HUNT'S MERCHANTS' MAGAZINE, Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 34.

NEW YORK, MARCH 18, 1882.

NO. 873.

Financiai.

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BUSINESS FOUNDED 1795.
Incorporated under Laws of State of New York, 1858.
ILEORGANIZED 1879.

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The transfer hooks close March 3ist and reopen April 2ith, 1882. R. P. FLOWER,

WESTERN UNION TELEGRAPH COMPANY, New York, March 8, 1882. DIVIDEND No. 59. The Board of Directors have declared a quarterly

dividend of One and One Half Per Cent upon the capital stock of this company, from the net revenues of the three mouths eading March 31st inst, payable at the office of the Treasurer, on and after the 15th day of April next, to shareholders of record on the 18th day of March 1astant.

The transfer books will be closed at three o'clock on the afternoon of the 18th of March 1ast, and re-opened on the morning of the 17th of April next, R. W. MOCHESTER, Treasurer. ennes of the three months ending March 31st inst

OFFICE DUBUQUE & SIOUX CITY RAILROAD COMPANY, No. 52 WILLIAM ST., NEW YORK, March 7, 1882.—NOTICE.—A Semi-annual Dividend of THREE PER CENT has this day teen declared upon the stock of this company, payable on the 15th day of April nextat the office of Messrs. Jesup, Paton & Co., No. 52 William Street, New York, to stockholders of record at the closing of books.

The transfer books will be closed on the 31st

nst. and re-opened on the 17th of April next. J. B. DUMONT, Treasurer.

OFFICE OF THE HOMESTAKE MINING COMPANY, No. 18 WALL ST., NEW

YORK, March 19, 1882. DIVIDEND No. 43.

The Regular Monthly Dividend of Thirty Cents per share has been deciared for February, payable at the office of the transfer agents, Wells, Fargo & Co., 65 Broadway, on the 25th instant.

Transfer books close on the 20th instant.

H, B, PARSONS, Assistant Secretary,

Financial.

UNION

Mutual Life Insurance Co.

OF MAINE. DIRECTORS' OFFICE - - - PORTLAND, MAINE.

ORGANIZED 1849.

Assets - - - - \$7,078.720 78 Surplus (N. Y. Standard) 548,497 27 Assets - - - - \$7,078 720 78
Surplus (N. Y. Standard) 548,497 27
Death Losses Paid - 5,545,224 62
Dividends Paid - - 3,866,361 83
15,775 Policies In force, insuring \$28,915,136.

Paid Death Losses, since Organization, FOUR MILLION DOLLARS,

THREE AND ONE HALF MILLIONS.

JOHN E. DeWITT, President.

DANIEL SHARP, Vice-President,
HENRY D. SMITH, Secretary,
NICHOLAS DE GROOT, Ass't Sec'y,
A. G. MILTUN, Actusty,
THOMAS A. FOSTER, Medical Director.

Colbron, Day & Field,

BANKERS AND BROKERS

No. 17 New Street, 130 La Salle Street, NEW YORK. CHICAGO.

Stocks and bonds bought and sold for cash or on margin.

Interest allowed on deposits, subject to check at

WESTERN MUNICIPAL AND RAIL. ROAD BONDS:

Chicago City 7s, Cook County 7s, West Park 5s and 7s, Lincoln Park 7s, Macoupin County, Ill., 6s, Macoupin County, III., cs, Chicago Burlington & Quincy R. R. 4s and 5s, Chicago Milwaukee & St. P. C. & P. 5s and 6s. Chicago Milwaukee & St. Paul, Dubuques, Wabash 5s, Chicago Division, Chicage & Northwestern 5s.
BOUGHT AND SOLD.

WANTED.
The defaulted bonds of Clay County, Ill. WILLIAM O. COLE, 109 DEARBORN STREET, CHICAGO.

COUNTY, CITY AND TOWN BONDS.

Alb.& Sus. RR. 1st con. 7s; Lake Shore RR. 7s,
Atlan. & Pac. RR. 1st 6s,
Cent. Pacific RR. gold 6s,
Chic. Burl. & Q. RR. 7s,
Chic. Mil.& St.P. RR. bds,
N. Y. & Harlem RR. 7s, Chic. & Northw. RR. bds., Chic. & Northw. RR. bds., Chic. R. I. & Pac. RR. 6s, C. C. C. & I. RR. con. 7s, Del. & Hudson 7s, Union Pacific Rit. ds & 8s,

Dei. Lack. & W. RR. 7s. United N. J. 6s. Pennsylvania IIR. bonds BOUGHT AND SOLD BY

D. A. EASTON,
With BOODY, McLEILLAN & CO.,
Bankers and Members New York Stock Exchange, 58 BROADWAY.

Kountze Brothers, BANKERS,

120 Broadway (Equitable Building), NEWYORK.

LETTERS OF CREDIT AND CIRCULAR NOTES

Issued for the use of travelers in all parts of the world.

Bills drawn on the Uniou Bank of London
Telegraphic transfers made to London and to various places in the United States,
Deposits received subject to check at sight, and interest allowed on balances.

Government and other bonds and investment securities bought and sold on commission.

Car Trust Bonds.

WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.

WE OFFER A LIMITED AMOUNT OF DESIR-ABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILWAY EQUIPMENT COMPANY.

POST, MARTIN & CO., 34 PINE STREET.

Financial.

Mortgages on Farms

Kansas City Real Estate, NETTING SEVEN PER CENT

Semi-Annual Interest to Investors.

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farms in the best portions of Kansas and Missouri worth from 3 to 5 times the amount loaned.
Acknowledged to be the most SAFE and PROFITABLE form of investing money known.
In an experience of many years and loaning over a million dollars, not one dollar lost.
We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and provided SAFE LOANS; of collecting the interest and principal and remitting to investors. FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL BONDS PROMPTLY PLACED, Write for circular and full particulars, stating amount you would wish to investor satisfactory evidence as to securities, titles, &c. Adress

JARVIS, CONKLIV & CO.,
LOAN BROKERS,

KANSAS CITY, MISSOURI.

CHICAGO & EASTERN ILLINOIS RR. COMPANY (EXTENSION)

FIRST MORTGAGE 6 PER CENT BOND. AN ABSOLUTE FIFTY-YEAR BOND,

DUE DECEMBER, 1931.

Issued at the rate of only \$18,000 per mile on extension to a connection with the DANVILLE DLNEY & OHIO RIVER RR., and a direct obligation of the CHICAGO & EASTERN ILLINOIS RR. CO. Issue only \$250,000. A limited amount for sale at 102 1-2 and interest, the right being reserved to advance the price without notice. Other cheice investments.

CHAS. T. WING, 18 WALL STREET. With A. M. KIDDER & CO., Bankers.

NEW YORK LACKAWANNA & WEST-ERN RAILWAY COMPANY

FIRST MORTGAGE SIX PER CENT BONDS OF 1921.

Interest payable semi-snnually upon the first days of JANUARY and JULY.
This road forms with the Delaware Lackawanas.

& Western Railroad a direct through line from

NEW YORK TO BUFFALO.

The Mortgage is a first lien upon the equipmentas well as upon the Road. FOR SALE BY

MOSES TAYLOR & CO.,

52 WALL STREET

FOR CHOICE Mortgage Loans, INDIANA G PER CENT,

SOUTHERN 8 PER CENT, FRANCIS SMITH & CO.,

Indinonpolls. Ind., and Montgomery, Ala.

WANTED TO PURCHASE ALL CLASSES OF BONDS OF THE

Cities of Pittsburg and Allegheny, Pa., and County of Allegheny, Pn.

GEO. B. HILL & CO., Brokers, PITTSBURG, PA.

Geo. F. Peabody.

Spencer Trask Fred. B. Noyes.

Spencer Trask & Co.,. Spencer BANKERS AND BROKERS,

70 Broadway, New York City. Transact a general Banking Business

Stocks Bought and Sold on Margins. Interest allowed on Deposits.

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MERCHANTS' MAGAZINE, A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES. Entered, according to act of Congress, in the year 1882, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washingto

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CONTENTS.

THE CHRONICLE. The Financial Situation 301 The Next Cetton Crap 306 Growth in Trank Line Traffic 303 Mr. Adams and Railroad Management 301 The New Situation in Egypt 303 Mr. Adams and Railroad Management 301 The New Situation in Egypt 303 Monetary and Commercial English News 307 Commercial and Miscellaneous News 307 THE BANKERS' GAZETTE. Quotations of Stocks and Bonds 310 New York Local Securities ... 311 Railroad Earnings and Bank Returns ... 312 Investments, and State, City and Corporation Finances ... 313 THE COMMERCIAL TIMES. Commercial Epitome 318 | Brendstufts 325 Cotton 318 | Dry Goods 326

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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A neat file cover is furnished at 50 cents; postage on the same is 18

cents. Volumes bound for subscribers at \$1 00.

Liverpool Office.

The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

WILLIAM B. DANA. }
JOHN G. FLOYD.

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

THE FINANCIAL SITUATION.

There has been a decided improvement in the situation this week, both at home and abroad. The political differences which seemed to threaten the peace of Europe have in good part been explained away, and although it is by no means certain that war will not in the end grow out of the existing irritation, it does not appear that a conflict is at all imminent. With regard to the financial affairs in Europe, it may be said that there is now scarcely a trace of the disaster which lately befell the French people. Bullion is accumulating in the banks at all the principal centres of trade, and they are becoming even stronger than they were before the panic. Hence money is everywhere abundant, and apparently no solicitude is felt with regard to the future, except perhaps growing out of the possibility of political disturbance, and that event is so improbable, or at least so remote, as to have very little influence in unsettling confidence.

In our own markets there have been not only the ordinary favorable influences acting, but special events have trans-

these probably the most important was the exhibit of securities made by Mr. Gould to a few friends interested to a greater or less extent with him in sustaining prices. The certificates shown are said to consist of 230,000 shares of Western Union, 120,000 of Missouri Pacific, 60,000 of Manhattan Elevated, and 20,000 of Wabash, besides \$10,000,000 of bonds of the New York and Metropolitan railways, altogether representing \$53,000,000 par value, and worth in the market over \$43,000,000. The explanation given for making this disclosure is so reasonable that it may be accepted as true. The speculators for a decline had, among other misrepresentations, stated that Mr. Gould had been a free seller of his own specialties, and moreover it was alleged that he had disposed of his share property because he was really embarrassed by reason of the heavy load he was carrying. The decline in his specialties, noticed last week, gave color to these reports, for it was naturally expected that, unless Mr. Gould had some motive for pursuing a contrary course, or unless, as was alleged, he was compelled by necessity to abstain from protecting his properties, he would exert his powerful influence to arrest the decline. The fall in the Gould specialties was therefore having a very demoralizing effect upon the market. Even those who had been endeavoring to check the semi-panic were almost inclined to credit the stories which were current. It is related that a friend of Mr. Gould remonstrated with him for longer remaining silent, and urged him to make some positive declaration regarding his position. He, doubtless thinking that the most effective reply to the stories of his failing condition and of his having sold out his own stocks, would be the submission of ccular proof, made an exhibibition of the securities above enumerated. The effect upon the market was immediate; the speculators for a decline who had been boldly attacking the Gould specialties, ceased their assaults, some of them hastened to cover their short contracts, and others sought to create a diversion by attacking other properties which were not so well or so powerfully sustained. Denver & Rio Grande was one of these, and the assault upon it was so fierce that it yielded readily, and as it fell the whole market was more or less influenced. The object of the attack was soon made manifest, and, as it was not renewed, the market recovered, and it was generally strong on Wednesday.

On Thursday there was another revelation. Mr. Vanderbilt, in a published statement, declared that the railroad war had been practically settled; that a pooling arrange ment for five years had been made; and that the decision of pired which have tended to reassure the public. Among the advisory commission will be so eminently just that the

railroad managers will accept it without a word of dissent. Furthermore, he gave his views of the value of his own properties, saying that he is prepared and intends to protect the stocks of roads with which he is identified. This was important and doubtless had and will have more or less influence among investors. But Mr. Vanderbilt has been accused,-whether justly or not is at present of no particular moment since it is widely believed-of permitting a ruinous railroad war to be waged during nine months, while he not only took no step to protect the properties with which he is identified but was freely selling them, and thereby exciting the distrust of investors not only here but in Europe. We do not know how far these statements are true, but they are at least believed, and if investors who are reminded of the conflict, its causes and results, now hesitate about placing implicit confidence in Mr. Vanderbilt's present judgment regarding the market value of his properties, surely they cannot be blamed.

But if the market had to rely for its main support upon the action of Mr. Gould or Mr. Vanderbilt, singly or together, there might be little confidence felt in the future. Fortunately, however, there are other important sustaining influences at work which are quite as potent as those exerted by individuals. Business interests are prospering in nearly every section of the country; railroad earnings are increasing, and promise to show large gains upon the large figures of last year, and especially upon the net totals; immigration is unprecedented, and this must even this year have its effect upon our agricultural wealth. Furthermore, investors see that good properties are low, and they are evidently making liberal and careful selections.

Another favorable influence of no little force has begun to be felt this week, and that is a revival of the foreign demand for our stocks. This is a natural result of the restoration of confidence in Europe and of the accumulation of idle capital at financial centres. It operates favorably in Wall Street, not only by increasing the inquiry for stocks, but also by furnishing exchange, and thus taking away the dread of gold exports, which has so long hung over our markets. It seems that foreign investors have been industriously gleaning in the fields of Europe ever since the Paris panic until their demand has carried prices too high for sure profit there. So now they are beginning again to seek the better properties in our market. These purchases are not as yet large in volume, but have been sufficiently so to turn the exchanges in our favor. Whether the takings will increase must of course depend upon circumstances; but we are not at all ambitious to see purely speculative properties finding their way to Europe, to be returned again on every financial flurry. We have an abundance of good securities which the foreign investor can safely take, and in so doing would secure a profit for himself and benefit us.

The suggestion we made last week that the authorship of rumors calculated to unsettle confidence should be energetically traced, seems to have been adopted by some of those capitalists whose names have been too freely used by reckless speculators. It is hoped that the investigation will be thorough, and that it will result in putting an end to the circulation of such disturbing, damaging and baseless reports. It is probable that, if the investigation now in progress should fail to discover and punish the authors of the particular calumnies complained of, the inquiry will at least have the effect of making people more careful in future about repeating rumors of a damaging character.

Money has been in good supply during the week, rarely rising to the legal rate and even then spasmodically. No!

gold has been sent to Europe and the domestic exchanges at Western and Southern points are so strongly in favor of this centre that currency and gold are flowing hither. Still there have been some shipments, as will be seen below, but they are almost wholly to near-by places The Treasury operations for the week resulted in a gain, which is a loss to the banks, of \$353,331 04. The following will show the extent of the interior movement.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency		\$1,142,000 105,000
Total	\$2,267,000	\$1,247,000

The Bank of America received \$2,400,000 gold during the week for the associated banks.

The bank statement of last Saturday was again made up on rising averages for specie. Taking into consideration this fact and the export last Saturday of \$750,000 gold, the following will give an indication of this week's return.

	Into Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net Interior movement			
Total	\$2,267,000	\$1,600,331	\$666,669

Foreign exchange is weak for bankers' and firm for commercial bills. This is good evidence that the supply of the former comes mainly from bills drawn against outgoing securities. The rates have now been reduced to points which make the export of gold no longer profitable, and unless something entirely unexpected occurs, it is not likely that any more gold will be shipped to Europe for the present. The following will show the margin of profit in operations by cable between this city and London, the table exhibiting relative prices in both cities at the opening each day.

	March 18. Lond'n N.Y. prices.* prices.		March 14.		Marci	h 15.	Marei	h 16.	March 17.	
U.S.4s,c.	117.72	11916	117-72	118	117.72	118	110-38	118	110.88	118
U.S.314s	101.23	10236	102.02	10256	102.02	102%	102.02	10234	102 02	102%
Erie	35.07	3516	36.17	36	36.24	361/4	37.40	373/8	37.10	37
2d con.	02.70	9214	93.19	9814	03.68	9334	95.64	051/6	95.64	951/4
111. Cent.	132.92	131	133.00	134	135.00	13356	135.37	13514	135.37	13536
N. Y. C	130.71	12936	131.20	130%	191.45	18114	131.20	131	131:33	1301/2
Reading	27.221	52	27.46+	54%	27.59	5416	28:03+	53	29.06+	5714
Exch'ge,	'ge,									
cables.	4-001/2		4.001/4		4.50%		4.00%		4.8014	

* Expressed in their New York equivalent.

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

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

The Bank of England gained £879,000 bullion during the week and 1 10-16 in the proportion of reserve to liabilities. The Bank of France shows an increase of 6,550,000 francs gold and 4,975,000 francs silver. The following exhibits the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	Mare	h 16, 1882.	March 17, 1881.			
	Gold.	Silver.	Gold.	Silver.		
	£	£	£	£		
Bank of England	23,172,2	20	27,890,189			
Bank of France	33,924,2	40 45,539,227	23,151,806	49,116,594		
Bank of Germany	6,758,0	00 20,274,000	7,285,750	21,857,250		
Total this week	63,854,4	60 65,813,227	58,327,745	70,973,844		
Total previous week						

The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

The payments by the Assay Office through the Sub-Treasury have amounted to \$48,235. The receipts by the Assistant Treasurer from the Custom House have been

		Gonstating of-								
Date.	Dulles.	Gold.	U. S. Notes.	Silver Dollars.	Sliver Certificates.					
Mar. 10	\$527,655 45	\$368,000	\$21,000		\$139,000					
" 11	563,818 47	467,000	15,000		83,000					
" 13	482,563 00	376,000	26,000		80,000					
" 14	404,783 01	317,000	27,000		61,000					
4 15	364,643 27	259,000	16,000	\$1,000	89,000					
" 10	471,337 19	362,000	27,000	*****	81,000					
Total	\$2,814,801 44	\$2,149,000	\$132,000	\$1,000	\$533,000					

The Secretary of the Treasury has called \$15,000,000 extended 6s, making three separate calls of \$5,000,000 each, maturing May 3, 10 and 17. The redemptions of bonds at the Sub-Treasury this week have been \$1,500 of the 105th call, \$22,900 of the 106th and \$1,147,250 of the 107th.

GROWTH IN TRUNK LINE TRAFFIC.

Like all other railroad returns, the report of the Penn. sylvania Railroad for the year 1881 offers proof of a marvellous growth in business. Railway business reflects the condition of general business, and this is quite generally recognized now; but it is only when we have the figures of a great corporation like that of the Pennsylvania, presented to us that we fully realize the magnitude of the progress we are making. The Pennsylvania may fairly be taken as typifying the general railroad system of the country, as respects the character and variety of the traffic which it commands. The system covers a wide extent of territory, and its ramifications extend to nearly all the different sections of the country. The lines east of Pittsburg measure the course of trunk-line traffic, that of coal traffic, and the condition of a large and profitable local traffic; while the lines west of Pittsburg, reaching Chicago in the northwest and St. Louis in the southwest, and all the leading lake and river ports in the section bounded by these points, indicate the dimensions of through traffic influenced by the volume of agricultural produce and the state of our manufacturing industries.

From the report, we find that on its eastern lines the company carried almost 21 million more passengers and more than 5 million more tons of freight in 1881 than in 1880. On its western lines it carried over a million more passengers, and 2½ million tons more freight. certainly a heavy increase in one single year. But when we come to the mileage movement, which is a better indication of a road's total traffic, the increase is even more striking. Thus on the lines east of Pittsburg the company carried in 1881 446,316,555 passengers one mile, against 382,787,186 in 1880, a gain of 63,529,369; on the lines west of Pittsburg 364,865,113, against 321,783,885, a gain of 43,081,228-together a gain of 106,610,597 passengers one mile. The tonnage mileage, or tens moved one mile, was 3,700,811,373 in 1881 and 3,292,991,330 in 1880, an expansion of 407,820,043 ton miles on the eastern lines; on the western lines 2,903,856,815 tons in 1881 and 2,426,038,735 in 1880, an expansion of 477,-818,080 tons. On the entire system, therefore, the company moved 885,638,123 more tons one mile in 1881 than in 1880. A gain of 885 million tons of freight in one year! It is to be remembered, too, that the crops could not have been an element in this increase. As is well known, the crops in 1881 were deficient, which of course diminished this description of traffic on the railroads during the last five months, while during the first part of the year the grain movement (remnant of the crop of 1880) was also smaller than in the previous year. If we would, however, see the full measure of the development that has taken place, we must compare the present figures with those of a few years back. The following tables exhibit the Pennsylvania's traffic statistics for seven years past.

Years.	Tons moved.	Tons moved one mile.	Passengers carried.	Passengers carried one m
1875 1876 1877 1878 1879 1880	17,730,726 18,251,061 18,405,711 10,121,077 24,970,672 27,309,173 32,606,204	2,117,776,867 2,309,554,636 2,180,459,988 2,431,807,656 3,061,478,249 3,292,991,330 3,700,811,373	14,456,864 18,363,367 13,607,832 12,782,305 13,602,401 16,575,042 18,085,409	344,284,876 623,708,761 298,752,730 292,725,524 314,250,986 446,316,555

Tears.	Tons moved.	Tons moved one mile.	Passengers carried.	Passengers carried one m.
1876 1876 1877 1878 1879 1880	11,090,073 12,129,970 14,870,384 16,871,837 20,166,334 22,302,291 25,914,352	1,218,020,808 1,373,123,360 1,459,762,981 1,814,100,152 2,272,716,185 2,426,038,735 2,003,856,813	6,909,503 7,030,350 7,753,123 8,041,674 8,261,565 9,665,994 10,701,576	218,279,592 259,353,848 244,314,440 247,275,166 269,515,097 321,783,885 304,865,113

We thus see that while in 1875 the company moved only 2,100 million tons one mile over its eastern lines, in 1881 it moved full 3,700 million tons, or 1,600 million tons more, a gain of 75 per cent in the short space of six years. On the western lines, running through a country offering greater opportunities for development, the ratio of gain is still greater. In 1875 1,218 million tons were moved, in 1881 2,903 million tons, an increase of 1,685 million tons, or 138 per cent. The passenger business does not exhibit such large percentages of improvement, but there is a steady growth; 344 million passengers were carried one mile in 1875 and 446 millions in 1881, a gain of about 30 per cent. The total is not as large as in 1876, but that was the year of the Centennial Exhibition, when the movement was swelled to exceptional proportions. Taking actual passengers carried the total is larger even than in that year, which offers the strongest evidence of growth. That mileage is not so great as in 1876, notwithstanding the larger number of passengers, is explained by the fact that the Centennial travel was largely through travel, hauled the entire length of the company's line, making the average haul very much larger than it ordinarily is, and adding more to the mileage than to the number of passengers. On the lines west of Pittsburg we find that the number of passengers carried one mile has risen from 218 millions in 1875, to 364 millions in 1881, a gain of 67 per cent.

All this relates to the Pennsylvania alone—one system of roads. Suppose we take one or two other roads, like the Central and the Eric, which furnish similar traffic statistics, and see if the same results are shown. Turning to the report of the Central we find that in 1874-5 that road's tonnage mileage was 1,404 million tons; in 1880-1 it was 2,705 million tons, or 1,301 million tons more. The passenger movement shows 338 million passengers carried one mile in 1874-5 and 373 millions in 1880-1. On the Erie the tonnage movement was 1,016 million tons in 1874-5 and 1,984 million tons in 1880-1, a gain of 968 millions. The passenger mileage was 155 million passengers in 1874-5 and 200 millions in 1880-1. In the following we have placed the figures of the Central and Erie side by side with those of the Pennsylvania, and have also added a column showing the aggregate each year for all three systems. The figures are for the year ended September 30 in the case of the Central and Erie, and for the calendar year in the case of the Pennsylvania, and represent thousands, three ciphers being emitted.

TONS MOVED ONE MILE [,006s OMITTED.]

1 1	Pennsy	lvania.	New York		Total of all.	
Years.	East of Pittsburg.	West of Fittsburg.	Central.	Erie.		
1875	2,117,776 2,309,553 2,180,459 2,431,807 3,061,478 3,292,991 3,706,811	1,218,020 1,373,123 1,459,762 1,814,100 2,272,716 2,426,038 2 903,856	1,404,008 1,674,447 1,619,948 2,084,355 2,341,473 2,576,768 2,705,165	1,016,618 1,040,431 1,114,586 1,224,703 1,569,222 1,721,112 1,984,394	5,756,422 6,397,554 6,374,755 7,555,025 9,244,889 10,016,909 11,294,220	

PASSENGERS CARRIED ONE MILE 1,0008 OMITTED).											
	Pennsy	lvania.	New York		Total of all.						
Years.	East of Pittsburg.	West of Pittsburg.	Central.	Erie.							
1875 1876 1877 1878 1879 1880 1881	344,234 629,208 298,752 292,725 314,260 382,787 446,316	218,279 259,353 244,314 247,275 269,515 321,783 364,865	338,934 353,136 316,847 300,302 290,953 330,802 373,768	155,396 163,074 170,888 140,326 149,115 180,460 200,483	1,056,843 1,398,771 1,030,831 980,628 1,023,843 1,215,832 1,385,432						

Probably in no way could the wonderful growth which has taken place in the business of the country be more forcibly brought out than in a tabulation like the above. The expansion is truly surprising, when we consider each road separately; but when we take the aggregate of all, even the most stoical must own to a feeling of astonishment. When one has such big figures to deal with, it is difficult always to grasp their full meaning; but they will serve to show that statements that the business of the country is assuming ever-increasing proportions, are supported by indisputable facts, patent and to hand. When we say that the aggregate traffic of the above roads has pretty nearly doubled during the last six years, this may appear a very trifling matter; but when we say that that traffic in 1875 amounted to no less than 5,756 million tons (one mile), and that it has swelled to 11,294 millions, an addition of 5,538 million tons, we begin to understand what this means. An increase of 5½ thousand million tons on these lines since 1875—that is the tale these figures tell. Even our most despondent friends, who see nothing but disaster in store for us, must acknowledge that a country that can show an exhibit like the above, through a few of its leading roads, has some vitality back of it.

In the passenger traffic we do not expect any such expansion as in the freight traffic. But that there is a constant upward tendency does not admit of dispute. The passenger mileage for 1881 on the roads here embraced is 330 millions above that of 1875. It is a trifle below that of 1876, but, as already said, Centennial travel added greatly to the movement of that year. There would, however, be an increase even on that year, if the Pennsylvania's eastern lines were excluded, for the Central, the Erie and the lines west of Pittsburg all show larger figures than in 1876. Passenger traffic quickly reflects any change in the prosperity of the people, falling off in times of depression and rising again when a change for the better takes place, so the movement in it from year to year offers a better guide to the condition of the country than that of freight. Leaving out the Centennial year, this class of traffic on the roads above fell from 1,056 millions in 1875 to 1,030 millions in 1877, and then to 980 millions in 1878, which was the lowest point; in 1879 there was a small increase, to 1,023 millions; in in 1880 and 1881 there was a very decided increase, to 1,215 millions and 1,385 millions respectively. Compared therefore with the low-water mark of 1878, there is a rise of over 400 millions, or more than 40 per cent, which is certainly a satisfactory ratio of gain to record within a period of three years.

MR. ADAMS AND RAILROAD MANAGEMENT.

The public mind grows more instead of less confused under the continued attempts to solve the problem of regulating railroads. Of course this is due largely to the political movement, or rather the agitation which is excited for political effect against corporations. No intelligent view of the subject is attempted in such cases, for they are efforts simply to gain popularity by attacking capital, and are very faithfully caricatured in the present New York Legislature, where the party that has been supposed

to represent the worst form of political exclusiveness has become their champion and leader.

We get, however, a glimpse of the difficulties to be overcome by following the effort making, through the Advisory Commission of the trunk lines, to determine even one point affecting railroad management. Several months may be consumed in the work, and it is idle to speculate on what may be the compromise which the Commission, whose members are probably as competent as could have been named, will advise, although it is certain that if their advice is either rejected, or fails upon trial, the work will not have been all wasted, because it will further illustrate the gravity and perplexity of the "differential rates" and proportional freight problem. In fact the more the whole railroad situation is investigated, the more difficult it will be seen to be to legislate remedies for the evils that are believed to exist.

Probably there is no one who has studied these questions more earnestly than Mr. Charles Francis Adams, or whose opinions are entitled to greater consideration. And yet his suggestions made a few weeks since in a carefully prepared speech to the Boston merchants, at a public dinner, show that he is not ready to advise any exact regulations. He proposed a National Commission of Inquiry, presenting a draft of a bill which may be briefly summarized as follows: Section 1 provides for a board of three, appointed by the President without the Senate, to hold office five years, at a salary of \$10,000 per year. Section 2 provides that the board shall supervise inter-State railroad transportation, or that to or from a foreign country; this supervision to be limited to questions of commerce between the States and the operating methods which affect such commerce. Section 3 makes it the duty of the board to investigate all complaints of discriminations or of methods made to it, in such inter-State commerce, and if the charges are made or approved by any State or city government, or by any incorporated board of trade, the investigation, at the option of complainant, shall be made at the where the trouble originated; the commissioners shall be empowered to summon witnesses and cause production of books and papers relating to the subject. Section 4 provides that the commissioners "shall in all ways endeavor to procure the data necessary to the gradual enactment of an intelligent system of national legislation regulating inter-State railroad commerce," and shall report to the Interior Department annually; whenever investigation of any complaint is made, a special report of it and its findings shall be made and sent to the complaining parties, and in case of any violation of, or failure in, performance of duty as a common carrier in inter-State commerce, or in case it appears that any change in the methods of such work is desirable for the common interests, the commissioners shall give public notice to all parties concerned, and shall include in the next annual report the whole matter, with specific recommendations for legislation.

