MERCHANTS' MAGAZINE, HUNT'S Weekly Aewspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 33.

NEW YORK, DECEMBER 3, 1881. NO. 858.

Financial.

Phelps, Stokes & Co.,

. N. PHELPS, AMES STOKKS, INSON PHELPS STOKKS, P. OLCOTT, BANKERS,

45 & 47 Wall Street, New York, ISSUE

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BIDS FOR WATER WORKS BONDS.

SECRETARY'S OFFICE. CITY OF DALLAS, TEXAS, November 2, 1881.

Bids will be received at this office till December 1, 1881, for the purchase of \$100.000 of Dallas City Water Works bonds. Said **onds to date January 1, 1882. Denomination, \$1,000 each. To run for twenty years, and bear interest at 6 per cent per annum. Payable semi-annually. Principal and interest psyable in New York.

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NO. 58 BROADWAY.

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(THE INTEREST ON THE FOLLOWING bonds is payable at the Ranking House of Messrs. WINSLOW, LANIER & CO., corner of Nassau and Cedar streets, New York City, on and sfter Cincinnait Richmond & Fort Wayne Railroad—First Mortgage 7s.

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Second Mortgage 7s.

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Hancock, Indiana—County 6s.

THE HOLDERS OF THE SECOND MORT-THE ROLLIES OF THE SECOND MORT-GAGE BONDS OF THE MISSISSIPPI CEN-TRAL RAILROAD COMPANY are again notified that such of these bonds as are valid and overdue by the endorsement of the President of said Missisoy the endorsement of the Fresident of said Mississippi Central Railroad Company, will be paid on presentation at the office of the Secretary of the Chicago St. Louis & New Orleans Railroad Company, 214 Broadway, New York; and that interest has ceased and will no longer be paid on any of said bonds.

STUYVESANT FISH, Secretary, Chicago St. Louis & New Orleans RR. Co. N. Y., August 1, 1881.

N. Y., August 1, 1881.

N. Y., August 1, 1881.

OFFICE OF THE

AMERICAN DOCK & IMPROVEMENT COMPANY,
110 LIBERTY ST., NEW YORK, June 18, 1881.

THE AMERICAN DOCK & IMPROVE
MENT COMPANY, having reserved the right to
pay the principal and interest of their bonds dated
Cottober 1, 1860, at any time after the first day of
January, 1876, first having given six months' notice
of their intention to make such payment, notice is
hereby given to the holders of the said bonds that
the Company, in the exercise of said right, will pay
the principal and interest of the said bonds at the
National Bank of Commerce, on the Slat day of December, 1881, at which date interest on asid bonds
will cease JOHN S. BARNES, Vice-President.

Financial.

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FIVE PER CENT

FIRST MORTGAGE LAND GRANT FIFTY-YEAR GOLD BONDS.

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INCORPORATED, 1881.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning, with the latest news up to midnight of Friday. [Entered at the Post Office, New York, N. Y., as second-class mail matter.]

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WILLIAM B. DANA. }

WILLIAM B. DANA & CO., Publishers, 79 & 81 William Street, NEW YORK. POST OFFICE BOX 958.

THE FINANCIAL SITUATION.

Our Wall Street markets have been in a halting or fitful condition during all of the past week, stocks being at one moment buoyant, at another moment depressed, as the promising or unpromising feature happened to be uppermost. The truth is, that notwithstanding the commercial aspect is extremely favorable and that railroad earnings in general are very satisfactory, there; are many uncertain elements affecting money and securities. Operators therefore are cautious, the prevailing effort at present being to follow if possible in the wake of the leading manipulators.

With regard to money, there have been several changes in the conditions ruling, but nothing that solves the doubt respecting the future of rates, or at least that affords a guarantee of an easy market. To be sure, the Treasury policy has finally become manifest, and Secretary Folger appears to be inclined to do all our unnatural Sub-Treasury system permits, to not disturb the market. But with our revenues pouring into the Treasury in the present volume, it has been as yet impossible for him to make disbursements

announced that the Assistant Treasurer would redeem on Wednesday without rebate of interest 5 millions of the bonds embraced in the 105th call, and that on the 7th instant he would redeem the outstanding balance. As this call does not mature until the 24th instant, the holder of the bond obtains full interest up to that date, and yet only \$2,398,500 were sent in on Wednesday, and 2 millions of these came from a prominent dealer who had been some time accumulating them. Since Wednesday the further sum of \$186,800 has been sent in, so that of the first five millions nearly half still remain unpresented. Secretary Folger in a letter to a Boston correspondent asks if meney can be close when this happens. Most certainly on miscellaneous collaterals it can, has been, and is; and out of this very condition has grown the present disturbing connection of the Treasury with the money market. These bends are so held that they come in slowly anyway. They are not floating on the street or under the control of speculators, but are in trust funds or as security for circulation, or in the hands of those who care more for the safety of the principal than to receive the interest. Besides all this, there has been and will be a residue on every call which can not be expected to come in for months, and part of it possibly never. Thus it is that the Sub-Treasury has for many a month been holding a large balance locked up in its vaults to meet calls long since matured; even on the first of December the amount so held reached \$10,648,315. We are inclined to believe that in the future the presentations will be slower still, as it is becoming so much more difficult to get other United States bonds as a substitute; and with trust funds or security for circulation this becomes necessary before the holders can be ready to take the principal, unless in the latter case the bank is ready to give its circulation up.

But all this only shows how difficult it is at the present time to forecast the effect on the money market of the Treasury movements. Even this week, after the large and unusual payments made on account of the 105th call for bonds, the Sub-Treasury, instead of decreasing its eash, has gained \$1,121,132, and we notice from the debt statement that during November the government balance increased over 5 millions. On Wednesday the Secretary issued a call for 20 millions more of the extended 6 per cents, making the day of maturity 60 days from date, instead of the 90 days' notice heretofore given. Of course, this affords no present outlet for his funds-in fact, he must go on accumulating unless he redeems them before maturity, as in the case of the 105th call. This he is likely to do; but we cannot see out of these bond operations any fast enough to even stop accumulations. Monday it was prospect of absolute, that is final, relief to the money

market unless some change is made in the Sub-Treasury law which will at least permit the Secretary to keep the redemption funds, left after the call has matured, in bank with proper security. Otherwise the balance thus locked up and held for unredeemed bonds must be an increasing one, so long as these calls are in progress.

The action of the Secretary this week will be regarded as clearly defining his policy as to priority of the payment of securities about which there has been discussion. That is to say, he will call extended 6s before the 5s. Further, it is to be presumed that future notices will mature in not more than 60 days from date, and for the present at least that the Secretary will not purchase bonds for the reason that he is unwilling to pay the premium necessary. The fact also that he has offered to pay without rebate the securities covered by the 105th call may be taken as presumptive evidence that he is likely in the present case to resort to that course, but only when he finds that he cannot get in the bonds and save the interest. The disbursement of \$2,812,500 interest on the 4½ per cents commenced on Thursday, and this amount added to the sum that may be paid for the outstanding called bonds, will be all, besides ordinary disbursements, that we can expect to receive from the Treasury up to the 1st of January. On the 1st of January there will be due \$7,387,497 for interest on the 4 per cents and alout \$2,800,000 on the extended 63.

The other features of the money market have, in the main, shown a tendency against this centre during the week. In the first place there was a sharp rise in foreign exchange on Monday, effectually stopping further movements of gold from Europe. Since then the rates have not declined, but the market has been dull and featureless. This condition is chiefly due to the fact that the tempestuous weather at sea has so delayed the incoming steamers that it is probable there will be no European mail to-day, consequently there is no demand for sterling. Bankers report a very light supply of bills, and at the moment those drawn against cotton and other staples are scarce. The supply made by outgoing securities, which was noticed last week, has suddenly ceased, and there are indications that the demand which aided in advancing the rates on Monday came from sales here of stocks for London account. Friday, the steamer Rhein came in with \$180,100 in German marks. The following table, showing relative prices of leading bonds and stocks in London and New York at the opening each day, indicates how the margin of profit for cable transactions has stood during the week.

	Nov 28.		Nov	. 29.	Nov.	. 30.	Dec.	1.	Dec	. 2.
	Lond'n						Lond'n			
										prices.
U.S.4s.c.	117.00	11736	117 24	117%	117.49	11756	117.49	117%	117 73	11734
U.S.31/48	102.41	10:23	102.41	1025%	102.18	1025	102.19	10256	102.44	102%
Erle	46.24	461/6	46.60	4836	46.85	46%	16 00	45	45.75	45%
2d con.	101.95‡	104	101.464	165	101-9-4	10436	101.82‡	101%:	101-46	10154
Ill. Cent.	182.5	13314	133 51	133	133-99	133 n	133.51	13316	133:51	133%
N. Y. C	138.60	13-16	188.72	13814	139.09	13836	139.09	138%	137 88	13756
Reading	83.014	6616	33 251	6656	38-18+	88%	33-13+	66%	83.014	66
Exch'ge,			536	4.85%		4.8219		4.8236		

<sup>Expressed in their New York equivalent.
Reading on basis of \$50, par value.
Ex interest.</sup>

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

With regard to the domestic exchanges the alterations have not been very material, and yet so far as there is any change it has been against this city. The rates on New York, at Chicago and St. Louis are now at a discountlow enough to draw currency or silver certificates if any are obtainable. This is due to a demand upon banks at those centres from the interior for the purpose of moving the grain in farmers' hands and for the purchase of hogs by the pork packers. The inquiry from the South has also receipt of \$1,000,000 gold from Philadelphia.

continued steady, but that from Boston has somewhat abated. For these reasons the interior movement has, as during late weeks, run against this centre, the total excess of shipments over receipts reaching \$429,000, as shown in the table below. As a good part of this movement is in silver certificates, our table does not so nearly reflect as formerly the changes in the bank reserves, but measures quite accurately the extent of the currents to and from the interior, which for the past week is as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency		\$1,327,000 1,050,000
Total	\$1,948,000	\$2,377,000

The market for securities has, as noted above, been variable. Up to Thursday the influences operating seemed all to be fairly satisfactory, except active money, and that was looked upon as temporary, the operations of the Treasury being discounted favorably, that is, interpreted as promising relief to the stringency. The negotiations for the settlement of the railroad war were also said to be progressing satisfactorily and the speculative horizon seemed to look peculiarly promising, when suddenly there came a rumor that the conference between the representatives of the Vanderbilt roads and the Pennsylvania had broken up and that no further attempt would be made to adjust the differences. This had the effect of depressing the market, especially for the trunk line securities, and it opened feverish Friday morning and continued unsettled until near the close of the day when there was considerable recovery. It would seem that unless the obstacles are entirely insurmountable, this railroad contest might be settled if there is any disposition on the part of those controlling the situation to adjust the differences. The war has been sufficiently damaging to all the roads as appears by the facts disclosed in the annual reports already published, and the deductions regarding the loss of revenue by the others.

The only arrival of gold this week from Europe was the arrival yesterday (Friday), mentioned above, of \$180,100 in German marks. The Bank of England reports a loss during the week of £20,000 bullion, and a decrease of 35 in the proportion of reserve to liabilities. The Bank of France gained 5,000,000 francs gold and lost 3,450,000 francs silver. The Bank of Germany has for two weeks reported a gain of the same amount, and this may be an error. These recent gains by the Bank of Germany a correspondent explains by the fact that that country has been obtaining supplies of gold from Russia. At various periods during the last twenty years Russia has issued gold loans and bank notes in large amounts which were negotiated in other countries. These loans being largely held in England and Germany, gold was sent from Russia to meet the maturing interest, but within a few years the coupons have been attracted homeward, being by law made available for the payment of duties. Germany, being a large holder of these Russian loans, is now disposing of her bonds to Russia, and is in this way replenishing her diminishing stock of gold. The following shows the amount of bullion in each of the principal European banks this week and at the corresponding date in 1880.

	Dec. 1.	1881.	Dec. 2, 1880.		
	Gold.	Silver.	Gold.	Silver.	
	£	£	£	2	
Bank of England	20,590,869		25,941,586		
Bank of France	25,569,256	46,872,857	21,547,753	49,164,786	
Bank of Germany	6,612,862	19,838,598	9,123,333	18,246,667	
Total this week	52,772,987	66,711,445	36,612,672	67,411,453	
Total previous week	52,489,782	66,540,44	57,735,791	67,658,605	
(III) (III)			1	2 (2	

The Treasury operations for the week include the

makes a net gain, which is a loss to the banks, of \$1,121, 132 09. The payments by the Assay Office through the Sub-Treasury have been \$444,547, and the receipts by the Sub-Treasury from the Custom House were as follows.

		Consisting of-					
Date.	Dutles.	Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.		
Nov. 25	#250,075 45	\$175,000	\$5,000	\$	\$66,000		
· 20	266,705 72	156,000	13,000	1,000	98,000		
" 28	219,860 80	155,000	15,000		70,000		
* 29	396 017 80	264,000	22,000	1,090	112,000		
" 30	297,998 31	203,000	14,000		79,000		
Ikc. 1	131,473 16	82,000	4,000	1,000	48,000		
Total	\$1,595,134 24	\$1,037,000	\$76,000	\$3,000	\$480,000		

The following shows the Sub-Treasury operations for the week ended December 1, and the receipts and shipments of gold and currency reported by the leading banks.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net	\$	\$1,121,132	\$1,121,132
Interior movement	1,948,000	2,377,000	429,000
Total	\$1,948,000	\$3,498,132	\$1,550,132

\$2,200,000 in gold were taken out of the vault of the Bank of America during the week on account of the associated banks.

THE PROGRESS OF THE ERIE RAILROAD.

The Eric is the second of the great trunk lines to issue its annual return. The report shows results which must certainly prove gratifying to its stockholders, and marks another step forward in that improvement in its business that has been in progress ever since the road has been placed in an increased state of efficiency. The wisdom of the course pursued by the present management during their entire administration, in providing additional terminal facilities and equipment, in doubling the track, in changing the gauge to standard width, and in various other ways increasing the serviceableness of the property, is shown with greater emphasis with each succeeding annual statement. It required the outlay of a large amount of new capital and the application of all the net earnings for a number of years, to bring the property up to its present condition, but the money thus spent is now returning many fold. In view, therefore, of the beneficial effects attending their administration of the company's affairs, it is with satisfaction we note that at the annual meeting this week the present board of directors was retained substantially unchanged for another year, thus disproving the rumors current some weeks ago that the management was to pass into different hands.

The gross earnings for the year ended September 30 aggregate \$20,715,605, being no less than \$2,022,496 above those of the previous year, and being also the largest in the company's history; but the working expenses during the same time increased \$1,612,305, so that net earnings, though larger than ever before, are but \$410,191 acove those of 1879-80. The smaller proportionate gain in net than in gross is directly attributable to the war of rates on the trunk lines. The report tells us that had the same rates been received as in the previous year the freight traffic would have realized \$1,125,548 more than it actually did, which we need scarcely say would have been a clear net gain. The rise in the percentage of working expenses to 64 from 62 in 1879-80, is explained in the same way. Had full rates been received on through freight the percentage would have been 60.7 instead of 64 That the road is being more economically operated than at any previous time is shown by the fact that the expense of hauling a ton of freight one mile, which in 1879-80 was 534 of a cent, a very low figure, was further \$3,118,944 in 1878-79, a gain of pretty nearly a million

reduced in 1880-1 to 329. Of course the volume of traffic has increased very heavily, and the larger the volume the smaller will be the average cost per ton per mile; but then it must not be forgotten that the price of labor and materials has increased also, and increased very largely.

In addition to the net earnings from traffic, \$7,459,375. the company had an income of \$844,306 from other sources, making its total net income \$8,303,681. From this the company paid \$4,148,745 on account of interest on its funded debt, and \$2,267,518 for rentals of leased lines and other charges, leaving a surplus of \$1,887,418, against \$1,790,620 the previous year; but in that year \$184,873 less was paid for interest, so that the surplus remaining this year is to that extent more favorable than the figures given would indicate. The interest charge has not yet reached its maximum. That will occur with 1883-4, when \$4,235,065 will have to be paid. Making allowance for the full interest, the surplus account would stand thus: 1880-81, \$1,801,098; 1879-80, \$1,519,427. This amount in 1881 is equivalent to 6 per cent on the preferred stock and almost 14 per cent on the common stock. With these figures before them, the old Board, at their last meeting before the election, deemed it advisable to declare a dividend to the full amount of 6 per cent on the preferred stock, calling, however, for less than \$490,-000, as the stock is small; this will remove a point of controversy between the directors and the stockholders, and is also an acknowledgment on the part of the former that the time has come when a part of the net earnings can with safety be applied to the stock. To show what a remarkable improvement has taken place within a very short period in the company's business, it is only necessary to say that the net income of \$8,303,681 this year is more than three millions above that of 1878-9, only two years ago. The following shows the gross and net earnings for a number of years past.

Fiscal Year.	Gross Eurnings.	Operating Expenses.	Net Earnings.
1872-73	18,598,899 16,876,859	\$13,640,612 13,563,738 12,670,131 12,231,202 10,599,840	\$3,371,965 5,035,161 4,197,728 3,621,259 3,809,050
1877-78	15,644,978 15,942,023 18,693,109	10,635,564 11,171,699 11,643,925 13,256,230	5,009,114 4,767,321 7,019,184 7,459,375

Examining the earnings a little more closely, we find that of the total increase of \$2,022,496, no less than \$1,661,810 came from coal traffic. As the entire earnings from coal traffic in 1879-80 were only \$3,191,617, the increase on that business is equivalent to more than 50 per cent. This is a remarkable fact, certainly. The Baltimore & Ohio also made a gain here, but it was barely sufficient to offset the loss elsewhere. On other kinds of freight the Eric actually lost \$73,349, owing to the rate war. As already said, except for the war this traffic would have yielded \$1,125,548 more, or \$1,052,199 above the previous year. A heavy loss, on through business, has thus been counterbalanced by a still heavier gain in coal business, and the conclusion is that except for this gain in coal, the Erie, like the Baltimore & Ohio, would have shown a large decrease in net earnings. This, howover, we regard as a strong point, for even if another year the coal business should fall off, there is at least a likelihood that better rates will be realized on its other freight, as it is certain that the railroad war will come to an end some time. The remainder of the two millions increase in gross earnings was made chiefly on passengers, the receipts from which were \$358,316 above those of 1879-80, bringing them up to \$4,041,267, against dollars in two years. Here, as elsewhere, we see what rapid strides forward the Erie is making.

The details of the traffic movement show how the company was able to realize such satisfactory results. As already noted, notwithstanding the higher price of labor and materials, the expense to it of hauling a ton of freight is lower than ever before, namely 529 thousandths of a cent. The figure of 534 thousandths last year was remarkable in being below that of the Central. It remains to be seen whether the expense on the Central has also been diminished this year. In 1874-5 it cost the Erie no less than 958 thousandths to move a ton a mile. The cheapening in cost is to be directly attributed to the improved condition of the track and the heavier engines used, enabling the company to haul a larger load. Last year the average freight train load was 210 tons, and this was considered a very good showing and exceeded by only a few roads. This year the average has risen to 218 tons, precisely what it was on the Central in 1879-80. Probably the bigger load is in part due to larger west-bound shipments carried in cars that would otherwise have gone back empty. The evidences of the Erie's progress are everywhere so pronounced that one can hardly refrain from calling attention to them at every step, so we will remark that in 1874-5 its average load was only 134 tons.

But while cost has diminished, the rate received has diminished even more largely. Last year 836 thousandths of a cent was received per ton mile, this year only 805 thouandths, a falling off of 31 thousandths, against a falling off in expense of only 5 thousandths, leaving the profit 26 thousandths smaller, or at 276 thousandths, against 302 thousandths in 1879-80. These figures covering all classes of freight, the loss of 31 thousandths in the rate received does not measure the full loss on account of the war, for the rate on coal rose from 738 thousandths to 845 thousandths, and tended of course to swell the average on all. A better criterion is furnished by the item of "other freight." Here we find that 789 thousandths was the rate this year, against 869 last year, a diminution of 80 thousandths, which was sufficient to cause a loss of \$73,349 in earnings on this class of business, though 121,079,362 more tons were moved a mile than in the previous year. The following are the freight and passenger statistics for nine years past.

Coat.				Other Freight.			
Year.	Tons Moved.	Tons M One M		Rate P Ton per Mile. Cents.	Tons Moved.	Tons Moved One Mite.	Rate Plant Part Mile. Cents.
1873-74 1874-75 1875-76 1876-77 1877-78 1878-79 1879-80	3,911,942 3,854,426 3,852,567 3,807,644 3,248,110 2,850,106 4,410,327 4,067,574 5,516,850	338,366 264,923 272,986 267,346 500,436 432,326	3,578 4,395 4,580 6,551 9,839	'790 '640 '738	4,618,318	678,257,229 775,508,343 841,601,825 957,419,138 1,068,785,866 1,288,782,256 1,409,961,618	1.020 .850 .869

Freight of all Kinds.				Passengers.					
Year.	Tons moved.	Tons mov'd one mile. [000s omitted.]	Rate p. ton p. m. cents.	Cost per ton p.m cts.		ımber rried.	Carried one mile [000s omit.'d]	Rate per pass. p. m. cents.	per pass p.m.
1972-73. 1873-74. 1874-75. 1875-76. 1876-77. 1877-78. 1878-79. 1879-80. 1880-81.	6,364,276 6,239,943 5,972,818 6,182,451 6,150,468 8,212,641	1,032,986 1,047,420 1,016,618 1,040,432 1,114,586 1,224,763 1,569,222 1,721,112 1,984,395	1.311 1.209 1.098 .955 .973 .780 .836	910 958 885 752 674 561 534	1.2 5,0 5,0 4,8 4,8 4.8 5,4	23,130 52,855 42,831 87,038 96,327 94,527 91,431	160,204 155,396	2:313 2:227 2:102 1:884 2:188 2:091 2:041	1.95 1.85 1.47 1.69 1.59 1.36

1- Looking at the tonnage movement, we see that since 1875-6 it has almost doubled. In "other freight," representing everything except coal, the growth has been constant and uninterrupted. In coal the upward tendency has been manifest only since the revival of business

activity, but the progress since then has been very marked indeed. After the panic, when all manufacturing industries were depressed, the tonnage of this class of freight heavily declined, but with the resumption of specie pay. ments these industries were infused with new life and there came a quick rebound, so that while in 1877-8 the Erie moved only 267 million tons (one mile) the very next year it moved over 500 millions, and this has been further increased now to $574\frac{1}{2}$ millions. Furthermore, while in case of other freight the rate received has been steadily declining, on coal it has been steadily increasing, and is now higher on the latter than on the former. Coal is. therefore, at present the Erie's best business. It contributed the whole of the year's increase in freight earnings, and any fluctuations that may take place in this trade are worthy of the close study of its stockholders. The change in the position of coal and other freight as respects rates, is forcibly illustrated by comparing 1877-8 with 1880-81. In the former year the rate on other freight was 1020 thousandths; on coal 790 thousandths, or 230 thousandths In 1880-1 the rate on other freight was 789 thousandths, and on coal 845 thousandths, or 56 thousandths higher. It will be observed, however, that the haul on coal is much less than on other freight, for though the actual number of tons moved the past year was about the same of each, the tonnage mileage on other freight was 21 times as great.

In passengers the expansion in the volume of traffic is no less marked than in freight. We have already referred to the increase of pretty nearly a million dollars in earnings during the last two years. This was made in spite of a reduction in rates from 2.091 cents to 2.016 cents per passenger per mile. But the cost of carrying a passenger, though slightly higher this year than last, has during the same time decreased so much, that the profit realized is considerably larger, being about 641 hundredths of a cent, against only 50 hundredths. In 1879-80 the profit was 68 hundredths, but when it is remembered that in 1874-5 it was only about 28 hundredths, the present figure of 641 will be considered very satisfactory. In part the better profit is due to the larger number of passengers carried per train. In the year under review, the average was 58 passengers, against 55 in 1879-80, and only 48 in 1874-5. Though the number has increased, however, it is not yet up to that of the Central, which in 1879-80 carried an average of 65 passengers to each train.

GALVESTON'S COMMERCE AND HARBOR.

The contract between Messrs. Gould and Huntington has been signed, and the two systems of road which they control will be operated as continuous lines between points on the Pacific and points on the Mississippi. The agreement is of prospective, perhaps more than of present, importance. It is of immediate moment inasmuch as it removes at once the danger involved in the threatened building of opposition lines in each other's territory, and establishes harmonious relations between them. The compact is chiefly of value, however, in guarding against ruinous competition between the two systems, and it is here that it bears more largely upon the future than upon the present. The expectation is that a junction between the Southern Pacific and the Texas & Pacific will be effected within a very few days, but the line of the Southern Pacific to the Gulf will not be completed before July 1 next at the earliest, and until this takes place the Huntington roads will not be in a position to compete for the trade to and from Galveston and New Orleans, so that a fight in good earnest could hardly have begun for some time yet. But it is certain now that there will be no fight, and that a clashing of conflicting interests has been averted.

It is cause for congratulation that the agreement does not involve the abandonment of either company'a line to the Gulf. The business of the Southwest is destined to assume large dimensions in the immediate future. The Gulf of Mexico has hitherto had no direct connection with the Pacific Coast and the territory intervening. Presently it is to have two, both in strong hands, interested in building up a large and profitable trade. Does not this mean the development of the Southwest-we use the word Southwest in its true sense, as referring to a section of the country that can be correctly so designated-on a broader scale than ever before? Through these lines Southern Arizona and New Mexico and Northern Texas will be brought very near to the Gulf, and this should, and certainly will, give an additional stimulus to settlement and production in those vast districts. Some of the effects of these new connections will be immediate. But when the new forces have had time to work there will be a very decided growth throughout that entire section, compared to which the present will be insignificant indeed.

But railroad facilities being assured, are there also adequate port facilities? Here we regret to say the out. look is less encouraging. There are only two ports on this portion of the Gulf coast of any importance-New Orleans and Galveston-and one of these, the latter, labors under serious disabilities. Galveston has a very good harbor, but the water over the bar at the entrance is not sufficiently deep to permit of the free passage of vessels at all times. The consequence is such delay and inconvenience that the larger class avoid Galveston altogether, not wishing to run the risk of delay. Until lately this was a matter of comparative indifference to all except the people of Texas. Now, however, the case is changed. New railroad connections are opening up an immense section naturally tributary to the Gulf ports, so that the whole Southwest has become interested in improved facilities.

To be sure, New Orleans still remains, and is now better able than ever before to handle a vastly increased business. But that is not enough; Galveston also is needed. New Orleans will always remain the objective point of the traffic coming down the Mississippi, of the productions and business gathered by its railroads from the section contiguous to the Mississippi, and for a share of the traffic of the district now to be opened by the Southern Pacific and the Texas & Pacific. But there is also a large section which by its position is entitled to an outlet through Galveston, that being its shortest way to market. It comprises Western Texas, Southern California, Arizona and New Mexico. There is no reason whatever why the products of this section should be compelled to take the longer, and therefore the more expensive, route. Every additional charge diminishes the margin of gain left the producer, and hence the higher cost involved in transporting a longer distance means to him a correspondingly lower profit.

Galveston is at present complaining because, as it claims, a good part of the production of Northern Texas, which formerly came to it, now goes to St. Louis instead, the Gould roads discriminating against Galveston. That more cotton is now taking the northern route admits of no dispute. Our monthly overland statements prove that. A larger proportion of the crop than formerly goes direct to the mills. The consolidations that have been in progress among the railroads, by which different links in the same route have been brought under one management, have made such a movement possible by supplying a con-

tinuous carriage from plantation to mill. It is claimed, however, that other traffic has also been influenced to take a northerly direction by the action of the railroads, though what the railroads gain by this action is not vory clear. Take Longview, for instance, the northern terminus of the International & Great Northern. It is charged that rates are such that it is cheaper to carry cotton raised in the vicinity of that place to St. Louis than to Galveston. From St. Louis to Longview is 588 miles; from Galveston to Longview only 282 miles. In the former case the Iron Mountain and Texas & Pacific, both Gould roads, are used; in the latter case the International & Great North. ern, also a Gould road, is used the entire length except for the short distance from Houston to Galveston, 50 miles, where the track of the Galveston Houston & Henderson road has to be used. It follows, if the charge of discrimination is true, that the managers of these roads are deliberately carrying freight on one of their lines 588 miles for a price as cheap as, if not cheaper than, they get on another line for less than half the distance. If this is being done, it is without doubt a mere temporary arrangement, for the accomplishment of some special purpose, and cannot be long kept up. With the same rate to St. Louis as to Galveston a railroad will of course carry to Galveston as in doing so less than half the work is exacted from it.

Galveston papers also express fears that the Huntington-Gould combination will prove detrimental to Galveston. These fears, we think, are not justified. The agreement provides that when the Southern Pacific line to the Gulf -the Galveston Harrisburg & San Antonio is now being built westwardly to the Rio Grande, there to be met next July by the Southern Pacific extension being built from El Paso southeastwardly—is completed, the Southern Pacific shall have one-half of the New Orleans business and twothirds of the Galveston business. It seems only proper that the Southern Pacific should have the biggest share of the Galveston business as it will have a very direct line to that point—the Harrisburg road extends only to Harrisburg, but the Houston & Henderson road will be used from Harrisburg to Galveston-while the Texas & Pacific line will be very circuitous. But this recognition of the Southern Pacific as the shortest route, it seems to us, is quite likely to be turned further to the advantage of Galveston. As far as Ei Paso the Southern Pacific will control the traffic; from thence that destined for New Orleans will be divided equally, while all destined for Galveston will go two-thirds to the Southern Pacific Gulf line and only one-third to the Gould line. Thus it appears to be clearly to the interest of the Huntington system to give its traffic to Galveston in preference to New Orleans. Undoubtedly much of the traffic will have been previously consigned, but there is also a large body over which it will have control, and this it can give any destiny it chooses. Especially is this so if, as proposed, shipments are made from California direct to Europe on through bills of lading. In that case the through rate would be a fixed sum, irrespective of whether the traffic went via New Orleans or Galveston, and since it could make very little difference in cost to an ocean steamer whether it sailed from either port, while the cost of carrying by rail the further distance from Galveston-or rather from Harrisburg-to New Orleans, would be quite an item in the total cost, there can be little doubt that Galveston would be chosen for such shipments.

So here, too, Galveston has a prospect of increasing its business. Further than that, the Gulf Colorado & Santa Fe is being rapidly pushed northward, and this is preeminently a Galveston road. The Texas & St. Louis is also being pushed with great vigor, and should swell the flow of traffic to the Gulf. The Texas Mexican is completed from Corpus Christi to Laredo, and is to be carried to Galveston in one direction, and way down to the heart of Mexico in the other. When this is accomplished, that port should get a considerable portion of 'the Mexican trade, for the most direct line from the Mexican capital to the United States border is furnished by the road to Laredo.

But this only emphasizes more strongly the necessity for making Galveston equal to the demands upon it, and to that end it is essential that deeper water be provided. It seems to be admitted that the work is practicable, and the suggestion is made by the Maritime Register of this city that Galveston should issue 5 per cent interest-bearing bonds to cover the cost of the work. As a port, she is deeply interested in securing sufficient depth of water to make it possible for ocean vessels of large draught to unload directly at her wharves; but the State of Texas is even more deeply interested, and hence it seems to us that State bonds would be preferable. We are afraid, however, that little will come of the suggestion of our neighbor. The good people of Texas have hitherto shown no disposition to undertake this work as a city or State improvement. Congressional aid is what they desire, and unless they get that we very much doubt whether deeper water will ever be secured.

We have never favored the disposition everywhere evinced at the slightest opportunity, to call upon Congress for help, but at the same time we would distinguish between undertakings of merely local value, and those that have a national character. To works of a local character we are unalterably opposed. We do not think the nation should pay for enlarging a mill-pond in some backwoods district in Michigan. Even where a large section is sure to be benefited we prefer self-help. For instance, we would rather see the work on the Harlem River or Spuyten Duyvel Ship Canal prosecuted with the money of the State than with the money of the nation. We think the State of New York rich enough to do the job itself. But when this resource fails, then it is clearly the duty of the nation to step in and make amends for territorial neglect or inability, provided always that national interests warrant it. We bespeak, therefore, for the people of the Southwest an earnest consideration of the difficulties encountered by ocean vessels at Galveston. Let Congress make a full investigation, determine the cost of the needful improvements, and if the wisdom of the course commends itself to them, as it certainly will, appropriate the money called for. The cost having been determined, we think it would be well to appropriate a sufficient amount at once to carry the work forward with rapidity. The jetties have greatly improved the position of New Orleans. have no doubt that deep water will do the same for Galveston, and then the Southwest will have two excellent outlets on the Gulf.

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO DECEMBER 1.

We are able to day, by means of the telegraph, to bring down to the first of December our cotton overland movement.

OVERLAND MOVEMENT TO DECEMBER 1, 1881.

The movement of cotton by rail shows, as usual in November, a marked increase during the month. The gross figures also show an increase over the same month of last year, so that for the three months of this season they reach the large total of 413,006 bales, against 320,372 year is as follows.

bales during the corresponding period of 1880, a difference in favor of 1881 of 92,034 bales, the increased gross movement during November, this year, having been 40,437 bales. But the *net* movement shows a slight falling off compared with November, 1880, being for the three months 231,597 bales, against 199,944 bales last year, an increase of 31,653 bales, whereas the excess over last year on the first of November was 32,767 bales. The details for the three months, presented in our usual form, are as follows.

OVERLAND FROM SEPTEMBER 1 TO DECEMBER 1.

	1881.	1880.
Since September 1, shipped—		
From St. Louis	123,226	115,620
Over Illinois Central	3,145	21,610
Over Cairo & Vincennes	67,068	22,500
Over the Mississippi River, above St. Louis	150,125	58,331
Over Evansville & Terre Haute	2,232	2,200
Over Jeffersonville Madison & Iudianapolis	40.136	31,884
Over Ohio & Mississippi Branch	10,376	10,973
Over Louisville Cincinnati & Lexhigton	38,455	17,862
Recoipts at Cincinnati by Ohio River	16,877	6,331
Receipts at Cincinnati by Cincinnati Southern	53,013	30,555
Over other rontes	4,902	497
Shipped to mills, not included above	3,42	2,606
Total gross overland	413,006	320,972
Deduct-		
Receipts everland at New York, Boston, &c	120,980	86,841
Shipments between (or South from) Western in-		
terior towns	3,865	5,526
Shipments inland (not otherwise deducted) from—		
Galveston	4,531	512
New Orleans	1,321	49
Mobile	45,315	23,293
Savannah		
Charleston		*****
North Carolina ports	1,249	1,199
Virginia ports	3,19	3,308
Total to be deducted	181,408	121,028
Leaving total net overland*	231,59	195,944

*This total includes shipments to Canada by rail, which since Sept. 1, 1881, amount to 14,215 bales.
† This month's movement estimated.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

As indicated by our weekly statements, there has been a still further falling off in the receipts at the ports as compared with a year ago, the difference now being 245,813 bales in favor of 1880; the interior stocks, however, show an excess over last year of about 90,000 bales. There has also been a still further decrease in the exports to foreign ports during the month, the total for the three months being 1,040,961 bales, against 1,280,074 bales for the corresponding period of 1880, a decrease, as compared with last season, of 239,113 bales. The receipts and exports during the month, together with the stocks at the close of the month, are given in the following table.

Movem't from Sept. 1, 1881	Receipts	Export	ed since	Sept. 1, 18	31, to—	Stocks
to Dec. 1, 1881.	1, 1881.	Great Britain.*	France.	Conti- nent.	Total.	Dec. 1.
Galvesten Ind'nola, &e	222,161 8,268	53,012	4,911	25,629	83,552	92,992 436
New Orleans.		168,074	81,612	80,080		
Florida	10,430 411,431	3,900		80.667	3,900	692
Br'nsw'k,&e	5,258 300,120					
Pt. Royal, &c		9,277			101,592 9,277. 23,224	745
Mor'h'dC,&e			1,400	10,896		
City P'nt, &e		94,381	12,723			
Boston	68,669 12,670	34,778	14,120	12.256	31,779	3,420
Philadel., &c.				50	12,073	
Total	2,187,484	638,474	122,549	279,935	1,040,961	937,006
Total 1880	2,433,297	855,766	180,176	244.132	1,240,074	908,028

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and through Southern consumption, since September 1 this year and last year is as follows.

	1881.	1890.
Receipts at the ports to Dec. 1bales. Net shipments overland during same time	2,187,184 231,507	2,433,297 109,944
Total receiptsbaies. Southorn consumption since September 1	2,419,031 70,000	2,633,241 55,000
Total to Dec. 1bales.	2,499,081	2,688,241

The decrease in amount of cotton marketed during the first three crop months of 1881 is thus found to be 199,160 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to Dec. 1, 1981	, as abovebales.	2,489,081
Stock on hand commencemen	t of year (3opt. 1, 1881)-	

At Northern ports 91,911
At Southern ports 17,322-212,233

At Providence, &c., Northern interior markets .. 5,819- 218 043 Total supply to December 1, 1881...... 2,707,121

Of this supply there has been exported to foreign ports since sept. 1, 1881...1,010,961

Less foreign cotton included 1,369-1,039,593 Burnt North and South ... Stock on hand end of month (Dec. 1, 1881)—

At Southern ports..... 703.512-937.036

At Providence, &c., North en interior markets.. 11,606-2,003,181

Total takings by spinners since September 1, 1881 Taken by Southern spinners	700,943 70,000
Taken by Northern spinners since September 1, 1881 Taken by Northern spinners same time in 1890	630,913 567,493

Increase in takings by Northern splaners this year.. bales. The above shows that Northern spinners had up to December 1 taken 630,943 bales, an increase over the corresponding period of 1880 of 63,450 bales.

AMOUNT OF CROP NOW IN SIGHT.

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

	1881.	1880.
Total marketed, as abovebales. Interior stocks in excess of Sept. 1		2,698,241 220,000
Total in sightbaies	2,799,081	2,908,241

This indicates that the decreased movement up to this date of the present year is 109,160 bales.

WEIGHT OF BALES.

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

	Three Mo	Same Period in 1880.		
	Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.
Texas	230,429	117,097,104	503.17	512.45
Louislana	559,850	260,330,250	465.00	484.70
Alabama	131,298	64,992,510	495.00	514.00
Georgia*	427,119	201,813,727	472.50	479.87
South Carolina	313,093	134,926,121	462.90	471.00
Vlrginia	322,330	153,148,653	475.13	470.00
North Carolina	82,390	38,521,444	467.55	470.00
Tennessec, &c	422,582	202,726,450	475 00	504.00
Total	2,489,081	1,183,556,259	475.50	487.00

^{*} Including Florida.

It will be noticed that the movement up to December 1 shows a decrease in the average weight as compared with the same time last year, the average this year being 475.50 lbs. per balc, against 487.60 lbs. per bale last year, being a loss of about 21 per cent. Mr. Ellison, in his annual roview, estimates the extra waste in the last American crop at 31 per cent. If we accept that estimate as correct and deduct the 34 per cent from last year's weights, the present year's average would then appear to be about 1 per cent in excess of a year ago.

THE COTTON GOODS TRADE IN NOVEMBER.

The movement is cotton goods on account of back orders was larger than is usually witnessed in this month, but new business was restricted in volume, operations having been mostly of a hand to-mouth character. Not withstanding the late lull in the demand, very few goods have accumulated, and many plain and colored cottons are still largely under the control of orders. Print cloths were a fraction easier at the end of the month, but prices of brown, bleached and colored cottons remain very firm. The price of 64x64s from Nov. 15 to 29 is given in the table below at 4 1-16c., which was the actual price for "future deliveries;" but "spots" were on some days sold at 4c. plus 1 per cent and 4c. plus 1 per cent. To indicate the course of values during November we give the following statement:

	1881.				1880.		1879.		
Nov.	low mid-	Print- ing cloths, 61x64	ings,	Cott'n low mid- dling.		ings.	Cott'n love mid- dling.	Print- ing cloths, 64x64	tnas.
1	113 ₁₆	4 4 4 4 8 1 11olld 4 4 4 4 11 ₁₆ 11 ₁₆	**************************************	10°16 10°19 10°19 10°19 10°19 10°19 10°19 10°19 10°19 10°19 10°19 10°19 10°19 10°19	4 14 Holld 4 38 4 38 4 38 4 38 4 38 4 38 4 38 4 14 4 14 4 16 4 16 4 16 1 19 1 19	734	11 11 11 11 11 16 11 18 11 16 11 12 11 16 11 13 16 11 13 16 11 13 16 11 13 16	4 14 . 8 4 14 Hold 1 14 1 14 4 14 4 14 4 14 4 12 4 12	8
18	1112	116 116 116 116 416 416 416 416 416 416	884 884 884 884 884 884 884 884 884 884	10918 10918 1058 101516 101516 11118 11918 11918 11918	4316 4316 4316 . 8. 4316 4316 414	8888	111516 111516 111516 111316 111316 111316 111316 11216 12316	4916 458 458 454 434 4316 41316	812 812 813 814 814 814 814 814 814 814 814 814 814

The above prices are-For cotton, low mid lilng upland at New York; for printing cloths, munifacturers' prices; for sheetings, ageous' prices, which are subject to an average discount of 5 per cont.

THE PANAMA CANAL AND THE MONROE DOCTRINE AGAIN.

In the current number of the North American Review Mr. John A. Kasson, late United States Minister to the Court of Vienna, and now Member of Congress from Iowa, presents his view of what he calls "The Monroe Doctrine in 1881." Mr. Kasson holds properly enough that the principle involved is capable of expansion; and the object of his article is to show that it has expanded, and to affirm the necessity of its application to-day in its new and broader sense. It is hardly necessary to say that the immediate occasion of the article is the construction of the ship canal across the Isthmus of Panama.

