	6,923,250	11,826,995
4	All countries-August	5,706,591	5,232,150
ż.	8 months 43,596,083	30,662,928	41,961,056
۰.	Etour.	00,002,020	11,001,000
£	United States-Angust	758,839	541,930
	8 months	6,754,877	8,780,529
	All countries-Angust 1,085,075	1,147,134	775,641
,	8 months 11,192,165	9,910,704	11,414,225
			AA, #1. #1. 0000
3	EXPORTS TO UNITED STAT	ES.	
	1883.	1884.	1885.
-	Yards.	Yards,	Yards.
	Cotton piece goods-August 5,805,400	4,560,600	3,701,500
	8 months 40,076,00	40,354,100	36,193,700
	Linen piece goods-August 7,082.000	6, 163,000	6,427,400
i .	8 months 52,781,400	51,389,200	47,853,100 -
)	Woolen fabrics-August 667,300	685,100	549,000
>	8 months	3, 173,000	3.285,800
)	Worsted fabrics-Angust 4,019,600	3,5 5,900	3,400,800
L	8 months 22,966,400	26,312,800	22,901,800
k	The movements in the precious metals	nave been a	as ronows:

The second second	To and f	rom all Co	untries.	To and from United States.		
GOLD.	1883.	1864.	1885.	1883.	1884.	1885.
Imports in August. Do Smonths Exports in August. Do Smonths	£ 1.413,671 5.531,728 389,199 4,089,259	£ 290,130 8,744,144 1,031,163 7,964,014	£ 933.542 8.551,593 1.745,357 5,063,599		£ 5,061,918 464,990 916,366	
SILVER. Imports in August. Do 8 months Exports in August.	893,958 6,093,478 438,862 5,940,889	1,086,818 6,574,225 707,919 6,580,044	934,637 6,621,230 953,123 7 900 546	272,749 1,759,908	327,669 1,654,615 150 8 159	2,125,687

According to Kemp's Mercantite Gazette the number of failures in England and Wales during the week ended Sept. 5 was 71. or 20 more than last year, making the net increase to date 469. The number of bills of sale published was 219, or 9 less than last year, the net increase being 533. The number published in Ireland was 15, or the same as last year, there being a net increase to date of 14.

The delay in the prosecution of harvest work through the less settled weather and the loss consequent on the depreciation of quality have been more than counterbalanced by the benefit which the roots and pastures have derived from the rains. We can, however, now do without further moisture until the harvest has been completely gathered in. There is a good deal of corn still standing in the fields, which moist, warm weather will speedily cause to sprout, and to deteriorate.

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A stsadier tone is now characterizing the grain trade.

Firmer advices are reported from abroad, and although values here have not improved, a hardening tendency is certainly developing. Wheat is better held. There is not that rush to sell which was expected. There is a disposition in fact to hold out for better prices. Competent authorities whose estimates are mostly correct affirm that the growth of wheat throughout the greater part of the world will fail to meet the requirements by about 9,000,000 quarters of wheat and its equivalent in flour. Supplies held here in the principal ports of the United Kingdom are not nearly so heavy as was calculated upon, and it is believed are only about half a million quarters more than they were at this time last year. Clearly, therefore, we shall have to import freely. Whatever we require we shall of course obtain, but what we shall have to pay for it is another matter. The imperial average price of home-grown wheat for the week ended September 5 was 32s. 4d., or 13. 11d. per quarter less than for the corresponding period last season. But this difference ought gradually to disappear, and it will be a matter for surprise if before long prices do not show an advance over last season. In 1884 the prospects of supply gave promise that quotations would steadily recede, and the result proved the correctness of anticipations. Now the reverse is the case. Last year there was no indication of deficiency but rather of superabundance. The 1885-86 season, however, promises shorter supplies. At the same time growers would do well not to entertain too sanguine views as to the probable advance, as any material rise may cause some supplies to be unearthed, the existence of which was not suspected.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first week of the season.

IMPORTS.							
		1885.	1884.	1883.	1882.		
	owt.	1,376,833	1,807,364	1,670,770	2,152,754		
Barley		100,613	209,897	8,439	79.155		
		206.013	226,824	315,412	407,858		
		61,737	13,380	22,539	-7.132		
Boans		133,421	136,979	100,953	55.046		
	OFD	613,135	572,192	690,833	344,906		
Flour		176,419	348,205	$2 \pm 1,997$	260,783		
	lies available	for consu	imption (ex	clusive of	stocks on		
Septem	(ber 1):						
		1885.	1884.	1883.	1882.		
Imports	of wheat.owt.	1,376,833	1,807,304	1,670,770	2,150,754		
	of flour	176,419	348,205	241,997	260,763		
Bales of	home-growu	518,466	897,531	520,250	596,150		

2,101,718 3,053,100 2,433,017 3.007.667 The extent of the sales of home-grown wheat, barley and ats in the leading markets of England and Wales during the first week of the season, together with the average prices realized, compared with the previous season, are shown in the following statement:

	1885	5.	1854.	
	Sales.	Ar'ge Price	Sales.	Av'ge Price
Wheat, qrs Barley Oats	39,703 2,413 6,170	30 7	62,573 9,389 8,209	32 3

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

1885. 543,456 1884. 897,531 The following shows the quantities of wheat, flour and Indian corn afloat to the United Kingdom:

Ai present.	Last week.	Last year.	1883.
Wheatqrs. 1,112,000	1,568,000	1.640.000	1,696,000
Flour, equal to grs 115,000	131,000	172,000	146.000
Maize	250,000	237,000	250,000

English Financial Markets-Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Sept. 25:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Frl.
Silver, per ozd. Consols for money Froh rentee (in Paris) fr U. 8. 42s of 1891. U. 8. 42s of 1897 Canadian Paolito Chic. Mil. & St. Parl Erle, common slock Illinois Central Penagyivania Philadoiphia & Reading New York Central		$\begin{array}{r} 47^{5}16\\100\\100\\80.65\\115.38\\125.34\\47\\8.1\\1658\\135.34\\52.38\\9.34\\10158\end{array}$	$\begin{array}{r} 47^{5}16\\ 991116\\ 991116\\ 80.35\\ 11538\\ 12538\\ 12538\\ 47\\ 82\\ 1614\\ 13348\\ 5234\\ 938\\ 10138\\ 938\\ 10138\\ \end{array}$	$\begin{array}{c} 991116\\ 80.35\\ 11514\\ 12536\\ 4679\\ 8259\\ 1656\\ 13534\\ 5214\\ 912 \end{array}$	$\begin{array}{r} 4719\\ 9934\\ 9934\\ 80.65\\ 11514\\ 12519\\ 4638\\ 8238\\ 1658\\ 13549\\ 5278\\ 934\\ 10118\end{array}$	47 ¹ 2 99:318 99:318 80:90 1:55 ¹ 9 125 ¹ 9 125 ¹ 9 16 ¹ 9 16 ¹ 9 135 ¹ 4 52 ³ 8 9 ¹ 4 101 ² 8

Commercial and Miscellaneous News

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$6,829,386, against \$8,995,085 the pre-ceding week and \$8,274,796 two weeks previous. The exports for the week ended Sept. 23 amounted to \$6,749,352, against \$6,099,214 last week and \$6,433,297 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 17 and for the week ending (for general merchandles) Sept. 18; also totals since the beginning of the first week in January:

PORAION	IMPORTS	AT	NEW	TORE
---------	---------	----	-----	------

For Week.	1882.	1883.	1884.	1885.
Dry Goods Gen'i mer'dise	\$2,931,338 7,268,968	\$2,971,415 6,997,566		
Total Since Jan. 1.	\$10,203,306	\$9,072,011	\$7,100,185	\$0,929,396
Dry Goods Gen'i mer'dise	\$102,508,155 209,963,092	\$94,903,627 213,480,758		
Total 38 weeks.	\$372,470,547	\$338,889,885	\$319,493,291	\$290,784,165

In our report of the dry goods trade will be found the im-ports 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. 22, 1835, and from January 1 to date: EXPORTS FROM NEW YORK FOR THE WEEK

	1882.	1883.	1884.	1885. '
For the week Prev. reported			\$7,068,417 227,709,403	
Total 39 weeks.	\$247.955.701	\$201.696,204	\$231,777,820	\$240,814,61

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 19, and since January 1, 1885, and for the corresponding periods in 1384 and 1883:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Expe	oris.	Imporis.		
	Week.	Since Jan.1.	Week.	Since Jan.1.	
Great Britain	\$	\$296,735	\$	\$2,482	
France Germany	1,029	$10,591 \\ 64,461$	291,337	1,509,684 3,444.072	
West Indies		5,530,459	4,235	909,908 31,468	
South America		223,972	63,163	577,571	
All other countries		276,928		69,467	
Tetal 1885 Total 1884	\$1,029 7,380		\$361.785 20,9.)8	\$6,544,652 10,632,016	
Total 1883	21,500	380,665	076,717	7,826,051	
Silver.	@107.000			007.000	
Great Britain France	14,730	\$10,875,395 507,490	\$	\$27,829 19,569	
Germany West Indies	800	000.005	11,541	425,462	
Mexico			15,839	306,497	
All other countries		10,835 679,779	24,972	643,657 7,458	
Total 1885	\$203,330	\$12.442.532	\$52.351	\$1.430.472	
Total 1884 Total 1883	272,523	10,233,581	25.852 359.249	2.818,898 3.940,251	
10041 1800	040,324)	11,002,030	009.240	0.040,201	

Of the above imports for the week in 1885, \$40,693 were American gold coin and \$16,244 American silver coin. Of the exports during the same time, \$25,000 were American silver coin.

United States Sub-Treasury.—The following table show the receipts and payments at the Sub-Treasury in this city, a ^s well as the balances in the same, for each day of the past week

			Balances.					
Date.	Receipts.	Payments.	Coin.	Ourrency.				
Sopt.19. "21. "22. "23. "24. "24. "25.	\$ 1,103,855 39 1,331,433 15 1,623,021 04 637,753 27 1,011,128 49 835,102 79	$\begin{array}{c} 1,144,506 12 \\ 1,064,905 01 \\ 1,124,755 27 \\ 1,174,816 20 \end{array}$	\$ 153,065,359 69 153,519,548 (7 153,837,513 32 153,410,766 50 153,439,452 79 153,405,167 91	21,652,517 04 21,692,668 02 21,632,212 84 21,439,838 84				
Total	6.592,294 13	6,312,692 94						

-Messrs. Russell & Co. of China, London, an I New York, have been appointed the commercial agents in Europe and America of their Excellencies Li Hungchang, Viceroy of Chili, Tso Tsung-tang, Imperial High Commissioner, entrusted with the defence of Fokien and its dependencies, and of Yang, Viceroy of Fokien and Chekiang.

-The Ontario Silver Mining Company has declared its one hundred and eleventh dividend of \$75,000, for August, pay-able at the San Francisco office, or at the transfer agency of Messrs. Lounsbery & Co., Mills Building, New York.

-The coupons due Oct. 1 on the second mortgage bonds of the St. Paul Minneapolis & Manitoba Railway will be paid at the office, 63 William Street.

Anction Sales.-The following were sold at auction lately by Messrs Adrian H, Muller & Son:

by Messrs Adrian H, Muller & Shares,
50 Glon Cove Mannf'g Co...125
16 N, Y. Mutual Gastlaht Co.1334
10 · Tex.&St. L. Rv. Co.In Tex. 78
60 42d St. & Grand St. Ferry R allroad Co......2669268
20 Columbia Fire Ins.Co.\$5 fur lot 10 Corn Exchaoge Bank...1664
50 2d Ave. RR. Co.. 19942020049
13 Amethean Loan & Tr. Co.1104
12 Long Island Fire Ins. Co.101
100 Jocuistita Min'g Co.\$21 for lot. Bonds.
\$5,000 3d Ave. RR. 78 reg. bond, due 1890....1114 & int.

	\$20,000 Texas & St. L. Ry. in
14	Tex, gen. 1st ds 40-year
78	gold b'ds, d'16 1921. Deb.,
2	1883, coupons on10030
18	\$10,000 Tex & St. R'y to Tex.
11	gon. 1st M. Lud gr. & inc.
10	b'ds, due June 1, 1931 319
19	\$1,000 Broadway & 7th Ave.
31	Railroad 5s. das 1914.109 & inte

\$27,000 Carr & Hobaro Co., ilmit'd, 6s, due 1902, Cou-pons dotached to Jan., 1886......\$2,000 for lot.

The Bankers' Gazette.

DIVIDENDS. The following dividende h comtim ho - boy ann ann and

The following dividended marte rec	Jone of the	oon annoa	
Name of Company.	Per cent.	When Payable.	Books Olosed. (Days inclusive.)
Railroads. Chicago R. I. & Pacific (quar.) Delaware Lack. & West. (quar.)			Sept. 30 to Oct. 28 Oct. 1 to Oct. 20

NEW YORK, FRIDAY, SEPT. 25, 1885-5 P. M.

The Money Market and Financial Situation .- The past week has been one of comparatively little animation in Wall Street, and the main topic of discussion has been the meeting of the trunk line presidents on Tuesday. There can be little doubt that the rates over these lines will finally be advanced, notwithstanding the many disappointments that stockholders have met with on this subject in the past year.

In some respects the trunk line situation between Chicago and New York appears to be the strongest, inherently, of any in the country. The business between the East and West is always on the increase, except so far as this progress may be checked by an isolated year of bad crops or mercantile depression. Then, there are only four roads west from Buffalo, of which three are under Vanderbilt control, and the fourth, Grand Trunk, is presumably in need of all the earnings it can make, so that its managers are not likely to take the lead in outting rates. Hence it is evident, that after navigation closes on the canal and lakes, the railroad situation, when the several trunk lines are actually in harmony, becomes very strong. The fact has been too palpable during the twelve months just past, that the trunk line managers were not in harmony, and on the part of some of them there was no desire to have rates restored.

While the outlook for railroad business in 1886 seems to be bod, the railroads are hampered for the time being by several difficulties which have been carried forward from the recent

difficulties which have been carried forward from the recent bad times, chief among these being the low rates for freight and passengers, and the unavoidable circumstance that where contracts have been made with shippers the low rates cannot be changed till the contracts have expired. At the West the railroads are also met with the trouble that wheat and corn are ruling at such low figures that farmers will not ship freely; and as to wheat, it has been conspicuous for some time past that the glut iu dealers' hands, reported mainly in the "visible supply," has been so large as to keep the price down, and prevent the farmers from getting what benefit they ought to have from the small crop of 1885. Rates for call loans during the week on stock and bond col-

Rates for call loans during the week on stock and bond col-laterals have ranged at 1@3 per cent and to-day at 1@2 per

cent. Prime commercial paper is quoted at 3@41 per cent. The Bank of England weekly statement on Thursday showed a loss in specie of £489,315, and the percentage of reserve to liabilities was 41 11-16, against 421 last week; the discount rate remains at 2 per cent. The Bank of France gained 3,865,000 frances in gold and 2,143,000 frances in silver.

The New York Clearing House banks, in their statement of Sept. 19, showed a decrease in surplus reserve of \$2,622,975, the total surplus being \$47,177,925, against \$49,800,900 the previous week

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

1	1885.	Differ'nces fr'r	1884.	1883.
	Sept. 19.	Previous Week.	Sept. 20.	Sept. 22.
Loans aud dis. Specie Circulation Net deposits.	$\begin{array}{c c}110,253.900\\9.738,400\end{array}$	Inc.\$1,561,000 Dec. 1.730,600 Dec. 17,500 Dec. 1,292,500	74.534,800 14.135.500	15,403,300
Legal reserve	33,955,900	Dec. 1,215,500	30,043,500	26,050,400
Reserve held.	\$97,032,875	Dec. \$323,125	\$76,433,600	\$79,503,35)
Sarplus		Dec.\$2,622,975		

Exchauge.-The quiet tone heretofore noticed in the sterling exchange market was hardly continued this week, as there was to the scarcity of bills, both commercial and those drawn against the shipment of securities. Posted rates were twice $advanced - \frac{1}{2}$ cent each time-and on Friday again reduced $\frac{1}{4}$ cent, being now quoted at 4.84@4.86.

cent, being now quoted at 4 84@4 86. To-day the rates on actual business were as follows, viz: Bankers'60 days' sterling, 4 83½@4 85½; demand, 4 85½@4 85½. Cables, 4 85½@4 85½. Commercial bills were 4 81½@4 82. Con-tinental bills were : Francs, 5 21½ and 5 20; reichmarks, 94% and 95%; guilders, 40@40½ and 40½@40%. The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying ½ discount, selling nar@1, premium: Charleston, buying ½@

discount, selling par@# premium; Charleston, buying #@
discount, selling par@# premium; Boston, par@5 discount;

New Orleans, commercial, 175@200 discount; bank, par; St. Louns, par; Chicago, 25 discount. The rates of leading bankers are as follows :

September 25.	Sixty Days. Demand.
Prime bankers'storling bills on Lon Prime commercial Documentary commercial Paris (france) Amsterdam (guilders) Frankfort or Bremen (relohmarks).	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
	tations in gold for various coins
80vereigne	811ver 44 and 428. – 99340 par. Five france
Mor. Doubloons15 55 @15 65	Euglish silver 4 78 @ 4 84

Fine gold bars... par 7 4 prem | U. S. trade dollars 84 2 - 86 Fine sliver bars.. 1 03 9 2 1 04 4 U. S. sliver dollars - 99 3 2 par. Dimes & 4 dimes. - 99 4 2 par | United States Bonds .- Government bonds have been dull all the week, and prices sagged a little until to-day, when they rose again on a slightly increased business. The closing prices at the N. Y. Board have been as follows:

	Interest Periods.		Sept. 21.	Sept. 22.	Sept. 23.	Sept. 24	Sept. 25.
4 ¹ 25, 1891reg. 4 ¹ 25, 1891reg. 45, 1907reg.	QMar. QJan.	*11238	*1224	*11244 12248	*1124 12218	*1124	11219
4e, 1907oonp. 3e, option U.Sreg. 6s, our'oy, '95reg.	QFeb. J. & J.	*1034	*103 ¹ 2 *128	*103 ¹ 2 *127 ¹ 2	*10338 *12742	*10338 *12712	10358×12778
63, eur'ey, '96reg. 66, eur'ey, '97reg. 66, eur'ey, '98reg. 65, eur'ey, '99reg.	J. & J. J. & J.	*132 *134	132 *134	*12942 *13142 *13349 *13349	*131 ¹ 2 *133 ¹ 2	$*1311_{2}$ $*1331_{2}$	*131 ¥ *133 ¥

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

have State and Railroad Bonds .- State bonds sold State and Kairoad Bonds.—State bonds have sold moderately, the total transactions being as follows: \$2,000 Missouri 6s, Ilan. & St. Jos. issue, at $103\frac{1}{3}$; \$6,000 Georgia 7s gold at 114; \$80,500 Virginia 6s deferred at $9\frac{1}{3}-10\frac{1}{3}$; \$3,000 Årkansas 7s, Central Railroad issue, at 6; \$3,000 do., L. R. P. B. & N. O. issue, at 15; \$10,000 South Carolina 6s, non-fundable, at $3\frac{1}{2}-4$; \$11,000 Tennessee compromise bonds at 563 : \$10,000 Ålaborna class A at 94

Initially, at 3_{2}^{-1} , β_{1} , β_{1} , β_{2} , β_{1} , β_{2} , β_{1} , β_{2} , β_{2} , β_{1} , β_{2} ,

Interest on each bond. Railroad bonds continue to be quite actively dealt in, and the general list has been steady to strong as a rule, though some of the leading classes have been irregular, notably Eric seconds, which have been most active, and close at 67§, against 66§ last Friday. New York Chicago & St. Louis firsts have also been conspicuous, and after advancing sharply on Tuesday to St. against 78k last week. also been conspicuous, and after advancing sharply on Iucsday to 81, reacted and close to-day at 78¹, against 78¹/₂ last week. West Shore 5s close at 44, against 42³/₂; do. trust receipts at 44³/₂, against 44¹/₂; Richmond & Danville 6s at 107¹/₂, against 106; do. debentures, after advancing to 82¹/₂ on Saturday last, close at 79¹/₂, against 78³/₃; Canada Southern 1sts at 101¹/₄, against 100; do. 2ds at 77¹/₄, against 76⁸/₃; Virginia Midland incomes at 60, against 58; Texas & Paelfie Rios, coupon off, at 61⁴/₃, against 64⁴/₃; Houston & Texas Central main line, coupon off, at 99, against 971.

Railroad and Miscellaneous Stocks .-- The stock market has been dull and uninteresting all the week, there being no movement of any importance in prices, and the changes for the week being slight. The general course of the market has been irregular, with only moderate fluctuations from day to day, and prices have been influenced as much by the operations

of speculators and the supposed position of certain leading operators, as by outside conditions bearing upon stock values. The opening on Saturday Sept. 19 was somewhat strong, in which the coal shares were conspicuous, under an impression that there was some improvement in coal business, and trunkline stocks also improved on the prospect of an advance in freight rates. This advance was lost on Monday, however, when free selling and bear pressure caused a general deeline, since which time the market has followed an irregular course. The trunk line presidents met on Tuesday and adopted a resolu-tion to advance freight rates, and they are to meet again on Thursday Oct. 1 to act on plans submitted by the general freight agents. This has strengthened the Vanderbilt stocks and Erie stock This has strengthened the Vanderbilt stocks and Erie stock and bonds, but as to these and other stocks it has been observed lately that each advance of 1@2 per cent or more has been fol-lowed by free selling, which carried prices down. Lackawanna has been a leader in activity, and since the advance carly in the week it has been generally tending downward, followed by the other coal shares; but to-day, Friday, Lackawannna closed strong at 102@1021, after it was known the quarterly dividend had been reduced to 11 per cent. St. Paul fluctuated consid-erably on rumors as to the dividend, although Mr. Armour said it would be 21 per cent. The Gould stocks, too, have been weaker than the general list, especially Western Union, about which there are rumors of an impending war in rates. Rumor also has it that Mr. Gould has favored the bear side in regard to his own stocks, and this has led to some free selling. own stocks, and this has led to some free selling.

SEPTEMBER 26, 1885.] THE CHRONICLE.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING SEPTEMBER 25, AND SINCE JAN. 1, 1885.

STOCKS.	Saturday,	Monday.	Tuesday,	Wednesday,		Friday.	Bales of the Week (Shares).	ltange Since	Jan. 1, 1885.	For Full Year 1884.
RAILROADS.	Sept. 19.	Sept. 21.	Sept. 22.	Sept. 23.	Sept. 24.	Friday, Sept. 25.		Lowest.	Highest	Low. Iligh
Albany & Susquehanna Boston & N.Y. Air-Line, pref.			97 97 45 2 45 3	454 454	45 45	95 98 45 45	75 1,072	124 Feb. 9 85 Mar.25	133 5 May 1 97 Aug.12	126 185 80 3 90
Canadian Pacifio Canada Southern Codur Falls & Minnesola	. 363; 375	37 2 384	3712 375	8734 8512 11 16	874 874 12 16	37 2 37 2 *10 · 16	3,105	85% Apr. 21 23 May 7 9 July 28 31 Mar. 25	140 Ang 20	8 12
Central of New Jersey Central Pacific Chosapeake & Ohio	1 3 6 4 28 4	4178 4338 8758 38 738 739	41° 425 87 87 75 75	874 374	*364 374	37 37	1,310	98L [an 9]	40.5. 4	20 076.
Chesapeake & Ohio Do Ist pref Do 2d prof Chicago & Alton			134 135 84 84	813 815 13915 13915	13 13 8a 8a	81°	665 485 125	7 Apr. 7 43 Apr. 22 125 Jan. 2	8 Ang.17 147 Aug.17 95 Aug.17	95 28 65 17 118 1405
Chicago Burlington & Quincy, Shicago Milwaukee & St. Paul Do prof.	1 19.7 90.7	$\begin{array}{r} 129 {}_{2} 130 \\ 79 {}_{3} 80 {}_{2} \\ 114 {}_{4} 114 {}_{5} \end{array}$	$\begin{array}{r} 129 \frac{1}{2} 129 \frac{1}{2} \\ 79 \frac{1}{4} 79 \frac{1}{4} \\ 114 114 \end{array}$	*1284 1293 795 804 *1135 114	129 130	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1.785	1155 Jan. 2 615 June 8	8 Ang.17 147, Aug.17 95 Ang.17 1395 June 8 131 Aug.22 834 July 21 115 Aug.22	107 127 ³ 58 ³ 94 ³
Chicago & Northwestern	$ \begin{array}{c} 973 \\ 127 \\ 127 \\ 127 \\ 4 \end{array} $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	126 127	975 18 a	974 077 1274 1275 120 120	97 984	2,035 61,428 1,605 1,289	84% Jan. 2 1104 Jan. 2	116 A0g.28 1034 A0g.27 1034 A0g.27 1307 Ang.13 1214 Aug.20 1214 Aug.20 384 Aug.21 46 Aug.21	957, 119 81 124 117 149 1
Chicago Rock Island & Pacific Chicago St. Lonia & Pittaburg. Do pref.	*10 12 24 12 25 14	1112 1178	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 *23 25	*11 12 14	113 113	1,250 800 600	6 Mar. 81 14 Jaly 11	121% Aug.20 12% Aug.21 25% Aug.20	100 ¹ 4 126 ³ 4 6 13 ¹ 4 16 ¹ 2 35
Chicago Si. Paul Minu. & On. Do pref. Oleveland Col. Cin. & Indianap.	334 31 934 934	334 334 934 934	3234 3314 •9212 11312	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	3234 83 45 4534	82 5 83 92 92 5 40 40 5	$ \begin{array}{r} 6.160 \\ 1.410 \\ 2.500 \end{array} $	18 ¹ Apr. 21 60 Juno 8 23 Apr. 30	884 Aug.24 96 Aug.21 462 Sept 25 141 May 5	
Cloveland & Pittsburg, guar Columbia & Greenville, pref Delaware Lackawanoa & Weet.	40 40	41 41 101 \ 103 8	101 - 102 -	1014 1024	100 % 101 %	100 102 102	300 222,103	134 Jan, 31 14 Jan, 9 825 Jan 92	141 May 5 41 Aug.18 100% Mar. 9 13% Aug.17	125 1 141 33 83 863 183 1
Denver & Rio Grande Dubuque & Sieux City East Tennessee Va. & Ga	12 ¹ 8 12 ³ 9 6 ¹ 4 6 ¹ 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12 12 ⁵ 8 6 6 ¹ 4	124 124 60 60 578 648	124 124	3,150 385 9,705	43 June 25 55 Jan. 6 23 Jan. 15	13 ¹ 2 Ang.17 67 Aug.11	63 25%
Evaneville & Terre Haute Fort Worth & Deaver City	104 105	10 10 ³ 9 x56 56	978 1018 55 55	10 104 *53 50	$\begin{array}{cccc} 9^{7_8} & 10 \\ 56 & 56^{1_2} \\ 20 & 20 \end{array}$	1018 1018	8,320 766 100	4 Junel 1 87 Jan. 10	67 Aug.11 634 Aug.17 1045 Sept 5 5645 Sept 24 23 Aug.11 644 Aug. 4 203 Sept 23	434 14 14 14 14 14 14 14 14 14 14 14 14 14
Green Bay Winona & St. Paul. Harlem. Houston & Texns Central		534 534	*5 6 *26 35	5 ¹⁴ 5 ¹⁴ 203 203	5 5 ¹ 2	5 ¹ ₂ 5 ¹ ₂ 32 32	200	14 July 28 8 Jan. 6 190 June 30	2J Aug.11 64 Aug. 4 203 Sept 23,	3 ¹ 2 8 ¹ 2 185 200
Illinois Contral. Do leased line 4 p. ct. Judiann Bloeming!'n & West'n	132 132	132 132		*26 35 131 1 31 1 31 1 3	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	*131 13242	4001	1195 Jan. 17 84 Jan. 16	134 Aug.11 00 July 11	110 140 70 86
Lake Shore.	704 715	14 14 8 8 70 ⁵ 8 72	141, 143, 8 8 701, 715,	144 144 *7 85 7138 7238	*7 8 71 3 72 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	935 440 224,655	7 ¹ 2 June 5 1 ³ 6 July 8 50 ³ 4 May 12 62 Jan. 2	TK1. A m & 171	9 201 67 193 591 1043
Long Island Louisville & Nashville. Louisville New Albany & Chio.	75 75 46 465	74 12 75 45 14 46 14	45% 45% 30 325	7412 7112 4538 4618 *31 31	45% 45% *30 34	$\begin{array}{cccc} 73 & 73 \\ 44 & 45 \\ *30 & 33 \end{array}$	$ \begin{array}{c} 758 \\ 29,415 \\ 1,200 \end{array} $	62 Jan. 2 22 Jan. 16 11 Jan. 6	77% May 20 49% Ang.17 35 Sept 9	62 22 ¹ 2 10 35
Manbattan Elevated, consol Manbattan Beach Co Memphis & Charleston	109 % 100 % *35 37	100 100%	*31 37	*100	100 \square 100 \square 2 *37 35	*100 101	2,161	65 Jan. 15 104 Sept 3	100% Sept 4 185 May 19	64 ¹ 2 79 10 24 23 40
Metropolitan Elevated	*61 67	66 60 ¹ 8	65 66 ¹ ₀ 39 39	6634 67	61 66		2,648	46 May 7	122411100 21	85 105 5134 94 4
Mil. L. Shore & West'rn, pref Minnespelis & St. Louis. Do pref Missouri Kansas & Texas	1834 19 40 41	1834 19	*1812	194 194 *39 404	*35 185 155 395 395	1818 1818 *374 3834	1,450	29 June 1 10 Jan. 26 21 J May 29	6834 Ang.18 3934 Ang.21 2034 Ang.22 4314 Ang.22	31 44 ³ 4 7 ¹ 3 18 ¹ 3 17 86 ³ 6
Mobile & Obio	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	24 % 25 5 92 % 92 % 13 % 13 %	24 5 25 8 *92 93 *13 5 14	*924 934	04,430	14 '2 Jan. 22	20 Aug.17	9 ¹ 2 23 63 ¹ 2 100 ¹ 2 6 ¹ 4 13
Morrie & Essex Nashy,Chattanooga & St.Lonle New York Central & Hudson	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1273_81273_4 451_9451_2 977_899	12734 12734 45 9778 9838	984 994	*42 4512 98 9852	120 128 9758 9858	237 1 400 56.419	89 5 Mar. 21 6 June 5 1434 Jan. 2 33 Jan. 7 8134 June 1	12734 Sopt 22 4734 Aug.15 10178 Aug.17	115 127 1 30 58 83 1 122 1
New York Chic. & St. Louis Do pref. New York Lack. & Western	6 6 11 4 11 4			618 612 1214 1234 *9242 91	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	6 6 *11 12 12 12 *92 12 91	2,150 2,875	1 '2 May 5 4 Mar. 25 81 '2 Jan. 2	714 Ang.18 1276 Sept 22 91 Aug.18	4 10 ¹ / ₂ 7 ¹ / ₄ 20 83 94
New York Lake Erie & West'n Do pref. New York & New England	16 ¹ / ₈ 16 ³ / ₈ 21 ¹ / ₂ 22 ¹ / ₆	15 ³ 4 16 ⁴ 4	15% 16 *21 21-2	10 16 %	16 ¹ / ₈ 16 ⁵ / ₈	1619 1638 3619 3619 2134 2218	27,530 100 1,500	94 May 29 18 June 29 12 Jan. 17	18 ¹ 4 Ang.17 39 Aug.17 25 ¹ 2 Aug.20	11 10 28 10 20 71 15 8 17 1
New York New Haven & Hart.	$\begin{array}{c} 14 \\ 14 \\ 6 \\ 6 \\ 14 \\ 14 \\ 14 \\ 14 \\ 1$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1312 137		$192 1923_4 = 133_4 =$	1234 134 578 578	105 1	75 Jan. 21 63 Apr. 14 13 June 2	17 Ang.20	175 184 7 1634 134 6
New York Susq. & Western Do prel. Norfolk & Western		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1378 1448	*13 14 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*13 14	7,703 3,710 900	478 Jun. 27 8 Sopt 8 14 July 8	61/2 Sept 21 15 Sept 19 81/4 Sept 19	45 18
Northern Pacific Do pref	2134 2134 4712 4778	2134 22 4738 4818	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$23 \frac{1}{2} 23 \frac{1}{2} 23 \frac{1}{2} 21 \frac{1}{2} 47 \frac{1}{8} 47 \frac{1}{5} 8$	2114 2114 47 4734	18.642	36 Jan. 20	25 ³ 4 Feb. 26, 24 ⁵ 8 Aug.17 51 ⁷ 8 Aug.17	17 42 14 27 374 573
Ohio Central Ohio & Mississippi Ohio Southern	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	21-21-78	21 3 21 3	3,4101	7 June24	178 Aug.14 2338 Ang.20 1234 Sept 23	$ \begin{array}{ccccccccccccccccccccccccccccccccc$
Peoria Decatur & Evansville		21 18 21 12 1478 1514	2078 214	15 15	21 21 ¹ ₂ 147 ₆ 15 ¹ ₆	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	26.714	147 ₈ Mar. 21 1034 Apr. 8 734 June 9 13 May 29	21 Apr 271	834 24 614 345 7 1734
Philadelphia & Reading Pittsbarg Ft. Wayne & Chie Benseelaer & Saratoga	1834 1936	15 1878	18 18 142 142	18 1812	18 18	1734 1734 14218 14218	975 1	1943 Feb. 1711	24 % Aug.17 40 Sept 16 43 % May 21	167 ₆ 60 5 1912 135 38 14612
Bich. & Alleg., stock trust ctfs. Richmond & Danville Richm'd & West P'nt Terminal	3 12 4 73 12 76 12 31 14 32 12		7104 75 3034 32	174 75 32 324	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	73 2 75	630 2,625 7,950	41% Jao. 19	4 % Ang.18 76 % Sept 19 82 % Aug.20	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Rochester & Pittsburg Rome Waiertown & Ogdensb'g St. Louis Alton & Terro Haute	4 4 32 34	4 4 33 3332	4 4	37 ₆ 4 *32 34	*338 4	*334 4			6 5 Aug.17	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Do pref. St. Louis & San Francisco	19 19	*18 195		18 18	*1770 1850	18 18 •31 33	205	75 Aug.15 17 12 May 8	34 Sept 19 78 Aug.15 21 Feb. 25	70 96 11 12 29
Do pref Do lat pref. St. Paul & Duluth	*82 8312	*82 83	82 82	*814 834	31 83 2378 2378	*80 83	125 ± 7	79 May 12	87 5 Jan. 10	70 961 15 8234
South Carolina		81 12 81 12 99 12 100		12 4 12 4		83 83	100 1	7934 Jan. 21 7 June16	08 h Aug. 1 12 h Sept 23	65 76 ¹ 9 9 11
Texas & Pacifio	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	19 19 ¹ ₂ 50 ¹ ₆ 50 ⁷ ₈	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	5038 5076	18 2 1878 493: 50 2	13'8 1834 49'4 50's		11 Mar. 21	195 Sept 17 555 July 18 22 Aug.20,	51, 222 28 844 15 21
Virginia Milland. Wabash St. Louis & Pacifio Do pref. MISCELLANEOUS.	74 85 144 144	$ \begin{array}{cccc} 7 & 5 & 7 & 3 \\ 1 & 3 & 4 & 1 & 3 & 4 \end{array} $	7 ¹ 2 7 ⁷ 8 12 ¹ 2 12 ¹ 2	7 ¹ 2 7 ¹ 2 *12 ¹ 2 16	*758 778 1348 14	*12 ¹ 2 14	4,179	2 Apr. 30	95 Ang.14 174 Aug.17	4 1934 9 32
American District Telegraph. American Tel. & Cable Co Bankers' & Merchants' Tel	83 4 83 42 *1 1 42	63 63	20 20 634 634		63 2 63 2	63 63 12 *1 1 12	234 5		25 June 6. 85 Aug.10. 4 Jan. 8	49 1 12734
Colorado Coal & Irou	17 2 17 2	17 12 1778 93 12 93 12	17 174 935 935 845 854	174 174 9 94 94	915 915	9434 9434	1 006 5	8 Jan. 3	19L May 28	1 127% 7 17% 67 114
Delaware & Hudson Canal Oregon Improvement Co Oregon Rallway & Nev. Co	854 864	86 863 81 81	80 80 4	234 234		83 2 84 2	$ 5.945 \\ 100 \\ 2 \\ 845 \\ 6 $	36 ¹ 2 Jan. 22 21 Jan. 3 39 ³ 4 Jan. 29	84 Feb. 20 827 Aug.17	834 65 4
Paolilo Mali. Pullman Palace Car Co Quickailver Mining Co.	53 6	$\begin{array}{cccc} 47^{3} & 48 \\ 125^{3} & 128^{3} \\ 6 & 6^{1} \\ \end{array} \\ 126^{3} & 128^{3} \\ 126^{3} & 128^{3} \\ 6 & 6^{1} \\ 126^{3} & 128^{3} \\ 126^{3} & 128^$	47 58 48 12 28 78 128 78 5 54 6 12	129 129 1 *534 634	6 6	47 ¹ 4 47 ⁵ 8 129 129 *5 ³ 4 6 ³ 4	40,038 4 1,580 10 1,000	6 Sept 18 7 Jan. 2 1 3 July 11 2 Sopt 19	62% Mar. 9 29% Aug.22 6% Sept 21	31 57 ¹ 90 117 3 ³ 4 6 ¹ 9
Western Union Telegraph	1694 707a	68 4 69 3	00 00 1	01 8 00 8	22 30 67 38 88 18		600 2 .08,955 6	o guan. a	12 WAUg.10	20 34 49 78%
Adame	140 145 *98 99 55 55		99 99 55 55	9312 9914 *54 55 *	43 143 *1 9912 9912 *1 51 55	40 145 9958 9958 5134 55	216 8	10 Jan. 21 7 5 Jan. 3 8 Jan. 2	99% Sept 23	25 137 87 102 45 61 %
Americao. United States Wella, Fargo & Co. INACTIVE STOCKS. Atchison Topeka & Santa Fe. Burlington Ced. Rapids & No. Centrel Lorge	113 117 [.			118 118 +1		115 118	80 10	65 Tala 00	18 Aug.201	98 115 62 80 4
Charlotte Columbia & Angusta		10 10 -	*****	10 10 .			300 0	7 Feb. 181	0 Aug.15	50 80 11 16
Columbus Hocking Val. & Tol. Columbus Hocking Val. & Tol. Keokuk & Des Moines. Louisinna & Missouri River					····· ····· ·····	20 20	250 1		2 Mar. 19 1.	12 152 5 5
Lonisiana & Missouri River New York Elevated.	· · · · · · · · · · · · · · · · · · ·				· · · · · · · · · · · · · · · · · · ·		100 2	2 Jan. 22 14	6 Mar. 17 5 May 12 1	18 ³ 2 24 15 130
Warren	•1	18				19 ¹ 2 19 ¹ 2	D0 1	9 Feo. 0 2	10 FCU. Z()	16 23 16 23
Lonisiana & Missouri River New York Elevated United Co's of N. J. Warreo Consolidation Coal Hameetakee Muting Co Maryland Coal co New Central Coal Otario Silver Mining	17% .17%	175 175	81g 81g					0 Jan. 30 1	73, Sept 19 939 Sept 16 87, Sept 17 26 Sept 15	7 15
• These are the prices bid an						r.dividend.	100 1	7 Feb. 7 2	so Sept 15	14 1 29