This is all. There is nothing iron-clad about it. There is no attempt at coercion; no making of "just and reas onable rates;" no power to punish; nothing but to investigate, listen, digest, report and recommend. Innocent as it is, this measure has taken Mr. Adams a good many years to prepare; and it will perhaps be poohpoohed by the slap-dash people, any of whom could draft a coercive bill, full of commands, prohibitions and penalties, in less than half an hour.

view of the subject is attempted in such cases, for they are efforts simply to gain popularity by attacking capital, and are very faithfully caricatured in the present New York Legislature, where the party that has been supposed problem, and what such a man proposes must have

respect. His scheme is a modification of the Massachusetts supervision we have often referred to, which is only moral suasion-investigating dispassionately, reporting quietly, and applying publicity, without other coercion than what comes from the right in a case. been of use in Massachusetts, and there is a fair probability that it might be useful on the larger scale. Beyond this, the important part of his scheme is the acquirement of data for the gradual enactment of an intelligent system of regulative legislation.

At first sight this seems a slight result of so much experience as Mr. Adams has had, and so much time as he has given to its preparation, but it is always held to be the work of half a life-time to discover one's own ignorance, and what are known as "radical" measures seldom accomplish their object. Usury laws are one class, and their failure is notorious; sumptuary laws of a prohibitory character are another, and they have poorly succeeded; "granger" laws are another, and if they had been successful the railroad problem would have been disposed of long ago; laws for regulating wages, the profits of capital, the contracts of corporations, and many that are supposed to be in the interest of "the people," have proved futile in just so far as they were violent and coercive.

There is no doubt that one great want in this country is a better knowledge of the limits of legislation. Statute is far from supreme. It is itself subject to unwritten laws which it cannot override, and our fiscal and tax legislation might have been much freer from mischievous errors had the popular notion of the potency of "be it enacted" been less freely held. Mr. Adams, with as much truth as sarcasm, remarks that it is not the usual way for Congress to understand the disease before prescribing the remedy, but that, although he has been accused of subserviency to corporatious, he still believes in understanding a subject before legislating about it. He quotes with much effect what Robert Stephenson said as long ago as 1856, speaking for railroad interests:

"What we want is a tribunal upon these subjects, competent to judge, and willing to devote its attention to railroad subjects only. We do not impute to Parliament that it is dishonest, but we impute that it is Incompetent. Neither its "honest, but we impute that it is incompetent. Neither its "practical experience, nor its time, nor its system of precedure are adapted for railway legislation." * * * "What we ask is knowledge. Give us a tribunal competent to form a "sound opinion. Commit to that tribunal, with any restrictions you think necessary, the whole of the great questions appertaining to our system. Let it protect private interests apart from railways; delegate to it the power of enforcing such regulations and restrictions as may be thought needful to secure the rights of private persons or of the public; devolve on it the duty of consolidating, if possible, the railway laws, and of making such amendments therein as the public interests and the property now depending on the system may require. Give it tall delegated power over us in any way you please. All we ask is that it shall be a tribunal that is impartial and that is thoroughly informed; and if impartiality and intelligence are secured, we do not fear for the result."

This almost prophetic language seems as applicable now as it was thirty years ago, and the railroads are probably willing to adopt it as expressing their case, for they do not fear the conclusions of "impartiality and intelli-"gence;" on the other hand, the most pronounced opponent of theirs could not demand more than the application of those qualities to the problem. Mr. Adams, however, is as positive about the feasibility of this as about its indispensableness. A commission made up of men with claims on the party he pronounces a nuisance; but the men wanted are-one with a thorough knowledge of constitutional and statute law, one thoroughly practical railroad specialist, and one political economist; as such, he names three good men; but he adds that the only difficulty is in getting the right men appointed—not in

those who "know it all" now, or those who think the only thing wanted is to let drive at the railroads and make them do thus and so, or those who look only for facts to fit some preconceived theory, would be worse than useless, for they would only confound the subject more.

Is the work of the right men probably worth to the country thirty thousand dollars a year for five years? The question seems ridiculous. The necessity for preliminary inquiry is more and more evident, for the problem grows more and more serious. Transportation and distribution become more and more important factors in our industries, the difficulties increasing, and their settlement being not apparently any nearer than in 1872. The only question seems to be, by whom and how shall the preliminary inquiry be made? The objection to any new government undertakings is understood, and it wasnever so great as now; but, on the other hand, inter-State commerce cannot be touched by any one other than the general government, and the tendencies of the times seem to be slowly carrying us towards federal intervention of some sort, whether we will or not. The fact is that the railroad has revolutionized everything.

THE NEW SITUATION IN EGYPT.

Within the last few weeks a change of quite a radical kind has taken place in the management of the affairs of Egypt. The change was as unexpected as it was radical. It was known that matters were in a very unsatisfactory condition; that what was called the National party had risen in rebellion against foreign interference; that the Khedive was little better than a puppet in the hands of the so-called notables and the army, and that England and France were meditating the occupation of the country. There was delay, however, in the threatened occupation, and now the National party is absolutely master of the situation. England and France, if they have not virtually let go their hold, have greatly loosened their grasp. The comptrollers, it would appear, have ceased to exist; and whatever direct interference France and England are now making in the affairs of Egypt is through their respective consulates.

It would be premature to say that the present condition: of things is to be regarded as a permanent settlement. A clear light has been thrown upon the situation by a document published a few days ago in the Republique Française and signed by the two comptrollers MM. de Blignières and Colvin. When the decrees regulating the powers of the comptrollers were promulgated, the real power belonged to the Khedive and, by delegation, to his ministers. The comptrollers, who were, in point of fact, active administrators, were supposed to be confined to the right of giving It was always presumed, however, that their advice would have weight. The arrangement, it would seem, worked well, as is proved by the improved financial condition of the country. Two years ago Egypt was, toall intents and purposes, hopelessly bankrupt. Relatively, at least, she is now prosperous. For this improved condition of things the comptrollers claim all the praise.

The centre of power is, however, as already stated, now changed. It is said by the comptrollers that the Khedive and his ministers have been gradually losing their influence since the February riots of 1880. There was always, however, at least a show of authority, and they were able to go on with their work and carry out their plans. Now, since the uprising of the National party, and the advent to power of Araby Bey, the Premier and Minister of War, the comptrollers can do nothing. finding out who they are. Men who are not impartial, or They are confronted no longer with the Khedive and his

Ministers, but with the Chamber and the army; and the Chamber and the army have not only refused to allow them to collect and to dispose of the revenue, but have themselves assumed the management of the finances of the country. In spite of the strenuous opposition of the comptrollers, backed up, as they were, by their respective governments, the Chamber assumed and exercised the right of voting the budget. From that moment the functions of the comptrollers were at an end. They were not dismissed from office; they were not driven from the country; but they had no more work to perform. Such, then, is the present situation. Egypt has shaken herself free from the help of the foreigner and has assumed control of herself.

It is not wonderful that MM. de Blignières and Colvin should feel indignant, but there is no evidence that France and England feel disposed, for the present at least, to take any decided action. So long as the Egyptian Government continues to pay the interest on the foreign debt, and keeps free from internal strife and bloodshed, France and England will hold off. There can be no doubt that England and France, in the course they took, deferred to the public sentiment of Europe. Egypt for the Egyptians is in harmony with that Pan-Islamic idea which is giving a sort of temporary unity to the whole Mohammedan world; and if we could see all the secret movements which control the affairs of nations, we might discover in this new departure the working of that skilful German hand which is now all-powerful in the palace at Constantinople. The occupation by France and England would have been in the last degree distasteful to the Sultan. It remains to be seen whether the Egyptian people themselves are equal to the task which they have assumed. No one will regret their success; but should they fail, the final disposition of the country will be a necessity.

THE NEXT COTTON CROP.*

To the Editor of the Chronicle:

There are some considerations worth keeping in view if we would estimate rightly the probabilities as to the next cotton crop.

First, in comparing this overflow with that of 1859 it must be remembered that planting then was carried on by men of large means and unlimited credit, who had 200 to 1,000 laborers under personal control, perfectly disciplined and thoroughly organized. Now each of those laborers must make arrangements for himself, and with most of them it would have been a difficult matter before the overflow, and it will be impossible for a large part now, as they have lost the stock upon which they would have based their claim for credit. I of course do not mean that no cotton will be raised in the overflowed section, for it is possible that a fair crop may yet be grown; but the chances are very largely against it. Another point in regard to an overflow, it is well to know, is this: If it comes before the land has been "bedded up" it is much worse than when it occurs after that work has been completed. If before, then planters have to wait about two weeks for the ground to dry out sufficiently to admit of planting, but when it occurs after the land has been "bedded up" cotton can be planted as fast as the water recedes and will spring up quickly.

Then, again, the preparations for the last crop were begun when the "boom" was in full blast, the future was bright, and merchants, through whose assistance planting operations were mainly carried on, were liberal in their offers of advances, and planters were equally liberal in accepting, and exerted every effort to put in all the cotton possible. The agents of commercial fertilizers were also especially active, and pushed their business with an energy never before equaled; and thus, encouraged by the freedom with which every description of supplies was offered, the planters went deeply into debt, and neither

they nor the merchants realized the imprudence of their course until it was too late; but when disasters befell the crop, and it was evident the damage was irreparable, the merchants became alarmed at the serious condition of affairs, and from the very commencement of the picking season put forth their utmost efforts for getting the control of what cotton was made, and under this universal pressure the crop was moved with unprecedented rapidity.

In regard to the influences that have affected the production and movement of this crop, no crop has been more generally misinterpreted by people outside the South, except possibly that of 1874. The drouth of that year was very severe in some localities, but embraced a much smaller territory than that of last year. Therefore, any comparison of the two years will certainly mislead; besides, the planters that year had not gone so deeply in debt; consequently the pressure on the part of the merchants in forwarding the crop was not so great, and it should be remembered that this is an important factor in determining the movement of any crop. When it is generally believed to be large, and the estimates are continually being increased, the merchants take it rather quietly, and the planters devote all the time possible to picking and storing away in gin houses, to be ginned at a more convenient season. But when the crop is known to be short, every effort and device is used to encourage and coerce the planters to gather, gin and deliver their crops, and the cotton is hurried to market, where it can be made available in paying the debts due the merchant. And as the last crop has not been sufficient to nearly pay the debts incurred by the planters, the efforts of creditors to get held of it have been unusually urgent.

The interruption in the movement of the small amount of cotton still on the plantations by the excessive rains and overflow, is of slight importance compared to the serious drawback to planters in getting ready for another crop. At this time last year a great deal of land was in a forward state of preparation throughout the South, but up to this time little or nothing has been done in any section, and generally the land is so saturated with water it will be weeks before any effective work can be done, even should the unprecedentedly rainy season give

place to the most genial weather.

But this is not the worst feature of the prospect, for I do not hesitate to say, and to emphasize it most positively, that for years past the South has not been in a worse condition financially, into which it has been gradually led by the ease with which credit was to be obtained. The crops of 1879-80, 1880-81 and 1881-82 were commenced, and the first two carried through, with credit at high-tide. Merchants were not only willing, but anxious, to furnish planters all they would buy, and under the influence of greatly inflated credit the acreage was largely increased, and all other influences combining favorably, enormous crops were produced, going so far beyond the most sanguine expectations that extravagant figures made at random, and often for effect, proved to be most accurate, and has led to the adoption of the most exaggerated ideas as to the unbounded capacity of the South for the production of cotton; and many people have jumped to the conclusion that the acreage will be increased every year 10 to 15 per cent, and hence they predict with much confidence, before the crop is planted, that it will be half a million to a million bales larger than the preceding crop; and so generally has this idea been inculcated that nothing but severe experience will correct it. . To properly comprehend the question it must be remembered that the cotton is made almost entirely on credit; therefore, when times are finsh and credit to be had not merely for the asking, but absolutely pressed on the planters, as it has been for the past three years, the erop (with reasonable weather) will be enormous; but when the reaction is such that it is difficult for even planters in good circumstances to get advances, the crop, under the most favorable conditions as to weather, will be a small one. The South at present is beginning to feel severely the effect of a reaction, due mainly to the actual inability of a majority of merchants to furnish the necessary supplies; while others who have the ability are so discouraged by the results of the last crop they will enter into engagements with unnsual caution. The position of the planter now is one of extreme embarrassment; for not only is he confronted by diminished credit, but having last year reduced the acreage of grain and having had it cut short also by the drouth, he finds his actual wants greater, his resources precarious, and prices of what he must have so high that a dollar will not go near so far as it did before. Under such difficulties the inevitable result will be a large decrease in acre-

^{*} In giving this communication from an esteemed correspondent it must not be supposed that we agree with his conclusions.—ED. CHRONICLE.

age. Nor is this the only influence that will affect that question. More grain will be planted than for three years past, and much of the labor unable to make arrangements for farming will find employment, at good wages, on the railroads now under construction, and will not return to agricultural pursuits so long as they can find more work on the railroads, which will be for fully two years. If any should be disposed to criticise the statements in regard to the condition of the South as overwrought, time will convince them of their error; and for that I am content to wait. In determining the extent of cotton crops for the next two, or possibly three, years, a close and watchful study of the influences referred to will largely increase the probability of the estimates approximating actual results. For the present and near future we have certainly reached the maximum of production; and for a time those who adopt moderate figures in estimating the crop will JOHN F. WHELESS. be most accurate. Respectfully, Nashville, March, 1882.

Monetary Commercial English News

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 March 17:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd. Consols for moneyd.	511516	5115 ₁₆ 10011 ₁₅		5178 1011 ₁₆	5178 1013 ₁₆	3178 101116
Consols for account Fr'ch rentes (ln Paris) fr.	1001316	10015 ₁₆ 83.80	100½ 83′95		10139	101316 83.1219
U. S. 5s ext'n'd lnie 3128 U. S. 4128 of 1891		103%		104 115½	11534	104 115 ¹ 2
U. S. 4s of 1907 Erie, common stock	1201 ₄ 36	1201 ₈ 353 ₄	37	$\frac{1201_4}{371_8}$	X11914 3814	3734
Illinola Central Pennsylvania		135 ¹ 2 61 ¹ 2	61%	138 62	139 621 ₂	138 63 ¹ 4
Philadelphia & Reading. New York Central	28 ¹ ₂	273 ₈ 133½	2778 13434	28 135	29 ⁷ 8 x134	$\frac{29^{5}8}{134}$
				1		

Lirerpool.		et.	21	on.	T	ues.	Ħ	ed.	Th	urs.	F	ri.
Flour (ex. State 100 lb. Wheat, No. 1, wh. "	#. 13 10	d. 9	#. 13 10	d. 9 1	8. 13 10	d. 9 1	8. 13 10	d. 9	3. 13 10	d. 9 1	8. 13 10	d. 9 1
Spring, No. 2 Winter, West., n Cal. white Corn, mix., West. Pork, West. mess., 9 bb. Bacon, long clear, new., Beef, pr. mess, new, 9 tc. Lard, prime West. 9 ewt. Cheese, Am. choice, new	44 75 52	5 1 ¹ 2 0 0 0 6 0	10 9 6 74 44 75 32 60	25200060	10 96 74 55 60	10 3 0 0 0 6	10 9 6 74 45 75 53	10 31 ₂ 0 6 0	10 9 6 74 46 75 53 60	6	10 9 6 74 47 75 54	26200000

Commercial and Miscellaneous News.

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

2,645.—The First National Bank of Mitchell, Dakota Territory. Capital, \$50,000. S. F. Goodykoontz, President; J. F. Kimball, Cashier.

2,646.—The First National Bank of Topeka, Kansas. Capital, \$100,000. Theodore Curran, President; D. A. Moniton, Cashier.

2,647.—The National Exchange Bank of Waukesha, Wis. Capital, \$50,000. Reuben M. Jameson, President; Walter P. Sawyer, Cashier.

\$50,000. Reuben M. Jameson, President; Walter P. Sawyer, Cashler.

2,648.—The Fergus Falls National Bank, Minnesota. Capital, \$50,000.

E. D. Dyar, President; E. A. Jewett, Cashler.

2,649.—The Citizens' National Bank of Parkersburg, West Va. Capital, \$100,000. Arthur I. Boreman, President; C. II. Shattuck,

Cashler. In accordance with act of Congress, approved February 17, 1882, the name of "The National Mechanics' Banking Association of New York" is changed to "Wall Street National Bank."

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 \$8,223,247, against \$10,912,977 the preceding week and \$11,175,252 two weeks previous. The exporta for the week ended March 14 amounted to \$6,180,100, against \$6,676,353 last week and \$5,965,154 two weeks previous. The following are the imports at New York for the week ending (for dry goods) March 9 and for the week ending (for general merchandise) March 10; also totals since the beginning of first week in January:
FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1890.	1891.	1882.
Dry goods Gen'l mer'dise	\$2,739,551 4,336,266	. \$2,763.815 . 7,142,102	\$3,244,629 6,285,563	\$2,315,992 5,907,255
Total	\$7,075,817	\$9,910,917	\$9,530,192	\$8,223,247
Dry goods Gen'l mer'disc	\$21,316,633 39,295,651	\$29.175.271 64.234.498	\$26,458,413 53,518,067	31,216,509 61,348,768
Total 10 weeks	\$60,612,284	\$93,409,769	\$79.976,480	\$95,595,277

In our report of the dry goods trade will be found the importa 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 March 14, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1831.	1882.
For the week Prev. reported			\$8,325,300 67,303,502	
Total 10 weeks	\$61,564,817	\$62,454,047	\$75,719,991	\$64,109,603

The following table shows the exports and imports of specie at the port of New York for the week ending March 11, and since Jan. 1, 1682:

EXPORTS AND IMPORTS OF SPECIE AT NEW TORK.

Gold.	Exp	orts.	Imports.			
Gota.	Week.	Since Jan.1.	Week.	Since Jan. 1.		
Great Britain	\$750,000	\$9,602,298 150,000	\$	\$100,131		
Germany West Indies Mexico South America All other countries	*****	95,000 16,700	10,838 1,100 20,453	112,608 76,533 83,917 4,035		
Tetal 1882 Total 1881 Total 1880	\$750,000 128,000	\$9.863,998 116,210 1,252,200	\$32,441 1,482,877 31,608	\$377,219 6,283,547 873,257		
Silver. Great Britain France	\$190,403	\$2,078,151 286,600 3,000	ŧ	\$11,193 869		
West Indies Mexico. South America. All other countries			6.686 9,455 6,175	99,986 176,126 25,540 4,684		
Total 1882 Total 1881 Total 1880	\$190,403 361.024 93,220	\$2,367,751 2,331,871 1,398,295	\$22,316 72,333 284,661	\$318,398 643,533 1,310,733		

Of the above imports for the week in 1882, \$7,852 were American gold coin and \$7,404 American silver coin. Of the exports for the same time \$750,000 were American gold coin.

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

—Attention is called to the Chicago St. Paul Minneapolis & Omaha Railroad Company's dividend of 134 per cent on the capital stock of the company, payable April 20, 1882.

—The Homestake Mining Company announces its forty-third dividend (for February), payable at the office of Wells, Fargo & Co. on the 25th inst. Transfer books close on the 20th.

BANKING AND FINANCIAL.

Bonds.

The policy of the Government in making successive calls of bonds for redemption will render it necessary for many holders to re-invest, during the coming year, money now lying in safes and vaults in the form of old issues of bonds, which have ceased, or will soon cease, to bear interest.

Government Bonds can be obtained at our office in any amount, at market rates, with no charge for commission.

Banking.

We receive deposit accounts of parties in good standing; satisfactory references required from those not already known.

Interest allowed at 3 per cent per annum on average monthly balances of \$1,000 or over. No interest on accounts averaging less than \$1,000.

Stocks.

We do a general commission business in Stocks and Bonds dealt in at the New York Stock Exchange, and other sound securities.

Especial attention given to orders by Mail and Telegraph from Banks, Bankers and other institu-tions and from investors out of the city.

Our Memoranda of Government Bonds for 1882, containing valuable information on many subjects, can be obtained by all desiring to make investments or to consult its pages for any purpose.

FISK & HATCH. 5 Nassau Street, New York.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been aunounced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads. Chic. Mil. & St. Paul, com. & pref. Georgia RR. & Banking (quar.). Lehigh Valley (quar.). Oregon & California, pref. Insurance. Jeffersou	112	Apr. 15	Mar. 31 to April 17 Mar. 16 to Mar. 19 to April 2

* Also 3 per cent more in certificates.

NEW YORK, FRIDAY, MARCH 17, 1882-5 P. M.

The Money Market and Financial Situation.-The stock market, which has been the great centre of attraction during the past month or more, has this week given evidence of a rigorous and healthy recovery from the late depression. There had been rallies before, but prices fell off again with a facility which was discouraging to holders, and only within the past few days has the strong and steady purchasing indicated a change in the tone of the market which seems more likely to be permanent in its character. It has been said all along, and hardly disputed, that the decline in stocks was pressed to the utmost by a strong bear party, and it was a fair conclusion that when they thought prices were near the bottom there would be a turn, and large purchases would have to be made to cover short sales. There is much evidence that this week has shown such a movement, and that purchases by the shorts have been heavy.

An incident occurred on Saturday, March 11, which has been the general talk of the market, and indeed of the whole country, and has been designated by some of the wags as "the greatest show on earth." This was the exhibit by Mr. Jay Gould, in his show on earth." This was the exhibit by Mr. Jay Gould, in his offlice, to a few of his influential friends, including Messrs. Cyrus Field, Russell Sage, Frank Work and others, of a large amount of his stocks and bonds, to prove that he was in no straits for money, as some of the bear rumors had stated. According to the accounts Mr. Gould produced a strong box from which he took a large number of stock certificates, including \$23,000,000 of Western Union, \$12,000,000 of Missouri Pacific, \$6,000,000 of Manhattan Elevated, \$2,000,000 of Wabash common, and \$10,000,000 of bonds of the New York and Metropolitan railways and Wabash preferred stock. The stock certificates were in his own name and most of them fresh, never having been endorsed, and therefore not used as collateral. He also offered to show some \$30,000,000 of railroad bonds, but the gentlemen were satisfied. It tollowed that there were various comments on this original action, and many believed that it was taken with some shrewd purpose; but however that may be, there is little doubt that it has had a good deal of influence on the market, since it appeared as a virtual declaration that Mr. Gould was a bull on stocks.

The money market has been quite easy at 4@6 per cent for call loans to stock borrowers, and 2@3 per cent to government bond dealers. Prime commercial paper quoted at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a gain of £879,000 in specie, and the percentage of reserve was 427-16, against 403-16 last week; the discount rate remains at 4 per cent.

The Bank of France gained 6.550,000 francs gold and 4.975. office, to a few of his influential friends, including Messrs.

4 per cent.
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The statement of the New York City banks, issued on March 11, showed a gain of \$3,305,875, they having a surplus reserve of \$687,825 above the legal requirement, against a deficiency of \$2,618,050 on March 4.

The following table shows the changes from the previous week and a companion with the two preceding years.

and a comparison with the two preceding years:

	1882. March 11.	Differ'nces fr'm previous week.	1881. March 12.	1880. March 13.
Specie Circulation	55,888,500 19.990,600	Dec.\$6,962,000 Inc. 2,608,700 Dec. 35,600	55,868,000	57,927,900
Net deposits. Legal tenders. Legal reserve.	\$71,510,675	Dec. \$1.157.775	\$67,917,200	11,652,400
Reserve held. Surplus	72,198,500	Inc. 2,148,100 Inc.\$3,305,875	68,334,600	09,580,300

Exchange.—There has been more activity in exchange, and from the larger supply of bankers' bills there is every reason to conclude that the outward movement of stocks and bonds is conbankers' sterling are 4 84% @4 85, and for demand 4 88% @4 88%, with cable transfers 4 89% @4 89%. The actual rates for Continental bills are as follows: Francs, 5 14% @5 15% and 5 19% @5 205%; marks, 94% @94% and 95% @95%; and guilders

In domestic bills, New York exchange was quoted to-day as follows at the places named: Savannah, bnying ½, selling ¼@%; Charleston, buying ½@3-16 premium, selling ¼ premium; New Orleans, commercial 50@75 premium; bank, 200 premium; Chicago, 75@80 premium; Boston, 17@20 discount.

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

March 17.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (franes) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	4 83 2 2 4 84 4 83 2 4 83 2 5 20 8 2 5 18 18 39 7 8 2 40 18	$\begin{array}{c} 4 \ 88^{1} 204 \ 89^{1} \\ 4 \ 87^{1} 204 \ 88 \\ 4 \ 87 \ 04 \ 87^{1} 2 \\ 5 \ 16^{7} 805 \ 13^{3} 4 \\ 40^{1} 40 \ 40^{1} 2 \\ 95^{3} 80 \ 95^{7} 8 \end{array}$

United States Bonds.-Government securities have met with a good demand and prices have been steady, except that the continued fives are higher.

The Secretary of the Treasury has issued three cails tor bonds The Secretary of the Treasury has issued three cans for ponda —continued sixes—to the amount of \$15,000,000, payable in parcels of \$5,000,000 each on May 3, 10 and 17 respectively. The bonds are described as follows: Registered bonds of the acts of July 17 and August 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 cent per annum from July, 1881.

ONE HUNDRED AND NINTH CALL \$50 No. 2,151 to No. 2,200, both inclusive.
100 No. 14,701 to No. 15,300, both inclusive.
500 No. 10,701 to No. 10,900, both inclusive.
1,000 No. 51,601 to No. 52,300, both inclusive.
5,003 No. 16,851 to No. 16,930, both inclusive.
10,000 No. 34,951 to No. 35,500, both inclusive.
Total, \$5,000,000. Payable May 3. Total, \$5,000,000. Payable May 3.

ONE HUNDRED AND TENTH CALL.

\$50 No. 2,201 to No. 2,230, both inclusive.
100 No. 15,301 to No. 15,500, both inclusive.
500 No. 10,901 to No. 11,000, both inclusive.
5,000 No. 52,301 to No. 53,0-50, both inclusive.
5,000 No. 52,301 to No. 53,0-50, both inclusive.
10,000 No. 53,501 to No. 28,100, both inclusive.
Total, \$5,000,000. Payable May 10.

ONE HUNDRED AND ELEVENTH CALL.

\$50 No. 2,231 to No. 2,230, both inclusive.
100 No. 15,001 to No. 15,700, both inclusive.
5,000 No. 11,001 to No. 11,100, both inclusive.
1,000 No. 53,051 to No. 53,500, both inclusive.
5,000 No. 17,051 to No. 17,100, both inclusive.
10,000 No. 36,101 to No. 36,670, both inclusive.
Total, \$5,000,000. Payable May 17.

ads must be sent to the Secretary of the T

The bonds must be sent to the Secretary of the Treasury at

Washington for redemption.

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

	Interest		Mch.	Mch.	Mch.	Mch.	Mch. 17.
	Periods.	11.	13.	14.	15.	16.	17.
6s, continued at 312	J. & J.	10034	10034	*10034	1003	*10034	*10034
5s, continued at 312	QFeb.	10212	1023_{8}	10258	10258	1023	*10234
4 los. 1891 reg.	QMar.	*11334	1137_{8}	*113%	*11334	111334	*113%
4128, 1891 coup.	QMar.	*11334	*113%	*11334	411334	*11334	*11334
4s, 1907reg.	QJan.	*11748	11718	4117	*117	*117	*117
4s, 1907 coup.	QJan.	11818	11818	*118		*11778	
6s, cur'cy, 1895reg.							125
6s, our'oy, 1896reg.	J. & J.	*126		*126		*126	126
6s, our'cy, 1897reg.	J. & J.	*127		*127			*127
6s, enr'ey, 1898reg.	J. & J.	*128				*123	*128
6s, our'ey. 1899reg.	J. & J.	*129	1129	129	*129	*129	*129

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

State and Railroad Bonds.—The transactions in State bonds

State and Railroad Bonds.—The transactions in State bonds have been moderate, and the quotations are given on another page. The Governor of Tennessee has called the Legislature together to meet next month and consider the debt question. Railroad bonds have been reasonably active at advancing prices. The bonds of a speculative character have advanced the most, with the large rise in stocks, but with regard to many of the good bonds it is worth while for investors to observe that their prices are now low as compared with the range of the whole year 1881, and when confidence is fully re-established in the stock market, bonds are likely to advance. Off our Board list the new 6 per cent first mortgage bonds of N. Y. Chic. & St. Louis are quoted at 79@80 for \$10,000 lots, and Mexican Central first mortgage 7s at 77 in Boston.

Railroad and Miscellaueous Stocks.—This has been a week

St. Louis are quoted at 79@80 for \$10,000 lots, and Mexican Central first mortgage 7s at 77 in Boston.

Railroad and Miscellaneons Stocks.—This has been a week of pretty steady recovery, the tone growing stronger in the past two days and the market closing active to-day, with a feeling that was akin to buoyancy. It is impossible to say how far the leading bears have covered their short sales, but while some may stand out we are inclined to believe that there has been a large buying for the short account in the past two days. Some of the foreign banking houses report that there has recently been a good demand for American stocks and bonds from abroad, and this accounts for the better supply of bankers' bills here. But it has wholly been the case that foreign buyers were most active when securities were high here and not when our markets were depressed, as the English have so much confidence in Yankee shrewdness that they are inclined to take what is good demand among the home purchasers. Aside from the points noticed in the introductory remarks above, there have been few developments of fact this week having any important bearing on the actual value of stocks. The Chicago Milwaukee & St. Paul statement for 1881 is very good, and the dividend on both classes of stock is better than had been rumored a short time ago. The railroads of the Northwest are doing a remarkably good business, and, when compared with the small earnings of the winter months in 1881, their reports present a marvellous increase. The annual dividend paid to the New York & Harlem stockholders from the profits of the city lines (Fourth Avenne horse cars), not leased to the New York Central & Hudson River Railroad, is this year 2 per cent. It was 3 per cent annually in prior years.