All that the essayist asserts regarding the intrusion of foreign powers upon the American Continent-that neither by conquest, nor by purchase nor by colonization should they be allowed to establish their authority here or in any way build up an independent jurisdiction, -we need not criticise, for it is in no way at issue. But we will add that we do not think he has thrown any fresh light on the general subject, or that he has stated the case more clearly than it has been stated a thousand times before, or that he has given us any satisfactory reason why

the present time is specially opportune for reasserting the above doctrine and affirming the necessity or wisdom of its present application. That there is such a thing as the Monroe doctrine, that it is a doctrine which has always found favor with a large mass of the American people, and that the principle involved in this doctrine has, on certain occasions, been asserted not without effect and even advantage, we were all sufficiently well aware. It was hardly necessary, therefore, for Mr. Kasson to tell us that; what was wanted was a good and satisfactory reason why we should make an outcry now against the effort of European capitalists to do a work which would especially benefit us and which we are unwilling to do ourselves. He certainly begs the question when he asserts that the steps taken for the construction of a canal across the Isthmus of Panama are "the intrusion of European control in Central America." Under the circumstances, it also seems a piece of empty bravado, an utter waste of words, to tell us that "to suggest such control by a naval power of Europe is to suggest war with the United States."

Quite recently we had occasion to comment on the language used by the Secretary of State in his communication to our diplomatic representatives abroad, in regard to the proposed canal. But the ex-minister goes far beyond the Secretary of State. His threat of war, he apparently justifies by speaking of the canal as "the connecting water-line between our Atlantic and Pacific coasts;" and tells us that it can "no more than the Pacific Railroad be allowed to come under European control." This, we suppose, is an illustration of what he means by the "expanded" principle of the Monroe doctrine. When did they become "our Atlantic and Pacific coasts"! Where is the analogy between our relations with "the connecting water line" and with the Pacific Railroad? And who has proposed to build a canal to be under "European control"? But he goes still farther, and says that "the communication should be "opened on a line approved by the United States, by a "company chartered by, or with the formal approval of, "the United States, and sanctioned by the local govern-"ment; constructed, if necessary, by the financial aid of "the United States." Why did he not also add that a law should be passed compelling American capitalists to put their money in this proposed American enterprise. For it is evident that with his ideas generally adopted the construction of the canal would be impossible, except through compulsion applied to Colombia or to the United States, or both.

We are surprised that a man of Mr. Kasson's intelligence and general experience of the world should, in his zeal for his subject, wholly lose sight of the material interests of his own country and of the rights of other nations. His principle applied, poor Colombia would have no control in the matter at all. If she could not construct the canal herself, and this country were not prepared to help her, then she must do without it. No matter what wealth she may see in the proposed new water-way, she must make the sacrifice, admit our vested rights in the whole of Central and South America, and bow to the imperial will of the United States. Mr. Kasson cannot be ignorant of the fact that as far back as 1870 a treaty contemplating such a work was drawn up and approved by the Colombian Congress, and fell through on account of the opposition of the United States Senate. The Nicaragua route was then in favor. All that is now asked by such men as Mr. Kasson could then have been had, but it was rejected. Colombia consequently not supposing we monopolized the freedom of the world, looked elsewhere for help, and has been successful in securing the needed assistance. She is an independent nation, and so acknowledged by ourselves and all while the continued 6s advanced above par and accrued

other governments; furthermore, we have by treaty (in 1848) solemnly guaranteed to her "the rights of sovereignty and property". * * * which she "possesses over the, said territory." And who shall object now to her trusting to our guarantee and exercising those rights?

Besides, notwithstanding our refusal to help build her canal, the charter granted, and under which the work is to be done, is a wonderfully guarded instrument, so far as affects the question of Europe's political influence in the Americas, the only point the Monroe doctrine was ever supposed to cover even when "expanded" to the utmost. First, the arrangement provides that the canal and its terminal ports shall be "neutral in all times." This is the feature which our Government has constantly-and in pretty much the same terms-insisted should be the basis of any canal scheme for the Isthmus, as is shown by all our treaties and negotiations on the subject. The neutrality and internationality of the strip of land thus occupied was the central idea of any arrangement to be adopted, and that is fully secured in this case. It is further provided that there shall be no cession or hypothecation of the rights of the grantees to any foreign nation or government, and that the canal when completed shall be used only for commercial purposes. As to the question about our having the sole right of guaranteeing neutrality, we are of the opinion that that may as well, for the present, be left alone. Time and common sense will aid in its solution. If the United States really concludes that it wants the position and will agree to enforce its guarantee, it would not surprise us if Europe were in the end only too willing to accept of our services. If so, we fancy it would not be very long before we would discover in the epigrammatic words of Mrs. Stowe's old deacon that we "had bit off more than we can chaw."

When Mr. Kasson feels like writing again on this subject of an Isthmus Canal, we would kindly suggest that he take a little different starting point, one which will at least more fully interest the commercial classes of the country. He knows perfectly well that there is not the least likelihood of the United States ever building the canal as he suggests; it has not the power, and there is no prospect or desire among the people of amending the Constitution so as to grant the power. Let him honestly accept this conclusion, because it is inevitable, and then start with the simple fact that wheat in New York to-day is worth about \$1 40 per bushel and in San Francisco it is worth about \$1. When he has thoroughly comprehended the difference expressed in prices like these and the reason for it, and has inquired a little into the need the United States has for a ship canal, he will be in a good position to estimate rightly the wisdom of smothering under an "expanded" Monroe doctrine any incipient Isthmus Canal enterprise.

FINANCIAL REVIEW OF NOVEMBER.

The month was one of much quietness and steadiness in the financial markets.

Considering the low condition of the bank reserves and the large demand for money in new financial enterprises, as well as for moving the crops, it was rather a matter of surprise that the rates for money on call did not become more stringent. Towards the end of the month there was indeed a closer market, and stock brokers sometimes paid a commission for their loans besides the legal rate of 6 per cent per annum; but at no time was the scarcity of money so decided as to cause much depression in the stock market or apprehension of trouble in the future.

The demand for government bonds was large, and the prices of the continued 5 per cents advanced to 1021,

11714.

interest, so that only insignificant amounts were offered for sale to the Treasury on its offers to purchase \$2,000,000 per week. The demand for other investment securities was steady at full prices without any movement of importance; in fact, large transactions in other bonds than governments are hardly possible, since the railroad issues of high class are so widely and strongly held by investors that a small demand usually puts up the prices.

In the stock market there was much irregularity, with the result for the most part in favor of the bulls. The railroad war of rates was unsettled, and the earnings on many of the prominent roads showed a decrease; but on the other hand the support to the stock market by the large operators was very large, and in some particular stocks a great advance was made by new combinations cr developments—as for instance in the New York Elevated Railroad stocks-and these had an effect on the whole market.

Foreign exchange was firm in the early part of the month, but afterwards became weaker, in consequence of a better supply of commercial bills.

The following summary shows the condition of the New York City Clearing House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of December in 1879 1880 and 1881:

STATISTICAL SUMMARY ON OR ABOUT DEC. 1. 1879, 1830 AND 1831.

1891. 1890. 1870.
New York City Banks
Loans and discounts
Specie \$ 57.020,100 60,177,900 52,310,700 Circulation \$ 20,000,200 18,666,200 23,023,500 Net deposits \$ 286,566,400 289,527,100 247,195,500 Legal tenders \$ 15,592,600 12,098,200 16,771,700
Circulation \$ 20,000,200 18,666,200 23,024,500 Net deposits \$ 286,566,400 289,527,100 247,195,500 Legal tenders \$ 15,592,600 12,098,200 16,771,700
Legal tenders\$\ 286.566,400 \ 289,527,100 \ 247,195,500 \ 15,592,600 \ 12,098,200 \ 16,771,700
Legal tenders\$\ 15,592,600 \ 12,098,200 \ 16,771,700
Legal tenders
Legal reserve\$ 71,641,600 72,381,775 61,798,875
Reserve held\$ 72,612,700 72,276,100 69,082,400
Surplus 971,100 Def.105,675 7,283,525
Money, Exchange, Silver-
Call loans 4 \$6+152 3 \$6 & 14 p.d. 5 \$7
Prime paper, slxty days 62612 62612 526
Silver in London, per ez 511616d. 5434d. 53118d.
Prime sterling bills, 60 days. 481 4794-48112 48012-48114
United States Bonds-
68,1891, cou. (continued at 312) 100 210, 13
6s, currency, 1898. 127 129 1203
58, 1881, (continued at 312) 1025a
4128, 1891, coupon
48 of 1907, coupou 1178 11158 10312
Raitroad Stocks-
New York Central & Hud. Riv. 1383 141 132
Erie (N. Y. L. E. & W.) 46 45 39
Lake Shore & Mich. Southern. 12212 12014 10438
Michigan Central
Chleage Rock Island & Pacific 13478 1221, 14712
Hillnois Central
Chicago & Northwestern, cont. 130 1281, 1281
Chicago Milw. & St. Paul, com. 1083a 1071, 721.
Delaware Lack, & Western 127 101 20
Central of New Jersey 955a 763a 73
Merchandise-
Cotton, Middl'g Uplands, P D. 12116 12 1219
Wool, American XX 20 th 360 120 14050
Iron, Amer. pig. No. 1. 19 ton. 25 00@26 00 25 00@20 00 26 00@27 00
wheat. No. 2 red win. W bush, 1 394-1 414/1 246/1 246/1 461-61 47
Corn, Western mixed. Whush. 64@7131 5710@6110 582.69
Pork, mess

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

NEW YORK CITT BANK MOVEMENTS IN NOVEMBER.

N. Y. City Bank Statements.	Nov. 5.	Nov. 12.	Nov. 19.	Nov. 26.
Loans and discounts	6 413 500	60,784,900	59,949,700	
Legal tenders	902 032 5iid	290,677,300	291,988,500	286,566,400
Iteserve held	\$73,020,625 76,125,300	\$72,609,325 75,611,900	75,223,700	72,612,100
Rango of call loans	\$3,104,675 3@6+1-32 6@6%	\$2,971,575 3@3 6@8%		\$971,100 314@C+1-31 6@07

The total transactions at the Stock Exchange, compared with previous months, were as follows:

	Aug.	Sept.	Oct.	Nor.
U.S. Governm't bonds State bonds Railroad bonds	\$1,696,150 1,248,500 13,412,360	\$1,673,736 2,264,500 13,143,400	3,060,500	
Bank stocksshares Railroads, &c "	6,869,750	531	9.606,997	7,973,353

	TO TO THE POST OF											
		fin'd	5s, con- lin'd	1891. 19	07, 1	6a, 7ur., 808, reg.	Nov.	60, con- tin's as 3 %	lin'd	1801,	4a, 1907, coup.	16004
			102				10	101%	101%			
3.			102	11	3 1.		21		10176	1134	116%	
5 .			102		610 .		2:1.		102		116%	
7.			102	Holi da	64.		25		1024	1133	117 i	
0 .			103	1133e 11 11:13e 11	H Dal		27		1023	8		
11.				1133			29		1021 ₉ 1021 ₉		1175	
13.									1024			
15.		1014	1024	11316	7 1.		Open	1013	1024	1148	1174	

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

1131₂ 1167₃ Clos. 1013₄ 1021₉ 1145₇ 1171₉

Nov.	Cons'ls for money.	5s ext. at 312.	41 ₉₈ of 1891.	4s of 1907.	Nov.	Cons'ls for money.	5n ext. at 31g.	4 12s of 1891.	1907.
1		Holl	day.		20		8.		
2	וישט ו	100	11614	11912	21	1001616	1047	11512	1204
3	99916	105	11619	1193	04)	100316			1201c
4	991116	105	1164	110%	23	100118	105	1134	12019
	991316		1164	1103	24	100116	105	11512	1204
6		S.			25	100 la	10412	11519	12012
7	100316	105	1164	119%	26	100716	10349	115%	120%
8	100716	103	1164	1194	27		8		
9		Holl	day.		28	100916		11614	
10	1001116	102	11078	1194	29			1164	
11	100916	1034	1164	1204	30	100016	10514	116^{14}	121
12	100a19	103	11612	1204		99716	103	1164	1194
13					Highest	1001516	1034	116%	121
14					Lowest	99716	10412	1154	1104
15	100913			12019	Closing		1054	1164	121
16	100016	10248	TTOOK	120-2	S'ee Jan. 1	-			
17					Highest	1021316	1054	120	121
18					Lowest	98510	103	1144	11578
19	1001918	109.6	119.3	120-9		-			

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of October and November:

RANGE OF STOCKS IN OCTOBER AND NOVEMBER Sept. 30. Low. High. Oct. 31. Low. High. Nov.30. RAILROADS. Sept. 30
Albany & Susq'hanna
Bost. & N.Y. Air Llue.

Do pref. 63
Buff. Pittsb. & West.
Burl. Ced. Rap. & No.
Canada Southern 64
Cedar Falls & Minn
Central Iowa.

Central of N. Jersey. 95½
Central Paelile. 95½
Ches. & Ohlo. 29½
Do 1st pref. 41
Do 2d pref. 31¼
Chleago & Alton. 131
Do pref. ... RAILROADS. 75 5554 20 374 893 901 27 39 29 127 140 79 63⁵8 26 37¹2 96³4 29 41¹2 31¹4 130¹2 953₃ 95 29 92⁵8 93 25¹9 38¹9 28³4 129¹9 9738 9738 291₂ 4178 3114 1371₂ 30% 135 §1354 784 414 1025 55 140 136 \$1263₁ 827₈ *80 147 128¹/₉ 86¹/₄ 83 15¹/₂ 29¹/₉ 147₈ 95¹8 113 82 1284 131 1301₉ 441₉ 191₉ 50 43 1314 51 1224 99 50 1738 72 834 86 464 95 897₈ 471₂ 39 23 70 881₂ 1031₂ 36 1241₈ 81 934 424 1064 39 126 854

* Prices bid. † Prices asked. ; Ex privilege. 5 Ex dividend.

85

			October		N	orembe	r.——	
RAILROADS.	Sept. 30. §14212	Low	High. 0 1421 ₂	1295	$Low. H$ 136^{1}_{2}	igh. No 14034	0v. 30. 13878	ı
N. Y. Cent. & Hud. R. New York Elevated . N. Y. Lake Erie & W.	. 1104	1353 ₈	119	1104	107	11158	10712	ı
N. Y. Lake Erie & W.	4412	107 417 ₈	4513	1114	441_{2}	4838	46	
Die pret.		8412	883 ⁷	8813	8812	9612	9112	
N. Y. & N. England N. Y. N. H. & Harti'rd N. Y. Ontario & W		170	181	170	72 ¹ 2 170	$\frac{72^{12}}{175}$	172	
N. Y. N. H. & Harri Tu	3212	30	3414	3258	3014	3334	3138	
Norfolk & Western		25	25	_	25	2610	- 1	
Do pref.	58	53	58	5134	53	6134	58	
Northern Pacific	391_{2}	3612	3958	38%	3837	4312	4018	
Do pref.	79 28	$\frac{764}{25}$	803 ₈ 284 ₂	$\frac{791_{2}}{27}$	$79\frac{1}{8}$ $25\frac{1}{4}$	$\frac{86^{18}}{28}$	821 ₈ 261 ₂	
Ohio Central Ohio & Mississippi	4438	39	4648	41	4018	427_{8}	4034	
Do pref.	106%	106	1105a					
Ohio Southern	254	18	25 200		21	28		
Panama Tr. Co. etfs. Peo. Decat. & E'ville.	4136	190 364	4234	4012	199	$\frac{200}{414}$	4012	
Phila & Reguing	714	62	743	67%	$190 \\ 374 \\ 641_2$	6878	6612	
Pbila. & Reading Pittsb.Ft.W.&C.guar.		138	138	137	13642	1394	136	
Renssel'r& Saratoga.	46	140	140	394	140	140	3914	
Rich.& Al. st'k, tr. ct.		35	$\frac{431_2}{1043_4}$	394	$\frac{38}{104}$	44	394 1194	ı
Richmond & Danville Richmond & West Pt.		991_{2}		1043	122	12012	1224	ı
Rochester & Pittsb	31	26	29		264	124 311 ₂		ı
Rochester & Pittsb Rome Wat.& Ogdens.		30	36		30	40	30	
	52	4978	6074		53	59		ı
Do pref	45^{1}_{4}	$\frac{90}{40}$	97 45%	4434	93 421 ₂	9938	44 67	ı
St. L. & S. Francisco.	7478	66	7412	6978	65	$\frac{47}{72}$	67	ı
Do 1st pref.	107	104	10814		105	109	108	ı
St. Paul & Duluth					304	31 781 ₂	75	ı
Do pref. St. Paul Minn. & Man		$\frac{57914}{102}$	§791 ₂		73 107 ¹ 9	7812	75	ı
St. Paul Minn. & Man	103	102	107-2	• • • • • • •	30	11334	1134	İ
Scioto Valley		126	126		126	$\frac{321_{2}}{1371_{2}}$	137_{2}	ı
	52	4534	5413	53	514	593 <u>4</u> 35	5414	ı
Texas & St. Louis	25	20	25	2212	32	35		ı
Tol. Deiphos & Bur	$\frac{25}{11978}$	$\frac{20}{11678}$	$\begin{array}{c} 25 \\ 122 \end{array}$	2212	$\frac{197}{117}$	$\frac{24^{1}2}{121^{1}2}$	81194	ı
Union Pacific		185	185	1204	182	132	•	ı
Wab. St. L. & Pacific.	504	4612	5078	4214	44	4934	4412	ı
Do pref.	91	8634	9158	\$38's	834	9034	8512	ı
Warren					119	119		ı
TELEGRAPH. American District		49	56		5014	58		ı
Gold & Stock					97	97		1
West Union, ex etfs.	§8578	8234	8814	8634	97 84	8814	8512	ł
EXPRESS.	44.02	4051	400	- 42	1.40	1.45	11.40	i
Adams	*137	13718	153	145	143 943 ₄	147 98	*143	1
United States	*69	90 70	971 ₂ 77	963 <u>4</u> 76	724	79	*95 79	ı
Wells, Fargo & Co	132	1293	137	*13412	721 ₂ 1331 ₂	135	*134	ı
Wells, Fargo & Co COAL AND MINING.								١
Cameron Coal		$32^{1}4$	397_{8}	3834	3734	4012		ı
Caribou Consol, Min. Cent. Arizona Min.		158	2	*15 ₈	218 1	218 158	1-4	ı
Colorado Coal & Iron		4712	5234	51	46	5358	50	ı
Consolidation Coal	*35	30	354	34	34	31		1
Deadwood Mining		6	77	*612		112	*612	Ä
Excelsior Mining		1212	218	17	178	112	1	4
Homestake Mining		17 25 ₈	183 ₄ 27 ₈	*213	17 2 ¹ 4 3 ¹ 4	1912	*17 ¹ 2 *13 ₄	1
Little Pittsb'g Min Mariposa L'd & Min.		4	5	†7	34	21 ₂ 31 ₄	Y	4
Do pref.		4	512		3	3		ŧ
Maryland Coal	*25	19	23	*22	2018	23	*20	ı
New Central Coal. Ontario Silver Min'g	3634	$\frac{25}{36}$	26 36	×36	$\frac{25}{32^{1_{2}}}$	2(34	3512	1
Pennsylvania Coal		240	240			3612		1
Quicksilver Mining .	*12	1242	1434	14	13%	1612	*14	I
Do pref	. 60	57	63	6112	60	0.4	*61	1
Robinson Mining Spring Mount'n Coal		1312	1378	1312	412	1334	434	1
Standard Cons. Min's		47 21	$\frac{47}{2234}$	2258	$\frac{44}{215_8}$	$\frac{44}{23^{1}_{2}}$	2312	1
Stormont Mining		218	238	218	21.48	20-2	20-2	1
VALIOUS.								ı
Dol & Hud Canal	10934	1064	11038	10918	10734	111	10818	1
Orogen Ply A Nor Co	*47	42	42 167	42 163	$\frac{381_{2}}{162}$	$\frac{40^{7}8}{174}$	*41	1
						1/4	165	d
Pacific Mail	51	15314	511-	100	421.	102	151-	U
N. Y. & Texas Land. Oreg'n R'y & Nav.Co Pacific Mail. Pullman Palace Car.		4758 1274	13316	133	434	49% 133	45 kg 129	
Pacific Mail. Pullman Palace Car. Sutro Tunuel.		153 ¹ 4 47 ⁵ 8 127 ¹ 4 1 ¹ 4	13316	133 134	128 128	49% 133	45 18 129 114	
Sutro Tunuel		475_8 1271_4 11_4	511 ₂ 1331 ₂ 15 ₈	133	$128 \\ 1$	4939	$129 \\ 114$	

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR NOVEMBER, 1881.

Nov.	60 days.	De- mand.	Nov.	60 days.	De- mand.	Nov.	60 days.	Pe- mand.
3 4	$\begin{array}{c} 4.811_{2} \\ 4.81 \\ 4.81 \end{array}$	4 851 ₂ 4 851 ₂ 4 85 4 85 4 85	13 14 15 16	4 81 1 ₂ 4 81 1 ₂	4 85 4 85 4 85	24 25 26 27	Holi 4 80 ¹ 2 4 80 ¹ 2 5.	day 4 841 ₂ 4 841 ₂
6 7 8	4 81 4 81 Holi	4 85 4 85 day	17 18 19 20	$481\frac{1}{2}$ $481\frac{1}{2}$ $481\frac{1}{2}$	4 85 4 85 4 85	28 29 30	4 S1 4 81	4 85 4 85 4 85
9 10 11 12	4 8112	$egin{array}{c} 4.85 \\ 4.85 \\ 4.85 \\ 4.85 \\ \end{array}$	$ \begin{array}{c} 21\\ 22\\ 23 \end{array} $	4 4012	4 85 4 84 ¹ 2 4 84 ¹ 2	Range High Low.		4 85½ 4 84½

THE DEBT STATEMENT FOR NOV., 1881

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

INTEREST-BEARING DEBT.

Character of Issue.	Author-	When Payable.	Interest Periods.	Amount Outstanding.					
		I agabic.	Per	Registered.	Coupon.				
6s of 1981*.	July 17,'61	June 30, '81	J.&J.		\$				
58 01 1881*.	July 14.270	June 30, '81 May 1, '81	O-F	401 504 900					
4s of 1907	July 14,'70 July 14,'70	Sept. 1,'91 July 1,1907	QM QJ.	178,981,400 547,069,900	71,018,600 191,698,650				
				\$1,287,008,700					
4s, ref etfs. 3s,navyp.fd	Feb. 26,'79			\$57	9,250				
a contrary of Trial	. buly 20, 00			14,00	00,000				
Aggrega	ie of intere	\$1,564,305,200							
" Coathau	* Continued at 312 per cent.								

On the foregoing issues there is a total of \$1,479,525 luterest over-due and not yet called for. The total current accrued interest to date is \$11,412,890.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$10.618,31.5 principal and \$724,165 interest. Of this interest, \$514,404 is on the principal of called bonds, which principal is as follows: 5-20s of 1832, \$370,700; do 1864, \$58,650; do 1865, \$77,050; consols of 1865, \$111,400; do 1867, \$1,146,250; do 1868, \$321,750; 10-40s of 1864, \$534,050; funded loan of 1881, \$1,9-9,650; 3's certs., \$5.000.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Legal-tender notes Certificates of deposit	July 17, '61; Feb. 12, '62. Feb. 25, '62; July 11, 62; Mar. 3,'63 June 8, '72 March 3, '63	9,045,000
Silver certificates	Marca 3, 63. February 28, '78. July 17, '62; Mar. 3. '63; June 30, '64} \$15,469,062	66,663,830
Less amt. est'd lost or	destr'yed, act J'e 21,'79 8,375,934	7,093,128
Aggregate of debt Uuclaimed Pacific Rai	hearing no Interest	\$434,750,854 7,256

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt— Bonds at 6 per cent, continued at 3½. Bonds at 5 per cent, continued at 3½. Bonds at 4½ per cent. Bonds at 4 per cent. Refunding certificates. Navy pension fund		
Total interest-bearing debt. Debt on which int.has ceas'd since mat'rity Debt bearing no interest— Old demand and legal-tender notes Certificates of deposit. Gold and silver certificates. Fractional currency.	10,648,315 346,740,976 9,045,000 71,871,750	724,165
Total debt bearing no interest Unclaimed Pacific Railroad interest		7.256
Total	\$2,009,704,370	\$13,623,837 \$2,023,328,207 245,042,866
Debt, less cash in Treasury, Dec. 1, 188 Debt, less cash in Treasury, Nov. 1, 188	1	\$1,778,285,340 1,785,534,466
Decrease of debt during the past mo Decrease of debt since June 30, 1881	nth	\$7,249,126 62,313,471
CURRENT LIABILITIES— Interest due and unpaid Debt on which interest has ceased Interest thereon. Gold and silver certificates. U. S. notes beld for redemption of certificate halance available Dec. 1, 1881	cates of deposit.	724,165 71,871,750 9,045,000
TotalAVAILABLE ASSETS—		\$245,042,866 \$245,012,866

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

ì	INTERNATION OF ALL OFFICE OF THE CONTROL OF THE CON					
	Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U. S.	
	Central Pacifie Kansas Pacific	\$25,885,120 6,303,000	\$20,346,340 5,372,973	\$3,600,920 2,625,2*9	\$16,097,148 2,747,683	
1	Uniou Pacific Central Br., U. P. Western Pacific		21,689,468 1,357,808 1,431,781	8,227,294 109,032 9,367	13,462,174 1,241,849 1,422,414	
-	Sioux City & Pac.	404 622 512	1,268,899	135,982	1,132,916	

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

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, for November, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

LIABILITIES, DECEMBER 1 1881.

market and a marke		
Post-office Department account	\$4,770,106	75
Disbursing officers' balances	23,953,442	69
Fund for redemption of notes of national banks "failed,"	,	
"In liquidation," and "reducing circulation"	29,193,376	60
Undistributed assets of failed national banks	551,656	
	15,393,075	
Five per cent fund for redemption of nat'l bank notes.	487,124	
Fund for redemption of national bank gold notes		
Currency and minor-coin redemption account	4,409	
Fractional silver-coin redemption account	68,598	70
Interest account, Pacific Railroads and L.& P. Canal Co	4,840	
Treasurer U.S., agent for paying interest on D. C. bonds	162,397	96
Treasurer's transfer checks and drafts outstanding	10,280,407	03
Treasurer's general account-		
Interest due and unpaid \$4,299.281 64		
Matured bonds and Interest 2,140,786 00		
Called bonds and interest 8,438,903 75		
Silver eertificates 66,663,830 00		
Certificates of deposit. 9, 415,000 60		
Releage including bullion fund. 149,150,271 28		

Total Treasurer's general account \$245,7 (8.7.83.76 695,916.77-\$245,042,866.99

\$329,912,301 98

ASSETS, DECEMBER 1, 1881.	
Gold colu	\$85,647,642 83
Gold builton	D2,574,260 59
Standard silver doliars	68,017,452 00
Fractional sliver colu	25,018,252 00
Silver hullion	3,089,709 63
Gold cortificates	8,300 00
Silver certificates	7,099,880 00
United States notes	26,401,078 19
National bank notes	4,508,134 65
National bank gold notes	48,170 00
Fractional currency	\$1,586.56
Deposits held by national bank depositaries	12,789,554 49
Nickel and minor com	421,209 88
New York and San Francisco exchange	1,565,000 00
Now York Bud Ban Francisco exchange	63 00
One and two-year notes, &c	55,000 00
Redeemed certificates of delaste, suite of total	170,099 85
Quarterly interest checks and coin coupons paid	
Registered and nuclaimed interest paid	1,568,938 92
United States bonds and interest	1,005,005 02
Inferest on District of Columbia bonds	1,070 40
Speaker's certificatos	**********
Pacific Railroad interest paid	600 00
-	00.10.010.001.00
	3320,012,301 98

Monetary Commercial English News

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

EXCHANGE AT LONDON-Nov. 12. EXCHANGE ON LONDON.					
On-	Time.	Rate.	Latest Date.	Time.	Kate.
Amsterdam	Short.	12:212 212:312	Nov. 12		12.15
Amsterdam		12.5 @12.542	Nov. 12		
Antwerp	60	23.65 @25.70	Nov. 12	Short.	25.33
Brunsels		25.65 @25.70	Nov. 12		2224
Hamburg	**	20.70 220.74	Nov. 12	Sbort.	20.40
Berlin	66	20.70 @20.74	Nov. 12	8.6	20.40
Frankfort	8.6	20.70 @:0.74	Nov. 12		20.40
Coponhagen.	8.6	18.45 @18.48	Nov. 12		
St. Peters'bg.		25 @2478	Xov. 12		*****
Paris	Short.	25.224025.35	Nov. 12		25.2612
Paris	3 mos.	25.5712@25.65	Nov. 12	Long.	25 33
Vienna	+6	12.00 @12.0212			118.50
Madrid	64	47 @46%	Nov. 12	3 mos.	47.20
Cadiz	**	47 @ 163	Nov. 12		
Bilbao	"	4678@4649	Nov. 12		******
Genea	**	26.15 @26.25	Nov. 12	3 mos.	25.30
Lisbon	4.6	5178705134	Nov. 12		
Alexandria.			Nov. 9		9714
New York			Nov. 12	Short.	4.8013
Bombay	60 days	1s. 715 ₁₈ d.	Nov. 12		1s. 83 ₁₆ d.
Calcutta		18. 715 ₁₆ d.	Nov. 12	66	1s. 831ed.
Hong Kong			Nov. 12		38. 912d.
Shanghai			Nov. 12	[66	58. 1 l2d.

[From our own correspondent.]

London, Saturday, November 12, 1881.

Although there is an increase in the supply of mercantile paper, the demand for money during the week has been upon a very moderate scale, and the rates of discount have had a downward tendency. No alteration has been made in the Bank rate, which remains at 5 per cent, but the open market quotations have been falling away, and the best three months' bills are now freely taken at 3½ per cent. Transactions are, in fact, reported below that figure, and there is an expectation that the Bank authorities will before long be compelled to reduce their official quotation. It is very evident that a five per cent official rate of discount, when the open market minimum is not more than 3½ per cent, cannot exercise much, if any, influence on the foreign exchanges, and hence there is a disposition to conclude that the existing 5 per cent official rate is a fallacy and is useless. The directors of the Bank of England are, however, usually indisposed to make frequent changes in their published quotation, and as they are clearly reluctant just now to making an alteration, notwithstanding that the open market is so adverse to them, they have evidently reasons of a substantial character for delaying a movement which many regard as inevitable. For some years past the Bank of England directors have had many difficulties to contend with, and the course they have adopted has met with very general public approval. In advancing their rate for the purpose of protecting their supply of gold they have seldom been dilatory, and they have afforded their customers and the public every advantage when it has been in their power to grant it. The money market has for some time past been in a condition of uncertainty and perplexity, and although it presents just now a decidedly easy appearance, it may yet be contended that gold and money will be speedily wanted. The Italian Government have some wants to be satisfied, and will take gold if they can procure it on reasonable terms. While there is ample evidence of the fact that trade has improved, and that an increased supply of coin will be required in the leading countries of the world for the in general business in this country this year leads many to conclude, and with reason, that next year there will be a decidedly higher rate of wages, and there is every reason for India, Australia, Canada and British Possessious 3,588,126

hoping that if there are no serious political troubles, and if there is a fair agricultural prospect, our home and foreign trade will again become decidedly prosperous. The last issue of trade returns relating to this country are very encouraging, and it is very satisfactory to notice that the improvement is not confined to one country, but is somewhat general. The exports of Iron have of late been very considerable, and the Iron manufacturers are well engaged until the close of the year. Asregards other branches of our commerce, the promise is equally satisfactory, and If the Bank authorities should consider it to be necessary to reduce their published minimum rate of discount, we shall start the new year with an excellent leverage, which will materially assist legitimate business. The following are the present quotations for money:

Per cent, 1		l'er cen'
Bank rate 5	4 months' bank bills	
Open-market rates—	6 months' bank bills	34336
30 and 60 days' bills 33870319	4 & 0 months' trade hills.	4 70319
3 months' bills 338 3312		

The easy condition of the open money market has induced the discount houses to lower their rates of Interest for deposit to the extent of 1/4 per cent, and the quotations are now as

	rer	cent.
Joint-stock banks		34
Discount houses at call		1114
Discount nouses at Call		31/2
do with 7, 10 or 14 days' notice of withdrawal		2.3

The principal movements in gold during the week have been for home purposes, a further supply of coin having been sent into the provinces for trade purposes. There is some reason to believe that those supplies will be slower in returning than usual. The silver market has been very quiet, but there is no material alteration in the rates, though the tendency is somewhat easier. India Conneil bills were sold this week at 1s. 7%d. the rupee. The following prices of bullion are from Messrs. Pixley & Abell's circular :

	GOLD.	s. d. s. d.
Bar gold, fine	per oz. standard.	77 9 2
Bar gold, containing 20 dwts	silver, per oz. standard.	77 10120
Spanish doubloons	per oz.	73 9 @
South American doubloods		73 9 9
United States gold coin	per oz., noue here.	@
German gold coin	ner oz.	0
German gold com		
	SILVER.	d. d.
Bar silver,fine	per oz. standard, nou	n. 5115 ₁₆ 2
Bar silver, contain'g 5 grs.gol	dper oz. standar	11. 17 18 0
Cake silver	per o	Z. 50 W
Mexican dollars	per o	z. 511 @
Chilian dollars	per o	Z @
Quicksilver, 26 15s.	od. to 27. Discount, 3	per cent.

The French Ministry having resigned, hopes are entertained that a new commercial treaty with France will soon become an accomplished fact. There are, however, difficulties with regard to specific or ad valorem duties on cotton and woolen goods, and it is stated that the return of the commission to Paris will' depend upon the result of the communications which will pass between Sir Charles Dilke and the French Government during the next few days.

The following comparative table shows the increase or decrease in the export trade of the United Kingdom during the month of October, and also during the ten months of the current year which have already expired. The figures relating to the first ten countries included in the list show the extent of the variation of our export trade with the Continent of Europe :-

7 60 2 150 1 1 1				
	Month en	ding Oct.	Ten Month	
	31,	1881.	Oct. 31	
	Increase.	Decrease.	Increuse.	
	£	£	2	2
Russia	23,041			1,602,977
		22,545	144,402	1
Germany		7,231		354,516
Holland	95,135		956,461	
Belglum	79,295		1,204,534	****
France	108,967		.,	396,934
Turkey	109,073		998,139	
Spalu, &c.	6.739		555,800	26,048
Portugal, &c			1,205,660	
Italy	25,573		49,189	
Denmark	3.601	****		2,443,592
United States	357,581		508,776	4,4101.00
British North America.	173,764		303,110	019.108
British Possessious	114,235	050 017	351,424	0211,100
Iudia, &o		256,017	3,047,034	
Australia	382,369			****
Egypt	32,567		145,052	****
China and Hong Kong .	43,519	****	704,035	168,051
Brazil	8,183		***	562,731
Janua		0,330	0 110 001	(70 = , 102
Other small States	841,897		3,449.364	****
Unenumerated articles.	422,600		422,600	
O Hellitaite acots in the				0.221 (4)7
	2,831.144	292,123	13,486.673	6,174,007
Less Decrease	292,123		6.174,007	
Iperease on Mouth of			Inerease,	
October	2,539,021		10 mos.	7,312,666
October	1880.	1881.	1980.	1851.
Total Board of Trade	11 005 000	01 004 001	195 731,037	193,043,703
Heturns	19,020,000	30 C. S. O.C.	Tooling inco.	183 731.037

18.655,000

The whole Outer World (except United States)	£3,990,269
Less United States deficiency	£9,756,258 2,443,592
Total as per Board of Trade Returns	£7,312,666

The weather has been very mild during the week, and the Baltic ports are still open to navigation. Supplies are arriving in moderate quantities from abroad, and the total amount of produce now being marketed is somewhat in excess of our requirements. Our sources of supply have again become more numerous, and the trade is consequently dull, with a downward movement in prices. No great fall has taken place; but the quotations are now at quite a moderate level. Agricultural work has made very satisfactory progress during the past few

The Midland Railway Company of Canada have addressed a circular to the proprietors announcing a scheme for the consolidation of the interests of the company with those of some of the companies connecting with it, under one management and on a fair basis. It is hoped that the result will be the completion of a new connection between Toronto and Ottawa npon the most economical conditions. A consolidation has recently been effected between the Toronto and Nipissing, the Grand Junction, and the Toronto and Ottawa Companies, all of which have important connections with the Midland Company. In view of this fact the directors deem it essential to the prospects of their company that it should be united with those lines. It is also proposed to include in the union the Whitby Port Perry & Lindsay Railway and the Victoria Railway Company, both of which form junctions with the Midland Company at Lindsay. It is stated that the route via the Midland is by far the shortest mixed rail and water route from Chicago and the Northwest to Montreal and the seaboard.

The following figures are published by the Board of Trade and relate to the ten months ended October 31:

	IMPORTS.		
Cottonewt.	1879.	1880.	1881.
	9.854,111	11,136,663	12,398,724
Cottoncwt.	1879.	1580.	1881.
Cotton yarnlbs. Cotton piece geedsyards.3	1,364,794 $193,747,200$ $1,070,814,80.13$	1,615,907 $175,697,100$ $3,697,540,800$	1,466,773 209,852,900 3,984,206,609
Iron and steeltons. Linen yarnlbs.	2,333,493	3,258,860	3,209,075
	14,434,800	13,532,900	14,811,400
Linen piece goodsyards. Jute manufacturesyards.	134,669,500	142,908,900	147,575,800
	134,578,100	148,891,100	168,023,600
Silk manufactures	1,426,182 $9,731,800$ $220,390,305$	1,665,615 15,490,800 210,014,337	2,116,643 10,299,500 237,606,297
Woolen yarnlbs.	26,071,500	22,474,300	23,662,500
Woolen clothsyards.	37,896,500	42,268,900	46.214.800
Worsted stuffsyards. Blankets & blanketingyds. Flannels	157,398,700	163,854,900	160,240,200
	4,363,500	4,828,900	4,873,900
Flannels yards. Carpets vards.	4,108,100	4,592,100	6,197,600
	5,669,800	8,348,800	8,240,500

The following were the quantities of cotton manufactured piece goods exported in October, compared with the corresponding month in the two preceding years:

73	1879.	1880.	1831.
Exported to—	Yards.	Yards.	Yards.
Germany	3,389,700	2,234,000	2,402,900
Holland	3,037,800	3,683,900	4,044,600
France	4,901,300	4,878,700	4,789,000
Portugal, Azores & Madeira	4,564,300	6,413,600	7,135,200
Italy	6,330,900	5,969,400	9,265,300
Anstrian Territories	892,500	580,300	1,036,700
Greece	3,443,000	3.859.700	
Turkey			8.441,500
Egypt	32,327,600	27,846,800	36,987,000
West Coast of Africa	7,939,400	9,286,200	12,198,900
West Coast of Africa.	2,340,900	2,814,600	2,869,100
United States.	4,491,400	3,992,700	4,353,800
Foreign West Indies	6,536,000	10,102,100	8,943,300
Mexico	1,407,300	4,837,000	5,115,300
United States of Colombia			
(New Granada)	2,621,300	5,735,500	6,055,000
Brazil	18,860,600	21,614,200	22,130,400
Uruguay	1,276.800	2,968,400	3,128,500
Argentine Republic	4,673,600	6,563,600	7,507,200
Chili	2,163,400	6,072,400	12,876,200
Peru	354,900	1,148,700	3,470,800
China and Hong Kong	37,939,300	28,439,500	36,741,700
Japan	6,986,600	5,996,000	7,209,200
Java	6,312,200		4,209,200
Philippine Islands	1,919,100	5,307,700	4,802,600
Gibraltar		3,419,100	9,289,800
Malta	2,589,400	1,498,400	2,255,400
British North America.	2,808,300	1,249,500	3,059,800
British West India Islands &	1,170,100	966,700	1,783,900
Chiana dest India Islands &	F 00=01		
Guiana. British Possessions in South	5,937,300	4,090,400	3,792,900
Africa Possessions in South			
Africa	2,276,800	1,720,200	2,562,400
British India—			1
Bombay	43,727,700	56,899,300	57,972,000
Madras	8,159,200	5.048,900	4,531,600
Bengal	82,009,200	98,716,800	78,969,500
Straits Settlements	9,625,400	9,626,600	8,617,200
Ceyloa	1,977,800	2,138,400	1,599,800
Australia	3,660,600	4,831,400	5,388,700
Other countries	22,687,000	31,577,800	
_	,051,000	01,071,000	50,547,400
Total unbleached or bleached	248,903,700	261,632,000	907 477 666
Total printed, dyed, or colored	101,543,700		297,477,600
Total mixed materials, cotton	101,040,700	129,154,200	121,236,200
predominating	901 200	# # 10 000	0.100.000
	891,300	1,540,300	3,180,800
Grand total	251 222 500	000 000 500	101 001 001
	351,338,700	392,326,500	421,894,600

Othern	nannfacture	of antton	chow o	Collarum.
Other II	панциасынге	s or comon	SHOW 9	4 TOHOWG.