* These are the prices bid and asked; no sale was made at the Board. I Lower price is ex-dividend.

[Vol. XLI.

QUOTATIONS OF STATE AND RAILROAD BONDS, SEPTEMBER 25, 1885.

QUOTATIO:	NS OF STATE AND	RAILROA STATE	D BONDS, SEPT BONDS.	EMBER	25, 1885.	0.00
SECURITIES. Bid. Ask.	SECURITIES.	Bid. Ask.	SECURITIES.	Bid. Ask.	SECURITIES.	Biđ. Ask.
Alabama-Class A, 1906. 93 ³ 2 94 Olass B, 5s, 1906. 104 ³ 2 104 ³ 2 Olass C, 4s, 1906 91 ³ 2 104 ³ 2 Gas C, 4s, 1906. 91 ³ 2 106 Arkansas-6s, funded 6 7 Ts, L. Rock & Ft, S. 18s. 13 15 Ts, L. R.P. R. N.O, RR 14 15 Ts, Miss. O. & R. R.R. 13 15 Ts, Arkansae Gent. RR. 5 ¹ 2 7 ¹ 2 Georgia-6s, 1836. 102 102	Louislana-7s, cons.,1914 Stamped, 4s	78 63 102	N. Carolina-Continued- New bonds, J.&J., '92-8 Special tax, all classes Do Wil.O.&Ru.R. Consol 42 1910	20 4 ¹ 4 5	Tennessee-Continued- 6s, new series, 1914 C'mp'mise,3-4-5-6s,1912	4834 4919 5634 5719
6s, 10-20s, 1900 106 Arkansas-6s, funded 6 7 7s. L. Rock & Ft. S. iss. 13	6s, dns 1889 or 1890 Asyl'm or Univ., dns'92 Funding, 1894-95	109 113 118	Do Wil.O.&Ru.R. Consol. 43, 1910 68, 1919	88 ¹ 2 90 114 115	Virginia-bs, old	40
7s, Memp.& I. Rock RB 13 7s, L. R.P.B. & N.O. RR 14 15 7s, Miss, O. & R. R. RR. 13 15	Hannibal & St. Jo., '86. New York-63, rsg., 1887 65, loan, 1891	103 103 ¹ 2 110	Ohio—6s, 1886 South Carolina— 6s, Act Mar. 23, 1869 }	104 334 4	6s, ex-matured compon- 6s, consol., 2d series 6s, deferred	48 51 50 104 104
7. 1998 103 104	Lonislana-73, cons.,1914 Stamped, 4a. Missonri-6s, 1886 6s, dns 1839 or 1890 Asyl'm or Univ., dns'92 Funding, 1894.95 Hannibal & St. Jo., '86. New York-63, rsg., 1837 6s, loan, 1891 8, loan, 1893 N. Carolina-6s, old.J.&J. Funding act, 1900	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Do Wil.O.&Ru.K. Consol. 4s, 1910 6s, 1919. South Carolina 6s, Act Mar. 23, 1869 non-fundable, 1883. Brown consol'n 6s, 1893. Tennesees-6s, oid, 1892-8 6s, new, 1892-8-1900	109 ² 2 48 ³ 4 49 ¹ 2	os, new. 1866. 6s, consol. bonds 6s, consol., 2d series 6s, deferred. District of Columbia- 3-65s, 1924 Funding 5s, 1899	114
78, gold, 1890 113	Funding act, 1900	RAILRO.	6s. new, 1892-8-1900 AD BONDS.	4834 4912	Fanding 58, 1899	110 }
SECURITIES, Bid. Ask		Bid. Ask.	SECURITIES.	Bid. Ask.	SECURITIES.	Bid. Ask.
Railroad Bonds.	Del. L. & WContin'd- Morris & Essex-1st, 7s. 2d, 7s, 1891	141 ¹ 4145 113 ⁵ 8114	Mex. Cent.—1st, 7e, 1911. 1st M., 7s, ex.cp.,6,7,& 8 Mich.Cent.—Cons.7s, 1902	40 128 ¹ 4 	Penn.RRContinned- Pitts.C.&st.L2d, 7s Pitts.Ft.W.&C2d, 7s. Pitts.Ft.W.&C2d, 7s. Pitts.Ft.W.&C2d, 7s. Pitts.Ft.W.&C2d, 7s. Clev.& PittsCons.s.td. 4th, s. M., 6s, 1892. 2d, 7s, 1893. 2d, guar., 7s, 1893. Pitts. Love.& Toi1st, 6s Pitts.Junc1st, 6s, 1922. Pitts.McK.&Y1st, 6s Rome W.& 0g1st, 7s, 192 Roch.& Pitt1st, 6s, 1922. Roch.&Pitt1st, 6s, 1922. Turst Co. receptle Turst Co. receptle Roch.& Alleg1st, 7s, 192	140'2
	Bonds, 7s, 1900 7s of 1871, 1901 1st, consol., guar., 7s.	126 ¹ 126 ⁵ 126 ⁵	Consol., 58, 1902 68, 1909 Coupon, 58, 1931	100	Pitts.Ft.W.&C2d,7s 3d, 7s, 1912. Clev.& PittsCons.s.M.	137 135 *127
Sinking Fund, 68, 1911. Atl. & Pac1st, 68, 1910. Baltimore & Ohio-	N.Y. Lack.& Wlst, 64 Construction, 58, 1923 Del.& Hud. Canal-1st, 78	12142123 1002101 114	Registered, 5s, 1931 Jack.Lan.& Sag6s,'91 Milw.& No1st, 6a, 1916	*106 107 95	4tu, s. Id., 6s, 1892 St.L.V.&T.HIst,g.,7s 2d, 7e, 1898	120 123
Stock Exchange Prices.) Atch. T. &S. Fe 4 28, 1920 Sinking Fund, 68, 1911. Atl. & Paclst. 68, 1910. Baltimore & Olio 1st. 68, Park. Br., 1919. 58, gold, 1925. 1st. 68, Park. Br., 1919. 58, gold, 1925. Burc. Rap. & Nolst.55 Burc. Rap. & Nolst.57 Burc. Rap. & Nolst.78, gn. Atl. & Vec. S. 1917. Bart. S., 1921. Cansol., 1st. 58, 1934 Burt. S. St. 1917. General, 68, 1924. Bart. N. Y. & PConse. 68 Can. Solst. in s. guar. 58 Consol., 1st. 57, 1921 Can. Solst. in s. guar. 58 Contral lowa-lst. 78, 1912 Bart. Divlst. 68, 1912. Can. Boa-lst. Divlst. 68, 1912. Bart. Divlst. 68, 1912. Can. Boa-lst. In s. guar. 55 Constral lowa-lst. 78, 1914 Can. Boa-lst. Divlst. 68, 1912. Can. Boa-lst. In s. guar. 55 Can. Boa-lst. In s. guar. 55 Bart. Divlst. 68, 1912. Can. Boa-lst. In s. guar. 51 Can. Boa-lst. In s. guar. 55	List, ext., 78, 1891 Conpon, 78, 1894 Registered, 78, 1894	$\begin{array}{c} 120 \\ 120 \\ 120 \\ 1323 \end{array}$	Mil. L.S. & W1st, 6s, 1921 Mich. Div1st, 6s, 1924 Mich. Div1st, 6s, 1924	107_{2} *100_{2}	Pitts. Clove. & Tol.—Iat.6s Pitts. Junc.—Ist, 6s, 1922	*10512
Bur.C. Rap. & No18t, 58 105 105 Consol., 1st, 5s, 1934 98 983 Minn. & St.L1st, 7s, gn.	1st, Pa. Div., cp., 78, 1917 1st, Pa. Div., reg., 1917 Alb. & Susq1st, 78	103 ¹ ₈ 103 ¹ ₂	1000 Ext1st, 78, 1909 2d, 76, 1891	120 * 104 113 1134	Rome W.& Og.—1st, 7s, '91 Con., 1st, ext., 5s, 1922.	111 78
1a. Chty & West1st, 78 410 C, Rap. I. F. & N1st, 68 1st, 5s, 1921	1st, cons., guar.7s,1900 1st, cons., gu., 6s, 1900		Pac. Ext.—1st, 6s, 1921. Mo.K.& T.—Gon'l,6s, 1920. Ganaral 5a 1920	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Consol., 1st, 6s, 1922† Rich.&Alleg1st, 7s, 1920 Trust Co. receipts	$ \begin{array}{c} 93 \\ ^{4}61 \\ 62^{1}4 \\ 63^{3}4 \end{array} $
General, 6s, 1924 Can. So1st, int. guar. 5s 2d 5a 1013	1 1st, reg., 7s, 1921 Denv.& Rio Cr1st, 1900	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Cons., 78, 1904-5-6 Cons., 2d, income, 1911. H. & Cent. Mo18t. '90	110-2111	Rich.& DanvCons.,g.,68 Debenture 6s, 1927 Atl.&Ch1st. pr.,78,'97	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Reg., 5s, 1913 Central Iowa-1st, 7s, '99† 92 94 Frat. Div_lat 6a 1912 55 60	Den.So.Pk. & Pac1st,7s Den.& RioG.West1st,6 Det. Mack & Marg1st,6	70 55 ¹ 2 55 ³ 4 55	Mobile & Ohio-New 6s. Collater'l trust, 6e, 1892 1st. Extension, 6s, 1927	108 100	Incomes, 1900 Scioto Val1st, cons., 78 St. L. & Iron Mt1st, 78	92 35 45 11414 11512
111. Div1st, 6s, 1912 52 Chesapeake & Ohlo- Pur. money fund, 1898 110 ¹ 2	Land grant, 3 ¹ 28, S. A. E.T.Va.&G.—1st.78, 190 1st. cous., 58, 1930	0 115 59	Morgan's La.& T1st, 6 1st, 7s, 1918. Nash.Chat.& St.L1st, 7	103 122 122 122 1	2d, 7s, 1897 Arkansas Br'cb—1st, 7s Cairo & Fnlton—1st, 7s	110 ² 8 110 ² 1 109 ¹ 4109 ¹ 2
ob, Borth borrier and a com	Lin Oota Ponto e co anterna	51 55 96	2d, 6s, 1901 N. Y Central-6s, 1887 Deb. corts., ext'd 5s	*102 105 ³ 4 107 105 ¹ 4 135 ⁵ 9	Cairo Ark & T1st, 78 Gen. r'y & l. gr., 58, 1931 St.L.Alton & T. 111st, 78	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Mortgage 6s, 1011 *	1 1st, 6s, 1920 Eliz, Lax.& Big Sandy-6 Erie-1st, extended, 7s	9 125	N.Y.C.& H.—1st, cp., 7 1st, reg., 1903 Deb., 5s, 1904	135_{8} 134_{4} 104_{2}	2d, pref., 7s, 1894 2d, income, 7s, 1894 Belley, & So, Ill.—1st, 8s	109 116 116
1st mort., 7s, 1893 11742 Sinking find, 6s, 1903. 1224 1231 La. & Mo. Riv1st, 7s. 123	- 2d, extended, 5s, 1919 2 3d, extended, 4 ¹ 2s, 1923 - 4th, extended, 5s, 1920	$110 \\ 105 \\ 112 \\ 106 \\ 112 \\ 106 \\ 100 $	Harlem-1st, 7a, conp. 1st, 7a, rog., 1900 N.Y.Elev'd-1st, 7s, 1900	$\begin{array}{c} 136_{3_4} \\ 121_{3_4} \\ 121_{3_4} \end{array}$	St.P. Minn. & Man1st,78 2d, 6s, 1909. Dakota Ext6s, 1910.	$\begin{array}{c} 116 \\ 11314 \\ 11612 \\ 11612 \\ 117 \\ 11618 \\ 11712 \end{array}$
2d, 7s, 1900. St. L. Jack. & Chic.—1st 1st, gnar. (564), 7s, '94	5th, 7s, 1888. 1st, cons., gold, 7e, 1920 1st, cons., fd. conp., 7s). $109^{2}110^{4}$). $112^{1}2$ 115	N.Y.P.&OPr. In, 68, 99 N.Y.C.&NGen., 68, 191 Trust Co. receipts	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1st, consol., 6s, 1933 1st, consol., 6s, reg., 1933 Min's Un1st, 6s, 1925	113 114 109 111
2d, (360), 7a, 1898 2d, gnar. (188), 7e, '98 Miss.R.Br'ge-1st,s.I.68	Long Dock b'nds, 76, '9 Buff.N.Y.&E1st,191	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	N.Y. & N. Engra-181,78 1st, 68, 1905 N.Y.C.&St.L1st,68,192	$1 \frac{113}{773} \frac{1204}{78}$	So. Car. R'y.—1st. 6s, 1932 2d, 6s, 1931 2d, 6s, 1931	107
Consol. 7s, 1903	Collat'ltrust. 6s, 1925 Buff. & S.WM., 6s, 190	8 109 1094	N.Y.W.Sh.& BuffCp.,5 Registered, 56, 1931	8 *4376 44	General, 68, 1921 Sodus B.& So1st, 58, 010	1 101 67 -2
Ia. Div.—S. fd., 5s, 1919 Sinking fund, 4s, 1919 Denver Div.—As, 1922 95 97 97 97 97 97 97 97 97 97 97 97 97 97	Mt.Vern'a-1st, 6s, 192 FI't&P.MarqM.68, 192 Gal Har & S Ant -1st, 6	3 99 0 114 106 107	N.Y. Susq.& W1st, 6s. Debenture, 6s, 1897† Midland of N.J. 1st, 6	68	Tol.Del.& BurlMain, 6, 1910	6712
68, gold, series B, 1903 () 08 ⁻³⁴ , 25 68, currency, 1918	2d, 7s, 1905 West. Div1st, 5s 2d, 6s, 1931	*106	Mex. Cent.—1st, 7e, 1911. 1st M., 7s, sz.cp., 6, 7, & 8 Mich.Csut.—Cone, 7s, 1902 Consol, 5s, 1902 Consol, 5s, 1903 Registered, 5s, 1931 Jack.Lan.& Sag.—6s, 1931 Jack.Lan.& Sag.—6s, 1931 Jack.Lan.& Sag.—6s, 1931 Mit.M.S. W.—1st, 6s, 1931 Mit.M.S. W.—1st, 6s, 1931 Mit.A.S. W.—1st, 7s, 1907 Yuno. & St.L.—1st, 7s, 1907 2d, 7a, 1891 S'thw.Ext.—1st, 7s, 1907 Cons., 7a, 1904.5-6. Cons., 7a, 1904.5-6. Cons., 7a, 1904.5-6. Cons., 7a, 1904.5-6. Cons., 7a, 1904.5-6. N.Y. Contral—6s, 1922 Mokile & Ohio.—New 6s, Collater'l Irmsi, 6s, 1921 Mash.Chat.& St.L.—1st, 7s, 1906 Cons., 7a, 1904.5-6. N.Y. Central—0s, 1827 Morgan's La.& T.—1st, 7s, 1906 N.Y. Pack. 2007 N.Y. Central—0s, 1827 Deb., corts., extl 45s. N.Y. Central—0s, 1827 Deb., corts., extl 45s. N.Y. Central—0s, 1867 Deb., corts., extl 45s. N.Y. Central—1st, 7s, 1900 N.Y. P.& O.—Pr.1'n, 6s., 99 N.Y. C. St.L.—1st, 7s, 1907 N.Y. Elev'd—1st, 7s, 1907 N.Y. Sh.& Buff.—Cp., 5 Registered, 5s, 1931 Trinst Co. roceipts N.Y. Sh.& Buff.—Cp., 5 Registered, 5s, 1931 N.Y. W.Sh.& Buff.—Cp., 6 Registered, 5s, 1931 N.Y. Sh.& Sh., 1927 N.Y. Sh.& Sh., 1927 N.Y. Sh., Sh., 1937 N.Y. Sh., 2037 N.Y. Sh., 2037	s 111 ¹ 2 112 ¹ s 106 106 ³ *104	Consol. 1st, 6s, 19221 Rich. & Alleg1st, 7s, 1922 Trust Co. receipts Pach. & Darv Cons., g., 6s Debenture 6s, 1927 Atl. & Ch1st, pr., 7s, 97 Incomes, 1900 Seloto Val., -1st, cons., 7s St. L. & Iron Mi1st, 7s 2d, 7s, 1897 Arkanass Breb1st, 7r Cairo & Fniton-1st, 7s Gen. ry & 1, gr, 5s, 1933 St. L. Alton & T. H1st, 7s Gen. ry & 1, gr, 5s, 1933 St. L. Alton & T. H1st, 7s 2d, product St. 1994 Bellev. & So, 1111st, 88 St. P. Minn. & Man1st, 7s 2d, necome, 7s, 1894 Bellev. & So, 1111st, 88 St. P. Minn. & Man1st, 7s 2d, cos, 1909 Ist, consol., 6s, 1933 Ist, consol., 6s, 1933 Ist, consol., 6s, 1933 Ist, consol., 6s, 1933 Socar. R'y1st, 6s, 1931 Sodus B.& So1st, 5s, 193 So, Car. R'y1st, 6s, 1921 Sodus B.& So1st, 5s, 193 So. Car. R'y1st, 6s, 1921 Sodus B.& So1st, 5s, 193 So. Car. R'y1st, 6s, 1910 Ist, 7s, 1911 Toi, D21.& BurlMain, 6 Ist, Con-recipts Tex.& N. O1st, 7s, 1901 Sabino Div1st, 7s, 1901 Sabino Div1st, 6s, 1910 Ist, Pat., 1911 Time Co. receipts Tex.& N. O1st, 7s, 1901 Sabino Div1st, 7s, 1911 Turuet Co. receipts Tex.& N. O1st, 7s, 1910 Ist, N. O1st, 7s, 1911 Turuet Co. receipts Tex.& N. O1st, 7s, 1911 Turuet Co. receipts Tex.& N. O1st, 7s, 1910 Ist, Pat Div6s, 1921 Detroit Div6s, 1921 Cairo Div5s, 1931 WabaabMort, 7s, 1931 WabaabMort, 7s, 1931	87 ¹ 2 90 87 ¹ 2
Ext. & Col., 5s, 1934 110 Keok. & Des M1st, 5s 109 ¹ 2 Central of N.J1st. '901. 110 111	³ e Gr'n Bay W. & St. P 1at, 6 Gnlf Col. & S. Fo-7a, 190 Gold 6a, 1923	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	N.O. Pac.—1si,6a,g.,1920 Norf.&W.—Cen., 6s, 193 Nøw Rivor—1st,6s,193	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Tex.& N. O1st, 7s, 190 Sabino Div1st, 6s, 191 Va. MidM. inc., 6s, 192	$\begin{array}{c} 5 & 116 \\ 2 & 95^{1}2 \\ 7 & 60 \end{array}$
Lat,cons.assent. 7s,1899† 1023 103 Conv., assented, 7s, 1902 102 Adjustment, 7s, 1903 108 2		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Ohio& Miss.—Consol.e. I Consolidated, 7e, 1898. 2d consolidated, 7a,191	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Wab.St.L.& PacGen., 6 Chic. Div58, 1910 Hav. Div68, 1910	s 39 771 773
Conv. debent. 68, 1908 63 64 Loh.&W.BCon.g'd.as. 96 ³ 4 Am.D'k&Imp58, 1921 83 ¹ 4	1 1st, Western Div., 7st. 1st, Waco & No., 7st. 2d, consol., main line, 5	96 96 96 100 38 7834	1st, Springfield Div., 7 1st, general, 5s, 1932 Ohio Central—1st, 5s, 192	8 974 0 76	Iowa Div68, 1921 Ind'polis Div68, 1921 Datroit Div68, 1921.	* 05
Am, D'k& imp,55, 1921 83'4 Chic, Mil, & St. P 1st, 8s, P. D		67	 lat, Term'l Tr., 6a, 1920 lat, Min'l Div., 6a, 1920 Ohio So.—1st, 6a, 1921 Oreg'n& Cal.—1st, 6a, 1921 	1 88 90	 Cairo Div5s, 1931 Wabaah-Mort. 7s, 190 Tol.& W1st, ext., 7s, 190 Tol.& W1st, ext., 7s, 190 2d, ext., 7s, 1803 Equipm't bds, 7s, '83 Coosol. conv., 7s, 190 Ot. Westh-1st, 7s, 7s 2d, 7s, 1830 Q.& Tol1st, 7s, 7s Han.& Naples-1st, 7 Ha.& So.la1st, ext., 6s St. L. K. C.& NRe., 7, Omaha DivRe., 7s, 7s 	$\begin{array}{c} *51 \\ 623_4 \\ 108^{1}_{2} 111^{1}_{2} \\ 99 100 \end{array}$
Ist, LaC. Div., 7s, 1893 118 Ist, I. & M., 7s, 1897 Ist, I. & D., 7s, 1899 123	 2d, 6s, 1913. III. Cen. — Spd. Div. — Cep. 6 Middle Div. — Reg., 5s C. St. L. & N. O. — Ten. 1., ' 1at, consol., 7s, 1897. 2d, 6e, 1907. Gold. 5e, 1951. Dub. & S. C. — 2d Div., 7 Ced. F. & Minn.— 1st, 7 Ind. Bl. & W. — 1st, pref., ' 2 1st, 5-6s, 1909. 	be 115 ¹ 2 104 78 *124		0 70 701	2d, ext., 7s, 1893 Equipm't bde, 7e, '83 Coosel cnu; 7a, 190	93 7 7812 82
Ist, C. & M., 7e, 1903 *128 130 Consol. 7e, 1905 126 Ist, 7e, I.& D. Ext., 1908 123	1st, consol., 7s, 1897. 2d, 6e, 1907. Gold 5s, 1951	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Debontures, 7s, 1887 Panama-S.f., sub.6s, 191 Papria Dec. & Ex -1at 6	0 100 101	Ot.West'n-1st, 7s, '8' 2d, 7s, 1893.	8 107 5 108 93
18t, 78, 1.& D. Ext., 1908	Dub.& S.C2d Div., 7 Ced.F. & Minn1st, 7 Ind.BL&W1st, prsf., 7	8. 8. 1134 114	Evans, Div.—1st, 6s, 192 Pcoria& Pck. U'n—1st, 6s Pac. RR.—Cen. Pac.—G.6	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Han.& Naples-1st, 7 Ill.& So.Ia1st,ex.,6 St.L.K.C.&NR.e.,7	8 8 101 104 3
1st. H. & D., 78, 1910 122 ² , 123 Chic.& Pac. Div.68, 1910 *116 1st, Chic.& P.W., 56, 1921 997, 100	24, 5-68, 1909	60 824	San Joaquin Br08.	100	.!! Clar'da Br68, 1919	0 *60 70
	1st. 7s. ex fund, conpe	a 90 *84 d 115	Land grant bonds, 6s West. PacBonds, 6s. No. R'way (Cal.)-1st, 6	10541057 109410 84110	West, Un. Tel1900, cons	1132119
Date & Northwest		1	So. Pac. of Ariz1st, 6 So.Pac.of N.Mex1st, 6	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1900, reg. N.W. Tclegraph-76, 190 Mnt.Un.TelS.td, 68, 191 INCOME BONDS.	100 80 ¹ / ₂ 80 ⁷ / ₈
Coaaol. bunds, 7s, 1916. 1374-138 Coapon. gold, 7s, 1902. 129 130 Review Gold, 7s, 1902. 129 130 Sinking fand, 6s, 129. 120 121 Sinking fand, 6s, 1292. 120 121	¹ 2] Clevs.&Tol.→N. bds.,7 Clava, P. & Ash.—7a	B 104	Land grants, 78, '87-8 Sinking fund, 88, '93,	$\begin{array}{c} 115 4 115 9 \\ 9 107 3 \\ 119 2 120 \\ * 120 \end{array}$	(Interest payable if earned Atl.& PacInc., 1910 Central of N.J1908 Chic. & F. IllIncome.	
Sinking fund 5s 1990 109 110	Kal. & W. Pigeon-1st		Collateral Trust, 6s Do 5s. 190	7 92 93 5 110	E.T.V.&GaInc., 68,193	1 112 18
• 25 years deb. 58, 1009 1014 101 Escanabad L. S1st.68 112	Consol., conp., 1st, 7 Consol., reg., 1st, 7s	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Kans. Pac. —1st, 6s, '9 1st, 6s, 1896 Denv. Div.6s.ass'9	110 112	Ind.Bl.&WCon., Inc.,6 Ind'sDec.& Spr'p-2d,inc Trust Co. Receipts. Leh. & Wilkesb.Coal'8	*
Jowa Midland-1st, 8s.	Consol., reg., 2d, 7s. Long Iel, 13R.—1st, 7s, 2 1st, consol. 5s, 1931.	1184 122 10758	C. Rr. U.PF.c., 78, '9 At.C.&P1st, 68, 190 At.J. Co.& W18t, 6	5 5 9578 96 8 * 95	Lake E.& WInc., 76, 9 Saud'ky DivInc., 192 Laf. Bl.& MnnInc., 78, 9	9 22 23
Pennis nia-181, conv., /* Chic.& Milw'kee-1st, /* 127 Win.& St. P1st, 7a, '27 Mil.& Mad1at, 63, 1905 Ott. C. F.& St. P1st, 5s 104 C.C.C.& Ind's-1st, 7, s, f1 122 Conneal 7s, 1914 122 124 125 124 125 124 125 124 125 124 125 124 125 124 125 124 125 124 125 125 125 125 125 125 125 125		125	Ut. SoGen., 78, 190	9 9 • 88 88	Mil. L. Sh.& WIncome	8 77 80 60 623a
M11. C M al 1at, 05, 1900 114 Ott. C. F.& St. P 1st, 5s 104 105 C.C.C.& Ind's-1st, 7, s. f1 122 124 Consol, 7s, 1914 120 124	N.O.& Moblat, 68, 19: 2d, 6s, 1930. E.H.&Nlst 6s, 1919	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Mo. Pac.—1st, cons., 6s 3d, 7s, 1906	$1102^{1}2$	2d. pref., debeninres 3d, pref., debeninres 4th, pref., debeniures N.Y. Lake E. & WInc. 6 0 bis death for a second second	8 34 40
Consol. 7s, 1914		102-2100	2d, 78, 1891 St.L.& S F2d, 6s, Cl. 6a, Class C, 1906	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Min'l Div.—Inc.,78,192 Ohio So.—2d inc., 68, 192	
Consol. 65, 1930	S.&N.Ala,-8.1 68, 191	51 116 961	Ennipment, 78, 1895	105 1074		
- Bt. P. & S.C 185,65,1919 123 5; - Chio & E. III 181,8, f. curr. 1123 -: - Consol., 1st, 6s, 1934 102 102 - Chio, 8. L. & P 1st, con. 5s 85 96 - Chio, & W. Ind 1st, st., 6s 103 1	Trnst bonds, 6s, 1922. 10.40, 6s, 1924.	94 95 90 82b	Gen'i mort., 68, 1931 So. Pac.of Mo1st, 6 Tex.&Pac1st, 68,190	$\frac{1037_8}{105}$. So. Car. Ry.—Inc68,193 St.L.A. & T.H.—Div. bds	$\begin{array}{c} 33 \\ 33 \\ 40 \\ 42 \\ 42 \\ 42 \\ 42 \\ 4 \end{array}$
Chic. & W.Ind 1st. 8.1.,68 Gen'l mort., 68, 1932 - 100 105 Chic. & St. L 1st, 68, 1915 1024, 102	4 Laf. BL& M1st. 6e. 19	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Rio G., 68, Ang. cp. o	n = 613 = 621	Cin.& Sp1st, C.C.&I.,7 Cnm. & Penn1st, 6s, '9	8 *110 112 ¹ 2
Ool. & Green1st, 6s, 1916 2d, 6s, 1926 Ool. H. Val. & Tol1st, 5s 76	Lon. N. O. & Tax1st,		Usn. mort. & Ter. 6s	200	Col.C.&Ir.Co1st,con., Dos M. & Ft. D1st, 6s. Ft. W. & Dony, C -1st, 6	8 792
Color w. 1.0 1st, s.r., 6s	N.Y.&M.B'b-1st,75. Metrop'lit'n EL-1st,190 2d, 6s, 1809	$ \begin{array}{c} 97 \\ 18334 \\ 10534 \\ 106 106 $	Pa. Co.'s 4 '2s, Rog., 192 Pitts.C.&St.LIst.c., 1st. reg., 7s, 1900	21 100	Fargo & Southern-1st.	is 109 1110
mannet No pplos 8 Endant these and						

M3200 No price8 Friday; these are latest quotations made this weak!