The New York Lake Erie & Western Road has given out no

was 3 per cent annually in prior years.

The New York Lake Erie & Western Road has given out no report of earnings since September last, and this very circumstance enabled the parties making evil reports of the company's finances to gain credence more easily.

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

PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN: 1, 1882. DAILY HIGHEST AND LOWEST PRICES. Sales of Range Since Jan. 1, 1882. Por Phil Year 1881.										
STOCKS.	Saturday,	Monday,	Tuesday,	Wadnesday.		Friday, March 17.	Sales of the Week, Shares,	Range Since Lowest.	Jan. 1, 1882.	Year 1881 Low. High
RAILHUADS.	*125 133	•130 135	March 14.	March 15.	*130	*130			133 Jan. 23	-
Albany & Susquehanna Boston & N. Y. Alr-Line Do prof Buffalo Pittaburg & Western Borlington Cedar Rapids & No.				460 01	04 64	64 64	200	824 Jan. 18 60 Jan. 0 394 Jan. 3	324 Jan, 18 704 Feb. 4 393 Jan, 3	25 30 71 2
Cedar Faila & Minnesola	44 45	*70 82 441 ₂ 453 ₄	46 46	*70 81 464 47	*79 92 463 ₄ 473 ₄	*79 817 474 49 297 297	6,710	80 Feb. 23 44 Feb. 23 15 Feb. 18	58 5 Jan. 16 21 Jan. 7	50 90 16 40½.
Central Inwa	01.00	741 ₂ 80 874 883 ₄	7812 7914 8813 80%	761 ₉ 83 881 ₉ 90	80% 84% 89% 90%	81 864 804 91	249,575 17,770	29% Mar. 17 74½ Mer. 17 80 Feb. 23 70 Feb. 6	37 ¹ 4 Jan. 4 97 ¹ 2 Feb. 20 94 ⁷ 6 Jap. 14 75 ¹ 2 Feb. 7	825 112
Cheriotic Columbia & Angusta Chesapeake & Ohio	*38½ 33 *20% 23	21 21 % 29 ½ 29 ½ 22 22	21 22 30 2 30 2 *22 5 25	*2112 24	21 ½ 21 ½ *30 32 *21 ½ 22 ½ 120¾ 129¾ 130¾ 131	22 223; 88 33 221 ₂ 221 ₂ 130 181	1,260 980 71	19 12 Mar. 9 28 Mar. 9 21 Mar. 9	26 Jan. 7 37% Jan. 14 26% Jan. 14	23 897
Chicago Burlington & Quincy Chicago Milwankee & St. Paul.	128 1283	127 130 127 129 108 109 7	127 129 130 1093 1105	128 130 1284 130 110 1111 ₂ 121 121	1115 1124	130 181 130 4 138 111 5 118 4 121 2 128	103,632	127 h Mar. 11 127 h Mar. 18 104 h Jan. 4	133 Feb. 8 138 Jan. 27 1134 Mar. 17	133 1 182 12 101 12 129 14
Chicago & Northwestern. Do pref Chicago Hock Isl, & Pacific	119 ½ 119 % 128 ¼ 129. 138 138 129 129	110 ¹ 120 128 ² 129 ² 137 ³ 139 129 ² 129 ²	$ \begin{array}{c cccccccccccccccccccccccccccccccc$	130 4 131 4 1138 4 140 180 131 2	121 121 131 76 131 12 131 76 139 139 12 131 14 132	131 % 193	24,810 4,460	121 Jan. 4 1361 Jan. 6	13d Feb. 2	1164 140 117 136 131 1 147 12 129 148 5
Chicago St. Paul Minn. & Om.	*70 75 30½ 31½	30 % N2 9814 9912	*72 75 32% 32%	32 33 ¹ / ₄ 100 101 ⁶ / ₄	77 70 33 2 33 6 101 2 101 6	3334 361 ₈	380 14,200 20,745 1,700	68 Mar. 8 2034 Feb. 23 97 2 Feb. 24	37 la Jan. 14	831 ₂ 51
Cincinnati Bandnaky & Clov Cleveland Col. Cin. & Ind Cleveland & Pittsburg gnar Columbia & Graeuville, pref Columbia & Graeuville, pref Columbia Chio, & Ind. Central. Danburg & Norwalk. Delaware Lackswanna & Weel.	74 74	45 45 75 757 ₈ 133 135	73 ¹ 2 78 •132 135	7734 7834 *133 134 ½	79 80 70 70	787 ₈ 787 ₉ 1331 ₉ 136	2,850	74 Mar. 11 133 Jan. 7	67 ½ Jan. 14 84 Jan. 14 137 ¼ Jan. 21	81 101% 1274 142
Columbia & Greenville, prof Columbia Chic. & Ind. Central. Danbury & Norwalk Delays to Lackawanna & Weel	978 976	97 ₈ 104 1165 119	104 104 65 65 1184 1204	104 104 1193 1224	70 70 10 10 ¹ 4 121 2 122 4	74 74 10 10% 1214 1234	1,700 1,700 100 374,172	70 Mar. 16 94 Feb. 13 65 Jan. 23 1164 Mar. 11	101 Feb. 2 217 Jan. 7 66 Jan. 23 1282 Feb. 3	82 18 ³ 4 60 107 131
Dubuque & Sionx City East Tennessee Va. & Ga	10% 11%	56% 59% *80 87 11% 11%	52% 554 *80 114 114	5278 5658 *80 87 1112 1158	54 5 ₈ 67	584 60% *82 56 11% 12	279,823 6,600	62% Mar. 14 83 Feb. 20 10 Feb. 23	74 % Jan. 20 84 Jan. 9 18 Jan. 14	66 1134 764 88 13 21
Green Bay Win. & St. P., pref. Hannibal & St. Joseph	18 19 *90 91	*175 185 204 204 *80 91 80 82	18 kg 19 190 91 83 84	19 19 *90 91 82 ¹ 2 84	194 195	10% 20% *90 91 82% 85	1,734	16's Mar. 8 20 Mar. 10 90 Mar. 1	26 ½ Jan. 18 20 ¼ Mar. 13 110 Fob. 8 111 ¼ Jan. 9	44 % 350
Honeton & Texas Central Illinole Central Indiana Bloom'n & West., new.	61 63 49	65 2 65 2 131 133	64 65 1 133 58 131 4 38 38	614 644	83 844 654 67 1344 1354 394 404	68 5 70 135 8 130 4 40 8 40 4	7,203 1,100 11,101 2,700	76 Mer. 2 61 Mar. 11 1274 Jan. 4 36 Mer. 8	00 Jan. 14	63 106 124 1461 ₂
Lake Erie & Western	28 28	283 29	20 294	2912 3016	294 80%	30 33%	4,350	13 Feb. 28 48 Jan. 19 27 Mar. 9	15 Feb. 27 49 Jan. 16 374 Jan. 14	14 30 4 41 56 32 65 4
Lake Shore	704 74	724 744	1124 114% 163, 163, 73 743	114 1144 16 18 704 734	1147 ₆ 1153 ₈ 164 ₂ 164 ₂ 723 ₄ 744 ₂	72 2 75%	202,220 200 300 150,340	108 Feb. 23 49½ Feb. 24 16 Mar. 8 65 Mar. 8	110 4 Feb. 27 52 6 Feb. 11 16 4 Mar. 14 100 4 Jac. 3 75 Jac. 6	16 ¹ 2 38
Louisvillo & Nashvillo Louisvillo New Albany & Chio. Manhattan	8434 6434 47 49	48% 52 94% 94%	517 ₆ 53 *93 94	64 12 65 53 53 14 493 18 95	527e 5332 x93 93	63 67 63 2	30,800 95	92 Mar. 9	981 Jan. 28	15 4 59 5
Manhalian Ceach Co. Marletta & Circinnati, let pref. Do 2d pref. Memphia & Charletton.	6 8 47 49	30 30 47% 50½	30 30 6 6 51 52	30 30 6 6	30% 31 10 11% 6 6% 52 53	31 31 53 55 ¹ 8	1,141 1,100 800 10,700	25 Jan. 23 10 Mar. 10 6 Mar. 7 46 Mar. 0	34 Feb. 28 15½ Jan. 16 9¼ Jan. 3	18 50% 0 24 6 15
Michigan Central. Michigan Central. Milwackee L. Sh. & West., pref. Minneapolle & St. Louis	787 80 5 4134 4212	**************************************	87 87 80% 81%	52½ 62½ *86¾ 90 80% 82	83 884 814 524	89½ 90½ 81¾ 83¾ 43¼ 44¼	1,525 20,692 600 100	84 Jag. 4 78% Mar. 11 41% Mar. 11 19 Mar. 6 59 Feb. 25	92 Feb. 8 90 Jan. 16 52 Jan. 16	773 126 848 1263 42 647 23 303
Missouri Rausas & Texas Missouri Pacific Mobile & Obio	263 ₈ 273 ₄ 871 ₄ 90 *23 26	27 28 ¹ 2 88 92	28 29 017 ₆ 935 ₆	285 ₈ 293 ₄ 931 ₄ 95 25 25	29 kg 30 94 kg 95 kg 25 25	* 60 29½ 31¼ 95 97⅙ 25 25½	69,980 241,900 400	29% Mar. 11	39% Jan. 14	85 11430
Morris & Essex Nashville Chattanooga & St. L. New York Central & Hudson New York Elevated	120 121 55 56 5 120 130 7 *102	119% 119% 56½ 59 129% 130½ *10J 106	58 ¹ 2 59 130 ¹ 4 131 ¹ 8	1204 1204 593 60 11294 1313 104 107	60 ³ 8 60 ³ 4 130 131	122 122½ 60 63 130½ 131%	1,462 12,200 63,841	11934 Mar. 13 54 Mar. 8 1284 Jan. 31	353, Jan. 21 124 Mar. 1 87 Jan. 14 1353, Jan. 14 1094, Jan. 27 43 Jan. 14 85 Jan. 14	18 ¹ 4 39 ³ 4. 118 131 63 102 130 ² 4 165
New York Lake Erie & West Do pref. New York New Haven & Hari.	0914 7034 1*163 170	31 % 35 %	35 7 ₆ 35 5 ₈	*165 170	105 105 37 37 5 73 74 7 *168 170	37 38 75 75 2 1693 170	163,910 2,850 36	34 Mar. 8 67 Mar. 8 168 Feb. 17	1172 Feb. 4	1104 41100
New York Ontario & Western Norfolk & Western Do pref	22 223	463, 48	47 47	227 ₈ 24 48 48	23 ³ 4 21 ¹ 8 48 49	235 24 12 22 12 22 12 48 14 50	3,680	217- Mar 0	28 Jan. 14 24 Feb. 27 68 Jan. 11 87 Jan. 14	955 431
Ohio Central Ohio & Mississippi	18 19 30 305	68% 70% 18 19	31 314 70 71 185 19 318 324	31 4 31 7 70 2 71 78 18 2 19 2 32 32 2	32 327 _e 715 ₈ 723 ₈ 164 16 327 ₈ 33	3234 345, 715a 75 16 165a 33 3458	10.095 125.935 6,300 4,100	66% Feb. 23 15% Mar. 16	7714 Jan. 14 2559 Jan. 14	641e 831e 377e.
		634 634	63% 637 ₈	62 6312	64 65	66 6734	1,900	15 Feb. 24 60 Jan. 30 190 Jan. 31	23 ¹ 2 Jan. 16 75 Jan. 3 195 Jan. 6	18 37 ¹ 2 04 83 190 200
Philadelphia & Reading Pittsburg Ft. Wayne & Chic Rensselaer & Sarutoga	25% 25% 51 5 54% 135 2 135 5		27 27 38 53 2 51 5 *134 135		28% 29% 57% 68%	135 137	83,420 20	51 5 Mar. 11 123 5 Feb. 24 135 Feb. 25	35°9 Jan. 14 23°2 Jan. 16 75 Jan. 3 195 Jan. 6 37°4 Jan. 14 67°2 Jan. 7 137 Mar. 17 140 Jan. 17	2714 5734 50 7484 127 142 130 146
Omo Sostiera Oregon & Trans-Continental, Panama, Tritet Co, certificatea, Peoria Decature & Evansville. Phitadelphia & Hewling Pittaburg Ft. Wayne & Chic. Rensselaer & Sarutoga, Rich. & Alleght, slock trust cile. Richmoni & Dairville. Richmoni & West Point. Rochester & Pittsburg.	20 21 116 118 100 100 30 305	110 117 ¹ 2 100 103	120 123 110 113	21 ½ 22 ¼ 121 124 111 111 ½	120 121 109 5 110	23 23 1 ₂ 121 123 1 ₂ 120 111	4,780	110 Mar. 13	250 Feb. 7	991 171
Rome Watertown & Ogdenab's St. Louis Alton & Terre Haute.	*23 kg	*23 25 64 64	31½ 32¾ 20 20 25 23	24 5 26 5 06 67	33 ¹ 8 33 ¹ 2 26 ¹ 2 29 68 71	331 ₄ 341 ₈ 26 26 261 ₂ 273 ₄ 681 ₂ 731 ₂	14,000 11 1,500 1,625	20 Jan. 3 20 Jan. 8 60 Mar. 8	263 Feb, 15 34 4 Mar, 17 26 Mar, 17 28 Mar, 16 92 Jan, 16 92 Jan, 26 60 2 Jan, 26 106 2 Jan, 27 75 Mar, 2 110 Mar, 2 110 Mar, 1	22 50 ½ 30 77 ½. 85 143 ¾
St. Louis & San Francisco. Do pref Do lat pref. St. Paul & Duluth.	3174 3174 45 45 8813 8812		87 b 87 b			49½ 49½ 89 89	400 600 46	34 ½ Mar. 8 43 Mar. 8 78 % Feb. 24	46 % Jau. 25 60 ~ Jan. 26 106 ~ Jau. 17	39 55 55 814 90 1154
Do prof	11114 112		29 30 112 1124 30 367 ₆	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	112 ½ 115 37 58 38 78 15 ½ 16 %	1143, 119 875, 403	3,930 84,723	68 Jan. 19 108 2 Jan. 26 34 5 Mar. 9	75 Mar. 2 110 Mar. 17 515 Jan. 14	70 885 885 11334 415 785
St. Paul Minneap. & Manitoba. Texas & Pacific Toledo Delphos & Burlington. Union Pacific Wabash St. Louis & Pacific.	12 12 1 110 5 112 30 5 32 5	1234 1234 110934 11234 3136 3234	110½ 111¼ 33¼ 33¾ 56% 57¾	16 1 15 1 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 15 16 16 111 12 112 36 33 18 34 19 57 18 58 78	87% 40½ 16 16¼ 111% 113½ 33¼ 34¾	1,200 63,285 36,076	10½ Feb. 15 109¾ Mar. 18 27% Feb. 23	51 54 Jan. 14 17 2 Jan. 7 119 4 Jan. 16 38 12 Jan. 14 71 58 Jan. 14	15 38 10512 13134 3314 60
Do pref. MISCELLANEOUS, American District Telegraph Colorado Coal & Iron. Delaware & Hudson Canal	05 50%	30 31-2	39 39	38 38 ¹ 2		575 ₈ 60	54,550 140 2,913	31 Jan. 28 38 Mar. 13	60 Feb. 14 454 Jan. 13 109-2 Feb. 20 49% Jan. 10	31 74 1 ₆ . 35 67
		10234 10444	101 105 39 39 130 130	104 ½ 105 % 38 38 130 130	39 \ 39 \ 2 105 \ 2 106 \ 4 132 133	37 37	1.020	1024 Mar. 13 37 Mar. 17 128 Jan. 31	109 - Feb. 20 49 - Jan. 10 140 Jan. 19	89% 116 30 49.7 134 190
New 1976 & Texas Land Oregon Railway & Nav. Co. Pacific Mail. Pullman Palace Car. Sotro Tunnol West Union Tel., excertificates	764 774	765, 7854	125 4 125 4 7878 80	123 123 79 ¹ 2 81 ¹ 6	132 133 393, 404 124 1244 81 824	124 125 34 34 8172 83%	14,500 579 2,100 234,627	122 Feb. 23 5 Feb. 2 76 Mar. 11	49 % Jan. 10 49 % Jan. 10 45 ¼ Feb. 3 145 Jan. 18 1 Jan. 3 83 % Mar. 17	39 120 161 77 76 161 92
Adana American United Statea Wella, Fargo & Co COAL AND MINING. Concolidation Coal Homestake Muning	*140 144 *92 93 79% 73%	*140 143 931 931 *70 74 1261 1261	140 140	139 140½ 92 92 *70 74 126 126	141 5 141 5 *92 93 72 5 72 5 126 4 126 4	140 140 921 931 *72 74 1261 1261	965	120 Mar 15	149 5 Jan. 10 97 5 Feb. 25 80 5 Jan. 26 130 2 Jan. 6	120 153
COAL AND MINING. Consolidation Coal Homestake Mining Little Pittshare Mining	29 1 30 17 10 11 15	1 . 1 (.3 10 .3)	*27½ 29 *17 18	*27 ½	18 18	*28 29 ¹ 2 *17 18 ¹ 2	580 300	001- 3fer 11	967 TAD 16	80 48
Homestake Mining. Little Pittsborg Mining. Mariposa Land & Mining. Maryland Coal Oniario Silver Mining Pennsylvania Coal Quickeliver Mining	*15 16 ¹ 2	*14 1612	*25 96	*1½ 15 *16 17 *35 36	*112 168	*1½ 1% *15 16½ *35 36	100	2 Jan. 25 154 Mar. 6 33 Jan. 16	194 Feb. 4 2 Jan. 14 2 Jan. 25 26 Jan. 20 35 Jan. 23	1 1 8 6 6 17 4 35 38 2 38 2
Quickellver Mining	*11 12 *55 58	*11	*237 245 111 ₈ 111 ₆ *50 60	11% 12	* 245 *113 123 *54 60	* 245 *11 59 59	600	240 Jan. 17 11 - Feb. 27 57 Jan. 3	35 Jan. 23 245 Jan. 16 144 Jan. 16 624 Jan. 19 173 Jan. 4 37 Jan. 4 67 Feb. 3 13 Mar. 2	240 254 12 214 53 75
Pennsylvania Goal Quickailiver Mining Do pref. Standard Consol, Mining Cameron Coal Central Arizona Mining Deadwood Mining	*16 15½	• 7 ₀ 1	*15 154 *5 6	15 4 15 4	1512 1512	15 4 16 1 ₂	305 200 300	30 Mar. 3 % Mar. 16	37 Jan. 12 18 Jan. 4 62 Feb. 8	173, 27 26 4634 1 7 1 14
Excelsior Mining New Central Coal. Robinson Mining	*1 1 1 1 2 3 3 3 4	34 37	16 16 *334 378	*312 334	76 76 612 619 134 134 *15 1612 *3	134 134 *16 17 *314 319	6,550	5 Jan 5 14 Jan 17 10 Mar. 14 24 Jan 9 2 Mar. 2 15 Feb. 6	20 Jan. 1	18 251
* These are the prices bid		o sale was m	ide at the Bo	ard.	† I	owest price	ie ex-divid		2 Jan. 5 1 2 Feb. 6	24 7 114 4

[•] These are the prices bid and asked—no sale was made at the Board.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES. STATE BONDS.