-1		1879.	1880.	1881.
-1	Lace and patent net£	101,997	128.144	189,109
	Hosiery of all sorts£	67,503	69.467	80,822
	Thread for sewingibs.	926,021	1,225,422	1,455,725
	Other manfs., not cnam'at'd &	74.261	84,456	95,786
1	Tet, value of cotten manfs. £	4,748,260	5,378,223	5,705,818

English Market Reports-Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending December 2:

	6	1	1	1	1	
London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Sliver, per ezd.	5178	5178	5178	5178	5178	5178
Consols for money	100718	100918	100918	100916	x99118	99716
Consols for account	100718	100918	100918	100918	x9938	991316
Fr'ch rentes (in Paris) fr.			35.15	85.45	85.55	
U. 8. 5s ext'n'd inte 312s		10512	10519	1054	1054	10519
U. 8. 4 28 of 1891	115%	1164	1164	1164	1164	11612
U. 8. 4s of 1907	12034	12012	12034	121	121	1214
Erie, common stock	4734.	4758	4818	477_{8}	4712	4718
Illinois Central	136	13612	13712	13712	137918	
Pennsylvania		65	6514		6512	
Philadelphia & Reading.			3414	3448	3.118	34
New York Central	1143	14312	143	1434	14312	142
1)		1	
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Liverpool.	c. d.	Mon.	Tues.	Wed.	Thurs.	$\frac{Fri.}{s. d.}$
Flour (ex. State 100 lb	c. d. 14 3	s. d. 14 3				
Flour (ex. State 100 lb Wheat, No. 1, wh. "	; d. 14 3 10 7	s. d. 14 3 10 7	s. d. 14 3 19 6	s. d. 14 3 10 6	s. d.	8. d.
Flour (ex. State100 lb Wheat, No. 1, wh. " Spring, No. 2"	c. d. 14 3 10 7 10 7	s. d. 14 3 10 7 10 7	s. d. 14 3	s. d. 14 3	s. d. 14 3	8. d. 14 0
Flour (ex. State 100 lb Wheat, No. 1, wh. " Spring, No. 2" Winter, West., n	c. d. 14 3 10 7 10 7	s. d. 14 3 10 7 10 7 11 0	s. d. 14 3 19 6	s. d. 14 3 10 6	s. d. 14 3 10 6	s. d. 14 0 10 6
Flonr (ex. State100 lb Wheat, No. 1, wh. "Spring, No. 2 "Winter, West., n"Cal. white "	c. d. 14 3 10 7 10 7 11 0 10 9	s. d. 14 3 10 7 10 7 11 0 10 9	s. d. 14 3 19 6 10 7 10 10 10 9	s. d. 14 3 10 6 10 7	s. d. 14 3 10 6 10 7	s. d. 14 0 10 6 10 7
Flour (ex. State 100 lb Wheat, No. 1, wh. " Spring, No. 2. " Winter, West., n " Cal. white"	14 3 10 7 10 7 11 0 10 9 5 11	s. d. 14 3 10 7 10 7 11 0 10 9 5 11	s. d. 14 3 19 6 10 7 10 10 10 9 5 10 12	s. d. 14 3 10 6 10 7 10 10 10 8	s. d. 14 3 10 6 10 7 10 10 10 8	s. d. 14 0 10 6 10 7 10 9
Flour (ex. State 100 lb Wheat, No. 1, wh. "Spring, No. 2" Winter, West., n "Cal. white" Corn. mix., West. "Pork, West. mess % bbi	7. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0	s. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0	s. d. 14 3 19 6 10 7 10 10 10 9	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ ₂ 75 0	s. d. 14 3 10 6 10 7 10 10 10 8	s. d. 14 0 10 6 10 7 10 9 10 8
Flour (ex. State 100 lb Wheat, No. 1, wh. "Spring, No. 2 "Winter, West., n"Cal. white "Corn. mix., West. "Pork, West. mess % bb! Bacon, long clear, new	c. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0 18 0	s. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0 48 0	s. d. 14 3 19 6 10 7 10 10 10 9 5 10 ¹ ₂ 75 0 18 0	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ 2 75 0 48 0	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ ₂ 75 0 48 6	s. d. 14 0 10 6 10 7 10 9 10 8 5 10 ¹ 2
Flour (ex. State 100 lb Wheat, No. 1, wh. " Spring, No. 2 " Winter, West., n " Cal. white" Corn, mix., West. " Pork, West. mess. % bb! Bacon, long clear, new Beef, pr. mess, new, %tc.	c. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0 18 0 92 0	s. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0 48 0 92 0	s. d. 14 3 19 6 10 7 10 10 10 9 5 10 ¹ 2 75 0 18 0 92 0	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ 2 75 0 48 0 92 0	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ ₂ 75 0 48 6 92 0	s. d. 14 0 10 6 10 7 10 9 10 8 5 10 ¹ ₂ 75 0
Flour (ex. State 100 lb Wheat, No. 1, wh. "Spring, No. 2 "Winter, West., n"Cal. white "Corn, mix., West. "Pork, West. mess. 18 bbl Bacon, long clear, new Boef, pr. mess, new, \$tc. Lard, prime West. \$t ext. \$t ex	c. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0 18 0 92 0	s. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0 48 0 92 0 57 6	s. d. 14 3 19 6 10 7 10 10 10 9 5 10 ¹ ₂ 75 0 18 0 92 0 57 6	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ 2 75 0 48 0	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ ₂ 75 0 48 6	s. d. 14 0 10 6 10 7 10 9 10 8 5 10 2 75 0 48 6
Flour (ex. State100 lb Wheat, No. 1, wh. "Spring, No. 2 "Winter, West., n "Cal. white "Corn, mix., West. "Pork, West. mess 19 bbl Bacon, long clear, new Boef, pr. mess, new, ptc. Lard. prime West. \$2 ext.	c. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0 18 0 92 0	s. d. 14 3 10 7 10 7 11 0 10 9 5 11 75 0 48 0 92 0	s. d. 14 3 19 6 10 7 10 10 10 9 5 10 ¹ 2 75 0 18 0 92 0	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ 2 75 0 48 0 92 0	s. d. 14 3 10 6 10 7 10 10 10 8 5 10 ¹ ₂ 75 0 48 6 92 0	s. d. 14 0 10 6 10 7 10 9 10 8 5 10 2 75 0 48 6 92 0

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 \$7,484,000, against \$8,645,759 the preceding week and \$9,864,612 two weeks previous. The exports for the week ended Nov. 29 amounted to \$6,200,000*, against \$6,286,799 last week and \$7,005,219 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Nov. 24 and for the week ending (for general merchandise) Nov. 25; also totals since January 1: merchandise) Nov. 25; also totals since January 1

FOREIGN IMPORTS AT NEW YORK.

For Week.	1878.	1879.	1880.	1881.
Dry Goods Gen'l mer'dise	\$959,854 4,788,829			\$1,523,408 5,960,592
Total	\$5,748,682	\$5,736,754	\$5,963,473	\$7,484,000
Dry Goods Gen'l mer'dise	\$70,759,750 193,154,739		\$114,351,412 331,793,997	\$103,092,449 296,039,740
Total	\$263.913,489	\$305.538.116	\$446.145.409	\$399,132,189

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

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

EXPORTS FROM NEW YORK FOR THE WEEK.

	1878.	1879.	1880.	1881.
For the week Prev. reported				
Total s'es Jan. 1	\$321.361.894	\$322,719,888	\$382,279,866	\$350,651,670
* Estimated.	We have been	unable to p	rocure the fig	ures from the

The following table shows the exports and imports of specie at the port of New York for the week ending Nov. 26 and since

January 1, 1881: EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	orts.	Imports.		
<i>"</i> ,	Week.	Since Jan. 1	Week.	Since Jan. 1	
Great Britain		\$70,160	\$	\$32,359,234	
France	271772			3.893,671	
Germany	5,000	11,500	000,000	9,186,033	
West Indies	******	2,000	288,980		
Mexico South America	******	253,706	47,475 14,816	351,683 746,560	
All other countries		102,700	14,010	2,046,539	
this obtained to the state of t	•••••	102,700		2,010,000	
Tetal 1881	\$5,000	\$440,066	\$351.271	\$51,420,291	
Tetal 1880	40,000	2,186,023	1,765,515		
Total 1879		2,070,138	5,617,355	69,927,904	
Silver.	*****	An			
Great Britaie	\$278,900	\$9,228,837	. \$	\$220,888	
France	64,000	379,950		20,065 $241,735$	
Germany	******	270,809 10,204	61,350		
Mexico.	•••••	10,204	325	1,126,220	
South America	7,650	46,094	2,317	171.323	
All other countries	7,030	29,796	2,017	21,761	
Tetal 1881	\$350,550		\$63,992		
Total 1880	172,000		7,100		
Total 1879	252,287	11,740,403	42,932		

Of the above imports for the week in 1881, \$21,457 were

American gold coin and \$2,942 American silver coin. Of the exports for the same time \$5,000 were American gold coin.

Auction Sales .- Messrs. A. H. Muller & Son sold the follow-

Shares.

9 Union Ferry Co......163
14 Manhattan Gasilght Co.217½.
75 Brooklyn Chy RR. Co..200½
46 New York & Sna Jorge
Gold Minng... \$20 per sh.

STATEMENT of the Comptroller of the Currency, showing by States the amount of National Bank circulation issued, the amount of Legal Tender Notes deposited in the United States Treasury to retire National Bank circulation, from June 20, 1874, to Dec. 1, 1881, and amount remaining on deposit at latter date.

		Legel-Tene			
		Retire N	Legal Ten-		
	Additional	lion 8	ince June 20), 1874.	ders on
STATES	eirculation				Depostt
AND TER-	issued since	Redempt'n	To Retire		with U. S.
RITORIES.	June 20,	of Notes of	Circultion	Tolal	Treasurer
	1874.	Liquidat'g	under Act	Deposits.	al Date.
		Bunks.	of June 20,		
			1874.		
	4	œ.	8	@	0
Maine	1,5 11,380	317.000	764,700	1,031,700	259,886
N.Hampsh	613,165	72,997	55,800	128,797	25,671
Vermont	2,000,360	351,097	1,753,010	2,101,137	728,212
Mass	24,740,420	234,800	9,680,700	9,915,500	1,410,178
Rh. Island	3,547,620	32,350	1,409,885	1,442,235	323,399
Conn	4,412,970	65,350	3,731,030	3,796,380	1,363,138
New York.	28,606,475	2,738,993	30,520,580	33,259,573	7,032,537
N.Jersey	8,005,035	467,603	2,563,137	3,030,740	1,061,588
Penn	16,601,860	1,311,226	12,145,871	13,457,097	4,963,633
Defaware.	277,275 2,011,910	200.000	7 54 0 630	3 00 4 400	
Maryinud.	2,011,910	166,600	1,718.380	1,884,980	72,449
Dist. Col	457,000 1,115,500	432,664	530,060	962,724	95,533
Virginia	226,810	937,369 731,060	1,036,010 386,685	1,973,379	270,961 135,915
W.V'gluia. N.Carolina	1,235,660	128,200	1,147,585	1,117,745 1,275,785	205,540
S. Carolina	150,700	120,200	1,187,380	1,187,380	156,696
Georgia	533,030	330.025	437,675	769,600	97,528
Fiorida	72,000		201,010	100,000	
Alabama	207,000	90,000	179,100	269,100	84,571
Mississippi					221
Louislaua.	1,623,110	656,413	2,099,250	2,755,663	5",681
Texas	489,600	61,290	274,340	335,630	85,584
Arkansas.	171,000		171,000	171,000	7,791
Kentucky.	4,690,520	629,867	2,175,833	2,805,700	817,880
Tonnessee.	961,270		551,859	922,260	143,366
Missouri	1,786,860	1,013,450	3,862,135	4,903,585	630,557
Ohio	6,940,460 3,951,850	1,704,597 1,414,597	4,673,534 7,859,083	6,378,131 0,273,680	1,941,361 2,690,796
Indiana	3,592,045	1.884.334	7,706,046	9 590,380	1,673,901
Michigan .	2, 41,790	536,800	3,237,475	3,774,275	1,267,034
Wiscousin.	1,298,030	630.860	1,259,589	1,940,449	518,568
Iowa	2,155,800	858,669	1.760,615	2.619.284	461,179
Minuesota	1,223,800	554,495	1,883,445	2,437,949	745.829
Kansas	269,080	781,721	316,550	1,093,271	251,933
Nebrasku .	266,400	45,000	449,980	494,980	209,317
Nevada	36,000			**********	1,718
Colorado	721,800	147,225	149,400	296,625	16,526
Utah	134.900	161,191	194,800	357,991	12,128
Montann	255,600	111.700	81,000	192,700	53,723
Wyoming.	30,600				
N. Mexico.	90,000 225,000		90,000	00.000	67 190
Wash'ton	400,500	**********	50,000	90,000	67,120
California.	930,600	**********		***********	
*Leg. tend.	000,000			3,813,675	
og. ec.a.d.				3,010,010	
Total	125,458,835	20,050,844	108,045 552	131,010,071	29.941,731
- 10 14	2 1 2 2		and many deal		

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

STATEMENT of the Comptroller of the Currency on Dec. 1, 1881, showing the amounts of National Bank Notes and of Legal Tender Notes outstanding at the dates of the passage of the Alte of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amounts outstanding at date, and the

together with the amounts outstanding at date, and the increase or decrease:

National Bank Notes—

Amount outstanding June 20, 1874.

Amount outstanding June 21, 1875.

Amount outstanding May 31, 1878.

**Amount outstanding at date **

**361,255,5965

**Amount outstanding at date **

**361,220,003

**Increase during the last month \$1,797,235

Increase since Dec. 1, 1880.

Increase since of insolvent and iquidating banks, and banks retiring circulation under Act of June 20, 1874.

**Increase in deposit during the last month \$760,863

Increase in deposit since Dec. 1, 1880.

**Increase Increase In the part of the

Circulation of national gold banks, not included in the above, \$948,407.

Vermont Central—Vermont & Canada,—The railroad case of Langdon against the Vermont & Canada RR. Co. and others

came up for a hearing before Chancellor Royce, at St. Albans. It was concluded that the Chancellor, without a hearing, would enter pro forma a decree of foreelosure against the Vermont Central Rallroad Company first and second mortgage bondholders and the Vermont & Canada Railroad Company in favor of the trust bondholders, that unless said companies and mortgage bondholders, by a certain day to be fixed, pay what is now due on said trust bonds, and what shall in future accrue when it becomes due, they shall be foreelosed of all equity of redemption in the Vermont Central and Vermont & Canada railroads and property. From this pro forma ruling the case goes directly to the Supreme Court, January term. The decree of the Chancellor provides as follows: "The defendants are ordered to pay to the clerk of the court, for the benefit of the holders of the first equipment bonds, \$3,196; for holders of income and extension bonds, issued in exchange for first equipment bonds, \$288,821; for holders of second equipment bonds, \$410,729; for holders of third equipment bonds (second issue), \$217,328; for holders of income and extension bonds not stamped, \$469,261; for holders of income and extension bonds not stamped, \$469,261; for holders of guaranteed bonds, \$384,480; for holders of Stanstead, Shefford & Chambly bonds, \$144,369, all with Interest; from Movember 1, 1881; for holders of notes representing floating debts proved before masters, \$563,750, with interest; for Grand Trunk Railway Company, \$547,973, with interest from December 31, 1880, less \$10,000 and same interest, all on or before November 26, 1882, and all sums becoming due hereafter of principal and interest on above bonds when due."

—At a recent meeting of the directors of the Homestake Mining Company a regulation was regard recommending and

—At a recent meeting of the directors of the Homestake Mining Company a resolution was passed recommending a consolidation of that company with the Giant & Old Abe Mining Company. The proposed capital of the new company is \$5 000,000 in 200,000 shares of \$25 each.

Messrs. J. S. Kennedy & Co. and the Bank of Montreal are —Messrs, J. S. Kennedy & Co. and the Bank of Montreal are offering for public subscription \$10,000,000 of Cauadian Pacific first mortgage land grant bonds. The bonds are part of a total authorized issne of \$25,000,000, of which \$5,000,000 have been accepted by the Canadian Government as security from the company for the fulfilment of its contract. They are secured by a lien on 25 million acres of land in the Canadian Northwest. There are several strong features about the loan which will company it to public acres of the care which will company it to public acres of the care are several strong features about the loan which will commend it to public attention, such as the requirement that the bonds and all amounts realized from their sale shall be deposited with the Canadian Government and only paid over to the company as construction progresses, the provision for applying the proceeds of the sales of land to the payment of interest on the bonds should the earnings prove payment of interest on the bonds should the earnings prove inadequate, and the determination of the company to complete the road, if possible, without availing themselves of the right to issue additional mortgage bonds on the road, thus making the interest on the land grant bonds the only charge against the net earnings. The high character of the houses negotiating the bonds is also a point in favor of the loan.

—Messrs. Moses Taylor & Co., advertise that they have for sale first mortgage 6 per cent bonds of the New York Lackawanna & Western Railway. This road, it will be remembered, extends from Binghamton to Boffalo, and is to be the Boffalo extension of the Delaware Lackawanna & Western. The work of construction is proceeding with great expedition. When completed the Delaware Lackawanna & Western will become a great trunk line from New York to Buffalo. The bonds offered for sale are a first lien upon both road and equipment.

BANKING AND FINANCIAL.

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

We have just issued a pamphiet, copies of which can be obtained at our office, giving an account of the completion of the CHE3APEAKE & OHIO RAILWAY to Newport News, and also of the ELIZABETHTOWN LEXINGTON & BIG SANDY RAILROAD, forming the connection between the Chesapeake & Ohio and its allied lines, West, Southwest and Northwest.

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

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

FISK & HATCH, No. 5 Nassau Street.

The Bankers' Gazette.

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payal	n ble.	Books Closed. (Days inclusive.)
Raliroads. Eastern (N. II.). Eel River janar.). N. Y. Lake Erie & Western, pref. Wiscellaneous. Spring Mountain Coal	6	Dee. Dee. Jau. Dec.	5 16	Nov. 30 to Dec. 10

NEW YORK, FRIDAY, DECEMBER 2, 1881-5 P. M.

The Moncy Market and Financial Situation .- There has been decided stringency in the money market this week, and stockbrokers have been obliged to pay commissions for their loans, while government bonds are so scarce as eollaterals that money on these has been loaned at 3½ per cent.

The Stock Exchange prices in New York and other cities have shown a good degree of confidence among holders, and the weight of opinion rather leans towards a higher than lower range of prices, if we can accept the current tone of street talk as an indication. The stock market is now, as for many months past, in a position where two leading points are chiefly discussed in their bearing upon future prices, viz.: 1. The position of leading operators; 2. The probable net income of railroads hereafter. It is obvious that the first-named is strictly a market influence, but still it is of so great importance that from day to day nothing else has so much control over prices. If Mr. Vanderbilt has finally agreed to a settlement of the railroad difficulties, as commonly reported, and has thus withdrawn his weight from the bear side, who remains of the heavy operators in New York, Boston or Philadelphia that is a powerful and unrelenting bear on the general market? Are not three-quarters of the principal railroad capitalists immensely interested in the stocks of new concerns, or in other stocks of consolidated companies, or those with watered capital, in regard to which their great and supreme interest is to get them well distributed among the public, and for this purpose to sustain the general market at all hazards?

among the public, and for this purpose to sustain the general market at all hazards?

On the other hand, as to the probable net income of the railroads during the next twelve months. It is not safe to go into the future and make predictions of what the railroads will earn, and we can only speak of the present outlook from figures already at hand. The earnings were well maintained this year up to the end of August, but since that time the trunk line war and the smaller crops have had a serious effect on net income. October earnings on the trunk lines, so far as reported, were much below October, 1880, but with a restoration of rates the earnings hereafter will improve Next week we shall publish the gross earnings up to the close of November, but we believe it is a general rule that the expenses are now larger than last year, and therefore where gross earnings are equal it should be understood that net earnings show a decrease. For the fiscal year ending September 30, the Baltimore & Ohio had net earnings of \$7,073,398, against \$7,986,970 in 1879-80; for the same year Erie had net earnings from operations of \$7,459,375, against \$7,049,183 the previous year; but all the gain was on coal business, and on other freight there was a decrease.

From the figures presented weekly, our readers will be able to notice how the railroad business of 1881 is going to compare in net profits with that of 1880, and presently to form some opinion as 10 the probable earnings in the first six months of 1882.

The money market has ruled very closely, and on call loans

opinion as 10 the probable earnings in the first six months of 1882.

The money market has ruled very closely, and on call loans with stock collaterals the rates have ranged as high as 6 per cent plus a commission of 1-64, 1-32 or 1-16 per day. On government bonds money has been offered at 3½@4 per cent, as the amount of trust funds and other money offered on governments only is larger than the supply of collateral. Prime commercial paper is quoted at 6@6½ per cent.

The Bank of England statement on Thursday showed a decrease for the week of £22,000 in specie, and the reserve was 33 13-16 per cent, against 40 7-16 last week. The Bank of France gained 5,000,000 francs gold and 3,450,000 francs siver.

The last statement of the New York City Clearing-House banks, issued Nov. 26, showed a decrease in the surplus reserve of \$1,482,475, the excess above the 25 per cent legal requirement being \$971,100, against \$2,453,575 the previous week.

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

1880. Nov. 27. Differ nees fr'm previous week. Specie. Circulation. Legal reserve. Reserve held. \$71,611,600 Dec.\$1,130,525 72,612,700 Dec. 2,613,000 \$72,381,775 72,276,100 Surplus..... \$971,100 Dec.\$1,482,475 Def.\$105,675 \$7,283,525

Exchange.—The market for sterling bills was firmer and the advance in rates is about ½c, to 1e, over last week. To-day there was a dull business on steady rates, and for actual business bankers' prime sterling was quoted at 4 80@4 80½ and 4 84½@4 84½ for demand, with cable transfers at 4 84¾@4 85½ for 60 days, and prime commercial bills 4 78½@4 78¾. The actual rates for Continental bills are as follows: Francs, 5-20½@5-25½; marks, 94½@94½@95, and guilders, 395½@39 11-16 and 40. Quotations for foreign exchange are as follows, the outside prices being the posted rates of leading bankers:

December 2.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (franes) Amsterdam (guilders) Frankfort or Bremen(reichmarks)	$egin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

United States Bonds.—There has been a strong market for United States Bonds.—There has been a strong market for government bonds, and, to use the words of a prominent dealer, the supply is so small in the market that the holders are preying npon each other. Secretary Folger offered to redeem without rebate of interest the remaining bonds called in for December 24, amounting to \$9,667,000, and on Wednesday \$2,398,500 of the bonds were presented, but only a small amount since.

The following call for bonds—the 103th—was issued by the Treasury Department Nov. 30:

Treasury Department Nov. 30:

Treasury Department, Washington, Nov. 30.—By virtue of the antherity conferred by law upon the Secretary of the Preasury, notice is hereby given that the principal and accredinterest of the bonds hereinbelow designated will be paid at the Preasury of the United States, in the city of Washington, D. C. on the 29th day of January 1882, and that the interest on said bonds with cease on that day, vlz.:

Registered bonds of the nets of July 17 and Angust 5, 1861, continued during the pleasure of the Government under the terms of circular No. 42, dated April 11, 1881, to bear interest at the rate of 3½ per centum per annum from July 1, 1881, as follows:

\$50—No. 1,811 to No. 13,000, both inclusive.

\$500—No. 1,521 to No. 9,000, both inclusive.

\$5,000—No. 9,221 to No. 9,000, both inclusive.

\$5,000—No. 15,531 to No. 16,000, both inclusive.

\$10,000—No. 27,861 to No. 30,100, both inclusive.

Total, \$20,000,000.

Many of the bonds originally included in the above numbers have been transferred and canceled, leaving outstanding the amount above stated.

Bonds forwarded for redemption should be addressed to the "Secretary of the Transport Leave Dicklesion."

stated.

Bonds forwarded for redemption should be addressed to the "Secretary of the Treasnry, Loan Division, Washington, D. C.," and all the bonds called by this circular should be assigned to the "S cretary of the Treasury for redemption." Where checks in payment are desired in favor of any one but the payce, the bonds should be assigned to the "Secretary of the Treasury for redecuption for account of" [here insert the name of the person or persons to whose order the check should be made payable].

Chas. J. Folger, Secretary.

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

			Xov. 26.	Nov. 28.	Nov. 29.	Nov. 30.	Dec.	Dec. 2.	l
ı	6s, continued at 312. J. &	J.	10134	101%	*10134	*102	*x100	*100	ı

6s, continued at 312	J. & J. 10134	101% 101% 102	"X100 100
58, continued at 312	QFeb. 10238	$ 102\frac{1}{2} 102\frac{1}{2} 102\frac{1}{2}$	10212 10212
4 los. 1891reg.	QMar. *1134s	[*1131 ₈ [*1131 ₈]*1131 ₄	*11338 11378
4 les. 1891 eoup.	QMar. 11144	[*1]4 ¹ 4 *114 ¹ 4 114 ⁶ 8	*X1338 11334
1s. 1907reg.	QJau. *1174	[1174]11738*11742	x16% 116%
48, 1907 coup.	QJan. *11714	$ ^{*}1174 1174 ^{*}1174 $	117% 117%
6s, eur'ey, 1895. reg.	J. & J. *130	-130 *130 *130	*x127 *127
8s, eur'cy, 1896 reg.	J. & J. 130	[*130 ¹ 2]*130 *130	*x127 *12749
5s, eur'cy, 1897reg.		*131 ¹ ₂ *130 *130	*x127 *128
6s, cur'ey, 1898reg.		*133 *131 *130	*x127 *12912
6s, cur'cy. 1899reg.		*134 *132 *130	*x127 *129

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

State and Railroad Bonds.-Transactions in State bonds

State and Railroad Bonds.—Transactions in State bonds have not been large, but the prices of the speculative low-priced Southern bonds are well kept np. To-day Arkansas Railroad 7s were quoted 30-33; North Carolina special tax, 8½-10; South Carolina non-fundable, 12½-13; Virginia deferred, 17½-18½. Tennessee 6s sold at 72; Loni-iana consol 7s, 68½.

In railroad bonds Boston Hartford & Eric have been very active, advancing to 80 on Thursday, and selling back to 77, and to-day closing at 77¾. These bonds are equivalent to stock of the New York & New England Railroad, into which they are changeable, and the large purchases are supposed to be for the parties desiring to control that road—reported to be the N. Y. Elevated Railroad pool. Elevated Railroad pool.

Railroad and Miscellaneous Stocks.—The stock market has been variable in tone, and fluctuating from day to day in accordance with the reports of the adjustment of the trunk line difficulties. The matter is not yet definitely settled, although it was reported that Mr. Rutter of the New York Central had authority to act for that company, which it was supposed had stood for a long time in opposition to a settlement except on terms favorable to New York City. The freight shipment eastward from Chicago have recently shown a marked decrease in tonnage, and at the low rates earnings must show very little profit on that business.

The market has been full of anomalies and movements in special stocks. Lonisville & Nashville has been very strong, and one report states that there was a short interest in it, while another speaks of an absorption of Nashville & Chattanooga. Erie preferred and common have declined since the declaration of the 6 per cent dividend on the preferred. The Wabash stocks have been weak, and Mr. Gould, of course, is reputed to be a seller. To-day Central & Hudson was decidedly active, and closed at 1383. Oregon Railway & Navigation, under the proposed new issue of stock at par, closes to-day at 163@165.

Remarks upon the general attitude of leading stock operators and the condition of railroad earnings will be found above.

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

RANGE IN TRIOR	15 2(1 1)	1113 14. 2	. brook			OR THE	W Estab	, AND S	INCE JA		4 11
STOCKS.	Saturday, Nov. 26,	Monday, Nov. 28.	Tuesday, Nov. 29.	Wednesday. Nuv. 30.	T PHICES. Thursday, Dec. 1.	Friday, Dec. 2.	Sales of the Week, Shares.	Lowest.	Jan. 1, 1881. Highest.		
RAILRDADS. Albany & Susquehanna Boston & N. Y. Air-Line			133 133	133 135	133	******	140	120 Jun. 6	188 Nov. 20	100	120
Boffalo Pittaburg & Western	******	45 9 45 9	91 61	***********	604 605	*****	200	20 4 Oct. 12 45 Apr. 7 37 Feb. 20	30 Oct 1a 71 3 July 18 60 Nov. 16	37	6134
Burlington Cedar Rapids & No. Canada Southern	80 80 61½ 62¼ 93% 94%	61% 62% 94% 96%	62 1 ₈ 62 1 ₂ 95 1 ₈ 9d	804 804 624 634 954 904	*80 % 62 08 % 114 % 95 %	804 804 614 624 944 954	10,160 57,000	69 Feb. 24 55% Oct. 19 82 Jan. 4	90 May 26 90 Jao. 14 112 Feb. 17	50 40 45	80 % 81 % 90 %
Chesapeako & Ohio	944 944 28 28 *89 40	947a 955a 288a 285a 40 40	94 16 95 17 28 28 14 40 14 40 14	95 954 28 284 40 404	94 % 95 % *28 29 39 39 5	144 1143 *27 28 384 384	24,283 1,010 1,850	80 % Feb. 25 20% Jan. 19 32% Jan. 12	1027n June 18 837n May 14 4814 May 14	63 15	97 5 25 % 36 4
Chleago & Alton	*28 5 31 182 5 132 5 *140	295 30 133 133	*20 2 30 4	29% 20% 132% 133 1140	*20 80 1334 1354	29 ½ 29 ½ 134	710	23 Jan. 25 127 Aug. 20	36 % May 14	17 99 5	27 4 159 5 160
Chicago Burlington & Quincy Chicago Milwaukeo & St. Paul. Do prof.	139% 140 107 107%	140 \(\) 141 107 \(\) 108 \(\) 121 \(\) 121 \(\)	140 1417, 107 4 108 %	141 141 141 141 141 141 141 141 141 141	x138 \(\frac{1}{2}130 \)\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	188 to 138 to 107 to 108 to	6,893 111,489 1,140	101 5 Feb. 25	153 Jan. 7 142 5 Jan. 17 129 4 June 6	664	1831 ₂ 1142 ₄ 1244 ₅
Chleagn & Northwestern	127% 128 141 4 141 4 135 5 135 5	127% 120% 142 143% 135% 135%	128% 129% 143 143% 135% 135%	129 130 143 143 143 135 136	128 130 L 142 143 L	128 ½ 120 ½ 134 ¾ 134 ¾	69,098 5,140	117 Feb. 25 131 Feb. 26	1475 Jan. 17	87 4 101	1404
Chicago Rock 1al, & Pacilio Chicago St. Ia. & New Orleans Chicago St. Pani Minn. & Om Do pref.	*83 85 30 4 40 4 102 102 5	*83 85 393, 404 1023, 1023,	*81 84 40 40½ 102½ 102%	40 405 1025 1027	*80 84 3954 40 102 2 103	89 4 897 102 102 4	1,210 12,575 6,960	40 Jan. 4 863 Aug. 22	149% May 21 88 May 2: 51 Jan. 2:	22	48
Clacianati Sanducky & Clev Cleveland Col. Cin. & 1nd. Cleveland & Pittaburg guar Columbus Chic. & 1nd. Central.	57°1 58°8 *92 93 *135°2	58 58 93 94 •135 4 138	584 584 934 933 4136 138	581 58% 93% 94 136 138	9234 9314 *136 138 20 2034	57 57 57 93 102 93 137 138	3,200 2,300	41 5 Feb. 1 81 Feb. 25	(M)	61	964 1294
Columbna Chie. & Ind. Central. Danbury & Norwalk. Delaware Lackawanna & West.	20 20 ½ 126 1267 ₈	20 kg 20 kg 126 kg 127 kg	201 ₄ 201 ₉ 1265 ₈ 127	20 4 20 4 126 5 127 4	20 20 3 ₈ 1267 ₆ 1284	197 ₈ 20 4	142,212	127 ¹ 4 Jan. 20 18 ³ 4 Aug. 20 60 May 12 107 Jan. 4	32 7 May 20 77 May 24	50	25 4 53 110 4
Denver & Rio Grando	78% 80% 482 14% 15	79 80 % 143 13	7912 8076 180 84 147e 15	793, 803, *83 87 143, 145,	78 5 80 4 83 83 147 ₈ 15	783 797 483 80 147 ₄ 15	225,550 219 4,400	107 Jan. 4 77 Nov. 25 76 Apr. 8 13 Sept. 22	88 June 14	6112	885
De pref Georgia Railr'd & Banking Co. Hannibat & St. Joseph	24 \ 28 94 \ 95	247 247 247 247 247 247 247 247 247 247	24 18 24 58 9178 95 4	247 ₆ 247 ₈ 947 ₆ 951 ₄	24 5 24 7 ₆	24 ½ 24 ½ 95 % 95 %	2,860 4,300	24 Nov. 23 163 Nov. 17	33 Aug. 6		507
Do pref Harlem Houston & Texas Central	1103, 112	111 112-4	90 90	110 110	11951115	11141114	4,235 900	94 Fob. 26	121 Sept.17 250 May 22	83 1 ₂	
Illinois Contral. Indiana Bloom'n & Weat., new. Keokuk & Des Moines.	897 ₆ 90 132 1324 51 51	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	133 1333 51 51	1333 134 5 51 51 5	133 134 ½ 50 503; 19 19	133 \(\) 133 \(\) 49 \(\) 10 19	6,550 3,545 100	124 Jan. 4	4012 May 21 57 12 May 10 3014 June 2	8912	2012
Lake Erie & Weslern Lake Shore	120% 121%	51 51 443 445 1212 1224	45 45 121 8 122	45 45 1215 1227	120% 122%	12012 12112	100 970 178,580	41 Jan. 4 385 Jan. 4	56 Jan. 27 654 June 2 1354 Jan 20	25	431 ₂ 423 ₄ 1394
Louislana & Missouri River Do pref								16 June 4 16 June 26 42 June 22	98 Fab. 21 48 June 23	20	24
Louisville & Nashvillo. Louisville New Albany & Chio. Manhattan	05 4 96 2 70 71 58 2 58 2	96 % 977 ₉ 571 ₂ 583	96 ¹ 2 97 57 ² 2 58	97 100 kg	99 ½ 102 ½ 57 ½ 58	100 4 103 57 57 4	77,800 300 4,675	79 Feb. 251	110½ May 18 117½ Jane 11 59½ Nov. 18	30	174 109 574
Manhattan Beach Co	214 214	22 2258	*22 23 5 17 17	*2212 25	16 164	8 8	750 500	18 Oct. 10 9 Jan. 4 6 Jan. 7	59% May 26 24 May 2 15 May 21	30	50 18 12 4
Metropolitan Elevated	70 7:4 964 984 914 925	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	72 72 98 2 97 92 8 94 14	72 72 96 96 934 914	70 72 954 96 922 934	*95 97 924 93	5,645 4,050 73,660	41 Feb. 18 773 Sept. 5 86 Oct. 6	93 June 18 126 Feb. 14 1264 Jan. 20	29 % 83 75	43 121 130 %
Milwaukee L. Sh. & West., pref Milwaukee & Northern. Minneapolis & St. Louis	30 30	51 51 ½ 30 30	30 ½ 30 ½ 70 ½ 70 ½	51 514	314 514 *295 305	*30 30½	1,200	42 Mar. 22 39 Nov. 5 23 Nov. 15	64 % Jnne 2 59 May 27 30 2 Nov. 29		
Do pref Missouri Kansas & Texas Missouri Pacifio	$\begin{array}{cccc} 70 & 70 \\ 40^{5}8 & 41^{1}{}_{2} \\ 104^{5}4 & 105^{5}4 \end{array}$	$ \begin{array}{cccc} 70 & 70 \\ 41 & 415 \\ 105 & 106 \end{array} $	41 % 41 % 105 4 105 %	70 70% 41% 41½ 105½ 106	40 70 70 2 40 41 3 101 2 105 3	*69 5 70 5 39 5 40 5 10 4 4 105	45,122 11,260	70 Nov. 15 367 ₈ Oct. + 85 Jan. 28	70% Nov.30 54 May 21 144 June 14	28 %	2914
Mobile & Ohio Morris & Essex Nashville Chattanooga & St. L.	$ \begin{array}{r} 37 & 37 & 4 \\ 124 & 124 & 4 \\ 83 & 84 & 76 \end{array} $	$ \begin{array}{r} 37^{2} & 37^{1} \\ 125 & 125 \\ 84 & 85^{1} \\ \end{array} $	37 37% 126 126 84 2 84 2	37 37 1253 126 85 884	37 37 1264 1264 864 884	36 37 87 88	2,130 1,034 28,200	63 Jan. 6	394 June 23 131 June 3 102 Mar. 21	100 47 h	123 128 155 %
New York Central & Hudsen New York Elevated New York Lake Erie & West	1377 ₆ 1385 ₈ 108 109 457 ₉ 461 ₉ 933 ₄ 941 ₄	1384 1396 108 108 46 464	13778 13858 10754 10754 4644 47	*107 \(\frac{1}{2} \) 108 \(\frac{1}{2} \) 40 \(\frac{4}{2} \) 46 \(\frac{7}{6} \)	137 1383 1075 1075 455 465	137% 138½ 107½ 107½ 45¼ 45%	85,660 812 125,430	135% Oct. 19 96 Aug. 25 41% July 26 80% July 27	30 ½ Feb. 15 32 % Jan. 15	109 30	12714 514 9315
	93% 94% 170 172 30% 31%	$^{937_{6}}_{*172}$ $^{94\frac{54}{4}}_{176}$ $^{313_{4}}_{8}$	9112 9612 172 175 3113 3128	91 3 96 *172 175 31 3 31 4	*171 175 31 31:4	933 94 6 1172 275 31 9 31 4	23,005 10 7,440	164 4 Mar. 25 27% Ang. 22 23 2 July 14	96 5 Nev. 29 190 June 18 43 5 Feb. 2	155	180 32 3
Do pref Do pref	5734 58 4034 41 8134 8234	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	58 5834 403 404 817 ₆ 823	58 58 ¹ 4 40 40 ¹ 8 82 82 ¹ 2	57½ 57% 39% 39% 79% 81%	57-4 58-4 39-4 39-5 79-4 80-4	5,930 4,960 27,825	53 Aug. 26 3254 Jan. 13 64 5 Jan. 25	265 Nov. 14 70 May 26 51 Mar. 17 885 June 24	20	36 67 2
Ohio Central Ohio & Misslesippi Do	26 26 4 40 78 40 78	26% 26% 40% 41	26 % 26 ¼ 40 ½ 40 %	264 265 404 404	264 264 404 404	253 ₄ 253 ₄ 404 404 ₂	0.740		1177 34 131	1 34 1	284
Panama, Trust Co. certificates.	395 403	*24 25 40 407 ₈	40 4012	40% 40%	24 24 39 2 40 4	235 ₄ 235 ₄ 197 197 395 ₄ 40	1,600 11 7,050	35 % Ang. 22 97% Jan. 8 18 Oct. 12 190 Oct. 17 27% Jan. 4	37 5 June 10 200 Oct. 13 57 4 June 22	18	
Philadelphia & Reading Pittsburg Ft. Wayne & Chic Reneaclaer & Saratoga Bich & Allegh., stock trust ctfs.	39 % 40 ½ 66 663 *135¾ 138	664 ₀ 665 ₄	664 66% 136 138	*136 138 *136 138	138 138	66 66 *136 ² 8	6,000	130 Jan. 7	74% Oct. 4 142 May 17 146 June 10	121 ₂ 112 111	72 3 129 129
Rich. & Allegh., stock trust ctfs. Richmond & Danville Richmond & West Point	40 % 40 ¼ 119 119 ½ 123 124	$10^{1}2 40^{3}4$ $119^{1}3 119^{7}8$ $122 122$	40 40 119 119 1224 1224	394 395 1195 1195 1225 1225	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	39 38 119 119 28 122 2 127	0.050	35 Oct. 10 99½ Oct. 20 122 Nev. 28 25 Aug. 26 25 Apr. 1	80 June 23 120 Nov. 14 27 Dec. 2		
Richmond & Danville Richmond & West Point. Rochestor & l'ittsburg Rome Watertown & Ogdensb'g St. Louis Alton & Terro Haute.	29 29 55 55	30 30 55 55	29 13 29 34 40 40 54 54	30 30	20 304 60 50	30 2 30 5 50 50 5	000	25 a Aug. 26 25 Apr. 1 39 Feb. 28	50 June 18 50 4 June 3 77 4 May 12	177 ₆	35 42
St. Louis & San Francisco	431 ₃ 433 ₄ 67 67	95 95 67 1 67 1 106 106	96 96 41 444 675 675	44 44 67 671 ₂	67 67	.90 90	1,100 1,150	25 Apr. 1 39 Feb. 28 86 July 19 39 Mar. 21 61 Jan. 4	1434 May 25 55 June 14 814 June 3	42 ½ 25 ¼ 33	00
St. Paul & Dalath	31 31	******		108 108 75 75 2			584 100 500	00 Feb. 25 26 Feb. 9 70 Mar. 8 884 Jau. 7			100 40 794 88
St. Paul Minneap, & Manitoba. Scioto Valley	111 112 30 30 5334 5314	112 5 113 4 32 4 32 5 54 8 55 8	113 ½ 113 ½ 51 ½ 55	113 113% 54¼ 55	1134 1135 535 54%	113 113 52½ 53¾	9,037 800 62,808	41 lo Jun. 4	44 2 July 18		473
Teledo Delphos & Burlington Union Pacific	203 21 1183 1195	119 1193	1195, 1203	11104 1213	1184 1194	118 4 11878	900 65,440	32 Nev. 12 197, Nev. 19 105 5 Feb. 25	38 May 13 1313 July 2	80	1134
Wabash St. Louis & Pacific Dio NISCELLANEOUS. American District Telegraph	85 857 ₆	119 1193 445 455 858 86	847 ₆ 853 ₄	$1119\frac{1}{4}$ $121\frac{3}{9}$ $44\frac{1}{4}$ 45 $81\frac{3}{9}$ $85\frac{1}{2}$	1184 1184 437 4442 834 84%	42 kg 44 kg 81 kg 83 kg		105 Feb. 25 39 Feb. 25 77 Feb. 25 46 Jane 29		1 1	83% 81
New York & Texas Land	1091 ₈ 1092 ₈ 391 ₉ 391 ₈	1073, 1081, 393, 407, 162, 167	108 1084 *403 1634 166	108 ¹ 8 108 ¹ 2 105 165	$\begin{array}{c} 107 \% 108 4 \\ 414 42 4 \\ 105 105 \end{array}$	107% 108 43 43 163 163	7,183 700 3,218				9234 30 147
Pullman Palace Car	199 190	128 129 129	45 ¹ ₄ 45 ¹ ₂ 129 129 1 ¹ ₅ 1 ¹ ₆	45 te 46 1283 129 14 14	443, 453	4454 45 19 •120 130 1 14 134	25,050 770 4,200	30 Jan. 15 135 Jan. 3 4314 Nov. 28 1274 Oct. 21			
Satte Tubnel West, Union Tel., ex-certificates EXPRESS. Adams American. United States. Wells Express Co.	85 18 85 3	85 % 86 %	85 85 85 8	83¼ 86 143 145	84 85 %	84 % 85 % 143 143	97,815	77 Apr. 9	94 June 20 153 Oct. 18	1002	122
American United Stafes Wells, Fargo & Co CDAL AND MINING. Colorado Coal & Iron Consolidation Coal	97 97 *77 79 5 •133 5 133 5	96 96 77 2 79	97 97 •78 79 135 135	*95 97 79 79	97 97 78 78 *134 137	97 97 784 784 136 136	855 860	625 Jan. 6 51 Jan. 4 112 Jan. 4	79 Nov. 28	42	60% 55 118
COAL AND MINING. Colorado Coal & Iron Consolidation Coal Hopography Mining	48 ¹ 2 49	49 50	504 504 *32 36	50 0012	49 ½ 50 ¼ 488	49 4934 3334 3339 17 1734	5,570 750	35 Jan. 3 30 Oct. 15	67 June 7 48 Jun. 15	28	39 34
Consolidation Coal Homestako Mining Little Pittsburg Mining Mariposa Land & Mining Maryland Coal Outario Silver Mining Quickéliver Mining	*17 19	• • • • • • • • • • • • • • • • • • • •	17 174	*17 18 *134 2	134 176	*2 212		154 July 15 17 Jan. 5 3 Jan. 4 20 Oct. 8	204 Jan. 4 84 Feb. 7 9 Apr. 22 35 May 27	212	30 ³ 9 4 ³ 4 27
Ontario Silver Mining Quickeilver Mining Do pref Standard Consol. Mining	*33 35 *13 ⁵ 4	201 ₈ 201 ₆	*1958 2154	*20 22 35 35 35 2 *14 15	*19 21 33 35 14 14 ¹ 2	*34 35 *13 % 14 %	400 151 500 400	32 5 Nov. 23 12 5 Sept. 7	23 4 June 10	9	39% 24% 78%
Standard Consol. Mining Cameron Coal	61 61 *221 ₃ 223; 3914 3914	61 63 2254 2254 3854 3854	*61 62 234 234	*61 63 23½ 23½		*61 62 23 29	2,143 700 423	58 Jan. 5 21 Aug. 6 25 Apr. 27 1 Nov. 22 51 ₂ Sept. 17	75 g July 7 27 Feb. 17 454 May 26 7 Feb. 14	20	21 4
Deadwood Mining. Receising Mining. New Central Coal	*7 8 *1 11 ₂	T-6 T-4		14 14 1 24 26	*1 1 1 1 1 2	*1 14 1 12 *7 7 19 *1	200 300	5 1/2 Sept. 17 10 Nov. 9 25 Oct. 6	354 Feb. 9	20	25 kg 35
Statuard Coasol, Mining Cameron Coal. Central Arizona Mining Deadwood Mining Rxcelsior Mining. New Central Coal. Robuneon Mining. Silver Cliff Mining. Stormont Mining.	74 8	519 614	612 6	412 519	4 1 ₈ 4 7 ₈ 3 3 1 ₉	47 ₈ 8 31 ₄ 37 ₈	25.148 2,550	4 to Dec. 1 8 Dec. 1 1 to Feb. 98	137 ₈ Oct. 28 7 Apr. 18 3 Apr. 19		634

Railroad Earnings.-The latest railroad earnings and the The statetotals from Jan. 1 to latest dates are given below. ment includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan: 1 to latest date" furnish the gress earnings from Jan. 1 to, and including, the period mentioned in the second coinmn.