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I.

New York Local Securities.

Inaurance Stock List.

Innk Sto	[Prices by E. S. Balloy, 5's Pine St.]						
COMPANIES.	[PR	ICK.			PI	ICE.
Marked thus (*) are not National.	Par.	Biđ.	Aak.	COMPANIES,	Par.	Bld.	Aak
America*	100	162	165	American		147	150
America [*] Amer. Exchange Broadway Butchers' & Drov's' Central	100	260		Amer, Exchange Broadway Brooklyn Citizena' Citizena' City Clinton Commercial Continental Eagle	25	123	1137
Butchers' & Drov's'	25	140	1064	Broadway	25	160	170
UNASC	1 200	150		Citizona'	20	114	123
Chatham	1 25	155 2550		Clty	100	107	115
Chomical Citizens' City	25	112	125	Commercial	50	20	30
City	$100 \\ 100$	250	1554	Eagle.	100	218 240	225
Commerce Contaental Corn Exchange" East River Eleventh Ward" Fifth Avenue" Fifth Avenue" First	100	101		Continental Engle Exchange Farragut Firemen's Trust Franklin & Emp. German.American Germania	100	75	80
East Hiver.	25			Farragut	50	205	100 110
Eleventh Ward*	25	115		Firemen's	17	75	85
Fifth Avenue*	100	550		Franklin & Emp	100	40	50
First	100	900	i17	German-American .	100	215	225
Fourth	80			Globe. Greenwich	50	104	110
Gallatin	100	165				170	200 72
Fulton. Gallatin Gartield. German American ^a .	75	101		If amilton	15	160	106
Germania*	100	150		lisnover.:	50 100	129	125
Greenwich* Hanover Imp. & Traders'	25	100 1385		lloward	40	70	75
Hanover	100	228	260	Jefferson	30	10	30
Irving Leather Manuf're'	50	152	130	Kinga C'nty (Bkn.).	20	175	195
Manhattan*	00	135		I amilian I amilian I amover. I ame. I ame. I ame. I ame. I ame. I ame. I amilian I am	50	90	87
Merino	100	140		Long Isl'd (H'klyn) Manufae, & Bulld Mech. & Traders'	100	95 35	105
Market Mechanics' Mechanics'& Trads' Mercantile Mercognta'	25	140	145	Machaulce' (RUITE)	50	75	85
Mechanics'& Trada'	25	110 115		Mercantile. Merchanta'	50 50	58 103	63 105
Merchante' Exch	50	127		Montank (Bklyn.)	50	90	100
Merchante' Exch Metropolia*	50 100	90		Nassan (Bklyn.)	50 3712	140 80	146 90
Metropolitan Metropolitan Murray Hill* New York New York Conuty N.Y. Nat. Exch Ninth North Amaricas	100	15	22	Merchanta' Morchanta' Montank (Bklyn.). Nasaau (Bklyn.). Nasaau (Bklyn.). Ny Equitable. Ny Fire. North River Paclito. Park Poople's. Phonix. Rutger's. Star Sterling. Sturvesnt United States. Weitamsburg City.	35	140	150
Murray Hill"	100	120		N. Y. FIFO	50	60 130	70 140
New York	100	165 135	175	North River	25	108	112
N.Y. Nat. Exch	100	100		Park	100	100	108
Ninth.	100	111 102		Peter Cooper	20	140 100	150
North America* North River* Oriental*	30	117		Phenix	50	123	133
Oriental* Pacific*	25 50	100 140	150	Ruiger'e	25	110 90	120 100
Park	100	146		Star	100	45	55
People's*	20	102		Sterling	100 25	50 100	55 106
Produce*	50	1124		United States	25	125	180
St. Nicholas*	100	115	120	Williamsburg City.	50	120 215	125 226
Seventh Ward	100	100					
Pacific* Park Park Phonix Phonix Produce* Republic St. Nicholas* Seventh Ward Bloe & Leather State of New York* Third.	100	126			-	-	
State of New York* Third	100	112	115			-	
Tradesmen's	40						
United States	50 100	115	120			-	
Wall Street	50						
West Bide*	100				-	1	_
Gne an	a cu	ty R	allra	d Stocks and Ro	nda.	a shallowed	

Gne and City Railroad Stocks and Bonds. [Gas Quotations by GEO. H. PRENTISS & CO., Brokers, 49 Wall Street.]

GAS COMPANIES.	Par.	Amount,	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2.000.000	Varia	5	May 5, '85	130	132
Citizene' Gas-L. (Bklyn)		1,200,000			July 1,'85		86
Bonds	1,000	250,000					107
Consolidated Gas	100	35,430,000		34	J'no 1585		
Jersey City & Hoboken.	20	756,000		25	July 1, '85	140	130
Metropolitan-Bonda	1,000	700,000	F. & A.		1902		117
Matual (N, Y.)	100	3,500,000			July10,'85	132	135
Bonds	[1,000	1,500,000			1902	103	105
Nassau (Bklyn.)	25	1.000,000	Var's	2	Jnly 1, '85		128
Scrip	Var's	700,000	M.&N.	24	Nov. 1.'84		100
People's (Bklyn.)	10	1,000,000			Sop. 15,'83		87
Bonde	1,000				J'no 15,'85		110
Bonds	Var's				Apr. 1, '85		101
Williamsburg	50	1,000,000	Quar.	3	July20,'85		
Bonde	1,000	1,000,000			1900	112	115
Metropolitan (Bklyn.)		1,000,000			July 1, '85		94
Municipal-Bonds	1,000	750,000			1888		110
Falton Municipal	100	3,000,000			July 15,'85		160
Bohud	100	300,000	J. 62 J.	0	1900	105	109
Equitable	100	2,000,000				125	128

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

Bl'cker St.& Fult.FStk	100	1 900,000 J. & J	.] 34 July 1, '85 27 1 28
1st mort	1,000	700,000 J. & J	
Br'dway & 7th AvSt'k.	100	2,100,000 QJ.	2 July 1, '85 265 276
let mort	1,000	1,500,000 J. & D	. 5 June, 1901 103 ½ 111
2d mort	1,000	500,000 J. & J	
Brooklyn City-Stock	10	2,000,000 QF.	3 3 Aug., 1885 216 2:0
1st mort	1,000	800,000 J. & f	.] 5 [Jan., 1802 108 [112
Bklyn. Crosstown-Stock	100	200,000 A. & O	4 April 1, 85 108 175
1st mort. bonds	1,000	400,000 J. & J	
Bushw'kAv. (Bkin)-St'k	100	500,000 QF.	
Central Crosstown-Stk.	100	600.000 QJ.	
let mort	1,000	250,000 M.&N	6 Nov.,1922 114 118
Cont.Pk.N.& E.RivStk	100	1,800,000 QJ.	2 July 1, '85 142 145
Consol. mort. bonds	1,000	1,200,000 J. & D	7 Dec. 1902 121 1123
Ohrist'ph'r&10th St-Stk	100	650,000 QF.	11 Aug., 1885 140 1421
Bonds	1,000	250,000 A. & O	7 Oct., 1898 110 116
DryDk.E.B.& Bat'y-Stk		1,200,000 QF.	2 4ug., 1885 205 212
1st mort., consol	500.cc.		
Scrip	100	1,200,000 F.& A	5 Feb., 1914 106 110
Eighth AvStock	100	1.000,000 QJ.	21 July 1, '85 240 265
Scrip	100	1,000,000 F & A	6 Fob. 1914 110
42d & Ur'nd St.F'ry-Stk	100	748,000 QF	
181 HIOTLASSACCOURSES	1,000	236,000 A. & O	7 April, '93 112 117
Honst. W.St.&P.F'y-Stk	100	250,000 QF.	
lst mort	500	500,000 J, & J	
Second AvStock	100	1,862,000 J. & J	5 Jay1, 83 205 215
lat mort	1,000	400,000 M.&N	
Concol	1,000	1,050.000 M.&N	
Sixth AvStock	100	1,500,000 M.& S	5 Nov., '84 155
16t mort	1,000	500,000 J. & J	7 Jnly, '90 110 115
Third AvStock	100	2,000,000 QF.	4 Ang., '85/307 [320
Bonda	1,000	2,000.000 J. & J	7 Jan., '90 111 113
Twenty-third StStock.	100	600,000 F. & A	4 Aug., '85 250
1st mort	1,000	250.000 M.&N	7 May, '93 112 114

* This column snows last dividend on stocks but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baitimore.

353

	Quotations in B	oston	, Ph	iladelphia and
	SECURITIES.	Bid.	Ask.	SECURITI
	BOSTON.		124	Cam. & Amboy-6
	BOSTON. Atoh. & Topeka-let, 7a. Land grant, 7a. Boaton & Maine-7a. Boaton & Maine-7a		124	Mort., 6a, 1899. Cam. & Atl1st.
	Ba			Can. & A minoy - c Mort., 6a, 1859. Can. & Atl1st. 'ad, 6a, 1904 Cons., 6 p. o Cam. & Hurl. Co Catawinaa-1st, 7 Otat. M., 10a, 11 New 7a, reg. & c Connect's 6a, cp. Cor.Cowaa& Ant.
	ligaton & Lowell-78			Catawissa-lat, 7 (that M. 10s. 1
				New 7s, reg. & c
l	Ination & Providence-7a Burit. & MoLd. gr., 7a. Nebraska, 6a Exompl Nebraska, 6a. Non-ex'pi Nebraska, 6a. Non-ex'pi Nebraska, 4a Conn. & Pasenmpelo-7a. Connotto Valley-6a East'rn, Mass6a, new Fort Scott & Guif-7a K. City Jawr. & So6a K. City Jawr. & So6a K. City Jawr. & So6a K. City St Jo. & C. B7e Little R. & Ft. S7a, 1at K. City Spid & Mom66 Moxicoan Central-7a. Income.	108 %	924	Cor.Cowaa& Ant. Dolaware-On, rg.
ļ	Nebruska, 4s. Conn. & Passenmpsio-7s.	2	9 12 19 	East Pann -lat
	East'rn, Mass6s, new	122		HIGH AV W TYD AT P. I AT
ļ	K. City Lawr. & So,-6a K. City St. Jo. & C. B7a	3	110	Harrieb'g-lat, 6a
	Little R. & Ft. S7s, 1st K. City Sp'd & Mem6s	1083	109	Sa, perpetual Harrieb'g-lat, 6a H.&H.Tlat, 7a, Cona. 5a, 1895 Ithaca&Athlat
	Mexican Central-7e Income	41 849	414	Jack. & Southe'rn Gen. 6s.
l	Scrip. Debenture, 10s	69 109	70 68	Jack, & Sonthe'rn (len, 6s Leh.V1st, fs, C. 2d, 7s, reg., 1910 Cons. 6s, C.& R. No. Poso1st, 6 No. Posn2d, 7s, Gon., 7s, 1903 Debenturo 6s, T. Norfolk & West
I	Debenture, 10s. N. Y. & N. England-6e. 7s. 2d mort.	117%	1094 118 85	Cons. 6a, C.& R. N. O. Psolat, 6
Į	N. Mexico & So. Pac10	380 122	123	Gen., 7s, 1903.
ļ	Income			Norfolk & Weat
	Ogdensi, & L.ChCon.6s Income Old Colony-6s Pueblo & Ark. Val76 Rutland-69, 1st Sonora-78 STOCKS 1	ð	123 104	Debenturo 6e, r Norfolk & Weat N. Y. Phil.& Nor- Ina, 6e, 1933 Oll City& Chio I Oll Creek-Jat, 6a Pennsylv, - Gon., Gen., 6a, cep., 19 Conc., 6a, ceg., 19
	Sonora-78 STOCKS			Oil City& Chio1 Oil Creek-Int, 6a
I	Atchison & Topeka Atlantic & Paciflo	08 5g	1 7	PannaylyGen., Gen., 6s, cp., 19
I	Boston & Albany Boston & Lowell Boston & Maine Boston & Providence	181 117 181	1814	Cone., 6s, reg., 1 Cone., 6s, coup.,
Į	Boston & Providence Boston Revere B. & Lynn	183 ¹ 2		Pa. & N. Y. C7
ł	Cambriles	289 262		Perkiomen-lat, 6
l	Cheshire, preferred Chie. & West Michigan Cinn. Saudusky & Cleve.	a107	:14	Cons., 6s, 1920 Cons., 5s, 1920
ł	Concord	107		Gen., 03, 09, 09, 19 Cone., 68, r6g., 1 Cons., 68, r6g., 1 Cons., 68, r6g., 1 Pa. & N. Y. C71 7, 1906 Priti. & Eric-1st., 7 Cons., 68, 1920 Cons., 78, 1920 Cons., 78, 1920 Cons., 78, 1920 Cons., 78, 1920 Cons., 78, conp., 1 Cons., 58, 20, 68, . Cons., 54, 1 Cons., 58, 1 Cons., 58, 1 Cons., 78, conp., 1 Cons., 58, 1 Cons., 58, 1 Cons., 58, 1 Cons., 58, 1 Cons., 58, 1 Cons., 54, 1 Cons., 58, 1 Cons., 58, 1 Cons., 58, 2 Cons., 54, 1 Cons., 54,
ļ	Conn. & Pasenmpele Cleveland & Canton Dat. Lansing & No., pref.			2d, 7s, coup., 18 Cons., 7s, reg., 1
ł	MASLOTI, MASS	5112		Cone., 7a, coup., Cone., 6e, g., I.R.
I	Fitchbnrg Flint & Pere Marquette. Preferred	12 - 2 77	79	Imp., 68, g., cou Gan., 69, g., cou
l	Fort Scott & Gulf	80		Income, 7s, coup., 1 Income, 7s, coup
	Proferred. Iowa Falls & Sionx City. Kan. C. Clin. & Springf'd Kan. C. Springf, & Mem. Little Rock & Ft. Smith. Louisiana & Mo. River	62	65	Cons. 58, 2d esr., Conv. Adl. Scrip
Į	Kan. C. Springf. & Mem. Little Rock & Ft. Smith.	54 §34	58	Debenture coup. Scrip, 1882
I		1073	1073	Scrip, 1882. Conv., 7s, R. C., Conv., 7s, cp.off, Phil. Wil.& Balt
ļ	Maine Central Marq. Honght'n & Onton. Preferred	1812	1919	Phita, Chu, & Salt Pitta, Clu, & St.L. Pitta, Titus, & B. Shamokin V. & Po Shamokin V. & Po Shamokin V. & Pio Gan'i 6s, 1927 Income, 6s, 1923. Income, 6s, 1943. Sunbury & Effe- Sinb, Haz, & W Zd, 6s, 1935 Syr,Gen,& Corn Tex, & Paclst.
	Matronalitan		84	ShamokinV. & Po
	Mexican Central Nashua & Lowell. N. Y. & New England Northern of N. Hampsh. Norwich & Worcester	2134	217	Gen'l 68, 1921
I	Northern of N. Hampsh. Norwich & Worcester	§123	125	Income, 58, 1914
ł	Ordenab & Champlein	163 ¢119 %		Sunb. Haz. & W 2d. 68, 1938
ļ	Ruthend TOICITOR *****		1919	Syr.Gen.& Corn Tex. & Paclst,
	Summit Branch Worcester Nash'a& Boch Wieconsin Central	886 1314	195 135 875 14	Tex. & Paclst, Consol., 6s, 1905 Union & Titusv
l	Preferred			United N. JCon Cons. 68, gold, 1
l	PHILADELPHIA. RAILBOAD STOCKS.	=	1	Cons. 6s, gold, 1 Cons. 6s, gold, 1 Gon., 4s, gold, 1 Warren & F1st, West Chester-Col
ļ	Allegheny Valley			West Chester-Col W. Jersey-1st, 6e,
ļ	Preferred Bell'e Gap			W.Jersey-1st, 6e. Ist, 7s, 1899 Cons. 6s, 1909 W.Jersey & Atl1 Western Penn6
	Buffalo N.Y. & Phil Preferred	4 58	34	W.Jersey&Atl1 Western Pann6
	AllEGAD STOCKS, † Allegheny Valley. Ashtabula & Pitteburg Preferred. Bell'e Gap Preferred. Canden & Atlantic Preferred. Catawisea	35	895	Gen., 78, coup., 1
l	lat preferred .	48	50	Chick be Done for
	2d preferred Delaware & Bound Brook East Pennsylvania Eunira & Williamsport	42	132	Mort. RR., reg., Cons., 7s, reg., 12 Pennsylv6s, cp., Schuylk, Nav1s 2d, 6s, reg., 1807 BALLR'D STOCK Atlants & Charlot RalLIR'D STOCK
	Eimira & Williamsport	41	000-10	Pennsylv6s, cp., Schuvlk, Nav18
	Preferred Huntingd'n & Broad Top Preferred Lehigh Valley		834 23 5512	2d, 6s, reg., 1907 BALTIMOR
	Lehigh Valley Preferred		573	Atlanta & Charlot
	Minehill & Sch. Haven	60		lat pref
	Lehigh Valley Proferred Little Schuylkll Minehill & Sch. Haven Nesquehoning Valley Nortolk & West'n-Com. Proferred.			2d pref. Parkershurg Br. Central Ohlo-Com
	Northern Central	65		Prei. Western Maryland
	Peunaylvania Philadelphia & Erie Phila, Ger. & Norristown Phila, Newtown & N.Y.	65 51 % 19 % 108 %	ŏ14	Pref. Western Maryland RAILROAD BO Atlanta & Charl
	Phila. Ger. & Norristown. Phila. Newtown & N.Y	108 5 8 78	109	Ind. Bait. & Ohio-68,,'S
	Phila, & Reading Phila, Wilm, & Balt Pittsb, Cin & St. L.—Com. United N. J. Companies			Inc. Bait.&Ohio-6s, '8 Cen. Ohio6s, 1st. Charl. Col. & Aug.
	United N. J. Companies.	1995 45	200	Cin. Wash. & Balt.
	West Jersey & Atlantio			2ds. 3ds. 1st 1nc., 5s, 1931
	Lehigh Navigation	4378	44	Columonad Greenv
	Schnylkill Nav., pref RAILROAD BONDS.		8	No. Central-1129, . 68, 1900, A. & U.
	United N, J. Companies. West Jersey & Atlantio. CANAL STOCKS. Lehigh Navigation Pomerivania Schuyktill New, pref. RAILROAD BONDS. Allogh. Val7 3-106, '9 3 78, E. ext., 1910. Inc. 78, end., coup., '54 Achtab. & Pittab Ast, 66 . 1 af. 63, reg., 1 306.	120	118 -	2ds. No. Central-4'43, 68, 1900, A. & O. 68, gold. 1900, J. 56, Series A 56, Series B Dirab & Con'ells.
	Achtab. & Pittablat,6n	15 1	20	IT along 12 12 lat gr
	Belvid'e Dol1#1,66,1902	116		Virginia & Tenn
	Bell's Gap-1st, 7s, 1893.	116 103 105	120	W.Md68, 1st. F.
	Achtab, & Pittablet, 6a lat, 63, reg., 1908. Beivid'e Dollat, 6e, 1902. 3d, 6g, 1887 Beil's Gap-lat, 7s, 1893. let, 6s, 1913 Consol., 6s, 1913 Bor, N. Y.& Phillat, 6s 2d, 7s, 1908 Cons. 6s, 1921 Iat, Tr. 6s, 1922 Baff, Pitta, & Wdan, 6a			88. W. Md68, 184, g., 2d, prof., J. & J 2d, guar. by W. Co. 68, 5d, guar., J. & Wiln. C. & A 1g6 Will. & Wenton-58. 78
	2d, 7e, 1908			6s, 5d, guar., J. & Witm. C. & Aug6
	lat, Tr. 6s, 1922. Bnff. Pitta, WGan., 6s			Wil. & Weldon-58.
1	*Ex-lividonu. Per sh	are.	t In (

A 10.64 Bid. 108 8n, o.,'89 78,8., 93 -6a, 97. a, con. o. HSH 114 130 114 126 184 -180 1104 105 , 1883. g., 1890 110 113 85 90 t, gld.,7m 125 186 127 **5** & R.,'98 0..... 1923.... 19, 1920... 1, cp. '96... reg.... -Gen..0s 6s.1932 -let, 6s 129 75 127 127 130 95 1033 50 98 896 1034 - 1et, 68 let, 68... t, conp... 6e, reg... 10... 1905... 1919... s, 1896... 130 1281₂ 128 109 123 2134 135 38, cp. '87 78, cp. '88 110 110 55 \$113 115 120 119 .Y.—181 , 1910. 118 s, 1910. 393.... 1911... 1911... 2.C.1911.1 2.C.1911.1 2.C.1911.1 2.C.1911.1 2.C.1911.1 1908... 1908... 1908... 1908... 1908... 1908... 1893... 1895... 1995. 90 72 % 74 734 822 30 25 20 98 120 37 60 40 25 lst, 7s. -1st, 5s 103 97 98 1st, 78. 68,1905 1084 90 108 5...... -1et, 78. 19.68,'94 1901.... 1908.... 1923.... 1923.... 78.'96 ms. 78... . cp.,'96 100 99 1144 st,6s,C. a, coup. 107 110 110 80 109 119 124 2 70 1231 81 995 60 100 05 $774 \\ 160 \\ 130 \\ 123 \\ 5$ 78 5 491, 54 50 194 115% 05 105% 107% 112 11634 97 10534 10734 113 5A.&U ,M.&S. .—1st.. -lsta 1025 1027 678 36 104 88 104 122 119 884 105, J.& J. 120 103 & J 105 123 116 125 -78J&J 18.J&J 126 124 105 103 103 J. & J. -----116

*Ex-invisions. | Per share. | In default. | Last price this week.

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

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending September 19, 1885:

Average Amount of-

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The columns furnish the gro the period men	oss earning	s from J	anuary 1	to, and i	est date," ncluding	Banke,	Loans and Discounts.	Avere Specie.	Legal Tenders.	of- Net Deposits other than U.S.	Circul 2- tion.
	Latest Ea	rnings Re	ported.	Jan. 1 to L	atest Date.	New York	\$ 14,435.000	\$.887,000	\$ 1,243.000	\$ 10,190,000	\$ 450,060
Roads.	Week or Mo	18S5.	<u>1884.</u> \$	1885. \$	1884.	New York Manhattsn Co Merchants' Merchants' America Phenix City Tratlesmen's Fniton Chemical Merchants' Exch. Gallatin National. Batchers' & Drov. Mechants' & Tr Gerenwich.	8.680,000 7.751,500 9.349,000	$\begin{array}{c} 3,887,000\\ 2,235,000\\ 3,376,900\\ 2,276,030\\ 465,000\\ 465,000\\ 1,202,000\\ 369,300\\ 1,375,900\\ 1,375,900\\ 1,375,900\\ 1,378,200\\ 771,000\\ 135,400\\ \end{array}$	627,000 4,440,000 897,000 353,600	9.812.000 13.591.800	302,200
Ala. Gt. South'n Atch. T. & S. F	July	77,351	86.087	667,053 8,409,012	687,331 8,948,454	America Phenix	12.357.200 2,797,000	2,430,800	800,100 207,400		238,200
§ Sonora Balt. & Potomac Bost. H. T. & W. Bur.Ced.R.& No.	July August	26,014 102,851	103,915	175,524 862,198 317,072	130.452	City Tradesmon's	9,437,600 2,299,400	11,208,000 399,300	1,770,000 105,100	20,102,700	90,000
Bost. H. T. & W. Bur.Ced.R.& No.	2d wk Sept 2d wk Sept	10.900 63,439	11,098	1,992.376	788,694 311,270 1.811,670	Chemical	15,522,300 3 151 200	1,375,900	$ \begin{array}{r} 105,100\\ 163,800\\ 623,200\\ 946,600 \end{array} $	$\begin{array}{c c}1,827,100\\23,077,300\\2,997,300\end{array}$	
Canadlan Pacific Central lowa	2d wk Sept 2d wk Sept	180.000 35,980	137,000	830.852	3.496,226 975,424	Gallatin National Butchers' & Drov	4,833,400	1,202,000	246,600 393,100 145,800	3,227,300 3,285,200 1,770,100	284,400 554,300 139,800
Chesap. & Ohio. Eliz.Lex.& B.S.	July	280,214 58,050 131,67¢ 206,164	320,938 74,856 108,671	1,846,629 374,053	397,817	Mechanics' & Tr Greenwich.	1,235,000 980,800	71,000	$ \begin{array}{r} 145,800\\151,000\\149,700\end{array} $	$\begin{array}{r} 3,227,300,\\ 3,285,200\\ 1,770,100\\ 1,303,000\\ 1,032,500\\ \end{array}$	
Ches. O. & S. W. Chicago & Aiton	2d wk Sept	131,676 206,164	108,671	5.4-9.065	5.909.522	Leather Manuf'rs. Seventb Ward	980,800 3,070,400 1,163,200 3,084,200 13,546,000	570,800 258,500 1,032,500 7,233,000 7,020,700	$\begin{array}{r} 239,400\\ 147,200\\ 335,000\\ 1,813,000\end{array}$	$ \begin{array}{c} 2,666,900 \\ 1,192,800 \\ 9,615,000 \end{array} $	2,600 374,700 44,000
Chio. & East Ill	2d wk Sept	1,812,834 35,884 525,000	37,198	14,185,802 1,081,548 15,773,000	13,351,220	Americ'n Exch'ge.	13.546.000	7.233.000	1,813,000	1 19 007 800	806 700
Chie. & Northw.	3d wk Sept	534,200	516,200	16.161,292	16,216,786	Broadway	8.531,600 6,735,700	$ \begin{array}{c} 8,020,700 \\ 1,038,000 \\ 1,398,300 \\ 570,000 \\ 570,000 \\ \end{array} $	1,559,000 183,300 744,600		606,700 893,300 43,000
Chie. & W. Mich Cin. Ind. St. L. &C	2d wk Sept 2d wk Sept	534,20(122,600 22,971 48,507	27,355	865,783	1,072,325	Republio	5,798,300 3,784,200	1,719,900 537,000	276.500		428,000 45,000
Cin. N. O. & T. P. Cin. Wash. & Balt.	August 4th wkAug	238,184 46,072	236,450 57,180	1,663,790	$15,667,311 \\ 16,216,786 \\ 3,819,239 \\ 1,072,325 \\ 1,658,235 \\ 1,672,777 \\ 1,172,923 \\ 324,606 \\ \end{array}$	Mechanics' & Tr Greenwich Leather Manuf'rs. Seventb Ward State of N, Y Americ'n Exch'ge. Commerco Broadway Mercantle Pacific Republic Chatham Peoples' North America Hanover Irving	1,622,400 3,780,400		175.000	1.967.000	
Canadian Pacific Central lowa Chesap. & Ohio. Eliz,Lex.& B.S. Ches. O. & S. W. Chicago & Aiton Chio. Burl. & Q. Chio. & East II Chio. & East II Chio. & Kast II Chio. & Northw. Ch.St.P. Min.&O. Chio. & W. Mich Cin. N.O. & T. P. Cin., Wah.&Bait.L.&CC Cin. N.O. & T. P. Cin., Wah.&Bait. Cley. Alron&Col Cley. Col. C.& Ind Danbury & Nor.	2d wk Sept July	10,001 265,128	309.078	1.560.735	2,102,940	Hanover Irving.	$\begin{array}{c} 13.346.000\\ 17.076.000\\ 8.531.800\\ 6.735.700\\ 2.433.900\\ 5.798.300\\ 3.784.200\\ 1.622.400\\ 3.780.400\\ 7.842.3000\\ 2.540.000\\ 2.549.800\end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	331,000 317.700 302,500	4,220,500 9,501,300 3.022,006	180,000 215,200 263,800
Danbury & Nor. Denv. & Rio Gr.	Abgust 2d wk Sept	24,224 136,274	22,754 121,790	4,107,983	130.893	Citizens' Nassau Market	2.494.100	374,200	357,400 134,700 559,600	1 2 891 700	441,700
Des Mo. & Ft. D. Des Mo. & Ft. D.	2d wk Sept	89,465 9,744 25,414	79,872 9,362 24,818	$\{ 244,883$	234.917	St. Nicholas Shoe & Leather Corn Exchange Continental	1,724,500 3,016,000	$\begin{array}{c c} 203,300 \\ 554,000 \end{array}$	559,600 132,500 383,000	2,938,300 1,502,000 3,236,000	440,000
Dub. &Sloux City E. Tenn. Va. & Ga.	2d wk Sept	19,53	22.065	586 985	609.592	Continental	4,978,500 4,684,000	1,321,200 263.000	275,000 499,800 330,000	4.491,200 5,524,200 1.843,100	103,500
Evansy. & T. 11. Flint & P. Marq.	2d wk Sept 2d wk Sept	16,014	17.029	517,192	529,738 1.642.080	Importers'& Trad. Park	20,467,000	$\begin{array}{c} & 537.000\\ 0 & 152.000\\ 0 & 611.000\\ 0 & 908.700\\ 0 & 908.700\\ 0 & 3345.000\\ 0 & 373.200\\ 0 & 373.200\\ 0 & 534.000\\ 0 & 534.000\\ 0 & 534.000\\ 0 & 533.200\\ 0 & 535.1200\\ 0 & 5.151.200\\ 0 & 5.151.200\\ 0 & 5.054.00\\ 0 & 204.00\\ 0 & 204.00\\ 0 & 204.00\\ 0 & 204.00\\ 0 & 204.00\\ 0 & 204.00\\ 0 & 204.00\\ 0 & 204.00\\ 0 & 204.00\\ 0 & 205.00\\ $	1,578,300 2,115,900	(1, 4, 351, 200) (5, 824, 200) (1, 843, 100) (23, 867, 100) (23, 898, 100) (2, 092, 000) (2, 092, 000)	982,300 45,000
Flor. R'way & N. Ft. Worth & Den.	August	34,974 15,09 43,692	13.661	1 656.870	670,629 321.677	East River Fourth National	1,014,000 1,089.500 14.918.600	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	256,000 93,700 1 584 200	18 360 800	223,800
Gal.Har.& S.An. Grand Trunk	Wk Sep. 19	43,692 235,73 314,808	198,569 388,609	1,633,123 10,664,351	1,492,037	Continental. Oriental Park North River East River Fourth National. Central National. Second National. First National. First National.	8.066.00 2,719,90	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	499,800 330,000 1,578,390 2,115,900 256,000 93,700 1,584,200 441,000 293,500 369,800	$\begin{array}{c} 13,360,300\\ 9,459,000\\ 3,162,300\\ 5,910,600\end{array}$	223,800 180,000 297,000 35,400 45,000
Gulf Col. & S. Fe	August	0". 30,16t 146,948	131,652	871.275	1,028,559	Ninth National First National	. 5,359,200 17,884,800	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 369.800\\ 635.700\\ 387.700\\ 189.200\\ 233.200\\ 210.400\\ \end{array}$	90 294 000	
Do (Iowa)	2d wk Sept	236,98 35,991 55,525	40,114	1,074.459	1,134,586	17 77 77 4 77 -1	A 070 000	$\begin{array}{c} 5, 366, 500 \\ 5, 366, 500 \\ 0 \\ 1, 947, 000 \\ 238, 100 \\ 0 \\ 461, 600 \\ 0 \\ 488, 100 \\ 590 \\ 100 \\ 590 \\ 100 \\$	189.200	$\begin{array}{c} 20,324,000\\ 5,325,900\\ 1,193,200\\ 2,205,100\\ 2,493,500\\ 2,714,200\\ 2,714,200\\ \end{array}$	178,300 220,200 180,000
K.C.Ft.S. & Guli Kan. C. Sp. & M.	1 1st wkSept	43,669	43,101	1,655,794	1.568.528	N. Y. County German-Americ'n	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	210,400 333,600	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
Kentucky Cent" Lake Erie & W.	July	71,009	4 76,356	454,50	472,762	Fifth Avenus	$\begin{array}{c} 2,503.800\\ 2,936,100\\ 2,699,600\\ 1,890,300\\ 1,8500\\ 1,8$	$\begin{array}{c} 582,200\\ 582,200\\ 0 & 621,800\\ 0 & 757,500\\ 0 & 200,000 \end{array}$	$\begin{array}{c} 333,600 \\ 221,100 \\ 134,600 \\ 550,000 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
Clev. Akrona Co Clev. Col. C. & Lud Danbury & Nor. Denv. & Rio Gr. Denv. & Rio Gr. Det. Lans'g & No. Dub.&Sloux City E. Tenn. Va. & Ga. Evansv. & T. 11. Flint & P. Marq Flor. R'way & N. Ft. Worth & Den. Gal. Har. & S. An. Grand Trunk Grand Tru	July	36,392	24.191	165.027	176.355	N. Y. Nat. Exon. Bowery German-Americ'n Chase National. Fifth Avenue. German Exch'nge Germania United States. Lincoln	$\begin{array}{c} 1,855,50\\ 2,705,50\\ 2,683,10\\ 1,315,00\\ 1,091,70\\ 0,091,70\\ \end{array}$	416,500 0 416,500 0 1,399,900 0 449,800 0 188,900 0 157,100	292,500 117,200	2.479,700 3.536,600	180 000
Long Island La. & Mo. River	May	76,237 41,77 42,560	$ \begin{array}{ccc} $	227.251	264 739	Lincoln	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$0 + 449,800 \\ 0 + 188,900 \\ 0 + 157,100 \\ 0 + 150,100 \\ $	$\begin{array}{c c} 356,000 \\ 123,000 \\ 212,000 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	43,600 179,000 134,000
Louisy.& Nashv Manhattan.	2d wk Sept	256,83	256,130	1 9.477 975	248.124 9,260,637	West Side	. 3,087,70	$\begin{array}{c} 0 \\ 0 \\ 247,800 \\ 0 \\ 221,100 \\ 0 \\ 541,700 \end{array}$	310,50 300,30		
Mar. Hough. & O Mem. & Charles	2 wks Sept	256,833 253,903 52,34 95,82 59,800	238,332 50,473 114,663	578.765 790.964	652,58) 873,235	Sixth National					
Mex.N.,all liue	. 3d wk Sept s August	59.80 112,64	53,016	2,589,568 1,041,225 361,900	2.027.791	Total					9,738,400
Milwaukee & No Mil.L. Sh. & Wes	t 3d wk Sep		40,162 24,366	361,900 891,146 1,091.363	- 335,427 795,861	The followin, 1885. Loans.	1	L. Tenders.	Deposits.		Agg. Clear'gs
La, & Mo, River Louisiana West. Louisy. & Nashv Manhattan Mar. Hough. & O Mem. & Charles S Mexican Cent. & Mox. N., all llue Mill. & Sh. & Wes Mill. & Sh. & Wes Minn. & St. Loui Mo. Kan. & Tex Int. & Gt. No. Mobile & Oho. Morgan's La. & T Naefl. Ch. & St. I	3 wks July	146,05 370,199 81,74 132,80 250,41 182,11 26,11	$\begin{array}{c} 113,000\\ 53,016\\ 0 \\ 113,250\\ 40,165\\ 21,366\\ 9 \\ 155,483\\ 2429,372\\ 8 \\ 105,611\\ 7 \\ 143,661\end{array}$	3,272,934	991,065 3,751,987		æ		\$	-	
Mobile & Ohio. Morgan's La.&T	. August July	132.80	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1,160,274	1,249.315 1,839,809	S'pt 5 324,855,800 " 12 326,706,500 " 19 328,267,500	$\begin{array}{c} 0 \\ 114303400 \\ 0 \\ 111984500 \\ 0 \\ 110253900 \end{array}$	35,297,300 35,172,400 33,056,900	390,803,80 389,424,00 388,181,50	0 9,707,300 9,755,900 9 783,100	476,800,528 484,537,658 480,733,380
Nash. Ch. & St.I. N.O. & Northeas	August	$ \begin{array}{c} 182,11 \\ 36,61 \end{array} $	218,190 7 27,209	1,375,001 398,261	1,550,846 246,219	Boston Bank					
N.Y. Pa. & O	July	. 1,303,18 . 372,85	$\begin{bmatrix} 0 \\ 1,458,186 \\ 480,077 \end{bmatrix}$	8,402 334 2,672,845	9,129,246 3,127,797	1885. Loans.	Specie.	L. Tenders.	Deposits.*	Circulation	Agg. Clear'gs
N.Y. Ont. & W.	August	$ \begin{array}{c} 296,11\\ 199,33\\ 101,35 \end{array} $	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	1,810,026 1,214,334	1,864,077 1,261,634	\$ S'pt 5 152,999,300 "12 153,167.80 "19 151,811,30	0 8,651,700	\$ 4,629,200	\$ 100,356,40	\$ 0 21,594,500	\$ 57,890,913
Norfolk & West	2 wks Sep	t 119,28 451.37	2 130,356 0 510 42	5 1,786,319 3 460 864		" 19]153,167.80 " 19]151,811,30	0 8,614,300	4,198,500	109,316,30	0 21,517,700	61,402,263 63,438,231
Northern Pacifi Ohio & Miss	c August 2d wk Aug	975,89	1,032,60 7 102.54	6,582.339	8,040,626	*Including the i Philadelphi				Philadelp	hia banks
Ohio Southern. Oregon Imp. Co	. August July	. 39.01 226,97	2 42,00° 5 283,61	265,871	283,235 1,944,680	are as follows:					
Oregon Short L Oreg.R.& N.Co	July. 2d wk Sep	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c} 6 & 106,739 \\ 7 & 70,589 \\ 6 & 017,000 \\ \end{array}$	952,79	462,199	1885. <u>L</u>	*	stul Money.	\$	Circulation.	
Peoria Dec.&Ev Phila, & Erie	7. 2d wk Sep	t 19,03	0 4,017,89 0 18,99 4 32179			Sept. 5 78,8 12 79,0 19 79,1	342,655 27 083,200 28	\$ 7,738,670 8,127,600 8,2×1,300	80,904,506 91,855,500 82,785,600	7,312,500 7,325,750	44.240,544 40.136,137 46.096,275
Phila. & Readin Do C. & Iro	g July n July	2,641,85	2 2,767,79	2 15,352,050	516,986,457 8,487,603	Unlisted Se					
 Morgan's La. & T Morgan's La. & T Nacfi. Ch. & & t.I. N. O. & Northeas a.N. Y. L. Eric & V N. Y. Pa. & O N. Y. A. Wew Eng N. Y. Busq. & West Morthern Cent' Northern Pactifi Ohio Southern. Ohio Southern. Ohio Southern. Oregon Imp. Co Oregon Short L [] Oreg. R. & N. Ce Pennsylvania. Phila. & Eriea. Columbia's Georgia Pao. Va. Midland. West. No. Cal. & Aug. Of Georgia Pao. Va. Midland. West. No. Cal. & Aug. Col. & West' Bome Wat. & O. St. J. Alton & T. I. Do (Branche St. L. F. S. & W St. L. & Suar Franka. So. Paol. Comply Atlan, Systen 	7. August 3 August	322,96 56,25	1 293,14 9 48,07	8 2,450,81 481,26	2,369,173 446,844	week past:				1	
Georgia Pao.	August	41,32	7 37,87 8 42,30	9 390,79 0 396,34	367,613 343,172	Securities	Bi	id. Ask.	Secur		Bid. Ask
West, No. Car Roch & Plitsh	August	46.82 46.82	1 48,79 1 48,79	967,48 4 291,68 0 951 20	1,013,906 0 275,449	Atlantic & Pao Cent. Div., 1st, Bost. H. & EN Old stock Bost. H. T.& Wes Debentarss Buff. N. Y. & Ph B'klyn Elev., St. 1st M., or when 2d M., or when 1st mort	old 7	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$. Y. W. Sh. Receivers' Reorg. ceri	& B Stock. cert Div. bouds ons100 p.c Riv. Div., 1st	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Rome Wat.& Og St. Jo. & West'i	g. June D. 2d wk Sep	140,81	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	7 749,60	5 733,255	Old stock Bost. H. T.& Wes	stStk.	18 14 N 2 512 N	orth. Pao orth Riv. C	Div. bonds ons100 p.c	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
St.L.Alton&T.H Do (Branche	I. 2d wk Ser s) 2d wk Ser	ot 26,76 10,95	3 26,35 0 15,55	3 820,43 3 493,41	$\begin{array}{c} 0 \\ 928,324 \\ 510,022 \end{array}$	Buff. N. Y. & Ph. Buff. N. Y. & Ph.	ila 4	4 ¹ 4 2 ¹ 8 7 ¹ 2	Incomes St. cer. star	np	134 2
St. L. F. 8. & W St.L.& San Fran	. 2d wk Ser a. 3d wk Ser	13,30 97,70	10,12 0 97,53	0 417,28 3 2,929,93	8 310.436 2 3,230,803	1 at M., or when 2d M., or when	issued 5	9 596	ensacola & 1st mort	np. Atlantio Western	5 6 ³ 8 82 16
St.P.Min.& Mar	n. August	. 524,6 2	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	8 809,580 5 4,661,862	Cont. Cons. Imp. Denv.& Rio Gran U. S. Trust cer	Co 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	itisburg & 1st mort	Western	67 69 10 7 _a
So.Pac.Comp'y	- Juiv	612 14	1 198 74	91 667,82 6 4 603 70	2^{i} 701,312	U. S. Trust cer	ts	76 P	1st mort 6 ostal Tel.&	able-Stock	10
Pacific Syster Texas & N. O	ul June July		4 2,045,07	5 532.78	2 466.00*	58, U. S. Trust Denv. & Rio Gr. V Den. & R. G. W Guar. by D. & J Edison Electric Subs	V	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	tate of Ten	raph-Stock. 8. Cable-Stock 11st M. bds nSet'm't.3: and Isl., 1st.	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Tex. & St. Loui Tol. A.A. & N. M	s. 1st wkSep 1. June	1 30,63 19,49	34 31,29 20,31	9 124.09	9 104.505	Guar. by D. & 1 Edison Electric	R. G 5 Light 5	3	Incomos Stock		93 05 33 34 18 ¹ 2
Vicksb'g & Me	r. August	. 2,304,99	9 2,375,89 9 33,38	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 13,369,715 3 293,540	Subs Equit. Gas Co. of Ft.Worth & Den. Georgia PacSt 1st mort., 6s 2d mort.	N.Y 12	5 T 0 ¹ 2 T	exas & Pac. Ferip 1885	-Scrip 1884	41
Wab. St. L. & J	P. August	1,132,30	26,23	210,80 7 8,962,96	999,741 49,740,010	Georgia Pac.—St 1st mort., 68	tock	13 9 ¹ 2100	M. & A. Di Gen.1at.ld.	v., 1st mort gr.&inc.as.p	27 814
So.Pac.Comply Atlan.Syster Pacific Syster Texas & N. O. Tex, & St. Loui Toi. A.A. & N. A Union Pacific. Vicksby & Me Vicksb.Sh.&Pa Wab.St.L. & J West Jersey Wisconsin Cen	t'll August	107,87	118,53	3 942,69	5 920,575	2d mort. Hendersou Brid	ge-Bond 9	3 94,100 T	ol. & O. Ce ol. & O. Cen	-Scrip 1884 L&A Div., as. p v., 1st mort. gr.& inc.as. p u. com. stock t. 1st 5s, gr.by k. Val. RR. & Tol. com.stk c. Light	7512
t Not includin	ng earnings ng Ind. Deoa	of New V	ork Pennev	Ivania & Ot	lio road.	Mexican Nation	nal 1		ol.Hock.V.	& Tol. com.stk c Light	19 50 3 ¹ 20 ³ 4 50 3 ¹ 2
						İst mort M.K.&TIncon N. Y. M. Un. Tel	as sorip. 5	2 278 0 52 V	ioksb. & M irginia Mic	eridian. ll'nd, 6s, inc.	50
I And branches. Mercly freight and passenger earnings,			M. 1. M. Un. 181	W STOCK J	0 ******1/V	Cat N. Cal		00			