STATE BONDS.											
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama— Class A, 3 to 5, 1906 Class A, 2 to 5, small Class B, 5s, 1906 Class C, 4s, 1906 6s, 10-20s, 1900	814 82 100 844 100		Michigan— 68, 1883. 78, 1890. Missouri— 68, due 1882 or 1883	100		N. Carolina—68, old, J.&J. 68, old, A.&O No. Carolina RR., J.&J. Do A.&O Do coup. off, J.&J. Do coup. off A&O.	28 28 135 135 115 115		South Carolina— 6s, Act Mar. 23, 1869 anon-fundable, 1888. Brown consol'n 6s, 1893. Tennessee—6s, old, 1892-86s, new 1892-8, 1990.	7 10114 49 481 ₂	10 103 50 50
6s, funded, 1899-1900	27	40	M1880017- 68, due 1882 or 1883 68, due 1886. 68, due 1887 68, due 1889 68, due 1889 or 1890 Asyl'm or Univ., due '92 Funding, 1894.'95 Hannibal & St. Jo., '86. Do do '87. New York	108 110 112 113 116 105	107	Do Coup. off, J.&J. Do coup. off, J.&J. Do coup. off, A.&O. Fanding set, 1866-1900. Do 1868-1898. New bonds, J.&J., '92-8 Do A.&O. Chatham RR. Snevial tax, class 1, '98-9	10 10 18 18 18 4 61 ₂		non-Hindable, 1888, 1983 Brown consol'n 68, 1893 Tennessee—68, old, 1892-8 68, new, 1892-8-1990 68, new series, 1914. Virginia—68, old. 68, new, 1866. 68, new, 1867. 68, consol, bonds 68, ex-matured compon	49 33 33 33 80 61	50
78, L. Rock & Ft. S. 188- 78, Memp, & L. Rock RR 78, L. R. P. B. & N.O. RR 78, Miss. O. & R. R. RR. 78, Arkansas Cent. RR. Connecticut—68, 1883-4 Georgia—68, 1886 78, new, 1886 78, endorsed, 1886 78, gold, 1890 Louisiana—	20 7 100 105 108 108 115	15	Do do '87. New York— 68, gold, reg., 1887. 68, gold, coup., 1887. 68, loan, 1883. 68, loan, 1891. 68, loan, 1892. 68, loan, 1893.	105		Chatham RR. Special tax, class 1, '98-9			6s, ex-matured conpon 6s, consol., 2d series 6s, deferred District of Columbia— 3 65s, 1924 Small bonds Begistered	42 13	10612
Losisiana— 7s, consol., 1914 7s, small	6414	1 1			{	6s, 1886. Rhode Island— 6s, coupon, 1893-99			Small bonds Registered Funding 5s, 1899 Do small Do rsgistered		
	1	()	RAILROAD BONDS			SCELLANEOUS SECTION. Y. Cent.—Continued—		IES.	W St L &P - Castinged		
Railroad Bonds. (Stock Exchange Prices.) Ala. Central—1st, 6s, 1918	100	ne .	1st cons. 5s.		78	Canada So.—1st, int. gn. Harlem—1st m., 7s, cp. 1st mort., 7s, reg., 1900	933 ₆ 132	94 135 116	Chic. Div.—5s, 1910 Hav. Div.—6s, 1910 Tol.P.&W.—1st, 7s,1917	190 110	85 95 1121 ₂
Atch. T. & S. Fe -4 2,1720 Atl'c & Pac1st, 6s, 1910 Balt. & O1st, 6s, Prk. Br. Bost. H. & E1st mort.	\$1054 48	95 97 491 ₂	Eliz.Lex.& Big S'y.—6s Erie—1st mort., extended. 2d mort., ext'd 5s, 1919.	96 12684 103	93 97	N. Y. Cent.—Continued— Canada So.—1st, int. gb. Harlem—1st m., 7s, cp., 1500 N. Y. Elev'd—1st, 7s, 1906 N. Y. Pa.&O.—Pr.l'n,6s, 95 N. Y. C. & N.—Gen.,6s, 1910 N. Y. & Naw Eng.—1st, 7s, 1st m., 6s, 1905 N. Pac.—G.l.gr.,1st con.6s Registered 6s, 1921 N. O. Pac.—1st, 6s,g.,1920 Nort.&W.—G.l.m.,6s, 1931 Ohio & Miss.—Consol. s. f. Consolidated 7s, 1898	#95 62 t102	65	Ind'polis Div.—6s, 1921. Detroit Div.—6s, 1921. Cairo Div.—5s, 1931.	189	93
Bnr. Ced. R.& No.—1st, 5s Minn.& St. L.—1st, 7s, go Iowa C.& West.—1st, 7s C.Rap.la.F.& N.—1st,6s	105	100	3d mort., 7s, 1883 4th mort., ext'd, 5s, 1920 5th mort., ext., 7s, 1888. 1st,consol., gold, 7s, 1920	$103\frac{1}{4}$ 106 1112 $125\frac{1}{2}$	104 108 126	Nevada Cent.—1st m., 6s. N. Pac.—G.l.gr.,1st con.6s Registered 6s, 1921	9712	103 973	Tol. & W.—1st, ext., 7s 1st, St. L. Div., 7s, 1889 2d mort., ext., 7s, '93	\$10915 \$10115	105
Central Iowa—1st, 7s, '99 Char. Col. & Aug.—1st, 7s Chessp. & O.—Pur. m'y id. 6s, gold, series A. 1908.	1093 \$105 \$112 1024	104	Long Dock bonds,7s, '93 Buff.N.Y.&E.—1st,1916 N.Y.L.E.&WNew2d,6 1st, consol., fd. cp., 7s.	123 ‡93 120	94 12	N. O. Pac.—1st, 6s, g., 1920 Norf. & W.—G.l.m., 6s, 1931 Ohio & Miss.—Consol. s. f. Consolidated 7s, 1898	$\begin{array}{c} 84\frac{1}{2} \\ 102\frac{1}{2} \\ 117 \\ 117 \\ \end{array}$	118 ¹ 2 118 ¹ 2	Eqnipm't bonds,7s, '83' Consol., conv., 7s,1907 Gt. West.—1st, 7s, '88. 2d mort., 7s, 1893	‡ ‡103½	65 102 109 ¹ 2 105
6s, gold, ser. B, int. def. 6s, currency, int. def Mortgage, 6s, 1911 Chicago & Alton—1st m	453 ‡119	79 46 125	2d, consol., fd. cp., 5s. Bnf. & S.W.—M.+s,1908 Ev. & T. H.—1st cons., 6s Fl't&P. Marg.—M.6s,1921	120	95 111	2d consolidated, 7s,1911	¥	$121 \\ 121 \\ 951_2 \\ 94$	Q. & T.—1st, 7s, 1890. fil.&S.I.—1st, 7s, 1882 Hsn.& Napies—1st, 7s St.L.K.C.&N.—R.e.,7s	±100	106
(Stock Exchange Prices.) Ala. Central—1st, 6s, 1918 Atch. T. & S. Fe—4'2, 1820 Att'c & Pac.—1st, 6s, 1910 Balt.&C.—1st, 6s, Prk.Br. Bost. H. & E.—1st mort. Bur. Ced. R. & No.—1st, 5s Minn.& St. L.—1st, 7s, 20 Iowa C. & West.—1st, 7s C.Rap.la.F. & N.—1st, 5s Central Iowa—1st, 7s, '99 Char. Col. & Aug.—1st, 7s Cheasn. & C.—Pur. m'y fd. 6s, gold, serles A, 1908. 6s, currency, int. def Mortgage, 6s, 1911. Chicago & Alton—1st m. Income 7s, 1833 Sinking Innd, 6s, 1903 Sinking Innd, 6s, 1903 Joliet & Chicago—1st m. La. & Mo.—1st m., guar. 2d most 7s, 1900	‡103 ‡	115	Bivisibilar 3, 1930 Eliz.C.&N.—S.F.,deb.c.6s 1st mortgage, 6s, 1920. Eliz.Lex.& Big S'y.—6s Erie—1st mort., extended. 2d mort., ext.d.5s, 1919. 3d mort., 7s, 1883. 4th mort., ext.d.5s, 1920 5th mort., ext.d.5s, 1920 5th mort., ext.d., 7s, 1888. 1st,consol., gold, 7s, 1920 Long Dock bonds, 7s, '03 Buff.N.Y.&E.—1st, 1916 N.Y.LE.&W.—New2d, 6 1st, consol., fd. cp., 7s. 2d. consol., fd. cp., 7s. Buf. & S.W.—M. *S, 1908 Ev. & T. H.—1st cons., 6s Fl't&P. Marq.—M.6s, 1921 Gal. Har.& S.Ant'o—1st, 6s Gulf Col. & S. Fe—7s, 1909 Han. & S. Lyos.—8s, conv. Consolidated 6s, 1911	102 106 82 108	104 109 85 1094	1st m., Springfield Div. Ohio Cent.—1st, 6s, 1920. 1st m., Ter'lTr., 6s, 1926 1st Min'l Div.—6s, 1921 Ohio So.—1st M., 6s, 1921 Oregon&Cal.—1st, 6s, 1021 Panama—S.F. sub. 6s, 1827 Peoria Dec. & Ev.—1st, 6s Evans. Div., 1st, 6s, 1920 Pae. RRs.—C.Pac.—0., 6s. San Joaquin Branch Cal.& Orezon—1st m	85	871 ₂	W.St.L.&P.—Continued— Chic. Div.—5s, 1910. Hav. Div.—6s, 1910. Tol.P.&W.—1st, 7s, 1917 lowa Div.—6s, 1921. Detroit Div.—6s, 1921. Uairo Div.—5s, 1931. Walnash—Mort. 7s of '09 Tol. & W.—1st, cxt., 7s 1st, St. L. Div., 7s, 1839 2d mort., ext., 7s, '93 Equipm bonds, 7s, '83 Consol., conv., 7s, 1907 dt. West.—1st, 7s, 1830. 2d. & T.—1st, 7s, 1890. Ill.&S.I.—1st, 7s, 1890. Garinda Br.—6s, 1919 St. Chas. Br.—1st, 6s. No. Missonri—1st, 7s. West.U. Tol.—1900, coup. 1900, reg	1104	100 100 11934
2d mort., 7s, 1900 St. L. Jack. & Ch.—1st m 1st, gnar. (564), 7s, '94 2d m. (360), 7s, 1898.	1151 1151	115	Han. & St. Jos.—8s, conv. Consolidated 6s, 1911 Honston & Texas Cent.— 1st mort. L. gr., 7s	104 ¹ 2 ‡104 111 ¹ 2		Peoria Dec. & Ev.—1st, 6s Evans. Div.,1st, 6s, 1920 Pae. RRs.—C.Pac.—O.,6s. San Joaquin Branch.	1143 1143	105 102 1147 _e	West. U. Tel.—1900, coup. 1900, reg. N. W. Telegraph—7s, 1904 Spring Val. W.W.—1st, 6s Oregon RR. & Nav.—1st, 6s	1174	118 1184 105
2d, gnar. (188), 7s, '98. Miss.R.Br'ge—1st,s.f. 6s C.B.&Q.—8p.c., 1stm., '83 Consol mort., 7s, 1903.	1034	104	1st mort., West. Div., 7s 1st mort., Waco & N., 7s 2d, consol., main line, 8s 2d Waco & N. 8s, 1915	107 ‡111 115	10734	Chata 414 hands 7a 104					106-2
5s, sinking fund, 1901 Iowa Div.—S.F.,5s,1919 Iowa Div.—S.F.,4s,1919 C.R.L. P.—6s.cup. 1917	‡87¥	88	Gen. mort., 6s, 1921 Hous.E.&W.Tsx.—1st, 7s 11l.Cent.—Dub.& S. C., 1st	100	101 107	Land grant bonds, 6s. West. Pac.—Bonds, 6s. So. Pac. of Cal.—1st, 6s. Union Pacific—1st wort. Land grants, 7s, 87-9. Sinking fonds, 8s, 93 Registered 8s, 1893 Colletant trust 6s.	1043 1154 115 1175	1164	Interest payable if earned.) Ala. Cent.—Inc. 0s, 1918. Att. & Pao.—Inc., 1910 Central of N. J.—1908 Chic.St.L.&N.O.—2d, 1907 Col.Chic.&I.C.—Inc.7s, 90	93	100
6s, 1917, registered	\$127 1151	105	Ced. F. & Minn.—1st m. Ind.Bl.& W.—1st, pref., 7s 1st mort., 3-4-5-6s, 1909	‡110 ‡891 ‡75	120	Registered 8s, 1893 Collateral trust, 6s Kans. Pac.—1st, 6s,'95	110	107	Con. Chic. & I.C.—The. 78, 90 Cent. Ia.—Coup. deb. certs. Chic. St. P.& M.—L.g. Inc. 6s Chic. & E. 111.—Inc., 1907	‡ ‡	52 75 95
Conv., assented, 1902 Adjustment, 7s, 1903 Leh.&W B.—Con.g'd.as. Am D'k & Im —5a 1921	113 105 ‡1035	106 105 97	Indiansp.D & Spr.—1st,7s 2d, 5s, 1911 Int. & Gt.No.—1st, 6s gold	1034	103 ¹ 2 76 107 ¹ 2 88	Den.Dlv.,6s,ass'd.'99 1st cons., 6s, 1919 Cent. Br. U. Pac.—1st,6s Funded conp. 7s '95	1071 1021 100	1023,	E.T. Va.&G.—1nc.,6s,1931 Eliz.C.&No.—2d1nc.,1970 G' BayW.&St.P.—2d,Inc.	5112	75 53 ¹ 2 30 62
C. M. & St. P.—1et, Ss, P.D. 2d m., 7 3-10, P. D., 1898 1st m., 7s, \$ g., R.D., 1902	131 117 125	135	Kent'ky Csn.—M.,6s.1911 Lake Shore & Mich. S.— Mich. So. & N.I. s.id. 7s	1081		Registéred 8s, 1893 Collateral trust, 6s Kans. Pac.—1st, 6s, '95 1st m., 6s, 1896 Den. Div., 6s, 1896 1st cons., 6s, 1919 cant. Br. U. Pac.—1st, 6s Funded conps., 7s, '95. Atch.C. &P.—1st, 6s, 1905 At. Jew. Co. &W.—1st, 6s Utah So.—Gen., 7s, 1909 Extens'n, 1st, 7s, 1909 Mo. Pao.—1st consol., 6s 3d mortgage, 7s, 1906.	105	98 95 107	Ind. Bl. & West.—Inc., 1919 Ind s Dec. & Spr'd—2d ino. Trust Co. certificates Int. & Gt. North.—2d Inc.		80
Ghicago & Alton—18t m. 1ncome 78, 1833 Sinking fund, 68, 1903 Joliet & Chicago—18t m. La. & Mo.—18t m., guar. 2d mort., 78, 1900 St. I., Jack. & Ch.—18t m. 1st., guar. (564), 78, '94 2d m. (360), 78, 1898 2d, gnar. (188), 78, '98. Miss. R. Br'go—18t, 8.1. 68 C. B. & Q.—8 p. c., 18t m., '33 Consol mort., 78, 1903 58, sinking Iund, 1901 Iowa Div.—S. F., 58, 1919 C. R. I. & P.—68, coup., 1917 68, 1917, registered Keo. & Des M.—18t, g., 58 Central of N. J.—18t m., '90 1et consol., assented, '99 Conv., assented, 1902 Adjustment, 78, 1903 Leh. & W. B.—C. 18, 1921 C. M. & St. P.—18t, S., P. 2d m., 73 10, P. D., 1899 1st m., La C. Div., 1897 1st m., I. & C., 1897 1st m., I. & M., 1897 1st m., I. & C., 1899 1st m., C. & M., 1903 Consol. 78, 1903 2d mort., 78, 1884 1st, 78, I. & D. Ext., 1908 S. W. Div., 18t, 58, 1909 1st S., Minn. Div., 68, 1911 1st S., Minn. Div., 68, 1911 1st S., Minn. Div., 68, 1911	117 117 120 118	120	Han. & St. Jos.—Ss, conv. Consolidated 6s, 1911 Honston & Texas Cent.— 1st mort., 1st., 7s 1st mort., West. Div., 7s. 1st mort., West. Div., 7s. 2d, consol., main line. 8s. 2d, Waco & N., 8s, 1915 Gen. mort., 6s, 1921 Hons. E. & W. Tex.—1st., 7s. Lik. Cent.—Dub. & S. C., 1st Dub. & S. C., 2d Div., 7s. Ced. F. & Minn.—1st m. Ind. Bl. & W.—1st, pref., 7s. 1st mort., 3-4.5-6s, 1909 2d mort., 3-4.5-6s, 1909 2d mort., 3-4.5-6s, 1909 Longon, 6s, 1909. Kent'ky Cen.—M., 6s, 1911 Lake Shore & Mich. S.— Mich. So. & N. I. s.d. 7s. Cleve. & St. N. I. s.d. 7s. Cleve. & Tol.—Sink. fd. New bonds, 7s, 1886. Cleve. P. & Ash.—7s Buff. & Etle—New bds. Buff. & State Line—7s. Ksl. & W. Pigcon—1st.	108 112 119 100		Mo. Pao.—1st consol., 6s 3d mortgage, 7s, 1906. Pacific of Mo.—1st, 6s 2d mort., 7s, 1891	1001 1061 1123	112 1061 ₂	Col.Chic.&I.C.—Inc.7s, '90 Cent.1a.—Coup.deb.csrts. Chic.St.P.&M.—Lg.Inc.0s Chic. & E. Ill.—Inc., 1907 Des M.&Ft.D.—lst.Inc.,6s E.T.Va.&G.—Lnc.,6s,16s1 Ellz.C.&Nb.—2d1nc.,1970 G' BayW.&St.P.—2d,Inc.,1970 G' BayW.&St.P.—2d,Inc.,1919 Ind s Dec. & Spr'd—2d inc. Trust Co. estrilicates Int. & Gt. North.—2d inc. 2d assented, 6s, 1993. Lshigh & W.B.Coal.—1888 Lake E. & W.—Inc. 7s, '99 Sand'ky Div.—Inc., 1920 Laf. Bl.&Mun.—Inc.7s, '99 Mil. L. S. & W.—incemes.	87 55 43 +50	55
2d mort., 7s, 1884 1st, 7s, I.& D. Ext., 1908 S. W. Div., 1st, 6s, 1909 1st, 5s, La& Day., 1910	1025 1171 1031 91	94	Ksl. & W. Pigeon—1st. Det.M.& T.—1st,7s;1906 Lake Shore—Div. bonds	120	125 1284	3-6s, class C, 1906 3-6s, class B, 1906	863	90	Laf. Bl. & Mun.—Inc.7, 8, 99 Mil. L. S. & W.—Incomes. Mob. & O.—Ist pref. dsben. 2d pref. dsbentures 3d pref. debentures		81 55
1st, 5s, La. & Dav., 1910 1st S. Minn. Div., 6s, 1911 1st m., H. & D., 7s, 1910 Ch. & Pac. Div., 6s, 1911 1st Chic. & P.W., 5s, 1921 Min'l Pt. Div., 5s, 1910 C. & N. west.—S. f., 7s, 1885 Interest bonds, 7s, 1815 Extension bonds, 7s, 1915. Extension bonds, 7s, 1915. Conpon gold, 7s, 1902. Reg., gold, 7s, 1902. Sinking fund, 6s, 1928. Sinking fund, reg.	103 ¹ 113 ³ 106 ¹ 191 ³	104 114 193	Consol., conp., 1st., 7s. Consol., conp., 1st., 7s. Consol., reg., 1st. 7s Consol., conp., 2d, 7s Lonisv. & N.—Cons, 7s., '98 2d mort., 7s, gold, 1883 Cecilian Br'ch.—7s, 1967	126 123 1234 121		So. Pacific of Mo.—1st m	1 2170	100	4th pref. debentures N.Y. Lake E. & W.—Inc. 6s. N.Y. P. & O.—Istinc. ac. 5-7 Obio Cent.—Income, 1920	‡45	4712
Min'l Pt. Div., 5s, 1910 C.& N. west.—S.f, 7s, 1883 Interest bonds, 7s, 1883 Consol bonds, 7s, 1915.	\$106 104 \$131	108 133	2d mort., 7s, gold, 1883. Cecilian Br'ch—7s, 1907 N.O.& Mob.—1st, 6s, 1930 E. H. & N.—1st, 6s, 1919	92 961	94	Consol., 6s, 1905 Income & I'd gr., reg. 1st,Rio G.Div.,6s,1930 Pennsylvanis RR— Pa. Co's guar. 4 2 1st c.	1	6312	Min'l Div.—Inc. 78,1921 Ohio So.—2d Inc., 68,1921 Ordensh & L. C.—Inc. 1920	28	30 65
Extension bonds, 7s, '83 1st mort., 7s, 1885 Conpon gold, 7s, 1902 Reg., gold, 7s, 1902	$ \begin{array}{c c} 102 \\ 107 \\ 124 \\ 123 \end{array} $	124 4 124 4	Gen'l mort., 6s, 1930	96	105	Registered, 1921			Evansv. Div.—Inc., 1920 Roch. & Pitts.—Inc., 1921 S. Caro. R'y.—Inc., 68, 1931 St. Louis I. Mt. & So.—	403	60
Sinking fund, 5s. 1929.	.1\$100		St. L. Div.—1st. 6s, 1921 St. L. Div.—1st. 6s, 1921 2d mort., 3s, 1980 Nashv. & Dec.—1st., 7s S. & N. Ala.—S.f., 6s, 191 Leban'n-Knox.—6s, 1931 L'isv.Cin. & L.—6s, 1931	117 1014	102	1st reg., 7s, 1900 2d, 7s, 1913 Pitts.Ft.W.& Ch.—1st m 2d mort, 7s, 1912 3d mort, 7s, 1912 (clev.&Pittsb.—Cons., s.:	137 ‡132 131	135 133	1st, 7s, prei. int. accum.		102
Sinking Innd, reg	. 11118	1001-	Sandusky Div., 6s, 1919 Laf. Bl.& M.—1st, 6s, 1919	102 ¹ 102 101 ³	100	Col. Ch. & I. C.—1st, cons 2d con., 7s, 1909 1st, Tr't Co. ctfs., sss'd	122		Stigl. & R'y-Ser. B., inc. '94 Plain Income 6s, 1896 Sterling Mtn. R'y Inc., '95 St. L. A. & T. H. – Div. b' nds Tol. Del. & B. – Inc. 6s, 1910 Dayton Div. – 6s, 1910 Tex. & St. L. – L. g., inc. 1920	‡40 ‡24	41 29
2d mort., 7s, 1907 Mil.& Mad.—1st,6s,190 C. C. C.& Ind's—1st,7s,s, 1 Consol. mort., 7s, 1914. C St.L.&N.GTen.lien,7	\$ \$105 \$ 121 \$ 122	125	Manhat, B'ch Co.—7s, 1895 N. Y. & M. B'h.—1st, 7s, '9' Marietta & Cin.—1st, 7s. 1st mort, sterling. Metrop'lit'n El.—1st, 1908	104	86	1st Trit Co otto gonni	110		Miscellaneous List.	i i	
C. St. P.M.& O.—Cons., 6	s 199	1 20 3g	Mich Cent.—Con78, 1902	1257	1014	Pits. B'd. & B.—1st. 6s, 1911		85	(Broker's Quotations.) Vs. State—Now 10-40s Atl. & Gulf—Consol.7s,'97 Atl.& Charlotte—1st, 7s	39 †106 107 4	40 110 108 ¹ 2
No. Wise.—1st, 6s, 1930 St.P.&S.C.—1st, 6s, 1919 Chlc.& E.Ill.—1st, s.f., cur Col.& Green.—1st, 6s, 191		100	1st mort., 8s, 1882, s. f. Equipment bonds, 8s, 8s 6s, 1909. Coupon, 5s, 1931 Registered, 5s, 1931.	91 91	95	Trust Co. certificates Roch.& Pitt.—1st,6s,1921 Ricb.& All'g.—1st,7s,1922 Rich.& Danv.—Cons.g., 6s Atl. & Ch.—1st, p.,7s,1897		95 100	Stock Car. Central—1st, 6s, 1923 Cent. Ga.—Consol. m., 78	70 90 112	-100 72 96 115
2d, 6s, 1926 Del. L. & W.—7s, conv. '9 Mort. 7s, 1907 Syr. Bing. & N. Y.—1st, 7 Morting & Easaw, 16t, 7	8 199		68, 1909 Coupon, 58, 1931 Legistered, 58, 1931 Jack. Lan. & S-68, 1891 Mil. & No1st, 4-5-68, 1916 Mil. L.S. & W1st 68, 1922. Minn. & St. L1st 78, 1927		991	St. Louis & I. Mount.—1s 2d mort., 7s, 1897	-1 700	. 98 102 1143 107	Stock Chic.St.L.&N.O-5s,1951 Cln.Ind.St.L.&O1st,6: Galv.H.& Hsn7s,g.,"71 Georgia Railroad-7s."71	112	102 102 76 75
Morris & Essex—1st m 2d mort., 1891 Bonds, 7s, 1900 7s of 1871-1901		58 136 12 115	Iowa Ex.—1st, 7s, 1909 2d mort, 7s, 1891 S'thw. Ex.—1st, 7s, 1910	1111	. 100	Arkansas Br.—1st mort Csiro & Fulton—1st m. Csiro Ark. & T.—1st m	107 107 ¹ 105 ¹		Kansas & Neb.—1st mort. 2d mort	75	82 27
78 of 1871-190. 18tm.consel., guar. 7. Del.&H.C.—1stm., 78,188 1st mort., 78, 1891 1st mort., ext., 78, 1891 1st mort., corp., 78, '94 1st mort., corp., 78, '94 1st mort., corp., 78, '94 1st, Pa. Div., cp., 78, 191 Reg., 78, 1917 Alb. & Susq.—1st m., 7 2d mort., 78, 1885 1st, cons., guar. 78, 190	105	115	2d mort., income, 1911.	62	80 103 63	Gen.c.r'y&l.g.,5s,1931. St.L.Aiton&T.H.—1stm 2d mort., pref., 7s, 1894 2d mort., income, 7s, '9- Belleville&S.III.—1stm	1 ± 105	108 101 124	Long Island—1st mort. Memph. & Cher.—1st, cons 1st, consol., Tenn. lien. N. O. & Jackson—1st, 8s Certificate, 2d mort., 8s	116 105 106 109	
1st mort., conp., 7s, '94 1st mort., reg., 7s, '04 1st, Pa. Div., cp., 7s, 191 Reg., 7s, 1917	7 121 120	1244	Mobile & C.—New m., 6s Collat. Trust, 6s, 1892 Morgan's La. & To.x,1st,0 Nash Chat. & St. I.—Lat. 7	8 174	. 112 e 115	St. P. Minn. & Man.—1st,7 2d mort., 6s, 1909 Dakota Ext.—6s, 1910 St. P. & Dui.—1st,5s,193 So. Car'a R'y—1st,6s,192	8 108		2d mort	120	112 122 40 11
All. & Silsq.—1st m., 7 2d mort., 7s, 1885 1st,cons., guar.7s,190 Rens. & Sar.—1st, con 1st mort., reg., 1921	. 125	9	2d, 6s, 1901 N. Y. Central—6s, 1883 . 6s, 1887 . 6s, real estate, 1883 .	. 103 108 103	104	So. Car'a R'y—1st, 6s, 192: 2d, 6s, 1921. Tex.Cen.—1st, s.f., 7s, 190 Tol. Del. & Bur.—Main, 6 1st, Dayt. Div., 6s, 191	9 107		St. Joseph & Pac.—1st m	80	85 32 12 82 107
Denv. & Rio Gr.—lst, 190 lst. consol., 7s, 1910 Denv. So.P.& Pac.—lst, 7	0 112 100 6 101	78 12 1003	N. Y. C. & H.—1st m. er	#103 #133	111	1st, Dayt. Div., 6s, 191 1st, Ter'l trust, 6s, 191 Vrg. Mld.—M.inc., 6s, 192 W. St. L. & P.—Gen. m., 6	7	80	Tex. & St. L.—1st, 6s, 1916 Western, N. C.—1st, 7s Wis.Cent.—1st series, new 2d series, new	v 72	107
*Prices nominal,		Ands	ccrued interest, ± 1	To pric	e Fride	v-these are latest quotati	0000 000	ala thi	a maale		

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Marked thus (*) are not National.	Par.	Bid.	Ask.	COMPANIES.	Par.	Bid.	Ask.			
America*	100 100	18514	1305	American Exchange	100	146 105 200	150 110 210			
Broadway Butchers' & Drov'rs'	100 25 25			Bowery Broadwny Broadwny Citizens City Clinton Columbia Commerciai Continentai	25	180	1 H5			
Chase	100 100	171		Citizena'	20	150	100			
Ohntham Chemical	25 100			Clinton	100	135	150			
Citizons'	25 100			Commercial	-60 100	95 225	235			
Commerce	100		151	Engle Empire City	100	83 100	90			
Corn Exchange	100			Exchange	30 60	117	125			
City	100			Firemen's Trust	17 10 100	85 105 110	113 120			
Fifth Avenue*	100 100 100	••••	125	Engle Empire City Exchange. Farragut Firemen's Trust. Franklin & Emp. German-American. Cormania	100	185	195			
Fourth	30 60		168	Germania	50 25	123 276	125 300			
Gallatin. German American*. German Exchange*.	75 100		95			65 120	70 130			
Germanin*	100 25 100			liamiltonlianoverllofinanliome	50	150	155			
Germania*	100	133		liome	100 50 50	145 106	110			
frying	0.0	132%		lioward importers' & Tr'd'rs lrying.	100	90 63	98 70 139			
Manhattan"	50	133		Kings County (Bkn.)	80	200	210			
Market	100	135		Knickerbecker Lafayette (Br'kiyn). Lamar	100	108	114 75			
Mechanics' Assoc'n. Mechanics' & Tr'drs'	60	95	103	Long Island (B'klyn)	60	100	80 106			
		130	132	Lorillard	25	105	120			
Merchants' Exch'ge Metropolis'	50 50 100	168	99	Mannacrs & Bulle. Manhattan Mech. & Trsders' Mechanis' (B'klyn). Mercantile Merchanis' Montauk (Brooklyn). Nassau (Brooklyn). National.	106 25 60	130 140	97 140 15 0			
Mount Morriso	100	100		Mercantile	50	70	86 120			
Metropolitan Mount Morris*. Burray Illii* Nassau* New York Nbw York County. N. Y. Nat'l Exch'ge Ninth.	100			Montauk (Brooklyn) Nassau (Brooklyn)	60 50	110	120			
New York County N. Y. Nat'l Exch'ge.	100			National New York Equitable	871/4 95 100	110	120			
Ninth North America*	100	108	100	New York Equitable New York Fire New York & Boston. New York City	100 100 100	100 16 60	1105 20 70			
North America* North Hiver* Oriental*	80 25 60	180		Nagara	50 25	190	195			
Pacide*	100	153	1003	Pacific	25 100	190	260 126			
Park	20	104	110	Park Peter Cooper People's Phenix	20 50	180	190			
Republic	100			Relief	50	140 76 75	148 80			
St. Nicholas	100	152		Relief	100 25 50	140	85 155 125			
Sixth	100 100 100	1.80				75 55	90			
State of New York. Third Tradesmen's	100		106	Sterling. Stuyvesant Tradesmen's	25 25	125	133			
Union. United States. West Side*	100		150	United States Westchesier. Williamsburg City	25 10	1123	130 120			
West Side*	100			Williamsburg City	50	250	260			

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by wearge H. Prentiss, Broker, 17 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate.	Date.	Biđ.	Ask.
Brooklyn Gas Light Co	25	2,000,000		8	Nov., '81	110	112
Citizena' Gas Co (Bklyn)	1,000	1,200,000	A. & O.		Jan., '82 1898	58 10 5	61
Harlem	00	1,850,000	F.&A.	3	Feb., 78	92	94
Jersey City & Hoboken	20 60	750,000		5		166	170
Manhattan	100	2,500,000	M. & S.	8	Feb., 82 Feb., 82		235
do bonds	500	1,000,000	F.S A	8		105	109
Matual, N. Y.	1.000	1,000,000			Jan., '82 1882	104	99 105
Massan, Brooklyn		1,000,000		378	Sept. 281	20	61
de acrip	Var.	700,000	M.&N.	316	Sept., '81 Nev., '81 Nev., '81 Jan., '76	94	96
New York People's (Brooklyn)	100	1,000,000		812	Jan., '81	193%	125
Bonds	1,000	875,000		3	1997	105	107
Bonds	Var.	125,000			1900 &0		95
Central of New York	50 60	1,000,000			July, '86 Feb., '82		75 65
do bonds	1,000	1,000,000	A.& O.	d .	1900	101	104
Metropelitan, Brooklyo	100	1,000,000		274	Jan., '82	54	58
Municipal	100	750,000	M. AN.	6	Dec., '81 1385	105	210
Fulton Municipal	100	1,500,000					85

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

(datassides o) II	2,00		011 110	210	act ay.j	
Blanchas Ca & Posts Down Cath	100	000 000	7 4 7		* * * * * * * * * * * * * * * * * * * *	1
Bleecker St. & Fult. Ferry-St'k	1.000		. 00 J.	_ 74	Jan., '82 24	2716
lat mertgage		894,000 J			J'17,1900 110	114
Brondway & Seventh Av St'k	1,000	3,100,000	4-5.	276	Jan., ?2 145	150
1st mortgage		1,500,000 J	. a. D.	7	June '84 104	100
Brooklyn City-Stock		2,000,000	V-1	078	Feh., '82 203	215
1st mortgage		300,000	M. C.D.		102	110
Broadway (Brooklyn)-Stock			Q-1.	3	Jan., '82 170	186
Brooklyn CrosstownSt'k	100		QJ.		1882 150	170
1st mortgage bonds	1,000	300,000 d		7	1888 102	105
Bushwick Av. (B'klyn)-Stock.	100	500,000	1. C J.	276	Jan., '82 120 Jan., '82 138 Dec.1902 116	125
Central I'k. N. & E. HivStock	100	1,800,000	8-4	3	Jan., '92 138	143
Consolidated mort. bonds	1,000	1,200,000		2.	Dec'1808 110	119
Christopher & Tenth St.—Stock	100	650,000 [278	Feb., '82 90	100
Bends	1,000	250,000 J			1898 100	110
Dry Dock E.B.& Batt'ry-Stock		1,200,000	V-E-	4	Feb., 82 230	11111
lat mertgage, consolidated		900,000 J		7	June, 98 115	1114
Bighth Avenue-Stock	1,000	1,000,000	V-1.	3	Jan., 82 200	1110
lat mortgage	100	203,000 J	. 66 4.	7	Jan. '81 100	116
42d St. & Grand St. Ferry-St'k	1 0000	748,000 8			Nov., '81 200	1.177
lat mortgage	1,000	236,000	1. a. U.		Apr., 93 110	115
Central Cross Town-Stock	1,000				67	72
Houst. West St. & Pav. F'y-St'k	100		a.en.		Nov.1904 105	110
lat mortgage	600	250,000		- "	69	1110
Second Avenue-Stock	100	500,000 J		7	July. '94 103 Jan., '82 145	110
8d mortgage	1,000	1,199,500 J	. 06 J.	4	J 80 . 82 140	151
Consol. convertible		150,000			Wht. 80 102	1::::
Extension	1,000 500&c	1,050,000 3	1.63.	7 7	NOV., '88-108	1110
Sixth Avenue-Stock	100	200,000 3	1.65 8.		Sept., 33 143	270
		500,000 J	11.06.74	5	Apr., '85 103 Nov., '88 108 Sept., '83 145 Mar., '2 200 July, '90 110	1115
Third Avenue—Stock	100	2,000,000	000.	8	Feb. 82 200	
lst mortgage		9,000,000	4 4	7		115
Twenty-third Street-Stock		[2,000,000].J [600,000]	. 00 0 .		Inly, 901100	135
lat mortgage	1.000		W & W	7		115
AND 131675 CAL ME C	A.000	ACL, (010) ;	A OUT TA	6	May. '93 110	1110

[•] This column shows last dividend on stocks, but the date of maturity bonds. • in default. • 1'er share.