-- Latest earnings reported -- - Jan. 1 to latest date. -

Including loased lines. ! Including Ohio Division.

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

			Balan	ices.
	Receipts.	Payments.	Coin.	Currency.
Nov. 26 28 29 30 Dec. 1 2 Total		611,160 99 619,974 30 773,941 73 2,691,612 78 2,065,853 15	86,328,657 32 86,965,901 39 87,424,167 11 86,912,074 79 86,188,048 41	\$ 4,417,151 25 4,413,393 19 4,426,653 34 4,381,388 33 4,068,975 81 4,143,251 97

^{*} Includes \$1,000,000 gold received from Philadeiphia Mint.

Coins.—The following are quotations in gold for various coins:

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

Banks Capital	week ending a	t the commencement of business on Nov. 26.										
New York	bi			Aver	age amour	it of						
New York	Banks.	Capital.		Specie.		other						
Manhaltan Co 2,000,000 7,298,900 33,86,000 80,000 300,000 4,709,500 1,709,000 490,000 5,386,000 80,000 800,000 2,709,000 475,503 337,900 490,006 2,341,000 3,961,700 207,000 207,000 1,100,000 337,900 490,000 3,961,700 207,000 207,000 1,100,000 33,960,000 8,961,700 207,000 207,100 207,000		8	3	\$	8	8	8					
Merchants 2,000,000 7,098,090 1,081,000 439,006 6,245,000 6,241,000 1,000,000 1,000,000 8,702,000 938,100 638,40	New York	2,000,000	7 296 300	201 000		8,176,000	495,000					
Pheenix		2,000,000	7.009.500	1,081,400	739,800	6,275,300	360,000					
Pheenix		2,000,000	7,398,000	1,175,000	493,000		*****					
Pheenix	America	3,000,000	8,402,000	933,100	636,400		1.100					
Trudesmen's	Phœnix	1,000,000	3,384.000	612.0(3)	80,000	2.974,000	267,000					
Substitute	City			393 230		8,091,000	720 100					
Merchants Exch 1,000,000 3,415,200 411,400 327,700 2,999,000 781,000	Fulton	600,000		372,300		1,491,400	150,100					
Balfath Nathon 1 1,000,000 1,393,000 123,000 132,000 1,092,000 250,000 Mechanics & Tr. 200,000 175,200 135,000 132,000 1,092,000 176,200 120,000 130,000 130,000 130,000 120,0	Chemical	300,000	12,697,306		413,300	1,735,900	mo.** 12.5.5					
Mechanics' & Tr. 200,000 975,200 20,300 163,100 163,100 20,000 20,000 20,000 600,000 2,818,800 416,600 117,906 2,007,400 32,50	Merch'nts' Exch.	1,090,000			118 900		700000					
Mechanics' & Tr. 200,000 975,200 20,300 163,100 163,100 20,000 20,000 20,000 600,000 2,818,800 416,600 117,906 2,007,400 32,50	Butchers'&Drov.	300,000	1.593,600	303,300	55,200	1,403,000	250,600					
American Exon. 5,000,000 12,313,000 422,400 87,300 87,600	Mechanics' & Tr.	200,000	1,984,000	145,000	132,000	1,092,000	174,000					
American Exon. 5,000,000 12,313,000 422,400 87,300 87,600	Leather Man'f'rs	800,000	2.849.800	416,600	117.906	2 087 400	474.500					
American Exon. 5,000,000 12,313,000 422,400 87,300 87,600	Seventh Warl	300,000	1,021,700	226,400	51,200	1,083,500	32,800					
Commerce 5,000,000	State of N. York.	800,000	3,892,200	2.400.000			45,960					
Broadway	Commerce	5.000.000		2,272 900		7 633 600	991,900					
Pactic. 422,700 2.084,900 347,200 212,300 2.471,400 3.183,100 1,121,330 Chatham 450,000 3.181,700 771,600 214,900 3.183,100 3.183,100 450,000 450,000 771,600 771,400 3.42,000 450,000 450,000 770,000 90,300 1182,400 96,300 1,882,500 450,000 450,000 450,000 450,000 772,1400 822,400 90,300 1,892,500 410,000 410,000 410,000 410,000 410,000 411,000 410,000 411,000 <td>Broadway</td> <td>1,000,000</td> <td>5,201,600</td> <td></td> <td>177,100</td> <td>3,574,400</td> <td>895,000</td>	Broadway	1,000,000	5,201,600		177,100	3,574,400	895,000					
Chetham	Mercantile	1,000,000	5.084.000		322,800	5.7 6,200	795,890					
Chetham	Republic	1,500,000	5,527,700	571.606	214.900	3,188,100						
North America	Chatham	450,000		783,200	174,400	3,442,000						
Hanover	Yorth America	200,000	2.080.250	180.000	96,300	2.591.700	0,400					
Section Sect	Hanover	1.000,000	7,015,400	822.400	061,400	7,221,900	800,000					
Citizens'	irving	500,000	2,917,496	9 108 077	2:0.100		441,000					
Narsket	Metrop allan		2.075 800	373,100			266,200					
St. Nicholas 500,000 2.438,590 457,300 78,300 2.165,400 450,000 Aboe & Leuther 500,000 3.152,000 97,000 2.993,100 450,000 Corta Exchange 1,000,000 4.444,902 225,000 216,000 3.252,900 450,000 Oriental 300,000 2.057,292 27,300 344,500 1.986,490 765,200 Marine 400,000 3.124,000 610,000 3.571,090 3.71,090 3.70,000 3.70,000 1.925,800 5.583,500 182,900 21,433,300 1,036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 20,000 20,000 20,000 20,000 20,000 1.036,000 1.73,900 82,000 20,342,700 22,900 20,000 20,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,000 1.036,	Nassau	1,000,000	2,805,700	235,909	10-,400	2,482,000	3,000					
Shoe & Leather.	Market					1 105 406						
1,00,000 12,275,800 5,593 5.00 10,290 14,23,300 1,08,500 1,00,0	Shoe & Leather	500,000	9 152 00:1		93,000	2.993.100						
1,00,000 12,275,800 5,593 5.00 10,290 14,23,300 1,08,500 1,00,0	Corn Exchange	1,000,000	4,464,900	295,000	210,000	3,252,900	4,600					
1,00,000 12,275,800 5,593 5.00 10,290 14,23,300 1,08,500 1,00,0	Continental	1,000,000	2.057.200	27,300	263,800	0.652,100	,69,200					
Watch. Bkg. Aes'n 500,000 030,100 173,000 82,400 702,300 702,300 North River. 250,000 1,046,000 115,200 121,000 845,000 222,300 Bast River 250,000 1,046,000 115,200 121,000 845,000 222,300 Central Nat. 2,000,000 7,647,000 298,000 1322,000 701,109 1,264,000 Second Nation'i. 300,000 3,332,00 55,300 289,009 7,011,090 1,264,000 Sinth National. 750,000 5,737,090 55,300 328,009 3,700,000 3,700,000 1,764,000 N. Y. Nat. Exch. 1,000,000 8,834,000 1,174,100 120,000 1,174,100 120,000 1,120,100 200,000 1,573,800 38,900 41,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 <td>Marine</td> <td>400,000</td> <td>3,124,000</td> <td>610,000</td> <td>201.000</td> <td>0.074.090</td> <td>45,060</td>	Marine	400,000	3,124,000	610,000	201.000	0.074.090	45,060					
Watch. Bkg. Aes'n 500,000 030,100 173,000 82,400 702,300 702,300 North River. 250,000 1,046,000 115,200 121,000 845,000 222,300 Bast River 250,000 1,046,000 115,200 121,000 845,000 222,300 Central Nat. 2,000,000 7,647,000 298,000 1322,000 701,109 1,264,000 Second Nation'i. 300,000 3,332,00 55,300 289,009 7,011,090 1,264,000 Sinth National. 750,000 5,737,090 55,300 328,009 3,700,000 3,700,000 1,764,000 N. Y. Nat. Exch. 1,000,000 8,834,000 1,174,100 120,000 1,174,100 120,000 1,120,100 200,000 1,573,800 38,900 41,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 1,201,400 223,400 <td>Importers' & Tr</td> <td>1,500,000</td> <td>19,275,800</td> <td>5.598 500</td> <td>182,900</td> <td>1 21.423.360</td> <td>1,108,500</td>	Importers' & Tr	1,500,000	19,275,800	5.598 500	182,900	1 21.423.360	1,108,500					
Bast River 250,000 1,048,000 113,200 121,000 845,006 222,000 225,000 30,71,938,000 13,200,000 17,219,300 205,500 205,500 205,500 132,2000 17,219,300 205,500 12,2000 17,219,300 205,500 12,2000 7,219,300 12,2000 7,219,300 205,500 12,2000 7,219,300 12,2000 7,219,300 12,2000 205,500 1,200,000 1	Full	1 2,000,000	10,340,000	173,000		702 900	45,000					
Bast River 250,000 1,048,000 113,200 121,000 845,006 222,000 225,000 30,71,938,000 13,200,000 17,219,300 205,500 205,500 205,500 132,2000 17,219,300 205,500 12,2000 17,219,300 205,500 12,2000 7,219,300 12,2000 7,219,300 205,500 12,2000 7,219,300 12,2000 7,219,300 12,2000 205,500 1,200,000 1	North River	240,000	979,100	31.706	162.200	1,041,300						
Second Nation 1. 300,000 3.392,000 53.300 269,009 3.570,000 139,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 1.781,000 10.700 10	East River	250,000		119,200		845,000	222 300					
Second Nation 1. 300,000 3.392,000 53.300 269,009 3.570,000 139,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 1.781,000 10.700 10	Central Nat	2.000.000	7,617,000		1.322.000	7.011.090	1,266,000					
N. York County. 200,000 1,373,800 39,900 421,400 1,901,400 180,000 1,373,800 201,700 401,400 201,700 401,500 201,700 401,400 201,700 401,400 201,700 401,400 4	Second Nation'i.	300,000	0.000 0 10 10	535.000	280 030	1 9 570 000	135,000					
N. York County. 200,000 1,373,800 39,900 421,400 1,901,400 180,000 1,373,800 201,700 401,400 201,700 401,500 201,700 401,400 201,700 401,400 201,700 401,400 4	Nigth National	500,000	11 415 500	9 873 490	193 200	9,971,500 15,705,200	499.830					
N. York County. 200,000 1,373,800 39,900 421,400 1,901,400 180,000 1,373,800 201,700 401,400 201,700 401,500 201,700 401,400 201,700 401,400 201,700 401,400 4	Third National	1,000,000	5,854,000	1,178,100	450.000	6.181,000						
N. York County. 200,000 1,373,800 39,900 421,400 1,901,400 180,000 1,373,800 201,700 401,400 201,700 401,500 201,700 401,400 201,700 401,400 201,700 401,400 4	N. Y. Nat. Exch.	300,000	1,458,300	167,400	120,300	1.129,100	270,000					
German Exch. 200,000 1,315,600 42,400 1,531,000	N. York County	200,000	1,573,800	39,900	461.400	1.901.400	180,000					
100,000	Germ'n Americ'n	750,000	2,0,3,100	291.700	41.5 M	2.111.500	******					
German Exch. 200,000 1,345,600 42,400 223,100 1,531,000 (ermanta. 200,000 1,380,100 (e5,400 153,800 1,564,700 U. S. Nat. 500,000 4,278,900 1,332,500 91,100 4,855,000 447,830	Chase National	300,000	4,030,400	410 (0.30	67,800	4.482,000						
Germanta					223,100	1.531.000						
	Germaata	200,000	1,380,100	65,400	153,800	1.561,700	*****					
Total												
The deviations from returns of previous week are as follows:												

Ju'y Sept. Nov.

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

		-			
Loans	. Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1981. 8		*	2	*	*
	522 0 192 020	3,116,000	1:1.853.400	31,439,100	75,865,939
Aug. 15. 165,169.					80,469,250
22. 165,110,			110,450,000	31,624,500	20,408,200
4 29., 161,503,	800 8,300,700	3.219.800	104,864,900	31,671,500	71,392,983
Sept. 5., 162,405,			108,886,500	31,558,690	78,160,631
			103,409,800	31,526,200	66,820,114
					82,209,170
4 19., 158,845.			99,841,400	31,635,300	104 2 702 458
* 26., 157,215,	700 6.9 11.400	3,207,930	93,695,700	31,691,900	74.176,256
Oct. S., 157,446,	100 7,374,500	3.150,500	190,669,700	31,719,300	66,910,483
10 . 156,130,			99,601,200	31,823,000	97,084,364
			03.846.440	31,514,000	90,450,853
11 100,1	600 6,765,500				89,087,320
4 24., 154,134,			96,952,200		68,001,020
" 31 154,270.	800 6.846.308	4 060,400	93 546 300		82,097,838
Nov. 7., 154,781,		3.709.100	98,570,460	31,808,600	91,946,649
			94,220,300	31,895,100	81,055,825
				82,070,400	86,781,980
0 21 153,194.			97.5 35.700		07,301,162
4 23., 151,006,	900 - 7.614,000	3,725.500	45,416,100	32,150,300	01,001,100
A Francis Almost ha f	totaliduates	than bualta	"		
* Including the i	cem que ro c	ther buaks.			

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

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Ciewi
1881.	8	\$	*		40 040 755
Aug. 15	79,011,473	21,917,747	74,004,227	10,515,479	41,048,755
23	79,149,422	21,423,972	73,508,838	10,593,423	48,449,130
** 20	79,999,123	20,680,392	73,107,807	10,588,971	47.663.482
Sept. 5	80.481.769	20.077.783	73,125,2:1	10,687,735	48,884,672
12	81,192,498	20.003.036	73.019.593	10,645,120	42,791,588
" 19	80.631.443	18,953,61;	72,361,898	10,803,161	53.825.839
. 26	79.321,530	18.443.751	70,450,936	10,942,595	F2 818.320
Oct. 3	78,658,276	19.041.951	71.618.543	10,971,825	44.224,795
" 10	78,612,631	17,067,664	64,120,046	11,013,325	60,709,063
" 17	78,303,266	17.509.058	69.162.411	11 027 163	52,495,167
" 21	77,433,864	16,636,105	67,380 507	11,106,828	55,019,743
4 31	76,675,853	16 773,582	07.008.776	11,039,145	48,858,774
Nov. 7	76,675,853	17.351.141	66,423,240	11.032,796	54.704.206
14	75,582,039	17,831,498	66,392,063	11.113.815	48,414,735
21	75,305,567	17,239,435	85,502,454	11,125,596	67 989,493
23	73,942,244	17,895,921	65,291,573	11.122.310	48,425,076
MOTTHER	1010401044	T 4 10 10 10 10 10 1	0010011114		

^{*5} per cent basis in 1881; 6 per cent in 1880.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

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

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

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

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

		1		1	1	13-00		1	-
	UNITED STATES BONDS.	Bid.	Ask.	STATE SECURITIES.	Bld.	Ask.	CITY SECURITIES.	Bid.	Ank.
	UNITED STATES HONDS.			CITY SECURITIES.	-				-
		x100	10012		109		Houston, Tex.—(Continued).—	30	35
	68, 1881, continued at 3 s. reg. J&J 58, 1881 do do reg. Q-F 4 s. 1891 reg. Q-M 4 s. 1891 conp. Q-M 4 s. 1907 reg. Q-J 68, Curreney, 1895 reg. J&J 68, Curreney, 1896 reg. J&J 68, Curreney, 1897 reg. J&J 68, Curreney, 1899 reg. J&J	1023	1023	78 long	1120		6s, funded. Ludianapoils, Ind.—7-30s, '93-99.J&J		
	4198, 1891reg Q-M	1133	1133	Ailegheny, Pa.—4sJ&J 6s, 1876-'90J&I			Jersey City-da, water, long, 1805.	107	100
	45, 1907 reg. Q-1	11165	x1678	Wharf 7s, 1880			75, Water, 1599-11072J & J	110	115
	48, 1907 coupQ-J	11175	11778	68, 1875-90 J.4.1 Wharf 78, 1890 J.4.1 Aliegheny Co., 5a, J.4.3 Atlanta, Ga.—7s. Do. 8s. Waterworks. Augusta, Mc.—6s, 1897, mun. F.4.Al Augusta, Ga.—7s. Varlous			Jersey City-da, water, long, 1895. 7s, water, 1899-1992. J & J 7s, improvement, 1891-'ud Var 7s, Bergen, long J & J	107	104
	6a Currency, 1890regJ&d	x127		Do. 8g	110	113	Hudson County, 6sA&O do 7s.M&S and J&D	101	105
	6s, Currency, 1897reg. J&J	x127		Waterworks	120		Bayonne City, 7s, long J.4d	1091	1104
	6s, Currency, 1898regJ&J	x127		Augusta, Mcds, 1887, mun. F.&Al	106	107	Bayonne City, 7s, longJ&J Lawrence, Muss.—ds, 1894A& O	121	1214
	6s, Currency, 1899regJ&J	XI27		Augusin, Ga-7s. Various Austin, Texas-10s.	110	113	Long Island City, N.Y—Water,7a,795 Louisville, Ky.—7s, long dates. Var.! 7a, short dates Var.! 6s, long Var.! 6a, short Var.!	110	112
	FOREIGN GOV. SECURIT'S.			Bultimore-6s, City Hall, 1884 Q-J	109	1961	7a, abort dates	169	113
	Quebec-5s, 1998 M&N			08, PIUS. & Con'v. RR., 1886 J&J	1108	109	6s, longVar.	102	105
	STATE SECURITIES.			6s, tolt, & O. loan, 1890 O	115	$\frac{1154}{1154}$	Us, short	105	106
	Alabama—Class "A." 3 to 5, 1906	81	83	6s, Rult. & O. loan, 1890 Q—J 6s, Park, 1890 Q—M 6s, bounty, 1893 M & S	114	115	Lowell, Mass0s, 1890, W. L. M&NI		120
	do smail			68, bounty, 1893	120		Lynchburg, Va6s	100	7.041
	Class "C," 48, 1906	82	86	os, do exempt, 1893 M&S	115	117	8s J & J Lyun, Mass.—6s, 1887 F&A i Water loan, 6s, 1894-96 J&J 5s, 1882 M&N	100	122
	6a, 10-20, 1909 J & J	101		68, 1900	130	135	Water loan, 6s, 1894-96J&J	121	122
	Arkansas—6s. funded, 1899J & J 7s, L. R. & Ft. S. Issue, 1900. A & O	363	3812	6a, West. Md. RR., 1902 J&J	130		58. 1982M&NI	100%	101
	7s, Memphis & L. R., 1899 A & O			58, consol, 1895. Q-J 68, Valley RR., 1886. A & O	108	109	Macon, Ga.—7s. Manchester, N.H.—5s, 1883-'85J&J1	102	110
	78, L. R. P. B. & N. O., 1900 A & O	30	311	08. new 1916	122	124	68, 1891. J&J Mamphla, Tenn.—68, C J&J	11712	118
	78, Miss. O. & R. Riv., 1900 A & O 78, Ark. Central RR., 1900 A & O	30	$\begin{array}{c c} 32^{1_2} \\ 18 \end{array}$	Bangor, Me.—6s. RR., 1890-'94. Var. 1 6s, water, 1905J&J	1993	114	Mamphia, Tean.—6s, CJ&J	35	50
	7e, Levce of 1871, 1900J & J	10	15	6s, E.& N.A. Railroad, 1894J&J	113	114	68, A & B	33	
	California—6s, 1874.	1073	10515	6s. R. & Plscataquis RR., '99.A&O1	113	115	68, end., M. & C. RR	50	
	Delaware—6s. 1883-4-5	103-8	1032	Bath, Me.—6s, railroad aidVar! 5s, 1897. municipal	103	1011 ₉ 105	6s, consolsJ&J	50 97	100
	Connecticut—6s, 1883-4-5. Delaware—6s. J&J. Florida—Consol, gold 6s. J & J Georgia—6s, 1890-86. F & A 78, new bonds, 1896. J & J	98	105	Belfast, McGs, ralirond aid, '98., 1	105	1054	Milwaukee, Wis.—5e, 1891J & Di 7e, 1896-1901Var.i	108	
	78 new bonds 1880	111110	•••••	Donton Mana Co num long 1007 Wall	1100	130	7s, water, 1902	118	59
				58. gold. 1905 Var.	1174	119	Mobile, Ala.—3-4-5s, fundedM&N Montgomery, Ala.—New JsJ & J	65	70
	7s, gold bonds, 1890Q-J	117		4s, currency, 1899J&J	1033	105	5s, new	85	90
	7s, gold bonds, 1890 Q—J 8s, '76, '86. A & O Kansas—7s, long. J&J	110	115	Brooklyn, N.Y.—78, '82-83J & J	1103	110	Nashville, Tean.—6s, oid		*****
	Louisiana—New con. 78, 1914J&J	6814	6858	68, currency, 1894 Var. 58, gold, 1905 Var. 48, currency, 1899 J&J Brooklyn, N.Y.—78, '82-83 J&J 78, 1883-95 J&J 78, Park, 1915-18 J&J	140	142	6s, new	103	110
	78, Small bonds	103		7s, Water, 1903	137	140	78, long	120	125
,	Maine—4s, 1888F&A War debts assumed, 6s, 89 A& Ol	116	1164	78, Bridge, 1915 J & J 68, Water, 1899-1909. J & J 68, Park, 1900-1924. J & J Kings Co. 78, 1882-99 M & N	124	140 127	New Bedford, Mass.—6s, 1909. A&O	129	130
	War loan, 6s, 1883	10234	10314	6s, Park, 1900-1924J & J	129	132	Sa 1000 Water Lean A &O	116	118
	Maryland—6s, defense, 1883 J&J	10518	10513	Kings Co. 78, 1882-'89 M & N	102	114	N. Brunswick, N. J.—78.	103	110
	6s. Hespital, 1882-97	108		Buffalo, N. V.—78, 1880-'95 Var.	102	110	Sa Newburyport, Masa.—Ga, 1890.J&J		105
	6s, 1890Q-J	108		7s, water, longVar.i	115	120	New Orleans, La.—Premium bonds.	71	73
,	War debts assumed, 68, 89.A& Ol War loan, 68, 1893	100	101	do 6s, 1882-86. M&N Buflalo, N. Y.—7s, 1880-'05 Var. 7s, water, long Var. 6s, Park, 1926 M&S Cambridge, Mass.—5s, 1889 A&Ol	108	110	Consolidated 6s, 1992Var. Newport—Water bonds	114	115
	58. gold. 1890	1144	11512	Cambridge, blass.—58, 1889 A&OI 68, 1894-96. water loan J&JI 68, 1904, city honds J&J Charleston, 8.C.—68, st'k,'76-98Q-J 78, fire loan honds, 1890 J&J	120	110	N.Y.Cily5s, water stock, 90.Q-FI	109	109
	5s, gold, 1894Var.	115	116	6s, 1904, city bondsJ&J	124	126	N.Y.City5s, water stock.'90.Q-F 6s, do 1893-90Q-F 6s, aqueduct stock, '81-1911.Q-F	101	115
	58. g., sterling, 1891J&J:	108	110	Charleston, 8.C.—6s, st'k,'76-98Q-J	76 60		58, aqueduct stock, '81-1911Q-F	128	120 130
	do do 1888A&O	103	105	7s, non-tax honds	102		7s. pipes and mains, 1900. M & N 6s, reservoir bonds, 1907-'11.Q-F	120	122
1	Michigan—6s, 1883J & J	101		4s. nen-taxable	76		5s, Cent. Park bonds, 1893Q-F	109	110
,	78, 1890M& N	90	125	Chicago III —78 water honds 1892	12210	122	5s, Cent. Park bonds, 1893Q -F 6s, dock bonds, 1901	128	119
i	Massachusetts—5s, 1893, gold J&J 5s, gold, 1890	103		78, non-tax nonus 4s, non-tax nonus 4s, non-tax nonus Chelsea, Mass.—6s, '97, water l. F&A! Chicago, Ill.—7s, water bonds, 1892 7s, eity honds, 1895 7s, eity honds, 1892 7s, eity bonds, 1895 4 ½s, eity honds, 1900 Cook Co. 7s, 1892 Cook Co. 5s, 1892 Cook Co. 5s, 1899 Cook Co. 4½s, 1900	126	1263	6s, do 1905 M & N	122	123
	Funding bonds, 1894-95 J & J	116		7s, city bonds, 1892	12212	1002	6s, do 1905 M & N 7s, market stock, 1894-97 M & N 6s, upprovem't stock, 1889 M & N	126	103
	Asvium or University, 1892 J & J	11210		4 los. eity bonds, 1899	1073	1073	7s. do 1890 M & N	114	116
	Hannibal & St. Jo., 1886 J & J	108		Cook Co. 78, 1892	12212	123	7s, do 1890 M & N 6s, gold, cons. bonds, 1901. M&N	:	
,	do do 1887J&J	109	112	Cook Co. 58, 1899	109	10934	6s, street impr. stock, 1838. M & N	103	110 107
-	War loan, 6s. 1892-1894J&J	11730	119	West Chicago 5s, 1890	107-1	1071e	6s. gold, new consol., 1896	121	122
	War loan, 6s, 1901-1905J&J	127	129	Liucoln Park 7s, 1895		10912	7a, Westchester Co., 1891	109	110
1	War loan, 08 1884	104	105	Wost Park 78, 1891	1087	109	5a. 1905, water loanJ&H	117	130
	6s, exempt, 1896J&J*			Cincinnati, OGs, longVar.			Norfolk, Va6s, reg. stk, '78-85. J&J	103	
1	New York—6s, gold, reg., '87. J&J 6s, gold, coup., 1887. J&J 6s, gold, 1883. J&J	111		6s, shortVar.			8s, coup., 1890-93Var	123	100
	6s. gold, 1883	104		7-308			Norwiel, Ct.—58, 1907	113	100
	08. gold, 1831	120		Southern RR. 7-508, 1902 J&J	127	130	7a, 1903J.&J	128	132
	68, gold, 1892	121		do 7-30s, 1906	127	130	Orange, N.J.—78, long	ioi	112 103
1	68, gold, 1893 A & O N. Carolina—68, old, 1886-'J8. J&J G8, old	35					78, do 1890 M & N 68, gold, cons. bonds, 1901 M&N 68, street Impr. steek, 1893 M & N 78, do do 1882 M & N 78, do do 1882 M & N 68, gold, new consol., 1896 78, Westchester Co., 1891 Newton—68, 1905, water loan. J&J 58, 1905, water loan. J&J Norfolk, Va.—68, reg.stk, '78-85. J&J 88, coup., 1890-93. Var 88, water, 1901. M & N Norwiell, Ct.—58, 1907. A&O 78, 1905. J&J Orange, N. J.—78, long	118	120
	68, old	35		de Skg. fd. 5s, 1930M&Nt		3 7 4	Ga long	1 1 27	113
	68. N.C. RR., 1883-5. J & J 68, do	140		do 48J&D		103	58, loag. Potersb'trg, Va.—68	100	103
	68, do coup. offJ&J	120		Hamilton Co., O., 6s			88	116	123
-	6s, do coup. off	$\frac{120}{12}$		do long 78 & 7-30s. 1]			Philadelphia, Pa 5s reg I to 1	120	123
	68, do 1968,1898A&O	12		Cleveland, O.—6s. longVarious! Special 7s. 1879-'89 Yearly!	102	100	6s, oid, regJ&J		
	68. new honds, 1892-8 J.J.J.	22		Columbus, Ga7s, VariousVar.	100		6a, new, reg., due 1895 & over. J&J		
	68, do A & O 68, Chatham RR A&O	22 7	•••••	Cavington. Ky.—7-30s, long			4s, new	1	
	68, special tax, class 1,1898-9A&O	914		88			5s, reg. and coup., 1913J&J.		
	68. do class 2 A & O	9	() 2	8sDallas, Texas—8s, 1994	105	90	7s, water, reg.& ep., '93-'98A&O.	105	
	6s, do class 3 A & O 4s, new, 1910	87 _e		Dayton, O68 1890		120	78, water, reg. & ep., 1913 J&J. 78, water, reg. & ep., 1913 J&J. 78, water, reg. & ep., 93-99 A&O. 78, street imp., reg. 783-86 Var. Pertland, Mo.—94, Mun., 1895, Var.	116	
	48. new. small	82		Detreit, Mich.—7s, longVar. 7s, water, longVar.	105	1.5	Portland, Mo.—6s, Mun., 1995, Var. 6s, railroad ald, 1997	11819	119
9	Ohio 6s. 1886	11012		78, water, longVar.i	114	113	Pouglikonela N V -78 Water	20	
	Ohio 6s. 1886			District of Columbia— Consol. 3-65s, 1921, coup F&A	107		Providence, R.f.—55. g., 1990-5. J&J	115	116
	DS, DSW, Feg., 1892-1902 FAAL	117		Cousol. 3-65s, 1924, reg	107		63, gold, 1900, water loanJ & J 63, 1835	127	121
	6s. 10-15, reg., 1877-82 F & A 6s, 15-25, reg., 1882-92 F & A	1021		Funding 5s, 1899J&J† do smaiiJ&J†	1124 .		Richmond, Va.—6s. J.c.	112	103
	kbode Isl'd-68, 1893-9, coapJ &J	116		do registered J&J)	1124		8s. J & J 8s. J & J 5s. J & J 7s. Rochester, N.Y.—6s Var. 7s. water, 1903. J & J Rockland, Me.—6s. '83-99, RR. F&A	131	07
	outh Carolina—Gs, Act of March !	127e	13	Perm. lmp. 6s. guar., 1891J&J	1164	1838	Rochester N. V -48s Vor	07	112
	23, 1869. Non-fundable, 1888 S Browne consols	106	10812	Perm. imp. 7s, 1891J&Jt Wash.—Fund.ioao(Coog.)6s,g'921	116	20	7a, water. 1903	21	
3	еппевесоов, ота, 1890-98 ј & Ј	723	73	Fund, loan(Leg.168, g., 1902 Vari)	122		Rockland, Me64, '89-99, RR. F&A	80	1004
	6s, new bonds, 1892-1900 J & J	7234 7234 724	73	Elizabeth, N. J.—78, short	42	7.5	Delder 101 1901 1 4 7		
	es, new series, 1914J & J Past-due conpous	14.9		78. consol., 1880-98	122	45	St. Louia, Mo.—6s, chort	107].	
7	Coxas—6s, 1892	112	115	78, 1905	42	45	Water 6s, gold, 1890 J & Dill	101	
	7s, gold, 1892-1910	120	125	7s, 1905. Fall River, Mass.—9s, 1904F& Al 5s, 1894, gold	123	234	do do (now), 1892. A&O Rridge approach, 6s Renewal, gold, 6s	1210	1133
7	ermont—6s, 1890			elembirg, Mass.—os. wi, w.L. Jaji	113 1	13	Renewal, gold, 6sVar. 1	13 .	
1	/Irginia-6s, old, 1886-'95J & J	33		Frodericksburg, Va7aM&N	110	05	Sewer. 0s, gold, 1891-93 Var. 1	193	
	6s, new heads, 1886-1895J & J 6s, consol., 1905J & J	33		Galveston, Tex.—10s, '80-'95 Var. Galvest'n County, 10s. 1901. J & J	90	05	Currency, 7s, 1887-'88Var. I	03 1.	
	68, de ex-coup., 1995J & J	75	79	Hartford, CtCity 6s, var. dates	107 1	0:1	st. Paul. Minn 6s, '88-'90 J & D 1	10	103
	6s, consol., 2d seriesJ & J 6s, deforred bondsJ	43 1758	19	Capitol, untax. 6s		23	75, 1890	12	
	10-40s, new	45	46	Haverbill, Mass.—6s, '85-89 A&O	103 1	10	8s, 1889.96	24	26
	Tux-recoivable coupons	82		Iouston, Tex.—104		35° B	5s, 1904, W. L	13 '	15
	* Price nominal : no late teanant	1		Parahager also nave ageriad intere	2.2.2	9.7	u Tendan		