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Investment AND

Railvoad Intelligence.

The INVESTORS' SUPPLEMENT contains a complete exhibit of The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month-viz., Febru ry, April, June, August, October and December, and is fur-nished without extra charge to all regular subscribers of the CURONICLE. Extra copies are sold to subscribers of the CURONICLE at 50 cents each, and to others than subscribers at \$1 per copy,

ANNUAL REPORTS.

Nashville Chattanooga & St. Louis,

(For the year ending June 30, 1885.) The report of the President, Mr. J. W. Themas, gives the following comparison for the past ten years, showing the earnings per train mile:

earnings per train inne:							
Gross Ex- Net	Gross Ex- Net						
earn'gs. penses, carn'gs.	earn'ys. penses, carn'gs						
1875-76. \$1 350 \$0 790 \$0 60 0	1880-81. \$1 28.0 \$. 77.0 \$0 51.0						
1876-77., 1 31.5 78.1 53.4							
1877-78., 1 27.0 76.7 50.3	1882-83. 146.7 83.1 63.6						
	1883-84., 143.2 78.6 64.0						
1879-80., 1 35.5 77.2 56.3	1884-85. 1308 758 550						

Of dividends he remarks: "No dividend was paid during Of dividends he remarks: "No dividend was paid during the year because it was deemed best to apply the net earnings to the reduction of the floating debt. If the net earnings, as heretofore, hid been divided among the shareholders, three per cent could have been paid upon the capital stock, which, with one exception, is as much as was paid in any year since 1873 when no dividend was declared, the dividends for that period beying been?" period having been:"

Per et.	I Per el.	· Per ci	t.]
1874 312	1878 2	1882 11	2
1875 3	187921_2	1883 2	- 1
1876 3	1830 2	1854 2	
1877 212	1881		

1877..... 2^{1}_{2} 1881..... 3 1874..... 3In conclusion the President says: "The gross revenue has been maintained by the encouragement of local enterprises, and by the purchase and construction of branch roads which act as feeders to the main line. The policy should be con-tinued, and whenever the present floating debt can be extinguished by the sale of the assets now held by this com-pany, which are amply sufficient to do so, and the requisite financial arrangements can be made, the Lebanon Branch should be extended twenty miles to Carthage; the McMinn-ville Branch, six miles, to the Bon Air Coal Fields; the Fayette-ville Branch, twenty-five miles, from Elora to Huntsville, and the Jasper Branch up the Sequatchie Valley. No one familiar with the products and resources of the country through which these proposed extensions will pass can doubt but that they would be paying investments, besides adding largely to the business of the main line." The following statistics have been prepared for the CHRON-ICLE:

ICLE:

ICLE.	FISCAL RESULTS.					
	1000.04	1004.05				
Miles operated	1881-82.	1882-83.	1983-84.	1884-85.		
Attres operated	539	554	554	580		
Earnings-	580,560	621,171	663,618	649,737		
Passenger Freight	1,363,355	1,513,875	1,559,765	1,435,878		
Mail, express, rents. &c	130,668	142.477	148.703	155.101		
-	100,000		A 201100			
Total gross earnings	2,074,583	2,233,523	2,372,086	2,240,719		
Total operating expenses.	1,240,991	1,274,855	1,303,446	1,304,002		
Not earnings	833,592	1,008,668	1,063,640	936,717		
P. c. operat'g ex. to e'rn'gs	59.81	55.80	54.94	58 01		
	INCOME AC	COUNT.				
	1881-82.	1882-83.	1983-84.	1884-85.		
Net Receipts-	\$	\$ 000	\$	AU01-00.		
Net earnings	833,592	1.008,668	1,068,640	936,717		
Miscellaueons receipts	39,006	77,247	29,072	11,947		
Totai income	872,598	1,035,915	1,097,712	948.664		
Disbursements-	\$	\$	\$	\$		
Interest ou debt & taxes.	583,577	650,972	662,320	682,273		
Dividends	300,164		266,802			
Extensions	212,432					
New equipment, &c Improvement of track	359,551					
Real estate	352,316 40.098	} 104,465	106.077	58,401		
Other Improvements	248,031					
other migrorements	aritO ; 0 0 1					
Total disbursoments.	2,096,169	755,437	1.035.199	740.674		
Balancedef.	1.223.571					
GENERAL BALAN			ISCAL YEAR.			
A second s	1881-82.	1882-83,	1883-84.	1884-85.		
Assels-		\$	\$	\$		
Road and equipment	439,353	250 070	10,310,055			
Inv'tni'ts in st'ks & bonds	386,010	352,876 472,590	562,727 462,940	*81,322		
Bills receivable	7,187	8.387		481,314		
Real estate	84,246	84,464	8,722 80,364	18,132 62,461		
Due irom agents, &c	121,946	196,988	188,019	250.436		
Cash	416,536	325,006	300,217	264,408		
				2021100		
Total	17,186,797	17,635,531	17,920,544	18.108.314		
Liabililics -	\$	*	\$	\$		
Capital slock	6,670,331	6,670,331	6,670,331	6,668,363		
Bonded debt (sce SUPP'T).	8,649,000	8,757,000	8,903,000	8,998,000		
Bills payable.	659,658	597,132	591,499	467,268		
Bal'ce due individ'is, &o. Int'st enupons due July 1	102,494	140,327	97,319	42,947		
	279,610	283,740	287,970	290,905		

	1861-82.	1882-811.	1853-84.	1084-05.
Dividenda	03,014 75.665	15,082	21,912 75,400	18.328 72.721
Int'st on b'ds held by U.S. Miscellan ous.		153,600	153,600	151,600
Profit and loss	513,305	918,187	1,115,678	1,381,065
Total	17.160.707	17 635 531	17 606 544	19 168 314

GENERAL INVESTMENT NEWS.

Alahama Great Southern.—Application has been made to the London Stock Exchange Committee to grant a quotation for 20,000 "A" shares of the Alabama Great Southern Rail-way Company (limited).

Bankers' & Merchants' Telegraph.—In the suit for the foreclosure of the divisional mortgage of \$300,000 brought by the Farmers' Loan & Trust Company, as trustee, the United Lines Telegraph Company has been permitted by Judge Barrett to come in and defend the action, but he refused to appoint a receiver of the mortgaged property.

appoint a receiver of the morgsgea property. Beech Creek Clearfield & Southwestern.—There was a meeting of the minority stockholders of the Beech 'Creek Railroad held in this city, and over \$1,000,000 of the securities of the road were represented. After denouncing the action of Mr. Vanderbilt and his associates in the contemplated inrn-ing over of the line to the Pennsylvania Railroad, the capitalists represented prepared and sent formal notifications to the Beech Creek Company and the Pennsylvania Railroad Com-pany that under no circumstances would the minority consent

pany that under no circumstances would the minority consent to the transfer of their interests, and that they would fight the matter, if necessary, to the court of last resort. —The directors of the Beech Creek Clearfield & Southwest-ern Railroad held a meeting in New York Wednesday. Chauncey M. Depew offered a resolution directing the offi-cers of the company to call upon the delinquent subscribers for the amount of their subscriptions and to begin legal pro-ceedings if the subscriptions not to be not be not for the amount of their subscriptions and to begin legal pro-ceedings if the subscriptions are not made good before Oct. 14. As Mr. Depow is himself a delinquent in this matter the resolution was received with unfeigned surprise. The amount unpaid is said to be about \$325,000, of which the Vanderbilts owe \$200,000. There was no opposition to the resolution, and it was carried unanimously. The remainder of the session was passed in discussing purely routine business.

Boston & Lowell-Concord.—After December 1 the con-act between the Boston & Lowell and Concord roads may be terminated, the former having given notice to that effect.

Canadian Pacific—North Shore.—A dispatch from Mon-treal, Sept. 22, said : "The negotiations for the transfer of the North Shore Railway from the Grand Trunk to the Canadian Pacific have been completed. The charges upon the property taken over comprise the debt due the Government, \$3,500,000; the bonds, outstanding, \$1,750,000, and \$500,000 for common stock and investments in the road by the late proprietors."

Central of New Jersey,—This company has just now made the payment of the overdue August coupons on its first mortgage bonds, amounting to \$175,000. On the 1st of Oo-tober interest falls due on the \$15,000,000 consolidated mort-gage, on which the April coupon is yet overdue.

Chicago & Atlantic.—The report for the year ending June 30, as filed with the Ohio State Railroad Commissioners, gives the figures from which the following comparison is made up :

and we co we out the out	pine conto n ing	oons pour soon	no materio tep e
	1885.	1884.	Changes.
Gross earnings	\$1.346.676	\$1.447.713	Dec.\$101.037
Operating expenses	1,098,559	1,213,901	Dec. 115,342
Net earnings	\$248,117	\$233,812	Inc. \$14,305
Renta's	170,752	170,888	Dec. 136
Balance	\$77,365	\$62,924	Inc. \$14,441

Debit balance......\$1,099,968 \$749,175 Inc.\$350,703 Chicago & St. Louls.—This company, which was organized in January last, and bought the Chicago Pekin & Southwestern lines, has applied for the listing of \$1,500,000 of 6 per cent thirty-year first mortgage bonds, issued on 152 miles of road, and the bonds have been placed on the list.

Chicago St. Paul Minneapolis & Omaha.—The report for the year ending June 30 made to the Railroad Commissioners of Wisconsin contains the figures from which the following comparison is made:

	Gross earnings		1884. \$5,836,445 3,670,317	Changes. Dec. \$254,192 Dec. 158.075
	Operating expenses		\$2,196,128	Dec. \$96,117
	Taxes Rentals Loss on proprietary roads	. 50,535	\$214,896 42,430	Inc. \$7,*82 Inc. 8,125 Inc. 11,691
	Total		\$257,326	Inc. \$27,495
	Balance Interest		\$1,928.802 1,158.635	Dec. \$123,615 Dec. 16,403
	Balance Land sales		\$770.167 590,123	Dec. \$107.207 Inc. 18,735
	Total net incomo Dividends		\$1,360,290 787,976	Der. 88,472 Dec. 56,284
	Surplus	\$540,126	\$572.314	Dec. \$32,188 Dec. \$778,748
I	Paid for construct'n & equip	\$587,931	\$1,666,729	Del. 4110.140

it'st coupons due July 1 279,610 283,740 287,970 290,905 Cincinnati Hamilton & Dayton.—The Cincinnati Enquirer says: "It will be remembered that some time ago the Supe-*\$502,749 was charged off to "Road and Equipment" during the year.

a proxy at the annual election for directors of the Cincinnati Hamilton & Dayton Railroad, and also enjoined the Erie Railroad Company from receiving the proxy. The Court declared that the agreement between the Erie Road and Mr. Jewett and the trustees of the Cincinnati Hamilton & Dayton was invalid, and therefore void. Yesterday Proctor & Gamble and others, stockholders of the Cincinnati Hamilton & Dayton Company, filed suit to compel the trustees to transfer back to the company the 20,000 shares of stock which stood on the books in the name of Mr. Jewett for the benefit of the Erie Railroad. They say that these certificates of stock should be transforred back, since the agreement under which Jewett held them was declared void, and that they should be rissued for the benefit of the stockholders. A request was made of the trustees to make the transfer, and they having failed to do so, this suit is to compel them to grant the request. a proxy at the annual election for directors of the Cincinnati request.

Dallas & Northwestern.—The St. Louis Globe-Democrat says that the negotiations pending between Jay Gould and his associates and the incorporators of the Dallas & Northwestern associates and the incorporators of the Dallas & Northwestern Railroad have been brought to a successful termination. The Gould party agrees for a certain bonus to combine that portion of the M_'ssouri Pacific between Dallas and Denton with the Northwestern system, and to at once build and extend the line from Denton to Decatur, and in due time thence to an intersection with the Denver & New Orleans in the Texas Pachardle. Panhandle.

Denver & Rio Grande.—The trustees under the Denver & Rio Grande Railway consolidated mortgage have formally declared the principal due, the majority of the bondholders having so requested through the Coppell Committee. This committee now reports that over \$12,000,000 of bonds have been deposited; the time for bondholders to come in is limited to Oct. 17.

Denver & Rio Grande Western.—President Palmer reports that a large number of bondholders have already assented to the proposed plan of settlement without foreclosure, and with the assents of foreign bondholders they soon hope to have a majority of the whole amount outstanding. There are many advantages in a reorganization without foreclosure, and as the interest on the bonds is not to be scaled down per-manently, it is probable that the bondholders will assent to the proposed plan. Divon Peories & Hennihel, Chloser Porticet

Dixon Peoria & Hannibal—Chicago Bnrlington & Quiney.—The mortgage trustees of the Dixon Peoria & Han-nibal Railroad Company announce that in conformity with a traffic contract between the Dixon Peoria & Hannibal and Chicago Burlington & Quincy companies, notice is given that the sum of \$609,000 is applicable to the purchase of Dixon Peoria & Hannibal bonds at not above par and accrued inter-est, on proposals of holders, which will be received until Oct. 3, 1885.

Dubuque & Sioux City.—At the last annual meeting of the Dubuque & Sioux City Railroad, President Jesup called atten-tion to the fact that the existing lease of the road to Illinois Central will expire October 1, 1887, unless that company elects at least six months prior to that time to renew the lease in perpetuity upon present terms. He also stated that Illinois Central had given him no intimation what course they intended to take; also that if they should not renew the lease, there were several other railroad companies with which favor-able terms could undoubtedly be made for a lease if desirable. intended to take; also that if they should not renew the lease, there were several other railroad companies with which favor-able terms could undoubtedly be made for a lease if desirable. He thought, however, that it might be more advantageous for the company to operate its lines under its own management. A railroad expert has made the following estimate of the company's necessities at expiration of the lease. Cost of new equipment, \$250,000; payment for construction and real estate, \$250,000; matured 5 per cent notes, \$295,000; total, \$705,000. Provision cau be made for contingency above referred to in the following manner: Reserve net earnings for the next two years, estimating the same at least 4 per cent per annum, \$400,000; interest on above, accruing, \$15,000; notes, mortgages of Lowa Land & Loan Company, with interest to Oct., 1887, \$864,800; present value of lands and other assets Iowa Land & Loan Company, \$114,000; estimated reserve fund at termination of lease, \$393,800; in addition, Dubuque & Dakota Railroad Company owed the Dubuque & Sioux City \$126,247. Should the board decide to adopt the above plan, the company will have no floating debt; first divi-sion of 100 miles will have no funded debt; second division of 36 miles, bonded debt of \$586,000. Bonds of second division now bear 7 per cent interest, but at maturity in 1894 can prob-ably be replaced by a 4 or 5 per cent bond, and then only interest charges upon the whole 143 miles will be about \$26,000, or less than \$200 per mile. The board of directors resolved to increase the necessary fund (now amounting to over \$400,000, assets of Iowa Land & Loan Company), already set apart for the purpose of independent operations; that unless the present condition of affairs changes, that no dividend he declared after this date for two years, and net earnings of the company be reserved to be used for above purposes when the present condition of affairs changes, that no dividend he declared after this date for two years, and net earnings of the company be reserved to be used for above purposes when required. Officers will apply the same to take up whole or a portion of \$295,000 indebtedness above referred to. East Tenuessee Virginia & Georgia.—The gross and net earnings by months are as follows:

Gross car	nings.	<u>Net earnings</u> 1884, 1885		
1881.	1885.			
July\$278.037	\$298,824	\$90,161	\$131,328	
August 312,723	328,496	124,697	133,345	
Patal Damas DEOD TCO	0007 000	0101000	0004 1170	
Total, 2 mos. \$590,760 .	\$627.320	\$214,858	\$264,673	

Green Bay Winona & St. Paul.—The report of the Green Bay Winona & St. Paul to the Railroad Commissioners of Illicois, for the year ending June 30, makes the following comparison:

	1885.	1834.	Ohanges.
Gross earnings	. \$303,190	\$101,118	Dcc. \$97.928
Operating expenses	. 270,147	296,228	Dee. 26,031
		0101 200	Dec. \$71.847
Net	. \$33,443	\$104,890	Inc. 20,128
Interest and taxes	. 102,586		ine. 20,125
and the second s			

Balanee......Def. \$69,543 Sur. \$22,432 Lake Erie & Western.—At the meeting of bondholders of this company on Wednesday, about \$1,500,000 of the different classes was represented. A committee of seven, consisting of Thomas C. Platt, Frank C. Hollins, Elijah Smith, H. W. Smith, J. C. Calhoun, W. A. Read and Lucius Ashley, was appointed to form a plan of reorganization. —At Muncie, Ind., Sept. 20, suit was begun in the Delaware Circuit Court by the Central Trust Company of New York vs. the Lake Erie & Western Railway, to foreclose mortgages aggregating \$3,300,000.

aggregating \$3,300,000. Memphis & Charleston—East Tennessee Virginia & Geor-gia.—The formal transfer of the controlling interest in the stock of the Memphis & Charleston Railroad was made to the Central Trust Company Thursday by Calvin S. Brice, Samuel Thomas and associates, thus giving the control of the prop-erty to the East Tennessee Virginia & Georgia Railroad. Tho stock will be held in trnst for the consolidated bonds of the latter company. The means for the purchase of the block of stock came, it is understood, from the proceeds of the sale of \$2,000,000 of the first mortgage bonds of the Knoxville & Ohio Railroad at par, the balance of the amount thus received being applied to the payment of \$800,000 of the floating debt of the East Tennessee Road. Memulis & Charleston.—The gross and net earnings for

Memphis & Charleston.-The gross and net earnings for Angust, and for two months from July 1, have been:

	A1	aust.	-July 1 10.	
Gross carnings Operating expenses	.1885. \$.)5,824 63,880	1884. \$114,663 70,387	1885. \$179,640 132,620	1884. \$220,134 144,117
Not enemined	31.944	41 276	47.020	76.017

Missouri Iowa & Nebraska.-Receiver Thatcher, of the issouri Iowa & Nebraka Railroad, took possession of the Missouri Iowa & property Sept. 22.

property Sept. 22. Missouri Pacific.—A press dispatch from Topeka. Kansas, September 17, said: "The charter of the Missouri Pacific in Kansas was filed to-day with a capital stock of \$3,000,000. The directors' names are Jay Gonld, of New York; H. M. Hoxie and D. S. S. Smith, of St. Louis; W. W. Fagan and A. D. Everst, of Atchison; C. E. Faulkner and A. M. Claffin, of Salina; S. G. P. Bryant, of Lincoln; J. C. Woods, of Stockton, and Volney Ball, of Colorado. The Missonri Pacific has purchased the franchise of what is known as the Topeka Salina & Western Railroad, a part of that which has been graded and tracked. The scheme is to complete this line and make a connection with the Missouri Pacific at Ottawa and extend the new road from Salina northwesterly to an inter-section with the Central Branch Road and thence to Denver, making a through route from Kansas to St. Louis. Five hundred men were sent West to-day to begin the work. The line is to be finished to Salina by December 1." Mohile & Ohlo.—The gross and net earnings for July, 1884

Mohile & Ohlo .-- The gross and net earnings for July, 1884

L	and 1000, have been as ronows.	1881.	1885.
1	Gross earnings	\$129,323	\$110,470
	Operating expenses	125,~92	114,934
L		00.104	D.C. 03 101
Ł	Net earnings	\$3,431	Def. \$1,464
Ł	For the fiscal years ending June	30, 1885 and	1554, earnings
L	were:		100=

WCLU.	1834.	1885.
Gross earnings	\$2,278,918	\$2,101,026
Operating expenses	1,547,468	1,576,186
of other and only and the state of the state		
The compines	\$731.450	\$524,840

 Not carnings
 \$731,400
 \$724,400

 New York Chicago & St. Lonis,—The report of large judg-ments entered against this company at Cleveland, and the filing of an answer in certain suits, was the occasion of much comment in Wall Street. The transactions were re-garded as a species of skirmishing by means of legal techni-calities for the purpose of delaying the mortgage bondholders as the price of the bonds immediately advanced. It is hardly necessary to say that skirmishing of this sort, with a view of defeating what is believed to be a plain and well-established inducts and investors. The account of the suit was given in a digatch to the *Tribune* of September 22, viz.:

 "Other States and investors. The account of the suit was given in a digatch to the *Tribune* of September 22, viz.:

 "Other States and investors. The account of the suit was given in a digatch to the *Tribune* of September 22, viz.:

 "Other States and the company for \$373,400". These notes are all signed by K.K.Yaaderbilt, President, and F.W. Vanderbilt, Treasurer of hey which the judgments were conferred agrins or hocember 1, 1881, area 4 St. Lonis Railroad in favor of H. B. Hubins & Co., of New York, for \$1,841,042 and \$257,145 respectively and he favor at the by W.K.Yaaderbilt, President, and F.W. Vanderbilt, Treaser of the which the judgments were conferred were, given on December 1, 1881, area 4 St. Lonis Railroad and F.W. Vanderbilt, Treaster of St. Action Railroad Company for \$373,400". The predicting set would all observe some time explore by the Union True Company of New York and C.A.O. McClellan, trustee, against the New York Chickage & St. Lonis and the set of the dama the the rode has needed by the choin true to as perilone was filed by Judge Ranney. He claims that hey many for the foreelosures of moritagaes anduming to about \$26,000,000, an imp

company was illegally organized, as given by Judgo Ranney, is that under the laws of Ohlo no railroad company within this State can con-solidate with companies of other States adjoining Ohlo. Thus the consolidation of the New York & Chicago Railroad Company with that of the Ruthalo Cleveland & Chicago Railroad Company of New York and with the New York & Chicago Railroad Company of New York and with the New York & Chicago Railroad Company of Minois was without sufficiently of hav. The court is asked to dochare the mortgazes given by the consolidated company to see the construction, equipment and operating honds void, to have the receiver soil the property and divide the proceeds *pro-rate* upon such actual indebtedness as the court shall find to exist."

The report for the year ending June 30, as filed with the Ohio Railroad Commissioner, furnishes the following comparison:

1884-35. Gross earnings	81 1.17 713	Inc. or Dec. Dec.\$101,037 Dec. 115,342
Net earnings	\$233,812 170,885	Ine. \$14,305 Dec. 136

Balance..... \$62,924 Inc. \$14,441 \$77.365 This statement does not take any account of accruing inter-est, and gives only the rentals actually paid.

New York & New England.—The time for exchanging New York & New England car trust certificates into second mort-gage 6 per cent bonds, scaled to 3 per cent, closed at 3 o'clock September 19, with this result:

Sories A	Total issue,	Exchanged.	Outstand'g
	\$886,000	\$857,000	\$29,000
	335,000	159,000	196,000

\$1,241,000 \$1,016,000

\$225,000 \$1,241,000 \$1,016,000 \$225,000 The sale of Series "A" equipment was in progress at Hartford Thursday and Friday of this week, and the only bidder was Mr. C. P. Clark, for the bondholders, who purchased rolling stock to the extent of \$469,580, which is reported as 53 per cent of the face of the car trust certificates. The sale of Series "B" has been postponed by order of the Court to October 22. —The net earnings for the month of August, 1885, were \$143,000, against \$91,000 in 1884—increase, \$52,000.

New York West Shore & Baffalo,-The foreclosure suit came up before Judge Brown at Newburgh September 19, and after some discussion among counsel as to the form of the decree and the limit of price under which the property should not be sold, the matter was adjourned one week to Sept. 26, to await the adjustment of certain claims taking precedence of the first mortgage bonds.