	Quotations in Boston, Philadelphia and Baltimore.							
	emovatrine.	Bid	Ask.	enourities.	Bid.	Atk.		
	HOSTON.			Cam. & At., ross. & p. c Cam. & Harrington Co. es. Yr. Catawises let. %, corv., g2 do chat. m., 10s. 83 do chat. m., 10s. 83 Connecting 6s. 1900-1904 Chartiers Vai., 1st m. 7s. C., 1901. Delaware mort 6s., varioss. Del. & Heund Hr., 1st., 7s. 1905. East Peoc 1st mort. 1s., 28 El. & Wimsport, 1st in., 7s., 80 Easton & Amboy, 6s. Harriabung let mort. 6s., 38 H. & B. T. 1st m. 7s. gold. 90. do cons. m. 5s. 1995	1031/4			
	HOSTON. atch. & Topeka iat m. 78 do land grant 7e dn sand inco. 8a Atlantic & Pacifie, 8a o locome. Boston & Maine 7s do 6e do 6e do 6e boston & Providence 7e do Nobr. 6a do Nobr. 6a Ex Nobr. 6a Ex Nobr. 6a	11616		Catawissa ist, is, conv., 22 do chat. m., 10s, 88				
İ	Atlantic & Pacific, 6a	V3	95	Connecting 6s, 1900-1901	11036	118%		
ı	Boston & Maine 7s	90	93	Delaware mort 6s. various Del. & Bound Br 1st. 7s. 1905		125		
	do 66			East Penn. 1st mort. 7s, '89 El.& W'msport, 1st m., 7s, '80.	115	เเช		
ı	Boston & l'rovidence 7e	••••		Easton & Amboy, 6s		103		
I	do Nebr. 6sEx	102	112	H. & B. T. lat m. 7s, gold, '90. do cens. m. 5s, 1995		89		
ł			8:1	do cena, m. 5a, 1995 ithacad Athena ist g d, 7a, 75 Junction let mort. 6a, 82 do 2d mort. 6a, 1900 Lehigh Valley, let, 6a, 69, 1995 do 2d m. 7a, reg., 1996 do 2d m. 7a, reg., 1996				
1	Conn. & Passumpsic, 7a, 1897. Connott. N Valley, 7a assorn, Mass., 3/2, new Fitchburg kit., 6s of 7a Fort Scott & Guit 7a Hartford & Krie 7a K. City Lawrence & So. 5a K. Kais, City, St. Jo. & C. B. 7a Little lik & Ft. Smith, 7a, 1sl Mexican Contral, 7a New York & Naw Eng. 5a New Mexico & So. Pac. 7a New Mexico & So. Pac. 7a	ingia	67	Lehigh Valley, 1st.6s, cp., 1896	12136 128			
İ	Fitchburg RE., 6a	***		do do reg., 1998 do 24 m. 7a, reg., 1916 do con, m., 6a, rg., 1923 do do 6a, rp., 1923 N. O. Pac., 1st m., 6a, 1920 North. Penn, 1st m. 6a, cp., 55 do gen. m., 7a, cp., 96 do gen. m., 7a, cp., 1908 do gen. m. 7a, reg., 1909 do new loan 6a, reg Nort'k & West., gen. m., 6a, 1531	13014			
ı	Fort Scott & Gulf 7s	109 49%		Little Schnylkili, lat m. 7a, 22	101	106		
	Kan, City, St. Jo. & C. B. 3a	••••	104 115 110	North. Penn. 1st m. 5s, cp., 85. do 2d m. 7s, cp., 96.	10516	166		
	Mexican Central, ia	783a 1033a	79 104	do gen. m. 7s, cp., 1908. do gen. m. 7s, reg., 1908.	120	• • • •		
	New Mexico & Sc. Pac. 7s Ogdeneburg & Lake Ch. 5s	112)6	iii	Norf'k&West.,gen.m.,6s,1931 Oil Creck lat m. 7s, coup.,'82.	100	102		
	Ogdenshurg & Lake Ch.6s do lac. Old Colony, 7s Old Colony, 6s Paeblo & Ark. Valley, 7s Ratiand 6s, lat mert Sonora 7s.			Oil Creek 1st in. 7s, coup., 82. Fittab. Tituev. & B., 7s, coup., 82. Fittab. Tituev. & B., 7s, 6p., 95 Pa. & N. Y. C. & RR. 7s, 1896 Dennsylv.gen. m. ss, cp., 1916 Avgen. m. ss, cp., 1916 Avgen. m. ss, cp., 1916	104	• • • •		
	Old Colony, 6s		113	do 1906	124			
	Sonora 78	9734	93	do gen. m. 6s, rg., 1916. do cons. m. 6s, rg., 1905.	12416	****		
1	Ratiand 6s, lat mert			do cons m 6s en 1905	100	118		
1	Atchlson & Topcka Beston & Albany	5314 161	83% 161/2	do do 53 Penn. Co., 68, reg. de do 4/46 de do 6/46 Perkinmen ist m.69,conp., (8) Phil. Wilm.&Ba t., 48, Tr. certs	93	903-		
	Boston & Lowell	101	14434	Perkinmen ist m. 60,conp., '8i Phil. Wilm. &Ba t., 48, Tr. certs	91	02		
	Cheshire preferred		24	do cons. mort. 68,1920		105		
	vermont & Canada, bev sa. 3TOCKS. Atchison & Topeka. Boston & Albayy. Boston & Lowell. Boston & Mainc. Bosten & Previdence. Cheshire preferred. Chic. & W. Michigan. Cin. Sandusky & Clev. Connecticut River. Conn. & Paseumpsic. Cennoiton Valley. Easter. (Muss.). Easter. (Muss.). Easter. (New Hampshire). Fitchburg. Fint & Pere Marq Fort Scott & Golf, pref. Days Falls & Bloux City.	••••	24 10136 165	Parl Mem at m. ss.coap. 34 Phil. Wim. &Bat., 4s. Tr.certs Phils. & Krie 2d m. 7s. cp., 58 do coas. mort. 6s.1920 Phils. Newt'n & N.Y., 1st m. Phil. & R. lat m. 5s.cz. due 1916				
1	Connecticut River	63%	**7	do do 3d m., 7s, cp., 93. do cons. m7s, cp., 1911 do cens.m.6s, g.1 RC1911	140	121		
ı	Eastern (New Hampshire)	331/2	134	do cens.m.6s,g.1RC1911 do 1mn.m.6s.g., C. 1897	9814	114		
I	Flint & Pere Marq	20¾ 92	21	do lmp.m.,6s,g., C. 1897 do gen.m. 6s, g., C. 1903 do ln.m., 7s, coup., 1896. do deb. coup., 1898	98%			
	Fort Scott & Gulf, pref			do deb.coup., 1993*	60	***		
ı	Little Reck & Fort Smith	4914	10	do conv. 7s, H. C., 1893° do 7s, ceap. off, '98		73		
1	Mar. Hough. & Ont	51		Phil.&R.Coal&ir'n deb.7a,92° do deb. 7a, cpa.ofi		65		
	Nahsuad Lowell	109		Phila. Wilm. & Balt. 5s, '84 Pitte Cin. & St. L. 7s, con 1906	118	118%		
	Northern of N. Hampshire Norwich & Worcester			do do 7s, reg., 1970 Rich & Dany.cons.int.6s,1915	116			
	do pref do pref de common	125%		do deh.conp., 1893. ro de conp. off, 1893. do rerip, 1893. co conv. 78, H. C., 1893. do 78, ceap. off, 38 Phil.&it.Coal&irin deh.7a, 92 do deb.7a, cpa. off Phila. Wilm. & Balt. 5a, 34. Pitts.Cin.&St. L. 7s, coon. 1906 do do 7s, reg., 1900 Rich.& Danv.cons.inl. 68, 1915 Shamekin V.& Pottsv. 7s, 1901 Sunb. Hax. & W., 1st m., 5s, 23. do 2d m. 5s, 1935. Sn. bory & Erie let m. 7s, 37. Syra.Gen.& Uerrig, 1st. 7s, 1965 Texas & Pac. 1st m., 5s, 2, 1905 do Cons. m., 5s, 29, 1905	94	25		
	Parting Dalage Car	12/42/9		Sunbury & Erie let m. 7s, '97 Syra.Gen.& Cern'g,let,7s,1905		••••		
1	Rotiand, preferred. Revere Beach & Lynn Vermont & Massachusetts. Worcester & Nashua. Wisconsin Central	135	· RA	do Rio Grande Div	86	9534		
	Worcester & Nashua Wisconsin Central	15%		do Kio Grande Div. do cons. m., 6e. g., 1903 do loc.d. l. gr., 7e. 1913 United N. J. cons. m. 8s. 9s. Warren & F. 1st m. 7e. 96. West Chester cons. 7e. 96. do lst m. 6s. pp. do lst m. 6s. pp. do cons. 6s. 1909 W. Jersey & Al. 1st m. fs. cp. Western Pen. RR. 6s. Cp. 93. do Cons. 6s. 1909 Ches. & Dol. 1st m. 6s. Cp. 96. Ches. & Dol. 1st m. 6s. 1886	9734	100		
	DELLA DELPHIA.			Warren & F. 1st m. 7s, '96 West Chester cons. 7s. '91	109			
	STATE AND CITY BONDS. Penna. 5s. g'd, int., reg. or cp.	11734		West Jersey 5s, deh., coup., 183 do 1st m. 6s, cp., '96.	120			
	do 58, new, reg., 1892-1902 do 48, reg., 1694-1904			do lat m. 78, 99 do cons. 6s, 1909		112		
	co 5%4, reg., 1912 Philadelphia, 5s reg		199	Western Penn. RR. 6s,cp. 93. do 6s. P. B., 96.		iio		
	STATE AND CITY BONDS. Penna.5s, gd,ini.reg.orcp. do 5s,new.reg.,1692-19.2 do 4s,reg.,1694-1904 do 4s.reg.,1915 co 5½s,reg.,1912 Philadelphia,5s reg. do 6s,n.reg.,priorto 55 do 4s, various RALLROAD 6TOCKS.?			Ches. & Del., ist m., 5e, 1896	104	89 10434		
	1 3/m11 are			do mort. RR., rg., 97 de cens. m.7s. rg., 1911	117			
	Camden & Atlantic		,	Morris, beat loan, reg., 1885 Pennsylvania 6s, cour., 1910				
	Catawisssdo pref	1934	1016	CANAL BONDS: Ches. & Del. 1st m. 6e, 1885 Lebigh Naviga. m., 6a, 1895 Lebigh Naviga. m., 6a, 1895, do mort. RR., rg. '97, do cens. m.7s, rg., 1911 Morris, boat loan, reg., 1851. Pennsylvania 6a, coup., 1910. Schuylk. Nav.lat m.6a.rg., '97, do 2d m.6a.reg., 190 BALTIMORE. Marvind 6a, defense. J. & J.	68	9436		
	do new pref Delaware & Bound Brook	5336 125 50	133 55	Maryland 6a, defense, J.& J do 4a, exempt, 1887	10374	104		
	Eimira & Williamsport	40 58		do 5s, 1890, quarterly Baltimore 5s, 1894 coarterly				
	Har. P. Mt. Joy & Lancaster. Huntingdon & Broad Top	25		do 6a, 1890, quarterly	108	104%		
	Lehigh Valley	61%	6156 55	do 64, 1993, M. & S		115 122		
_	Nesquehoning Valley	675	55	do 6a, 1900, Q.—Jdo 6a, 1902, J. & J	199	130		
8	Norfolk & Western, pref			Norfolk water, 8a		131		
	North Pennsylvania	8034	63%	Salt. & Ohio 100	185	126		
	Philadelphia & Erie Philadelphia & Reading	29%	2874	de 2d pref	71	10		
	Phila. Wilming. & Baltimore. Pittsb. Cin. & St. Louis, com.			Northern Central50 Western Maryland50	4834 14	15%		
	Alleghedy water Alleghedy and Alleghedy and Alleghedy and Alleghed Atlantic. Go do pref. do pref. do pref. do pref. Bast Penasylvania. Etinira & Williamsport. de pref. Huntingdon & Broad Top. Lehigh Valley. Little Schuylkill. Norristown. Norfolk & Western.pref. do Cem. Norfolk & Western.pref. do Cem. North Penasylvania. Pennsylvania. Pennsylvania. Philadelphia & Erie. Palladelphia & Erie. Palladelphia & Trenton. L. Paul & Duluth R. R. Gom United N. J. Companies. West Chester consol. pref. West Jersey & Atlantic. OANAL STOOKS. Lehigh Navigation.	184		do 2d m. 6s. reg., 100. BALTIMORE. Maryland 6a, defence, J.& J. do 6a, exempt. 1887 do 5a, 1890, quarterly. Baltimore 5a, 1894, quarterly. do 6a, 1890, quarterly. do 6a, 1890, quarterly. do 6a, 1890, quarterly. do 6a, 1890, Q.—M. do 6a, 1890, Q.—M. do 6a, 1890, Q.—M. do 6a, 1990, J. & J. do 5a, 1916, new Norfolk water, 3a. EALLEGAD STOCKS. Par. Balt. & Ohlo 1 O Wash, Branch. 100 do Partersb'g Br. 53. Northern Central 53. Westerd Maryland 53. Vesterd Maryland 55. Vesterd Maryland.		:		
	West Chester consol. pref	39		Balt. & Ohle 6s, 1885, A.&O N. W. Va. 3d m.guar., 33, J&J	10756	110		
	West Jersey & Atlantic	409	4014	Pittab.& Connellav.7a, '98, J&J Northern Central 68, '85, J&J	10534	107		
	Lehigh Navigation	409	40,4	do 5a, gld, 1900, J.&J.	1075	109		
	do pref RAILROAD BONDS.	124	12%	W. Md. 6a, ist m., gr., 90, J.&J. do 1st m., 1890, J. & J	110	110		
	Allegheny Val., 78-104, 1896 do 7a, R. ext., 1910	1121		do 2d m., prefdo 2d m., pref	103			
	Belvidere Dein, ist m., 6s, 1902 Ap Ed m. 6s, '83.	118		do 6s, 5d m., paar., J.& J. Mar. & Cln. 18, 91, F. & A	12 t	12616		
	Camden & Amteves, oup, '37.	103	103	de Sa. Sd. J. & J	55	5519		
	RALROAD BONDS. Allegheavy Val., 728-106, 1996 do 7a, K. ext 1916 do 1ac, 7a, ead '91. Belvidere Dein. ist m., 6s, 1902. do Ed m., 6s, 38 Camden & Amt. cv 04 00p, 33 do 6c, 5' do mori., 6a, 789 Cam. & Atl. ist m. 7a, g., 1933 de 2d m. car. 64, 1904.	•14	11434	Pittabu g & Councisses Balt, & Ohio &, 1885,&O, N. W. Va. 3d m. guar. 383, 1.8. Pittab. & Connelis va. 398, 1.8. Northern Central & 38, 1.8. do 6a, gld, 1903, J. & J. Cen. Ohio 6a, 1at m., 39, M. & 8 W. Md. & a., 1at m., 37, 30, J. & J. do 13t m., 1994, J. & J. do 2d m., pref. do 2d m., pref. do 2d m., pr. W. Co. J. & J. do 2d m., pr. W. Co. J. & J. do 2d, M. & N. do 3d, M. & N. Union Rit. 1st, guar. J. & J. Consolidated Gas. Do honds.	42	424		
	de 2d m. car. 61, 1901.	1105	1,, ,	Do nonds	1014	101-9		

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

accord cordin		nings rep	orted.	-Jan. 1 io le	atest date-
	Week or Mo.	1882.	1881.	1882.	1881.
Ala.Gt. Souther	n.February	\$57,541 23,023	\$63,545 20,438	\$118,116 23,023	\$122,053 20,438
Bost.& N.Y.Alr- Buff.Pitts.&Wee	t.January	53,084	39,832	53,084	39,832
Bur.C.Rap.& No Cairo & St. Lou	let wk Mar	50,024	23,388	528,477	315,647
Carro & St. Lou Cant Br Un. Pa	e latwk Mar	6,259 $18,127$	9,457 13,044	54,374 147,634	60.303 126.633
Cent.Br.Un. Pa Ced. Rap.& Mo.	R.January	255.445	194.259	255,445	194,259 3,057,125
Central Paoific. Ches. & Ohio	February	210.455	1,454,218 162,540	3,578,000	3,057,125
(!htoggo & Altor	TREWE MAR	122.956	105.446	210,455 1,232,913	162,540 1,078,884 1,307,948
Chie. & East. Ill	JanuaryI	,658,834	1,307,948	1,658,834	1,307,948
Chic. & East. 111 Chic. & G.Trk. W	18t WK Mar	36,748	20,023	305,899	272,321
Chie Mil. & St. 1	Platwk Mar	336,000	92,632	3,148,000	1,766,196
Chic. & Northw	lst wk Mar	372,260	92,632 152,022 340,220	3,464,541	2,355,894
Chie. St.L.& N.C	2d wk Mar.	272,600 96.344	55.922	272,600 826,461	340,220 523,223
Chi.St.P.Min&O Chic. & W. Mich	January	106,000	83.000	106,000	83,000
Cin. Ham. & Pa Cin. Ind.St. L.&	y.January	208,376 $186,879$	192,660 171,511	208,376 405,478	192,560 353,969
Cincinnati Sout	h.February	174.177	138,310	400,470	000,000
Clay. Akron & Co	ol.4th wk Feb	8.995	135,310 8,789 44.366	65,021	62,070
Col. Hock. V.& T Denver & Rio G	r 2d wk Mar.	48,295 120.737	82,376	426.654 1,133.121	395,036 799,891
DesM.&Ft.Dodg	e.3d wk Feb.	6,656	6,206 75,217	54,999	37,560 153,099
Det. Lans. & No Dubuque&S.Cit	February	115,436 21,803	75,217 8,001	223,643 211,945	153,099
Eastern	. January	224,625	198,583	224,625	136,449 198,583
East Teun. V. &	G.3 wks Jan.	167,642	177.580	167,642	198,583 177,580 31,399
Eur. & No. Amer. Evansv. & T. H.	January February	36,122 56,774	$\frac{31.399}{45.222}$	36,122	
Flint & Pers Ma	r.4th wk Feb	39,672	30.671	329,258	255,262 1,731,199 829,723 317,165
Grand Trunk. W Gr't Western. W	k.end.Mar. 4	199,159	195,302 102,702	1,702,960	1,731.199
Hannibal&St. J	o.1st wk Mar	90,554 37,457	39,890	317,775	317.165
Houst, E.&W.To	x.Jannary	18,286	9.043	1,702,960 812,341 317,775 18,286	9,040
Do Clows	Lehrnary.	535,145 154.242	443.679 80,820	1,115.875 301,685	955,132 200,648
Illinois Cen. (Ill. Do (lows *Iudiana Bl. & V	V.1st wk Mar	55,22d 59.164	46,391 51,162	426,805	397,367
Int. & Gt. North	lat wk Mar	59.164 80,759	51,162	458,494	397,367 443,129
Iowa Central K. C. Ft. S.& Gu	f.3 wks Feb.	93,426	54.790	168,066 233,426	175,790
Lake Erle & Wei	st.1st wk Mar	-22,086	22,734	249,553 266,387	216.398
Long Island	v. 1st wk Mar	34,918 $245,020$	32.893 212.900	266,387 2,155.121	237,412 1,834,984
Louisv.N.A.& C	u.January	72.511	212,900 54,136	72.511 139.512	54,136
Malos Central. Memp. & Charl.	January	139,512 $28,134$	121,586 27,937	139.512	121,586
Memp. Pad. & N	o.4tlı wk Jan	4,243	3.34/	158,590 15,934	167,472 18,897
Mit.L. Sh.& Wes Minn. & St. Loui	t.2d wk Mar	4,243 15,335	6 6 1 4		18,897 77,336 106,512
Mo. Kans. & Tex	c.1st wk Mar	29.822 111.375	92,950	908.212	761,024
Missouri Pacific	.1st wk Mar	123,553 $158,154$	17,812 92,950 99,903 216,767 178,143	263.154 906,212 1,145,271 319.587	883,997
Mobile & Ohio Nashv.Ch. & St.:	February	158,154 $156,994$	216,767	319,587	883,997 441.113
N. Loudon Nort	h.January	36.261		156,994 36,261	178,143
N.Y. & N. Engl'	d. February	213,791 168,572 407,368	173,615	429.415	363,364
Norfolk & West. Northern Centra	l.January	407.368	164,917 386,156	407.368	164,917 386,156
Northern Pacific	a.lst wk Mar	9.1,000	38,030 11,675	168,572 407,368 602,800 154,951	233,341
Ohio Ccutral Ohio Southern	1st wk Mar	12,490 6,168	11,675	154,951	93,601
Oreg'n R. Nav.C	o. February	281.600	160.377	63,669 674,100	294.958
Pad. & Elizabeth Pennsylvania	11.4fb wk Jau	8,812	13,840	38,667 3,373,321 136,523	42,402
Peoria Dec. & E	v. 1st wk Mar	10,865	3,189,215 9,419	136,523	3,189,215 87,193
Peoria Dec. & E Philadel. & Eric Phila. & Readin	January	252,727	9,419 224,303	404.646	87,193 224,303
		918.391	1,319,132	1,503,075 918,391	1,319,132
Rich. & Dany . St.L.Alt. & T.H. Do (breh	3 wks Feb.	1176,400	834,246 †144,374	466,028	834,246 394,304
Do Corch	18t wk Mar	21,199 17.210	29,935	219,945	236,338
St. L. Iron Mt. &	S. ist wk Mar	132,824	14.098 158,968	137,070 1,150.321	149,432 $1,290,714$
St. L. & San Fra	a.1st wk Mar	63,131	50,423	564,872	441.092
St.P. Minn. & Ma Scloto Valley	lst wk Mar	123,038 8,797	35,546 6,054	936.847	449,215 49,731
South Carolina	Tonnorr			125,467	107,328
Tol. Delp. & Ru	d lat wir Mar	76,945	107,328 71,477	643,374	613,434
Texas & Pacific Tol. Delp. & Bui Union Pacific Web St I. & Po	February	1,759,863	1,374.740	$\frac{161,342}{3,720,951}$	98,622 $2,714.539$
AL CAID - CO OF THE CO T CO	O. TOP WHY THEFT.	291,255	213,915	3,720,951 2,655,988	1,814,454
West Jersey Wisconsin Cent	Fobruary	291,255 53,447 157,700	48,549 102,157	53,447 288,656	48,549 191,709
* Including In		onten to	2021201	200,000	101,709

^{*} Including Iudianapolis Decatur & Springfield. † Freight earnings.

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

	Descints	Payments.	Balances.		
	Receipts.		Coin.	Ourrency.	
Meh. 11 " 13 " 14 " 15 " 16 " 17	\$ 1,055,925 00 914,392 24 1,894,198 59 1,~35,934 22 2,153,614 08 1,927,570 45 9,811,634 58	1,462,126 44 1,435,994 57 978,667 89 1,492,402 34 1,427,481 90	76,962,402 95 77,887,629 09 78,492,948 14 79,040,102 78	\$ 4,318,956 80 4,148,147 95 4,213,888 43 4,145,928 62 4,201,821 31 4,154,755 22	

Coins. -The following are quotations in gold for

coins, The tollowing are quo	cauous in gold for various coins:
Bovereigns \$1 84 \$2 87 Napoleons 3 83 20 3 87 X X Retchmarks 4 24 78 X Gniders 3 96 20 3 97 X Gniders 3 96 20 3 97 20	Silver 4s and 4s. — 9934 par. Five francs — 93

New York City Banks.—The tollowing statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 11.

week outling at the commissionation of business on Majeti II.								
	a	Average amount of						
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dept's other than U.S.	Otroula- tion.		
				-	-			
New York	2,000,000	9,947,000	1,802,000	575,000	9,492,000	495,000		
Manhattan Co	2,050,000	7.223.000	905,000	195,600	5.590,000			
Merchants	2,000,000	6,880,000	633,200	866,100	5,722,400 7,411,000	300,000		
Mechanics'	1,200,000	8,399,000 4,301.800	1,342,000 847,400	493,000 44,600	9.614.000	*****		
UnionAmerica	8,000,000	7,817,200	986.500	450.600	3,514,000 4,969,100	1,100		
Phoenix	8,000,000 1,000,000	3.351.000	885,000 2,015,700	41,000 339,000	3.010.0001	267,600		
City	1 1,000,000	6,748,500 2,725,400 1,691,300	2,015,700	339,000	6,700,700			
Tradesmen's	1,000,000	1 891 300	284,600 235,600	68,600 131,700	1,372,200 1,203,300	792,800		
Fulton	300,000	13,479,900	3,642,190	231.600	13.779.600	*****		
Merch'nta' Exch.	1,000,000	4.075,600	455,600	342,100 188,700	3.245,300	731,700 787,600		
Gallatin Nation'l	1,000,000	4,267,800	421,800	188,700	2,279,800	787.000		
Butchera'& Drov. Mechanics' & Ir.	300,000	1,622,400	873,500 181,000	69,800 117,000	1,518,500 1,055,000	248,100 174,000		
Greenwich	200,000	1.008,400	181,000 17,400	152,000	1,003,100	2.600		
Leather Man'f'ra	200,000 200,000 600,060 300,000	2,979,500 941,200	489,500 143,300 545,000	152,000 137,606 78,800	1,003,100 2,287,600	2,600 471,800 30,200		
Seventh Ward	300,000	941,200	143,800	78,800	916,300	30,200		
State of N. York. American Exch.	800,000	3,608,100	2,047,000	192,300 605,000	3,188,700 9,925,000	45,000		
Commerce	5,000,000	15,366,600	2,059,600	360,000	5.570,100	932.300		
Broadway	1,000,000	5,647,700	811,300	133,660	4,164,300	899,900		
Mercantile	l 1 000 000	5,859,700	1,103,800	401,500	5.595.200 2.456.300	796,500		
Pacific	422,700 1,500,000	2,315,500 5,506,900	302,900	109,300 220,500	2,400,500	1,116,900		
Republic Chatham	450,000	8.168,506	487,406 799,800	122,000	3,110.400 3,487,400 1,574,400	45,000		
People's	200,000	1.485.500	02,6("	122,000	1,574,400	5,400		
North America	700,000	2.289,780 7,577,600	315,000 812,300	1 128.000	2,2-3,1009	200 200		
Hanover	1,000,000 500,000	3,17-1,200	575,500	987,300 231,200	7,228,700 8,015,000	786,500 435,400		
Irving Metropolitan	8,000.000	13,140,000	2,705,00	238,000	10,128,000	2,250,000		
Citizens'	600 000	2,056,000	212,200	234.200	2.056.600	208,200		
Nassau	1,000,000 500,000 500,000 500,000	2,831,600	185,000	109,500 111,200 83,300	2,530,800	8,900		
Market St. Nicholas	500,000	2,854,300	404,100 321,700	84.800	2,824.700 1,659.200	450,000 444,200		
Shoe & Leather	500,000	9,072,200 9,217,000 4,315,200	659,000	118,000	3,938,000	450,000		
Corn Exchange	1,000,000	4,315,200	921,100	105,000	3.051.900	4,600		
Continental	1,000,000	0,272,300	1,120,200	189.800	5,770,800	763,200		
Orlental	300,000	1,977.500 3,425,000	21,300 5°5,000	380,400	1,858,400 3,851,000	45,000		
Marine	1,500,000	18.868,400	5,653,800	100,900		1,107,900		
Park Wall St. Nation'l	2,000,000	10,818,200	3,556,200	1.321.500	19,874,600	15,000		
Wall St. Nation'l	0411.000	1,169,600	101,900	72,560 142,100	948.206	*****		
North River East lliver	240,000 250,000	1,085,880	28.906 86.800	131.100	1,092,600 923,900	219,900		
Fourth National.	8,200,000	16,516.500	3,559,300	5-3,200	16,510,400	900,000		
Central Nat	2,000,000	7,276,000	754.000	1,097,000	7,462.000	1,259,000		
Second Nation'l.	300,000	3,396,000	665,000	325,000	3,866,000	225,000		
Ninth National First National	750,000	5,694.800	761,600 3,941,700	351,900	5,313,000 15,657,400	591,000 430,100		
Third National	500,000 1,000,000	5 909 300	1 011 600	410.3.,0	5,473,800			
N. Y. Nat. Exch	300,000	1,464,100	215.500	95,700	1,180,000	207,900		
N. York County	250,000	1,464,100 1,813,700 1,517,500	215,500 241,000 21,156 264,766	174.000	1,623,000	223,200		
N. York County Germ'n Americ'n	200,000 750,000	2,579,100	264.700	434,806 65,2 0	1,001,900 2,203,100	180,000		
Chase National	300,000	4,486,200	1,196,900	199,4 :0	5 495,800	91,800		
Fifth Avenne	100,000	2,053,900	429,840	132,40	2,210,6.0			
German Exch	200,000	1,477,000	43,400	171,000	1,800,000			
Germania U. S. Nal.	200,000 500,000	1,487,506 9,856,204	39,000 1,194,400	147.900 57.100	1,697,790 4,109,200	449,830		
Total	Total							

The deviations from returns of previous week are as follows:

The following are the totals for a series of weeks past:

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

Philadelphia Banks.-- The totals of the Philadelphia banks

Bid,	Asked, '	ı
Am. Cable Constr. Co. *2912	35	i
Bost. H. & E., new st'k 178	2	H
Do old 14	138	ı
Buff.N.Y.& Phila.suhs	20	ı
Cal. Pacific stock 4	9	ł
Chic. & Can. So. bonds 20	30	l
Continental Constr.Co. 6714	71	ı
Central Railway Con-	11	ı
struct'n Co.(D. L.W.) 11	17	ł
Den.& R. G. W. sub.ex. 82		l
Do stock 174	26	ı
Do bonds 69	70	ı
Den.& R.G. upl'd cons. 99%		ı
Doner to M Ouloans	101	ı
	80	ı
Edison Electric L. Co.210	340	ı
Hud.Riv. Contract Co. 94	98	ı
Internat. Imp. Cox62	65	ı
Iron Steamboat stock. 48	51	ı
Do 1st mort. bds 86	87	ı
Ind. Dcc. & Sp. com 629	9	ı
Do n. is., 6s, fund. 10212		ı
Kan. & Neb. 1st mort. 75	82	ı
Do 2d mort 20	27	l
Marietta & Cin. com	2	ı
Mid.R. of N.J. stock, 15	25	l
Do A honds 10	1210	l
Do B bonds 7	9	ı
Mo. Pac.Cowdry certs 118		ı
Mex. Nat. bonds 50	52	i
Do stock 8	13	ı
Mo.Kan.& Tex.g.mort. 75	80	ı
Mutual Un'n Tel. bds. 624	65	l
Do stock. 14	30	
Do stock 14 Do scrip stk 14	194	ı
National Express106	10-8	
N.Y. & Scrauton Cons. 85		l
TO THE POST OF THE POST OF		a

	Bid.	Asked.
North River Const. Co.	95	97
N. Y. Ch. & St. L. subs.	*22	
Do pref	26	27
Do com.		
Do 1st, ex J'e,'82,cp		
N. J. Soutbern	112	
N. J. & N. Y. com		
N.Y. S.& W. com. st'ck	5	10
Oregon Imp. Co.1st ex		85
Do stock	56	58
Oreg. Short Line subs.		
Oreg. 1 raus-Con.pt. pd	60	1004
Pens. & Atlautic stock		****
Do bds	76	
Pitte. & Western	14	
Pullman's P.Car rghts	4	
Ric.&Al.&O.Cen.subs.	-	
	80	85
50 per ceut paid		135
Rich & Dan Ter.r'ts,o,		1074
Do exten. subs.		10
Roch & Pltts.ext.subs.		10
Selma Rome & D.stock	212	5
De 1st mort		
Do 2d M. stamp	319	
Do 2d M., clean	212	112
Do incomes		
Standard W. Meter	158	
St. Jo. & West. stock.	9	12
St. Jo. & Pacific 1st M	80	
Do 2d M	2712	
Tex.St.L.RR.sb.,30 pd	75	8212
Texas & Col. Imp		86
U.S. Electric Light Co.	96	79
Vicksb. Mer'n com.st'k	Ü	13
* Premlun		

Investments

STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

St. Louis & San Francisco.

(For the year ending Dec. 31, 1881.)

The report of this company is made for the year 1881, and it should be remembered that the remarks relate to that period and have nothing to do with the changes which may take place in the company's management and projects under the new Gould and Huntington administration. At the annual meeting in St. Louis, March 14, the number of directors was increased from six to thirteen. The directors elected were C. P. Huntington, Leland Stanford, Jay Gould, Russell Sage, J. W. Seligman, Edward F. Winslow, A. S. Hatch, James D. Fish, William F. Buckley, A. W. Niekerson, C. W. Rogers, W. L. Trask and R. S. Havs.

S. Hays.

The propositions to purchase the St. Louis Arkansas & Texas Railroad and the Joplin Rallway, and to lease, purchase or consolidate the St. Louis Wichita & Western Railway, were favor-

ably acted upon.

Railroad and the Joplin Rallway, and to lease, purchase or consolidate the St. Lonis Wichita & Western Railway, were favorably acted upon.

The annual report shows that the net income over expenses, taxes and improvements was \$1,542,558. From this surplus there was appropriated \$950,102 for interest (and sinking fund) for the year on the bonded indebtedness of the company; and the directors ordered paid for the year two dividends on the first preferred stock of three and one-half per cent each, amounting together to \$315,000. The balance remaining of the net earnings was \$277,455.

Included in the amount of \$152,886 paid for improvements (all of which has been charged off to expenses) is the cost of 4,152 tons of new steel rails substituted for old iron rails. Of the main tracks of the company in operation (661¼ miles) about 460 miles are laid with steel rails.