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

For Explanations See Notes at Head of First Page of Quotations,										
CITY SECURITIES	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.		
8. Francisco-7s, g., City & Co., Var.	104	88	Central Pacific—(Continued)— Cal.& Or. C.P.bonds, 6s.g., '92 J&J	1103	110	C.C. & I.C.—1st cons.,7s,1908.A&O 2d mort., 7s, 1909F&A	125			
Savannah funded 5s. consols Somerville, Mass.—5s, 1895A&O	1108	112	Land grant M. 6s. g. 1890 AVO	105		Trust Co. cert., 1st, ass'd	115			
68, 1885	10712	10812	Charl'te Col.&A.—Cons.,78, 95.J&J	110	114	do do supplementary Income 7s, 1890	$\begin{bmatrix} 118 \\ 711_2 \end{bmatrix}$	118 734		
78, 1903, water loauA&O	11130	$\frac{128}{135}$	Cheraw & Darl.—1st M.,88,'85.A&O	1011 ₂		Uncome 78, 1890	*105	112		
P Alada O = 7.30s P R 1900 M & S	7 1 1 3 3		2d mort., 7s. Ches. & Ohio—Pur. money fd.,1898	104		do 2d M.7s, 1904.M&N Un.& Logansp., 1st, 7s, 1905. A&O	*105 *114	111		
8s. Var. 8s, water, 1893 & '94. Var. Washington, D.C.—See Dist. of Col.	†117		Serles A, 1908	101 8378	8138	Un. & Logansp., 1st, 7s, 1905. A&O T. Logansp. & B., 7s, 1884. F&A Cin. & Cide. A. L., 1886-'90	*101	104		
		105	6s. cnrrency, int. deferred, 1918. Cheshiro—6s, 1896-98J&J	55 1108	56			107		
8a, gold, con. on. Worcester, Mass.—6s, 1892.—A&O 5s, 1905.————————————————————————————————————	1117	120 118	Chic. & Alton-1st M., 78, '93J&J	119	$\frac{108^{1}2}{124}$	2d mort. Col. & Hock.V.—1st M., 7s, '97.A&O	913 <u>4</u> †116	92 118		
5e, 1905	104	115	Sterling mort., 6s, g., 1903J&J Income, 7s, 1883A&O	:117	104	2d M., 7s, 1892	1 200			
Yenkers, N. YWater, 1903	1115	120	Bds. Kan. C. line, 68, g., 1903. M&N Miss. Riv. Bridge, 1st., s.f., 68, 1912	112	116	Col. & Toledo—1st mort. bonds	†121	$\frac{123}{118}$		
RAILEOAD BONDS.	10512		Joliet & Chic., 1st M., 88, 82. J&J Louis'a & Mo.R., 1st, 78, 1900F&A	111	130	Col. & Xenia—1st M., 7s,1390.M&S Conn. & Passump.—M., 7s, '93.A&O Massawippi, g., 6s, gold, '89 J&J Conn. Val.—1st M., 7s, 1901J&J	111/3	110		
Ala. Cent.—1st M., 6s, 1918J&J Income 6s, 1919J&J		90	1 do 2d.78 1900 M.V.N.			Massawippi, g., 6s, gold, '89 J&J	1105	108		
Ala. Gt. Southern—1st mort., 1908 Alb'y & Susq.—1st M., 7s, '88. J&J 2d mortgage, 7s, 1885 A&C		116	8t.L.Jacks'v.&C., 1st, 7s, '94.A&O do 1st guar. (564), 7s, '94.&O	114		(COHO, 1) CSL 181 HL, 78, 1900, 484	30	34		
Comson, more, 78, 1500, guar. Acc	106		do 2d M. (360), 78, '98J&J			Connecting (Phila.)-1st, 6s M&S Cumberl'd & Penu-1st 6s,'91. M&S				
Allegh. Val.—Gen. M., 73-10s. J&d East, exten. M., 78, 1910A&C	$\frac{123^{1}2}{1127}$	129	Chie. B. & Q.—1st, S.F., Ss, '83.J&J Consol. mort., 7s, 1903J&J Bonds, 5s, 1895J&D 5s, 1901A&O	$107\frac{1}{2}$		2d 6s, 1858	*			
Income, 7s, end., 1894A&C Atch'n & Nob.—1st, 7s, 1907M&S	52 1171_{2}		Bonds, 5s, 1895J&D	10212	103	Dakota Southern—78, gold, '94, F&A Danh'y & Norwalk—78, '80-92. J&J	†95 100	100		
Atch. & Pike's Penk-181.78, g.M&N	1100		18, 1919			Day ton & Mich.—1st M., 78, 81.J.V.				
Aten. Top. & S.F.—1st, 7s. g., '99. J&. Land grant, 7s, g., 1902	121 †117	122 118	4s, 1919. Bur. & Mo. R., I'd M., 7s, '93.A&O do Conv. 8s, '94 ser.J&J	$ \begin{array}{c c} 87^{1_{2}} \\ 115 \end{array} $	116	2d mort., 7s, 1887	1	109		
Land grant, 7s, g., 1902A&C 2d mort., 7s, g., 1903, conv. A&C Land Income, 8sJ&J&	1101	105	do Conv. 8s.'94 ser.J&J Bur.&Mo.(Neb.), 1st,64,1918.J&J	#130 #115	135	Dayt. & West.—1st M.,6s, 1905.J&J	† 106	108 120		
Guaranteed 7s, 1909. J&J&A&C 5s, 1900.	118	11812	de Cons, 6s, uon-exJ&J de 4s	†103 86	1031 ₂		124	••••		
5s. plain bonds, 1920	94	9412	de Neh. RR, 1st, 7s, A&O	112	1121 ₉ 127	Del. & Bound B'k—1st, 7s, 1905F&A Del. Lack. & W.—Conv. 7s, 1892 J&D	12712			
4 128, 1920. A&C Florence & El Dor'de, 1st.7s. A&C		921 ₂	do Om.&S.W.,1st,8s,J&D Dixon Peo.& H.,1st,8s,'74-89J&J			Mort. 78, 1907. M&S Den. & Rio G.—1st, 7s, g., 1900. M&N 1st consol. mort., 7s, 1900 J&J Deuv.S. P. & Pac.—1st, 7s, 1905. M&N	$\frac{1271_2}{114}$	114		
K.C.Topeka&W., 1st M., 7s,g.J&.	1119	$\begin{array}{c} 121 \\ 1131_2 \end{array}$	Ott. Osw.& Fox R., M.,8s,'90.J&J Onincv& Wars'w, 1st. 8s, '90.J&J	$\frac{127}{116}$	128	1st consol. mort., 7s, 1900J&J Deuv.S.P.& Pac.—1st, 7s, 1905 M&N	$103_{103_{2}}$			
N.Mex.&8o.Pac.,1st,7s,1909 A&C Pleas't Hill & De Soto, 1st,7s,190'		$116\frac{1}{2}$	Chie. & Can. 80.—1st, 7s, 1992 A&C Chie. C. Dub & Minn.—7s, 1910 J&J	106	35 1061 ₂	[D08 M. & Ft. D.—18t, 68, 1995.4&J	104	108		
Pueblo & Ark. V., 1st, 7s, g., 1903		11812	Chic. & East Ill.—Skg. fd., cur. 1907	101	106	Detroit & Bay C.—1st,8s,1902.M&N 1st M., 8s, end. M. C., 1902.M&N	100			
Wichita&S.W.,1st,7s,g.,gua.,190; Atlanta & Charlotte Air L., 1st, 7s	111	113	Income bonds, 1907 Chie. & Gr. Trunk-1st mort., 1900	103	10542	Det.G.Haven&Mit.—Equip.68,191	:112	114		
Atlantic & Pac., 1st 68, 1910J&J	92	$\frac{941}{101}$	Chic. & Iowa—2d M., 8s, 1901.J&J Chic. I'a & Neb.—1st M., 7s, '92F&A	95		Det.G.Haven&Mil.—Equip. 98, 1913 Con. M., 5% till '84, after 641918 Det.& Pontiac, 1st M., 68, '86.A&O	100	111		
Baltimore & Ohio-os, 1835. A&C	30 106	45 107	Chic. & Mich. L.Sh.—1st, 8s, '89. M&S	1113	1133	1Dct. L. & North —1st. 7s 1907 13.1	1117	117		
Baltimore & Ohio—68, 1835. A&t Sterling, 58, 1927. J&l	11.01	109 116	Pac. Div., 1st, M., 8s, 1898. F&A	132	137	Dub. & Dak —1st M., 6s, 1919 J&J Dubuque& Sioux C.—1st.7s, '83.J&J	110			
Sterling mort., 6s, g., 1902. M&	1117	119	8t. P. & Chic., 7s, g., 1902. J&J	121		Int mort, 2d Div, 1894	100	110		
Parkersburg Br., 6s, 1919A&C	1122	124 113	La. C., 1st M., 7s, 1893J&J	1183		E.Tenn.Va.& Ga.—1st, 7s, 1885 M&S	115	117		
Sterling, 6s, 1895	1112	111 116	I. & M., 1st M., 7s, 1897J&J I'a. & Dak., 1st M., 7s, 1899.J&J		121	1st mert., consol., 5s, 1930J&J Income. 6s, 1931	85			
Belvidere Del.—1st,6s,e.,1902.J&1	120 106		Hast. & Dak., 1st M., 7s, 1910. J&J	116	12412	Income, 6s, 1931 E. Tenn. & Ga., 1st, 6s, '80-86.J&J E.Tenu. & Va., end., 6s, 1886. M&N	102	106		
3d mert., 6s, 1887F&.	1064		1st mort., consol., 7s, 1905. J&J	12212	124	Eastern, Mass.—1128, g., 1906, M&=	10112	105		
2d mort., 6s, 1885 M& 3d mort., 6s, 1887 F& Boston & Albany—7s, 1892-5. F& 6s, 1895 J& Sost. Clint.&F—1st M., 6s, '84, J& 1st M., 7s, 1899-90 J& N. Bedferd RR., 7s, 1891 J& Equipment, 6s, 1895 F& Fram gham & Lowell—1st, 5s, '9 Notes 8a, 1885.	$1127\frac{1}{2}$	117	Chic. Mil, & 8t. Paul— Pac. Div., 1st. M., 8s, 1898. F&A P. D., 2d M., 7 3-10s, 1898. F&A P. D., 2d M., 7 3-10s, 1898. F&A 8t. P. & Chic., 7s, g., 1902. J&J Mil. & St. P., 2d M., 7s, 1893. J&J L. & M., 1st M., 7s, 1893. J&J Pa. & Dak., 1st M., 7s, 1899. J&J Pa. & Dak., 1st M., 7s, 1899. J&J Hast. & Dak., 1st M., 7s, 1905. J&J Chic. & Mil., 1st M., 7s, 1905. J&J 1st mort., consol., 7s, 1905. J&J 1st M., 6b. Ext., 7s, 1905. J&J 1st M., 6c. Ext., 7s, 1905. J&J 1st M., 5s. La C. & Dav. 1910. J&J 8o. Minn. 1st 6s, 1910. J&J Chic. & Pac. Div. 6s, 1910	107	1234	Elmino & W'ment_let Ge 1910 L& 1	1103	107		
Bost.Clint.& F —1st M., 6s, '84, J&. 1st M., 7s, 1889-90J&	110012	101	1 st M., 5s. La C. & Day 1910J&J 8o. Minn. 1st 6s, 1910J&J	10658	99	5s, perpetual. A&C Erie & Pittsb.—1st M., 7s, '82 J&T Cons. mort., 7s, 1898	101			
N. Bedferd RR., 78, 1894J& Equipment, 68, 1885	102		Chic. & Pac. Div. 6s, 1910 do West. Div., 5s, 1910 Mineral Pt. Div., 5s, 1910 Chic. & N.W.—Sink.T., 1st, 7s, 785 F&A Interest mort., 7s, 1833 Exten. mort., 7s, 1935 F&A 1st mort., 7s, 1885 F&A Consol. gold, 7s, ep. 1902 107	10378	Cons. mort., 7s, 1898	111	114			
Fram gham & Lowell—1st, 5s, '9	193	94	Mineral Pt. Div., 5s, 1910J&J	93	97	Evansv. & Crawf.—1st, 7s, '87. J&J	103			
Notes, 8s, 1883. Best. Cone.& Mon.—S.F., 6s, '8:1.J.c. Consel. mort., 7s, 1893	10712	108	Interest mort., 78, 1893 M&N	103-2		11 PAVHOS AT T. FL. 186 COH. DS. 1921 JACA	1 1 1 1 1 1 1	105 105		
Bost. Hart.& E.—1st, 78, 1900.J&	754	119	Exten. mort., 78, 1915Q-F	130		Evansv.T.H.&Cui.—1st, 7s, g.M&N Fitehburg—5s, 1899 6s, 1898. A&O	$10.5\frac{1}{2}$ $116\frac{1}{2}$	106		
1st mort., 7s. guarJ&. Boston & Lowell—7s, '92A&	1121	12112	1st mort., 7s, 1885	10312	10394	Flint & P.Marg.—1st m. l.g.8sM&N	127			
6s, 1896J&J New 5s, 1899J&J	(1111	113 105	do do reg	i .		11 Mortg, 68, 1920				
Boston & Maine-7s, 1893-94. J&	t1264	127	do do reg	101.5	1073	Bay C. & E. Sag1st. 10s. 32. i&J				
Bost. & Providence—7s, 1893. J& Bost. & Revere B'h—1st, 6s, '97. J& J	$116\frac{1}{2}$	117	do 58, '79-1929A&O do 58, '79-1929, reg. A&O		102	Holly W. & M.—1st, 8s, 1901.J&J Flushing & N. S.—1st, 7, '89M&N				
Brooklyn Elevated—Bonds Buff. Brad.& P.—Gen.M.7s,'96.J&J	100	70	Iowa Mid., 1st M., 8s, 1900. A&O Gal. & Chie. ext., 1st, 7s, 82. F&A	102	10213	2d mort., 7s	1102	102		
Buff.N.Y.&Erie-1st, 7s, 1916.J&I. Buff.N.Y.& Puil1st, 6s,g.,'96.J&J	105		Poninsula, 1st, conv., 7s, '93.M & S Chio. & Mii., 1st M., 7s, '98J & J	120	126	Ft.W. Mun.& C.—1st, 7s, g., '89.A&O Frankfort & Kokomo -1st, 7s, 1908	55	65		
2d mortgage, 78, g. Bur. C. R.& N.—1st.5s,new,'06.J&I	110		Chie.R.I.&Pac.—6s, 1917,conp.J&J 6s, 1917, regJ&J		126	Gal. Har. & S.A1st, 6s, g. 1910. F& v	107			
Bur. & Southw 1st M., 88, 95, M&	60		Chie.&S.W1st,78,guar.,'.)9.M &N	Ť		1st La Graoge, ex 6s, 1910. F&A 2d do 7s, 1994 J&D		106		
Cairo & St.L.—1st M., 7s, 1901.A&C Cairo & Vincennes, 1909			2d mort 68, 1907	1124		Gal. Hous. & II.—1st. 7s, g., 1902. J&J Georgia—7s, 1876-96J&J	f124	126		
Califor. Pae.—1st M., 7s, g., '89. J&. 2d M., 6s, g., end C. Pae., '89. J&.	102		Ten. lion, 78, 1897	101	120	Gr.Rap. & Ind.—1st, l.g., g'd, 7s, g.	1110	112		
de de 3s, 1905. J&,	1 104	106	do 2d mort., 8s	107	110	18t M., 78, 1.g., gold.not guar, A&O	110	112		
Camden & Atl.—1st, 7s, g., '93J & Cam. & Bur. Co.—1st M., 6s, '97.F &			do 2d M.,88,'90,etfs.A&() do 2d mort. debtA&()	112	117	Ex land grant, 1st 7s, '99	10812			
Vanada So.—1st M., guar., 1908. J&.	11 937	99	Chic.St. P. Min. &Om.—Con. 6s, 1930	101	10112			103		
Carolina Cent.—1st, 6s,g.,1920.J&: Catawissa—1st M., 7s, 1882F&:	96	97	Ch.St.P.& Minn. 1st,6s,1918M&N Land grant. inc., 6s, 1898M&N		1034	Kans. C. & Cam., 1st, 10s, 92. d&J	121	115 123		
Cedar F. & Min.—1st, 7s, 1907 F&3	1171		North Wise., 1st 6s, 1910 4& 1 St. Paul&S.City, 1st 6s, 1919.A&O		110	Housatonic-1st M., 7s, 1885. F&A Houst, E. & W. Tex1st, 7s, 1898.	105	110		
Codar R. & Mo.—1st, 7s, '91 F&.	M L 19	1194 122	Cin. Ham. & Dayt. 2d, 7s, '85 .L&I	1111	113	Houston & Texas Central— 1st mort., 7s, guar., 1891	112	113		
1st mort., 7s, 1916	100		Consol. mort., 78, 1905A&O	+117	121	West. Div., 1st, 7s, g., 1891J&J Waco & N. W., 1st, 7s, g., 1903J&J	110			
Atch'n Col. & P. 1sts, 6s, 1905 (?	100	Consol. mort., 78, 1905	1	106	Cons. mort., 8s, 1912A&O	114			
Atch.Jew'i Co. & W.1sts, 6s, 190 TC Cont. of Gu.—1st. cons., 7s, 931. I.&.	1117	9.) 120	Cin. I. St. L. & Chic.—Con. 63, 1920	lit 100 -	103	Waco & N., 88, 1915		100		
Macon & Aug., 21, end., 78, 79. J & Cent. 10w0—New 1st., 78, '99. J & 10c. bonds, 'debt certs.'', 78. A & Central of A. J.—1st M., 78, '90. Fac.	10.1	116	Cin,& Indiana, 1st M.,7s,'92.J&D do 2d M., 7s,'82-87.J&J Indianapolis C. & L., 7s of '97.	1107	113	I teome & Indem. 78, '87 M&N Heat. & Br. Top-1st, 78, '90 A&O				
Central of N. J.—1st M. 78 '90 Fee	75	85	Ind'apolis & Cin., 1st, 7s, 88. A&O Cin. Laf. & Ch.—1st, 7s, g., 1901. M&S	110	11219	2d mort., 7s. g., 1895 F&A				
78, conv. 1902, assemedsi.v.	112	114	Cin. Rich. & Chic.—1st. 7s. '95 .L.C.		113	H. Cout.—1st M.Chic.& Sur. 981&J	:113	115		
Adjustment by els. 1993		116	Cin. Rich. & F. W.—1st, 7s, g J&I) Cin. Sand'ky & Cl.—6s, 1900 . F&A	102	(10212	Sterling, S. F., 5s, g., 1903. A&O Sterling, gen. M., 6s, g., 1895. A&O	1103	105		
Income bonds, 1008	1364	102	78, 1887 extended	103	103	[] do 58, 1905J&D	Tito?	109		
do assented	13614		Cin.&Sp.—7s, C.C.C.& I., 1901, A&O 7s, guar., L.S.& M.S., 1901. A&O		120	Had. Rt. & W.—1st. pt., 78, 1900f&d	123	95		
Len.& Wilkesh.Coal.inc., '88.M&	90	933	Clev. Col. C. & I.—1st, 7s, '99. M&N	123	110	1st, 3s, 4s, 5s & 6s, 1909 A&O 2d M., 3s, 4s, 5s, & 6s, 1909. A&O	8012	81		
Consol., 7s, gold, 1900, ass'd. Q-M Cont. Olio—1st M., 6s, 1890. M& Cont. Pueldo, Ast. 6s, c. 195, 02 Lfs	8 1074	يا 108 يا 108	Consol. mort., 78, 1914 J&1 Bellef. & Iud. M., 78, 1899 J&J	11		Income, 1919 In'polis D.& Sp'd—1st,7s,1906 A&)	105	100		
Cent. Pacific—1st, 6s, g., '95-98.1&. State Aid, 7s, g., 1884J&.	11 102		Clev.& M. Val.—1st, 7s, g., '93. F&A S. F. 2d mort., 7s, 1876M&S			Trust Company certificates	7112	75		
8. Junquin, 1st M., 6s, g. 1900. A&C Cal. & Oregon 1st do a 199 Te	1 106		Clev. & Pitts.—4th M., 6s, 1892.J&J Consol, S. F., 7s, 1900	114	130	Ind'polis & St. L.—1st.7s, 1919. Var. 2d m 7s 1999	*****			
* Price nominal: ne late trans	-		he purchaser also pave ager . inc.		4 +317	201 01	* *****			

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.											
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.			
Ind'apolis& Vin.—1st, 7s, 1908.F&A	1111		Mll.L.S.& W.—1st M.,6s,1921. M&N 1st, lneomes		103	Ohlo & Miss(Continued)-	100				
2d mort 6s, g., guar., 1900.M&N Int. & Gt.North.—1st,6s,1919.M&N		. 1074	Mil. & No1st, 4-5-6s, 1910 J&D		103	2d mort., 7s, 1911	111119				
Coup. 6s, 1909	. 95	. 93	Minueapolis & Duluth.—1st 7s Minn. & St. L.—1st M., 1927J&D	102	106	Ohio Southern—1st ds, 1921J&D 2d lucome, ds, 1921 Ohio & W. Vu.—1st.s.f.,7s,1910 M&N Ohio & Couns & 1927	43	104			
2d assented income, 6s, 1909	114	115	1st M., Iowa City&W., 1909. J&D 1st mort., C. R. I. F. & N., 1920	100	105	Out Commy—on, lou (27 1 2 47	117			
Iowa City& West.—1st,7s,1909M&S I's Falls & Sioux C.—1st, 7s, '99A&C	91119	1104		130		7e, 1895	11154	116			
Ithnea & Athens.—1st m., 7s.g.J&J Jefferson—Hawl'y lir. 7s, '87. J&J 1st mort., 7s, 1889J&			Consolidated Ge, 1920J&D	1073 ₈	1075 ₈						
Jan. Mad & Ind.—186, 78, 1900, A&C	NE I 1 8	115	181, 68, g., 1899. (U. P. 8, Br.) J&J 2d mort., income, 1911 A&O		78	Oww. & Com.—Frinding Todan, Nec. X Oww. & Done—Lat M., 7a, 1915. M&N Panama—Sterl'g M., 7a, g. '97. A&O Sinking fund mib., 6a, 1940. M&N Subaidy bonda, Eng. Isane, 6a Paris & Danville—Lat M., 7a, 1905. Paris & Dec.—Lat.,7a,1900 F&A Penna—Gra W. 6a, 1910. O. T.	:120	108			
2d mort., 78, 1910J&J Junetion RR.(Phil.)—1st,6s,'82 J&J		116	Boonev'e B'ge,7s,guar,1906.M&N Hau. & C. Mo., 1st 7s, g., '90.M&N do 2d, 1892 M&N	****	108	Subsidy bonds, Eng. leate, 6s Parls & Danville—1st M., 7s . 1903	:1:1	113			
2d mort., 6s, 1900	110	111	Me. Pac.—1st mort., 6s.gid. '88. F&A	108		Paris&Dec't'r—1stM.,7s,g.,'D2.J&J Pekia Lin.& Dec.—1st.7s,1900 F&A	;15	55			
Kansas C. Lawr. & So. 1st, 5s. 1909 K.C.St.Jos.& C.B.—M.7s,1907J&J	101	10119	Consol. 6s, 1920	1034	1144	Penua.—Gen. M., 6s, ep., 1910 Q.—J Gen'l mort., 6s, reg., 1910. A&O Cons. mort., 6s, reg., 1905. Q.—M do 6s, coup., 1905. J&D	1216	125			
Kausas & Nobraska—1st mort 2d mort	25	86	II UHE, D., THE MOTE, OR, R. MIS., AZCI		iii	Cons. mort., 6s, reg., 1905Q-M do 6s, coup., 1905J&D	;122	125			
Kentucky Central—6s, 1911J&J Keokuk& Des M1st,5s, gunr.A&O			3d mortgage, 7s, 1906M&N Income, 7s, 1892M&S Mob & Ala. Gr. Tr.—1st, 7s, g'ld, '95	30	40	Penn. Co., 6s, reg., 1907Q.—J do 1st M., 41gs. 1921.J&J		110			
L. Erie & West.—1st, 6s,1919.F&A Income, 7s, 1899	107	6712	2d pref. debentures		97	do let mort., 1 20, rec Penn.&N.Y.—1st.7a, 96& 1908.J&D					
Sundusky Div., 6s, 1919F&A do lucomo, 1920	50	62	3d pref. debentures		6112	Peorla Dec.& Ev.—1st.68,1920.J&J.		103			
Laf. Bt.& Mun., 1st, 6s, 1919. M&N do lucome, 7s, 1899.	103	105 75	4th pref. debentures New mortgage, 6s, 1927 Morg'n's La.&Tex.,1st,6s,1920J&J		114	Evansville Div.,1st 6s,1920,M&S do lncome, 1920		1051g			
Lake Shere & Mich. So.—		112	Morris & Essex—1st, 7s, 1014 M&N 2d mort, 7s, 1891F&A	115	135 119	Peorla Pekin & J.—1st, 7s. '91.1&J Perklomen—1st M., 6s, 1887A&O	101				
M. 80.& N.I., S.F., 181, 78, '85.M&N Cleve. & Tol., 1st M., 78, '85J&J do 2d M., 78, 1880.A&O		110	Bonds, 78, 1900J&J		122	CICCOCCOUNTES IST 31. SH. 739-748. FACILI	7413	124			
Cl. P. & Ash., new 7s, 1892A&O Buff.& E., new bds, M., 7s, '98.A&O	110 1231 ₂		General mort., 7s, 1901A&O Consel. mort., 7s, 1915J&D Nashua & Low.—6s, g., 1893.F&A	122	1221 ₂ 113	2d mort., 8s, 1902		9549			
Buff. & State L., 7s, 1882J&l Det. Mon. & Tol., 1st, 7s, 1906	120	126	5s, 1900 Nashy.Ch.& St. L.—1st. 7s 1913.L&J		106	Gen. M., guar., 6s, g., 1920. J&J Sunburv&Eric, 1st M.,7s,'97.A&O Phila, & Reading—1st, 6s, '80. J&J					
Jamest. & Frankl. 1st, 7s, '97. J&J do 2d M., 7s, '94. J&D Kalaniazoo Al. & Gr. R., 1st, 8s. J&J		,	2d mort., 6s, 1901			2d mort., 7s, 1893					
Kalaninzoo Al. & Gr.R., 1st, 8s. J. & J Kal. & Schooleraft, 1st, 8s. '87. J. & J			1st, McM. M. W.&A.,6s,1917.J&J Nashv.& Decat'r.—1st,7s,1900.J&J	1	104	Mort., 7s, coup., 1911J&1) Gold mort., 6s, 1911J&D	120				
Kal.& Wh. Pigeon, 1st. 7s, '90J&J Dividend bonds, 7s, 1899A&O	110	115 126	Natchez Jack. & Col.—1st. 78, 1910	ł	100	l limprovement mort., 6s, 1897	115 9778	98			
L. S.& M. S., cens., cp., 1st. 7s_J&J	130	131	Newark & N. Y.—1st, 7s, 1887.J&J New'kS'sot&S.—1st, 7s, g., '89.M&N	107 108	112	Gen'l mort., 6s, G. C., 1908J&J Now convertible, 7s, 1893J&J G.s.f., \$&£,6s,g.,1908, x cps.J&J		100			
do cons., reg., 181, 78, 1900.Q—J do cons., cp., 2d, 78, 1903.J&D do cons., reg., 2d, 78, 1903.J&D	124 123 kg		Newburg D. & ConnIncome N'burgh&N.Y1st M. 78,1888.J&J		40 110	Scrip for 6 deferred 42 coupons Coal & I., guar. M., 78, '92 M&S	:94	93			
Lawrence—1st mort., 7s,1895.F&A Lebigh & Lack.—1st M.,7s, '97.F&A			N. J. Southern—1st M., new 6s. J&J N. O. Mob. & Tex.—Deb.scrip. 1930		10034	Income mort., cons. 7s, '96, J&1' Phlla. Wil.&Balt.—6s, '92-1900A&0'		116			
Lenigh Val.—1st,6s,coup., '98.J&D 1st mort., 6s, reg., 1898J&D	125		N. O. Pac.—1*t, 68, gold, 1920.J&J N.Y.& Can.—£ M., 68, g., 1904.M&N	:106	91 ¹ 2 103	3s, 1910 Pltts. Brad. & Buff.—Ist, 6s, 1911	105	106			
2d mort., 7s, 1910	1312	122	N.Y.C.& Hul.—M.,7s, ep.1903.J&I Mort., 7s, reg., 1903J&J	135		Pittab.C.& St.L.—1st.7s, 1900.F&A	12019	1203			
Delaro Ld Co. bds, end., 78, '92J&J		105	Subscription, 68, 1883 M&N	102	123	Steubenv.& Ind., 1st., 6s.'84. Vnc.	102	124			
Little Minul—1st M., 6s, 1883, M&N L. Rock& Ft.S.—1st,l.gr., 7s '95.J&J	111	112	Sterling mort., 6s, g., 1903J&J N. Y. C., premium, 6s, 1983.M&N	102		Sterling cons. M., 6s, g., guar. J&J	121	123 140			
Little Schuylkill—1st, 7s, '82.A&O Long Island—1st M., 7s, 1898.M&N	112	1107	de 6s, 1887J&D do real est., 6s, 1883M&N	102 110	11212	Sterling cons. M., 6s, g., guar.J&J Pittsh, Ft. W.& C.—1st, 7s, 1912.J&J 2d mort., 7s, 1912. J&J 3d mort., 7s, 1912. A&O	134 128				
2d mort., 7s, 1918 Newtown & Fl., 1st, 7s, 1891	110	113	Hud. R., 2d M., 7s., 1885		87	Equipment, 8s, 1881M&S	103	109			
N. Y. & Rockaway, 7s, 1901.A&O Smitht'n & Pt. Jeff., 7s, 1901.M&S	89	95 95	N. Y. Elevated.—1st M., 1906.J&J N. Y. & Greenw'd Lake.—1st M., 6s	50	35 16		93				
Lon'v.C.& Lex.—1st,7s,'07 J&J(ex) 2d mort., 7s, 1907A&O	119	120	2d mortgage N.Y.&Harlem-7s,coup.,1900.M&N	135		Oil Creek, 1st M., 7s, 1882 A&O Union & Titusy., 1st, 7s, 1890.J&J Warren & Fr'kln, 1st, 7s, '96.F&A	10112.	115			
Louisv.& NCon.1st 7s,1898.A&O 2d mort., 7s, g., 1883M&N	11812		7s, reg., 1900	125 .		Porti'nd&Ogb'g—1st6s,g.,1900J&J VL div., 1st M., 6s, g.,1891M&N	10712	108 30			
2d mort., 78, g., 1883	108		2d mort. exten., 5s, 1919 M&S 3d mort., 7s, 1883 M&S		100.49	Port Royal & Aug 1st, os, vo. Jay		106 80			
LebKnovy. 68, 1931 M&S Mem.& O., stl., M., 78, g., 1902J&D	100 125	127	4th mort. ext., 7s, 1920A&O 5th mort, 7s, 1888J&D			Income mort., 6s, 1899J&J Qulney Mo.& P.—1st,6s, guar.,1903 Ren.&S'toga—1st 7s,1921 cou.M&N		101			
M.&Clarksvst'g.6s,g.,1901 F&A N. O. & Mobile, 1st 6s, 1930.J&J			New 2d cons. 6s, 1969J&D	1271_{2} 104 .		1st, 7s, 1921, regM&N	101 1	105			
Pensacola Dlv., 1st, 6s, 1920. M&S St. Louis Div., 1st, 6s, 1921. M&S	107	104	2d eor s. f'd ep., 58, 1969 J&D		0212	Rich'd&DanCon68, 78-90, M&N	101 1	0.5%			
do 2d., 3s . 1980.M&S Nash. & Dec., 1st 7s, 1900J&J	11618		Long Dock mort., 78, 1893. July	9 - 3 - 7	140	Piedigent Br., 8s, 1888 A &()	11019 1				
E. H. & N., 1st 6s, 1919J&D Gen'l mort., 6s, 1930J&J	97 1013	10212	1st mort., 6s, 1905	100	0512	Mort, 7s, 1881-90 J&J	117				
Sc. & No. Ala., S. F., 68, 1910 A&O L'sy.N.A.& Chic.—1st, s., 1910. J&J	10314	1014	N.Y.Pa. & O.—1st Inc.nc.,5-78.1903		5412	New mort., 78, 1915	113 I	15			
Maine Cent.—Mort. 7s, 1898J&J Exten. bends, 6s, g., 1900A&O	1111	125 112	2d mort	100 . 12012	$\begin{array}{c} 211_2 \\ 114 \end{array}$	toch. & Pitis., 1st, 6s. 1921F&A	102 .	394			
Cons. 7s, 1912		124 112	L'sed L.rental tr'st'73, Trus.cer.7s	:27	30 1	RomeWat'n&OS.F.,78,1891.J&D	110 1	12			
Leeds & Farm'gt'n, 6s, 1901.J&J Portl'd & Ken., 1st, 6s, '83A&O	103	112	do do 78, guar. Erie	195 1	00	Consol. mort., 7s, 1901A&O		9619			
do Cons. M., 68, '95.A&O Man.Beach Imp., thu., 78, 1909, M&S		91	Norf'k &WGen'l M., 68, 1931 M&N		0148	Equipment, 2d mort., 5sF&A	83	81			
N.Y.& Man. Beach, 1st 7s.'97, J&J Marletta & Cin —1st M7s. '91F&A		127	South Side, Vn., 1st, 8s, '84-'90, J&J	111	:	2d mort		35			
Sterling, 1st M., 7s, g., 1891.F&A 2d mort., 7s, 1896	9734	981	do 3d M., 68,'86-'90.J&J	103		2d mort., pref., 78, 1894 F&A		09			
3d mort., 8s, 1890J&J Scioto & Hock.Val., 1st, 7sM&N Balt. Short I. Let. 7s. 1990. Let	106	49	do 4th M., 8s.1900.J&J	117		Div. bonds, 1894 Bellev.& S. Ili. 1st, S.F. Ss, '96. A&O		63			
Balt. Short L., 1st, 7s, 1900J&J Cin. & Balt., 1st, 7s, 1900J&J	110			10619		t. Louis & I. Mt1st, 7s. '92, F&A		17			
		104		122	07	1st 7s, inc., pf. int. accumulative.	95 1 87 1	884			
Mass. Central—1st, 6s, 1893. Memphis & Charleston—1st consol.	112		North Wise.—1st, 6s, 1930J&J			Ark. Br. l. gr., M., 7s, g., '97.J&D	109 1	0575			
Mem.& L.R'ek-1st,4s (8s after '82)	114]	113	2d mort., 8s, 1899	118 1074	0934	Calro & Fith. 18t.Lg., 78.g., 311.LkJ	111 1	1219			
2d 6s, 1899M&N	91	93	3d mort., 6s, 1900	115	17 3		102 1	031 ₂ 92			
	103	70	68, g., reg., 1900		18	do class 0, 1906	101				
Consol., 7s, 1902	11549	123	Con. mort. atg. 68, g., 1904J&d	1124 1	14	Contract and the contract and		03 02			
Equipment bonds, 8s, '83A&O	11219		Northern, N.I.—1st M., 68, 68. I.d. J., North. Pac., P. D'O Div.—68, M&S.		08	t. L. Vand. &T. H 18031., 78, 97.3 003	118				
Gd. Riv. V., 1st 8s, gunr., '86.J&J 6s. 1909		12			014	261, 78, guar. 95	100 1	16			
5s, coup., 1931	96 ¹ 2	9712	Orn'l l. g., 1st, 6s, regJ&J Vorw'h&Wore'r—1st M., 6s, '97.J&J	115 1	17 3	t. P. Minn. & Man.—1st 7s, 1909 J. V.J.	1	124 06			
Kalamazoo&S.H., lat, 8a, '90.M&N J. l. & Sag, lat, 8a'85, "wh. bds" J.&J.	108	113	0.cd*nsb'g&L.Ch.—letM.6s,'99,J&J 3. F., 8s, 1890	103 1	08	Dak. Ext., 62 1910 M& N					
do North Ext., 88, '90, M&N t do Cons. M., 88, '91,, M&S	115	151g	Consol. ,6s. 1920 Income, 1920	40	03 3	Mort, on new lines		• • • • •			
do = 6s, 1891 M&S Joliet & N.Jud., 1st. 7s (guar, M.C.)			Incomes, 1920	43	50 3	vannah Florida & Wost.	110 1	13			
Midland of N. J.—1st mort	90		Ohio&Miss.—Cons. S. F. 76, '99.J&J .	[1	20	1st mortgage, 7s	112	15			
do "B."	8	10	Cons. mort., 7s, '98			London.					

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

April Company Compan	For	Expl	anath	ons See Notes at Head of B	irst P	age o	f Quotations.		
Antheres Control Antheres 15	RAILROAD BONDS.	Bid.	Ask.	RAILROAD STOCKS.	Bid.	Ask.	RAILEOAD STOCKS.	Bld.	Ask.
Allania & Chantens Air Line	Scioto Val.—1st M., 7s, siuk'g fund				20	20	Georgia Raiiroad & Bank'g Co.100	1.5	10
Allania & Chantens Air Line	2d mert	102	108 - 0	Ala. Gt. SouthLim., A., 6s.pref.,	110le	11	Grand River Valley, guar., 5 100	10	
Allania & Chantens Air Line	2d mort., stamped	4	514	Albany & Susqueb., Guar., 7100	133	64	Hannibal & St. Joseph100	9419	
Selection 1, 184, 184, 184, 184, 184, 184, 184, 1	2d mort., clean	2 2	234	Atchison Topeka & Santa Fe. 100	1394				
Sing A. A. A. S. S. A. A. S. S. A. A. S.	Shehoyg'n&F-du-L1st,78,'84J&I'			Atchison & Great Western	50	8012	Houston & Texas Central 100	90	1411 ₉ 92
Section Company Comp	80. & No. Ala.—Sink. fd., 6s, 1910. 80. Carolina—1st M., 7s, 82-88, J&J	112	114	Atl. & St. Law., icased, 6, £100 Augusta & Savannah, ieased109	1		Huntingdon & Broad Top50 do do Pref50	\$15ª	2934
Section Company Comp				Baltimore & Ohio100	191 1241 ₂	$\frac{200}{125^{1}2}$	Illinois Central	133 ¹ 4 50 ¹ 4	5034
Sec Camp. N. Ya.—1 et 7. 1901. 140. Sec Camp. N. Ya.—1 et 7. 1901. 140. Sent Hunter Free Camp. 100.	Bonds, 7s, non-mortA&O	74	78	Washington Branch 100	200	125			25 55
Senth Hardwit 1-16, 3197-16, 100, 100, 100, 100, 100, 100, 100, 1	So. Con. (N.Y.)—1st.7s, 1899F&A	93	100	Parkersburg Brauch100	1633		fowa Falls & Sionx City100	8312	83
South Hart Part and Provided P	Southwestern(Ga.)—Conv., 78.1880;			Bost. Clint. Fitchb. & New Bed. 160	45	1301	Kansas City Pt Seatt & Call 100	199	23
Control profit Control	8uminit Br.—1st, 78, 1903 383 8unb.Haz.&W-B.—1st, 58, 1928M&N	100	*10	Bost. Con. & Montreal	100	1012	do do pref. 100	125	130
Control profit Control	Svr.Bing.&N.Yconsol.78.'06A&O	122	12412	Boston Hartford & Eric new	158	134	do Pref100	51	51
Control profit Control	Taxas & Pac.—1st. 6s, g. 1905 M&S		108	Boston & Lowell	110	11012	Lake Shorp & Mich. So100	122	1224
December Proc. Proc. December Dece	Consol, mort., 68, gold, 1905, J&D	7534	7614	Boston & Maine	149	149-5	Little Rock & Fort Smith106	9113	613
April Apri	1st (Rio Gr. Div.), 6s, 1930F&A Texas & St. Louis—1st, 6s, 1910 J&D			do do pref Boston & Providence100	16119	162	Little Manni, leased, 8 guar50 Little Schuylkill, Icased, 750	§56	564
Dayson Dr. 100, 60, 1910 30. 3	Land grant, incomes, 1920		9012	Boston Revere Beach & Lynu100 Brooklyn Elevated	126 21	10402	Long Island	52	56
December 1910	do 1st Dayton div.,68, 1910		91 9678	Brooklyn & Montauk	15		Louisville & Nashvillo106	997	100
Stereitte mort. 6., 1841. 3. 1187 Comp. 6. 1961. 3. 3. 485. 1117 Comp. 6. 1961. 3. 3. 485. 1117 Comp. 6. 1961. 3. 485. 1117 Comp. 6. 1961. 3. 485. 1117 Comp. 6. 1961. 3. 485. 1117 Comp. 6. 1962. 3. 485. 1117 Comp. 7. 1962. 3. 485. 1117 Comp	Income 6s 1910	35	1	Buff, N. Y. & Erie, leased100	2216		do rights	71	71
Annet Print, 19th 3-7. Add 120 122 124	United Co's N.J.—Cons.,6s,'04.A&O	t112	114	Burlington C. Rapids & North 100	801		Lynn & Boston (street)100	133	140
Annet Print, 19th 3-7. Add 120 122 124	do bs. 1901Max	TILLO		Cairo & St. Louis			Maine Central	1671	50
Annet Print, 19th 3-7. Add 120 122 124	Union Pac.—1st M., 68, g. '96-'99. J&J	117	11758	do Pref. 5 p. c	190	92	Manhattan Beach Co. 100	221	231
Reg. Sa. 1805. 160	1.9nd (4r9nt, 78, 1887-11	1110	123	Cambridge (street), Bostou 100	1233		Marietta & Cincinnati, 1st pref. 50	163	163
Couletral frost, 16, 100, 100, 161, 175, 175, 175, 175, 175, 175, 175, 17	Om. Bridge, sterl. 8s, g., '96.A&O Reg. 8s, 1893	1122	125	do Pref 50	28		Memphis & Charleston25	72	72 73
A	Colorado Cent., 1st, 8s, g., '90. J&D	112		Canada Southern	04.4		Matropolitan Elayated	96	964
on Land 26 M, 75, g., 1856 do Leav, Br., 7a, 905, MAX do Lone, No.11, 7a, 1910, MAS lunh 50 1st cons. M., 8a, 1910, MAS lunh 60 1st cons. M., 8a, 1910, MAS lunh 60 1st cons. M., 8a, 1910, MAS lunh 80 1st cons. MAS lunh 80 1st	Kans. Pac., 1st. os.g., cp.cus. roch	112		do Old, pref50		. 54	Mexican National	12	21 8d
on Land 26 M, 75, g., 1856 do Leav, Br., 7a, 905, MAX do Lone, No.11, 7a, 1910, MAS lunh 50 1st cons. M., 8a, 1910, MAS lunh 60 1st cons. M., 8a, 1910, MAS lunh 60 1st cons. M., 8a, 1910, MAS lunh 80 1st cons. MAS lunh 80 1st	do 1st M., 6s, g., ep.ctfs.J&D	1104		Cedar Falls & Minnesota100 Cedar Rapids & Mo. and Ia. Ld.100	145		Micolgan Contrai	934	126
Solution	do L'd 1st M,78.g., '80.J&J			do Pref., 7100	125	130	Midiand of New Jersey100) 22	28 15
Solution	do Leav. Br., 78, '96M&N			Central Iowa	25		do Class B	. 8	91
Units 50. et cons. M., 65, 1919 Med.) Units 60. et cons. M., 65, 1919 Med.) Units 60. et cons. M., 65, 1919 Med.) Ulcia & Birk R.—Mort., 76, 91. Job. 197 Verm't & Choe, M., 76, 1909. Add) Ulcia & Birk R.—Mort., 76, 91. Job. 197 Verm't & Choe, M., 76, 1909. Add) Verm't & Mass. 1 st. M., 65, 30. Job. 1919. Add (Choe) Verm't & Mass. 1 st	do Inc., No.16.78,1916.M&S			do 2d pref100	953	. 45	Mine Hill & S. Haven, leased50	62	-
Clessprend Company C	30 1st cons. M.,6s,1919 M&N	104	1044	Central Ohio	44	47	do do Pref	70	702
Clessprend Company C	Utah 80.—Gen. M. 78, 1909J&J	109		Central Pacific. 100	917	8 9512	do do Scrip	65	70
Vermitek Mass.—1st M., 6, 187 5.3 4.4 (Cheshire, pref. 100 6.0 4.2 (Cheshi	Verm't & Can.—M., 8s	51	52	Chesapeake & Ohio, common 100	28		do rights	105	8 p.
Clear College Colleg	Vermont Con.—1st M., 7s, '86.M&N	12		do 1st pref100 do 2d pref100	$\frac{394}{29}$	394	Mobile & Ohio RR100 Morris & Essex. gusr., 750	1261	4 1261
2d mort, end., 7s, 1890. J&b 14 10 14 10 10 10 10 10	2d mort., 7s, 1891J&I Income extension 8sM&N	51	52	Chicago & Alton	$\begin{vmatrix} 60 \\ 132 \end{vmatrix}$	133	Nashvilie, Chat. & St. Louis29 Nashua & Lowell	$\begin{vmatrix} 883 \\ 151 \end{vmatrix}$	$egin{array}{c c} 383 \ 2 152 \end{array}$
2d mort, end., 7s, 1890. J&b 14 10 14 10 10 10 10 10	Stanstead S. & C., 7s, 1887J&J Verm't& Mass.—1st M., 6s, '83J&J	32		do Pref., 7100 Chicago Burlington & Quincy100	140 1384	1383	Nashua & Rochester, guar., 3100 Newburg Dutchess & Conn., pref.	57	
2d mort, end., 7s, 1890. J&b 14 10 14 10 10 10 10 10	Conv. 7s, 1885	1130	135	Chicago & Canada Southern	90	10	New Jersey & New York	7	9
3d mort. 5-68	2d mort, end., 7s, 1890J&J Virginia Midland—1st, mort., 6s.	85		Chicago Iowa & Nebraska160	1561	9 157 8 1085	N. London Northern, leased, 8100	j	
Sth mort, 58 Store Start	2d mort., 6s	109	11012	1 do Prei., 7.100			New Orieans Pacific subscrip. ex	1001	
Collic Br. F. A. C. Coll	4th mort., 3-4-5s	531	56	Chicago & North Western 169	1293	4 130	N. Y. Chic. & St. Louis, subscrip	. 35	401
Chicago & West Michigan 100 103 103 104 105 107 105 105 107 105 10	Wabash-1st M.,ext.,7s,'90,ex.F&A	111		Chicago & Rock Island100) T35	1354	New York & Hariem	200	
Havana Bilv., 98, 1810. J&c 102 105 16	2d mort., 7s, cxt. 1897, ex. M&N	1084	110	Chio. St. P. Minn, & Om., com 100	40		N. Y. L. Erie & West	. 46	46
Havana Bilv., 98, 1810. J&c 102 105 16	General mort., 6s, 1920J&I	934	2		81	82	New York & New England10	0 72	2 73
Cons. mort. 7s, 1907, con., exQ-F 108 1st, 8t, L. div., 7s, 1889, ex. F&A 107 107 2	Havana Dlv., 6s, 1910J&	901	162	Clucinnati & Georgia subscription	e 30	34p	N. Y. Ontario & Western	. 31	175
Cons. mort. 7s, 1907, con., exQ-F 108 1st, 8t, L. div., 7s, 1889, ex. F&A 107 107 2	do lst pref. inc., conv	115		Cin. Hamilton & Davton10	0	91	New York Providence & Bos10	75 0 x148	85
Care	do 2d pref. inc			Cincinnati N. Orleans & Tex. Pac.	100	291	Norfeik & Western, com	59	25 59
Warren (N. J.) = 2d M., 7s, 1900 110 104	1st, St. L. div., 7s, 1889, ex. F&A Gt. West., Ill., 1st, 7s, '88, ex. F&A	107	111			314	North & South Alabama	0 3591	30
Warren (N. J.) = 2d M., 7s, 1900 110 104	do 2d,7s,'93,ex.M&n Q'ney & Tol., 1st, 7s,'90, ex.M&n	1084	2	Clev, & Mahoning Val., ieased5	136		Northern Central	0 51	58 52
Warren (N. J.) = 2d M., 7s, 1900 110 104	Ill. & S. Ia., 1st, 7s, '82,, ex. F&A St.L.K.C. & N. (r.est. & R.), 7s, M&	100	1112	Hoofumbia & Greenville, prei 10	0 04	85	Northern Pacific, common10	0 393	3 40
Warren (N. J.) = 2d M., 7s, 1900 110 104	do Om.Div.,1st7s,1919.A&(do Clarlo, Br., 6s, 1919 F.b.	113	114	Columbus & Xania, guar., 85	0 150		Norwich&Worcester,leased,10.10	0 158	159
Warren (N. J.) = 2d M., 7s, 1900 110 104	do No. Mo., 1st M., 1895. J&. Wab. Fund. 1907 - Var 75	1231		[Concord & Portsmonth.guar7 19	0 120	125	Ohio Central10	01 26	26
My My My My My My My My	Warren (N.I.)-2d M 78 1900	110		Connecticut River10	0 168	169	Ohio & Mississippi10	0 40	12 40
Consol. mort., 78, 1890	W. Jersey—Depent. 6s. 1883 M.A.	(2		Dayton & Michigan, guar., 3125	છા રૂછ	60	Onio Southern10	24	25
Deliver & Rio Grande. 100 82 82 82 82 82 82 82	Consoi. mort., 78, 1890A&C	2		Delaware & Bound Brook10	0 120		Oregon & California	128	-2 129
Denver So. P. & Pacific. 100 105 195 1	West'n Ala.—1st M., 8s, '88A&	115		Deuver & Rio Grande10	0 127	821	g Oregon Trans-Cont., part paid		78
Denver So. P. & Pacific. 100 105 195 1	West. Md.—End., 1st, 6s, 90J&	117		do subs. now		. 81	do full paid Oswego & Syracuse, guar., 95	0 77	79
Solution	End., 2d mort., 6s, 1890J&	J 118		Denver So. P. & Pacific10	0 23	1	- Panania Trust certs 10	0 195	195
Solution	2d, end. Wash. Co., 6s, 1895 J&	J 106 J 112	1118	Det. Lansing & Northern, com 10	0 70		Pennsylvania Ratiroad5 Pennsylvania Company5	0 63	88 63
Will.d Weldon—B. F., 78, g., 96.3&3 117 122 Eastern (Mass.) 100 35 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	West'nPenn.—1st M., 6s, '93A&	126		do do Prof.10	01112	1113	Peoria Decatur & Evansville 10	0 5	34 40
Will.d Weldon—B. F., 78, g., 96.3&3 117 122 Eastern (Mass.) 100 35 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Pitts. Br., 1st M., 6s, '96J& Wheeling & L.Erie—1st, 6s, g., 191	108		East represervanta. icased	0		Philadelphia & Erle	0 621	8 21
2d mort., 7s, 1907 M&N 114 120 Eastern in N. H. 100 x53 3312 Phila. Willington & Balt. 50 604 60	Wilm. Columbia & Augusta, 6s Wil. & Weldon-8, F., 7s, g., '96 J.	j 1101	2	do do Pre	f. 24	247	Phila & Tranton legal 10	0 5	
Wis. Valley—1st, 7s, 1909	20 morts, 78, 1907 M&	VI 114		Eastern in N. H. 10	0 x93	931	2 Phila. Wilmington & Balt	0 307	65
Wis. Valley—1st, 7s, 1909	Wis. Cent.—1st, 7s, coups. unfund	70		Elmira & Williamsport, 55	0		. Pittsb. & Connellsville, leased5	0 10	20
Word'r & Nashua - 5s, '93-'95. Var	2d series, new	1 49	50	Erie & Pittsburg, guar., 75	0		Pittsb. Ft. W. & Chic, guar., 7.10	0 136	138
Frankfort & Kokomo 50 Port Royal & Augusta Onway 10 92 9	Wore'r & Nashua-5s, '93-'95. Va	r.		Flint & Pere Marquette	136	138	Portland Saco& Portsm., Psed 6 10	0 138	138
* Prices nominal: no late transactions . * Purchaser also nave account interest. * In London . * O weekley now show . Promiser						3'	Port Royai & Augusta Portsm'th Gt. Falls & Couway.10		25