Northern Central.-The earnings and expenses for Aug. and from January 1, in 1884 and 1885, have been:

	Aug	ust.	-Jan. 1 to Aug. 31		
Cinona compile as	1885.	1884.	1885.	1884.	
Gross earnings Operating expenses	\$451,370 270,885	\$510,427 291,533	\$3,460,864 2,126,141	\$3,603,197 2,269,710	
Not cornings	@100.404		\$1 204 500	01 000 407	

Ohio Central.—The receiver reports for the year end-ing June 30 to the Ohio Railroad Commissioners as follows : Gross earnings, \$1,028,055; operating expenses, \$543,727; net earnings, \$184,328; rentals of equipment, &c., \$111,481; net, \$72,847: paid for construction and equipment, \$35,472; sur-plus, \$37,375.

Ohio & Misslssippi.—The report to the Ohio State Com-missioners for the year ending June 30 shows that the gross earnings amounted to \$3,645,467. The total operating ex-penses were \$2,670,736. The net earnings were \$974,731.

penses were \$2,670,736. The net earnings were \$074,731.
Penses were \$2,670,736. The net earnings were \$074,731.
Pacific Mall Steauship Company.—Commissioner of Rail-roads Johnston has received from C. P. Huntington, of the Central Pacific Railroad, an answer to his inquiry concerning the payment of subsidies to the Pacific Mail Steamship Company. Mr. Huntington forwards a copy of an agree-ment entered into by all the Pacific railroads to give the Pacific Mail Steamship Company \$35,000 or its equivalent in freight every month. This last agreement is dated June, 1885, and differs from the agreements already on file in the Commissioner's office in that it embraces other roads than the Commissioner's office in that it embraces other roads than the Commissioner's office in that it embraces other roads than the Commissioner's office company from traffic are said to be about \$30,000 per month, leaving about \$55,000 to be paid in each. The Boston Herald says that of this the Union Pacific pays 54 per cent and the Central Pacific 46 per cent, but both of these companies are reimbursed by the other Pacific lines who are parties to the arrangement, in the proportion of traffic as shown by the Western Trank Line Association. The actual cash payments of the Union Pacific Company are whittled down by reimbursement to \$12,000 or \$14,000 per month. The net cash payments of the Central Pacific is not known, but is believed to be somewhat larger. The Govern-ment has no jurisdiction over the non-subsidized roads, and the amount of loss to the Pacific Mail from a suspension of payments by the roads enjoying Government subsidy would not be large. The baneful result would rather come, if at all, through the disruption of the agreement between the Pacific Mail and the railroad lines. Mail and the railroad lines.

Pennsylvania Railroad .- The gross and net earnings in August, and for eight months, are specially compiled for the CHRONICLE in the tables below. In August, 1885, there was a decrease of \$661,588 in gross earnings and a decrease of \$502,495 in net, and for the eight months a decrease of \$2,979,225 in gross, and \$2,825,945 in net, compared with 1894. On the lines west of Pittsburg the net returns show a decrease of \$192,623 in August, 1895, compared with August, 1884, and a decrease of \$484,946 for the eight months in 1885. LINES EAST OF PITTSHURG AND ERIE.

	HITORS ES	arnings,	-Nel Eur	minute - martin
	1885.	1844.	1885.	1994. (
Jan. 1 to June 30.	821.319.593	\$23,333,249	\$6,519,810	\$9.112.212
July		3.999.095		
August			1,160,019	1,391,116
antes inches and an eres and	0,000,000	4,617,991	1,649,012	2,151.507
The back of an an		Station of Later proceedings		

Total 8 mos.... \$28,961,001 \$31,040,223 \$3.328,020 \$11,651,865 As to the lines west of Pittsburg and Erie, the monthly reports issued in 1834 and for the current year show the results below. The company's returns, however, state a loss for tho eight months in the present year, compared with the year 1834 of \$474,823.

LINES WEST OF PITTSBURG & ERIE.

and the second s	Net Surplus over	all Lablilles.	
Jan.1 te Jnno 30 July. August	Def. 127,637	1884. Def. \$724,490 3,168 18,954	Dec. \$101,518 Dec. 130,805 Dec. 192,623
		and a second sec	

Total 8 mos Def.\$1,187,314 Def. \$702.368 Dec. \$184.946 Total 8 mos....Def.\$1,187,314 Def. \$702,368 Dec. \$184,916 Philladelphia & Reading...In the suit by holders of adjust-ment scrip to compel the trustee, S. W. Bell, to sell the income bonds held as collateral, the Master in Philadelphia last week reported against the application. Judges Ludlow and Yerkes heard argument this week upon the exceptions taken to the decision of the Master. Counsel for complainant urged that if their prayer for the sale of the entire \$3,000,000 of bonds was refused, the Court should order a sale of one-tenth of the bonds, representing the security of the plaintiffs as holders of one-tenth of the issue of the scrip.

St. Paul & Duluth.—The board of directors of the St. Paul & Duluth.—The board of directors of the St. Paul & Duluth road met at the offices of the company in St. Paul and voted to give the President, Mr. W. H. Fisher, the authority to select the best property, either in West Superior at Rice's Point or in Duluth near the company's present terminus, for the new terminals, which will consist of two new flour warehouses with an aggregate storage capacity of 75,600 barrels. New coal docks with machinery and appliances, and such yard tracks as may be requisite, the cost of all not to exceed tracks as may be requisite, the cost of all not to exceed \$250,000. There is no confirmation of the report that the Chicago Bur-lington & Quincy had obtained control of this company.

Southern Pacific Company,-The following are the carn-ings and expenses of the Atlantic System of roads:

	-Gross E	arnings.	Net Ean	rnings.
July.	1885.	1884.	1885.	1881.
Gal. Har. & San Ant	\$235,738	\$198.569	\$91.961	\$18.205
Tex. & New Orleans.	. 83,434	64.627	37.658	21,729
Louisiana West	42,560	20.323	20,217	1.265
Morgan's Line		203,227	51,908	41.384
Total	\$612.151	\$186,746	\$201,577	\$112,643
Jan. 1 to July 31-				*****
Gal, Har. & San Ant.S	1.633.123	\$1,492,057	\$700,818	\$279,649
Tex. & New Orleans.	532.782	466,005	223,499	164.844
Louisiana West	330.373	248,124	169,461	93,522
Morgan'a Line		1,839,809	618,546	518,131
-				

Total......\$4,603,703 \$1,045,993 \$1,712,324 \$1,056,146

Company with the Philadelphia & Reading.

Texas & St. Louis,—The bondholders' committee publishes notice that a majority of each class of 'bonds having been deposited with the Farmers' Loan & Trust Company, under the circular and plan dated Aug. 28, 1885, offers made after the 28th of September to join the plan will be received only on the condition of a payment of 2 per cent on first mortgage bonds, general first mortgage bonds and cash deposit certifi-cates, and a payment of 1 per cent on second mortgage bonds and stock. and stock.

Toledo Cincinnáti & St. Louis.—At Philadelphia, ia the case of Charles L. Willard against David B. Paul, trustee, to enforce the ssle of rolling stock of the Toledo Cincinnati & St. Louis Railroad Company, Judge Butler made a decree author-izing the trustee to sell the cars at public sale at Toledo in such lots as should be deemed advisable after three weeks' notice by advertisement.

Wabash St. Louis & Pacific,—The Court has ordered the foreclosure of the first mortgage of the Indianapolis Division of the Wabash St. Louis & Pacific, for default of interest. The amount of these bonds outstanding is \$2,000,000, and no interest has been paid thereon since December, 1883. The report made by the receiver about a month ago shows that this division of the Wabash earnod \$86,525 over expenses, exclusive of any charge for interest or rental in the year end-

ing May, 1885. It will now be surrendered to the trustee of the mortgage or to a receiver.

the mortgage or to a receiver. —By cable dispatches received at the office of the Wabash St. Louis & Pacific Railway Company yesterday, it was learned that at London and New York the assent of \$9,112,000 of the general mortgage bonds to the plan of reorganization had been given. The purchasing committee will issue a notice next week limiting the time in which the bondholders may assent to the plan. The notice will probably be for a month.

Railroad Bonds Carrying Overdue Interest.—There are a number of mortgage bonds now selling at the Exchanges which carry overdue coupons going with the bonds at the purchase price. For the convenience of buyers the list below a number of mortgage bonds now selling at the Exchanges which carry overdue coupons going with the bonds at the purchase price. For the convenience of buyers the list below has been compiled, showing the percentage of overdue and unpaid interest on all the principal bonds sold at the Exchanges, on which there is an existing and unsettled default on one or more coupens. The purport of this list should be clearly understood, as it does not apply to accrued interest on running coupons that are not yet due; nor does it include those bonds on which a settlement of some sort has been offered and presumably accepted, as, for instance, the Texas & Pacific, Rie Grande Division, and some other bonds, on which half cash and half scrip are paid at each coupon period. The coupons overdue are given as of October 1, since the present date is so near that period. The point of the matter is simply this: that when a buyer pays 69 for an Erie 2d consol. bond, or 80 for a Richmond & Danville debenture mortgage bond, his price carries with it in the first case 9 per cent, and in the latter 15 per cent, of overdue and unpaid coupons; and similarly in the purchase of other bonds the percentage of interest overdue in each case.

	Coupon last paid.	Amt of int. orerdue & unpaid Oct. 1, '85.
Buffalo N. Y. & Philadelphia-1st 6s, 1896 2d mort., 78, 1908	Jan., 1885 June, 1885 Feb., 1885 April, 1884 April 1884	3
2d mort., 78, 1908	June, 1885	134
Warren & Frauklin 1st, 7s, 1896 Central lowa-Eastern Division 6s, 1912	Feb., 1885	312
Central lowa-Eastern Division 6s, 1912	April, 1884	9
Illinois Division 6s, 1912. 1st mort. on branches, 6s, 1912. Central of New Jersey—Con. 7s, 1899	April, 1884 April, 1884 April, 1885	9
Let mort. on branches, 68, 1912	April, 1884	9
Departure 62 1002	Nov 1994	312
Debenture 6s, 1908. American Dock & Imp. 5s, 1021. Denver & Rio Grando-1st 7s, 1900	Nov., 1884 Jan., 1885 Nov., 1884	210
Denver & Rio Grando-1st 7s, 1900	Nov., 1884	21g 31g
1st consol, 78, 1910	Jan., 1884	1 1010
General mort 53, 1910. General mort 53, 1913. Denver & Kie Grande West1st 6s, 1911 East Tennessee Va. & GaCon. 5s, 1930 Green Bay Winona & 8t. Paul-1st 6s, 1911 2d in gauge 9: 1011	Jan., 1884 April, 1884	712 9
Denver & Rie Grande West1st 6s, 1911	Meh., 1884	9
East Tennessee Va. & GaCon. 58, 1930	Meh., 1984 July, 1884 Aug., 1984	5
Green Bay Winona & St. Paul-1st os, 1911.	Aug., 1584	6
Haust & Tax Cont. Lat main line 7g 1901	Nov., 1834 July, 1884	4
1 at Western Division 7a 1901	July, 1884	17
2d income 8s, 1911 Houst. & Tex. Cent.—1at, main line, 7s, 1891. 1at, Weetern Divisian, 7s, 1891. 1st, Wace & Nortbwest, 7s, 1901	July, 1884	4 7 7 7
Land grant 8s. 1913.	Oot., 1884	8
General mort., 68, 1925	Oct., 1884	Ğ
Lake Erie & Western-1st 6s, 1919	Feb., 1885	3
Sandusky Division 1st 6s, 1919	Feb., 1885	3
Land grant 83, 1913. General mort., 63, 1925. Lake Eric & Western-lat 63, 1919. Lake Eric & Western-lat 63, 1919. Lafayette Bloom. & Muncle, 1at 63, 1919. Mexican National-lat 63, 1912. New York Chicago & St. Llat 63, 1921 2d mort 63, 1923.	Feb., 1885 Nov., 1884	3
Mexican National-1st 68, 1912.	Oct., 1833	12
New York Chleago & St. L181 68, 1921	Dec., 1884 Mch., 1885	3
Equipment 7s 1925-1904	Mcb., 1850	3
New York City & Northern_Gon & 1010	Oct., 1884 Nov., 1881	$\frac{7}{\cdot 21}$
New York Lake Erie & W 2d con. 68, 1969	Dee. 1883	9
New York Chicago & St. L.—18t. 08, 1921 2d mort 68, 1923 Equipment 78, 1835–1894 New York City & Northern-Gen. 68, 1910 New York Lake Erie & W2d con. 68, 1960. New York & New England-2d 68, 1902 New York West Shore & Buffalo-1st 58, 1931 Ohio Central-River Division, 68, 1922 Oregon & California-1st 68, 1921	Dee., 1883 Feb., 1885 Jan., 1884 Mch., 1883 July 1884	3
New York West Shere & Buffalo-1st 5s, 1931	Jan., 1884	713
Ohio Central-River Division, 68, 1922	Meh., 1833	15
Oregon & Callfornia-1st 68, 1921	July, 1884	6
2d 78. 1933	Oct., 18-4	1 7
Philadelphia & Rending-General 78, 1908	July, 1884 Oct., 18-4 July, 1884	7
2ď 7s, 1933. Philadelphia & Rending-Goneral 7s, 1908 General 6s, 1908. Income 7s, 1896.	JULY, 1834	6
Consol 1st surios 52 1022	Dec., 1884 May, 1884	10 4
Income 7s, 1896. Consol. 1st series, 5s, 1933. Consol. 2d series, 5s, 1933.		5712
Debenture 6s. 1893	Jan., 1884 Jan., 1884 Jan., 1884 Jan., 1884 Jan., 1885 Oct., 1885 Jan., 1883 April, 1883 Jan. 1883	9
Debenture 6s, 1893. Debenture convertible 7s, 1893	Jan., 1854	104
Convertible adjustment scrip, 6s, 1888	Jan., 1894	9
	Jan., 1885	3
Pitteburg Bradford & Buffalo, 1st 6s, 1921. Pitteburg Bradford & Buffalo, 1st 6s, 1911. Richmond & Alleghany-1st 7s, 1920. Richmond & Danville-Debenture 6s, 1927. Shenaudoah Valley-1st 7s, 1909. General mortgage, 6s, 1921. Texas & St. Louis-M. & A. div., 6s, 1911 Texas 1st 6s, 1910.	Oct., 1884	6
Richmond & Alleghany-1st 78, 1920.	Jan., 1883	1719
Shependoch Valley-1st 7a 1000	April, 1883	15
General mortgage & 1091	Jan., 1885 Oct., 1884 Meh., 1883	312
Texas & St. Louis-M. & A. div., 68, 1911	Meh 1883	6 15
Texas, 1st 6s, 1910	Dec. 1882	15
Texas. 1st 6s, 1910. Toledo Cincinnati & St. Lenis -1st 6s, 1921	July, 1882	18
Tolede Delphos & Burlington, 1st 6s, 1910	July, 1882	18
Wabash St. Louis & PacGen. mort. 6s, 1920	Dec., 1883	9
Champalgn Havana & Western, 6s, 1910	Dec., 1883	. 9
1st pref. convertible 78, 1909.	Jan., 1884	1012
Cairo Division 1st 5s 1931	Jan, 1885	212 712
Detroit Division, 6s, 1921	Jan 1884	· 9
Chicago Division, 1st 5s, 1909. Chicago Division, 1st 5s, 1910. Cairo Division, 1st 5s, 1931. Detroit Division, 6s, 1921. Indianapolis Division, 6s, 1921. Indianapolis Peru & Chicago, 7s, 1921. Havana Rantoul & Eastern, 7s, 1807. Iowa Division, 6s, 1921. Wabaab.	Meh., 1883 Dec., 1892 July, 1882 Dec., 1883 Dec., 1883 Jan., 1884 Jan., 1884 Jan., 1884 Jan., 1884 Dec., 1894 Meh., 1884	9
Indianapolis Peru & Chicago, 78, 1921	Jan., 1885	31g
Havana Rantoul & Eastern, 78, 1897	Jan., 1884	104
Iowa Division, 6s, 1921	Mch., 1884	9
Wabash-		
Toledo & Illnois, 7s, 1890 Lake Erie Wabash & 8t. L., 7s, 1890 Great Western, 1st 7s, 1888 Oplacy & Toledo, 7s, 1888	Aug., 1884	7777
Great Western 1st 7a 1888	Aug., 1884	1 4
Quincy & Toledo, 78, 1890	Aug., 1884 Nov., 1884	312
Illinois & Southern Iowa, 6s. 1912.	Aug., 1884	l a
Toledo & Wabash, 2d 7s, 1893	Nev., 1884	24
Quincy & Toledo, 78, 1890 Idinois & Southern Iowa, 68, 1912 Toledo & Wabash, 2d 78, 1893 Wabash & Western, 2d 78, 1893 Great Western, 2d 78, 1893 Cousol. mort., 78, 1907. Decatur & East 8t. Louis. 1st 78, 1889.	Nov., 1884	21g 31g 31g
Great Weslern, 2d 7s, 1893	Nov., 1884	312
Depatym & Fast St. Javis Jat 7a 1000	Nov., 1884	514 7 6 7 7 312 312
Decatur & East St. Leuis, 1st 7s, 1839 Funded debt 6s 1907	The sealing a conte	
Funded debt, 6s, 1907. Funded debt, 7s, 1907.	Aug., 1884	07
Mort, suking fund, 78, 1909	Aug., 1834 Oot. 1884	7
Haanibal & Naples-1st 7s, 1909	Oot., 1884 Dec., 1884	34
Mort. sinking fund, 7s, 1909. Haanibal & Naples-1st 7s, 1909. St Louis Kansas City & No1st 7s, 1895.	Jan., 1885	310
	Jan., 1885 Meh., 1885	319
Clarindo Brando, 78, 1919.	Oet., 1884	1 7
Toledo Peorio & Wester 1919	Oet., 1884 Aug., 1884 April, 1884	6
Omaha Division, 78, 1919. Clathula Branch, 63, 1919. Toledo Peoria & Western-Iat 78, 1917. Quiney Missouri & Pacific -1st 63, 1909	April, 1884	1019
	Jan., 1884	1 9

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 25, 1885.

The weather has been unseasonably cold during most of the past week in all latitudes, and at some points in the North snow has fallen, giving an unusually early foretaste of winter. But fine weather has followed, and a genial autumn season looks reasonable again and is anticipated. The improvement in general trade, which we have recently noticed, gains force with its progress. The great depression in coal has been partially removed, and manufacturers are more fully employed. Still there is no speculation in goods, and apparently little advance in prices is anticipated. That they have ceased to lose money is, with vast numbers of business men, sufficient cause for congratulation, and moderate profits are accepted with satisfaction.

Lard futures have further declined in the past week. The free receipts from the West, to deliver on October contracts, have caused a severe pressure to sell, under which prices have given way. The close this afternoon is at 6.16c. for October, 6.24c, for November, 6.28c. for December, 6.37c. for January and 6.44c. for February. Spot lard has also declined, and closes at 6.10c. for prime city and 6.20c. for prime Western, Refined for the Continent is quoted at 6.50c., with several thousand tierces reported sold in a day or two on private terms. Pork is dull at \$9 75@\$10 for mess. Cut meats hav e been rather more active at $5\frac{3}{4}$ @ $6\frac{3}{8}$ c. for pickled bellies, $10\frac{1}{4}$ @101/c. for hams and 45/sc. for shoulders. Smoked hams are quoted at 111/2@12c. and shoulders at 55%c. India mess beef is dull at \$17@ \$18 per tierce; extra mess nominal at \$10, and packet \$11@\$12 per bbl.; beef hams are firmer at \$15 50 per bhl. Tallow has been fairly active, but is easier at 51/4@5 5-16c. Oleomargarine is quoted at 6% @7c. and stearine 634 @6% c. Butter is quiet at 15@221/2c. for creamery. Cheese is firmer at 534@81/c. for State factory. The following is a comparative summary of aggregate exports from Oct. 27 to Sept. 19.

	1884-85.	1883-84.	
Porklbs.		33,475,800	Ine. 13,546,20
Baconlbs.	398,459,245	314,240,054	lne. 84,219,19
ardlbs.	257,181,382	197,011,345	Ine. 60,170,03

The speculation in Rio coffee was rather dull until toward the close, when prices became stronger, and to-day there was a further improvement, closing with buyers at 6.85c. for Oct., 6.90c. for Dec. and Jan. and 7.05c, for March. Coffee on the spot has also been more active and to-day there were liberal sales of Java, part at 14%c.; fair cargoes Rio are quoted at 8½c. Raw sugars have been quieter but about steady, closing at 5 7-16@5% c, for fair to good refining. Refined sugars are somewhat unsettled at 7@7% c, for hards and 61/2@63/4 c, for

somewhat unsettled at 7@73%c. for hards and $6\frac{1}{2}$ @63%c. for soft white. Molasses was very active early in the week, but closes quiet at 173%c. for 50-degrees test. The auction sales of teas have gone off without new feature. Kentucky tobacco has been more active, the sales for the week amounting to 600 hhds., of which 450 hhds. for export, at prices ranging from $6\frac{1}{4}$ to 11c. for lugs and leaf. Seed leaf has continued in good demand, and yet with less activity than heretofore noticed; sales for the week 1850 cases, as follows: 550 cases 1884 crop Pennsylvania Havana seed, 4@16c.; 350 cases 1884 crop do. seed leaf, $3@11\frac{1}{2}$ c.; 100 cases 1831 crop do. do., 6@11c.; 200 cases 1854 crop Dutch, $10@11\frac{1}{2}$ c.; 250 cases 1884 crop State Havana, 9@11c. Also 400 bales Havana, 60c.@\$110.60c.@\$1 10.

cases 1884 crop State Havana, 9@11c. Also 400 bales Havana, 60c.@\$1 10. The speculation in crude petroleum has been quite brisk throughout the week, and prices have been variable and unset-tled, yet showing no wide fluctuations nor developing fea-tures of interest. The close this afternoon is at \$1@\$1[3; crude in bbls. quoted at $71/(@7^3)$ c.; refined in bbls. 83/(c.), and in casas 91/(@10)%c.; naphtha 71/(c.) The speculation in spirits turpentine has at times been more active, with prices showing more strengtb, the sales yesterday embracing October options at 34c. and December at 351/(c.), but the close to-day is quiet, with bids a fraction below these figures. Rosins have been in moderate demand and close steady at \$1 02@\$1 10 for com-mon to good strained. At to-day's Metal Exchange pig iron certificates were con-siderably firmer, bids advancing to \$153/(s to \$16, and only near-by months offered at \$161/(@\$161/(c.)) Tin firm at 201/(@) 20.30c. spot, 19.95@201/(c. futures; five tons December sold at 20c. Tin plate steady at \$4 421/(@\$161/(c.)) for Lake and 10.05@101/(c.) for Baltimore. Lead neglected. Spelter steady at $4^{*}30@$ $4^{*}35.$ Copper easier at 10.60 end freights were quite active early in the week and rates for grain to British ports advanced to 41/(@41/(d.)), but the firmer markets checked shipments, and to-day rates could not be quoted above 4d. to any point. Petroleum charters have been very quiet.

been very quiet,

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COTTON.

FRIDAY, P. M., Septembor 25, 1885. 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. 25), the total receipts have reached 114,873 bales, against 84,743 bales hast week, 53,080 bales the previous week and 20,025 bales three weeks since; making the total receipts since the 1st of September, 1885, 275,465 bales, against 256,925 bales for the same period of 1881, showing sn increase since September 1, 1885, of 18,510 bales.

Receipts at-	Sal.	Mon.	Tues.	Wed.	Thurs.	Fri.	Tolat.
Galveston	1,479	5,142	1,430	5,132	4,156	2,159	19,498
Indianoia, &o.							
ew Orleaus	1,005	2,913	2,996	3,505	2,011	2,396	14,826
Mobile	1,707	770	1,129	259	342	575	4,781
Florida						923	
Savannah	5,058	6,795	6,289	5,010	5,172	6,301	31,625
Brunew'k, &c.						262	
Charleston	3,596	4,337	2,649	2,035	3,358	3,737	19,912
Pt. Royal, &o.						17	17
Wilmington	593	1,232	1.082	627	363	719	4.622
Moreh'd C., &o						35	35
Norfolk	813	1,821	1,709	1.302		944	
West Point, &o						7,418	7,418
New York							
Boston							
Baltimore						5	5
Philadelp'a, &o.		1		10	2		13
- mersonally rel cool							
Totalsthis week	14.257	23.011	17.284	17.879	16.951	25.491	114.873

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1885, and the stock to-night, and the same items for the corresponding periods of last year:

	1885.			384.	Stock.		
Receipts to Sept. 23.	This Week.	Since Sep. 1, 1885.	This Wcek.	Since Sep. 1, 1884.	1885.	1884.	
Galveston	19,493	62,307	24,428	60,130	26,579	29,498	
Ind'nola, &o	******	781	735	2,990	******		
New Orleans.	14,826	34,024	14,776	26,039	26,424	28,981	
Mobile	4,781	9,944	3,318	7,623	3,025	3,727	
Florida	923	2,069	1,240	2,485	2	******	
Bavannah	34,625	86,059	33,223	78,701	41,336	40,311	
Br'ew'k, &o.	262	739	1,198	1,198		******	
Charleston	19,912	45,501	21,346	44,097	32,066	30,810	
Pt.Royal,&c	17	759	11	46		******	
Wilmington	4,622	8,419	4,153	7,541	6,888	5,729	
M'headC.,&c	33	85	. 8	154			
Norfolk	7,936	13,660	10,750	17,730	5,271	8,949	
W.Point. &o.	7,418	10,835	2,096	2,478			
New York		96	50	50	89,862	59,315	
Boston		467	618	1,990	6,310	6,310	
Baltimore	5	217	5	432	299	6,410	
Philadel'a, &o	13	403	508	3,188	3,678	5,525	
		Street or one one or other					

Total...... 114,873 275,465 118,463 256,925 241,740 225,565 In order that comparison may be made with other years, we

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

Receipts at-	1885.	1884.	1883.	1882.	1881.	1880.
Galveet'n,&o.	19,498	25,163	22,439	27,575	19,260	18,240
New Orleans.	14,826	14,778	26,528	23,941	33,958	26,497
Mobile	4,781	3,318	4,747	11,950	8,316	7,831
Savannah	34,625	33,223	29,400	31,717	27,023	39,399
Charl'st'n, &o	19,929	21,357	22,758	21,557	17,800	34,227
Wilm'gt'n, &o	4,637	4,161	3,294	4,676	4,216	5,683
Norfolk, &o	15,354	12,846	13,957	11.676	20,652	33,323
All others	1,203	3,619	1,903	3,387	3,531	7,021
Tot. this w'k.	114,873	118,463	125,032	136,479	134,736	172,221

Bince Sept. 1. 275,465 256,923 319,507 296,957 429,777 493,664 Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morchead City, &c.; Norfolk includes West Polut, &c.

The exports for the week ending this evening reach a total of 40,826 bales, of which 33,866 were to Great Britain, 644 to France and 6,316 to the rest of the Continent, while the stocks as made up this evening are now 241,740 bales. Below are the exports for the week and since September 1, 1885.

Exports	Wee	k Endt Export		25.	From Sept. 1, 1885, to Sept. 23, 1885. Exported to-						
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.			
Galveston											
New Orleans	8,707		435	9,160	12,763		1,888	14,651			
Mobile											
Florida	*****		*****								
Savannah	6,062		8,550	9,612	6,062		3,350	9,612			
Charleston *	3,600			3,000	S,000			9,900			
Wilmington											
Norfolk+											
New York	12,216	118	2,263	15,128	30,919	4,536	10,417	45,812			
Boston	2,997		50	5,047	3,505		108	5.013			
Baittmore	884			881	891			881			
Philadelp'a,&c					1,600			1,600			
Total	33,866	044	6,316	40,826	59,035	4,536	15,963	79,532			
Total 1884	28,740	10	8,104	31,914	66,150	439	5,801	78,410			

† locindes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, st 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.

	. 01	or				
8ept. 25, AT-	Great Britain.	France.	Other Foreign	Ocast- wise,	Total.	Leaving Block.
New Orleans	1,932	3,318	14	501	5.715	20,709
Mobilo	Nono.	None.	None.	None.	None.	3.025
Charleston	5,900	1,800	2,400	1,500	11,500	20.566
Savannah	11,700	Nono.	8,600	3,500	23,800	17.536
Galveston	4,493	48	5,743	4.678	14,962	11,617
Norfolk	None.	None.	None.	2,935	2,935	2,330
New York	5,500	200	3,000	Nono.	5,700	81,162
Other ports	2,000	None.	500	Nono.	2,500	14,677
Total 1885.	31,375	5,366	20,257	13,114	70,112	171,628
Total 1884	52,984	2,356	15,628	12.985	83.953	141.612
Total 1883	10,704	16,098	32,202	9,330	68,340	268.579

The speculation in cotton for future delivery at this market has shown considerable spirit at times during the past week, and the fluctuations in prices have taken a wider range. The violent storm which was raging on the Texas coast at the date of our last was followed, over the whole cotton-growing region, by a temperature unseasonably low. An advance in silver at London has been attended by rather better reports from Manchester, but the war-cloud on the Turkish frontier, with a decline in British consols, was somewhat of a counteracting influence. On Saturday and Monday the market was buoyant with a considerable outside interest purchasing for the advance, but on Tuesday the Roumelian troubles and the decline in consols caused a sharp fall. On Wednesday the advance in silver and the severe weather caused renewed buoyancy. Yesterday an irregular and unsettled decline occurred, under the renewal of warlike advices from the Continent and better weather at the South. To-day futures opened weak, but toward the close showed rather more strength. Cotton on the spot was moderately active for home consumption, and prices were fully sustained for old cotton, but the new crop was offered 1/4@3/cc. below regular figures, and September short notices declined, giving a very unsettled market. To-day there was no change, middling uplands closing at 10 1-16c.

The total sales for forward delivery for the week are 397,900 bales. For immediate delivery the total sales foot up this week 5,242 bales, including — for export, 5,140 for consumption, 102 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.

Sept. 19 to	U	PLANE	S.	NEW	ORLE	ANB.	1 5	TEXAS	
Sept. 25.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. PD Strict Ord.	71316 814	71316 814	71316 814	71518 838	71616	71516	71816		71316
Good Ord.	9110	9116	9116	9316	9318	838 9316	838 9316	838 9318	838 9316
Str. G'd Ord	9716	9716	9716	9916	9916	9916	9916	9916	9916
Low Midd'g Str.L'w Mid	934	934	934	978	978	970	978	9.6	97e
Middling	91516 10116	91816 10116	91516 10116	10^{1}_{16} 10^{3}_{16}	101 ₁₆ 103 ₁₆	101_{16} 103_{16}	10 ¹ 16 10 ³ 16	10116 10316	10116 10316
Good Mid.	104	104	104	1038	1038	103	1038	1038	1038
8tr. G'd Mid	10716	10716	10716	10918	10916	109:6	10916	10916	10916
Midd'g Fair Fair	1013 ₁₆ 117 ₁₆	$10^{13}10$ 117_{16}	1013 _{1A} 117 ₁₉	101016 11916	101618 11916	101516	10 ¹⁶ 16 119 ₁₀	101616	101616
E Chil								4	11916
	Wed	Th.	Fri,	Wed	Th.	Fri.	Wed	Th.	Frl.
Ordin'y. Bb	71316	71316	71316	71616	71616	71516	71516	71516	71516
Strict Ord	84	84	84	839	838	838	838	838	838
Good Ord	9116	9116	9116	9316	9319	9316	9316	9316	9316
Str. G'd Ord Low Midd'g	9716	9716 934	9716	9018 978	8916 978	9916 978	9916 978	9916 978	9916 978
Str.L'w Mid	91516	91516		10116	10118	10110	10116		10116
Middling	10116	10116	10116	10316	10318	10316	10316	10316	10316
Good Mid Str 4Pd Mid		104 167 ₁₆	$10\frac{1}{4}$ $10\frac{7}{16}$		1038 10916	1038	1038	1038	1038
Midd'g Fair	101314	101310	101810	101016		10918 101516	10918	10916	10916 101516
Falr	11718	11716	11716	11016	11916	11916	11910		11916
87	AINE	D.	1	Sat.]	Mon	Tues		Th.	Fri.
Good Ordina	ry		. 18 lb.	7716	7716	7716	7718	7716	7716
Striot Good C Low Middlin	o anna	y		8 ¹ 8 8 ¹⁶ 16	819 81616	818 81516	818 81516	819 81516	816 81516
Middling				9916	9916	0016	0916	9916	9916

MARKET AND SALES.

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

		BALES	OF 6	FUTU	RES.		
	BPOT MARKET CLOSED.		Con- sump		Total.	Sales.	Deliv- cries.
Mon . Tues . Wed . Thurs	Steady Steady Steady Steady Steady Steady Steady			 · · · · · · · · · · · · · · · · · · ·	919 1,034 1,814 610	75,800 58,600 98,600 66,200	400 200 200 500

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

The Sales and Prices of FUTURES are shown by the follow-ing comprehensive table. In the statement will be found the daily market, the prices of sales for each month each day, and the closing bids. in addition to the daily and total sales.