The report says: "Pursuant to the action of the stock-holders at the last annual meeting (and subsequently of the board of directors), the company has made and executed, under date of July 1st, 1881, a general mortgage to the United States Trust Company of New York, as trustee, to secure an issue of not exceeding \$30,000,000 of fifty-year five per cent gold bonds. This amount was determined upon to provide for future requirements of the company, although, for the present, an issue of bonds in excess of the amount of the capital stock of the company is not authorized by law. By the terms of the mortgage a sufficient amount of the bonds to be issued thereunder is first set aside and appropriated to provide for all the bonded indebtedness for which the company is liable, and over and above that sum a limited amount is devoted to pay for extensions now under way, and the rest for future extensions, acquisitions and equipment. Thus far an issue of \$1,000,000 of bonds under this mortgage has been made, in connection with and for the purpose of, the extension of the main line from Pacific to and into St. Louis (34 miles), the acquisition of property in that ci

The report of the Commissioner of the Land Department shows that the aggregate sales of lands for the year amounted to 210,717 acres, for \$382,141. The quantity of land remaining on hand unsold at the close of the year was 708,460 acres. The estimated value of these, at that date, together with contracts on hand for lands sold and the cash assets, was \$2,517,509.

The estimated value of these, at that date, together with contracts on hand for lands sold and the cash assets, was \$2,517,509.

ARKANSAS DIVISION AND JOPLIN RAILROAD.

"The line of the Arkansas Division, from Plymouth, Mo., to Fayetteville, Ark. (70 miles), was built by this company for the first mortgage seven per cent bonds and all of the capital stock of the companies formerly owning these franchises. These first mortgage boads, and all those of the Joplin Railroad Company hereafter mentioned, are lodged with the United States Trust Company of New York as security for the six per cent trust bonds of this company. The difference in the interest on the two classes of bonds constitutes a slaking fund for the henefit of the trust bonds. The consolidation of the franchises and properties of the companies owning the line from Plymouth, Missouri, to Fort Smith, Arkansas (135 miles), having been duly effected, this company has purchased the entire property from the consolidated company." * * * "The results of the operation of the Arkansas Division have been more favorable than was anticipated. This line should be completed to Van Buren or Fort Smith in August of the present year, and a connection formed with the Little Rock & Fort Smith Railway at that point, when an increase in traffic for this division and for our main line may be expected." * * * * "Measures looking to the consolidation of the properties and franchises of the companies owning the roads from Joplin, Mo., to Girard, Kan., and from Joplin to Galena, Kan., were instituted some time since and are now about completed." * * *

"This company owns all the bonds issued on these lines, and all the capital stock of these consolidating companies, except

"The road and property of that company (Oswego to Wichlta, Kan., 145 miles), is now leased to this company for forty years, at an annual rental which is to be applied to the payment of the interest on the 'Wichlta' first mortgage bonds, endorsed by this company. A proposition has been submitted for the consolidation of the franchises and property of that company with those of this company, or for this company to acquire the same under a perpetual lease."

EXTENSION—PAGING TO ET LOUIS

under a perpetual lease."

EXTENSION—PACIFIC TO ST. LOUIS.

"For some time past the company has been actively engaged in acquiring the rights-of-way for the extension of its main line from Pacific, its present eastern terminus, to and into the city of St. Louis, and the same have now been largely obtained."

* * * "Contracts have been let for this work, which is in progress. The estimated outlay is \$3,000,000, which embraces the cost of right-of-way for the whole distance—for construction and interest accounts—and also includes \$1,000,000 to be expended in the city for real property and for improvements the comparative statistics for 1000.

The comparative statistics for 1880 and 1881, prepared for

the CHRONICLE, are as follows:

		1890.	1881.
	Miles operated	598	661
	OPERATIONS AND FISCAL 1		
	Operations-	KEOULIA.	
	Passengers earried	184,744	293,228
	Passenger mlleage	11,886,882	18,529,140
	Passenger mileage	3:57 cts.	3.59 ets.
	Freight (tons) moved	636,68G	683,544
	Freight (tons) moved Freight (tons) mlleage.	100,178,000	123.867.774
	Average rate per ten per mile	1.99 cts.	123,867,774 1.89 cts.
	Earnings-	8	g
	Passenger	424.102	665,331
	Freight	2,180,333	2.342.610
	Mail, express, &c	93,986	2,342,610 152,582
	,		
	Total gross earnings	2,698,371	3,160,523
	Operating expenses—		
	Maintenance of way, &c	439,532	447,578
	Maintenance of way, &c	376,199	437,899
	TURNING PROPERTIES AND ASSESSMENT OF THE PROPERTY OF THE PROPE	302,184	332,383
	Tnxes. General and miscellaneous	42,322	93,988
	General and miscellaneous.	123,766	103,231
	Extraordinary	222,116	152,887
	Total	1,506,169	1.617,966
	Net carnings	1,192,202	1,542,557
	INCOME ACCOUNT.	1880.	1881.
	Receipts-		
١.	Net earnings	1,192,202	\$ 1,512,557
	Net earningsOther receipts	25,593	50,648
1			
	Total lncome	1,217,800	1,593,205
	Disbursements-		
	Interest on debt	705,950	821,492
ï	Interest on debt	101.254	109,865
	Dividends	101,254 157,500	315,000
j	Due leased lines	105,022	162,575
	· · · · · · · · · · · · · · · · · · ·		
۱	Total disbursements	1,069,726	1,408,932
	Balanco, surplus	148,074	184,273
ı	GENERAL BALANCE AT CLOSE OF EA	CH FISCAL YE.	AR.
		1880.	1881.
ı	Asscts—	\$	\$
	Railroad, buildings, equipment, &c	38.015,382	38,280,310
	Stock owned, cost	1,121,625	*1.121,585 †483,551
١	Bonds owned, cost	402,314	1483,551
۱	BILLS TOCCULABLE	710,685	719,685
	Materials, fuel, &c	138,407	$\frac{154,656}{271,911}$
١	Cash on hand. Sundry construction account	873,428 3,245,232	4,426,435
	Accounts receivable	100.092	82,653
	Miscellaneous items	83,269	83,319
	Miscellancons items	00,200	00,010
	Total	44,690,464	45,615,134
	Liabilities-	,	,,
	Stock, common	10,500,000	10,500,000
	Stock, preferred	10,000,000	10,000,000
	Stock, preferred	4,500,000	4,500,000
	Funded debt (see Supplement)	17,900,000	18,630,000
	All other dues and necounts	96,643	286,992
	All other dues and accounts	141,254	149,865
ار	Coupons duc. Due for current operations	223,394	225,145
j	Due for current operations	217,847	247,863
	Dividends	144,694	144,735
ı	Construction accounts	341,627	010707
ı	Balance of Income account	625,003	910,53-4
	(D-4-111-1-1114)	44 600 464	45 615 124
	Total liabilities	44,690,464	45,615,134

*Stocks owned as follows: St. Louis & San Francises com., \$526,700; pref., \$231,600; 1st pref., \$363.255.
†Bonds owned as follows: St. Louis & San Francisco 2d mort. "A". \$13,995; St. Louis Wich. & West., \$169,556.
The above balance sheet does not include the land department assets, which are estimated by the company as follows:

	ment assets, which are estimated by the	company as	: swollor
ļ		1380.	1881.
į		2.036.312	1.749,455
ļ	Lands	50,240	44.720
i	Contracts	637.702	545,925
l	Cash in St. Louis and New York	43,932	177,409
İ		2,767,636	2.517,509
ı	Less land deb. bonds outstanding	118,000	2,021,000
ı			
ı	Value of assets	2,649,636	2,517,509

New York Pennsylvania & Ohio.

(For the year ending Dec. 31, 1881.)

The report of this reorganized company (formerly Atlantic & Great Western) shows net receipts in 1881 of \$1,650,347, ont of which were paid rental of leased lines, hire of cars and general expenses, leaving the actual net income for the year applicable to interest, &c., \$776,730. The report says that if the business

of 1881 could have been done at the same rate as in 1880, the earnings from freight would have been \$1,012,515 larger. The business would have been done at the same cost, and the cost of operation, which was 70°35 per cent, would have been reduced to 59°39 per cent. The decrease in the cost of hauling tonnage was due largely to the new consolidation engines, which were put upon the road in the latter part of 1880 and the early part of 1881, such engines hauling a much larger tennage at a slight increase of cost. It was due also partly to the large increase of tonnage, causing trains to run with a full load. These advantages were offset in a degree by the increased price of labor and material in 1881 as compared with 1880.

The 2,700 cars provided for in the car trust were delivered in 1881, mostly in the fall of the year, the last deliveries having been made in December. The full effect of this increased equipment upon the car mileage balances was not realized during the year.

ing the year.

The stock bonds outstanding, including the amount of first mortgage bonds issued to the holders of those bonds for the interest not paid in cash, are as follows:

. ROAD AND EQUIPMEN	NT.		
		1880	. 1881.
Miles owned		423	423
Miles owned		135	142
ALLEG ACTION THE COURT OFFICE CONTROL OF THE COURT OF THE	-	100	4.12
Total operated		558	565
Locomolives		209	
Locomolives Passenger, mail and express oars Freight and coal ears		88	215 87
Freight and goal cars			7,228
All other cars		4,504	7,228
All other cars			Li Ki
OPERATIONS AND FISCAL RE	SULTS.	000	* 00*
Operations—		.880.	1881.
Passengers carried	1,39	23,494	1,457,226
Passenger mileage	56,03	35,213	65.982 669
Rate per passenger per mile	2.03	54 cts.	1:8909 ets.
Freight (tons) moved	4,15	25,979	5,142,679 609,482,972
Freight (tons) nuleage	474,2	79,731	609,482,972
Passenger mileage. Rate per passenger per mile. Freight (tons) moved. Freight (tons) mileage. Average rate per ton per mile.	.83	18 ets.	'6656 ets.
Farnings-		93	\$
Passenger. Freight. Mail, express, &c.	1.1	10,544	\$ 1,247,727 4,057,264
Freight.	3.9	15,494	4.057.264
Mail, express, &c	17	79,319	189,121
Total gross earnings	5.26	35,357	5,494,112
Operating emenere			,
Maintenance of way. &c	0	15 720	8.17 490
Maintenanee of way, &c. Maintenanee of equipment Transportation expenses Miscellaneous	0.5	\$ 45,732 56 402	\$. 847,436 804,888 2,178,337 34,224
Transportation expenses	1 05	38,513	9 178 397
Miscellaneous	1,00	34,622	94 004
		73,022	04,224
Total (not including taxes)	3.50	75,269	3,864,885
Not cominge			
Net earnings.	1,68	90,088	1,629,227
Per cent of operating expenses to carnings.		67.91	70 35
INCOME ACCOUNT.		000	1001
Receipts-	1:	880.	1881.
Not campings	y 0.	\$	3 000 000
Net earnings.	1,69	00.088	1,629,227
Net earnings. Other receipts.	1,69	\$ 00,088 28,187	1,629,227 $21,121$
Net earnings. Other receipts.	- 2	28,187	
Net earnings Other receipts. Total income	- 2	00.088	1,650,348
Net earnings. Other receipts. Total income.	1,71	00,088 28,187 18,275	1,650,348
Net earnings. Other receipts. Total income.	1,71	00,088 28,187 18,275	1,650,348
Net earnings. Other receipts. Total income.	1,71	00,088 28,187 18,275	1,650,348 \$ 404,524
Net earnings. Other receipts. Total income.	1,71 38 48 40	8,275 \$,66,277 31,250 00,000	1,650,348 \$ 404,524 489,000
Net earnings. Other receipts. Total income.	1,71 38 48 40	28,187	1,650,348 \$ 404,524 489,000 298,382
Net earnings. Other receipts. Total income.	1,71 38 48 40 28	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1,650,348 \$ 404,524 489,000 298,382
Net earnings. Other receipts. Total income.	1,71 35 43 40 28	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1,650,348 \$ 404,524 489,000 298,382
Net earnings. Other receipts. Total income.	1,71 35 43 40 28	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1,650,348 \$ 404,524 489,000 298,382
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c.	1,71 38 41 42 28	00,088 28,187 18,275 \$ 66,277 31,250 00,000 33,614 60,879 96,345	1,650,348 \$ 404,524 480,000 1298,382 237,864 170,710 51,955
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements.	1,71 38 48 40 28 1,62	00,088 28,187 18,275 \$ 66,277 31,250 00,000 33,614 60,879 96,345 28,365	1,650,348 \$ 404,524 489,000 298,382
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &e. Special fund for improvements, &e. Total disbursements. Balance, surplus.	1,71 35 43 40 28 1.62	90,088 28,187 18,275 \$ 66,277 31,250 90,000 33,614 60,879 96,345 28,365	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &e. Special fund for improvements, &e. Total disbursements. Balance, surplus.	1,71 35 43 40 28 1.62	90,088 28,187 18,275 \$ 66,277 31,250 90,000 33,614 60,879 96,345 28,365	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total dishursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FILE	1,71 38 43 40 28 1.62 8	00,088 28,187 18,275 \$66,277 31,250 00,000 63,614 60,879 96,345 28,365 99,910 (EAR 18	1,650,348 \$ 404,524 486,000 1298,382 237,864 170,710 51,955 1,643,435 6,913
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIRMS	1,71 35 46 28 1.62 8 8CAL 1	00,088 28,187 18,275 \$66,277 31,250 00,000 33,614 00,879 06,345 28,365 89,910 (EAR 18	1,650,348 \$ 404,524 486,000 1298,382 237,864 170,710 51,955 1,643,435 6,913
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIRESPORTED.	1,71 35 46 28 1.62 8 8CAL 1	00,088 28,187 18,275 \$66,277 31,250 00,000 33,614 00,879 06,345 28,365 89,910 (EAR 18	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681.
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIRMS	1,71 35 46 28 1.62 8 8CAL 1	00,088 28,187 18,275 \$66,277 31,250 00,000 33,614 00,879 06,345 28,365 89,910 (EAR 18	1,650,348 \$ 404,524 480,000 298,382 237,864 170,710 51,955 1,643,435 6,913 661. \$133,003,139 115,817
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIRMS	1,71 35 46 28 1.62 8 8CAL 1	00,088 28,187 18,275 \$66,277 31,250 00,000 33,614 00,879 06,345 28,365 89,910 (EAR 18	1,650,348 \$ 404,524 456,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 381. \$133,003,139 115,817 462,699
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIRMS	1,71 35 46 28 1.62 8 8CAL 1	00,088 28,187 18,275 \$66,277 31,250 00,000 33,614 00,879 06,345 28,365 89,910 (EAR 18	1,650,348 \$ 404,524 456,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 381. \$133,003,139 115,817 462,699
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIRMS	1,71 35 46 28 1.62 8 8CAL 1	00,088 28,187 18,275 \$66,277 31,250 00,000 33,614 00,879 06,345 28,365 89,910 (EAR 18	1,650,348 \$ 404,524 489,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$133,003,139 115,817 462,692 371,279 259,238
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIL Assets— Railroad, buildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Trensurer. All other accounts.	1,71 35 43 44 45 28 1.62 8	00,088 28,187 18,275 \$ \$66,277 31,250 00,000 33,614 100,879 96,345 28,365 89,910 EAR 18	1,650,348 \$ 404,524 486,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 381. \$133,003,139 115,817 462,692 371,279 259,238 57,035
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIL Assets— Railroad, buildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Trensurer. All other accounts.	1,71 35 43 44 45 28 1.62 8	00,088 28,187 18,275 \$ \$66,277 31,250 00,000 33,614 100,879 96,345 28,365 89,910 EAR 18	1,650,348 \$ 404,524 486,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 381. \$133,003,139 115,817 462,692 371,279 259,238 57,035
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF File Assels— Railroad, bmildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Lightities—	1,71 35 45 46 28 1.62 8 8CAL 1	00,088 28,187 8,275 \$ 66,277 11,250 00,000 33,614 50,879 66,345 28,365 89,910 EEAR 18	1,650,348 \$ 404,524 486,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 381. \$133,003,139 115,817 462,692 371,279 259,238 57,035
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF File Assels— Railroad, bmildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Lightities—	1,71 35 45 46 28 1.62 8 8CAL 1	00,088 28,187 8,275 \$ 66,277 11,250 00,000 33,614 50,879 66,345 28,365 89,910 EEAR 18	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$133,003,139 115,817 462,692 371,279 259,238 57,035 \$134,269,200
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF File Assels— Railroad, bmildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Lightities—	1,71 35 45 46 28 1.62 8 8CAL 1	00,088 28,187 8,275 \$ 66,277 11,250 00,000 33,614 50,879 66,345 28,365 89,910 EEAR 18	1,650,348 \$ 404,524 480,000 298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$133,003,139 115,817 462,692 371,279 259,238 57,035 \$134,269,200 \$34,999,350
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF File Assels— Railroad, bmildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Lightities—	1,71 35 45 46 28 1.62 8 8CAL 1	00,088 28,187 8,275 \$ 66,277 11,250 00,000 33,614 50,879 66,345 28,365 89,910 EEAR 18	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 881. \$133,003,139 115,817 462,992 371,279 259,238 259,238 \$134,269,200 \$34,999,350 10,006,000
Net earnings. Other receipts. Total income. Disbursements— Rentals paid Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIT Assels— Railroad, infildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Liabitities— Stock, greferred. Finded debt (see Supplement)	1,71 35 46 28 1.62 8CAL 1	00,088 28,187 8,275 \$ 66,277 31,250 00,000 33,614 50,879 96,345 28,365 89,910 CEAR 18	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$133,003,139 115,817 462,692 371,279 259,238 57,035 \$134,269,200 \$34,999,350 10,006,000 \$6,610,000 \$6,610,000 \$6,610,000
Net earnings. Other receipts. Total income. Disbursements— Rentals paid Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIT Assels— Railroad, infildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Liabitities— Stock, greferred. Finded debt (see Supplement)	1,71 35 46 28 1.62 8CAL 1	00,088 28,187 8,275 \$ 66,277 31,250 00,000 33,614 50,879 96,345 28,365 89,910 CEAR 18	1,650,348 \$ 404,524 486,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 881. \$133,003,139 115,817 462,692 371,279 259,238 57,035 \$134,269,200 \$34,999,350 10,006,000 86,610,000 1,479,665
Net earnings. Other receipts. Total income. Disbursements— Rentals paid Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIT Assels— Railroad, infildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Liabitities— Stock, greferred. Finded debt (see Supplement)	1,71 35 46 28 1.62 8CAL 1	00,088 28,187 8,275 \$ 66,277 31,250 00,000 33,614 50,879 96,345 28,365 89,910 CEAR 18	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$1133,003,139 115,817 462,692 371,279 259,238 57,035 \$134,269,200 \$34,999,350 10,006,000 1,479,565 150,000
Net earnings. Other receipts. Total income. Disbursements— Rentals paid Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIT Assels— Railroad, infildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Liabitities— Stock, greferred. Finded debt (see Supplement)	1,71 35 46 28 1.62 8CAL 1	00,088 28,187 8,275 \$ 66,277 31,250 00,000 33,614 50,879 96,345 28,365 89,910 CEAR 18	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$1133,003,139 115,817 462,692 371,279 259,238 57,035 \$134,269,200 \$34,999,350 10,006,000 1,479,565 150,000
Net earnings. Other receipts. Total income. Disbursements— Rentals paid Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIT Assels— Railroad, infildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Liabitities— Stock, greferred. Finded debt (see Supplement)	1,71 35 46 28 1.62 8CAL 1	00,088 28,187 8,275 \$ 66,277 31,250 00,000 33,614 50,879 96,345 28,365 89,910 CEAR 18	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$1133,003,139 115,817 462,692 371,279 259,238 57,035 \$134,269,200 \$34,999,350 10,006,000 1,479,565 150,000
Net earnings. Other receipts. Total income. Disbursements— Rentals paid Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIT Assels— Railroad, infildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Liabitities— Stock, greferred. Finded debt (see Supplement)	1,71 35 46 28 1.62 8CAL 1	00,088 28,187 8,275 \$ 66,277 31,250 00,000 33,614 50,879 96,345 28,365 89,910 CEAR 18	1,650,348 \$ 404,524 459,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$133,003,139 115,817 462,692 371,279 259,238 57,035 \$134,269,200 \$34,999,350 10,006,000 86,610,000 1,479,565 150,000 615,737 148,299 179,823
Net earnings. Other receipts. Total income. Disbursements— Rentals paid. Interest paid on first mortgage bonds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIR Assels— Railroad, bmildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Liabitities— Stock, preferred. Funded debt (see Supplement) Deferred warrants. Bills payable. All other dues and accounts Special funds. Interest on bonds. Income account.	1,711 385 444 446 285 287 1.622 8 8	00,088 28,187 18,275 \$ 66,277 11,250 00,000 03,614 60,879 16,345 28,365 39,910 (FEAR 18	1,650,348 \$ 404,524 486,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$133,003,139 115,817 462,692 259,238 57,035 \$134,269,200 \$34,999,350 10,000,000 86,610,000 1,479,565 150,000 615,737 148,299 179,823 86,426
Net earnings. Other receipts. Total income. Disbursements— Rentals paid Interest paid on first mortgage honds. Interest paid on prior lien bonds. Rental of equipment. Advanced under ear trust. General, taxes, &c. Special fund for improvements, &c. Total disbursements. Balance, surplus. GENERAL BALANCE AT CLOSE OF FIT Assels— Railroad, infildings, equipment, &c. Stocks owned, cost. Bills and accounts receivable. Materials, fuel, &c. Due by Treasurer. All other accounts. Total. Liabitities— Stock, greferred. Finded debt (see Supplement)	1,711 385 444 446 285 287 1.622 8 8	00,088 28,187 18,275 \$ 66,277 11,250 00,000 03,614 60,879 16,345 28,365 39,910 (FEAR 18	1,650,348 \$ 404,524 486,000 1298,382 237,864 170,710 51,955 1,643,435 6,913 681. \$133,003,139 115,817 462,692 259,238 57,035 \$134,269,200 \$34,999,350 10,000,000 86,610,000 1,479,565 150,000 615,737 148,299 179,823 86,426

Natchez Jackson & Columbus.

(For the year ending December 31, 1881.)

(For the year ending December 31, 1881.)

The President's report has the following:

"The assets of the company now consist of sixty miles of road on which the iron is laid, about thirty-two miles of graded road, the ties and timber for a large part of the unfinished road, rolling stock, rights of way and depot grounds, iron, cash and ledger balances, valued at \$954,350. The cash on hand and a small sum in Hinds County bonds amount to \$60,619. The capital stock is 614,809. The funded debt is \$203,700. The floating debt is \$148,933, the greater part of which was incurred in the purchase of 2,500 tons of rails. In construction of road, since last report we have expended \$261,373. To our rolling stock, during the same time, have been added one new Baldwin stock, during the same time, have been added one new Baldwin

ocomotive, I new passenger coach, 15 flat cars, 4 box cars and 1 mail and baggage car. The gross receipts for the past year have been \$57,469, against \$41,855 in 1880. The operating expenses were \$28,680, against \$21,401 in the previous year—an increase arising from the operation of a greater extent of road. The net receipts were \$29,788, against \$20,454 in the previous year." * * "The company has met the interest on its funded debt and maintained its credit. It will be remembered that the company executed two mortgages which are in part road. The net receipts were \$29,788, against \$20,454 in the previous year." * * "The company has met the interest on its funded debt and maintained its credit. It will be remembered that the company executed two mortgages which are in part unsatisfied. One was for \$200,000, which has been reduced by payments to \$176,200; the other is for \$600,000, but after selling \$27,500 only of the bonds secured thereby, it was deemed best to eell no more. The balance, \$572,500 is held by trustees, to be applied as far as may be required to the extinction of the balance due on the \$200,000 mortgage, and the bonds of the City of Natchez, given in aid of the road by the City of Natchez, amounting to \$225,000. It was intended to use the excess of these mortgage bonds, over what was required for the above-named purposes, in construction. Since the last-mentioned mortgage was executed, it was discovered that, by reason of rules recently adopted by the New York Stock Exchange, and of the general usage which now obtains in regard to railroad securities, it will be necessary to provide new security and new bonds, in lieu of the old, as more in accordance with the demands of capitalists. We have therefore, after mature deliberation and much inquiry, determined that it would be advisable to bond the road at not less than \$10,000 per mile, securing the bonds by the usual railroad mortgage, with a trustee located in the city of New York. The bonds of this new issue would enable the company to retire all previous bonds and to pay the debt of the city above referred to. The bonds of the City of Natchez, and those of the \$200,000 series, are payable at the option of the obligors. The new mortgage would enable us to put upon the market, amply secured, nearly \$1,000,000 in bonds, when the road is completed to Jackson, and would provide bonds for the Columbus extension, as provision would be rade in the mortgage, as is usual, for their issuance at the above rate as sections of five or more miles should be completed." ** "We had hoped to reach

Capital stock-	
As per amount last report	\$370,509
Amount received since	244.300 \$614.809
Funded debt-	,
Coupon bonds, old, 10 per cent	\$176.200
Coupon bonds, new, 7 per cent	27.500- 8202.700
Floating debt-	27,000 4.202,700
Accrued interest on 7 p. c. bonds to Dec. 31, '91	\$320
Accrued interest on 10 p. c. bonds to Dec. 31, '81	1.468
Accrued interest ou city bonds	6,562
Bills payable	119,389
Ledger balances	20.419
Pay-rolls for December, 1881	773_ \$1.12.033

New Central Coal Company of Maryland. (For the year ending December 31, 1881.)

The annual report for 1881 gives statistics only, without

COAL MINED IN EACH YEAR SINCE 1872.						
	0118.	1		Tons.		
1872304,1	88.19	1877		345,177.15		
1873285,1	35.09	1878				
1874	86'05	1879		332,739.00		
1876240,2	33.05 97.07	1880		300,300°03 300 089:13		
		ROFITS POR 188		300,352 13		
1881.	T OF P	ROFITS POR 188	1.			
Dec. 31Balance to credit of	f coal a	ecount		\$1,189,717		
Dec. 31.—Coal on hand, at ec	ost		55.517	1		
Less freight and taxes due			8,887-	46,630		
Doduct amount note for well				\$1,236,347		
Deduct amount paid for rail tolls, mining, office and sh	rona a	nd canal freigh	ice and			
interest	Thlung	expenses, sarar	ies and	\$1,157,499		
						
Net earnings for the year				\$78,848		
Balance to credit of profit and	d loss I	Dec. 31, 1880		\$289,537		
Deduct.						
Dividend paid Jan 15, 1881		\$1	000 000			
Amounts charged against pro	offit and	d loss during				
the year 1881			2,164-	102,164		
Add.				\$187,373		
Net earnings for 1881				78,848		
2.01 00121265 101 1001				10,040		
Balance to credit of profit and	lloss 1	Dec. 31, 1881		\$266,221		
RALANCE	SHEET	DEC. 31, 1881.				
Assets.	DALLSES		Lititles.			
Real estale\$5,00	00.000	Capital stock		\$5,000,000		
Personal prop. at mines. 7	5.497	Bills payable		25,000		
Personal prop. at New	.,	Unsettled accor		53,335		
York and Hoboken	3,065	Dividends unp		1,100		
Barges.	6,000	Balance to e		00000		
	8,848	profit and los	8	266,221		
Coal on hand	2,120			DE 015 010		

GENERAL INVESTMENT NEWS.

\$5,345,656

YOFK AND HOUSEN.

Barges.
Cash on band.

Bills receivable.

Coal on hand.

Accounts receivable...

\$5,315,656

Arkansas Rallroads.—A press dispatch from Little Rock, March 15. says that "John McClure has filed a bill in the United States Circuit Court for the Eastern District of Arkan-

sas against the Little Rock & Fort Smith Railway Company to compel the payment by that corporation of all overdue coupons of the bonds issued by the State to aid in its construction, and known as the 'Arkansas Railroad Aid Bonds.' The complaint is filed in the name of William If. Thomkins, of New York, and asks for the appointment of a receiver to take possession of the road until payment is made. It also asks that a decree be made compelling the company to return to the State Treasury all the State aid bonds now held and owned by the company, and which were purchased for that purpose. This is a test case, and if successful is to be followed by suits against other roads to which bonds were issued at the same time, viz. the Little Rock Pine Bluff & New Orleans, Mississippi Onachita & Red River, Arkansas Central, and Memphis & Little Rock. All of these roads, with the exception of the Central, are in good condition and words many times the amount of the bond issued. The companies have bought up and hold a large portion of the bonds, with the view of returning them to the Treasurer if held liable. The complaint asks that a decree be made compelling this to be done, and that the companies he held liable for the remainder of the outstanding bonds. The case will be heard before Judges McCrary and Caldwell at the April term of the United States Court."

April term of the United States Court."

Atchlson Topeka & Santa Fe—Sonora.—The Atchison Topeka & Santa Fe Railroad Company has purchased the Sonora Railroad and secured an independent line to the Pacific. The Transcript says: "The Sonora Company was organized by Thomas Nickerson more than three years ago to build a line of road from Guaymas, on the Gulf of California, through the Mexican State of Sonora to the American border, there to meet the Atchison system. The line fivally determined upon, and now within a few months of its completion, went almost due north through Hermosilla, towards Tucson, and was to meet the Atchison at Calabassas, 270 miles from Guaymas. The company has a government subsidy of \$11,270 per mile, or \$3.042,900 in Mexican silver—equal to \$2,608,200 in American gold. Of this subsidy \$610,000 in Mexican money has been pard to date. The road stands capitalized at \$20,000 per mile of seven per cent gold bonds, of which only \$15,000 per mile are issued or contracted for, and \$20,000 per mile of stock issued or to be issued, a total of \$5,400,000 in stock and \$4,050,000 in bonds. The contract of sale to the Atchison Company provides that the Atchison shall guarantee the interest upon the first-mortgage seven per cent bonds and issue one share of Atchison Road a valuable property for a guarantee upon the bonds, provided the subsidy is fully paid; for the subsidy paid and to be paid amonnts to \$2,608,200 in gold, while the Atchison Road gives but \$2,700,000 in stock at par for the Sonora stock. This is one of the most important movements ever made by the Atchison Company. It gives the system an independent Pacific-coast outlet, and completes the longest continuous line of railway in the world."