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.											
RAILROAD STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ank.	MISCELLANEOUS.	Bld.	Ank.
RH. STOCKS.			Col.C.&ir.—lat con.,6a Cov. & Clnn. Rr., 6a	00 104	92	Williamsh'g, H'klyn 50 Charlest'n, S.C., Gas, 25		72	N.Y.&Straita C.&f.100 Ontario Bil, Min's, 100	31	35
Prov. & Wore'ster. 100 Rens. & Saratoga 100		135	Gold & Stock Tel	101	94	Chicago G.& Coke. 100 Cincinnati G. & Coke.	divis.	130	Pennsylvania Coni.50 Pilot Knob I. (8t. L)100		99
Repub. Val., def100 R.&Al., subs., \$1,200pd	430	120 500	Mariposa Goid L&M.— Cons. M., 7s, 86.J&J Oreg.R.& N. 1st, 6s, J&J		******	Hartford, Ct., G. L. 25 Jerney C.& Hobok'n 20		31 170	Quicksliver Min'g.100	134	63
Rich, F. & P., com, 100	105	121 125 125	Pullm'n Palace Car-		1084	People's, Jorsey C Louisville O. L	130	85 13 3	Spring Mount, Coal, 50	4	4 4
do Guar. 7.100 do do 6 Richmond & P'h'g.100	105	106	3d series, 8s, 87F&A 4th do 8s, 92F&A Deb'nt're, 7s, 88A&O	11749		Mobile Gas & Coke. 8 Central of N. Y50	60	65	Stand'd Cons. G.M.100 Stormont1	234	
Rich. & West Point Richmond York R.& C.	122	122	8tlg, 7s,g1885 A&O 3t.Charles Bridge,7-Ss			Harlem, N. Y50 Manhaltan, N. Y 50 Metropolitan, N.Y.100	215 150	220 154	BOSTON MINING STOCKS.5		
Rochester & Pitts. 100	29%		St. L. Bridge & Tun-			Municipal100 Mutual of N. Y100 New York, N.Y100	1824 80		Allonez25	33 ₁	37a
Rome W. & Ogd100 Rutland100 do Pref., 7100	3014	54	lst, 7s. g 1929.A&O spring Valley— W.W., 1sta. 1906.M&S	11312		N. Orienna G. L 100	104	1044	Blue Hill (Me.) 10	456.	50c.
St. Joseph & Western.	251 ₄ 14 50	18	Sterling Iron & Ry.— 8erles 11., inc., 1894.			N. Liberties, Phila25 Washington, Phila20	}		Brunsw'k Antimony, 5	23(1	237
8t.LouisAlt.&T.11.100 do Pref.100 Bollev.&S.Ill.,pf.100	96	50 96	Plain income 6s, '91. Western Union Tel.—	}		Portland, Me., G. L.50 St. Louis G. L50 Laclede, St. Louis.100	310	80	Catalpa Silver 10 Central 25 Contentment Silver 23	75c.	80c.
St. Louis & San Fr. 100 do Pref 100	44 67	63	7s, conp., 1900.M&N 7s reg., 1900 M&N Sterl'g 6s, 1900.M&S		T19:48	Carondelet.st.Lonis 50 Sau Francisco G. L.	18	61	Copper Falls501	25c. 4 33c.	50c. 6 35c.
do 1st pref.100 St. Paul & Duluth, 100	108	108	MISC'LLANEOUS			MANUFACTING			Dana	1%	2
	11312	1751 ₂ 1131 ₂		\$500	\$350	STOCK 8. Am.B.H.S.M.(Pn.)1212	******		Duncan Silver20 Franklin25 Harshaw Silver20	30c.	50c.
Seab'd & Roanoke100	80	40	Aspinwali Land10 Boston Land10	5 814	838	Am. Liven (Full Riv.) Amory (N. H.)100 Amoskeag (N.H.) 1000	1150	13512	Humboldt 25	30c.	41 ₂
do Guar100 Seima Rome & Dalton South Boston (str.).50	101 70	70%	Brookilne (Mass.) L'd5 Canton Co. (Bait.). 100	60	719	Androscog'n (Me.).100 Appleton (Mass.).1000	13812	130	Hungarlan25 Huron25 International Silver20	25e. 4	40c.
South Carolina100	41 25	421 ₃ 30		900	950	Barnard Mfg. (F. R.)	150	181	Manhattan25 Mesnard25	50e.	.73
8'west., Ga., g'd, 7, 100 Syr. Blug. & N. Y. 100 Summit Branch, Pa. 50			Edison Ore Milling	40	******	Bates (Me.) 100 Boott Cot. (Mass.) 1000	230 x2150	233 2175	National 25	11 ₂	21g
Terre H. & Ind nap.50	15 127 ¹ 2	15 ¹ ₂ 131	Keeley Motor Louisville Bildge	*****		Boston Co.(Mass.) 1000	x1370	1390	Pewable 25	31 1514	33 15%
Tex. Cent. & St. Louis Texas & Pacitic 100 do Subs	5438	5438	McKay Sew'g Mach.10 Mayeriek Land10	13½ 2¼ 107	14 21 ₉ 109	Boston Beiting100 Bost. Duck (Mass.)700 Cambria Iron(Pa.)50	1025	1321 ₂ 1075	Phenix 25 Pontlae 25	10g 40c.	60e.
Texas & St. Louis, subs Tol. Delph. & Bur. 100	91 21	93 21	N.E.Mtg.Secur.(Bost.) N. Hampshire Land 25 N.Y.& Tex.Ld., Llm. 50	41	314	Chicopee (Mass.) 100 Cocheco (N.H.) 500 Collins Co. (Conn.) 10 Continental (Me.) . 100 Cres't Mills (F. R.) 100 David Mills (F. R.) 100	200 x870	203 880	Pnentx	47	471g 41g
U. N.J. RR &C. Co.100 Union Puelfic 100 do Rights	184	185	Land scrip Oregon Ry.&N.Co.100 Pacific Mall SS. Co.100	27 ¹ ₂	31 165	Collins Co. (Conn.)10 Continental (Me.). 100	12¼ 89	121 ₂ 891 ₂	Silver Islet25 Star25	23% 95c.	24 1.00
Vt. & Can., leased, 1001	13	17	Pullm'n Palace Carloo	120	454	Cres't Mills (F. R.) 100 Davol Mills (F. R.) 100	100	4 4 4	Sullivan(Me.)Sliver 10 Superior25 Winthrop25	349	34
Vicksb. & Meridian	131	1342	St. Louis B'dge, 1st pref	:102]	104	Dougl's Axe (Mass)100 Dwight (Mass.)500	790	125 810		40c.	60c.
Wab. St. L. & Pac. 1(x) do Pref. 100 Warr'n (N.J.), 1's'd, 7.50	$\frac{147_8}{841_8}$	843 ₈ 119	2d pref. certificates. St. Lonis Tunnel RR St. Louis Transfer Co.	1106	110 70	Dwight (Mass.)500 Everett (Mass.)100 Fall Riv. Fron W. 1000 Filint Mills (F. R.) 100 Franklin (Mc.)100 Great Falls (N. H.) 100 Hamilton (Mass.) 1000	95	100	GOLD & SILVER MINING STOCKS (N. Y. & SAN, FRAN.)		
Westell, & Phlia. of 50			Sutro Tunnel10 U. S. Electric Light	5814	\$12 ₄	Franklin (Me.) 100 Great Falls (N. H.)100	117 1171 ₂	118	Alico. Alpha Consol G& 8.100	3.90	2:34
West Jersey & Atlantic West Jersey & Atlantic Western Maryland	16	25 164	EXPRESS ST'CKS			Hamilton (Mass.) 1000 Hartf. Carpet (Ct.)100	263	1260 268	Alta Montana100	01	2
Wil. & Weld., Isd., 7.100	99	105	Adams100	96	145 97	Holyoke W Power 102	230	235	Rassiek 100	17	18
Wisconsin Central do Pref. Worc'ter&Nashna.100	21¼ 15	213 ₄ 50	United States100 Wells, Fargo & Co. 100 TELEGILAPH	771 ₉ 131	79 137	King Philip (F. R.) 1000	127	1400 130 610	Belcher Silver 100	40	
CANAL BONDS. Albermario & Ches.—	60	6012	STOCKS. American District. 100			Lacona (Me)400 Lancaster M.(N.H)400 Lawrence (Mass.)1000	x900 x1800	920	Belle isle100 Best & Belcher100 Bodle	12	5
1st, 7s, 1909J&J Chesap, & Delaware—	•••••		American Union 100 Atlantic & Pacific 25	50	56	Lowell (Mass)690	280	285	Bodle		.06
1st mort., 6s, '86 J&J Ches.&O.—6s, '70.QJ	40	91 41	Cent. & 80. Am. Cable. Franklin100	25	100	Lowell Mach.Shop.500	121	1260 122	Buckeye	·50	.23
Del. & H.—78, '78.J&J Del. & H.—78, '91 J&J		11812		105	105	Manchester (N.H.) 100 Mass. Cetton	160 1415	165 1426	Bulwer. 100 Calaveras 1 Caledonia B. H. 100	2.50 08	2.70
78. 1884	112 116 ¹ 2	10712	Mexican100 Mutual Union	90 90				175 1890	Caledonia B. H. 100 California 100 Cherokee 10	49	.95
Reg. 78, 1894 . A&O 1st Pa.D.en. 78, M&S	116	1194	Southern & Atlantic 25 West, Union100	78 85 1 ₂	84 8558	Middlesex (Mass.).100 Nashua (N. H.) 500	230 x750	250 760	Chrysolite 50 Chollar 100	4.75 1.58	1.60
do reg. 78, M&S James R. & K.—1st. 68.	12812	*****	TRUST CO.78			Middlesex (Mass.) 100 Nashua (N. H.) 500 Naumkeag (Mass.) 100 N. E. Glass (Mass.) 375	128	129	Chrysolite	18.	.,
Leh.NGs, rg., 84 Q-J	10612		Brooklyn Trust25 Central100	150 180	100	Pacific (Mass.) 1000	2450	580 2475	Consol, Virginia100	1.75	1.90
RR. 68, reg., '97,Q-F Deh.68, reg., '77,J&D		118	Farmers' Loan & Tr 25		400	Rich. Bord'n(F.R.) 100	92	1260 98 1075	Crown Point100 Dahlonega1 Dundenherg10	70	114
do 6s,g.,rg.,'94M&8	113		Mercantile 100 N. Y. Guar. & Ind 100 N.Y. Life & Trust 100	144 130 400	150		123	130	Dunkin		•75
Cons.M.,1911 7sJ&D Louisv & P.—3d,6s,'81			Real Estate Trust. 1001	200		Sandw.Glass(Mass.)80 Shove (Fall Riv.), 100	54 130	55	Dunkin	8	·16 83 ₈
4th mort., 6s, 1886 Morris—	108	1083	Union 100 United States 100 IMPROVEM' F &	410	450	Stafford (Fall Riv.) 100	110	145	Gold Placer 25	39	
New mort			Am. Cable Construction	36	40 p	Stark Mills (N.H.) 1000 Tecumseh (F. R.). 100	135	1 1 1 1 1 1	Gold Stripe	.30	48
Pennsylvania— 6a, coup., 1910J&J Schuylkill Nav.—	101	102	Am. Railway Imp'innt Cent. N. J. Land Imp. Continental Censtrue.	77	140 p	Thorndike(Mass.) 1000 Tremont&S.(Mass) 100	175	180	Grand Prize100 Granville Oold Co 1	64	04
1st M., 6s, 1897.Q-M 2d M., 6s, 1907J&J	91	92	Cent. R'way Construe. International Imp. Ex.	25 96	29 p 96	Troy C. & W. (F.R.) 500 1 Union C.Mr. (F.R.) 100 Union Mfg. (Md.)	225 25		Great Eastern1	·07 2·95	3.00
Mort. 6s, ep., '05 J&J 6s, imp., ep., '80 M&N 6s, bt&car, 1913 M&N	40	60	N. Y. Loan & Imp'mut North River Construe.	79 171 ₂	18 b	Union Mfg.(Md.) Wampanoag(F.R.) 100 Washingt'n (Mass.) 100	95	190	Hala & Noroross 100	27 ₈	258
78.bt&cor.1915M&N	60 70		Oregon Improvement. do 1st M. bonds	83	85 92	Weed Sew. M'a (Ct.)25 Weetamoe (F. R.)100	105	15	Hibernia 25 Horn Silver 25 Hortenso 10	154	16
8usq.—6s,cp.,1918J&J 7s, coup., 1902J&J Union—1st 6s.'83M&N			Pacific R'way Imp'mnt Scranton Construct'n.	7/001	1001	Willim'tie Linen(Ct)25 York Co. (Mc.)750	8(I c1310	89	Hukili	.07	2:13
Chesapeake & Del. 50	8		Texas & Col. Imp GAS STOCKS, Balt. Consol. Gas	3918	3914	COAL & MISCEL. MINING STOCKS.			Lacrosse10 Leadville Consol10	-26	2·13 ·25 1·25
Del. & Hudson100	10814	1084	Boston Gaslight500 East Boston25	830	335	American Coal25 Barelay Coal			Leviathan100		1.00
Morris, guar., 4100	6441g 655		South Boston100 Brookline, Mass 100	111 1082	112	Buck Mount'n Coal,50 Carlbou Con, Min'g, 10	2 11 ₈		Martin White100		
Pennsylvania50	165		Cambridge, Mass. 100 Cholsea, Mass 100	146	91	Cent.Arizona Min.100 Colorado Coal & F.100	334	504	May Belle100 Mexican G. & Silv.100	84	914
do de pref 50	§13		Dorohestor, Mass100 Jamaica Pi'n, Mass100		129	Consol.Conl of Md.100 Cumberl'd Conl&I.100	33		Moose Silver10		112 4
Busquehanna50 BIISC'LLANEOUS BONDS.			Lawrence, Mass100 Lowell100 Lynn, Mass., G. L100		135 160 831 ₂	Deadwood Mining Excels'r W.&M.Co.100 George's Cr'k C'l (Md.)	1	1 49	Mono100 Navajo100 Plumas10	14	1 ¹ 4 ·25 ·50
Amer'n 88.Co.(Phil.)— 6a, R. C., 1896A&O		10819	Maid. & Melrose100 Newton & Wat'n100	98	9814	Homestake Min'g.100 Lehigh & Wilkes	1713	18	Potosi	14	1.45
Canton (East.)—	100	101	Salem, Mass., 100	105 1	10512	Little Pittsburg Marip'sa L.&M.Cal100	134	178	Rising Sun 5	90	3
£ 68, g., 1904J&J Mort. 68,g., 1904 J&J	103		Brooklyn, & I25 Citlzens', Brooklyn.20 Metropolitan, B'klyn.	58 70	72	do pref.100 Maryland Coal100	19	21	Rising Sun		4.55
		!	Nassau, Brooklyn . 25 People's, Brooklyn . 10	68	7± 37	Montank Gas Coal, 100 New Central Coal	21	26	Sierra Nevada t100 Silver Cliff50	3.10	2.25

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONCLUDED.

	For Explanations See Notes at Head of First Page of Quotations.										
MININO STOCKS.	Bld.	Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	INSURANCE STOCKS.	Bid.	Ask.
GOLD & SILVER MINING STOCKS.			Home National100 Merchants' Nat100 Nat. B'k of Illinois.100			Mechanics' & Tr25 Mercantile100	121	!!	Aurora25	109 149	109
South Bodie			Northwestern Nat. 100			Merchants'50 Merchants' Exch'ge50	132	10218	Citizens'20 Commercial25	125 175	125
South Bulwer	22 4·20	30	Union National100 Un.Stock Y'ds Nat.100 CINCINNATI.			Metropolitan 100 Nassau	11	103 🚻	Eagle	176	115 60
Spring Valley1	3.75		Cilizens' National	158 150		New York100 N. Y. Nat. Exch'ge100 New York Connty.100			Firemen's20 Germania20	145 110	
Tioga		51 ₂	First National	218 172	173	Ninth National100 North America70	1:1042		Globe20 Merchants'& Manuf 20	10314	
Unadilla	13	·20 ·08	Merchants' National Metropolitan Nat	$120 \\ 1321_{2} \\ 125$	125 135	North River50 Oriental25 Pacific50			Miami Valley50 National100 Security	$97\frac{1}{2}$ 135 125	
Willshire			Nat. Lat. & Bk. of Com. Second National	170	135	Pacific 50 Park 100 Peopie's 25 Phenix 20	160 110	169	Union20 Washington20	130	80
BANK STOCKS. BALTIMORE.	135	140	Fourth National. German National. Merchants' National. Metropolitan Nat. Nat. Lat. & Bk. of Com. Second National Third National Union Nat. Western German Bank HARTEGER	128 85	235 130	Republic	101	144	HARTFORD, CONN.		155 236
Bank of Baltlmore 100 Bank of Commerce 25 Chesapeakc 25		18			132	Shoe & Leather 100	12610		Ætna Fire100 Atlas Insurance100 Connecticut100	136	25 140
Citizens'	16 112-2	17	Ætna Nat	75 136	77 139	St. N. cholas	‡110 119		Hariford100 National100	300 138	305 142
Chesapeakc	$ \begin{array}{r} 31 \\ 473_{4} \\ 401_{2} \end{array} $		Jonnecticut River 50	95 53 130	97 56 132	United States Nat	151 160		Orient	116 213 80	$ \begin{array}{r} 120 \\ 216 \\ 95 \end{array} $
		101	City Nat	119 170	122	PHILADELPHIA			Phœnix	2412	
Franklin		$\begin{vmatrix} 110 \\ 10^{1}2 \\ 343 \end{vmatrix}$	Mercantile Nat 100 National Exchange.50 Phœnix Nat 100 State 100 LOUISVILLE.	125 75 170	128 78 173	B'k of N. America . 100 Central National	275	1	Guardian. 501	74 155 8 ¹ 8	160
Marino	11 130	11%	State100	107	112	Commercial Nat 50 Common wealth Nat 50 Consolidation Nat 30		67	Imperial Fire25 Laneashire F. & L25 London Ass.Corp.12 ¹ 2 Liv. & Lond. & Globe .2	65½ 20½	6612
National Exch'ge. 100 People's	117 20	118	Bank of Louisville100	142	98	Corn Exchange Nat.50		72	North Brit. & Mer. 83	54 63	54 ¹ 2.
Third National 100	1 108	8214	(Citizens' National 100		129 130 90	First Nat	13634	140	Queen Fire & Life1 Royal Insurance3 NEW ORLEANS.	$\frac{35_{8}}{29}$	378 2912
Union	30	32	City Nat	105	108	Kensington Nat. 50	65	89	Crescent Mutual Factors' and Traders'.	x17 ¹ 2 x20 ¹ 2	$120 \\ 1211_{2}$
Atlantic	153	154 1231 ₂	German Ins. Co.'s.100	105	:06	Manufacturers' Nat.25 Mechanics' Nat100 Merchants' Nat	122		Firemen's	70	120
Blackstone 100 Blue Hill 100 Boston Nat 100	110	112	German	133 129	108 135 130	Nat. B'k Commerce. 50 Nat. B'k Germant'n. 50)		Hope	41 ¹ 4 80	
Brighton, (Nat.)100	110	12712	Kentucky Nat100 Lonisv. Banking Co.40 Masonie100 Merchants' Nat100	200 125	$\frac{1210}{130}$	Nat.B'k N. Liberties 50 Nat.B'k Republic100	140		Hibernia. Hope. Lafayette. Merchants' Mutual	60	12012
Broadway	98	100 176	Merchants' Nat100 Northern of Ky100 Second Nat100	105	105	National Scenrity.100 Penn National	60		New Orleans Ins. Ass'n	120	121 ¹ 2 41 ³ 4 67
City100 Columbian100	123 - 142	124 1421 ₂	Security100 Third National100	147	120	Philadelphia Nat 100	220		New Orleans Ins. Co People's Sun Mutual	122	12212
Commonwealth 100	118	129 120 118	Western100 West.Finan.Corp100	107	111	Second Nat	3		NEW YORK.	126	
Continental	117 119 118	1191_{2} 120	MONTREAL British N. America Commerce50	103	103½ 146½	Spring Garden100)		American50 American Exch100 Bowery25	200	160 113
Exchange100 Everett100	140	142 1161 ₂	Dominion	1714	98	Third Nat. 100 Union Nat. 50 Western Nat. 50) 110		Broadway25 Brooklyn17	190	$\frac{205}{200}$
Everett. 100 Fancuil Hall 100 First National 100 First Ward 100 Fourth National 100	$\begin{array}{c c} 129 \\ 208 \\ 116 \end{array}$	$\begin{vmatrix} 130 \\ 210 \\ 117 \end{vmatrix}$	Evehance 106	11 145	122	West Philadelphia.100	110	83	Citizens'20 City70	150	170- 130- 145
Fourth National100 Freemans'100	0, 110	111	Federal 100 Hamilton 100 Hochelega 100	118	88	PORTLAND, ME. Cumberland Nat40 Canal Nat100	59	61	Clinton 100 Columbia 30 Commercial 50	130 60 98	105
Frecmans' 100 Globe 100 Hamilton 100 Hide & Leather 100	0 111	1111 ₂ 1151 ₃ 115	Lacques Cartier 100	105	TRR	II Caseo Nut 100	1156	158 158	Continental 100 Eagle 40 Empire City 100	230	250 230
Howard 100 Mannfacturers' 100	$ \begin{array}{c cccc} 0 & 114 \\ 0 & 127 \\ 0 & 1091 \end{array} $		Maritime 100 Mcrehants' 100 Molsons 50	127	12712	First Nat	114	115 156	Empire City100 Exchange30 Farragut50	100	100 110 125
Market(Brighton).10	0 135	140	Montreal200 Nationale56	$\begin{vmatrix} 2014 \\ 94 \end{vmatrix}$	202	City Bank. 2: First Nat. 100	0 135		Firemen's	90	100
Massachusetts 25 Maverick 10 Mechanics' (80.B.) 10	0 122 0 249 0 130	$\begin{vmatrix} 124 \\ 250 \\ 133 \end{vmatrix}$	Ontario	110	5912	Merchants' Nat100 Nat. Bk of Virginia100	$0 112 \\ 0 90$		Frank. & Emp'ium German-American 100	185	120 190 163
Merchandise10	$0 108^{1}$ $0 145^{1}$	109 و	Standard	1591	162	Planters' Nat100 State Bank of Va. 100 ST. LOUIS.	$\begin{bmatrix} 135 \\ 1045_8 \end{bmatrix}$		Globe	120	125
Metropolitan 10 Monument 10	0 207	210	Union 100 Ville Marie 100 NEW ORLEANS.	95,		B'k of Commerce10 Commercial10	0 250		Guardian100 Hamilton15	60	70 440
Mt. Vernon10 New England10 North10	$0 124 \\ 0 148 \\ 0 142$	125 150 143	Canal & Banking10 Citizens'10 Germania Nat10	0 1321	$\frac{4 136\frac{1}{2}}{2 134\frac{1}{2}}{143\frac{1}{2}}$	Fourth National 10	0 125		Hanover50	67	160- 70 156
North America10 Old Boston5	0 61	611	Hibernia Nat10 Louisiana Nat10	0 126	125	International 10 Mechanics' 10 Mcrchants' Nat	0 10512		Home 100 Howard 50 Importers' & Trad 50	110	115
Pacifie	0 160	162	Metropolitan10	$0 104^{1}$	110	St. Louis National.10 Third National10	$0 \frac{1111_2}{99}$	101	Irving100 Jefferson30	145	70- 155
Republie10	. 1.25	133 126 120	New Orleans Nat10 People's	0 613	624	Valley National10 SAN FRANCISCO. Bank of California	153	105	Kings Co. (B'klyn) .20 Knickerhocker40	200	210- 60 116-
Revere	(151	135 152	Union Nat10 NEW YORK.	0 125	130	Clay Street First Nat. Gold10	0 120	85	Lafayette (B'klyn) .50 Lamar 100 Lenox 25	60	80 70-
Shawmut	120	$\begin{vmatrix} 180 \\ 12 \\ 112 \\ 112 \end{vmatrix}$	America10 American Exch'ge10 Broadway	01120	155 125	Nat.Gold Bank& Tr. C Pacifie	128		Long Isl'd (B'klyn) 50 Lorillard23	115	120 70 146
State10 Suffolk10	126	1261	Butchers'& Drovers2 Central National10	0 125	130	FIRE INSURPCE STOCKS.	E	,	Manuf. & Builders'100 Manhattan100 Mech. & Traders'25	95	103
Third Nat 10 Traders' 10 Tremont 10	(100	$\begin{array}{c c} 106^{1} \\ 100^{1} \\ 123 \end{array}$	Chase National10 Chatham2	$ \begin{array}{c c} 0 & 162 \\ 5 & 120 \end{array} $	130	BALTIMORE. Associate Firemen's.			Mechanics' (B'klyu)50 Mercantile50	75	. 155
Union 10 Washington 10	0 150 0 137	153 139	Chemical 10 City 10 Citizens' 2	0 233		Baltimore Fire Ins. 1 Firemen's Insur'ce. 1 Howard Fire.	0 27 8 264 5 74		Merchants'50 Montauk (B'klyn) 50	120	125 125 160
Webster10 BROOKLYN. Atlantic (State)	110	111	Commerce10	$0 150 \ 122$	123	Firemen's Insur'ce. 1 Howard Fire. Maryland Fire. 1 Merchants' Mutual. 5 National Fire. 1 BOSTON.	0	5 8	Nassau (B'klyn) 50 National 371 New York City	2 115	70
Brooklyn. First National	111	115	Corn Exchange10 East River2 Eleventh Ward2	5		National Fire1	0 111	1134	N. Y. Equitable3 New York Fire10	103	- 158 120
FultonCity National	113 250	118	Fourth National10	0 800	1267	Boston10	00 150	157 ¹ 2 151 154	Niagara	105	195 115 220
Commercial Long Island Manufacturers'	100	103	Fifth Avenue10	0 130	135	Commonwealth10 Dwelling Honse10	00 79	80	Park100	120	125
Mechanica'	100	195	Gallatin National German American Germania	5		Eliot10	00 155	157 176	People's	1110	120 150 96
Brooklyn Trust. CHARLESTON. B'k of Chas (NRA)	153		Greenwich	5		Franklin	101.1.14	70 144 ¹ 2 120	Republic10	70	75 150
B'k of Chas. (NBA) 10 First Nat. Chas 10 People's National . 10	100 150 118		Importers' & Tr10	0 135 $ 0 240$		Mercantile F. & M.10 Neptune F. & M10	M = 1291	2 130	Rutgers' 10 St. Nicholas 5 Standard 5	60 125	130
Commercial Nat. 10	180		Leather Manufts1	00 151	140	North American . 10 Prescott	00 145	150 150	Star10 Sterling10	0 80	90 68
First National 10 First National 10	?		- listarine10)Oft	150	Washington1	1014T46	150 160	Stuyvesant2 Tradesmen's2 United States2	5 100 5 125	110
Hide and Leather,		-	Market 10 Machanles' B. Ass'n	_		. "Amazon (new stock)	20 02	001	Westchester1	0 115	' a
* Price non	piral;	no late	trenactions. ‡ La	st price	preced	ling Sept. 29. §	Quotati				

Luvestments

STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

Enropean & North American.

(For the year ending Sept. 30, 1881.)		
This reorganized company makes its first annual renew company dates from October, 1830, and the repe	ort says:	f
The new company inherited a bonded dabt of	\$1,019,000 2,504,390 25,000	t
	\$3,548,390	ī
Since the organization in October, of last year, there has been brought in and converted into stock 1,625 bonds, out of which have been made 21,560 shares, equal at par to \$2,156,000 of capital stock. Fractional shares have also been brought in by the Treasurer, as authorized by vote of the bond owners, amounting at par to \$1.400.	\$2,156,000	i
From this exhibit there seems to be still outstanding 258 bonds, equal to to about \$313,110 of capital stock	\$343,140	8
Or an aggregate of The gross earnings of the road for the year as shown by the Treasurer's report, are. The gross income, heluding rents, wharfages, stumpages,	\$2,499,140 \$471,392	tact
&c., was. The working expenses were\$398,168	477,937	I
The coupon interest pald was	459,308	

Leaving a net income of..... The gain in gross income over 1880 is \$69,611, or about 17 per

centum.

The company owns a land grant, mainly in timber lands, but not of great value.

The earnings of the year were as ton	uma.	
	1890-81.	1879-80.
Passengers \$	151.958	\$131,595
Freight	285.146	248,341
Mail, &o	34.287	23,531
Rents, &o	6,544	4,856
Total	177,037	\$103,326
Expenses	398,168	280,286
Net earnings	\$79,768	\$128,010

Naugatuck.

(For the year ending Sept. 30, 1881.)

The report for the year ending Sept. 30, 1881, has the fol-wing statistics. The earnings were as follows: lowing statistics.

Freight	\$314,575 203,004 21,809
Total. \$614,410 Expenses. 413,019	\$572,349 352,137
Net carpings	\$220,231
Net earn'ngs, as above	200,000
Surplus. Balauco, Sept. 30, 1880	317,669
Balance to credit of profit and loss Sept. 30, 1881	. \$319,060

Expenses were increased by the outlay necessary to provide for a large increase in business. The construction account has been closed for several years, and the cost of additional facilities provided for business is all included in expenses.

The general account, condensed, is as follows:

Stock (\$35,088 per mile)	\$2,000,000
Current accounts and September expenses	71,341
Profit and loss	319,060
LIVIN AIR IVOG	
	#2 200 LOD
Total	\$2,390,402
Road and equipment (\$37,501 per mile)	\$2,137,570
Stocks and bonds owned	12,600
Stocks and books owned	
Roal estato	
Materials	39,657
Bills and accounts receivable	105.625
Cash	01,013

The company has no funded debt and no floating debt. The cash and receivables are more than twice the amount of the current liabilities.

Richmond Fredericksburg & Potomac. (For the year ending Sept. 30, 1881.)

\$203,585 126,776 \$330,361 174,642

The earnings were as follows:	1880-81.
Passengers	\$223,930
Freight, &c	
Total	\$106,927 198,186
Net earnings	\$205.74C

The	Income	account	for	18	80-81	WAS	briefly	88	follows	I
Not car	nlugs, as	above			1					\$208,740
Interes	t on bon-	do of						3	FG5,60H	
invide	id on gni	aranteed	ALJUI	۲.,					31'839	

Additions to properly and extraordinary expenses.... 51,622-152,126

The report says: 'It is a fact in the history of this company that for many years it has paid no dividends on the common stock, although its net profits each year have been considerable. These having been used in the purchase of real estate and in making other permanent additions to the property of the company have been placed to the credit of profit and loss, and now amount to the sum of \$755,039 which sum ought to have been paid in dividends to the holders of the common stock if the board had thought it wise to lacrease the fixed charges of

the board had thought it wise to increase the fixed charges of the company by borrowing money for the purpose of making these additions to its property.

"The board believe, in view of the improved condition of the road and of the country which supports it, that it will in the future be able to pay a fair dividend, say 2 per cent semi-annually, upon its common stock and upon the amount herestofore retained from the stockholders and passed to the credit of profit and loss."

At the annual meeting last week the stockholders passed a resolution for the purpose of dividing among-the common stockholders of the company the amount standing upon its books to the credit of profit and loss.

They voted also to issue dividend obligations or certificates in amounts of \$100 or multiples of that amount, bearing in lieu of interest on each \$100 or multiples of that amount, bearing in lieu of interest on each \$100 of the certificates the dividends payable on each ahare of the common stock of the company at the several dates when such dividends shall be payable, and entitled in any division of the assets of the company to share in a corresponding proportion of the same. The amount expended on the road from earnings for which these new certificates are on the road from earnings for which these new certificates are to be issued is about \$755,000, or about 75 per cent of the common stock.

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—At a meeting of directors, held in New York, it was resolved that the construction, by the most practicable route of all that portion of the road situated between San Francisco and the Colorado River, at or near the Needles, be prosecuted vigorously until the whole line from the Rio Grande to the Pacific is put into operation. The financial plan previously approved by the Atchison Topeka & Santa Fe Railroad and the St. Louis & San Francisco Railroad for the prosecution of this work and the resumption of work on the central division was approved, and orders given to carry out the same. The purchases of rails and ties for the California division were reported, and additional expenditures authorized. The location of sixty-two miles of the central division west from the Vinita line was approved and its construction authorized.

The line from Sedgewick City, Kan., sixteen miles north of Wichita, to connect with the Sante Fe line at Halstead, is under construction, which will enable the trains to make quicker time than by running from Wichita by way of Newton. Upon the completion of this line through trains can run from St. Louis to the Pacific coast by way of the St. Louis & San Francisco, the Atchison Topeka & Santa Fe, and the Southern Pucific railroads.

Port Royal.—The Savannah Times says that Mr. Wadley has secured the control of this important road.

to the city of Baltimore. Thus the line extends a total distance of 601 miles from Baltimore to Cincinnati, of which distance 381 miles—nearly two-thirds the entire length—are along the banks of rivers.

Cape Fear & Yadkin Valley.—A proposition has been madely an organization known as the New York & Southern Raily road & Telegraph Construction Company to buy the controlling interest in this road, held by the State of North Carolina. The company offers to pay the State \$55,000 for its stock, and to assume the floating debt of the road, amounting to about \$100,000. Governor Jarvis has appointed a meeting of the commissioners charged with the care of the State's interest to be held at Raleigh, Dec. 19. The company making the offer of purchase proposes to build a line, of which this road is to be part, from Wilmington to Cincinnati, by way of Fayetteville, Greensboro & Mt. Airy, with branches to Ashland. Ky., Eig Sandy, West Virginia, Patterson, Ore Knob and Goldsboro, N. C., and Florence, S. C. The North Carolina lines will be covered chiefly by this company's charters.—R. R. Gazette.

Central of New Jersey.—At a meeting of the directors of the New Jersey Central Railroad Company Receiver Lathrop gave notice that the affairs of the company were in such a state that he had no doubt he could retire from his present office by the middle of next January and he asked the appointment of a committee to co-operate with him in making the necessary preparations, which include the closing up of his accounts and the clearing away of the floating indebtedness. The following committee was appointed: G. G. Haven, ex-Governor Potts and Colonel Kean. The directors also ratified the agreement with the Pennsylvania Road for the joint use of the Long Branch division. Long Branch division.

Chicago Burlington & Quincy.—It is reported that on Jan. 1, 1882, the Chicago Bnrlington & Quincy Railroad will take the Keokuk & Northwestern. A new division will be formed, to be composed of the Keokuk & Northwestern, Keokuk & St. Louis line, and Burlington & Southwestern, together with the branch of the Chicago Bnrlington & Quincy between Keokuk and Burlington

Chic. & West Michigan.—"This company", says the Boston Advertiser, "has executed a mortgage to the New England Trust Company, of Boston, for \$12,000 per mile, for the construction of a railroad to Monteith, Mich. It is understood that the old Ohio & Mansfield roadbed, which was graded several years ago, will be used as far as practicable, and that the road will be in working order by July 1, 1882. The main line is to be constructed and operated from La Crosse, Ind., to Manistee, Mich., with a branch from Holland to Grand Rapids, and from Grand Rapids to Manistee; from Holland to Battle Creek; from Muskegon to the mouth of the Muskegon River; from Mears Station to the village of Hart; from Woodville Station to Muskegon River, in Mecosta County, and all its branches and spur tracks hereafter to be constructed, wherever they may be."

Denver & Rlo Grande.—The following notice was sent to the New York Stock Exchange:

DENVER & RIO GRANDE RAILWAY COMPANY,
47 WILLIAM ST., NEW YORK, NOV. 30, 1881.

To the President of the New York Stock Exchange:
DEAR SIR—The usual thirty days' notice is hereby given of the Issue of \$500,000 of the capital stock of the Denver & Rio Grande Railway Company to provide means for the completion of the Sait Lake Division to a connection with the Denver & Rio Grande Western Railway, to pay for the third rail and changes of superstructure between Pueblo and Denver, and for other improvements. Respectfully,
(Signed)

WILLIAM WAGNER, Secretary.

It is stated that the new stock has already been sold in Lon-

Fitchburg.—The annual report of the Fitchburg Railroad (Hoosac Tunnel line) shows: Total liabilities, \$9,410,350; increase, \$1,508,256. Total income, \$2,655,829; increase, \$191,231. Expenses, \$2,127,437; increase, \$401,902. Net income, less rentals and interest, \$528,292; decrease, \$210,671, Deficit for the year, \$164,599. Surplus last year, \$113,635. Dividends paid 7 per cent; increase, 1 per cent. Passengers carred, 2,657,984; increase, 196,375. Tons of freight carried, 1,776,960; increase, 230,010.

Grand Rapids & Indiana.—The Grand Rapids & Indiana Railroad Company has let the contract for building the northern extension of its road from the present northern terminus to the Straits of Mackinaw. The road is to be completed by June 15 next.

Mexican Railway.—At the recent meeting of the stockholders of this (Vera Cruz) company, the directors reported that the net earnings for the last half-year over operating expenses and fixed interest charges on the mortgage debt amounted to \$1,129,500, besides the full dividend upon the preference shares. A dividend was declared upon ordinary share capital at the rate of 8 per cent per annum. These distributions of net earnings average about 7½ per cent upon the entire capitalization, which now amounts to \$133,500 per mile. The perpetual mortgage stock and the three classes of shares sell in the market at prices ranging from 98 to 138 per cent, so that the present market value of the capitalization amounts to \$157,420 per mile. This prosperity for the six months ending June 30. 1881, is stated to have arisen mainly from an increase of \$625,000 in the traffic of the main line, accompanied by an increase of \$100,000 only in the working expenses. The principal increase of traffic has been in freight, and mainly through the carriage of materials for constructing other railways.

Mutual Union Telegraph.—The following circular was recently issued by the Mutual Union Telegraph Company:

The lines of the Mutual Union Telegraph Company:

The lines of the Mutual Union Telegraph Company are now open for business to Boston and other important points east; to Philadelphia, Baltimore and Washington south, and to Albany and intermediate points north, and will be open to Chleago, St. Paul, St. Louis and other western and intermediate cities about the first of December next. The company has employed the very best operators, and its lines and facilities for handling public business are such that it is warranted in assuring you that you can depend on prompt and efficient service. The rate from New York to Bosten, Washington and Albany, and intermediate points, has, with the exception of Philadelphia and Brooklyn, been fixed at 25 cents for ten words and 2 cents for each additional word; and to the last two-named points, 15 cents for ten words and 1 cent for each additional word. The general office of the company is located at 45 William Street.

New York Lake Erie & Western.—At the meeting of the stockholders of this company, held on Tuesday, the following directors were elected: Theron R. Butler, Charles Dana, Thomas Dickson, Harrison Durkee, R. Suydam Grant, Jacob H. Schiff, Solomon S. Guthrie, Hugh J. Jewett, John Taylor Johnston, William Mertens, Edwin D. Morgan, Cortlandt Parker, F. W. Drake, Homer Ramsdell, Henry G. Stebbins, William L. Strong, J. Lowber Welsh. Jacob H. Schiff, William Mertens and F. W. Drake take the places of James R. Keene, James J. Goodwin and John F. Pierson. A dividend of 6 per cent on the preferred stock was declared, payable January 16. It was also ordered that 6 per cent interest be paid on the income bonds on the same date.

the same date.

The following statement for the fiscal year ending Sept. 30, 1881, is furnished in advance of the full annual report:

1880-81. 1878-80. The gross earnings arising from the operation of the road, its branches, and leased, lines, for the fiscal year ending Sept. 30 were.

Working expenses.... \$20,715,605 13,256,230 \$18,693,108 11,643,925 \$7,049,183 783,957 \$7,459,375 844,305 \$8,303,681 \$7,833,140 \$3,963,873 2,078,646 \$4,148,745 2,267,517 \$6,416,263 \$6,042,519 Surplus for the year..... \$1,887,417 \$1,790,621

This amount of \$1,887,417 in 1880-81, together with \$1,193,582 received from other sources, making in all \$3,080,999, has been applied mainly to improvements of the road and property, and to the acquisition of equipment and real estate. "The working expenses have been 64 per cent of the earnings, an increase of 2 per cent over the previons year, but a decrease of 6 per cent from 1879. This increase of 2 per centis accounted for by the large increase in our traffic at reduced rates, and the increased cost of labor and material.