Sales since Sep.1,'85,	Fotalsales this week. Average price, week.	Friday, Sept. 25- Bales, total Priess paid (range) Closing	Fhursday, Sept. 24- Bales, total Prices paid (range) Closing	Wedn'sd'y, Sept. 23- Sales, total Prices paid (runge) Closing	Inesday, Sept. 22- Sales, Idtal Prices paid (range) Closing	Monday, Sept. 21- -ales, total Prices paid (range) Clesing	Batnrday, Scpt. 19 - sales, total Priees paid (range) Closing	Market, Prices and Bales: of FUTURES.
5, 1,143,700	₹. 397,900 ₹.	Easter. 01 6.0 9.49 # 10.28 Steady.	Lower. 66,200 9.50 & 10.38 Easy.	Higher. 98,600 9.49ø10.39 Firm.	Lower, 58,600 9.51 a 10.34 Quiet.	Firmer. 75,800 9.54 @10.39 Steady.	Firmer. 37,100 9 51 @10.34 Easy.	Market, Range and Total Sales.
128,200	22,900 9·50	Aver 9.51 9.51 @ 9.53 9.52 - 9.54	Aver9.53 2,300 9.50 @ 9.54 9.51 - 9.53	Aver . 9.52 6,600 9-49 2 9.56 9.50 - 9.52	Aver 9.58 9.57@ 9.61 9.55- 9.57	Aver 9.61 7,700 9.60 @ 9.64 9.61- 9.62	Aver 9.60 9.58 2 9.61 9.61	September.
166,500	61,200 9.54	Aver - 9.51 15,000 9.49@ 9.53 9.51- 9.52	Aver., 9.54 8,100 9.520 9.56 9.52- 9.53	Aver. 9.55 18,400 9.51 ø 9.57 9.56 – 9.57	Aver . 9.53 7,000 9.51 2 9.56 9.51 - 9.52	Aver 9.56 9.54 0 9.59 9.55 - 9.50	Aver 9.54 4,800 9.51 ø 9.55 9.52 – 9.55	October.
134,800	44,700 9.58	$ \begin{array}{c} \Delta ver : 0.51 \ \Delta ver : 0.51 \ \Delta ver : 0.51 \ \Delta ver : 0.54 \ \Delta ver : 0.64 $	$ \begin{array}{c} {} {} {} {} {} {} {} {} {} {} {} {} {}$	Aver 9.59 7,400 9.55 2 9.61 9.61 9.62	Aver 9.57 5,300 9.55 2 9.62 9.55 - 9.56	Aver 9.61 Aver 9.67 Aver 9.70 Aver 9.93 Aver 9.61 <td< td=""><td>Aver 9.60 Aver 9.54 Aver 9.57 Aver 9.62 Aver 9.72 Aver 9.83 9.200 9.58 9.61 9.51 9.55 9.51 9.50 9.559 9.66 9.672 9.74 9.81 9.820 9.58 9.61 9.51 9.55 9.51 9.56 9.559 9.66 9.672 9.74 9.81 9.824 9.61 9.52 9.53 9.57 9.58 9.63 9.64 9.72 9.73 9.82 9.83</td><td>November.</td></td<>	Aver 9.60 Aver 9.54 Aver 9.57 Aver 9.62 Aver 9.72 Aver 9.83 9.200 9.58 9.61 9.51 9.55 9.51 9.50 9.559 9.66 9.672 9.74 9.81 9.820 9.58 9.61 9.51 9.55 9.51 9.56 9.559 9.66 9.672 9.74 9.81 9.824 9.61 9.52 9.53 9.57 9.58 9.63 9.64 9.72 9.73 9.82 9.83	November.
195,200	77,800 9.65	Aver . 9.64 11,200 9.62 2 9 65 9.63 9 64	Aver 9.66 15.400 9.65 2 9.68 9.65 9.60	Aver., 9.65 16,200 9.62 # 9.68 9.68— 9.69	Aver., 9.64 15,700 9.62 0 9.69 9.62 9.63	Aver 9.67 14,900 9.665 2 9.69 9.67 9.68	Aver 9.62 9.59 2,400 9.63 9.66 9.63 9.64	DAILY PR
279,200	98,500 9-73	AVET 9.71 12,400 9.70 3 4.73 9.71 - 9.72	Aver 9.74 18,000 9.73 9 9.76 9.73 9.74	Aver 9.73 25,000 9.70 @ 9.77 9.70 — 9.77	Aver. 9.73 15,900 9.70 & 9.78 9.70 - 9.71	Aver. 9.70 18,200 9.74 @ 9.78 9.76 — 9.77	Aver 9.72 9.67 0 9.74 9.72 - 9.73	DAILY PRIORS AND SALES OF FUTURES December. January. Lebruary. March.
53,100	15.000 9.84	9-71 Aver: 9-83 400 9-72 9-82 9-84 9-72 9-83 9-84	Aver 9.86 9.85 a 9.88 9.81 - 9.85	Aver 9.83 4,200 9.81 0 9.83 9.88 - 9.83	Aver 9.86 9.82 2,600 9.82 2 9.88 9.81 - 5.82	Aver 9.80 3,000 9.84 2 0.89 9.86 - 9.87	Aver 0.83 9.81 0 9.84 9.82 - 9.83	SALES OF rebruary.
47,600	21,2 00 9-96	Aver 9.92 a 9.94 -	Aver 9.97 4 100 9.96 @ 9.99 9.96 - 9.97	Aver . 9.97 3,900 9-92 & 10.00 10.00 - 10.01	Aver: 9.06 9.92 410 00 9.92 - 9.93	Aver 9.98 9.97 @ 9.98 9.97 @ 9.98	Aver 9-92 Aver 9-90 9-94 10-01 9-93 - 9-94 10-04	FUTURES March.
64,000	26,200 10.06		Aver 10.07 5,500 10.09 \$10 09 10.07 - 10 08	Aver 10.08 8,600 10.02 a 10.11 10.11 - 10.12	Aver 10.00 2,600 10.02 a 10.10 10.02 - 10 03	Aver . 10.08 5,300 10.07 210.10 10.03-10.09	Aver 10.04 1,500 10.01 2 10.06 10.04-10.05	FOR EAOI April.
37,400	12,900	Aver 10.17 10.15 . 10.19 10.16 10 17	Aver 10.19 3,200 10.18 a 10.2 10.18 - 10.15	Aver 10.17 2,400 10.13 ø 10.21 10.21-10.22	Aver 10.17 3,100 10.14 210.19 10.13 - 10.14	Aver 10.18 1.0:00 10.17 #10.20 10.18-10.20	Aver 10-15 1,200 10-12 & 10-16 10-14-10-15	EAOH MONTH. ril. May.
29,800	10,800	21000 Aver 10.17 (ver 10.26 Aver	-10.07 Aver 10.19 Aver 10.29 Aver 10.39 5,000 5,200 1,200 1,200 -10.08 10.18 a 10.2 10.28 a 10.29 10.38 a -10.08 10.18 -10.15 10.29 10.50 10.38 a -10.40	Aver 10.27 2,800 10.25 a 10.30 10.31 - 10.33	$ \begin{array}{c} \textbf{Aver} \dots 9.58 \textbf{Aver} \dots 9.53 \textbf{Aver} \dots 9.57 \textbf{Aver} \dots 9.57 \textbf{Aver} \dots 9.73 \textbf{Aver} \dots 9.73 \textbf{Aver} \dots 9.56 \textbf{Aver} \dots 9.56 \textbf{Aver} \dots 10.17 \textbf{Aver} \dots 10.27 \\ \textbf{J}_{500} \dots \textbf{J}_{5$	Aver 10.28 10.28 ± 10.30 10.28 ± 10.30	Aver 10.25 1,400 - \$	June.
1 006'2	3700		5,000 Aver. 10-19 Aver. 10-29 Aver. 10.38 Aver 5,000 10-18,2,000 1,900 1,900 10-38 & 2800 09 10-18,2,100 10-28 2 10-29 10-38 & 7-10 08 10-18-10-15 10 29 10-50 10-38 - 10-40	$ \begin{array}{c} \operatorname{Aver}: 9.52 \ \operatorname{Aver}: 9.55 \ \operatorname{Aver}: 9.55 \ \operatorname{Aver}: 9.56 \ \operatorname{Aver}: 9.65 \ \operatorname{Aver}: 9.73 \ \operatorname{Aver}: 9.73 \ \operatorname{Aver}: 9.97 \ \operatorname{Aver}: 9.97 \ \operatorname{Aver}: 10.97 \ \operatorname{Aver}: 10.17 \ \operatorname{Aver}$	$\begin{array}{c} 1000^{\circ} \mathrm{Aver} \ldots 10^{\circ} 17 \ \mathrm{Aver} \ldots 10^{\circ} 27 \ \mathrm{Aver} \ldots 10^{\circ} 34 \ Ave$	$\begin{array}{c} 1008\mathrm{Aver}1018\mathrm{Aver}1029\mathrm{Aver}1030\mathrm{Aver}\\ 5,3000\mathrm{Aver}10,010\mathrm{Aver}\\ 7,100\mathrm{Aver}\\ 7,100\mathrm{Aver}\\ 7,100\mathrm{Aver}\\ 100\mathrm{Aver}\\ 100\mathrm{Aver}$	$ \begin{array}{c} \Delta ver : 9:60 \\ \Delta ver : 9:54 \\ \Delta ver : 9:57 \\ \Delta ver : 9:57 \\ \Delta ver : 9:62 \\ \Delta ver : 9:72 $	July.
		A ver	Aver	Aver	Aver	Δνθr	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 is also given at bottom of table.

Transferable Ordera-Baturday, 9.65c.; Monday, 9 5c.; Tuesday, 9.60c.; Wednesday, 9.55c.; Thursday, 9.55c.; Friday, 9.55c.

Short Notices for Sept .- Monday, 9.60c.; Wednesday, 9.1929.50c.; Filday, 9.4929.0c.

The following exchanges have been made during the wee': VOL. XLI.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as fellows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Sept. 25), we add the item of exports from the United States, including in the events of Friday only.

the United States, including	r in 1t th	e exports	of Friday	only.
	1885.	1884.	1883.	1882.
Stock at Liverpool bales.	487.000	588,000	675.000	481,000
Stock at London	21,000	68,000	48,600	77,700
Total Great Britain stock .	508,000	656,000	723,600	558,700
Stock at Hamburg	2.900	4,100	3,200	* 3,100
Stock at Bremen	31,600	53,400	41.600	31,200
Stock at Amsterdam	33,000	40,000	27,000	8,400
Stock at Rotterdam	400	600	1.500	1,700
Stock at Antwerp	1,900	2,300	7.400	300
Stock at Havre	128,000	199,000	97,000	119,000
Stock at Marseilles	4,000	5,000	9,400	1.600
Stock at Barcelona	39.000	44,000	30.000	28,000
Stock at Geuoa	9,000	12,000	9,000	11,500
Stock at Trieste	8,000	9.000	10.000	5,000
Total Continental stocks	257,800	369,600	236,100	209,800
-				
Total European stocks	765,800	1,025,600	959,700	768,500
India cotton afloat for Europa,	42,000	102,000	122,000	207,000
Amer'n cott'n afloat for Eur'pe	41,000	39,000	S7,000	71,000
Egypt, Brazil, &c., afit for E'r'pe	1,000	8,000	23,000	14,000
Stock in United States ports	241,740	22 ,565	336,919	214,807
Stock in U. S. interior towns	40.921	25,906	79,723	33,744
United States exports to-day	12,500	14.300	15.000	6,600
Total visible supply I	1144,901	1.440,371	1.623 342	1,315,651
Of the above, the totals of Amer	ican and o	tuer descri	ptions are a	as follows:
American-	+010 000	000.000	000.000	301000
Liverpool stock bales	*319,000	330,000	388,000	191,000
Joutinenial stocks	149,000	1×5,000	134,000	56,000
tmerican afloat for Europe	41.000	39.000	87,000	71,000
Julted States stock.	241,740	225.565	336,919	214,807
Juited States Interior stocks	40,921	25.906	79,723	33,744
United States exports to-day	12,500	14,300	15,000	6,600
Total Amorican	901 161	910 771	1.010.649	576 151
Fotal American. East Indian, Brazil, &c	804,161	010,171	1,040,642	576,151
Liverpool stock	*168.000	238.000	287,000	287,000
London stock	21.000	68.000	48.600	77,700
Continental stocks	108,800	184,600	102.100	153,800
India afloat for Europs	42,000	102.000	122,000	207,000
Egypt, Brazil, &o., afloat	1,000	8,000	23,000	14.000
Exypt, Drazii, etc., anoat	1,000	0,000	25,000	14,000
Total East India. &c	310,800	620,600	582,700	739,500
Total American	804,161	819,771	1.040.642	576,151
TORM THIO TORM				
Total visible supply	.144.961	1.440.371	1.623.342	1.315.651
Price Mid. Upl., Liverpool				678d.
	5416Q.	Disted.	D 91 (L.	
Price Mid. Upl., New York.	57 ₁₆ d.	515,8d.	5%1. 10560.	
Price Mid. Upl., New York	10 ¹ 16 ⁰ .		10580.	1111160.

* Actual count this day.

The imports into Continental ports this week have been 15,000 bales. The above figures indicate a *decrease* in the cotton in sight to-night of 295,410 bales as compared with the same date of 1884, a *decrease* of 478,391 bales as compared with the corresponding date of 1883 and a *decrease* of 170,690 bales as compared with 1882.

Compared with 1852. 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 1884—is set out in detail in the following statement.

p	er	10(1 01	_	0	2.4	-	-12	4 64	eu	0	LI L	-11	1 (ue	s Lik	11.		п	11	Te		UI.	10			12	. 8	Le	ere	ш	en	L.	
LUbally allessesses	1744-1 011	Total, new towns	Houston, Texas*	Brenham, Texas.	Little Rock, Ark	Louisville Ky	Petershurg Va.	Raleich N Cr	Newherry, 8. 0	L'otal, old towns.		Cincinnatl, Ohio.	St. Louis, Mo	Charlotte, N. C	Rome, Ga	Atlanta, Ga	Griffin, Ga	Eufaula. Ala	Columbus, Miss.	Vickabulg, Miss.	Shreveport, La.	Palestine, T. Xas*	Dallas, Texas	Nashville Tenn	Menuplis, Tenn	Selling. Ala	Mantonning Ala	Macon (19*	Columbus Co	America Ga		TOWNS.		
104,001	100 01	25,330	21,000	1,500	1,001	16	17	1.263	400	41,348		286	4,013	1.716	344	5.4.14	930	24 8	755	1,116	1 ve	200	250	254	7.095	3.946	5.017	2,000		5 909	week.	This	Rec	WaaoW
~ • • • • • • •	1-0 070	72,391	64,089	3,9 0	1,466	113	05	1.8.14	688	22,06	00.00	2,397	0,771	2,989	458	8,268	1,114	0,406	1.694	1,867	1,973	330	1,317	5-7	11.409	128.8	200.01		8778	15 506	Sept.1,'84.	Since	Receipts.	Movement to Sept
00,000	77 200	23,204	19,936	1,200	54 -	12	42	1.075	400	CFC'2C	00 0 0	571	3,546	1,016	07	2,692	0690	2,122	503	559	23 -	200	614	661	3,731	2,295	3.404	1.654	3 150	4 690	week.	This	Shimm'la	September 25, 1885
i sostan	50 450	11,531	8,000	1.100	9-7	263	87	494		40,031	10001	2,497	2,612	008	341	5,321	202	628	536	1,246	2.6.7	*	394	5.57	8.227	3,756	4124	1.600	2.547	2.747	and maken	Sent 25	2	1885.
1 00.000	010 69	24,637	20,954	1.150	27.4	50	66	1.803	392	38,202		835	1,833	1,093	474	2,730	738	1,953	235	568	1,477	110	1,6-4	06	1.953	4.267	6.332	2.821	918.8	5 923	week.	This	Rec	Morem
101.001	121 007	56,053	47,047	4.817	471	95	00	3.01 6	532	F00'01.		2,126	2,548	1,327	502	3,174	1,0-6	Fr. 4 4 3	1	1.4:1	1,204	103	3.2-9	5.Q2	2:5-2	8.×53	14.3.5	6.×50	7 049	19.337	Sept.1, 83.	Since	Receipta.	Movement to September 26, 1884.
TIT'T	E1 E E E	20,380	17,204	1,141	57	12	-1-5-	1.491	392	30,/31		107	547	633	111	1,517	104	5,646	611	0 0 0	4 9	1 0	1,730	65	455	815.8	5,799	2.617	3 161	5 9 15	week.	This	Shinmits	ember 26
00,100		10.249	7,189	104	257	1.163	E 61	800	21	000,cz		2.418	2,616	500	446	1,103	4:5	400	1×2	4.4 -	1.273		566	-17	0.31%	2.241	33.3.	5.5	1020	600	or be no.	Stock		1884.

* This year's figures estimated. The above totals show that the old interior stocks have increased during the week 15,403 bales, and are to-night 15,015

1

bales more than at the same period last year. The receipts at the same towns have been 9,686 bales more than the same week last year, and since September 1 the receipts at all the towns are 33,973 bales more than for the same time in 1884.

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 anding	CLOSE	GLOSINO QUOTATIONS FOR MIDDLING COTTON ON-												
Sept. 23.	Salur.	Mon.	Tues.	Wednes.	Thurs.	Fri.								
Galveston New Orleans. Mobile Bavannah Charleston Wilmington Norfolk Boston	914 9516 9 9116 918 918 918 914	9 ³ 16 9 ³ 16 9 ¹ 16 9 ¹ 16 9 ¹ 0 9 ¹ 0 9 ¹ 0 9 ¹ 0 9 ¹ 0	938 94 916 916 916 9516 9516 9516	$\begin{array}{c} 9^{3}8 \\ 9^{1}4 \\ 9^{1}6 \\ 9^{1}18 \\ 9^{3}18 \\ 9^{3}16 \\ 9^{5}16 \\ 10^{1}4 \end{array}$	938 914 9516 916 916 9516 9516 104	936 94 9516 916 916 949 949 949 949 949 949 949 104								
Baltimore Philadelphia. Augusta Memphis St. Louis Cincinnati Louisville	95, 23, 1013 873 914 94 93, 10	9 ⁵ 8 10 ¹ 2 8 ⁷ 8 9 ¹ 4 9 ¹ 16 9 ³ 1 10	9 ⁵ 8 10 ¹ 8 9 9 ¹ 4 9 ¹ 4 9 ³ 4 10	956 1019 94 94 94 934 10	958 1049 944 944 944 944	958 1019 879 91,5 91,4 93,4 93,4								

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 some-times misleading, as they are made up more largely oue 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. **KECEIPTS FROM THE PLANTATIONS.**-The following table is

RECEIPTS FROM PLANTATIONS.

Week	Receip	ts at the	Ports.	St'k at 1	Interior	Towns.	Rec'pts	from P	lant' ns .
Ending-	1883.	1884.	1885.	1883.	1881.	1885.	1883.	1884.	1885,
July 10	11,024	8,454	2,862	68,782	31.041	28,711	3,139	872	
. 17	9,208	5,810	1,972	61,239	28,241	23,591	4,685	118	
·· 24	8,296	2,800	2,194	61,829	25,130	22.800	5,686		903
. 31	7.064	4,283	2,588	57,838	22,907	20.578	5,321	1,460	865
Aug. 7	0,708	2,265	2,038	53,208	20,433	21,255	5,026	589	2,715
** 14	10,905	2,893	3,125	52,016	18,366	20,066	9,115	831	1,938
" 21	11,865	2,885	4,402	50,596	18,599	19,244	9,575	1,098	8,580
. 23	22,971	4,914	11,695	50,309	18,342	20,173	22,754	4,857	12,624
Sept. 4	33,508	18,337	30,025	53,378	16,861	17,805	\$7,728	16,859	27,160
* 11	04.545	42,621	53,030	35,086	20,427	25,384	09,781	48,181	01,156
" 18	96,819	80,737	84,713	75,179	24,517	81,971	113,000	84,627	94,333
" 25			114.873	105.778	36,153	52,542	155,631	130,501	132,351

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, 1885, were 312,007 bales; in 1884 were 275,865 bales; in 1883 were 376,129 bales. 2.—That, although the receipts at the outports the past week were 114,873 bales, the actual movement from plantations was 132,351 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 130,301 bales and for 1883 they were 155 621 bales. 155.631 bales.

WEATHER REPORTS BY TELEGRAPH.-The equinoctial storm has passed over the South the pist week, and very heavy rains have fallen at many points, mainly in sections bordering on the Gulf and on the Atlantic. The rainfall at Galveston was nearly 10 inches, but the storm did not extend into the interior or do much harm in the State except near the coast. With these exceptions the crop situation appears to be unchanged, and picking is making good progress.

Galveston, Texas.-It rained tremendously on three days in the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached nine inches and ninety-two hundredths. The thermometer has averaged 77, ranging from 70 to 84.

Indianola, Texas .-- We have had hard rain (equinoctial storm) on three days of the week, the rainfall reaching five inches and seven hundredths. The rains did not extend into the interior, so no serious damage has been done. The thermometer has ranged from 71 to 86, averaging 76.

Palestine, Texas.-It has been showery on three days of the week, the rainfall reaching fifty-six hundredths of an inch. Picking is progressing finely. Average thermometer 75, highest 86, lowest 60.

Huntsville, Texas.-We have had rain on three days of the week, the rainfall reaching one iach and thirty-seven hundredths. Picklug has been partially interrupted by the rains. The thermometer has averaged 76, the highest being 88 and the lowest 64. *Lutling, Texas.*—We have had showers on two days of the week, the rainfall reaching twenty-five hundredths of an inch. Picking makes good progress. The thermometer has aver-ared 73 random from 69 to 90

Picking makes good progress. aged 73, ranging from 69 to 90.

Columbia, Teras.—It has rained on three days of the week (equinoctial storm), and much damage has been done. The rainfall reached seven inches and thirty-five hundredths. In The In

addition to the above the wet weather has given caterpillars a fresh impetus, and cotton has been completely stripped of all leaves and young boils. This is a terrible disppointment, and the crop will be very short in this county and Matagorda. Picking has been entirely suspended, and the roads are impas-sable. The thermometer has ranged from 62 to 87, averaging

sable. The thermometer has ranged from 62 to 84, averag-ing 75. Brenham, Texas.—We have had showers on three days of the week, the rainfall reaching twenty-nine hundredths of an inch. Picking is progressing finely. Average thermometer 77, highest 90 and lowest 64. Betton, Texas.—It has been showery on two days of the week, the rainfall reaching one inch and ninetcen hundredths. Picking progresses finely. The thermometer has averaged 76, the highest being 94 and the lowest 63. Weatherford, Texas.—There has been no rain all the week. The thermometer has averaged 73, ranging from 57 to 87. Daltas, Texas.—We have had no rain all the week. Pick-ing is progressing finely. The thermometer has ranged from 62 to 90, averaging 70. New Orleans, Louisiana.—It has rained on five days of the week, the rainfall reaching five inches and one hundredth. The thermometer has averaged 78. Shreveport, Louisiana.—Telegram not received. Columbus, Mississippi.—It has rained on one day of the week, the rainfall reaching one inch and ninety-six hun-dredths. The thermometer has ranged from 46 to 84, averag-ing 68.

ing 68.

Ing 68.
Leland, Mississippi.—Telegram not received.
Last week the weather was sultry, with rain on two days, the rainfall reaching one inch and twenty-five hundredths.
Average thermometer 70.9, highest 90 and lowest 67.
Little Rock, Arkansas.—The weather has been fair to cloudy on three days with light showers on two, the remainder of the week being clear with delightful days and cool nights.
The rainfall reached seven hundredths of an inch. Cotton is beginning to move quite freely. The thermometer has averaged 71, the highest being 83 and the lowest 52.
Hetena, Arkansas.—It has rained on one day and the remainder of the week has been pleasant. The rainfall reached eight hundredths of an inch. Crop accounts are less favorable. The thermometer has averaged 71, ranging from 54 to 88.

54 to 88.

54 to 88. Memphis, Tennessee.—It has rained on two days of the week, the rainfall reaching one inch and twenty-one hun-dredths. Picking and marketing continue to make good progress. The thermometer has ranged from 52 to 89, aver-aging 71. Last week we had showers on four days, the rain-fall reaching forty-nine hundredths of an inch. Picking and marketing were making fine progress. The thermometer

aging 71. Last week we had showers on four days, the rainfall reaching forty-nine hundredths of an inch. Picking and marketing were making fine progress. The thermometer ranged from 65.5 to 88, averaging 75.5.
Nashville, Tennessee.—We have had no rain all the week. Average thermometer 68, highest 83, lowest 46.
Mobile, Alabama.—We had rain on three days in the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and nine hundredths. Picking is progressing finely. The thermometer has averaged 75, the highest being 80 and the lowest 59.
Montgomery, Alabama.—Telegram not received. Selma, Alabama.—It has been showery on two days of the week, the rainfall reaching twelve hundredths of an inch. The thermometer has ranged from 65 to 81, averaging 74.
Auburn, Alabama.—It rained continuously on three days in the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and hinty-reight hundredths. It is claimed that much damage has been clear and bleasant. The rainfall reached one inch and thirty-eight hundredths. It is claimed that much damage has been clear and pleasant. The rainfall reached one inch and thirty-eight hundredths. It is claimed that much damage has been done. Picking has been interrupted by the rain. Average thermometer 76, highest 84.5, lowest 56.
Macon, Georgia.—It has rained severely on two days of the week, and it is claimed that considerable damage resulted therefrom. The rainfall reached three inches and forty hundredths. The thermometer has ranged from 60 to 88, averaging 71.
Savannah, Georgia.—We have had rain on five days of the

ing 71.

Savannah, Georgia.—We have had rain on five days of the week, quite light on two, the rainfall reaching three inches and eighty-three hundredths. Average thermometer 73, high-est 84 and lowest 62.

est 84 and lowest 62. Augusta, Georgia.—We had rain on four days in the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and thirty hundredths. Planters are marketing their crop freely. The thermometer has averaged 70, the highest being 87 and the lowest 54. Attanta, Georgia.—We have had rain on two days of the week, the rainfall reaching one inch and sixty-one hundredths. The thermometer averaged 67, ranging from 54 to 80. (therleston South Caroling —It has rained on five days of

Charleston, South Carolina.-It has rained on five days of the week, the rainfall reaching one inch and sixty-eight hun-dredths. The thermometer has ranged from 63 to \$1, averaging 73.

Stateburg, South Carolina—It has rained on four days of the week, on one of which heavily, and the rainfall reached two inches and eighty-three hundredths. The thermometer has averaged 67.9, the highest being 82 and the lowest 51.5. Wilson, North Carolina.—We have had rain on two days of the week, the rainfall reaching two inches and seventy-six hundredths. The thermometer has averaged 69, ranging from 48 to 84

48 to 84

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 21, 1885, and September 25, 1854.

the set of	Sejn. 2	*, OU.	Sept. 4	0, 01
New Orleans	10 14 0 3	Inch. 1 4 6 4	Feel. 12 3 0 0	Inch. 5 7 7 1 6
VioksburgAbove low-water-mark.	41	5	1 0	

New Orleans reported below high-water mark of 1871 unti 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.—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to Sept. 24.

BOMBAY RECEIPTS	AND SHIPMENTS FOR FOUR	YEARS.
Shipments this week.	Shipments since Jan. 1.	Receipts.
and the second s		maine la Olima

Icar	Great Bril'n	Conti- nent.	Total	Great Britain	Oonti- nent	Total	This Week.	Since Jan. 1
1885 1884 1883			3.000	194,000	463,000 613,000 792,000	632,000 1,107,000 1,237,000	3,000	992,000 1,548,000 1,556,000
1882				746,000	603,000	1,349,000	5,000	1,624,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 1,000 bales, and a decrease in shipments of 2,000 bales, and the shipments since January 1 show a decrease of 425,000 bales. The movement at Calcutta Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin. Kurrachee and Coconada.

	Shipme	nts for th	e week.	Shipments since January 1.					
	Oreat Britain.	Oonti- nent.	Totat.	Great Britain.	Oontinent.	Total.			
Oalcutta-				50.000	10.010				
1885 1884				59.000 82,500	18.030	77,000 125,2 h			
Madras	1.000		1.000	9.030		9.000			
1884 All othors—	1,000		1,000	41,000		44 0 10			
1885	3,000	3,000	6,030	41,0 0	42,000	86,000			
1884	5,000		5,000	35.900	20.000	55.900			
Total all- 1885	4 000	3.000	7,000	112.000	60.000	172.000			
1984	6,000		6,0)0	162,400	62,700	225,100			

The above totals for the week show that the movement from the ports other than Bombay is 1,000 bales more than same week last year. For the whole of India, therefore, the total hipments since January 1, 1885, and for the corresponding periods of the two previous years, are as follows:

	EXPORT	8 TO EURO	PE FROM	I ALL INDI	д.		
Shioments	18	885.	18	88 4	1883.		
from-	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
Bombay All other ports.	1,000 7,000			1,107,000 225,100		1,237,000 154,000	
Total	8,000	854,000	9,000	1,332,100	12,000	1,391,0)0	

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

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrange-ments we have made with Messrs. Davies, 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 erresponding week of the previous two years.

Alexandria, Egypt, September 23	1885.	1884.	1883
Beceipts (cantare*)- Thie week Since Sept. I	11,000 20.000	7,000	15,000 22.000
_	This Since week. Sept. 1.	This Since week. Sept. 1.	This Since week. Sept.
To Liverpeol To Continent	1,000 2,000 1,000 1,000 1,000 3,000	$\begin{array}{c c} 1,000 & 1,000 \\ 1,000 & 1,000 \\ \hline 2.000 & 2.000 \end{array}$	1,000 1,000

A cantar is 98 lbs.

This statement shows that the receipts for the week ending Sept. 23 were 11,000 cantars and the shipments to all Europe 1,000 bales.

MANCHESTER MARKET.—Ourrepois eceived from Manchester to-night states that the market is firm. We give the prices for to-day below, and leave previous weeks' prices for comparison.