—The Sonora Railway Company issued the following circular: -The Sonora Railway Company issued the following circu-

To the Slockholders and Subscribers:

GENTLEMEN—The A. Top. & S. Fe RR. Co. offers to purchase the stock and fucome bonds of this company, and to give in exchange therefore one share of Atchison stock for two shares of Sonora stock, or \$200 (par) of income bonds; also to guarantee the payment of interest upon this company's first mortgage bonds. This offer is not binding, unless accepted by representatives of a majority of the Sonora stock and incomes (Issued and to be issued) on or before March 22, 1882. If a majority is secured, the guarantee will be executed upon outstanding bonds, and the exchange made for outstanding stock and incomes on subscriptions I and 2, as quickly as practicable thereafter. The guarantee will be executed upon the bonds and the exchange made for the stock and incomes under subcriptions 3 and 4, as the same are issued upon full payment of the subscriptions. Interest will be adjusted with the subscribers to Nos. 3 and 4 blocks at five per cent. The Sonora directors recommend you to accept this offer. If you approve their recommendation, please till out and sign the enclosed blank and return the same to this office. It must be received here on or before the 22d inst.

Carcard—In consequence of the recent

Boston & Lowell—Concord.—In consequence of the recent decision of the New Hampshire Supreme Court, the directors of the Boston & Lowell and the Concord companies have agreed upon a new contract for the joint operation of their lines. This contract will be submitted to the Court for its approval.

Central of Georgia.—In regard to the issue of certificates to represent the steamship interests, a subscriber of the Chronicle writes as follows from Macon: "Permit me to correct an error in your February edition of the Investors' Supplement, under head of Georgia Railroad & Banking Company. Certificates, 1882, \$3,500,000, seven per cent', were never issued. The Central Railroad of Georgia (not deorgia Railroad & Banking Company) proposed to issue these certificates, but the directors were served with an injunction, and since, at a subsequent meeting of the board, it has been decided to abandon the plan altogether for the present year." the plan altogether for the present year.'

Central of New Jersey.—At Trenton, March 13, the rule to show cause why an injunction should not be issued in the case of Edward C. Knight against the Central Railroad Company of New Jersey and others, restraining the company and its directors from issuing any additional stock by virtue of Senate bill 111, was postponed until March 28 by consent of connsel. Ex-Chancellor Williamson appeared for the defendants. The temporary injunction granted on February 24 was continued. 24 was continued.

Chicago Burlington & Quincy.—The following is a statement of earnings for the month of January, 1882 and 1881, compared with corresponding time last year:

January, 1882 January, 1881	Gross earnings. . \$1,659,833 . 1,307,047	Expenses. \$889,418 711,889	Net earnings. \$769,414 596,058
Increase	. \$350,886	\$177,520	\$173,356

Chicago & Grand Trunk.—This railroad company has made a second mortgage to Josiah A. Horsey and Elijah W. Meddaugh, as trustees, for \$8,000,000, payable in forty years from the 1st day of January, 1882, with Interest at 5 per cent per annum, payable semi-annually. The company gives as security all of its property and franchise of every description.

Chleago Milwankee & St. Paul.—The directors of the Chicago Milwankee & St. Paul Railroad Company have declared a semi-annual dividend of 3½ per cent on both the common and preferred stock, payable April 15. Transfer books will close March 30 and re-open April 18. The statement of the operations of the road for the year ended Dec. 31, 1881, submitted at the meeting was as follows:

at the meeting was as follows:	
Gress carnings, 1881. Less operating expenses, including taxes	\$17.025,461 10,317,931
Net earnings	\$0,707,530
By onen received for sales of land	- 633,308
Total. Iuterest on bonds, 1881	\$7,342,838 4,127,389
Amount of 312 per cent on common and preferred stock	\$3,215,440
paid October, 1881	992,416
Amount of capital stock—	\$2,223,033
Preferred \$14,401,483 Common 20,404,261	
Total. \$84,805,741 Three and one-half per cent of that amount	1,218,201

— The Sioux City Journal says the management have decided to build a line of road from near Defiance, on the Council Bluffs line, to Jamestown, on the Northern Pacific, a distance roughly estimated at 450 miles. Work will begin all along the mammoth line during the season. It is not expected to finish it this year, but some time next season to have the entire distance tracked and in operation.

Chicago St. Paul Minneapolis & Omnha.—The directore at their meeting last week declared the quarterly dividend of 1%4 per cent on the preferred stock, payable April 20. The following shows the result of the operations of the road for 1881:

Total S4	096 780
	,020,700
Operating expenses and taxes\$2,776,460	
Interest	
Dividends of 7 per cent on preferred stock 672 736-4	217 208
Dividends of 7 per cent on preferred stock 672,736-4	.317.206

Baiance Dec. 31, 1881..... \$609,544 Cleveland Columbus Cincinnati & Indianapolis,-The Cin-Cleveland Columbus Cincinnati & Indianapolis,—The Cincinnati Gazette says "that immediately after the question of the legality of the Ohio Railway organization was referred to the courts for adjudication, Mr. Jewett quietly set to work to secure a majority of the voting power of the Cleveland Columbus Cincinnati & Indianapolis Railway Company with the view of ousting the present management and putting in a board of directors of the Erie's selection. It is believed that this control directors of the Erie's selection. It is believed that this control has been secured, and at the next annual meeting of the C. C. C. & I. Company, which will be held at an early date, the road will be placed in the hands of a management entirely friendly to the Erie. The control of the C. C. C. & I. carries with it the control of the Indianapolis & St. Louis Road and 9,100 shares of the stock of the Cincinnati Hamilton & Dayton Company, which, with the stock held by individuals friendly to Jewett, will give him the C. H. & D., and leased lines also. Once in possession of the C. C. C. & I., the C. H. & D. and the I. & St. Louis, Mr. Jewett will bind them too tight to the Erie for Mr. Vanderbilt, Mr. McHenry, or anybody else, to steal them away."

Florida Central & Jacksonville-Pensacola & Mobile.-These roads having passed under one management, the name has been changed to the Florida Central & Western, with principal office at Jacksonville, Fla. The capital stock is fixed at \$3,000,000, divided into 30,000 shares, of which Sir Edward Reed took 10,000; Wayne MacVeagh, 1,000; Reed and MacVeagh jointly, 11,000; Henry Arny, 3,000; W. T. Carter, 2,000; Walter Hinchman, 1,500, and C. S. Hinchman, 1,500.

Galveston Harrisburg & San Antonio.—Track on the extension of this road is now laid to Eagle Pass Junction, 140 miles northwest from San Antonio, Texas. Rails in large quantities have recently arrived at Galveston for the road. On the El Paso Division (built and operated by the Southern Pacific) track is Isid 235 miles southeast from El Paso. Work is progressing rapidly.

Grand Rapids & Indiana.—The stockholders at their meeting on the 4th inst. voted to guarantee the \$500,000 bonds for the Mackinaw Extension.

Hannibal & St. Joseph Railroad.—A press dispatch, dated St. Lozis, March 17, says a proposition was submitted to the Funding Commissioners of the State by the trustees of the Hannibal & St. Joseph Railroad that if the State would pay back the \$3,000,000 paid into the State Treasury by the railroad company, the latter would pay \$90,000 interest, due January 1, 1882. This proposition was declined. Governor Crittenden has

advertised the sale of the Hannibal & St. Joseph Road in the Jefferson City Tribune. The sale is set for October 4, at the Court House door in St. Louis.

the Court House door in St. Louis.

House East & West Texas.—This company's application to the Stock Exchange stated that the company is chartered by act of the Legislature of Texas, approved March 11, 1875, and authorized to construct and operate a narrow-gauge (three feet) railway over the following route—viz.: Western Division, from Houston to the Rio Grande River and to Corpus Christi Bay; construction not yet commenced. Eastern Division, to commence at the City of Houston, thence through Eastern Texas, the counties of Liberty, Polk, Tyler, Angelina and Nacogdochez, to the Red River in Bowie County, with a branch through Jasper County to the east bank of the Sabine River, and with another branch through Shelby County to the east bank of the Sabine River at or near the town of Logansport. Completed and in operation from Houston to Burke 109 miles, and graded to Nacogdochez, 142 miles, from where it is to be pushed to Shreveport, I.a., instead of Marshall, Texas, as first intended. The issue of bonds is limited to \$7,000 for each mile of completed road. The company hold a grant from the State of sixteen sections, or 10,240 acres, of land for each and every mile of road constructed. The proceeds of land asles, as well as the surplus earnings of the company, are used in the construction of the road.

LIABILITIES.	
to the ten of the by Tuly 1882	\$63,8\$6
Amount due, payable March 1, on account of 2,000 tons of steel rails.	68,800
	\$132,636
The company bave issued 762 gold-bearing bonds of \$1,000 each, coupons payable semi-annually in New York	\$762,000
Supplemental statement of the condition of the confurnished the State for the fiscal year ending October	mpany as 1, 1881:
furnished the State for the fiscal year chang office	0,000,000
Capital stock. \$1 Subscribed and fully paid in	1.000,000
Amount expended in construction	\$1,691,401
	\$137,133
Gross carnings for the year ending October 1, 1881	ψ107,100
Expenditures— Transportation, repairs, &c	
Interest on bonds	87,360
	40.550
Net earnings	$49,772 \\ 3.821$
Proceeds sales of land	0,621
Applied to construction of road	\$53,593
Applied to committee on the daming the war	
Average number of miles operated during the year	, , 44.

Indiana Bloomington & Western.—It is reported from Indianapolis that the completion of the eastern extension of the Indiana Bloomington & Western road, 140 miles in length, by May 1 is now assured. Eighty-three miles of iron are down and twenty more are ready for the track.

Indianapolis & Evansville—Chlcago & Eastern Illinois.—
The decision of the United States Supreme Court in the Chicago & Eastern Illinois case will interfere with the building of the Indianapolis & Evansville Straight-line. Mr. Joseph P. Collett, of Terre Haute, has been appointed receiver of the latter road. The first division of the road of lifty-five and one-half miles from Evansville to the crossing of the Ohio & Mississippi Road is nearly all graded and ready for the track. The bridge at White River and the bridging between that point and Petersborough, four miles, have been completed. Sixty miles have been located on the second division, and preliminary surveys have been made on the remainder of the 169 miles. In the Evansville & Terre Haute yards at Evansville are 3,000 tons of steel rails for the Straight-line. The Chicago Evansville & Nashville Railroad, formed by the Chicago & Eastern Illinois, the Evausville & Terre Haute and the Louisville & Nashville, was to begin operations on the first of May.—Exchange.

Knox & Lincoln.—The Maine Central Company has made a Indianapolis & Evansville-Chleago & Eastern Illinois.

Knox & Lincoln.—The Maine Central Company has made a proposition to buy this road, instead of leasing it. The price offered is \$1,200,000, payable in Maine Central 5 per cent bonds secured by a first mortgage on the purchased road. This is about \$24,000 per mile.

Lehigh & Wilkesbarre Coal Co.—Although it was announced some time since that this company would be taken out of the receivers' hands, the final order discharging them was not entered till March 6.

entered till March 6.

Minnesota.—A dispatch dated St. Paul, Minn., March 10, stated that a complaint in the suit of D. A. Lecombe against Charles Kettleson, filed March 9, sets forth that on November 16 a writ of injunction was issued in court against John S. Pillsbury, Governor of Minnesota, in an action instituted by the plaintiff, by which the defendant was commanded to refrain from signing or delivering any new bond of said State, pursuant of the provisions of the Legislature, &c., and said injunction is still in force and effect, having never been dissolved or modified; that said defendant, John S. Pillsbury, in violation of said injunction, did sign and cause to be signed by the Secretary of State, and countersigned by the Auditor of State, and delivered to divers and sundry persons under the great seal of the State, new bonds of the State to the amount of about \$4,000,000. That said new bonds have been entered, therefore the plaintiff demands a judgment of the Supreme Court restraining the defendant to this action, Charles Kettleson, State Treasurer, from paying any interest on any of said new bonds, or from paying any coupons attached thereto.

MIssouri Pacific,—Articles of consolidation between the

Missouri Pacific,—Articles of consolidation between the Missouri Pacific in Nebraska and the Missouri Pacific Railroad

in Missouri were filed with the Secretary of State of Nebraska on March 9. The consolidation will be known as the Missouri Pacific Railroad Company. It is ratified and approved by the shareholders of each company.

Ohio Central Railroad.—A Clevelaud (O.) dispatch says: "President Dan. P. Eels. Vice President Samuel Thomas and General Solicitor Calvin S. Brice, of the Ohio Central Railroad Company, each a prominent member of the Seney Syndicate, held a conference here last week, the result of which will be the amalgamation of the management of the Ohio Central Railroad Company and the Ohio Central Coal Company. By the plan agreed upon the officers of the railroad company will be placed in charge of the affairs of the coal company, Mr. Eels consenting to act as president until his successor is elected."

Ohio & Mississippi.—Receiver Douglas reports to the Court or February as follows:

101 2002 4449	1881.	1882.
Cash balance Feb. 1	\$13.063	\$44,088
Receipts from all sources	498,215	363,573
Total	\$511.278	\$407.661
Disbursements	491,998	323,813
		\$83,848
Balauce March 1	\$19,280	400,040

The receipts exceeded the disbursements by \$39,759 74 for the month.

the month.

Ohio Railway.—The recent decision of the Supreme Court of Ohio, in the suit brought by the Attorney General against the newly consolidated Ohio Railway Company, was based substantially on the following points of law:

1. Two railroad companies owning lines of railroad only connected by other railroads which such companies hold by lease are not authorized to become consolidated into one corporation, under Revised Statutes, 3,379.

2. The lines of two railroad companies, being, in their general features, parallel and competing, cannot be connected for the carriage of freight and passengers over both "continuously," within the meaning of Revised Statutes, 3,379, and hence such companies cannot become consolidated into one corporation, under that section. under that section.

ander that section.

3. A certificate made by the directors of consolidating railroad companies, under Revised Statutes, 3,381, which fails to
show any place of residence of the directors of the new company, is fatally defective.

Oregon & California.—A dividend has been declared on the Oregon & California.—A dividend has been declared on the preferred stock of the Oregon & California Railway Company for the year 1881 at the rate of 2 per cent, to be paid at the offices of the London and San Francisco Bank, Old Broad Street, London. The London and San Francisco Bank also give notice that the scrip issued by the Reorganization Trustees of the Oregon & California Railway Company can be exchanged for definition of the contribution of the contribut definitive share certificates on and after March 1.

Philadelphia & Reading.—Mr. Gowen proposes to apply at the next session of the United States Circuit Court to have the injunction against the issue of deferred income bonds removed. The agreement beween the Philadelphia & Reading Railroad Company, the New York Central & Hudson River, the Jersey Shore Pine Creek & Buffalo and the Fall Brook Coal Company provides that the Pine Creek Road is to be built as soon as possible, and the Reading is also to construct its branch from Shamokin to Danville at once. The line which will thus be completed between Philadelphia and Buffalo by the Reading, the Pine Creek Road, the Fall Brook Company's Road and the New York Central will be known as the New Line, and a certain amount of traffic will be guaranteed by the contracting companies. The Reading agrees to send by this line all its coal business to Buffalo and points West, and to furnish all the coal that may be required to meet the demands of the business, previded that it shall not be required to ship westward more than one-third of the total output of its mines in any one month.

Railroad Income Bonds,—A subscriber writes: "Will you be good enough to state in your next issue of the Commercial and Financial Chronicle, in full, the definition of 'income bonds' as applied to railroads, and if they take precedence of all stocks, preferred or common, as regards payment of interest on them." In reply to this subscriber and all others, it is first necessary to say that it is not the custom of the editors to make answer to letters in the columns of the Chronicle, and all letters of inquiry ahould give the name and address of the writer. Whenever an answer is practicable, it will be made by letter in the usual course of business. letter in the usual course of business.

Income bonds are like any other obligation, and depend upon the terms of agreement under which they are issued. As a rule, these bonds seem to be named on the lucus a non lucendo rule, these bonds seem to be named on the lucus a non lucendo principle, because they get no income; but when they do receive income it is dependent upon the surplus earnings of the company. Mr. Gowen proposes to issue for the Philadelphia & Reading Company a new sort of income bond, which will not take any income until the stock shall have received 6 per cent per annum. These will be a strange and original sort of obligations, and might well be classified on the Stock Exchange list as "hermaphrodite income bonds." The most important question in regard to income bonds is the determination of the point, what is to be considered surplus income in any one year, and practically this has rested entirely with the directors to declare, and they have usually treated income bonds as having no more and they have usually treated income bonds as having no more claim on surplus earnings than an ordinary preferred stock.

There is a demand for legal decisions on this point to settle the

question whether a clear surplus income over and above operating expenses, mortgage interest, and every current llability, can be applied to permanent improvements on the property rather than to paying interest on income bonds. It must be admitted first that the property shall be fully kept up to its standard, but after this is done, can the surplus income be applied to such things as the laying of new track, buying new rolling stock, replacing from ralls with steel, replacing wooden bridges with iron, and to similar permanent improvements which go to the benefit of the stockholders, while the income bondholders for some years go without their interest? Pertinent to this subject then, had the income bondholders of the New York Lake Erie & Western any claim for Interest for the year ending Sept. 30, 1880? the Central Iowa income bondholders for the year ending Dec. 31, 1880? the St. Louis Iron Mountain & Southern income (cumulative) bondholders for the years 1880 and 1881? and the holders of many other income bonds for other periods? There is much need for new light on this subject, and income bondholders ought to know whether they have any legal right to surplus income when it can be shown that it was fairly and unquestionably earned.

St. Louis Iron Mountain & Southern Railway.—The St.

shown that it was fairly and unquestionably earned.

St. Louis Iron Mountain & Southern Railway.—The St. Louis Missouri Republican of March 15th reports: "The stockholders of the Iron Mountain Road met yesterday and elected the following directors: R. S. Ilayes, R. C. Kerens and R. J. Lackland, St. Louis; F. L. Ames, Boston; Henry Wheelen, Philadelphia; T. T. Eckert, Jay Gould, J. T. Lowry, H. G. Marquand, Russell Sage, Samuel Shethar, Sidney Dillon and John T. Terry, New York. Adjourned to meet April 4.

"It is rumored that Matthews & Whitaker, the bankers of this city, called at the office of the Iron Mountain, expecting to find Jay Gould attending the meeting, in order to see what action he proposed to take in regard to interest on the Iron Mountain income bonds, as they are representing about \$300,000 worth of those bonds. They insist that interest on the bonds shall be paid before interest is paid on the present general consolidated mortgage bonds of the Iron Monntain Road. Unless some arrangement is made for the payment of interest on these solidated mortgage bonds of the fron Montain Road. Unless some arrangement is made for the payment of interest on these income bonds, it is proposed to commence proceedings, either by injunction against the payment of interest on the consolidated bonds, or they will ask for an accounting, in order to ascertain what surplus, if any, has been earned by the road that might be made applicable to the payment of interest on these income bonds."

that might be made applicable to the psyment of interest on these income bonds."

Toledo Delphos & Burlington—Tolcdo Cincinnati & St. Lonis.—The Boston Transcript recently said: "The Toledo Delphos & Burlington is now consolidated with the Toledo Cincinnati & St. Louis Railroad Company, under the name of the latter, and upon Tuesday next the following-named board of directors will be elected to manage the affairs of the consolidated company: John M. Corse, R. M. Pomeroy, Oliver Ames, Charles W. Pierce, George Ripley, W. D. Hobbs, W. D. Forbes, E. B. Phillips, Henry D. Hyde, S. C. Bianchard, Pliny Nickerson, G. W. Kneisly and John McNabb. Alt the above-named, except the three Western directors, are well-known Boston gentlemen, and it is needless to say that their names will command the confidence of the investing public. Supporting the new direction a syndicate of capitalists has been formed, who take the assets of the construction company—mostly jumor securities of the road—and pay the railroad company \$1,500,000 therefor. This million and a half of dollars is amply sufficient to complete and equip the Toledo Deiphos & Burlington system with terminals at Toledo, Ironton, Cincinnati & St. Louis. The securities taken by the syndicate will be placed with the American Loan & Trust Company, with Oliver Ames, R. M. Pomeroy and Henry D. Hyde as trustees for the subscribers, and negotiable certificates of ownership issued therefor."

Union Pacific.—In reference to this company's statements of earnings we have received the following communication from one of our subscribers:

MARCH 15, 1882.

Messrs. Wm. B. Dana & Co.:

GENTLEMEN.—In your issue of January 14, 1882, under the head of "Railrond Earnlogs," you give the total earnings of the Union Pacific for 1881 us \$27,451,831. In the annual report of this company, which you publish in your issue of March 11, the gross earnings are given as \$24,258,817, a discrepancy of about \$3,200,000, of which discrepancy we have seen no explanation either in your columns or in the report of the company.

the report of the company.

The total of \$27,461,831, to which our correspondent refers, is a correct aggregate of the figures furnished to us monthly from official sources. These monthly figures were as follows. It should be said that with the September earnings there was given out a total of the earnings for the nine months. This total differed slightly from our running total (dne presumably to corrections in the monthly figures) and was substituted for it, as the table will show. it, as the table will show

January. February. March April May. June. July August September.	1,403,240	1880. \$1,433,626 1,393,992 1,730,509 1,937,220 2,027,269 1,928,528 1,034,215 1,913,035 2,270,170
Total for nine months	\$19,540,424 \$19,121,680 3.289,530 2,773,608 2,267,004 \$27,451,831	\$10,568,573 \$16.619,702 2,707,860 2,251,148 1,869,835 \$23,448,545

The company's pamphlet report, issued last week, makes the total earnings only \$24,258,817, as our correspondent says. At the company's office in this city the explanation vouchsafed is that this last aggregate does not include the earnings of the whole system of Union Pacific lines. The monthly figures, it is stated, are approximate, and are based on a larger mileage; but even they, it appears, do not embrace all lines operated, though just what roads are lacking we are not informed. It is stated that on the entire system the earnings foot up more than 30 millions. The company will, the officers say, shortly issue a more extended report of the doings of its lines in which this distinction will be made clear, and we defer until then further comment. further comment.

further comment.

—A press dispatch from Denver says that the Denver & Boulder Valley Raliroad Company has entered suit against the Union Pacific Company to recover \$500,000 damages, claimed to be sustained by it through the non-payment of \$700,000 in the mortgage bonds of the Boulder Valley Road. In 1871 the Denver & Pacific bought the Boulder Valley Road, agreeing to pay these bonds and protect them out of the gross earnings of the company. The mortgage remains unpaid, and for the last three years the coupons have not been paid. The Denver & Pacific has been consolidated with the Union Pacific, but it is operated under the old charter. Hence the suit against the Union Pacific Company. Union Pacific Company.

Wahash St. Louis & Pacific.—The stockholders elected the following five directors to serve for three years: Solon Humphreys, Charles Ridgely, George L. Dunlap, James F. Joy and Sidney Dillon. The other ten directors hold over.

—At Indianapolis, Ind., March 10, the case of Benjamin F. Ham and other holders of equipment bonds, against the Wahash St. Louis & Pacific Rallway Company, came up in the United States Circuit Court, before Judye Gresham, on motion for a final decree. Charles W. Hassler of New York appeared for the bondholders, and made argument, and ex-Governor Hendricks replied for the railway company.

—Regular trains began to run over the St. Louis Jerseyville & Springfield Branch on March 6. It is said the company will soon begin work on a brasch into Atchison, Kan., which will probably start from Plattsburg, Mo., on the St. Joseph Branch.

Western & Atlantic (Ga.)—Pursuant to a resolution of the Legislature of Georgia, Attorney-General Anderson has been investigating the validity of the bond for \$8,000,000 given by this company as security for its faithful performance of the conditions of the lease of the road from the State of Georgia. He holds that the bond given by the company is not valid, for the reason that the railroad companies, which are sureties on the bond, became so without approval of their stockholders. The Governor has served notice on the lessees requiring them to file a new bond within 60 days. It is supposed they will contest the matter in the courts. Should a new bond not be filed the Governor will make a formal demand for the surrender of the road and the matter can be taken into court at once. the road and the matter can be taken into court at once.

West Jersey .--The stockholders of the West Jersey Railroad Company held their annual meeting in Camden last week. The annual report showed that the earnings from the West Jersey, Swedesboro, Saiem and Atlantic roads were \$988,525; expenses, \$560,953; net earnings from operating, \$427,572. After paying for all fixed charges and for various improvements, including the payment of a 4 per cent dividend, there remains a balance to the credit of the surplus earnings of the company of \$145,582. There has been an increase in the number of passengers carried of 272,581, or 26 2-10 per cent, and an increase in the amount of freight transported of 104,459 tons, or 50 8-10 per cent. The Stockton Hotel shows a decrease in gross earnings of \$10,765, and a deficiency in net earnings of \$5,546. The work of constructing double tracks has been completed as road Company held their annual meeting in Camden last week. earnings of \$10,765, and a deficiency in net earnings of \$5,546. The work of constructing double tracks has been completed as far as Wenonah, at a cost of \$143,965, and contracts have been given out for the extension of the track to Giassboro, a distance of seven miles, at a cost of about \$93,000: The work will be completed in time for summer travel. The damages caused by the accident at May's Landing in 1880 have been fully settled, and the proportion assumed by this company was \$41,974. The report was ordered to be referred to the incoming board of directors. The following board of directors was elected without opposition: George B. Roberts, Thomas Jones Yorke, Lewis Muiford, Coleman F. Leaming, Charles E. Elmer, John M. Moore, Strickland Kneass, Thomas H. Dudley, George Wood, J. N. Dubarry. N. Parker Shortridge, Thomas H. Whitney and Edmund Smith.

Wisconsin Central.—The Wisconsin Central Railway Company has issued a circular to its stockholders, inviting a subscription of \$1,400,000 to build a 65-mile extension of its road, under the name of the Milwaukee & Lake Winnebago Railroad Company, from Neenah southward along the shore of Lake Winnebago, through Oshkosh and Fond du Lac to Schleisingerville, a point on the Chicago Milwaukee & St. Paul Road about thirty miles from Milwaukee. The object is to get a paying independent line to Milwaukee and toward Chicago. For \$10,000, subscribers are offered \$10,000 first mortgage 6 per cent bonds, \$2,000 5 per cent (cumulative Interest) income bonda, \$1,000 6 per cent (cumulative dividends) preferred stock, and \$2,000 common stock, in all \$15,000, at par, of securities. Stockholders have the right to subscribe in the proportion of 1 for \$ of their holdings of Wisconsin Central stock. The Wiscon in Central will lease the new road for ninety-nine years. Wisconsin Central.-The Wisconsin Central Railway Com-

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 17, 1882.

There have been snow-storms over a considerable portion of the North and West during the past week; the floods in the Mississippi River and its tributaries, while receding slowly north of Vicksburg, have increased further south, and transportation is still more or less interrupted. These obstacles to the progress of spring business have been felt; but the return of good weather promises their early removal. In other respects the conditions are favorable to a large trade. Speculation has been active in staples of agriculture, and they are all dearer, checking exports to some extent. The feeling in monetary circles has much improved.

The provision market has shown a firmer state of affairs and in lard a brisk speculation has taken place. The impetus has been derived from Chicago, where the packers have withdrawn large lines from the market. Pork here was higher at \$16 75@ 17 00 for old and \$17 75@18 25 for new; April contracts quoted \$17 50@17 60; May, \$17 70@17 80. Bacon is quoted at 91/4c. for long and 9%c. for short clear. Lard continued to advance today and prime Western was sold on the spot at 10.92%@11c.; April options realized 10.92%@10.95c.; May, 10.97%@11.05c.; June, 11.05@11.12½c.; July, 11.12½@11.17½c.; August, 11.17½ @11.221/2c.; September, 11.25@11.30c.; seller year, 10.721/2@ 10.75c. Refined to the Continent, 11.15c. Beef is quiet at \$26.50@27.50 for East India mess. Beef hams, \$21@21.50. Butter is now very firm, particularly for fine lots. Cheese is steady at 9@12%c. for State factory. Tallow sells fairly at 7½@7%c. Stearine is quoted at 11c.

Rio coffee has been quiet but steadier of late, at 10c. for fair cargoes, closing more active; mild grades have met with a fair demand at firm, and, generally, unchanged prices. Rice has been rather scarce, both here and at the South, and has therefore ruled quite firm; but the sales have been rather small; the receipts at the close are larger. Tea has sold at about steady prices at the auction sales this week. Spices have been very quiet, but pepper has nevertheless advanced to 15%c. for Singapore. Foreign dried fruits have been quiet and without material change. Molasses has been quiet but generally steady; Cuba, 50-degree test, has latterly been quoted, however, at 36@37c. Raw sugar has been quiet and lower at 71/8@7 5-16c. for fair to good refining.

	Hhds.	Boxes.	Bags.	Melado.
Receipte since March 1	34.497		37,571	113
Sales since March 1	28.186	1.383	92,204	
Stock March 15, 1882			315.141	137
Stock March 16, 1881	26.995	6.997	805,772	294
		0,00.	000,110	

Refined sugar has been in the main firm of late, with a pretty good business; the closing quotations are 9%c. for erushed, 9%c. for powdered, 9%c. for granulated, and 8%c. for standard soft white "A."