"The increase in the tonnage, other than coal, over the previous year was 919,655 tons; in the tons transported one mile, 121,079,362 tons; but the earnings from this source decreased \$73,349, owing to the decreased rates received, being but 789-1000 cents per ton per mile, against 869-1000 cents in the previous year. This is due to the long and fierce competition for business which has existed between the different lines, and which has resulted in lower rates for transportation than have been reached in many years. Had we received the rates of 1880 for this traffic, we would have earned an additional sum thereon of \$1,125,548, and our percentage of operating expenses would thereby have been reduced to 60 7-10 per cent." The increase in coal tonnage over the previous year was 1,451,75 tons; in the tons transported one mile, 142,203,398 tons; in the earnings, \$1,661,810; and in the rate per ton per mile 107-1000 cents, being 845-1000 cents, against 738-1000 cents in the previous year, a result which is very gratifying. The increase in the total tonnage over previous year was 2,370,931 tons; in the tons transported one mile, 263,282,760 tons; in the earnings, \$1,588,-461; but the rate per ton per mile decreased 031-1000 cents, being 805-1000 cents against 836-1000 cents in the previous year and 1 209-1000 cents in 1875, a decrease from the latter year of 33'4 per cent."

The increase in the number of passengers carried over pre-

and 1 209-1000 cents in 1875, a decrease from the latter year of 33'4 per cent.

The increase in the number of passengers carried over previous year was 652,727; in the number carried one mile, 20,023,586; in the earnings, \$358,315; but the rate per passenger per mile decreased 25-1000 cents, being 2 016-1000 cents against 2 041-1000 cents in the previous year. The total increase in the gross earnings of the road, its branches, and leased lines, including express, mails, &c., over previous year, was \$2,022,496; in the working expenses, \$1,612,304; and in the net earnings, \$410,191.

The expenses per ton per mile were 529-1000 cents, against 534-1000 cents in previous year and 958-1000 cents in 1875, a decrease from the latter year of 44'8 per cent. The expenses per passenger per mile were 1 372-1000 cents, against 1 361-1000 cents in previous year and 1 950-1000 cents in 1875, a decrease from the latter year of 29'6 per cent.

New York & New England.—The annual report of the New York & New England Railroad Company, as submitted to the Railroad Commissioners, shows, compared with that of last year: Total liabilities, \$32,640,217; increase, \$2,947,383; income, \$2,692,379; increase, \$364,439; expenses, \$1,926,443; increase, \$318,944; net income, \$766,336; increase, \$49,196; interest and rentals, \$668,439; increase, \$237,151; balance for year, less rentals and interest, \$101,891; decrease, \$177,555; number of passagers carried, 3,492,560; increase, 371,503; tons of freight,

1,176,795; increase, 208,246. 8,430 shares have been transferred into stock from Berdell bonds, which are held by 337 persons, of whom 328, owning \$7,512,000, are in Massachusetts, and [Sept. 30) 11,257 of the bonds remain unchanged; \$5,968,000 of the 7 per cent bonds have been issued, and \$3,000,000 of the 6 per cent bonds.

New York Texas & Mexican.—A report in the St. Louis Globe-Democrat states that on Nov. 22 track-laying on the New York Texas & Mexican Railway had reached the East Bernard River, 15 miles west of Rosenburg Junction, and was progressing at the rate of a mile and a quarter per day. The company, having a force of 800 men at work, are determined to reach Victoria by Feb. 1, 1882. J. W. Mackay, the Bonanza King and a stockholder in the company, was on a visit to Count Telfener, the President, and is making a thorough inspection of the line. Mr. Mackay and Count Telfener are brothers-in-law, and they, with Mr. Decastro, a wealthy Parislan, are the moving spirits of this railway enterprise.

A prior report to the Democrat had the following account of this enterprise: "Outside of the subvention from the State of sixteen sections of land for every mile of road bnilt, they have purchased 240,000 acres upon which it is the intention of the company to plant colonies of Italians brought over under the auspices of the company's colonization scheme; the head office is at Milan, with branches at Paris, London and New York, and negotiations are pending for permission to open similar offices

auspices of the company's colonization scheme; the head office is at Milan, with branches at Paris, London and New York, and negotiations are pending for permission to open similar offices in Germany. Sweden, etc. The fourth expedition of 450 colonists for colonization on the company's lands, are expected to arrive about November 6, while another 450 are affoat, 250 of whom will go to Indianola. Besides these, 450 laborers for work on the road are hourly expected to arrive. The company goes strictly on cash business and draws all its material and supplies from this country except steel rails, having paid out already over \$1,200,000 for supplies and having on deposit funds to complete the road to Victoria. An arrangement has been made with the Gulf Colorado & Santa Fe by which the cars of the New York Texas & Mexican Railway will run over the former line into Galveston, making this city the virtual eastern terminus of the line. Trains will be put on as soon as the latter road reaches Wharton. The length of the road is 350 miles, and it is the determination of the company to have the entire line completed to Brownsville, on the Rio Grande, and is active operation by January 1, 1883, with lateral branches connecting the main line with the Gulf of Mexico at Lavaca Bay, Corpus Christi and at Brazos Santiago. The estimated cost of the entire line is \$8,750,000, but the capital is fixed at \$10,000,000 in order to provide for all contingencies. Count Telfener owning nine-tenths of the stock, none of it will be thrown upon the market until the road reaches Victoria, and it is doubtful if then. The road penetrates one of the richest and most productive agricultural and pastoral sections of the State and has already a large business guaranteed it as soon as the Colorado river is crossed."

Ohlo Railway—Cley. Col. C. & I.—Cin. Ham. & Dayton.—

Ohio Railway-Clev. Col. C. & I .- Cin. Ham. & Dayton.-Ohlo Railway—Clev. Col. C. & I.—Cin. Ham. & Dayton.—There has been quite an extraordinary controversy regarding the settlement of the difficulties between Messrs. Vanderbilt, Jewett and others, and the discontinuance of the litigation now pending in the Ohio courts. The Cincinnati Gazette of November 27 publishes the following (in substance) as a special dispatch from New York: "At a conference between Mr. Vanderbilt and Mr. Jewett held in New York a few days ago it was found that the difference which has existed between them as representatives of large railway interests could be adjusted by themselves on a basis entirely satisfactory, without the aid of either courts or lawyers. At a subsequent meeting an agreement was entered into. The basis of the agreement is: courts or lawyers. At a subsequent meeting a entered into. The basis of the agreement is:

entered into. The basis of the agreement is:

"First-That all objections, legal or otherwise, to the directors and offleets of the Ohlo Raliway Company porforming their official duty as such shall be withdrawn and the validity of the consolidation recognized.

"Second—That Mr. Vanderbilt shall not seek to control or influence the management of the New York Pennsylvania & Ohio road, and that at the proper time Mr. Jewett, as the representative of the Erio interests, shall become its President.

"Third—That in the meantime the New York Pennsylvania & Ohio road shall be operated in harmony and as a part of the Eric system.

"Fourth—That the New York Pennsylvania & Ohio road shall have the right to work its business between Dayton and Cincinnati, over the Dayton short line, without hindrance or interruption, together with all the hencits land privileges of the terminal facilities now owned, controlled or enjoyed by the short line.

"It is understood that the full text of the agreement between

"It is understood that the full text of the agreement between Mr. Vanderbilt and Mr. Jewett will not be made public until

"It is understood that the full text of the agreement between Mr. Vanderbilt and Mr. Jewett will not be made public until January 1, 1882.

—When the above was telegraphed to New York, President Jewett of the Erie Railroad declared that the report was entirely without foundation in fact. "I have made no agreement," he said, "with Mr. Vanderbilt or with any one else in this matter. I have not seen the dispatch from Cinciunati, but my attention has been called to the subject. There is not one word of truth in it. I have nothing to say about the terms, for there is no agreement, and there cannot therefore be any terms." Mr. Deverenx, of the Cleveland Columbus Cincinnati & Ind. RR., also denied the report.

—On Nov. 30 the Cincinnati Gazette replied as follows, in its editorial columns: "On or before the 1st of January it will be officially announced that the controversy between Jewett and Vanderbilt over the Ohio Railway Company has been adjusted. The understanding was that the announcement should not be made for a month; but the Gazette had no such arrangement, and it gave the public the benefit of the information. Railroad officials, in justice to their stockholders, should be equally prompt, and they would be, no doubt, but for the fact

that they combine stock speculations with their official re-

Pacific Coast Steamship Company.—The San Francisco Chronicle says that aeveral heavy stockholders sold out a solld block of 10,000 shares at \$87 a share, which gives Henry Villard the practical control of the coast-carrying trade between San Francisco and Portland, Oregon, with connections to Victoria, Puyalinp, and several other points on Puget Sound. The Pacific Coast Steamship Company has always remained in the hands of about 15 large stockholders. It has run two mail lines, one to Portland and the other to Los Angeles and San Diego. It is understood that the new arrangement will not affect the Southern route, which will be conducted as hitherto. The amount of stock sold aggregates nearly \$1.000.000. The amount of stock sold aggregates nearly \$1,000,000.

Pennsylvania State Loan.—The State Sinking Fund Commissioners at Harrisburg will receive proposals till Jan. 4, 1882, for three, three and one-half or four per cent bonds, to the amount of \$10,000,000, the bonds to run 30 years from Feb. 1, 1882, and the proceeds to be used in taking up old bonds falling due. No bid at less than par will be considered.

1. 1882, and the proceeds to be used in taking up old bonds falling due. No bid at less than par will be considered.

Pittsburg & Rochester.—A dispatch to the Chicago Tribune from Pittsburg reports that the Rochester & Charlotte, the Rochester & Pittsburg, the Buffalo Rochester & Pittsburg, the Great Valley & Bradford, the Bradford & State Line and the Pittsburg & New York railroads were consolidated, to form a direct line from Lake Ontario to Pittsburg over the low grade division of the Allegheny Valley and the Pittsburg & Western roads. The Rochester & Charlotte Rallroad, which is the most northerly line, has for its northern terminus the important harbor of Charlotte, on Lake Ontario, and runs south to Rochester. It has been in course of construction for some time. The Rochester & Pittsburg Raliroad forms the second link in an old road running from Rochester to Salamanca, and was purchased by its present owners over a year ago. At Salamanca, its southern terminus, it forms a junction with the New York Pennsylvania & Ohio Railroad and the New York Lake Erie & Western. The Great Valley & Bradford Railroad is the third link, and when completed will run from Salamanca to the Pennsylvania State line. Here it will be joined by the Bradford & State Line Railroad, which forms the fourth link, and takes the chain to Bradford, where it is joined by the Pittsburg & New York Railroad, the fifth link. This last road will run to Brookville, where a junction will be formed with the low grade division of the Allegheny Valley Road.

The consolidation is made under the name of the Pittsburg & Rochester Railroad Company, Walston H. Brown of New York being President. The directors are all eastern men, with the exception of Mr. Callery of the Pittshurg & Western. The capital stock is fixed at \$10,000,000. At Albany, N.Y., Nov. 29, articles of consolidation were filed.

Richmond & Petersburg.—At the meeting of the stock-holders of the Richmond & Petersburg.

Richmond & Petersburg.—At the meeting of the stock-holders of the Richmond & Petersburg Railroad Company the President submitted the following statement of the business of the company for the fiscal year ending September 30, 1881:

the company for the moons your outside	och semmer	00, 200-1
	1879-80.	1980-81.
Gross receipts	\$164,198	\$185,905
Expenses, ordinary and extraordinary	83,099	99,978
Net receipts	\$79,099	\$85,926
Interest on debt	17,874	16,099
N	021 004	600 207

About \$15,000 expended in new equipments and permanent betterments is included in the above item of expenses. Twenty-five thousand dollars of the eight per cent bonds, due on the 1st of April last, were paid with the avails of \$25,000 of the new six per cent gold bonds sold at 106 and interest.

Saratoga County Bonds.—At Saratoga, November 23, the General Term reversed the judgment in the case of the Saratoga County Board of Supervisors against Andrew Seabury and others. This case arose out of the alleged defalcation of excounty Treasurer Henry A. Mann, of Ballston Spa, in 1875. The reversal of judgment renders valid the alleged over-issue of notes made by him. The Board will probably order the case carried up to the Court of Appeals. The notes aggregate \$138,000, besides the interest that has accrued since 1875, which, together with costs and fees, will swell the amount to about \$225,000.

South Carollus.—In the United States Circuit County Carollus Carollus.—In the United States Circuit Carollus Caroll

about \$225,000.

South Carolina.—In the United States Circuit Court, last week, several final orders were entered, completing the recent compromises and the transfer of the road. The so-called syndicate claim was settled by the payment of \$135,472, the syndicate surrendering the second-mortgage bonds and the Greenville & Columbia and other securities which they held as collateral. The court fixed the pro rata share of the second-mortgage bondholders in the proceeds of the foreclosure sale at 26 per cent, allowed the receiver a commission of 1 per cent for making the sale, and directed \$25,000 to be retained in court as a fund to meet claims and bonds not yet presented for payment. Finally, the transfer of the road was ordered to purchasers, who have organized the South Carolina Railway Company, and have executed the mortgages, &c., provided for in the agreement of reorganization.—R. R. Gazette.

Southern Pacific—Texas Pacific.—Of the agreement between these companies, signed by Messrs. Huntington & Gould, the following is an abstract given in the Tribune: "It provides that the tracks of the two systems shall be joined when they meet, about one hundred miles east of El Paso, and both are to use the line between the junction and El Paso on equal terms;

the Texas Pacific reserving the right to run its own trains into El Paso on paying one half the cost of maintenance, taxes and interest on the cost of construction—\$10,000 a mile. Through business is to be done on a pro rata basis by both companies. all the way to San Diego, Los Angeles and San Francisco, although the franchises of the Texas Pacific were limited by its charter to San Diego. The rates between competitive points are to be as low as by any of the other trans-continental routes. The agreement does not prevent the completion of the Huntington road through Texas by way of San Antonio & Houston, but provides that, after the completion of this road, the New Orleans and seaboard business shall be divided equally between the two lines. The Huntington road is to be accorded the privilege of using from 80 to 100 miles of the Texas Pacific tracks nearest New Orleans on equal terms. The through Galveston business to and from El Paso and the Pacific coast is to be divided on the basis of one-third to the Texas Pacific and two-thirds to the San Antonio line. [For Galveston business the Galveston Houston & Henderson road will be used from Houston to Galveston.] the Texas Pacific reserving the right to run its own trains into

the Galveston Houston & Henderson road will be used from Houston to Galveston.]

"In consideration of the privilege of using the road into El Paso (j. intly), and of the perpetual privilege into Los Angeles and San Francisco, as well as San Diego, the Texas Pacific relinquishes its claims to land grant, right of way and franchises west of El Paso to the Southern Pacific Railroad. The Texas Pacific engages not to extend its road west of El Paso, and the Southern Pacific agrees not to 'parallel' the Texas Pacific line east of El Paso, or either of the roads of the southeastern system in the States of Texas, Arkansas or Missouri. The usual provisions for arbitration of any disputes arising under the agreement, are made.

"The junction by the Southern Pacific and the Texas Pacific will be made in a few days at Sierra Blanca Springs, in Western Texas. The Huntington line across Texas will not be opened before next June. Through trains between New Orleans and St. Louis and El Paso will be put on the lines about January." [The junction was made Dec. 1.]

Texas & St. Louis.—A dispatch from St. Louis, Nov. 26, says: "Col. Paramore. President of the Texas & St. Louis Narrow Guage Railroad. closed a contract to-day with Fx, Corby & Co. of this city for track material for the construction of 275 miles of road from New Madrid, Mo., to Texarkans. The material will be manufactured by the Powell Iron & Nail Company of Nashville, Tenn, of which H. L. Fox, senior member of the firm of Fox, Corby & Co, is President Heretofore contracts of this kind have almost invariably gone East, but it is being discovered that they can be filled quite as well or better in the West."

Union Pacific.—The following statement of earnings and expenses for September, 1881, is published in the World:

	Gross Earnings.	Expenses.	Net Earnings.
Union Pacific. Union Pacific Branches. Kansas Pacific Kansas Pacific Branches. Denver & South Pacific.	382,684 661,805 108,272	\$623,908 219,997 282,752 57,370 145,377	\$1,203,672 162,686 379,052 50,901 '6,271
Total	\$3,119,449	\$1,329,407	\$1,790,042

Virginia Midland.—The Baltimore Sun reports that a meeting of the stockholders of the Virginia Midland Railroad Company was held at Alexandria, at which the trustees made a report on the reorganization, and it was resolved to issue \$4.000,000 income bonds to retire the first and second preferred

report on the reorganization, and it was resolved to issue \$4.000,000 income bonds to retire the first and second preferred stock, and for other purposes.

Mr. Baldwin, on behalf of the trustees, reported that, as authorized by the scheme of organization, there had been issued to all proper claimants stock as follows: Of the first preferred, \$1,500,000, of the second preferred, \$2.000,000, and of the common stock, \$800,000. A resolution offered by Mr. Jno. W. Burke, of Alexandria, approving the report of the trustees and confirming their acts, was adopted. Mr. Baldwin further stated that it had been found impossible to prepare a written statement of the financial condition of the road, but the trustees reported that they had issued \$4,000,000 of preferred stock, \$800,000 of common stock, and of new bonds aggregating \$7,635,000; that the trustees have redeemed all the bonds presented to them and paid all the existing obligations of the company. All claims, with but one exception, had been fully adjusted; that \$50,000 had been passed to the President of the company for the redemption of bonds still out; that the Baltimore & Ohio Railroad, as the banker for the trustees, had a claim of \$64,000, which they had hoped to settle before the meeting, but which would be settled this week or as soon thereafter as possible, in a manner which was regarded as only equitable, by giving bonds; that after the payment of all claims against the company, there would be remaining on hand nearly \$900,000, which the trustees would turn over, after the execution of their trnst, to the proper parties, subject, however, to any claims which might be presented. The trustees would ask the board of directors to appoint a committee to audit all accounts.

President Barbour stated that he had, by outside authority,

President Barbour stated that he had, by outside authority, subscribed \$250,000 to the North Carolina Midland Railroad, and requested that the meeting ratify that subscription made by him as President of the Virginia Midland Railway Company. A resolution approving his action was adopted.

The Commercial Limes.

COMMERCIAL EPITOME.

FRIDAY NIGHT, December 2, 1881.

There is some abatement of the severe weather noticed in our last, and the premature closing of inland navigation has been generally postponed. But trade partakes more and more of a holiday character, and there is little inclination to enter upon large transactions till after the holidays, unless great inducements in the matter of prices are held out. The situation is, however, encouraging as regards the present and promising for the future. Speculation is not in any sense reckless, and there is no complaint of over-trading. Congress will meet on Monday, and there is a prospect that at this session some reduction will be made in the burdens of taxation.

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

	1881. Dec. 1.	1881. Nov. 1.	1880. Dec. 1.
Porkbbls.	39,927	25,338	26,296
Beeftes. and bbls.	2,295	757 44,707	3,251
Lardtes.	42,539 27,601	20.484	18,044 $23,678$
Tobacco, foreignbales.		46.268	50,203
Tobacco, domestichlds. Coffee, Rlobags.	147,189	134,917	137,810
Coffee, otherbags.		48,771	91,748
Coffee, Java, &c		118,000	178,989
Sugarbbds	47,980	41,729	87,710
Sugarboxes	7,776	10,697	7,646
Sugarbags, &c.	496,287	534,591	967,000
Meladonhas.	52	52	3,607
Molasses, foreignbhds.	1,828	2,080	1,251
Molasses, domestiobbls.	1,000	500	1,000
HidesNo.	264,000	250,600	197,100
Cottonbales.	170,299	113,456	112,697
Rosinbbls	24,103	18,718	51,425
Spirits turpentinebbls.	2,627	2,920 1 360	1,966 558
Tarbbls.	\$58 22,620	23,800	16.950
Rice, E. Ibags		850	1,900
Rice, domesticbbls, and tes.		81.500	61,200
Linsced. bags sattpetre. bags		11.300	9.800
Jutebales		2,200	4.288
Jute buttsbales		2,200 37,700	52,625
Manila hempbales		5,262	11,287

Coffee has been very quiet at unchanged quotations. Tea has sold at generally steady prices at the auction sales. Rice has been moderately active at steady and unchanged prices. Molasses has been rather quiet and new crop New Orleans has declined to 50@60c. for fair to choice. Spices have remained duil. Foreign fruits, on a better demand for the coming holidays, have been firmer. Raw sugar has been very dull at a further decline to 75%c. for fair Cuba refining muscovado; refined has sold very slowly, and after some fluctuations closes at about the quotations of a week ago, crushed, however, being now obtainable at 10c. tainable at 10c.

the quotations of a week ago, crushed, however, being now obtainable at 10c.

Kentucky tobacco has been quiet in the past week, and prices are nominally unchanged. The shipments of the past month included 2,400 hhds. Maryland, forwarded through this port. The receipts of Western hhds, at the market in November were 4,356 hhds., against 5,950 do. in November, 1880; 200 hhds. were imported by a manufacturer from Liverpool. The market for seed leaf continues quiet, and sales for the week are only 1,100 cases as follows, all from the crop of 1880: 400 cases Pennsylvania, 6½@21c., 250 cases New England, 15@30c, and 450 cases Ohio, 4@10c. Also, 400 bales Havana, 85@\$1 15c.

The provision market has latterly been firmer, owing to an improved state of affairs at the West, where a heavy speculative interest is reported. There were sales of mess pork on the spot at \$17.75; December options were quoted \$17.35; January, \$18.25; February, \$18.15@\$18.35. Bacon has been dull here, but fairly active for export at the West at 8%c. for long and short clear together. Beef and beef hams rule firm and in fair demand. Lard was again a trifle tirmer, with sales of prime western on the spot at 11.45@11.47½c.; December options sold at 11.40@11.42½c.; January, 11.65@11.67½c.; February, 11.75@11.77½c.; March, 11.85@11.87½c.; May, 12@12.02½c.; Continental refined quoted, 11.65c. The Cincinuati Price Current gives returns from 88 per cent of the points where pork packing was done last year, inclusive of November, showing a total for this season of 1,708,000 pounds, against 2,215,000 last year for the same time. Butter and cheese firm at \$114@11½c.

Naval stores have shown much irregularity, owing to the slow at slight advances. Tallow steady at 7½@7%c. Stearine firm at 11½@11%c.
Naval stores have shown much irregularity, owing to the slow

export calls and the lower Southern advices. Spirits turpentine, 55@55½c. Good strained rosin, \$2 17½@\$2 22½. Petroleum dull and weak at further declines. The excessive production at the wells has a disastrous effect on values. Refined for export, 7½c. Crude certificates closed at 81½c., after selling at 81½@83½c. Ingot copper firm and fairly active at 19¼@19½c. for Lake. All other metals firm. Hops steady and

19½c. for Lake. All other metals firm. Hops steady and wool dult.

Ocean freights have been weak and rather dull, owing to the advanced rates for grain and the principal export staples. To-day grain was taken to Liverpool by steam, 3½d.; bacon and cheese, 15s.; cotton, 11-64@¼d.; flour, 10s.@12s. 6d.; grain to London by steam, quoted 5¼@5½d.; do. to Glasgow by steam, quoted 4d.; do. to Antwerp by steam, 4½d. Grain to Cork for orders by sail, quoted 4s. 4½d. per qr.; refined petroleum to Rotterdam or Amsterdam, 3s. 3d.; do. to Trieste, 3s. 7½d.; do, from Philadelphia to Antwerp, 3s. 6d. from Philadelphia to Antwerp, 3s. 6d.

COTTON.

FRIDAY, P. M., December 2, 1881.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Dec. 2), the total receipts have reached 216,170 bales, against 221,876 bales last week, 224,837 bales the previous week and 224,420 bales three weeks since; making the total receipts since the 1st of September, 1881, 2,269,583 bates, against 2,538,057 bales for the same period of 1880, showing a decrease since September 1, 1881, of 268,374 bales.

Receipts at-	Sal.	Mon.	Tues.	Wrd.	Thurs.	Fri.	Total.
Galveston	2.506	2,705	1,567	3,257	2,792	2,513	15,310
Indianoia, &c.				****		375	373
New Orleans	8,909	9,951	10,299	1,443	16,869	14,047	61,517
Mobile	1,611	4,096	2,433	2,339	1,313	2,136	13,938
Florida				675		1,528	2,203
Savannah	3,293	7.149	4,719	6,716	4,862	5,939	32.675
Brunsw'k, &c.					****	108	103
Carrieston	4,897	3,370	4,051	1,036	3,257	6,140	25,854
Pt. Royal, &c.						326	326
Wilmington	1,460	1,473	1,433	1,412	1,065	1,431	8,307
Moreh'd C., &c				749			749
Nerfolk	6,596	6,031	5.064	3,653	3,978	5,857	31,179
City Point, &c.						2,054	2,034
New York	468	528	747	472	139	534	2,937
Roston	3,123	1,774	2,526	1,156	1,586	1,543	11,710
Baltimore	213			560	200		1,003
Philadelp'a, &c.	80	334	857	46	777	748	2,812
Totals this week	33,317	37,111	33,699	29,511	36,867	45,332	216,170

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1881, and the stocks to-night and the same items for the corresponding periods of last year.

Receipts to	18	381.	18	380.	Stock.		
Derember 2.	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1881.	1880.	
Galveston	15,310	227,466	21,510	273,463	92,380	95,227	
Indianola, &c	373	8,613	678	8,261		181	
New Orleans	61,517	590,766	41,501	548 201	282,081	259,500	
Mobile	13,988	134,777	17.222	170,595	41,046	35,862	
Florida	2,203	11,955	1,680	8.633	1,370	1,133	
Savannah	32,678	122,232	33,828	485,973	109,227	141,296	
Brunswick, &c.	103	5,366	73	3,372			
Charleston	25,854	309,517	29,103	361,073	123,213	119,136	
Port Royai, &c.	326	13,289	4,076	28,479	317	10,266	
Wilmington	8,307	76,585	5,-33	76,159	22,909	23,198	
M'head City, &c	749	8,361	1,181	12,495			
Norfolk	31,179	305,034	31,602	335,978	70,366	55,953	
City Point, &c.	2,051	29,165	9,601	105,291			
New York	2.937	22,813	5,055	33,930	172,565	106,676	
-Boston	11,710	71,798	4.907				
Baltimore	1,003	12,870	1,325	11,955	35,166	2,550	
Philadelphia, &c.	2,842	19,080	1,160	15,561	12,410	-	
Total	216,170	2,269,683	218,311	2,538,057	986,593	901,460	

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

P						
Receipts at-	1881.	1880.	1879.	1878.	1877.	1876.
Galvest'n &c.	15,715	22,189	21,261	31,208	22,453	28,318
New Orleans.	61,517	41,501	55,017	77,421	53,201	54,532
Mobile	13,988	17,222	18,906	21,931	19,063	19,773
Savanoah	32.675	38,824	21,165	21,937	27,112	22,715
Charl'st'n, &c	23,180	33 179	22,680	19,768	25,350	25,528
Wilm'gt'n, &c	9,036	7.011	6,073	4,991	10,380	5,361
Nortolk, &o	33,233	11,203	35,589	21,639	7,658	- 21,365
All others	20,803	11,206	19.476	18.853	9,153	10,139
Tot.this w'k.	216,170	218,311	216,16.	220,71	174,365	187,733
Bince Sept. 1.	-					

Galveston heriodes Indianola; Charleston inclindes Port Royal, &c.; Wilmington inclindes Morchead City, &c.; Norfolk inclindes City Point, &c. The exports for the week ending this evening reach a total of 84,526 bales, of which 38,92t were to Great Britain, 13,947 to France and 31,658 to rest of the Continent, while the stocks as made up this evening are now 966,598 bales. Below are the exports for the week and since September 1, 1881.

The state of the s								
Exports	We	ek End	ing Dec.	3.	From Sept. 1, 1881, to Dec. 2, 1881. Exported to—			
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston		1,330	10,916	12,296	53,012	4.911	25,629	13,532
New Orleans	8,563	8,150	14,090	30,773		81.612	83,828	338,202
Mobile					7.979			7,973
Florida					3,900			3,900
Savannah		1,200	1,730	2,930		9.45	82,397	
Charleston	1,672	3,217	2,350	7,239			43.839	
Wilmington	1,977			1.077	,		3.089	
Norfolk	7,296		1,200	8,332			10,596	119,923
New York	5,59.		1,316	7,235		12,723	23,432	
Boston	0,068		2,04	8,069			10,000	31,778
Baltimore	5,917	*****		5,017	23,030		12,256	
Philadelp'a,&c	2,439			2,436			50	13,573
Total	38,921	13,947				122,549		1,057,056
Total 1880	100.832	23,557	34,939	163 129	89a 477	187,185	2A7 649	1,349,348

Includes exports from Port Royal, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messat, Carey, Yale & Lambert, 60 Beaver Street.

11 *	· On	or				
DEC. 2, AT-	Great Britain.	France.	Other Foreign	Orgat-	Total.	Hock.
New Orleans	7,700	37,008 2,000 1,050 2,400 .Not re None. None.	11,713 None, 11,600 18,300 coived . 100 1,200	1,383 None. 1,460 4,400 None. 3,200	76,316 4,750 31,517 32,800 2,200 8,507	205,765 36,296 91,660 70,427 170,365 137,577
Total		43,458		10,533	156,113	718.006

* Included in this amount there are 300 bales at presses for foreign ports, the destination of which we cannot learn.

The speculation in futures was only moderately active the past week and prices have been variable; yet, in the aggregate, some advance has been established. Saturday advanced and closed lower; Monday and Tuesday opened lower and closed dearer; Wednesday was firmer throughout, but dld not sustain the highest figures of the day. Thursday was slightly lower To-day the opening was dearer on favorable throughout. advices from Liverpool and Manchester, but the close was slightly lower. The operators for the rise made the most of the frost accounts published in our last; but it has appeared from the reports of injury done that a good deal of cotton is still in the field unpicked, and the return of pleasant weather has had an influence, in conjunction with the free movement of the crop, to check the npward course of values. It is evident, however, that the crop has been marketed freely, the movement being aided by the increased facilities which each succeeding year affords, and receiving an impulse at the moment from the scarcity and high rates of money. Cotton on the spot has not met with much demand for export, but there has been a fair business for home consumption, with more speculation than usual. Prices were advanced 1-16c, on Monday, and on Thursday the low grades of white were advanced 16c.; the medium and better grades, as well as stained, were 1-16c. higher. There was a further advance today of 1-16e. for all grades, middling uplands, closing at 12%c.

The total sales for forward delivery for the week are 920,900 bales. For immediate delivery the total sales foot up this week 7,530 bales, including 1,258 for export, 3,433 for consumption, 2,589 for speculation and 250 in transit. Of the above, 900 bales were to armve. The following are the official quotations and sales for each day of the past week.

1	Nov. 26 to	UPLANDS.			NEW ORLEANS.			_ 1	EXAS	
	Dec. 2.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sal.	Mon.	Tues
	Ordin'y. 7 b		914	914			99 9	919	1918	9918
-1	Strict Ord	934		91316			11:19	10:16	10%	11)19
1	Good Ord		1058	10%	107⊎		1015IR		101316	101518
1	Str. G'd Ord		11116		1151	1138	1133	11516		1139
-	Low Mid Pg		11914	11911	111318	1179	1178	111310	1178	1170
	Str.L'w Mid			111516	121_{10}	1248	1248	12114	1246	124
В	Middling	111014	12	12	124	12/16		1-4	152 10	12316
Į	Good Mid	12016	1238		12%	121.10	121118	1203	121116	121116
1	Str. G'd Mid	1 -916			1278	121510	Talal	1379	1 113,6	121,19
-	Midd'g Fair	13116	1348		1339	13716	13,14	1338	13715	1.5716
ı	Falr	1131316	11379	1378	1144	14316	1 1-11	1110	14316	: 1216
		Wed	Th.	Fri.	Wed	Tu.	gri.	Wed	Tu.	Hri.
1	Ordin'y. 20	01.	938	9716	9916	91111	031	9018	591117	931
Н	Strict Ord	91318			1018		105,6	101g	1044	14510
	Good Ord		11032	1013	1111316			101018		1114
П	Str. G'd Ord		11 19	1111	113	1112	11916		112	11914
П	Low Midd's		1158		1178	111316	12	1170	1115,6	12
П	Str. L'w Mid			111316	1935	12318	1124	124	12314	124
ı	Middling		1191.0	1248	12516	1239	12716		1:234	12716
П	Good Mid		12716	1242	1211 6	1234		121116		121316
r	Str. G'd Mid		1211		121816	13	13116	12:516	13	13116
8	Midd'g Futi		13316	1314	13710	134	13918	13716	134	13916
ı	Fair	1379	131510		14318		14818	14316	144	14516
Н							l.		1	-
ì	3	TAISE	D				Aues	Wed	Th.	Frt.
	Good Ordin	STV		18 D	81316	37A	S70		21516	0
1	Strict Good	Ordina	rv		91316	1)7 _A	970	1178	111316	10
	Low Middlin				11)19	10016	10016	11)919	1009	101:16
	Middling				1142	11918	11916	119 10	1159	111116

	SALF	S OF 81	NSIT.	FUTURES.			
CLOSED.	Ex- port.	Con-	Spec- ul'l'n	Tran-	Total.	Sales.	Deliveries.
Sat. Quiet	200		603 701 1,060	100	1,110 1,512 1,708 936	201,700 141,800 137,800 133,400 152,000 131,200	
Total Your deliveries g	1,258		2,590			920,000	

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

Saturday, Nov. 26— 204,700 Eales, total	Market, Prices and Range and Sales of FUTUIEES. Total Sales. Nove	rei e l'air
Variable, 204,700 Lower. Variable, 141,800 Lower. Variable, 141,800 Lower. Variable, 137,800 Lower, 137,800 Lower. Firmer, 133,400 Loos 313,41 Firmer, 152,000 Loos 313,40 Etady. Variable, 152,000 Loos 313,40 Etady. Variable, 151,200 Loos 313,40 Etady.	1 -	
	Nove	
200 11.94-11.96 11.99-11.98 11.99-11.98 11.99-11.98 11.99-11.98 11.99-11.98 11.99-11.98 11.99-11.98	November.	
Variable, 200 25,000 51,000 12.53,800 58.700 18.100 29.000 19.5 a 12.00 11.95 a 12.00 12.13 a 12.25 12.35 a 12.25 12.35 a 12.25 12.35 a 12.25 12.36 12.25 12.36 12.25 12.35 a	December.	
$\begin{array}{c} 25,000 \\ 11:95-01:06 \\ 12:15-01:295 \\ 12:34-01:241 \\ 12:55-12:36 $	January.	D477
$\begin{array}{c} 35.800 \\ 12.35-12.36 & 12.54 \times 12.64 \times 12.69 \times 12.80 \\ 12.35-12.36 & 12.54 \times 12.69 \times 12.80 \\ 12.35-12.36 & 12.55-12.56 \times 12.70-12.71 \\ 15.800 & 41.200 \\ 12.41-12.42 & 12.58 \times 12.68 \times 12.78 \\ 12.41-12.42 & 12.60-12.61 \times 12.78 \times 12.77 \\ 12.41-12.42 & 12.60-12.61 \times 12.78 \times 12.79 \\ 12.44-12.45 & 12.63 \times 12.64 \times 12.79 \times 12.79 \\ 12.47-12.48 & 12.65 \times 12.61 \times 12.78 \times 12.79 \\ 12.47-12.48 & 12.65 \times 12.69 \times 12.78 \times 12.79 \\ 12.40 \times 12.47 & 12.58 \times 12.67 \times 12.78 \times 12.81 \\ 12.44-12.45 & 12.65 \times 12.67 \times 12.78 \times 12.81 \\ 12.44-12.45 & 12.65 \times 12.67 \times 12.78 \times 12.79 \\ 12.44-12.45 & 12.58 \times 12.67 \times 12.78 \times 12.79 \\ 12.44-12.45 & 12.58 \times 12.68 \times 12.78 \times 12.79 \\ 12.44-12.45 & 12.58 \times 12.68 \times 12.78 \times 12.79 \\ 12.44-12.45 & 12.57 \times 12.58 \times 12.73 \times 12.82 \\ 12.44-12.45 \times 12.65 \times 12.73 \times 12.73 \times 12.82 \\ 12.44-12.45 \times 12.65 \times 12.73 \times 12.73 \times 12.82 \\ 12.4$	DAILY PRICES AND	Dallag A
12.54.700 12.54.700 12.54.700 12.54.700 12.53.12.56 12.70.12.56	March.	
18,100 12:769:212:80 12:70-12:71 11,600 12:768:212:75 12:768:212:75 12:78-12:75 12:78-12:75 12:78-12:82 12:78-12:82 12:78-12:79 12:78-12:82 12:78-12:82 12:78-12:79 12:78-12:79 12:78-12:79	Apr	ğ
12-81 #12-93 12- 12-82 #12-93 12- 12-80 #12-90 12- 12-87 #12-90 12- 12-83 #12-90 12- 12-92 #12-90 12- 12-92 #12-90 12- 12-92 #12-91 13- 12-96 #12-91	it. May.	
4,000 12:91 #13:02 12:92 #12:93 12:93 #12:09 12:97 #13:00 12:93 #13:00 12:93 #13:00 12:93 #13:00 12:93 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:02 #13:00 13:00 #13:00 13:00 #13:00 13:00 #13:00 13:00 #13:00	June.	ACH
4,000 91,200 92,200 92,200 92,200 93,200	July.	TTH
200 25,000 25,000 25,000 25,000 35,800 25,800	- August.	
700 12:44-012:55 12:51-12:55 12:51-12:53 12:51-12:53 12:54-12:55 12:54-12:55 12:53-12:56 12:53-12:56 12:48-12:50 12:48-12:50 11:500 11:500	Soptember.	

*Includes eales in September, 1881, for September, 314,000; September-October for October, 416,400. Also for October, 1882, 2,900 bales as follows: Monday, 1,500, 11.91@12.00; Wednesday, 200, 11.88@11.90; Thursday, 200, 11.85; Friday, 2,000, 11.85.

Transferable Orders—Saturday, 12; Monday, 12.05; Tuesday, 12.05; Wednesday, 12.15; Thursday, 12.10; Friday, 12.05.

Short Notices for December—Monday, 11.92@12; Tuceday, 11.98@12.05; Wednesday, 12.11@12.09; Thursday, 12.03.

The following exchanges have been made during the week: '42 pd. to exch. 300 Dec. for Feb. '75 pd. to exch. 1,000 Dec. for Apr. 39 pd. to exch. 200 Jan. for Mar.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Dec. 2), we add the item of exports from the United States, including in it the exports of Friday only:

Stock at Liverpool....,bales. 435,000 39,600 1980. 441.000 43,700 1879. 339,000 53,594 1878. 329,000 33,500 Total Great Britain stock . 474,600 434,700 392,594 362,500

	1881.	1880.	1879.	1878.
Stock at Havrebales.	126,000	84,600	73,790	82,250
Stock at Marseilles	3,500	6.860	809	1,250
Stock at Barcelona	13,800	32,400	7,510	7,500
Stock at Hamourg	22,000	2,400	1,400	3,000
Stock at Bremen	48,700	20,500	11,840	11,000
Stock at Amsterdam	12.700	11,800	16,700	26,500
Stock at Rotterdam	970	1,740	1,329	6,750
Stockat Antwerp	2,090	981		2.750
Stock at other conti'ntal ports.	7,850	5,830	2,754	6,250
make the second of				
Total continental ports	237,610	167,111	116,162	147,250
-				
Total European stocks	712,210	651,811	508,756	509,750
India cotton affoat for Europe.	70,000	41,000	67,861	85,000
Amer'n cotton afloat for Eur'pe	398,000	459,000	619,920	557,000
Egypt, Brazil, &c., afit for E'r'pe	44,000	38.000	52,371	26,000
Stock in United States ports	986,598	900,909	700,603	622,424
Stock in U. S. interior ports	350,364	248,865	287,109	236,280
United States exports to-day	14,400	31,000	14,000	37,000
Total visible supply2	,555,572	2,370,585	2,250,620	2,073,454
Of the above, the totals of Amorl	can and o	ther desori	ntions are	a follows.
	CALL ALLO	undi dosori	berone are a	M TOHOWE;
American—	207.000	001 000	007.030	001 000
Liverpool stock	327,000	321,000	227,000	201,000
Continental stocks	108,000 398,000	99,000 459,000	$48,000 \\ 619,920$	103,000 557,000
American afloat for Europe United States stock	966,598	900,909	700,603	622,424
United States interlor etooks	350,364	243,865	287,109	236,280
United States exports to-day	14,400	31,000	14,000	37,000
United States experts to day	27,200			
Total American2	.164.362	2.059.774	1.896.632	1.756.701
East Indian, Brazil, &c.—			, , , , , , ,	
Liverpool stock	108,000	120,000	112,000	128,600
London stock	39,600	43,700	53,594	33,500
Continental stocks	129,610	69.111	68.162	44,250
India affoat for Europe	70,000	41,000	67.861	85,000
Egypt, Brazil, &c., afloat	44,000	38,000	52,371	26,000
Total East India, &c	391,210	310.811	353,938	316,750
Total East India, &c	2,164,362	2,059,774	1,596,632	1,756,704
Total visible supply2				
Price Mid. Upl., Liverpool				51sd.
The imports into Con	tinental	ports thi	s week h	ave been
21.300 bales.				
			t	* T. A
The above figures indicate	an inci	rease in t	ne cotton	in sight
		9 9.9 .9	2 1	4

ponding date of 1879 and an increase of 482,118 bales as compared with 1878. AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1880—is set out in detail in the following

to-night of 184,987 bales as compared with the same date of 1880, an increase of 304,952 bales as compared with the corres-

	Week et	nding Dec	2, '81.	Week en	ding Dee	. 3, '80.						
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.						
Augusta, Ga	8,391	7,603	28,286	9.258	8,479	21,551						
Columbus, Ga	4,863	4,031	24.007	6.210	5,603	19,396						
Macon, Ga	2,297	2.468	8,151	3.647	3,153	7,032						
Montgom'ry, Ala.	4.064	3,784	11,827	5,691	3,789	11,311						
Selma, Ala	3,210	2,283	12,547	4.270	3,596	8,174						
Memphis, Tenn	22,705	16,538	81,970	19,939	17,875	65,580						
Nashville, Tenn.	5,051	4,534	15,939	5,223	3,009	11,364						
Dallas, Texas	2,066	1,135	6,288	1,193	1,403	3,884						
Jefferson, Tex	1,264	580	3,114	1,495	4,748 1,454	1,222 6,218						
Shreveport, La Vicksburg, Miss.	4,473	3,342 6.084	11,292	1,671 3,619	2,891	6,989						
Columbus, Miss.	7,576 2,218	911	10,012	865	1,116	3,284						
Eufaula, Ala	2,190	1.780	3,267	1.149	1.586	3,273						
Griffin, Ga	1,993	1,625	4,474	1.957	2,068	3,608						
Atlanta, Ga	6.594	5.540	27.863	6,704	7,619	16,784						
Rome, Ga	5,761	3,620	13,864	4,407	6,977	15,206						
Charlotte, N. C	1,692	1,592	600	1,318	1,446	622						
St. Louis, Mo	23,542	19,595	65,182	13,268	17,876	29,440						
Cincinnati, O	18,198	16,592	9,662	11,199	7,444	13,907						
Total, old ports	128,148	103,687	350,364	103,085	102,131	248,865						
Nowherry, 8 C	922	807	792	954	1.193	243						
Raleigh, N. C	3,951	2,400	4.052	3,442	2,400	5,072						
Petersburg, Va	1,918	1,761	4,298	823	950	640						
Louisville, Ky	1,823	1,284	6,923	977	826	5,327						
Little Rock, Ark.	1,715	2,036	3,845	1,630	1,875	441						
Brenham, Tex	1,384	1,025	2,210	555	532	2,246						
Houston, Tex	19,162	19,947	20,602	23,318	22,136	24,883						
Total, new ports	30,875	29,310	42,722	32,199	29,912	38,852						
Total, ali	159,023	132,997	393,086	135,284	132,043	287,717						

The above totals show that the old interior stocks have increased during the week 24,461 bales, and are to-night 101,499 bales more than at the same period last year. The receipts at the same towns have been 25,063 bales more than the same week

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 ontports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reachtherefore, 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 of Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

	RECEIPTS FROM PLANTATIONS.												
Week Receipts at the Ports.		Stock a	Stock at Interior Ports			Rec'pts from Plantins.							
ending-	1879,	1880.	1381.	1979.	1890.	1891.	1874.	1890.	1551.				
Sept.16		162,605				89,135	88,266	115,239	108,164				
" 23			110,433			87,191	114,637	159,328	138,400				
Oct. 7			132,695			105,331 132,973	173,736	189,917	150,839				
" 11	:81,714	210,367	185,058		121,891	160,150	191,028	223,441	991,919				
" 21		236,341		95,991	132,765	196,095	220,237	917,911	211 467				
Nov. 4	215,613	951,430	203,211	133,905	179,570	218,150	263,955	291,711	225,296				
	220,210	215,842	224,420	187,126	227.135	285,408	273,437	939 918	253,473				
* 18	318,109	950,018	224,837	218,998	242,326	906,758	250,250	971.869	246 187				
** 25	219,152	305,132	321,876	261,183	247,911	325,903	201.337	210,777	241 021				
Dec. 2	216,187	\$12,341	210,170	257,109	214,985	350,364	237,093	217,995	247,931				

The above statement shows—
1. That the total receipts from the plantations since Sept. 1 in 1881 were 2,584,512 bales; in 1880 were 2,765,979 bales; in 1879 were 2,630,973 bales.