		1885.		1884.						
	82s Oop. . Twist.	84 lbs. Shirtings.	Ooll'n Mid. Upt is	32s Oop. Iwisi.	84 lbs. Shirtings.	Oott'n Mid. Uplds				
44 21 44 21 44 28 30pt. 4 44 11 44 18	319 08916 83100856 83160856 83160859	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} \mathbf{d},\\ 59_{16}\\ 512\\ 59_{16}\\ 59_{16}\\ 57_{1$	89160 919 89160 919 812 0 911 89160 919 89160 918 89160 918	5 8 ¹ 3 77 1 ¹ 3 5 8 ¹ 8 77 1 ¹ 3 5 8 ¹ 8 77 1 ¹ 3 5 8 ¹ 2 77 1 ¹ 3 5 7 ¹ 2 77 0 ¹ 3 7 ¹ 2 77 0 ¹ 3	$ \begin{array}{c} 6^{1} 6^{3} 16 \\ 6^{1} 16 \\ 6^{1} 6^{1} 16 \\ 6^{1} 8 \\ 6^{3} 16 \\ 6^{$				

• 1	WEATH													
	fall and previous													
	The figure	es ar	e fro	m th	ie re	cord	s of t	'ie S	igna	l Ser	vice	Bure	eau,	
	except at points the											at t	hose	
			May		11	June			July			ugus		
	Rainfall.	1885.	4	1883.	1885		1883.	1885.		1883.	1885.			
1	VIROINIA. Norfolk		1.05	4.00	3.48	Di AR	8.50	0.00	Ph00	0.07	0.00	0.05	0.01	
	Rainfall,In Days rain N. CAR'NA	20	1.25	9	8	8 8.45	8.52 18	8 [.] 22 13	7.06	9.87 16	2.39 10	2.95 10	2.91 9	
•	N. CAR'NA. Wilmingt'n Rainfall,in Days rain	8·58	3·7) 8	4.79	8.21	7.94	10·84	4·04 15	8·29 18	4·71 13	5.87 15	9.59 12	5·19 14	
	Weldon Rainfall.in		1	1:80	3.25			3.86		2.91	1·32 12	1.86	2.94	
,	Days rain . Kitty Hawk- Rsinfall,in	8.70	1.75	7.70	9.81		6.57	0.94	10.76	3.98	3.43	5 8.58	6 12:39	
	Days rain Charlotte— Rainfall,in	16 0.47	9 4'84	15 1.39	10 3·48	9.47		8 0.31	17	10 5*28	11 4.01	12 2.08	16 2.00	
	Days rain Wilson- Rainfall, In	1	13	8 0.00	11 2'77	18	11 8.93	10	11	10 5.61	10	9	10 4·42	
	Days rain Fayetteville- Rainfall.in	13		7 6.00	8 2.82		9 11.25	9 8·70	••••	15 5.38	5	····· 7·25	7	
1	Days rain S. CAROL'A	11	8	8	9	13	12	9	14	7	5	8	8	
1	Charleston- Rainfall,in Days rain	2·20 10	2·18 5	8·02 10	5.90 12	8·25 15	2.88 10	7·49 13	0.52 13	8·93 14	19·18 18	8·12 16	10 [.] 05 11	
	Pacolet"- Rainfall,in Days rain	0.14 16	2·30 10		3.44 13	8·95 16	2.89 9	1·22 0			2.09 12	1.61	1.68	
	Columbia Rainfall,in Days rain.				4·53			4·83 8			1.87			
	Stateburg- Rainfalt,in Days rain	4.34	3.97 9	3·99 8	3·22 10		4·14 10	5.67 11	1.70 10	1.88 10	2·70 12	3·20	2.41	
	GEORGIA.		_											
	Rainfall,in Days rain Atlanta.—	5.80 11	3·21 11	2·47 7	2.80 11	14	5.85 15	3.69	3.25 12	$\frac{2.21}{10}$	3·33 ,10	4·36 8	2.18 12	
	Rainfall,ln	8·12 15	1·33 13	$\frac{1.52}{5}$	4·83 9	10.73 21	2:34 7	4.02 18	2·42 9	1.04	0.91 8	2.06 12	2·59 7	
	Savannah Rainfall,in . Days rain	3.98 13	1.22 8	5·22 8	8·11 11	9·37 19	5·93 15	7•38 13	3.0S 13	4·56 15	14·38 15	8.41 15	9·28 13	
	Columbus Rainfall,in Days rain	0.80 9	1·26 3	3.20 0	5.09 5	6.84 11	5·56 9	4·33 4	9'41 15	8·27 4	8·89 9	1·30 2	3'36 6	
ł	Macon.§ – Rainfall,in Days rain	0.09 10	2.65 S	1.47	4.00 8	9·10 10	4.85 12	3·04 7	2.92 12	2.31	7*24 9	1.54	4'00 8	
	Rome.— Rainfall.in Days rain Forsyth.—	$\frac{5.90}{11}$	2.22	1.20	3·85 10	5.50 14	2.48 8	2.75 10	2.53	0.87	1.17	1.72	7·80 7	
	Borsyth.— Rainfall,ln Days rain	8·47 13	1.72 0	3.07	4.61 9	6·73 17	4.61	4.04	2·84 14	2:44 8	5:38 10	4.19	5'94 10	
	FLORIDA. Jacksonville- Rainfali, in	7.74	5.45	3.10	8.09	6.89	7.05	7.18	0.02	8'38	7.56	5.21	7.63	
	Days rain Cedar Keys Rsinfall,in	14 9.48	10	8	17	18	19	16	16	13	18	22	17	
	Archer-	10	8	1.67	10.98 15	8.68 11	11	0.17 10	8.02 16	5.09 10	10.09 18	8·11 17	3.37	
	Rainfall,in Days rain Madison—	8.69 11	4·72 10		22	11.88	5.97 10	5.91 15	8·33 19	8·55 14	10·23 16	5·95 13	8.61 13	
Į	Rainfall,in Days rain Sanford—	4·22 8	1.55 5		8·25 10	8.35 10		8.60 12	4·70 13					
	Rainfall,in Days rain Tallahassee-	4.90 13	••••		5·89 17	9 [.] 57 21	••••	5·52 18	5°57 10		8.75	22 22	••••	
I	Raiofall,in Days rain ALABAMA.	4·70 8	••••			••••		8·55 10			9.87 12		••••	
	Montgom'y Rainfall,in	8.93	1.18	2.82	4.32	10.28	5.02	7.54	2.80	0.87	3.03	8.05	2.08	
	Days raio Mobile.— Rainfall,in	13 3·27	19 8·49	9 8.51	10 4·18	20 7.C1	17 9:43	22 3.81	11 4.96	8 9·31	18 8·07	11 1·26	1 0 5.89	
	Days rain Tuscaloosat- Bainfall,in	11 8.91	12 1:18	8	14 3.00	18 7°57	19 4·10		13 12:02	0 2·91	20 1.56	6 1.04	9 8:93	
	Days rain Selma- Rainfall,in	11 4.15	5 1.27	5	7 1·39	12 8.03	7 4.19	11 5.80	10	13 2·24	9 2.07	S 1.95	10 2.98 7	
	Days rain Auburn- Rainfall,in	11	4	4 2.03	10 3.30	13 11.52	5	0 8·92	12	8	10	4 2 31	7	
	Days rain LOUIS'ANA	14	6	3	11	15	13	15	14		11	8		
ł	New Orleans- Rainfall, in Days rain	5.77	$\frac{4.33}{18}$	5·41 10	3·30 13	8.00 20	12·05 21	8·15 20	4·12 13	9·93 15	4·25 18	0.87	4·12 11	
	Shreveport Rainfall.in Days min	3·30 9	11.47	1.40	5.77	4.23	5·70	4·89 12	0.08 B	0.22	0.92	1.89	0*72 4	
L	Rainfall,in Days rain	8·12 7	14.03	4.96	5·34 0	2·50	5·35 19	5.21	2.85	1.97	7.37	1.75	0.43	
	Rainfall,in Days rain.	2.97			3.86 9			4.83			5:30 5			
	LibertyHill- Rainfall.in Days rain	2.90			5.84 S			4·41 8			2.79			
	MISSIS'Pl.		1	9-0-		i	Ű,							
	Rainfall,in Days rain Vicksburg	6·32 9	1.93	3.97 5	4*38 9	0.48 10 9.14	2.60	8	10	0	3·20 2	1	5*03 6	
	Brookhaven-	+	13	2.18	2·90 10	8·14 11	4.08	16	8	9.01 12	8	8	1.86 S	
	Rainfall,in Days rain	1·15 9	8·90 9	9°15 5	8·10 8	4·55 11	7.70	8·20 19	3	2·75 13	12	6	2*50 S	
	Rainfall.in Days rain Leland—	5	9.	•••••	2·10 5	0·20 11		5	2·60 4		3		••••	
	Rainfall,in Days rain	2·30						3·75 9			1·21 5			

ARK'NSAS. Little Rock.--Rainfall,in Days rain.. Mount Ida--Raiofall,io Days rain.. 5.35 10.25 10.30 11 9 9 7·30 2.25 1.90 0°40 Ø 5·30 8.10 1.90 1.05 5.80 * Figures prior to February, 18%, are for Spartanburg.
 § Figures for 1885
 are for Milledgeville.
 4 Figures prior to Sept., 18%, are for Greene Spriogs.
 4 Station destroyed by fire April 21, 18%.

2·24 3·00 8 10

9·99 7·05 8 15

3·94 10 3·81 10 0.98 8 4.53 8 4.87 12 2·17 8 4.11 2.07 SEPTEMBER 26, 1885.]

THE CHRONICLE.

Management of the local division of the loca									_	-							_								
1		May.	1	J	ипе.	11	J	uly.	H	A	qual.	1	Thermometer		May.	ł		June.			July.	1	A	signant.	
Rainfall.	1445.	1941, 1	383.	1885. 1		BHR I	1845.11		849.	855, 1	-	PHH.		1855.	1891.]	1458.	1885.	[894.]	1898.	1845.]	1981.]	Insent.	1685.		1848.
termine any second seco									-				ALAUAMA	-							!				
Rainfall,In,		6 20		2.76	2.28		0.78	4.85		2.07	ení.		Mmtoom'y-							_	-				
Fort Smith -	10	10		11	10		n	10		0			Highest	48.8	98°I 5474	918	02.5	911	18.7	63.0 61.1	81.8	93.0	第5:4	97.1	545-65
Ralnfall, in	2.50	8.70	!										Average	70.1	71.0	70 0	79.8	75.0	79.2	80.3	81'0	824	61.0 79-7	#2"2 78.4	65 0 50 d
Days rain TENNES'E.	11	8	••••	15	0		8	8		10	0		llighest	86.4	12.7	98·5	03.0	0.00	00.2	04.0	05.0	101.0	91.2	95.9	99.4
Noshville -				1					1				Averuge	52.6	577	47.8	13.0	11.7 77.8.	70.0	66.0	69.5	71.0	(1150)	610	1345-13
Rainfall,in Days rain	4.36	9.28 11	4.79	18	8.63	8.70	19	3.18	4.81	1.05	9-81	4.39	Tuncalounit-			72.0	79.6	1	81.8	79.7	80.1	83.0	79.0	28.2	88.0
Memphis						1		-					Lowest	83.0 47.0	69.0 69.0	40.0	90.0 62.0	92.0	94.0 62.0	91.0	95.0	102-01	95.0		1000
Rainfall,in Days rain	3.02	6.40	0.55	1.58	7.27	4·92	4.80	2.38	14	1.70	1.27	1.82	Average	70.1	71.3	08.3	73.1	73.0	78-2	88.1	84.0	82.8	75'8	64.0	80.8
Ashwood- Rainfall,in			5.10	-		1.50							Seima- Highest	83.0	80.0	88.0	81.0	87.0	92.0	95.0	98.0	04.01	9:1.0	90.0	93.0
Days raib	11	7	7	4·10 9	10	9	3.00	7.00	730	8.60	1.70	8 8	Lowest	4.3.0	47.0	40.0	0.5.0	59.0	55.0	86.0	66-1	6.1.0	70.0	61.0	0.80
Austin- Rainfall,in	4.73	3.47	3.111	2.03	4.24	0.52	4'50	9.62	8-85	0.02	8.20	8-55	duburn-		70.0	00.00	78.0	73.0	75.0	82.2	75.1	80.0	80.0	73.0	78.0
Days raio	7	6	7	9	14	10	8	12	9	5	4	4	llighest	83.0	92 0 57 0	86.0	00.0	89 al	02 ^{.0} 61 ^{.0}	92.0 69.5	89.0		91.0 62.0	93.0	
TEXAS. Galveston			1					_			_		Average	68.0		69-5	75.0	71.0	75.0	78.0	78.0		77.3	77.0	
Rainfall, in		8.12	0.01	8.28		1.01	2.30	1.16	1.38	1.74	1.77	1.03	LOUIS'NA. N. Orleans										0.00		
Days rain Indianola.—	10	13	10	0	10	11	0	D	9	7	7	10	llighest	87.0	86.2	89.0	91.7	00.0	8.16	92.5	94 7	91.1	93.2	93.4	.08.5
, Rainfall,io Days rain	5.27	7.91	8.56	0'21	7.56	1.73	2.08	0.33	0.61			0.33	Average	60.0	61·7 76·4	74.8	71.6	635	80.7	74.5	71.4	74'5	09°3 80°4	05.5	71.9
Palestine-	-		- 11	-	-		-		10	7	12	6	Shrevepart	02.0	0.00	91.8	07.8	09.0	99.4	99.7				1	
Rainfail, in Days rain.,	11	17.25	8.85	2.07	2.85	0.33	°0·33	0.06	1.28		0.60	0.86	Lowest	52'8	57.0	49.0	03.7	63.0	63.7	89.5	71.5	71.0	100.7	61.0	63 8
Fort Elliot-			- 1				Ŭ.					-	Gr'd Coteau-	71.2	71.0	73.4	81.1	70.4	81.0	82.7	86.5	83.0	81.8	8:0	81.8
Days rain	7.23	8.50	4·56 5	9.82	0.86	1.66		1.29	2.87		5.60	6·50 12	Highest	87.7	82.2	89.0	92.1	96-2	93.0	93.0	97.0	92.0	96.9	96.1	92-0
Ralofall,10	9.02	3.29			0.011	1	1.32	0.82	- 11	0.51	0.62		Average	74.7		59·0 73 6	81.6	65°5 60°8	6%r0 77'1	69.0 83.7	07·7 85·1	82.8	82.0	81.3	
Days rain	13	8		9	7		8	8		0	6		Pt. Pleasant- Ilighest	86.0			03.0	-		96.0					
Austin- Raiofall,15	8.40	7.85		0.63	1.40		1.68	0.00		1.60	0.01		Lowest	55.0			67.0			67.0			83.0		
Days rain!	13	11 1		3 (-4 L		10	0		8	51		Liberty Hill-	70'2		• • • •	83.9		•••	81.0			79.5		
* Observatio	ons ti	skan 0	nelev	ren da;	ys onl	y							Lowest	80.0			91.0			93.0			91.0		
Thermomstie		May.	!	d	Tune.			July.	[[A	ugust.		Average	78.7			80.3			710			83-9		
	1885.	1884.	1883.	1885. I	384. 1	883.	1885.	[894.]]	1883,	1885.	1891.]1	883.	MISSISS'PI. Oolumbus								-				
VIRGINIA.													Ilighest	94.0			93.0		101.0	98.0	98.0	107.0,	100.0	95.0	101.0
Norfolk 11 ghest	81.4	91.1	89.0	98.9	92.5	93.8	98.8	93.8	08.2	01.3	92.4	91.5	Lowest Average	41.0	51·0 70·0		64.6 80.6	58.0 78.0	57.0	60.0 51.0	62.0	61.11	57.0	58.0	60 0
Lowest	46.8	52.9	41.6	55.8	53-0	59·5 70·9	69·4 80·5	61.4	64.5		61.6	81.8	Vicksburg 11ighest		87 8	91.0	. 93.2	97.2	95.2	08.7	99.7				
N. CAR'LA.			000	140	10 4	10 0	000	11.2	190		10.0	70.2	Lowest	+	57'3	47.0	0.1.8	62.	61.6.	61'4	7:12	96.6	07.2	975	62.0
Wilmington-	87.0	88.6	81.0	93.0	80.7	93.0	91.0	91.0	97.0	93.5	00.0	96.5	Average Brookhaven-	+	71.8		80.8	77.2	60.0	80.8	82.9	81.8	79.0	79.2	80.3
Lowest	51.3	51.2	450	548	51.6	02.0	62.2	07.0	05.2	60.09	03.3	0.20	Highest Lowest	87·0	87.0	80.0	95.0 56.6	00°0	92·0 63·0	0.09 80.0		89.0	04.0		102.0
Average Weldon	70-1	71.5	69.0			77.2	80 7	78.7	81.2	79.7	76.0	78.9	Average Greenville-	69.0			78.0			78.0		19.0' 73.0	63·0 73 0		70.0 S2 0
Highest	80°C 45°0	93·0 50·0	91·0 41·0			93·0	109·0	97.0 1	02·0	98.0 58.0	92.0	96·0 51·0	llighest	87.0			91.0	93.0		96.0	0.66		91.0	90.0	
Average Kitty Hawk-		68.7	78.9	75.0		70.6	80.2	78.8	79.8	77.5	75.4	75.5	Average	40 0			70.0	67.0		87.0	72.0]	184.6	82.2	
Highest	86.0		86.2	96.3		91-0	97-7	98-7	89.5	91.7	93.7	90.5	Leland- Highest	88.0	-				_	01.0	\$			0000	4
Lowest	46.1		47.0			59.0 75.0	66·1 80·3	61.3	61.0	62·7 77·8	63.6	03.9	Lowest	45.0						60.0			60°0		
Charlotte- Highest	87.0	1	85.3			93.6	95.0	93-4	97.5	03.5		91.0	Average ARKANS'3	59.1		•••			••••	81.0			79.5		
Lowest	43.5	46.6	40.5	53.2	51.5	60.0	56.1	67.8	61.2	72.0	91.5	60.2	Little Rock										1		
Average Wilson-			68.4	75.0	797	77-2	78.2	77.2	80.2	78.9	75.0	78.9	Ilighest	87.0 45.0			92.0 59.0	93.0 57.0	97.6	96.0			03.0		
Highes*	88.0		80.0 57.0	92·0 60·0		92·0	03·0 58 0		08·0 64·5	98 0 55 0		91·0 63·8	Average Yount Ida	67.0	870	06.0	77.0	70.0	77.0	83.0			80.0		
Average Fayetteville	70.4		69.0	78.8		70.8	83.0		80.0	80.2		76.9	Highest	84.0			91.0	91.0	91.0		100.0		82.0	103.0	90.0
Highest	89.0		86.0	94.0	83.0	00.0	93.0	93.0	95.0	95.0	92.0	03.0	Lowest Average	36.0		41.0	56.0	50°C 75°S	550	67·0			50.0 73.3		50.0
Lowest	51.0		53.0	61.0 78.5	51-0	62·0	6 3 0 85 1	06·0 81·1	68.6 82.0	59'0 77'8	66.0 75.8	01.0 79.4	Helena- Highest	89.0	81.0		93.0	91.(940	98.0		03.0		
S. CAROL'A		1										10 1	Average	46.0	51.0		650	61·L 75·5		68.0	69.0		61.0	60.0	
Charleston	90.2	81.3	91.0	99.4	89-1	89.0	91.5	95.0	101.0	93.2	90.8	96 6	Fort Smith-	67.5		••••	79.0		••••	51.0	1		81.0	83.0	
Lowest	90·2 54·0 78·7	60·5 74·8	490	64.0	53.2	01.8	0.00	69·2 82·2	73.0	07.5	07.6)	65.0	Highest	86.9		****	93.0 01.9	99.5 510		99°0 63'8	101 5 65 4	1	975		
Pacalet'-				79.5			81.8		89.4	60.6	78.9	79.0	Average	65.6			75.5						77.2		·***
Highest	73°1	86.0	88.0 48.0	89·9 04·9	87.0 51.0	90·0 51·0	83.1 67.1	02.0	100.0	84.9 65.3	66.0 58.0	98.0	TENNES'E. Nashville											-	1 al 4
Average Columbia-	67.5	63.3	68.7	75.5	09.9	75.0	28.8	70.9	81.0	78.5	77.0	70.0	Highest Lowest	85.2	87.9		92.1	02.0				03.8	96.1	31.3	94.8
IIIghest				88.0			96.0			93.0			Average	65.2	08.3	42.4	60·2 75·4	58·3 73·1	51.9	78.5	43.8 73.1	61.1			
Lowest Average				62.0			64.0 80.0]	66.0 79-0		****	Memphis	90.2	86-8	87.0	95.7	96.0	93.0	96.9	98.5	970	93.2	97.0	oie
Stateburg	89.0	88.0	85.0	93.0	89.0	93.0	93.0	93.0	98.0	93.0	01.0	95.0	Average				610	50·0 73·5	57.0	61.0	701	61.0		0.5.0	61.5
Lowest Average	48.0	53.0	46 0	58.0	53.0	63.0	590	64.0	68.0	64.0	66.0	60.0	Ashwood	1	1						1		F2 .		
GEORGIA.	00 8	111	09-1	10 4	72.4	70.9	73.3	78.5	79.9	78:2	70.2	77.7	Lowest	86.0	1 52.0	40.0	0.96 0 59	580	94·0 52 0	1 56.0	81.0		98.0	99.0	
Augusta	01.0	000		0000	00.0	07.0	1010	0.00	100.0	00.4			Avarage	. 87.0	08.8	64.5	79.0	74.0	77.0	83.0	79.6	78.8			
Lowest	91.9 47 0	54.3	91.0 43.0 70.3	99°0 61°8 77°8	92.0 57.5	95·0 84·3	101.4	03.9	100·0 71·7 83·4	991 687	93·8 64·6	63.0	Highest.	840		86.0	91.0 59.0	93.0	92 0			93.0	93.0	95.0	0.86.
Average Atlanta	70 0	2			74.5	79.0	80.2		83.4	79.2	79.1	76.8	Lowest Average	. 37°0		860			140	78.9) H2-6 3 77-6	59.0	62.9	58.0	56.6
Highest	83.0		87·0 40·0	90°2 56°8	89·0 57·0	91.0 64.0	91·2 59·0	90'4 65'4	95°6 02°0	91·0	89.0	92.0 92.0	TEXAS. Galveston	100	-						1				1
Average Savannah	06.1	70.9	60.2	70.4	70.8	76.0	78.2	78.0		78.7	75.1	77.4	Highest	. 87		850	0 ? 0	97.6							95.0
Highest	90.0		91.0	95.0	91.0	97.0	95.2	96.0	99.5	94.0	92.5	95.0	Lowest Average		591	7 61.0	73.4	81.5	85.8 67.2	75.6					5 540
Lowest	54.5	58.0	51.0	64.0	58.5	65.0 81.2	65.4	69.5 82.4	72.0	69·0 81·1	69.0 78.7	65.2	Indianola Highest	. 011		91.0	11		1	1	1		1		
Average Columbus Highest	86.0								-				Lowest	. 54%	3 56-0	62.9	71.8	87.9	0. 09.1	1 713	3 763	1 7.57	72-5	721	1 734
Lowest	50.0	80·0 53·0	91·0 41·0	90·0 07·0	83·0	96-0 72-0	94°0 68°0	72.0	97°0 72°0 84°0	90.0 65.0	96·0 63·0	95.0 71.0	Average Palestine	1	1			1	1	1		82.2	83.8	811	1
Average Macon+		1	72.0	80.0	75.0	81.0	80.0	80.0	84.0	75.0	80.0	81.0	Lowest	. 87.	4 81.9 1 52 6	0) 90 0 3 5] 5	91.0	92.0 60.4	0 95 0 95 0					1.7.8	97°0 63 0
Highest Lowest	90°0	92.0	83.0	910	91.0	93.0	06·J	93-0	98.0	91.0	91·0	91.0	Average	. 69.	4 09:	51.5	78.4	77.8		901	83.4				1-S11
Average	69.6	51.0	40·0 69·0	78.2	56'0 71'0	62.0 78.0	80.0	67.0 82.0		65°0 79'8	63.0 77.0	03.0	Fort Elliot- llighest	. 82				03.0	0.69		. 09 1	1 90-1		100.8	8, 05-0
Rome Highest	85-0	61.0	88.0	93.0	93.0	91.0	93.0	910	99.0	93.0	93.0	93.0	Lowest Average.		0 36-6 3 61-1	5 89°0 5 63°0		5:3*2	480	1	47 9 41	\$ 541			590
Lowest Average	4.5 (51.0	12.0	66.6	50.0	64 0	58.6	63.0	61.0	83.0	59.0	58.0	Cleburne-		1	1	03.0	-		11 .	1	1	11 08-0		1
Forsyth		1				77.0	78 0			86.0			Lowest	. 46	0 374		62.0	53.6	3	03.0	0, 72 (0]	1 58.0) 56 (0
Lowest	520	0 69.0	45.0	92·0 64·0	13.0	97.0 69.6	91.0			95·0 64·0	68.0		Average Austin-		1	-	1	1	1	81.	1 81		83.		3
Average			70.8	73.6	71.2	79.6	80.8		83.8	78'2	70.5		Lowest .	- 80 53			67-3-8			93			08:		
FLORIDA. Jacksonvüle.		1	1	1000			-	-		1			Average.		3 73.1	j		82		52		8	81 6		
Highest		4 93.7 5 62.3 7 76.3	89·5 51·0	95.8	91.6	95·0 65·0	91.8	03.9	996 615	91.1	03.5		4 121	a med-		0.01	991		0			<u> </u>			
Average	1 13	7 78.	73.8	87.8	78.9	80.8			81.1	70.2	79.8	71.0	+ Figure + Station							ue Spi	rings.				5 0
Cedar Keys 1lighest	. 83	s 20°0	1 87.0		91.0		81.8	91.0	03.5	91.0		93.0													
Lowest Average			5 50·0) 73·1	83.8	62 0 78.3	1 79.8	71.0	, 70.0	69.4	70.2	09.8	72.0	The fo					acc	ompa	any	the	mon	th's	wea	ther
Archer- Illghest				82.0				1	1		1		reports fo	or A	ugu	st, 18	85:								
Lowest	68	6 61.0	<u>]</u>	1 70.9	03.0	70.0	71.0	0 A1.0	91.0	91.0 70.0	90.0 71.0	52.0	Weldon.	N. 0.	-Cr.	อการณ	e ent	sho	t hy	drom	ght.				
Average Madison-			3	82.7		79.0	75.8	8 80.8	83.3	79.1	79.5	31.2	Function	ille.	V. C	-I 3611	SOTT	to a	tate l	th at i	the di	rough	: of .	ngus	it has
Ilighest	. 88			103 0			100.0		2				very great not yield	HI DE	tha	1 01	e-hall	. Y	at se	e we	had	rain	n the	2d	slight
Averaze Sanford-	. 73			S1.0				82.7					Train 01 1	U * 13	ະພ . ເ	1621 4 1	nen	191,-	ary 1	VGIII	147 H	11 nea	r the	1.151 (01 100
Highest	. 93			96.5			91	7 97.4	l	91-1	01.6		that, 2 % i	ncho	I'ell	on th	0 211	I Ant	130:1	1.					
Lowest	. 73	2		1 188.0		li		0, 697	21) 70.		Uharlesi	Int, S	: O	-A 88'	rere d	cyclo	10 p	ased	alon	g the	Care	olina	coast
Tallahassee.	88			1			1	1	1	11 .0	1000		On August Pacolel,	C 11	102	SLO3	6 61 (III)	ege	10,00.	i isla	1111 C(nion	un i te	o rice	fa

.... 92 0 73 0 81 0

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···· ··· 91.5 ···· 71.6 ···· 83.0 on August 25, doing great d un ge to Sea Island collou nn i to riee. Pacolel, S. U.-Thero lits never been a more disistrons drought than that of the present year. The effects of which on crops have only become patent during this month (August). Commencing just as collen and corn were beginning to fruit, the drought continued anill the 35th August. Cotton will be something less than hill a crop; the mostja or able view places it at 45 per cent of an average.

* Figures prior to February, 1885, are for Spartanburg. + Figures for 1885 are for Milledgeville.

....

Lowest 63.0 Average... 75.5 363

364
Stateburg, S. C.—The very hot sun, attended by deficiency of rain— the wers being too light to do any good, during the first three weeks of August-stopped the growth of cotton and ensed it to shed badly. Now the enterpillars are rapidly spreading in all directions, so that many plants is fear they will suffer a loss of at least one-third of the cotten they expected a month ugo to make.
Cotambus, Ga.—Since our last report to you the orop has failed rapidly: rust and enterpillars reported everywhere, and doing consider-able damage. From what we can gather, and our information extends in all directions nound us, the crop in this section is no better than last year, notwithstanding our flattering prospects of a month sgo. To quote the farmers, 'we have never seen a crop fall so rapidly."
Forsyth, Ga.—Cotton doing well. Some complaints of exterpilars, but they neot farted seriously. Season has been quite favorable through the nonth.
Aneroport, La.—A hare yield of cotton is expected this year from this section of the country.
Grand Cotten, La.—Cotton and cane crops in this whole neighborhood remarkably good. Lato rains have interfered somewhat with cotton picking.
Metand. Miss.—The propracted drought continues its ravages upon the adjacent territory is ruined by drought. Some put their damage at 50 per cent, but that is not so. I chaim a cotton crop is not fluiched until the money is spent. Wet weather might destroy mearly all the erop.
Mashell, Crom.—A severe drought prevails in this section, only 1-64 ing contains can do no good.
Ashell, end.—Conton doing well during this hot and dry weather.
Change and having failen since failure: farmers cannot plough, as the round is too hard and dry.
Metand, Miss.—The prop has materially receded during the indust, and in crops and rains can do no good.
Catter the during this hot and dry weather.
Change of the having failen since failure: farmers cannot plough, as the ground is to hard an

EGYPTIAN COTTON CROP.-We have received this week from our Alexandria correspondent the following interesting letter, giving the condition of cotton there on the 31st of August. Last Saturday a cable dispatch was published by the daily press reporting serious disaster to the crop, saying that "rainy weather, fogs and cold have reduced the expected "yield 50 per cent." An inquiry by cable was made by one of our merchants respecting the accuracy of this dispatch and the reply received, which has been sent us, was "crop "slightly damaged; we estimate crop about 3,500,000 cantars; "quality deficient as compared with last year." Taken together these dispatches seem to indicate that some harm has been done the plant since the letter below was written. The situation, however, the last of August is pretty clearly stated in the following.

ALEXANDRIA, August 31, 1835.

Messre, WILLIAM B. DANA & CO .: SIRS.-Since my last the weather has kept extremely damp, conse-quently favorable for the development of the cotton plant. The prospects of harvest are still very satisfactory; however, the opinion that we shall not have more than 3,900,000 or 4,000,000 cautars maximum is confirmed and is general.

The Nile is still high, but the abundance of water is no longer of importance for the maintenance of the plant, it having no need for more; If the increase of the Nils was watched now it would be from fear of an innundation. this fear hitherto has been but slight this year, the dikes baving been everywhere very well taken care of, and the Nile, although having riscn rapidly, has not gone above the lovel of 1883; in fact, it is even lower than in 1883 and at the level of 1832. Hence there has been nothing to fear on that score.

It is confirmed that the crop is at least n week in advance of last year's; and the reason why we have not had more important arrivals during the last two weeks of August is entirely because of the course of prices.

There has been during lato months almost a panlo in the villages among the small Greek merchants who usually have advanced money to the fellahs for the crop planted; the greater part are nearly ruined, and the dcoline in prices in Alexandria and in Liverpool has exceeded all their expectations. Now this last summer these Greeks have gener-ally held back, and very few advances have been made to the fellahs. The government has telt the effect of this, the taxes for June and July heing much in arrears, particularly in the province of Garbieh. It fol lows that while to other seasons the fellah suffered relatively little from the decline in prices (bis cotton having already heen sold in June and July) this senson he alone will suffer the loss.

The general tone of the market in Liverpool last week has had the effect of delaying the harvest, and I anticipate (if the Liverpool market does not improve, which seems very improbable) arrivals in September will be less important than one had reason to expect.

A small invoice of cotton was sent last week from Fayoum which was sold for \$.050—that is \$275 less than last year—this has had the effect of a cold shower-bath on the agriculturists, who had hoped for \$11 50 or \$11 75, and although the harvests had already begun they were stopped short in expectation of better prices. The little cotton that had been gathered was stored.

At Zagazig a small purchase was made at \$11 25 which was sold here at \$11, which is \$3 lower than in 1884. This shows whether the poor Greek merchants have reason to be hard pressed or not. Yours faithfully,

These prices are per cantar and stated in Egyptian dollars or tallari, which is a coin within a trifle of the same value as our dollar.

EAST INDIA CROP PROSPECTS .- From Bombay to-day our cable advices state that crop accounts continue good.

EAST INDIA CROP .- The following is from the Bombay Prices Current of August 18:

Prices Current of August 18: "From the Chambor of Commerce telegraphic summary of the district erop and weather reports published to-day, it appears that with the exception of Kattiwarenough rain for the present has fallen every where and fine weather is generally wanted. Ic all probability the heavy rainfall of the past few days will be followed by an interval of fine weather, but in any case a slight excess of molsture just now will not do much harm, and the position of the crop may therefore he regarded as exceptionally promising. "CROP REPORTS. "Agra.-Cotton plants want fine weather. "Cawnpore.-Cotton plants want fine weather. "Cawnpore.-Cotton plants could scarcely look better. Food grains doing well. "Kangaum.-Cotton plants flourishing and in flower.

Amraot.-Cotton plants could scaledy took better tood grains doing well.
 Khanggaum.-Cotton plants flourishing.
 Hubil.-Where sown, food grains doing well. Almost no rain in Eastern and Northern districts.
 Dhulia.-Cotton plants want fine weather.
 Julgaum.-Cotton plants want fine weather. Food grains doing well.

well Broach .- Cotton planis look well, but fine weather wanted for "Boundary Cotton plants flourishing. "Wndwan.-Cotton plants flourishing. "Veraugaum.-Cotton sowing making good progress. "Dholiera.-Cotton sowing making good progress. "Bhownugger.- Crop prospects generally good."

ARKANSAS COTTON CROP,-A dispatch to the New Orleans Times-Democrat, dated Little Rock, September 18, says :

"Reports from a majority of the cotton-growing counties of the State show that the cotton crop is turning out better than was anticipated three weeks ago. The yield is good, both in the uplands and bottoms, except in some localities where the plant was injured by drouth, and many planters are making the second picking of the crop. Wet weather has retarded gathering, but has not, so far as learned, caused material damage."

has retarded gathering, but this hot, so tar as learned, caused initial damage." JUTE BUTTS, BAGGING, &C.—There has been considerable inquiry for bagging since our last, and buyers are picking up all the lots that may be offered. There is not much to be had at the moment, as makers are pretty well sold up, and have contracts for some time ahead. Prices are firmly held, and sellers are quoting 9@91/4c. for 11/2 lb., 91/2@93/4c. for 13/4 lb., 101/4@101/4c. for 2 lb. and 111/4c. for standard grades, while some are looking for more money. Butts do not show much im-provement, and only a few sales are reported. Prices con-tinue steady, and there is not much disposition shown to ac-cept less than quoted figures, holders preferring to keep their supplies for a more active demand. Paper grades are offered at 13/4@17/8c., while bagging qualities are obtainable at 2@21/4c. 2@21/1c.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT. The following are the daily receipts since Sept. 1 for six years:

- 1	1885.	1884.	1883.	1882.	1881.	1880.
Sept.1	6,314	2,914	2,765	5,053	5,600	5,037
** 2	5,675	2.548	8.	2,890	10.356	5,669
" 3	4,910	2.032	7,215	8.	10,182	10,512
" 4	5,870	2,519	3,996	5,868	8.	6,474
" 5	6,205	5.040	6,169	3,396	18,859	8.
" 6	8.	3,704	4,969	5,630	9,069	14,754
· · · 7 · · · ·	10.390	8.	8.194	4.493	7,637	9,315
· · ·	8,634	8.206	8,143	6,405	8,181	8,616
" 9	8,660	5,646	8.	6,405	18,792	11,096
" 10	7.356	8,396		8.	13,054	10,862
" 11	11,835	6.214	9,486	11,202	8.	15,646
" 12	10,959	10,453	8,038	5,645	16,595	8.
" 13	8.	8,579	9,478	7,474	17,797	20,842
" 14	16.633	8.	15,283	8,044	14,674	15,117
" 15	13,835	16,590	11,742	10,742	10,870	13,999
" 16	13,182	10,205		8,060	21,062	16,191
" 17	12,536	12,970	21,869	8.	16,364	20,900
" 18	17,598	15,397	11,760	16,595	8.	18,470
" 19	14,257	16,996	15,195	9,606	17,206	8.
. 20	8.	13,104	14,087	12,733	19,476	30,306
" 21	23,011	8.	22,166	13,039	15,551	20,049
" 22	17,284	25,009	15,709	17.187	13,996	17,749
" 23	17,879	17,833	8.	16,201	29,700	19,484
" 24	16,951	16,154	28,346	8.	15,866	30,355
" 25	25.491	20,924	14,369	27,438	8.	21,788
Total	275,465	231,486	252,899	204,117	310,887	343,231
Percentag	e of total					
port rec'I	ots Sept.25	01.8	05.21	03.39	l 06.23	05.82

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 22,344 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 might of this week. Total bales.

NEW YORK-To Liverpool, per steamers Aurania, 819...

Britannic, 2,250City of Rome, 1,505Republic,	
2,061St. Ronans, 2,829Spain, 1,944Wyoming,	
450	11.716
400-construction of Clifford and Ref O	500
T . Hull, per steamer Chicago, 500	
To Havre, per steamer Canida, 644	644
To Bremen, per steamers Donau, 150 Eider, 500	650
To Hamburg, per steamers Hammonia, 450 Rhaetia, 700	1.150
To Hamburg, her areamers Hammonia, 450 Interestat, 700	300
To Antworp, per steamer Belgenland, 500	
To Genoa, per steamer Sidoniau, 163	163
NEW ORLEANS-To Liverpool, per steamers Dalton, 1,608	
	4.188
Explorer, 2,578	1.435
To Vera Ciuz, per steamer Estaban de Autunano, 1,435	
PHILADELPHIA-To Liverpool, per steamer Lord Clive, 1,600	1,600
I ALLADALI MA XO MITOL POUL POI OFOMMOT MOTA ONTO, STOTI	-

22.344 Total.

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

sorm, area	Lares-			Bremen & Ham-	Anl-	C		market 1
	pool.			burg.		Genna.		Total.
New York.					300	163	1 4 3 8	15,123
N. Orlenns.								5,621
Philadelp'a	1,800			*****	*****			1,600
Tota'	17 500	2.00	011	1.900	3.10	1122	1.135	00 214
X OPH. ***	I FOUL	000	O A B	1,300	0.00	105	10.000	20 4 4 V 8 12

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

NEW ORLEANS-For Liverpool-Sept. 19-Stemmer Botlaquen, 2,302.... Sept. 21-5 camer Professor, 4,228.
 For Barcelona Sept. 21-Hark Allas 453.
 CHARESTON-For Liverpool-Sept. 19-Steamer Polaro, 3,000.
 BOSTON-For Liverpool-Sept. 11-Steamer ("ophalonia, 463....Sept. 14-Steamer Kansas, 1,868....Sept. 18-Steamer Pavonia, 666.
 For Yarmouth, N S - S pt. 19-Steamer Alpha, 50.
 BALTIMORE-For Liverpool-Sept. 18-Steamer Mentimore, 834.

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

- PARIS, steamer (Fr.), at New Orleans, loading with cotton for Havre-de , was reported on September 14 to have been on fire in her coal
- PARIS, steamer (Fr.). at New Oriental, inclusive been on fire in her coader, was reported on September 14 to have been on fire in her coader, was reported on September 14 to have been on fire in her coader charter to the human Line, while proceeding to sen after account of the 19th hist, and when about one mile from the Sandy Hock Lightship, came in collision with steamer Aurania, of the Cuart Line, from New York for Liverpool. The Aurania attempted to cross the bows of the Republic. The captain of the Sandy Hock Lightship, came in collision was likely to over, signaled the engineer to back at full speed, but was unable to avoid striking the Aurania on her port quarter, deating in the Aurania's plates and causing her to roli considerably. The Republic had her stem bad, y twisted and a number of plates on the starbard bow stove, causing her to loak and compelling her to return to port for repairs. The Aurania proceeded to sea with apparently slight damage.

duilage. STEATHMORE, steamer (Br.), at Savannah, loading for Liverpool. A slight fire was discovered, Sopt. 21, in the cotton cargo of Bellish steamer Strathmore, which was extingaished with very trailing loss

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Frs.
Liverpool, steam d.	934 2 532'	9 _{€4} @ 33:*	9.4053.*	9 ₆₄ @5 ₃₂ *	9,42332'	9 ₆₄ 2 532*
Do saild.						
Havre, steam	-	38"	08,	38*	38*	36*
Do sailc.					++	****
Bremen, steamc.	716*	716*	716*	718°	7 ₁₆ *.	718
Do sailc.				****		
Hamburg, steam.c.	0182 38'	\$16 @ 38°	5182 384	518@38	516,2 38*	516@38
Do sallc.						
Amat'd'm, steam.c.	1132	1132	1132	1133	1132	1133
Do sailc.						
Reval, steamd.	732 @ 4.	732@4*	732 @ 14*	7332 24*	73204*	73224*
- Do sailc						
Barcelona,steam c.	⁹ 32 [*]	9 ₃₃ *	932* .	933*	932	9 ₃₂ *
Genoa, steam	14*	24.1	14*	24"	14 *	14.
rieste, steamc.	9:12*	933*	⁹ 32 [*]	P32*	932*	982
Antwerp, steamc.	3327310'	332@316	532 @318*	532 a 316	532 @ 316*	532@ ³ 16*

* Compressed.

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

	Sept. 4.	Sept. 11	Sept. 18.	Sept 25.
Bales of the weekbales.	48,000	47.0 0	50,000	
Of which exporters took Of which speculators took	4,000	5.00		
Bales American	37,000	35.000	34,000	
Actual export	5,000		7.000 3.000	
Total stock-Estimated	590,000	554 000	511,000	*187,000
Of which American-Estim'd Total Import of the week	405,000	370,000 12,000	344,000 11.000	*319,000
Of which American	14,000			
Amount afloat	23,000			
Of which American	10,000	9,000	12,000	26,000

* Actual count this day.

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 25, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	icsday. Wednes. The		Friday
'Market, { 12:30 P.M. {	Firm.	Firm.	Harden'g.	Firm.	Harden's tendency.	Firm.
Mid. Upi'ds Mid. Orl'ns. Sales Spec. & exp.	540	57 ₁₆ 51 ₂ 8,000 1,000	57 ₁₆ 54 <u>9</u> 10,000 1,000	57:8 512 8.000 1,000	5716 512 8.000 1,500	57 ₁₆ 51 ₉ 10 000 1,000
Futures. Market, 12:30 P.M.	Essy at 1-6+ de- clins.	Dull.	Steady at I-64 ad- vance.	Easy at 1-Al to- cine.	Steady at 1-64 ad- vance.	Stendy at 1-61 de- eline.
Market, 4 P. M.	Steady.	Firm.	Quiet.	Steady.	Steady.	Qalet.

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 prises are given in mence and 61ths, thus: 5 62 means 42-64d., and 6 03 means 6 3-64d.

	Sar. Sept. 1D.			Mon., Sept. 21.			Tues., Sept. 22.					
	Open	lligh	Low.	Clos.	Open	High	Lono.	Ulas.	ipen	High	Lone.	Clos.
	a.	d.	d.	a.	a.	4.	d.	a.	a.	d.	a.	a
September.	5.24	5 96	5 26	5 26	5 23	6 27	5 26	5 27	5 27	5 27	5 27	5 27
SeptOct	5 23	5 23	5 88	5 21	5 23	521	5 23	521	5 21	6 21	521	5
OctNov	5 20	5 20	5 20	5 20	5 20	521	5 20	5 21	5 23	5 2%	5 22	5 22
NovDec	519	519	511	519	5 20	5 21	5 20	521	5 28	5 22	5 21	B 21
DecJan	5 20	5 20	5 20	5 20	5 20	5 91	5 20	5 21	522	5 22	5 22	5 22
JaaFeb	5 22	5 22	582	5 23	5 28	5 21	5 2%	5 20	5.21	521	521	521
FebMarch	5 25	\$ 23	5 23	5 25	5 25	5 2/3	5 25	5 28	510	5 24	5 24	5 26
March-Apr.	5 27	5 27	5 27	5 27	5 28	5 28	524	5 28	5 29	5 29	5 29	5 29
April-May	5 80	5 80	5 80	5 30	5.81	5 31	581	5 81	5 41	5 82	5 31	5 82
	1	1										
Charles and a second se	the second data in the second da			- transfer thinks on				-	-			
	Wed	lues.,	Sep	.23.	Thi	12:4-4	Sept.	.24.	Fr	1., 50		
-3-			Sepi			1	1	24.		I., Se High		_
						1	1			1		_
Śeptomber	Open	High	Low.	Clos.	Open	High	Lono.	Clos.	Open	High	Low.	Clos.
Śeptomber SeptOct	Open d.	High a.	Low.	Clos.	Open A.	High d.	Lono. 4.	Clos.	Open A.	High 4.	Loro.	Clos.
	0pen d. 5 26	High 4. 5 28	Low. d. 5 26	Clos. A. 5 26	0pon 4. 5 27	High d. 5 27	Lono. 4. 5 27	Clos. 4. 5 27	0pen 4. 5 28	High 4. 5 28	Lono. d. 5 28	Ctoe. d. 5 25
SeptOct	0pen d. 5 26 5 23	High d. 5 28 5 23	Low. d. 5 26 5 23	Clos. 4. 5 26 5 23	0pen 4. 5 27 5 24	High d. 5 27 5 21	Lono. 4. 5 27 5 21	Ctos. 4. 5 27 5 21	0pen 4. 5 26 5 21	High 4. 5 28 5 21	Loro. d. 5 28 5 28	Ctos. d. 5 28 5 23
SeptOct OctNev	0pen d. 5 26 5 23 5 21	High 4. 5 28 5 23 5 21	Low. d. 526 523 521	Clos. 4. 5 26 5 23 5 21	0pen 4. 5 27 5 24 5 22	High d. 5 27 5 21 5 22	Low. 4. 527 521 521	Ctos. 4. 5 27 5 21 5 21	Open 4. 5 26 5 21 5 21	High 4. 5 28 5 21 5 21	Lone. 4. 5 28 5 28 5 28 5 21	Clos. d. 5 26 5 28 5 21
SeptOct OctNev NovDec	Open d. 526 529 521 520	High d. 526 523 521 521	Low. d. 5 26 5 23 5 21 5 20	Clos. 4. 526 523 521 521 521	0pen 4. 5 27 5 24 5 22 5 22	High d. 5 27 5 21 5 22 5 22	Lono. 4. 5 27 5 21 5 21 5 21	Clos. 4. 5 27 5 21 5 21 5 21 5 21	Open 4. 5 28 5 21 5 21 5 21 5 21	High 4. 5 28 5 21 5 21 5 21 5 21	Lone. d. 5 29 5 21 5 21 5 21	Clos. d. 5 20 5 23 5 21 5 21
SeptOct OctNev NovDec DecJan	Open d. 526 529 521 520 521 521 522	High d. 528 523 521 521 521 521	Low. d. 5 26 5 23 5 21 5 20 5 21 5 20 5 21	Clos. 4. 526 523 521 521 521 521	0pen 4. 5 27 5 24 5 22 5 22 5 22	High d. 5 27 5 21 5 22 5 22 5 22 5 22	Lono. 4. 527 521 521 521 521 521	Ctos. 4. 5 27 5 21 5 21 5 21 5 21 5 21	Open 4. 528 521 521 521 521 521	High 4. 5 28 5 21 5 21 5 21 5 21 5 21	Lone. d. 5 26 5 21 5 21 5 21 5 21 5 21	Ctos. d. 5 26 5 23 5 21 5 21 5 21 5 21
SeptOct OctNev NovDec DecJan JanFeb	0pen d. 526 523 521 520 521 521 522	High d. 5 28 5 23 5 21 5 21 5 21 5 21 5 23	Low. d. 526 523 521 520 521 520 521 522	Clos. 4. 5 26 5 23 5 21 5 21 5 21 5 29	Open 4. 5 27 5 24 5 22 5 22 5 22 5 22 5 21	High 6. 5 27 5 21 5 22 5 22 5 22 5 22 5 24	Lono. 4. 527 521 521 521 521 521 521	Clos. 4. 5 27 5 21 5 21 5 21 5 21 5 21 5 21 5 24	Open 4. 5 26 5 21 5 21 5 21 5 21 5 21 5 23	High 4. 5 28 5 21 5 21 5 21 5 21 5 21 5 21	Low. d. 5 26 5 21 5 21 5 21 5 21 5 23	Ctos. d. 5 26 5 23 5 21 5 21 5 21 5 23
SeptOct OctNov NovDec DecJan JanFeb FebMarch.	Open d. 5 26 5 23 5 21 5 20 5 21 5 22 5 22 5 23	High d. 5 26 5 23 5 21 5 21 5 21 5 23 6 25	Low. d. 5 26 5 23 5 21 5 20 5 21 5 22 5 25	Clos. 4. 5 26 5 23 5 21 5 21 5 21 5 29 5 25	Open 4. 527 524 522 522 522 522 522 521 527	High 6. 5 27 5 21 5 22 5 22 5 22 5 24 5 27	Lono. 4. 527 521 521 521 521 521 521 521	Chos. 4. 527 521 521 521 521 521 521 521 524 526	Open 4. 526 521 521 521 521 521 521 523 525	High 4. 5 28 5 21 5 21 5 21 5 21 5 21 5 23 5 23	Low. d. 5 26 5 21 5 21 5 21 5 21 5 23 5 23 5 25	Clos. d. 5 26 5 23 5 21 5 21 5 21 5 23 5 23 5 23 5 23

BREADSTUFFS.

FRIDAY, P. M., September 25, 1885.

The flour market has been more active and prices had, early in the week, an upward tendency. The principal business was, however, in the local trade. Dealers replenished their stocks freely, encouraged by the cooler weather and the indications that prices were on a safe basis; but beyond the regular shipping business to the West Indies, &c., the export demand continued moderate. Rye flour and corn meal remained slow of sale.

The wheat market was quite buoyant early in the week, with the speculation in futures unusually active, extending with some spirit to the more distant months. The upward movement began with the idea that wheat was cheap, and when this influence waned the uprising in Roumelia and the diplomatic complications caused thereby stimulated a fresh movement. The advance culminated on Wednesday morning; a sharp decline followed, but was partially recovered on Thursday afternoou on fresh warlike advices from eastern Europe. Business on the spot has been only moderately active, and mainly for home use, but prices were decidedly To-day futures were active and closed slightly better. dearer, but there was very little doing on the spot.

ANLY CLOSING PRICES OF NO. 2 RED WINTER WHEAT

Distant Gibbonito - et						
	Sal.	Mon.	Tucs.	Wed.	Thurs.	Fri.
in elevator	94	95	96	96	95	96
October delivery	95	954	1718	97	954	974
November delivery	9614	97	£×58	9834	973	08%
December delivery	58	9834	-1004	10078	9938	100%
Jaquary delivery	9:122	1034	10159	100#	10.178	1024
February delivery			1034		1:238	

Indian corn futures have sympathized but little with wheat in the course which values have taken. The recent good weather in middle latitudes was believed to assure a good crop for the current season, and an estimate of 1,900,000,000 bushels as the total yield has been put forth. A partial recovery from inside prices has latterly been made, and at the low figures current there has been a large export business in parcels on the spot and for early delivery. To-day speculation was stronger and the export demand fairly active.

ILY CLOSING PRICES OF NO 2 MIXED CORN.	
--	--

DA

	Sat.	Mon.	Tues.	Wed.	Thurs.	fri
September delivery October delivery November delivery December delivery January delivery	49 49 48	484 485 485 485 45 45 45 45 45 45 45 45 45 45 45 45 45	4914 4918 4918 4914 4014	43 43% 45% 44 44 46%	484 484 4878 4878 4848 454	4913 4858 4834 48 40

Outs have scarcely varied, although at times the speculation has been active and the export movement has contanued on a moderate scale. The most conspicuous change was the decline in the choice old crop white oats, which have been bringing extreme values. To-day the market was fairly active and prices were a fraction dearer.

DAILY CLOSING PRICES OF NO. 2 OATS.

	Sal.	Mon.	Tius.	Wed.	Thurs.	Fri.
September delivery October delivery November delivery Docember delivery	2978 3634	2938 2959 3019 3119	2 38 194 3058 314	14 194 003	2958 2958 3059 31 55	2933 1134 5053

365

Rye remains quiet and nominal. Barley is coming forward more freely, and prices are depressed and unsettled. Barley malt is selling only in a retail way and quotations are for the most part nominal.

The following are the closing quotations:

		FLC	UE.	
Fine	\$2 757	3 5 9	80nth'n com. extras \$4000	4 65
	2850	3 60	Sonthern bakers' and	
Superfine	3 500	3 85	family brands 4750	5 50
Spring wheat extras.	4000	4 90	Bye flour 3030	
Minn. clear and stra't.	3 607	3 85	Corn meal-	
Wintershipp'gextras.		5 00		3 30
Winter XX & XXX	4 00 0		W GBOOTH, COOLERE FOR	
Patents	4 750		Dranuy wind, teo	0.00
City shipping ex	3 750	ə 2ə		
		OB.	ATR.	
Wheat-			Rye-Western 60 @	61
	84 0	99	State and Canada 63 0	65
Spring, per bush.	90 0		Oats-Mixed 27 0	32
	96 7	97	White	40
			No. 2 mixed 2914 2	3014
Red winter			No. 2 white	34
White	85 0	98	Barley Malt-	02
	47-80	50	Canada 00 al	05
	4843	4912	Canada	85
West white	19 0	52		

West, white sufferners, 49 @ 51 White southern. 60 @ Yellow Sonthern. 50 @ 51 No. 2 Canada.....70 @ 75 Barley No. 1 Canada.....70 @ No. 2 Canada......70 @ The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Sept. 19 and since July 25 for each of the last three years:

	1					
Receipts at-	Flour.	Wheat.	Corn.	Oxts,	Barley.	Rye.
	Bbls, 198 lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.58 lbs
Chicago	98,872	280,720	980,995	911,225	177,951	45,330
Milwankee	\$5,003	94,483	12,820	13,450	92,247	2,420
Toledo	4,498	253,651	37,208	10,370	7,000	7,819
Detroit	1,923	327,542	9,785	20,123	10,700	
Cleveland	5,870	12,050	2,000	13,800	1,000	
St. Louis	19,363	218,310	271,620	138,998	49,521	14,822
Peoria	1,775	5,150	182,885	452,170	8,400	7,000
Dulnth		563,484				
Tot. wk. '85	139,901	1,793,870	1,483,513	1,614,205	340,022	78,191
8ams wk. '84	156,589	\$,850,590	2,043,154	1,969 680	415,366	225,199
Same wk. '83	194,318	2,938,839	3,361,674	1,530,448	497,997	\$35,300
Since July 25						
1885	\$98,151	13,830,787	15,564,185	12,572,011	990,522	727,320
1864	1,410,394	25,872,757	16,874,028	13,181,704	1,280,818	1,596,075
1889	1.271,734	20,924,195	21,172,275	13,356,014	1,158,729	2,808,838

The comparative shipments of flour and grain from the same ports from Dec. 22, 1884, to Sept. 19, 1885, inclusive, for four years, show as follows:

Flourbbls.	1884-5.	1883-4.	1882-3.	1881-2.
	7,840,011	7,862,092	6,381,184	5,412,605
Wheatbush.	35,513,864	$\begin{array}{r} 44,286,555\\64,073,804\\38,037,352\\3,103,962\\4,512,819\end{array}$	31,769,230	38,262,415
Corn	71,944,996		82,278,907	52,146,835
Oats	38,482,053		35,772,578	26,915,396
Barley	2,906,701		4,993,228	2,446,082
Rye	1,406,806		4,148,500	2,052,220

Total grain 140,254,420 151,041,492 158,962,443 121,822,949 Below are the rail shipments from Western lake and river ports for four years:

	1885. Wcek	1884. Week	1883. Week	1882 Week
Flourbbls.	Sept. 19. 160.781	Sept. 20. 121,905	Sept. 22. 97.875	Sept. 23 146.439
Wheat.		483.038	443.907	692.923
Corn	,507,392	326,162 1,290,352	668,413 1,206,340	289,585 564.143
Barley. Rye	140,821	155,749 38,601	194,223 86,710	138,717 67.330
Total		2.293.902	2,599,793	
The well and labe al			4,099,195	1,752,698

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

Week ending - Sept19,'85 Sept12,'85 Sept 5,'85 Aug29,'85	<i>bbls.</i> 176,486 186,249 143,427	Wheat, bush. 2,238,609 1,400,547 1,580,450 1,328,959	2,050,741 2,617,799	Oats, bush, 1,618,422 1,337,378 1,987,442 1,197,045	61,022 24,580	Rye, bush. 43,455 126,604 41,212 75,333
Tot., 4 w. 4wiks'84.	642,056 914,667	6,548,565 8,796,706	8.333,961 6.705.527	6,990,287 5,887,389	235,917	288,604

The exports from the several seaboard ports for the week ending Sept. 19, 1885, are shown in the annexed statement:

Exports from-	Whea!,	Corn.	Flour.	Oats.	Rye.	Peas.
New York Boston	Bush. 331,835 69,496				Bush. 8,277	Bush. 11,551
Montreal. Philadel. Baltim're	131,029 46,999	94.880 221,400	16,808 2,675	25,393	******	19,991
N. Orl'ns. Richm'd. N. News.	*****	165.117 12,005				
Total w'k						
8'me time		1,053,988		659,476	8,277	31,542
1884	1,220,674	379,645	158,690	2,619	174.541	11.015

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

	Flo	ur.	Wh	eat.	Oorn,		
Exports for week to—	1885. Week, Sept. 19.	1884. Weck. Sept. 20.	1885. Week, Sept. 19.	1884. Week. Sept. 20.	1885. Week, Sept. 19.	1884. Week' Sept. 20,	
Un.King.	Bbls. 80,864		Bush. 406,217 171,606		Bush. 866,869 167.330	Bush. 278,281 81.524	
Contin'nt 8.& C.Am W. Indies	22,943 32,311	12,238 9,454	2,186		11,861 7,693	11,132	
Brlt.col's Oth.o'n'ts				1,192		890	
Total	149,332	158,690	579,409	[1,220,674]	1,053,988	379,645	

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

5000011.							
	Flo	w.	Wh	eat.	Corn.		
Exports to—	1885. Aug. 24 to Sept. 19.	1884. Aug. 25 to Sept. 20.	1885. Aug. 24 to Sept. 19.	1884. Aug. 25 to Sept. 20.	1885. Aug. 24 to Sept. 19.	1884. Aug. 25 to Sept. 20.	
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.	
Un. Kingdom	223,080	452,227	2,151,021	4,001,118	2,350,432	1.044,800	
Continant	6,699	47,585	528,550	4,285,588	074,439	290,644	
S. & C. Am	69,236	51,888	2,205	640	61,368	59,891	
West Indies.	83,899	01,744			\$1,048	43,096	
Brit, Col'nies	00,942	82,714	12		9,010	11,510	
Oth. countr's	2,570	3,122		3,003	2,721	2,565	
Total	445,835	679,075	2,681,780	8,270,529	3,129,640	1,451,808	

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. 19, 1885 :

porto, and in transit by rain	CETTOR AACEDO	or, oche, r		
Wheat,	Corn,	Oats,	Barley.	Rye.
In store at — bush.	bush.	bush.	bush.	bush.
New York 7,429,693		2,788,428	*****	22,580
Do afloat (est.) 271,907	657,939	427,157		10,024
Albany	22,000		3,500	5,000
Buffalo	102,930			9,777
	483.713	41,431	17,379	145,418
Chioago 12,834,655	403,713	41401		
Newport News	0 - 1 - 0	500	******	
Richmond, Va 72,264	35,176	796	11.000	0.170
Milwaukee 3,206,778			11,866	3,150
Duiuth 1,392,430	73.000	1	******	00.001
Toledo 1,739,116	72,328	17,954		30,691
Detroit	12,351	114,327	726	401
Oswego 173,471	142,555		81,526	31,821
8t. Louis 3,025,053	197,462	211,129	6,663	24,819
Cinolnnatl 117,215	15,820	26,943	12,533	19,883
Boston	146,903	81,439	11,420	419
Toronto 90,477		5,800		17,874
Montreal 408,058	2,500	2,600	5,200	404
Philadelphia 1,119,151	83,396	306,361		
Peorla 1,586	27,282	139,335		12,812
Indianapolis 218,000	23,840	74.875		241
Kansas City 722,492	66.951	8,903		
Baltimore 1,539,953	250,939	7,806		4,688
Do afloat 175,455				
Down Mississippi.	4,638	5,585		
On rail	691,827	1,217,211	70,712	31,455
On lake 1.723.712		12,174		01,100
On oanal 1.316.034	762.395			84,664
Oli Oli diala In Inition	102,000	ALU; JLU		01,001
Tot. Sept.19, '85, 42,618,537	5.596,975	5 619 848	221,525	456,151
	7,153,963		198,861	540,232
	5,418,938		447,563 1	
To:. Sept.22, '83. 26,171,613 1	5,692,061		610.238 1	1,697,313
			328,584	760.785
Tot. Sept.23, '82. 13,287,951	6,700,538	0,700,702	040,004	100,103

THE DRY GOODS TRADE.

Friday, P. M., September 25, 1885.

The situation in the dry goods trade continued fairly satisfactory the past week, although the volume of business was considerably less than in previous weeks, in accordance with general expectations. There was a steady movement in seasonable goods from first hands, which was accelerated somewhat by an announcement that West-bound freights will be materially advanced by the trunk lines on the 5th proximo. The jobbing trade was less active as regards transactions with buyers on the spot, but there was a marked improvement in the order demand, which indicates that large quantities of fall and winter goods are passing into consumption, and that retailers' stocks are already in need of replenishment. The tone of the market continued steady, and some descriptions of woolen goods, hosiery, knit underwear, &c., were marked up by the mill agents, while domestic cotton goods and imported fabrics ruled firm and unchanged. Business at nearly all distributing points in the West and South is progressing favorably, and there is a manifest tendency toward improvement in the Middle, Eastern and Pacific States.

DOMESTIC COTTON GOODS.—The exports of domestics from this port during the week ending Sept. 22 were 2,225 packages, and the principal shipments comprised 1,411 packages to Great Britain, 302 to Brazil, 145 to British West Indies and 98 to U. S. of Colombia. The demand for staple cotton goods at first hands was steady though moderate, and the jobbing trade was below the average of previous weeks, but stocks are now in such good shape that prices ruled firm on all such goods as govern the market. Light cotton fabrics, as white goods,

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serim curtains, etc., were decidedly more active, very satis- which brought satisfactory prices and sold well, but other factory orders (for future delivery) having been recorded by the public sales of dry-goods were of minor importance. mill agents. Print cloths continued weak and in buyers' favor, sales of extra 61x61s having bloa mide (in exceptional cases) at 314c, less 1 per cent, though the ruling price for goods of that grade was 31%c. less 1/2 per cent. Prints were less active, and there was only a moderate business in ginghams, but leading makes of the latter are exceptionally scarce and very firm in price. Figured cotton dress goods were in steady demand, and there was a fairly good movement in cotton hosiery at firm prices.

DOMESTIC WOOLEN GOODS .- There was a good steady business in mon's-wear woolens adapted to the spring trade, further liberal orders for worsted suitings and all-wool and union cassimeres having been placed by wholesale clothiers. Heavy clothing woolens were only in moderate request, but fair deliveries of worsteds, overcoatings, etc., were made on account of back orders. Indigo-blue flannel suitings continued in steady demand, and leading makes are stifly held at the late advance. Satinets and Kentucky jeans were in irregular demand but firm. Cloakings, Jersey cloths and heavy stocki. nettes were fairly active, and a moderately gool business was done in ladies' cloths, tricots, soft-wool suitings, all-wool dress goods, body cashmeres, etc. Flannels and blankets continued in good demand and very firm, while there was a fairly satisfactory movement in shawls, skirts and carpets. Wool hosiery and knit underwear continue to move steadily, and stocks of the latter are so well in hand that prices have appreciated from 71% to 10 per cent.

FOREIGN DRY GOODS.-The market for imported goods has presented few new features of special interest. There was a steady call for reassortments at first and second hands, resulting in a fair aggregate business, and prices ruled steady. Specialties in all-wool and worsted dress goods found ready huyers, and there was a stea ly movement in worsted suitings for men's wear. Silks, velvets and cloakings have met with a fair shure of attention, but the demand for linen goods, laces, embroideries, hosiery and gloves was chiefly of a hand-tomouth character, and moderate in the aggregate. The auction rooms presented large lines of imported cloaks and laces,

SOLD BY ALL DEALERS THROUGHOUT THE WORLD

GOLO MEDAL PLAIS EXPOSITION-1878,

Importations of Dry Goods.

The importations of dry goods at this port for the week anding Sept. 24, 1885, and since January I, and the same facts for the corresponding periods are as follows:

tor	une	correspond	111	K P	erio	18 816 88 10	110	14,8			
Total at the port	Total Ent'd forcousumpt.	Wanufactures of- Wool		Total on market	Total Ent'd for consumpt	Manufactures of	W	Total	Manufactures of- Wool Cotton Buk Flax Mincell an sons		ENTERED FOR CONSUMPTION
8.054	2,633	493 210 234 1,183	25	8,333	2,912	743 336 411 442 980	ITHDRA	5,421	1,100 506 1,094 1,752 1,752	Week Sept. 2.	R DONS
8.054 2.063.600	489,713 1,573,887	120,285 72,503 126,620 52,024 58,281	ENTERED FOR	8,333 2,264,478	690.591 1,573.887	261,931 92,774 272,038 77,643 36,305	ITHDRAWN FROM	1.573,837	\$ 372,067 225,238 230,789 151,910	Week Buding Sept. 25, 1884. Phas. Value.	
411,069	171,149 248,720	$20,210 \\ 13,401 \\ 10,403 \\ 17,404 \\ 109,731 $		435,042	156,322	18,43712,7669,52617,422128,171	WAREBOU	248,720		Since Jan.	FOR THE W
92.359.459	22.084,015	7,500,573 3,968,920 5,905,891 2,917,567 1,791,064	WAREHOUSE DURINO	91,157.971	20,822,527	6,897,235 3,761,063 5,294,819 2,753,819 1,772,042	WAREBOUSE AND THROWN INTO THE	70.275,444	0.000	ın. 1, 1884. Value	WEEK AND SINCE JANUART
5.478	4,487	333 143 149 210		6.624	2.137 4,187	656 312 209 479	WN INT	4,487 1		Week Sept.	OE JANI
5,478 1,674,817	303,40° 1,371,409	116.846 49,194 68,894 39,306 29,168	SAME PERIOD.	1,925,335	552,946 1,371,409	203,337 89,231 143,392 87,295 30,691		1,371,409	\$48,610 230,354 462,263 207,548 122,634	Week Ending Sept. 24, 1885.	F
333.148	142,426 240,722	16.319 10.780 5,993 14,424 94,910		396,491	155,769 240,722	17,12612,4387,47616,581102,148	MARKRT	240,722		Since Jan. Pkas	1885 AND 18
77.679.768	15,996,723 61,683.045	5,683,294 3,096,485 2,440,294 1,752,763		79,820,526	18,137,481 61,683,045	6.182.949 3.342.556 3.985.285 2.599.390 1.827,304		61,683,045	14,699,975 13,236,382 19,223,658 8,975,401 5,547,729	n. 1, 1885. Value	1884

Cotton. Commercial Cotton. Cards. USTAVUS C. HOPEINS. LUCIUS HOPKINS SMITE CHARLES D. MILLER. Tuttle & Wakefield, Brinckerhoff, Turner COTTON And General Commission Merchants, Hopkins, Dwight & Co., & Co., соттом Cotton Exchange, New York. Manufacturers and Dealers in Liberal advances made on cotton consignments Special attention given to orders for coolracts for future delivery of cotton. COMMISSION MERCHANTS, COTTONSAILDUCK And all kinds of COTTON EXCHANGE, WAREEN EWEN, JR. JOHN M. EWEN. COTTON CANVAS, FELTING DUCE, CAN COVERING, BAGGING, RAVENS DUCE, SAIL TWINES, &c., "ONTARIO" SEAMLESS BAGS, "AWNING STRIPES, Ewen Brothers, NEW YORK. JRDERS FOR FUTCRE CONTRACTS EXECUTED IN NEW YORK ANL LIVERPOOL. COTTON BROKERS Nos. 31 & 33 Broad Street, Fielding & Gwynn, Also, Agenta UNITED STATES BUNTING CO. NEW YORK A full supply, all Widths and Colors, always in stoch COTTON FACTORS No. 109 Dnane Street. Geo. Copeland - 58 Co., AND COTTON BROKERS, Bliss, Fabyan & Co., COMMISSION MERCHANTS 134 PEARL STREET, NEW YORK New York, Boston, Philadelphia, 16 and 18 Exchange Place, SELLING AGENTS FOR LEADING BRANDS Waldron & Tainter, **BROWN & BLEACHED SHIRTINGS** POST BUILDING. NEW YORK. AND SHEETINGS COTTON MERCHANTS. PRINTS, DENIMS, TICKS, DUCKS, &c. 97 PEARL STREET. John C. Graham & Co., Towels, Quilts, White Goods & Hoslery Drills, Sheetings, &c., for Export Track. Cotton Commission Merchants, Bullard & Wheeler, ESTABLISHED 1855 No. 19 SOUTH WILLIAM STREET, 119 MAIDEN LANE, Eugene R. Cole, NEW YORK. BAGGING AND IRON TIES, New York. SUCCESSOR TO SEARS & COLE, STATIONER AND PRINTER, SELMA, ALA.; MONTGOMERY, ALA. (FOR BALING COTTON.) Agents for the following brands of Jole Bagting "Eagle Mills,""Brookirn Citr," "Geonda, "Carolina, "Nerins, O." Union Kar, "Salom," Horicon Mills, "Jersey Mills," and "Dovor Mills." "Jersey Mills," and "Dovor Mills." Supplies Banks, Bankers, Stock Brokers and Cor-porations with complete outfits of Account Book and Stationery. If New concerns organizing will have their or-ders promptly executed. No. I WILLIAM STREET, Buyers of Cotton for a Commission Orders for Future Contracts executed in New York and Liverpool. Alexander & Cargill, (HANOVER SQUARE.) BAGGING. COTTON BROKERS, AUGUSTA, GEORGIA WARREN, JONES & GRATZ, JOSEPH GILLO Entire attention given to purchase of COTTON TO ORDER for SPINNERS and EXPORTERS. ST. LOUIS, Mo. STEEL PENS

CORDER FOR SPINNERS and EXPORTERS. CORRESPONDENCE SOLICITED. REFERENCES.—National Bank of Augusta, Ga Henry liontz & Co., Commission Merchants, New York; William B. Dana & Co., Proprietors COMMER-CIAL & FINANCIAL CHEONICLE, and other New York Houses.

Manufacturers' Agents for the sale of Jute Bagging IMPORTERS OF IRON COTTON TIES.

[SEPTEMBER 26, 1885.