2. That, although the receipts at the out-ports the past week were 216,170 bales, the actual movement from plantations was 240,631 bales, the balance going to increase the stocks at the interior ports. Last year the receipts from the plantations for the same week were 219,295 bales and for 1879 they were 239,093 bales.

Weather Reports by Telegraph.—There has been some rain in most of the districts the past week, but in general the weather has permitted erop gathering wherever a top crop has been

secured.

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

Brenham, Texas.—Telegram not received.

Brenham, Texas.—Telegram not received.

New Orleans, Louisiana.—We have had rain on one day during the past week, the rainfall reaching five hundredths of an inch. The thermometer has averaged 56.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—The weather has been mild and clear during the past week, with rain on one day.

Columbus, Mississippi.—The rainfall during the past week reached two hundredths of an inch. The cause of the large receipts to date is in consequence of receipts from new territory. The crop in the immediate vicinity is almost exhausted. The thermometer has ranged from 25 to 66, averaging 47. The rainfall during the month of November reached six inches and ten fall during the month of November reached six inches and ten hundredths.

Little Rock, Arkansas.—The weather during the past week has been clear, with the exception of on Wednesday, on which day we had a slight rain, the rainfall reaching seventeen hundredths of an inch. The thermometer has averaged 48, the highest being 78, and the lowest 24. We had rain on seven days during the month of November, and the rainfall reached five inches and seventy-three hundredths. The thermometer ranged from 21 to 78, and averaged 47

inches and seventy-three hundredths. The thermometer ranged from 21 to 78, and averaged 47.

Nashville, Tennessee.—It has rained on two days during the past week, the rainfall reached fifty-nine hundredths of an inch. Average thermometer 47, highest 65 and lowest 21.

Mobile, Albama.—It has rained on two days during the past week, the rainfall reaching one inch and twenty-nine hundredths. We have had killing frost on three nights of the past week. About all the crop has now been secured. The thermometer has ranged from 27 to 72, averaging 52.

Montgomery, Alabama.—The weather during the past week has been fine, with light rain on three days. The thermometer has averaged 48. The rainfall for the week reached twenty hundredths of an inch, and during the month of November it reached four inches and fifty six hundredth.

Selma, Alabama.—It has rained on one day of the past

hundredths of an inch, and during the month of November it reached four inches and fifty six hundredths.

Selma, Alabama.—It has rained on one day of the past week, and the remainder of the week has been pleasant. The rainfall reached seventy hundredths of an inch. We have had a killing frost this week. The thermometer has averaged 41.

Madison, Florida.—We had rain on two days the early part of the past week, but the latter portion has been clear and pleasant. Contracts for labor for the coming year are now being made at about last year's rates. The thermometer has averaged 55, the highest being 65 and the lowest 45.

Macon, Georgia.—It has rained on two days during the past week. The thermometer has averaged 6?.

Columbus, Georgia.—It has rained on one day during the past week, the rainfall reaching fifty hundredths of an inch. The thermometer has ranged from 41 to 65, averaging 56.

Savannah, Georgia.—We have had rain on one day during the past week, and the rest of the week has been pleasant. The rainfall reached fifty-two hundredths of an inch. The thermometer las ranged from 33 to 75, averaging 55.

Augusta, Georgia.—The early part of the past week it was showery on three days, but the latter portion of the week has been clear and pleasant. The rainfall reached fifty-six hundredths of an inch. The planters are marketing their crop freely. Average thermometer 49, highest 74 and lowest 26. Rainfall for the month of November one inch and eighty-one hundredths.

Atlanta, Georgia.—We have had rain on two days during hundredths.

Atlanta, Georgia .--We have had rain on two days during the past week, the rainfall reaching forty-one hundredths of an inch. The thermometer has averaged 48, ranging from 18 to

Charleston, South' Carolina.—It has rained on three days during the past week, the rainfall reaching fifty-nine hundredths of an inch. The thermometer has averaged 48, ranging from 28 76.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock December 1, 1881, and December 2, 1880.

	89	Inch.	Dre. 2, '80.
I OW UEloand Helow high water mark	42	2	Feel, Inch.
MULII DILIS ADOVE LOW-writer mark	0.0	2	4 0
Whouville Alloyd low-water mark	-	ī	19 5
ShreveportAbove low-water mark	15	2	14 10
Vicksburg Above low-water mark	31	6	Missing

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

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO DECEMBER 1.-In our editorial columns to-day will be found our usual Overland Movement brought down to December 1

Overland Movement brought down to December 1.

JUTE BUTTS, BAGGING, ETC.—Bagging has been in fair request during the week, though no great activity is noted. There have been sales of some 600 rolls in lots as wanted, at previous quotations. Sellers are still quoting 9c, for 1½ lb., 10c, for 2 lbs., and 11c, for standard qualities. Butts have sold fairly, but the market is not active. There is a firm feeling among sellers, and the tendency is toward a higher basis. The transactions for the past month foot up 40,000 bales, part spot and part to arrive, at 29-16@2%c., and the market closes very strong at 2½@2 13-16c. for paper grades, and 2½@3c, for bagging qualities. The stock is 25,000 bales, while about 102,649 bales are now on the way, which makes a visible supply of 127,649 bales.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT. A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1881, has been as follows:

Monthly		Year Beginning September 1.							
Receipts.	1881.	1830.	1879.	1878.	1877.	1978.			
Sept'mb'r October Novemb'r	827,849		888,492	080,261	95.471 578,533 822,493	235,968 675,260 901,392			
Perc'tage	2,137,434 of tot. port Nov. 30	2,433,297 41·42	2,161,407 43·27	1,737,317 33 51	1,499,517 31·50	1,913,520			

This statement shows that up to Nov. 30 the receipts at the ports this year were 215,813 bales less than in 1880 and 23,077 bales more than at the same time in 1878-79. By adding to the above totals to Nov. 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1881.	1880.	1879.	1878.	1877.	1876.								
Tot.Oc. 31	1,249,908	1,426,796	1,222,135	978,112	678,939	912,128								
Nov. 1	29,104	46,514	30,704	27,213	31,773	28.110								
" 2	27,151	37,897	8.	21,819	29,165	35,011								
. 4 3	35,933	33,538	40,140	8.	33,773	32,597								
# 4	40.236	41,635	38,310	30,984		20,392								
# 5	31,603	55,664	30,902	27,898	41,314									
" 6		29,921	29,682	23,336	31,771	44,599								
. 4 7	46.365	8.	49,319	34,808	35,218	37,082								
** 8	31,301	40,193	28,562	43,978	22,037	35,431								
# 9	40,389	35,842	В.	27,281	31,522	27,963								
" 10	33,590	31,966	46,584	8.	22,876	40.324								
* 11	38,169	26,138	32,819	32,833	8.	27,149								
" 12	29,130	51,779	32,278	33,448	53,833	8.								
" 13	8.	38,451	36,503	21,002	26,945	56,349								
# 14	36,748	8.	43,440	22,793	28,463	29,245								
" 15	33,669	49,862	33,631	35,617	32,005	34,892								
" 16	41,244	41,557	8.	26,421	28,026	29,611								
* 17	25,136	31,535	39,465	8.	31,603	32,724								
# 18	56,910	31,094	39,097	23,170	8.	27,890								
и 19	30,309	61,119	27,533	36,435	46,867	8.								
" 20	8.	28,335	26,413	24,481	23,003	51,462								
" 21	60,433	8.	51,249	31,998	36,402	23,437								
" 22	36,808	40,619	26,574	33,571	23,318	41,893								
" 23	32,690	34,391	8.	21,906	39,742	26,725								
4 24	27,534	26,970	60,020	8.	18,908	31,989								
** 25	34,100	27,748	35,170	36,610	8.	29,079								
** 26	33,317	47,126	33,349	34,536	46,906	8.								
" 27	8.	33,480	41,607	31,471	25,902	41,765								
" 28	37,411	8.	51,232	24,329	21,915	32,931								
" 29	33,699	41,359	29,409	32,773	27,911	33,930								
" 30	29,511	32,562	8.	27,115	24,338	29,582								
Tot.Nv.30	2.187.484	2.433,297	2.164.407	1,757,349	1.499.517	1.813.520								
Dec. 1	36,867	26,647	52.479		21,337									
# 2	45,332	29,216	30,386			21,089								
		-												
Total		2,499,160	2,217,772	1,797,327	1,520,901	1,865,433								
Percentage				ib	4									
port rec'p	ts Dac. 2	42.38	44.91	10-11	31-93	46.12								

This statement shows that the receipts since Sept. 1 up to to-night are now 219,477 bales less than they were to the same day of the month in 1880 and 21,911 bales more than they were o the same day of the month in 1879. We add to the table the percentages of total port receipts which had been received to December 2 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calentta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Dec. 1

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Shipments this week.				Shipme	ents since	Receipts.		
Year.	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti-	Total.	This Week.	Since Jan. 1
1881 1880 1879 1878	2,000	10,000	13.000	365,000 256,000	583,000 518,000 369,000 399,000	883,000	10.000	

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 9,000 bales, and an increase in shipments of 1,000 bales, and the shipments since January 1 show an increase of 45,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows

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

-	Shipm	ents this	week.	Shipments since January 1.			
Year.	Great Britain.	Continent.	Total.	Great Britain.	Conti- nent.	Tola.	
1881 1880 1879 1879	3,000	1,000 1,000 1,000	1,000 2,000 4,000 1,000	218,000 214,000 217,000 143,000	81,000 85,000 112,000 71,000	299,000 299,000 324,000 214,000	

The above totals for this week show that the movement from the ports other than Bombay is 1,000 bales less than same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1881, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	18	381.	18	890.	1879.	
wall Europe from-	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
BombayAll other p'rts.	14.000	928,000 299,000	13,000 2,000	883,000 299,000		621,00: 324,00.
Total	15,000	1,227,000	15.000	1,182,000	10,000	048 000

This last statement affords a very interesting comparison of the total movement for the week ending Dec. 1, and for the three years up to date, at all India ports.

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

Alexandria, Egypt, Dec. 1.	1881.	. 1880.	1970
Kerrip & (cantars")— This week Since Sept. 1	200,000 1,327,550	150,000 1,085,500	200 000
-m	This Since week. Sept. 1.	This Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	11,000 67,500 8,006 29,929	10,000 68,000 3,557 20,154	
Total Europe	19,006 97,429	13,557 88,154	21,831 165,929

This statement shows that the receipts for the week ending Dec. 1 were 200,000 cantars and the shipments to all Europe were 19,006 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that prices are firm for both twists and shirtings, and that there is a fair business. We give the prices of to-day below, and leave previous weeks' prices for comparison:

		1881.			.1880.	
10-c- turn	32s Cop. Twist.	814 lbs. Shirtings.	Cott'n Mi·t. Up ds	32s Uop.	84 lbs. Shirtings.	Mid. Uplds
Sep. So Oct. 7 " 14 " 28 Nov. 14 " 11 , " 18 " 25 Dec. 2	918 @ 934 9 @ 959 9 @ 959 918 @ 934 918 @ 978 914 @ 10 938 @ 1018	6 6 08 0 6 6 08 0 6 6 08 0 6 6 08 117 6 6 08 117 6 6 08 117	67 ₁₆ 69 ₁₆ 61 ₂	938 @1048 94 @10 94 @10 94 @ 978 958 @10	6 7 07 8 6 8 07 9 6 9 08 0 6 9 08 0 6 9 08 0	d: 61316 61116 634 634 634 6718 6718 638 61118

The Exports of Cotton from New York this week show a decrease, as compared with last week, the total reaching 7,238 bales, against 11,020 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1881, and in the last column the total for the same period of the previous year:

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

		Week e	-	Total	Same	
Exported to—	Nor. 9.	Nor. 16.	Nov. 23.	Nov. 30.	since Sept. 1.	period previ'u , year ,
LiverpoolOther British ports	5,199	$\frac{2,672}{200}$	9,037 459	5,892	91,675 2,899	128,543 4,905
TOTAL TO GREAT BRITAIN	5,198	2,872	9,496	5,892	94,484	133,448
HavreOther French ports	598	901	575		12,723	15,952
TOTAL FRENCH	598	904	375		12,723	15,952
Bremen and Hanover Hamburg Other ports	1,142 100	630 358 349	915	1,045 , 101	11,248 9,707 1,740	
TOTAL TO NORTH. EUROPE	1,212	1,337	919	1,146	22,695	28,355
Spain, Op'rto, Gibrait'r,&c All other	• • • • • • • • • • • • • • • • • • • •	200		200	737	460 951
TOTAL SPAIN, &c		200		200	737	1,411
GRAND TOTAL	7.033	5,313	11,020	7.238	130,639	179.166

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

Receipts	New You	rk.	Boston.		Philadelphia.		Battimore.	
from-	This S week. Sej	ince	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This iceek.	Since Sept. 1.
N. Orl'ans		3,767						
Savannah		9.385 2.856	1,502	11,175	1,243	16,793	1,015	23,711
Mebile Florida		3.311						
8. Car'ling		$\frac{1,243}{7,400}$			*****		749	8,994 8,208
Virginia		3,776) 1,602)					3,127	39,670 52
Toun., &c	2.937 2:	2,813 1.083	5,219	35,951		12,356		
				100.071	0.700	20.110	- 5 40	00.404
	53,510 13.							86,494
Lastyear	35.046 42-	1,929	13.789	[102,382]	1,565	20,905	6,847	95.494

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 105,378 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

night of this week.	
	at balce.
NEW YORK-To Liverpool, per steamers Gallia, 115. Germanie.	
1,864 Hevelius, 2,347 Spain, 947 Wyoming, 619	5,892
To Bremen, per steamer Mosel, 1,045.	1.045
To Antwerp, per steamer Helyetta, 101	101
To Barcelona, per steamer Ferdinand de Lesseps, 200	200
NEW ORLEANS-to Liverprol, per steamers Architect, 4.175	-00
Ca liz. 5.500	9,675
Ca llz, 5,500. To Havre, per steamers Milanese, 7,365 Ville de Lisbonne.	0,040
4,200per ship Sonchera Ohief, 4.720	16,235
To Revat, per s camers Coronilla, 3,872Cyprus, 5,223	
To Consultantian Admitted 1 0.15	9,095
To Genot, per steamer Atlantico, 1,945 CHARLESTON—TO L verpool, per barks Bessie Parker, 2,304 Up-	1,945
Charles in to I verboot, per parks bessie rurker, 2,304 Up-	
land Blarke, 1,650 Upland Bondevennen, 1 502 Up-	
hand and 21 Sea Island Jas. G. Bain, 2,200 Upland and	
37 Sea Island	7,714
To Harceloua, per brigs Conseller, 921 UplandFrasquita,	
518 Upland Presidente, 271 Upland	1,743
SAVANNAH-To Bremen, per steamer Pavo, 5.301 Upland	5,301
To Amsterdam, per bark Kronos, 1,200 Upland	1.200
To Reval, p.r steamer Regina, 7,150 Uplan I	7,450
Co Go'henburg, per burk Messel, 1,450 Upland	1,450
To Barcelona, per ship Beethoven, 1,550 Uplandper bark	
Dona Percomia, 1,500 Upland	3.350
To Genea, per bark Agar, 1,500 Upland	1,500
TEXAS-To Liverpool, per brig S fring, 1,036	1,056
10 Havre, per bark Elieser, 1.456	1.456
WILMINGTON-To Liverpool, per barks Columbus, 2,122Ed-	-,
mnud Richardson, 957Jens Nilsen, 1,539	4.618
To Havre, per bark Abeona, 1,430	1,430
NORFOLK-To Liverpool, per steamers Glamis Castle, 6,348	2,200
Mark Lane, 5.801 per ship Servia, 4,731	16,900
To Genoa, per bark Rio de la Plata, 800.	800
Boston-To Liverpool, per steamers Atlas, 591Bavarian,	300
1,603Palesline, 2,478	4,672
PHILADELPHIA—To Liverpool, per steamer Ohio, 500	500
THE ADELL HEAT OF THE STORMER ONTO, 500	000
Total1	05 378
Total	05.378

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

ı				1	ıms'aar)			
Į		Liver-		Bre-	& Ant-		Barce-		
ĺ	Q	poot.	Harre.	men.	wern.	Revat.	tona.	Genoa.	Total.
1	New York	5,892		1,045	101		200		7,238
1	N. Orleans.	9,675	16.285			9.095		1.945	37,000
	Charleston.	7.714	**			*****	1.743		9.457
	Savannah	*****		5.301	1.200	7,450	3.350	1.500	20,251
	Texas	1.056	1,456						2,512
	Wilmington	4,018	1.430						6.048
1		16,900	.,					800	17,700
Į	Boston	4.672							4.672
l	Philadelp'a	500							500
ì	T MILLOUD W	500							

Total... 51,027 19,171 6,346 1,301 16,545 5,293 4,245 105,378 Included in the above totals are, from Savannah to Gothenburg, 1,450 bales.

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

Catalan, steamer (Spin), Laranga, at Liverpool, from Now Orleans, lost boats and sustained other damage on passage.

City of Berlin, steamer (Br.), Lottch, from Now York, which arrived at Liverpool. November 21, is reported to have lost boats and received other damage driling the passage.

Every, steamer (Br.), Sammer, from New York, which arrived at Liverpool, Nov. 22, experienced a saccession of heavy gales from the 17th to the 23d of November, and lost three boats.

GLENDEVON, steamer (Br.), Hay, from Norfolk, Nov. 11, for Liverpool, was towed into Queenstown, disabled. She had lost propeller and salls.

was towed into Queenstown, disabled. She had lost propeller and salls.

Hemann, steamer (Ger.), Baner, from Baltimore for Bremen, arrived at Sonthampton, Nov. 23, with her runders a detecting gear damaged, a partion of her care jettles hel, art lotters we derived at Gound, steamer (Br.). Hughes, arrived at Liverpool, November 29, from Philadelphin, with her decks dametol.

Scio, steamer (Br.), Thompson, before reported, from Savannah for Heval, which pat lute Plymonth, Eng., considerably damaged, having experienced heavy weather, repaired and sailed for Royal, where she arrived November 21.

YICTEMEN, 6to oner (Br.), Worthington, from Beston, at Liverpool, Nov. 26, lost boats, deck-house and 135 head of cuttle.

ELEKTER, back (Nor.), Iverson, bealing estion at Windington, N. C., for Europe, and having 917 biles on board, twithen in her carge Nov. 27; the fire was under coatrol; during it imposed a fight.

Lott, brig (Span) On Nov. 23 a free was chast evered on board the Spanish brig Lola, tording cutton at Savannah for Spain. An examination showed that the fire was observed in the diamage to the after latch. In about an hour-anl-traffactor the discovery was twice the fire was gatten under control, and the diamage to the cargo was very slight. The Lola had on board about 523 bites of cotton, which was only a portion of her earge. Little, if any, injury resulted to the vessel.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	532714	802714	53221	3 24 14	8 12 2 14	0320-4
Do salld.	****		****			
Havre, steame.	716	716*	71.0	714	716*	716
Do ваіlс.			****			
Bremen, steamc.	- 617	383716	3877,15	382710	38 207 10	380718
Do sallc.						
Hamburg, steam.d.		⁷ 16	716	716	710	718
Do salld.			• • • •			
Amst'd'm, steam.c.	016	916	910	916	918	916
Do malld.		****				****
Baltle, steamd.	38	38	38	38	38	38
Do sailc.						

Compressed

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

	Nor. 11.	Nov 18.	Nov. 25.	Dec. 2.
Sales of the week bales.	100,000	85,000	70,000	75,000
Of which exporters took	4,100	11,10	5,800	
Of which speculators took	7,600	12.50	7.700	
Salos American		60.00	48,000	
Actual export			16,50เ	
Forwarded	7,300		8,900	
Total stock-Estimated	505,000	438,00	456,000	435,000
Of which American—Estimic	3 15,000	364,000	359,000	327,000
Total import of the week	95,006	1,00	52,000	53,000
Of which American	73,000		46.000	31,500
Amount afloat	160,000	215,000	219,000	
Of which American	121,000	173,14	1-2,000	183.000

The tone of the inverpool market for spots and for ares each day of the week ending Duc. 2, and the daily closing process of spot cotton, base been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Chursd'y.	Friday
Market, (Harden'g.	Firm.	Qulot.	Firmer.	Active	Steady.
Mid. Upl'ds Mid. Orl'ns	6916	691A 0:118	69 ₁₆ 611 ₁₆	6118 61116	65g	611 ₁₆ 613 ₁₆
Sales Spec.& exp.	10,0:10 2,000	12,000 2,000	10,600 2,000	12,000	18.000 3.000	12,000
Futures.						
Market, 12:30 p.m.	Firm.	Quiet.	Steadter.	Strong.	Quiet.	Firm.
Market, }	Very strong.	Firm.	Firm.	Steady.	Steadler.	Firm.

The actual cales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause,

unless otherwise stated.	on say busing or opining	in 2011 saidaning chause)							
SATURDAY.									
Delivery, d	Delivery. d.	Deltrery. d.							
Delivery. d. Nov6010 21932	MarApr 62332 @ 34	NovDec658							
NevDco 69,001920	AprMay 13 @2539	JanFeb61116							
NovDeo61932 DecJan61932@38	May-June 62532 @1316	FebMar62332							
JanFeb62132	June-July 61316 @ 2732	May-June62733							
@11 ₁₀ @21 ₂₂	Nov658	June-July 678							
FehMar61116									
	MONDAY.								
Nov6918	MarApril62333	June-July 61316							
DecJan6016@1932	@1116@2332	July-Aug 670							
JanFeb658	AprMay 634	May-June61316							
FchMar 62132@1116	May-June 61316@2532								
	TUESDAY.								
DccJan61932	June-July62732	MarApr 634							
FebMar 62332@1116	July-Aug678	May-June 61316							
MarApr 631 2 2332	JnnFob62133	AngSept 61616							
AprMay 62532	FebMar62332	May-June62732							
May-June61316 @2332		}							
	WEDNESDAY.								
Nov	May-June 62732 78	June-July 61516							
Nov1)co658	June-July 670 @ 2932	FebMar 61316 @ 2632							
DecJan 658 @ 2332	FebMar62332	MarApr 62737 @ 1318							
JanFeb611 2342	MarApr61318	May-June62932							
FebMar62332@34	Dec. Jan	July-Ang63Jg2							
MarApr 631 @ 2532 AprMay 61316@ 2732	JanFeb634 April-May670	JaoFeb							

THURSDAY,										
Delivery. d.	Delivery.	el	Deivery.	d						
DecJan623,72 201110	AugBept	7	MarApr	024.99						
Jac. Feb	Dec		Dog	11229 5						
Feb. Mar 62332	DecJan	63139	DecJan 0							
MarApr	JanFeb	(18739	JnnFeb							
287 ₃₇ 76 1314			AprMay	wight.						
AprMay67a	1340		May-June							
May-June (189 12	DecJan	1000	June-July	(;10.33						
June-July61616										
	FRIDAY	4								
Dec 65 32132	MarApr	62730	July-Ang	(331 00						
DecJan 650 2120	AprMay	874.77	FebMar	1317 14						
JanFeb	May-June 0			7						
FebMur 02630	"Ruo-July		Atte Metal	4						

BREADSTUFFS.

FRIDAY, P. M., December 2, 1891

The flour market has been somewhat irregular in the past week, the effect of which has been to reduce the range of quotations. The extreme low grades, and especially good linea the product of winter wheat, have been in demand, and not being in full supply brought more money. The high grades met with a fair demand at about steady prices. The depression has been quite marked in the medium grades. Common extras were especially neglected, and some lots not strictly sound sold at prices below inside figures. Rye flour has favored buyers, and buckwheat flour has been in better supply; but corn meal has ruled steady. To-day there were no essential changes.

The wheat market has continued feverishly variable, but on the whole has seemed to gain strength in the past few days. The receipts at the Western markets are comparatively very small, and have a constant tendency to give an impulse to speculation for the rise; but the dull business for export and the poor prospects for an improvement in this respect, owing to the large quantities affoat for the British markets, have prevented operations for the rise from having much success. A report cabled from Beerhohm says that at the close of November there were about 18½ million bushels of wheat affoat for the United Kingdom and the Continent, an increase of more than two million bushels over the previous week. To-day the market was firmer, though at times showing weakness; No. 2 spring was nominal on the spot at \$1 32@\$1 33 for new and \$1 37 a\$1 38 for old; No. 2 red winter for future delivery, \$1 45 for January and \$1 47% for February.

Indian corn has also shown rather more firmness, especially on the spot, a very fair regular demand having prevailed and apeculation showing some revival. But the ample stocks and the relative high price are elements of weakness which it is found difficult to overcome. Foreign advices are without effect, and we have very little to spare for export. To-day there was a decided advance in spots, and No. 2 mixed closed at 72c. for January and 731/2@74c. for February.

Rye has declined, several boat-loads selling at \$1 01, at which the market closed steady. Barley has favored buyers; orders were withdrawn and lower prices insisted upon, but holders remained pretty firm; occasionally a load could be had at a slight reduction. Buckwheat was scarce and advancing. Oats have been unsettled and variable; the stock of mixed is under close control, but holders have not been able to force an important advance in prices. To-day No. 2 graded were quoted at 49 /c. for mixed and 51%c. for white, with No. 2 mixed selling for future delivery at 50 1/4c. for January and 51c. for February.

Generally it may be observed that stringent money markets here and at the West have checked speculation for the rise in grain.

The following are closing quotations:

THE JOHOWING STO CLOSING ANYMORE										
Flour.		Grain.								
No. 2 spring W bbl.	\$3 75@ 4 25	Wheat-								
No. 2 winter	4 200 4 60	Spring Star bran								
Winter superfine	4830 515	Spring, No. 2 1 32 21 33								
Spring superfine	4 50 4 5 00	Ited winter 1 32 0 1 45								
Spring wheat extras	5 250 5 60	Red winter, No. 2 1 41 9 21 42 9								
do XX and XXX	5 73 2 6 73	White 1 35 1 42								
Wis. & Miru. ryemix.	6 25 7 6 50	Corn-West, mixed. 67 71								
Winter shipp'g extras.	5 300 5 35	West. No. 2 70122 71								
do XX and XXX	6000 700	Western yellow 70 = 72								
Patents	6500 850	Western white 71 9 74								
City shipping extras.	7 000 7 725	Ryc 97 -101								
Southern, bakers' and		Oats-Mixed 46 = 50								
family brands	6 4020 7 20	White 50 9 51								
South'n ship'g extras.	5 758 6 25	Barley-								
Rre flour, superfine	5 000 5 25	Canada No. 1 1 12								
Corn meal-		Canada bright 1 15								
Western, &c	3 330 3 75									
Brandy wine. &c	3750 385									
Buckw't flour, 100 lbs.										
f Eleans the th	You York Pro	Muce Erchange Weckly.")								

Receipts of flour and grain at Western lake and river port for the week ending Nov. 26, 1881:

630 THE CE	IKU
Flour, Wheal, Corn, Oats, Barley, Rye,	
bbls. bush. bush. bush. bush. bush. bush. bush. bush. bush. (196 lbs.) (60 lbs.) (56 lbs.) (32 lbs.) (48 lbs.) (56 lbs.)	In New D
Chicago 24,322 185,677 538,310 198,613 166,202 14,114 Milwankea 47,032 96,937 12,250 48,600 130,065 13,255	Alba
Tolodo 1 761 73.696 34.093 9.236 6.000 167 l	Buff
Cleveland 2.384 1.300 25,500 37,800 10,125	Mdy
Peoria 1,257 4.975 299,300 76,800 7,700 18,860	Tole
Duluth 18,000 126,455	Detr
Total 124,212 596,585 1.076.310 447.445 390.659 53.429 Same time '80. 182,068 1,688,913 1,904,688 403,031 320,004 71,134	St. I Bost
Total receipts at same ports from Dec. 27 to Nov. 26, inclu-	Mon
sive, for four years:	Phil Peor
Flourbbls. 8,143,656 6,141,604 6.278,558 5,261,284	Indi
Wheet bush 51 566 527 78 810.651 92 714 080 82 905 046	Balt
Corn 124,105,778 142,493,602 100,826,907 88,552,346	Dow On r
Oats. 38,338,937 36,616,209 29,143,880 29,175,840 Barley 9,531,813 8,681,709 2,240,139 9,375,810 Rye. 3,884,981 3,574,817 4,515,149 4,747,876	On 1 On (
	Tot.
Total grain 226,928,036 270,182,018 236,440,185 214,786,918	Nev Nev
Comparative receipts (crop movement) at same ports from August 1 to Nov. 26, inclusive for four years:	Nov. Oct.
1881. 1880. 1879. 1978.	Nev
	No
Wheat bush. 22,143,104 45,869,927 52,720,195 48,898,057 53,202,664 52,816,354 34,967,690 36,075,194	ia N part
Oata 12.885.323 18.588.797 12.081.813 15.504.749 1	afloa Thei
Barley 5,510,523 6,175,973 6,901,402 6,444,959 Rye. 2,385,594 2,182,493 2,602,633 688,587	ther
Total grain 96,157,210 123,624,544 109,173,733 107,611,526	- WF
Comparative shipments of flour and grain from the same	
ports from Dec. 27 to Nov. 23, inclusive, for four years: 1881. 1880. 1879. 1879.	-
Figurbits. 8,022,119 5,141,893 6,323,490 5,570 499	T
Wheat bush, 46,582,900 67,510,806 76,571,013 67,185,755	has
Corn	past
Cate 31,992,229 29,725,296 20,591,963 20,035,355 Barley 4,217,257 3,857,370 5,213,300 4,982,036 Rye 2,160,206 2,010,233 3,913,851 3,663,908	larg
	acco
Total grain 190,172,502 227,559,395 188,726,673 171,103,830 Rail shipments from Western lake and river ports for the	for
weeks ended:	dem
1881. 1880. 1879 1978. Week Week Week Week	has
Nov. 26. Nov. 27. Nov. 29. Nov. 30. Flour	spec
	the
Wheat bush 227,772 229,296 102,172 394,723 Corn 780,882 421,753 157,470 198,563 Oats 171,425 451,078 121,322 305,314 Barley 130,333 97,987 107,766 98,394 Rye 40,858 56,489 16,893 15,730	diti
Corn 780,882 421,753 187,470 188,563 Oats 171,425 451,078 121,322 305,314 Barley 130,333 97,987 107,766 98,94 Rye 40,858 56,489 16,893 15,730	D
Rye	good
Total	for
Rail and lake shipments from same ports for last four weeks: Week Flour, Wheat, Corn, Oats, Barley, Rue,	fact
ending- obts. bush. bush. bush. bush. bush.	don
Nev. 26109,819 546,790 1,127,499 191,410 130,338 40,858 Nev. 19145,833 649,517 1,583,470 405,416 159,371 56,932	acco
Nev. 12172,644 818,534 2.146,234 464,531 190,641 68,631 Nov. 5190,597 620,636 2,166,662 561,153 180,070 82,104	orec
	desp
4 w'ks'80850,204 5,047,916 8.956,457 2,827,299 541,331 322,607	on a
Receipts of flour and grain at seaboard ports for the week ended Nov. 26:	to 1
Flour, Wheal, Corn, Oats, Barley, Rye,	clot
At— bbls. bush. b	64x6
TOTERBED 2.980 DV.000 89.000 0.890	and
Montreal 8.019 2.000 6.629 15,294 Philadelphia 14,669 24,500 96,600 83,3 0 50,200 Baltimore 20,483 240,100 143,800 10,000 2,000	g000
	in p
	ager
Total week 207,197 1,187,039 1,610,269 390,643 514,980 161,276 Cor. week '80 298,386 2,635,727 2,163,471 345,825 626,313 65,466	cons
Total receipts at same ports from Dec. 27 to Nov. 26, incln-	wor
sive, for four years: 1881. 1880. 1879. 1878.	by t
Flourbbls. 11,936,231 10,026,526 10,187,620 8,859,413	fair
Wheatbush. 85,925,247 122.342,806 139,287,055 101,779,054 Corn 98.322,690 132,875,144 98,525,243 99,404,013	erat
Oats	Woo
Barley 4.771,101 5,157,594 5,318,618 5,914,559 Bye 1,930,315 2,619,952 4,383,443 4,959,756	shap
Total grain 216,329,772 284,958,682 268,175,385 235,071,618	and
Exports from United States seaboard ports and from Montreal	skir
for week ending Nov. 26, 1881:	was
From— Bbls. bush. bush. bush. bush. bush. bush.	of w
New York 77,949 449,474 907,206 3,186 5,980 2,350	F
Montreal 6.207 89,460 10.000 24.605 86,386	tion
Palistonia 1,92 118,303 81,500	fair
New Orleans. 38 737	

\$1,500 74,006 38,737

Total for w'k 123,295 885,905 1.257,199 27,791 5.980 89,336 Bame time '80, 143,254 1,933,520 1,846,322 95,010 72,520 217,396 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, Nov. 26, 1881, was as follows:

Baltimore New Orleans...

ı	_	Wheat,	Corn,	Oats,	Barley.	Rye.
	In store at-	brish.	bush.	bush.	bush.	bush.
	New York	5,733,318	5,917,859	1,210,967	64.471	104,520
ı	Do. afloat (est.)	900,000	1,800,000	300,000	660,000	162,000
1	Albany	12,800	63,600	11,000	330,000	75,500
ı	Buffalo	636,584	507,736	11,171	228,631	12,050
	Chieage	3,765,583	5,689,025	312,492	276,168	356,103
	Mdwaukee	420,808	3,160	11,226	222,366	94,326
1	Duluth	275,000	*****	*****		
1	Toledo	974,969	79,998	65,783	44,964	14,120
	Detroit	616,531	12,383	43,165	4,922	
	Oswege	115,000	216,000		738,000	20,000
	St. Louis	1,036,559	1,127,236	192,366	49,599	108,211
	Boston	23,261	400,242	131,674	12,061	3,072
	Teronto	211,526		4,511	313,516	4,242
	Montreal (15th)	305,925	57,865	51,947	19,119	29,303
	Philadeiphla	430,797	771,100	75,000	135	
	Peoria	9,351	136,875	112,537	135	174,505
	Indianapolis	334,000	227,000	74,000	*****	160,000
	Kansas City (19).	427,704	91,425	48,437		10,735
	Baltimere	2,174,715	757,233	******	*****	*****
	Down Miss'pl		139	696		
	On rail	884,572	1.825,682	235,925	134,338	42,858
4	On lake	315,281	846,478	19,289		
1	On canal	162,000	397,000		210,797	27,452
	FI . 37 00 103	10.010.001	00.001.000	0.010.100	20000	1 000 000
2	Tot. Nov. 26, '81.	19,810,284	20,631,056	2.912.186	3,339,027	1,399,000
•	Nev. 19, '81					
	Nov. 12, '81					
	Nov. 5, '81	21,130,934	24,800,091	4.170,080 :	2,767.861	1,372,010
	Oct. 29, '81					
	Nev. 27, '80	24,022,480 1	10,033,1413	3,037,250 2	,419,380	8/1,64/
					3 000 4	2 0

OTE.—The stock of Barley in Albany is estimated. The stock afford vew York harbor, including grain in steamers and sailers loaded and ily loaded, but not cleared. It is possible that there is some grain at in Buffalo harbor in vessels that have not discharged eargoes, re is generally some at the close of navigation in each year. If re is grain in vessels or Buffalo it is not included in the visible ply.

THE DRY GOODS TRADE.

FRIDAY, P. M., December 2, 1881.

hs quiet tone usually witnessed at this stage of the season pervaded all branches of the dry goods trade during the t week, and the volume of business, though perhaps as ge as expected, was comparatively light. There was a fair vement in certain makes of cotton and woolen goods on ount of back orders, but the near approach of the period "stock-taking" has rendered buyers less urgent in their nands for early deliveries of the former. The jobbing trade continued quiet as a rule, but a fair distribution of goods cially adapted to the holiday trade was made by most of leading houses. Values remain firm on most kinds of nestic and foreign fabrics, and stocks are in excellent con-

OMESTIC COTTON GOODS. -The main features of the cotton ds market remain unchanged. Some considerable orders China and other foreign countries were placed with manuturers' agents, and a fair business in dyed ducks, &c., was e with converters; but jobbers bought sparingly and in ordance with immediate wants. Brown, bleached and cold cottons are in many cases sold in advance of production, I no accumulations worthy of mention have yet arisen, pite the late lull in the demand. Prices are therefore firm all such goods as govern the market, and orders for goods be made are generally recorded "at value" only. Print ths were quiet and fractionally easier, closing at 4c. cash for 64 "spots," 41-16c. for January and February contracts 37-16@31/2c. for 56x60s. Prints, ginghams, cotton dress ds and cotton coatings were severally quiet but fairly steady orice.

OMESTIC WOOLEN GOODS have been quiet in demand, but nts representing men's-wear woolens continued to make siderable deliveries of light-weight cassimeres, suitings. sted coatings, etc., in execution of orders previously placed the clothing trade. Specialties in cloakings have received a share of attention, but the general demand was only modte. Prices of both heavy and spring-weight clothing olens are well maintained, and supplies are in very good pe. Kentucky jeans and satinets have been quiet and unnged, and there was only a moderate business in flannels blankets, stocks of which are in excellent condition. Shawls, ts and worsted dress goods were mostly quiet, but there a good steady movement in shirts and drawers, most makes of which continue sold to arrive.

FOREIGN DRY GOODS have been quiet, aside from such descriptions as are required by retailers for making up attractive assortments for the holiday trade, and in these there was a fairly active business. Silk plushes were distributed in liberal quantities through the auction rooms at fairly satisfactory prices, and large quantities of fancy holiday goods were disposed of in like manner.

Importations of Dry Goods.

We have been unable to procure from the Custom House the figures of importations of dry goods at this port for the week ending December 1.

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CASH CAPITAL \$3,000,000 00
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...\$0,866,029 32

.....\$6,866,029 33

CHAS, J. MARTIN, President. J. H. WASHBURN, Secretary.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1881.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1880:

Premiums on Marine Risks from 1st January, 1880, to 31st De-off 1st January, 1880..... 1,495,947 23

Total Marine Premiums \$5,728,622 27

Premiums marked off from 1st January, 1880 to 31st Decem-..... \$4,141,087 80 ber. 1880.....

Losses paid during the same period...... \$2,071,238 98

Returns of Premiums and ex-\$873,113 96

The Company has the following assets, viz.: United States and State of New

York Stock, City, Bank and other Stocks..... \$8,983,558 00 Loans secured by Stocks and 1,187,900 00

Company, estimated at......
Premium Notes and Bills Re-470,000 00

ceivable..... 1,628,921 34 337,977 37 Cash in Bank.....

Amount.....\$12,608,356 71

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

THE OUTSTANDING CERTIFICATES of the issue of 1876 will be redeemed and paid to the holders thereof, or their legal representa-tives, on and after Tuesday, the First of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiume of the Company, for the year ending 31st December, 1830, for which certificates will be issued on and after Tuesday, the Third of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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