Kentucky tobacco has been much more active, and sales for the week reach the comparatively large aggregate of 1,000 hhds., of which 850 for export, and 150 for home consumption. Prices have ruled firm, and the business done was at 61/2@8c. Prices have ruled firm, and the business done was at 6½@8c. for lugs, and 8½@10½c. for common and medium leaf; prime to choice queted 12@15c. Seed leaf has also been more active, and sales for the week are 1,519 cases, including 200 cases Pennsylvania fillers 6@6½c., assorted 10@16c., and wrappers 18@40c.; 150 cases New England wrappers 14@35c.; 225 cases State 4½@12c.; 600 cases Ohio fillers 4@4½c., assorted 6@7c., and wrappers 10@13½c.; and 300 cases Wisconsin fillers 3½@4c., wrappers 9@12½c., all from the crop of 1880; also 44 cases Pennsylvania, crop of 1881, on private terms, and 900 bales Havana 88c.@\$1 20.

Rosins have been firm, and a fair trade is reported at \$2.2746

Pennsylvania, crop of 1881, on private terms, and 900 bales Havana 88c.@\$1 20.

Rosins have been firm, and a fair trade is reported at \$2 37½ for good strained. Spirits turpentine has been sharply advanced by small offerings and higher London advices; to-day fair sales were made at 53½@54c. for Southerns. Refined petroleum, under a continued dullness, has declined to 7½c.; and resales of March are offered at 7c. &rude certificates closed lower at 80½ @80¼c. April options 81½c.; May 83½c.; June 85½c.; July 87½c. Ingot copper, though quiet, is steady at 19@19¼c for Lake. Pig iron and steel rails are dull at the moment. Hops receive fair attention from brewers, and in the interior exporters have taken a few lots at 20@22c. for crop of 1881. Weol at the close is more active, and holders manifest more confidence.

Ocean freight room has continued to be sparingly taken and rates lack support and regularity. To-day grain to Liverpool, by steam, was taken at 2½d.; bacon, 12s. 6d.; cheese, 17s. 6d.@ 20s.; flour, 10s.; cotton, 11-64@½d.; grain to Avon-mouth, by steam, 3½d.; do. to London, by steam, quoted 3@3½d.; do. to Cork for orders, by sail, quoted 4s. 4½d. per qr.; refined petroleum was taken to Bristol Channel, 3s. 3d.; do. to Hamburg, 3s. 4½d.; do. to Amsterdam, 3s. 5¼d; if Rotterdam, 3s. 6d.

COTTON.

FRIDAY, P. M., March 17, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (March 17), the total receipts have reached 57,454 bales, against 58,747 bales last week, 51,980 bales the previous week and 60,160 bales three weeks eince; making the total receipts since the 1st of September, 1881, 4,174,689 bales, against 4,918,422 bales for the same period of 1880-81, showing a decrease since September 1, 1881, of 743,733 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	301	1,302	285	931	791	782	4,392
Indianola, &c.						84	84
New Orleans	300	1,987	1,691	1,964	421	2,700	9,063
Mobile	493	584	536	502	424	1,134	4,073
Florida						45	45
Savannah	760	1,871	2,309	1,496	1,929	1,530	9,895
Brunew'k, &c.							
Charleston	1,277	783	645	1,111	646	1,559	6,021
Pt. Royal, &c.						218	218
Wilmington	145	220	304	303	177	417	1,566
Moreh'd C.,&c						74	74
Norfolk	1,849	2,106	2,013	1,634	1,525	1,504	10,631
City Point, &c.						1,477	1,477
New York	175	170	420	261	80	1	1,107
Boston	585	403	1,034	1,074	1,070	1,066	5,282
Baltimore							
Philadelp'a, &c.	24	381	1,613	1,013	14	481	3,526
Totale this week	5,909	10,207	10,900	10,289	7,077	13,072	57.454

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.

1881-82.		188	0-81.	Stock.		
Receipts to March 17.	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1882.	1881.
Galveston	4,392	382,812	12,445	575,396	48,887	97,029
Indianola,&c.	84	13,278	166	14,379	*****	
New Orleans	9,063	1,095,489	42,447	1,308,226	291,222	310,986
Mobile	4,073	238,861	5,562	349,268	26,959	46,518
Florida	45	26,712	69	19,912		5,086
Bavannah	9,895	679,367	10,186	789,869	61,939	68,713
Brunsw'k, &c		6,964	9	4,830		
Charleston	6,021	460,560	8,534	563,718	41,292	52,125
Pt. Royal, &c.	218	22,472	411	48,226		850
Wilmington	1,566	129,170	836	111,540	4,643	5,041
M'head C., &c	74	25,498	86	26,606		
Morfolk	10,631	541,954	11,496	618,592	46,688	21,004
City Point, &c	1,477	173,486	2,198	191,238		
New York	1,107	138,016	6,303	111,595	334,443	214,034
Boston	5,282	170,503	4,296	123,768	11,245	9,560
Baltimore		14,077	935	22,738	35,437	9,753
Philadelp'a,&c.	3,526	55,470	2,221	38,521	17,729	15,781
Total	57,454	4,174,689	108,200	4,918,422	920,484	856.480

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

			., .			
Receipts at-	1882.	1881.	1880.	1879.	1878.	1877.
Galvest'n,&c.	4,476	12,611	4,396	4,237	6,092	3,476
New Orleans.	9,063	42,447	17,837	19,521	25,836	10,720
Mobile	4,073	5,562	3,337	4,682	8,063	3,475
8avannah	9,895	10,186	5,368	4,486	9,251	3,211
Charl'et'n, &c	6,239	8,945	2,589	3,668	5,430	2,032
Wilm'gt'n, &c	1,640	922	563	1,144	3,166	932
Norfolk, &c	12,108	13,694	9,581	7,618	7,520	5,123
All others	9,960	13,833	5,940	14,816	10,365	3,397
Tot.this w'k.	57,454	108,200	49,611	60,202	75,723	32,366
Since Sept. 1.	4174.689	4918,422	4394,250	4058,522	3827,988	3700,652

Galveston includes Indianoia; Charleston includes Port Royal, Wilmington includes Morehead City. &c.; Norfolk includes City Point. The exports for the week ending this evening reach a total of 80,796 bales, of which 55,147 were to Great Britain, 839 to France and 24,810 to rest of the Continent, while the stocks as made up this evening are now 920,484 bales. Below are the exports for the week and since September 1, 1881.

Exports	Wee	k Endi Export		17.	From Sept. 1, 1881, to Mch. 17, 1882. Exported to—			
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston	1,750			1,750	142,528	13,777	55,400	211,703
New Orleans	24,109	i	8,554	32,663	469,411	177,441	183,448	830,800
Mobile	3,512			3,512	23,507	6,313	3,231	83,051
Florida					3,900			3,900
Savannah			7,204	7,204	121,509	15,480	180,497	297,496
Charlestoo "	8,110		8,594	12,718	149,973	19,528	118,994	279,490
Wilmington					53,584	1,430	8,819	
Norfolk	6,572		*****	6,572	252,417	2,580	15,810	270,837
New York	8,808	830	1,061	10,200	255,872	19,380	49,777	
Boston	4,179			4,179	99,855		1	99,958
Baltlmore			1,397	1,397	50,084		29,667	79,751
Philadelp'a,&c	800			600	40,279		200	40,479
Total	55,147	889	24,810	80,798	1,653,777	255,874	025,874	2,535,525
Total 1880-81	69,971	11,900	50,005	131,276	2,041,977	418,130	709,895	3.224,802

[&]quot;Includes exports from Port Royal, &c

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

	Or	Familia				
Men. 17, AT—	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
Now Orleans Mobile Unarleston Savannah	19,388 7,950 3,810 3,900	14.648 None. 1,020 None.	23,289 None. 1,900 3,300	1,490 1,400 1,050 3,500	57,474 9.350 7,780 10,700	233,748 17,009 33,512 51,239
Galveston Norfoik New York Other ports	10,258 19,485 4,300 4,000	None. None. None. None.	2,992 None. 1,030 None.	None. None. None.	13,278 19,485 5,350 4,000	35,611 27,203 329,093 65,054
Total	73,091	15,689	32,531	6,123	127,415	703,069
Total 1881 Total 1880	99,078 82,677	25,203 10,102	61,311 37,504	6,322 9,322	191,914 149,103	664,566 668,161

The market for cotton, though fluctuating somewhat, has been generally stronger, and prices show a material advance during the week. The speculation in futures has been at times quite active, and a full aggregate business has been done. The advance on Saturday was based on the overflow of the Mississippi River, the reduced visible supply, and the continued small movement of the crop. Tuesday, better weather at the South, the falling of the rivers in middle latitudes, and sales to realize profits, caused a considerable decline, which was followed by a weak opening on Wednesday. But later in the day speculation was renewed on the general position of supply and demand, and especially the delay in carrying out the stop or short-time projects in Lancashire, and prices continued to advance down to near the close of Thursday's business. The highest prices for this crop, on Thursday, were 25@28 points above the lowest figures of Wednesday. To-day, the opening was at a smart decline, under a freer movement of the crop, including overland shipments, better weather generally, and the continued fall of the Mississippi River, north of Vicksburg; and although the market was subsequently steadier, the close was 6 points below Thursday. Cotton on the spot was less active for export early in the week, but showed some improvement on Thursday. For home consumption there has been a fair business in progress. Quotations were advanced \$\frac{4}{2} \text{c. on}\$ Saturday, 1-16c. on Wednesday and 1-16c. on Thursday. To-day the market was unchanged, middling uplands closing at 12 3-16c.

The total sales for forward delivery for the week are 945.400 advance on Saturday was based on the overflow of the Missis-12

The total sales for forward delivery for the week are 945,400 bales. For immediate delivery the total sales foot up this week 9,021 bales, including 5,600 for export, 3,150 for consumption, 271 for speculation and — in transit. Of the above, — bales 271 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations and sales for each day of the past week.

	Meh. 11 to	U	PLANI	os.	NEW	ORLE	EANS.	7	TEXAS		
	March 17	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues	
	Ordin'y. W D	938	938	938	958	958	958	958	958	958	
	Good Ord	915 ₁₆	91516	91516 1034	10316	10316	10318	10316	103 ₁₆	103 ₁₈	
	Str. O'd Ord	11314	11316	11316	11718	11718	11718	11714	11718	11714	
	Low Midd'g Str.L'w Mid	1158	1158 1178	1158	1178	1178 124	1178	1178	1178	1178	
	Middling	12114	12114	12110	12514	12518	12 ¹ 8 12 ³ 16	12 ² 8 125 ₁₆	12 ¹ 3 12 ⁵ 16	12 ¹ 8 12 ³ 16	
	Good Mid.	12716	12718	12714	121114	1121111	121110	1911.	1911.	10117	
	Str. G'd Mid Midd'g Fair	13316	1211 ₁₆ 133 ₁₆	13316	13716	13716	137 ₁₈	12^{15}_{16} 13^{7}_{16}	1215 ₁₈ 137 ₁₈	12181€	
	Fair	131616	131516	131518	14318	14316	14316	14316	14316	14316	
		Wed	Th,	Fri.	Wed		Fri.	Wed		Fri.	
	Ordin'y. PD	9710	940	919	91118	934	934	91116	934	934	
	Strict Ord	10	10110	10116	104	10516	10518	104	10516	10516	
	Good Ord Str. G'd Ord	101316	1078 11516	1078 115 ₁₆	111 ₁₆	1118	111a	11118	1118	1119	
	Low Midd'e	111110	1134	113	111514	119 ₁₆	119 ₁₆	111516	119 ₁₈	119 ₁₀	
1	Str. L'w Mid Middling	1115 ₁₆ 121 ₈	12	12	12316	124	124	12318	124	124	
	Good Mid.	1210	12318	12316	123g 123g	121 ₁₈ 1213 ₁₆	12716	123g 123g	127 ₁₈ 1213 ₁₆	$\begin{array}{c} 127_{16} \\ 1213_{16} \end{array}$	
	Str. G'd Mid	1234	12916 1213 ₁₆	121316	13	13116	13118	13	13114	131 ₁₄	
	Midd'g Fair Fair		13516	135 ₁₆ 141 ₁₆	13 ¹ 2 14 ¹ 4	13916 14516		1312	13914	13916	
		CAINE		74-19						14516	
	01	LAIME	D.		Sat.	Mon	Tues	Wed	Th.	Frt.	
-	Good Ordina	гу		. 8 D.	81516	81516	81516	9	9116	9116	
	Strict Good (Low Middlin	Jrainai	y		91516 1058	9!516 1058	91516 1058	10	10116	10116	
-	Middling				1158			1011 ₁₆ 1111 ₁₆	11%	10% 11%	
								201			

MARKET AND SALES

		BALI	ES OF B	POT A	O TRA	NSIT.	FUTU	FUTURES.				
	SPOT MARKET CLOSED.	Ex- port.	Con-	Spec- ul't'n	Tran- sit.	Total.	Sales.	Dellv- eries.				
Mon. Tues. Wed. Thurs	Firm at 13 adv Firm. Steady. Firm at 116 adv Firm at 116 adv Steady.	300 046 100	772 563 463	36 100 100		1,108 1,311 663 2,022	164,200 190,000 119,600 123,000 187,700 160,900	500 400				
Total	****	5.600	3,150	271		0.021	945.400	2.000				

The daily deliveries given above are actually delivered the day pre-

THE SALES AND PRICES OF FUTURES are shown by the follow ing 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.

								_	
oaios amce cept. 1, 811 22,412.200	Total sales this week.	Friday, Mch. 17— Sales, total. Prices paid (range). Closing.	Thursday, Moh. 16— Sales, total	Wednesday, Mch. 15— Sales, total Prices paid (range). Closing.	Tuesday, Mch. 14— Bales, total Prices paid (range). Closing.	Monday, Mch. 13— Sales, total	Saturday, Mch. 11— Salea, total	FUTURAS.	Market, Prices and Sales of
1 002.215.22.	945,400	1 3	Firmer. 187.700 11.72 #13.10 Steady.	Firmer. 123,000 11.62@12.96 Firm.	Lower, 119,±00 11.64.212.96 Easy.	Variable. 190,000 11.70.313.62 Irregular.	A 164,200 11.64@13.00 Weak.	Total Sales.	Markel,
4,405,800	5.600	700 12·14@ 12·17—12·19	600 12:16@12:25 12:22—12:23	700 12-01 3 12-13 12-13-12-14	1,100 12:05@12:08 12:08—12:04	1,100 12.06.012.13 12.10—12.13		March.	
3,250,900	152,300	15.5	12.27@12.38 12.35—12.55	23,000 12·12@12·25 12·23—12·24	1,100 12:05@12:09 12:14@12:24 12:03—12:04 12:14—12:15	43.800 12.15@12.30 12.24—12.25	17.000 12.17.000 12.22_12.23	April.	
2,495,200	243,900		27,600 12.27@12.38 12.47@12.58 12.35—12.55 12.55—	700 12-01@12-13 12-12@12-25 12-80@12-44 12-13-12-14 12-23-12-24 12-43-12-44	27,100 12:34 æ12:44 12:33—12:34	53,600 12:35@12:50 12:44—12:45	54,700 12.33@12.48	May.	DAILY
1,462,800	212,000	35,000 12-46@12-55 12-65@12-74 12-49—12-50 12-68———	41,200 12.66@12.78 12.74—12.75	34,700 12.49@12-64 12.63—12.64	32,900 12:53@12:63 12:70@12:81 12:52—12:53 12:70—	34,900 12.54 & 12.70 12.64—12.65	34,600 12.50 æ12.66 12.60—12.61	June.	LY PRIOES
568,400	118,900	25,000 12.84æ12.93 12.86—12.87	32,800 12.84æ12.96 12.92—12.93	12.68 a 12.81 12.68 a 12.81	14,000 12-7(-2012-81 12-70	17,200 12.72 a 12.88 12.82—12.83	16,300 12.67@12.88 12.77—12.78	July.	AND, SALES
638,600	145,900		27,900 12-98 9 13·10	16,100 12.80 9 12.96 12.95—12.96	18,600 12.84@12.96	25.700 12.86@13.02 12.97—12.98	23,900 12:81 3 13:00 12:91—12:92	August.	QP QO
163,200	38,300	33,700 12-98@13-07 12-54@12-60 11-81 13-01———————————————————————————————————	12.66 a) 2.78 22.800 27,900 4,900 12.74 12.75 12.92 12.93 13.07 12.60 12.62 11.93 13.07 12.60 12.62 11.93 13.07 12.60 12.62 11.93 13.07 12.60 12.62 11.93 13.07 12.60 12.62 11.93 13.07 12.60 12.62 11.93 13.07 12.60 12.62 11.93 13.07 12.60 12.62 11.93 13.07 12.60 12.62 13.07 12.62 13.07 12.62 13.07 12.62 13.07 12.62 13.07 12.62 13.07 13.0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	18,600 1.200 1,400 200 1.284@12.96 12.44@12.93 11.85@11.88 11.64@11.68 11.70@11.71 12.84—12.85 12.43—12.44 11.80—11.82 11.61—11.63 11.63—11.65	$\begin{array}{c} 1,100 \\ 12.06 \Rightarrow 12.13 \\ 12.15 \Rightarrow 12.30 \\ 12.25 \Rightarrow 12.45 \\ 12.45 \Rightarrow 12.45 \\ 12.44 \Rightarrow 12.45 \\ 12.44 \Rightarrow 12.65 \\ 12.82 \Rightarrow 12.83 \\ 12.92 \Rightarrow 12.88 \\ 12.97 \Rightarrow 12.98 \\$	1,400 12,000 12,	September.	FUTURES FOR
133,400	17,300	3,600 11.85 3 11.90 11.88—11.90	2,300 11.91@11.95 11.94—11.96	2,300 11.81@11.85 11.88—11.89	1,200 11.85@11.88 11.80—11.82	6,600 11.87@11.82 11.90—11.92	1,300 11.85 æ11.94 11.90—11.92	October.	EAOB
68,800	7,400	3,600 5,000 11.90 11.67,017,75 8-11.90 11.68-11.70	2,300 1,211.95 11.72.2011.77 1.77.20 1.77.11.77 1.77.11.77	1,400 11.62.æ11.66 11.69—11.70	1,400 11.64 3 11.68 11.61—11.63	800 11.70@11.73 11.70—11.72	1,300 1,100 95 2 11 94 11 94 2 11 75 11 70 2 11 75 90 -11 92 11 71 -11 72 11 74 -11 75	November.	HONTH.
19.800	2,800	500 11.69.211.70 11.70—11.71	11.77æ 11.77æ 11.77—11.78	600 11.64@11.67 11.71—11.73	200 11·70æ11·71 11·63—11·65	700 11.70 a 11.72 — a 11.73 — 11.75 11.86—1	700 11.70 æ11.75 11.74—11.75	December.	
1,200	200	 S: 	11:	11.78@	11.75 @ 100 11.75 @ -	11.86-11.88	10:	January.	

'Includes sales in September, 1881, for September, 314,000; September-October for October, 416,400; September-November for November, 511,200; September December for December, 1,479,100; September-January for January, 4,252,500; September-February for February, 2,230,100.

2,230,100.

Transferable Orders—Saturday, 12·10c.; Monday, 12·15c.; Tuesday, 12·05c.; Wednesday, 12·15c.; Thursday, 12·25c.; Friday, 12·20c.

Short Notices for March—Monday, 12·07; Tuesday, 12·05; Friday, 12·15æ12·19.

A includes for February, 1882, 860 at 11·88æ11·96.

The following exchanges have been made during the week: 19 pd. to exch. 1,700 May for June, 39 pd. to exch. 100 Apr. for June. 39 pd. to exch. 100 Apr. for June. 20 pd. to exch. 200 Apr. for May.

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 (Mch. 17), we add the item of exports from the United States, including in it the exports of Friday only:

•	1992.	1991.	1930.	1879.
Stock at Liverpoolbales.	757,000	786,000	578.000	567,000
Stock at London	57,000	51,200	29,904	62,000
Total Great Britain stock	814,000	837,200	607,904	629,000

	1882.	1881.	1880.	1879.
Stock at Havre hales.	150,000	131,000	52,700	170,000
Stock at Marsellles	3,080	5,000	2,130	2,000
Stock at Barcelona	43,500	25,100	27,128	42,750
Stock at Hamourg	2,200	5,300	3,000	4,500
Stock at Bremen	\$8,900	29,400	16,620	25,500
Stock at Amsterdam	20,000	36,900	28,600	43,750
Stock at Rotterdam	312	1.080	2,520	8,750
Stock at Antwerp	1,400	884	420	3,750
Stock at other contintal ports.	10,733	6,700	3.541	6,000
-			100000	007.000
Total continental ports	270,125	241,364	136,659	307,000
Total European stocks	,084,125	1,078.564	744,563	936,000
India cotton adoat for Europe.	303,000	177,000	168.946	124,000
Amer'n cotton afloat for Eur'pe	366,000	650,000	538,110	692,000
Egypt, Brazil, &c., aft for E'r'pe	46,000	21,000	22,862	16,000
Stock in United States ports	920,484	856.480	817,266	579,222
Stock in U. S. interior ports	252,673	287,314	281,047	141,612
United States exports to-day	16,500	10,500	11,000	7,000
Total visible supply	000 700	2 080 858	2 583 701	9 195 834
Of the above, the totals of Amer	doon and o	ther descrip	ations are	a follows:
	TOSELL SELLE O	fuer deserri	beiona are a	ed forto a s.
American—	542,000	599,000	421,000	432,000
Liverpool stock	166,000	188,000	118,000	264,000
Continental stocks	368,000	650,000	538,110	692,000
American afloat for Europe	920,484	856,480	817,266	579,222
United States stook			281,047	141,612
United States interior stocks	252,673	10,500	11,000	7.000
United States exports to-day	16,500			
Total American	2,263,657	2,591,294	2,186,423	2,115,834
East Indian, Brazil, &c				
Liverpool stock	215,000	187,000	157,000	135,000
London stock	57,000	51,200	29,904	62,000
Continental stocks		53,364	18,659	43,000
India afloat for Europe		177,000	168,946	124.000
Egypt, Brazil, &c., afloat		21,000	22,862	16,000
- 61 2 7		100 501	897,371	200.000
Total East India, &c				
Total American	2,203,657	2,591,294	2,180,423	2,110,854
Total visible supply	2,988,782	3,080,838	2,583,794	2,495,834
Price Mid. Upl., Liverpool			75 ₁₆ 7.	5 58d
The imports into Co			s week h	ave been
57,000 bales.				

The above figures indicate a decrease in the cotton in sight to-night of 92,076 bales as compared with the same date of 1881, an *increase* of 404,988 bales as compared with the corresponding date of 1880 and an *increase* of 492,948 bales as compared with 1879.

AT THE INTERIOR Towns the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1880-81—is set out in detail in the following statement:

611	ou	OT 19	3U-	01-	-15	1 60	. 00	IU E	II U	ieuz	rit	111	иц	זכ	OI	UV	AIG	B	DUC	rem	511	υ: -
Total, all	Total, new towns	Brenham, Tex*	Louisville, Ky	Raleigh, N. C	Newberry, & C	l'otal, old towns.	Cincinnati, O	harlotte, N. C.	Atlanta, Ga	Griffin, Ga	Columbus, Miss.	Vicksburg, Miss.	Jefferson, Tox*	Dailas, Texas.	Memphis, Tenn.	Selma, Ala	Macon, Ga	Columbus, Ga	Angueta Co.	TOWNS.		
32,926	6,365	3,000	100	غبر		26,561	12,640	786	1,135	99	16 Te	597	20	69	2,417	12×1	379	673	1 200	This week.	Rec	Mor.
2,551,128	533,443	21,166 371,117	25,981	52,576 24.562	14,142	2,017,685		25,776									58,347		. !	Since Sept.1,'81.	Receipts.	Morement to M
64,506	7,673	4,009	1,312	1,450	92	56,833	13,169	4		322						527	1 970	3,067	4 553	This week.	Shipmils	March 17,
284,393	31,720	12,870	6,269	4,638	500	252,673	7,778	500	5,734	2,006	3,442	3,187	875	674	73,423	6,188	7.361	10,663	29.611	Stock Mch. 17.		1882.
67,205	14,917	11,280	1.216	509	216	52,288	8.004	10 419	1.887	133	5413	4,706	1 559	232	2 175	502	494	196	1.516	This week.	Re	Mor
2,965,694	757,939	34,450 568,930	17.887 28.403	23,404	18,785	2,207,755	229,237	291,638	104,362	34,239	18,581	119,305	30,593	40,592	73,243	85,942	101,746	105,467	191.748	Since Sept.1,'80.	Receipts.	Movement to M
65,937	15,946	11,910	585 775	438	239	19,991		6 939				4 CTF h					725			This week.	Shipmits	March 18, 1881.
320,500	33,186	20,637		1,932	812	287,314	10,786	53 922	9,378	652	2.809	6.925	11 443	2.987	11.747	6,326	10.223	16,916	23,611	Mch. 15.		1881.

This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 30,272 bales, and are to-night 34,641 bales less han at the same period last year. The receipts at the same towns have been 25,727 bales less than the same week last year, and since Sept. I the receipts at all the towns are 414,566 bales less than for the same time in 1880-81.

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

RECEIPTS FROM PLANTATIONS.

	Week	Receip	ts at the	Ports.	St'k at	Interior	Towns.	Rec'pts from Plant'ns.			
	ending-	179-180.	'80-'61.	'81-'82.	'79='80.	'80-'81.	'81-'82	'78-'SO.	'80-'81.	'81-'92.	
D	ec. 30									205,870	
J٤	in. 6									139,502	
	1S		129,604		876.412					98,259	
	20		138.879		383,928					83,988	
		. 187,191			386,701					74,024	
	eb. 8		147,129		382,531					84,090	
	" 10		193,723		351,707				145.232	77,298	
	24		183,359		341,022				145,232		
м	ch. S		133,981		325.216				133,801		
	" 10		140,126		311,087				136,900		
	" 17	49,611	103,200	57,414	300.793	320,500	294,323	39.817	109,468	25,874	

The above statement shows—1. That the total receipts from the plantations since Sept. 1, 1881-82 were 4,413,657 bales; in 1880-81 were 5,200,084 bales; in 1879-80 were 4,680,045 bales.

2. That, although the receipts at the out-ports the past week were 57,454 bales, the actual movement from plantations was only 25,874 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 109,468 bales and for 1880 they were 39,317 bales.

AMOUNT OF COTTON IN SIGHT MARCH 17.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to March 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight. We shall continue this statement hereafter bringing it down to the close of each week.

	1881-82.	1880-81.
Receipts at the ports to March 17bales. Interior stocks in excess of Sept. 1 on Mch. 17	4,174,689 238,968	4,918,422 281,662
Total receipts from plantations. Net overland to March 1 Southern consumption to March 1.	4,413,657 353,353 155,000	5,200,094 415,047 135,000
Total in sight March 17	4,922,012	5,750,131

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 828,119 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been less rain during the past week in most portions of the South, and in some sections, more especially in the Southwest, planting has made some progress.

Galveston, Texas.—It has been showery on two days of the past week, and the remainder of the week has been pleasant. The rainfall reached eleven hundredths of an inch. Farmers are busy plowing, and in many sections corn has been planted. Average thermometer 65, highest 77 and lowest 53.

Indianola, Texas.—We have had drizzles on three days of the past week, the rainfall reaching but two hundredths of an inch. Corn has been generally planted in uplands, and much of it is up and growing finely. Some cotton has been planted. The thermometer has ranged from 39 to 80, averaging 69.

Dallas, Texas.—The weather has been warm and dry during the past week. Plowing is active, and small grains are promising. Average thermometer 67, highest 82 and lowest 52.

Brenham, Texas-We have had warm and dry weather during all of the past week, and all crop preparations are making good progress. Considerable corn has been planted and a little cotton. The thermometer has averaged 65, ranging from 55 to 80.

Palestine, Texas.-The weather has been warm and dry during the past week. Plowing and other crop preparations are progressing well. The thermometer has averaged 68, the highest being 83 and the lowest 53.

New Orleans, Louisiana.—We have had no rain during the past week. The thermometer has averaged 67.

Shreveport, Louisiana.—The weather during the past week has been cloudy, with one light rain, the rainfall reaching forty-one hundredths of an inch. The thermometer has ranged from 41 to 80.

Vicksburg, Mississippi.—Telegram not received.
Columbus, Mississippi.—It has rained on three days of the past week, the rainfall reaching one inch and eighty-three hundredths. The thermometer has averaged 59, ranging from 40

Little Rock, Arkansas We have had rain on five days of

the past week, and the remainder of the week has been clear. On Wednesday we had hard rain, accompanied with considerable hail. The rainfall reached seventy-four hundredths of an inch. Average thermometer 54, highest 73 and lowest 38.

**Nashville, Tennessee.—It has rained elightly on three days of the past week, the rainfall reaching three hundredths of an inch. Average thermometer 50, highest 74 and lowest 35.

Mobile, Alabama.—We have had showers on two days of the past week, and the remainder of the week has been pleasant. The rainfall reached fifty hundredths of an inch. The thermometer has ranged from 48 to 76, averaging 63.

Montgomery, Alabama.—We have had rain on four days of the past week, but as the week closes there has been a favorable change in the weather. The rainfall reached one inch and fifty-eight hundredths. The thermometer has averaged 59, the highest being 77 and the lowest 42.

Selma, Alabama.—It has rained on two days of the past week, and the remainder of the week has been pleasant. The rainfall reached one inch and fifty-eight hundredths. The thermometer has averaged 57.

Madison, Flortila.—We have had rain on two days of the past week and the balance of the week has been pleasant. The days have been varm, but the nights have been cold. Average thermometer 62; highest 72 and lowest 52.

Macon, Georgia.—It has rained on two days of the past week. We have had a frost this week, but not a killing frost. Average thermometer 55, highest 75 and lowest 37.

Columbus, Georgia.—We have had rain on two days of the past week, the rainfall reaching three inches and forty-one hundredths. The thermometer has ranged from 53 to 70, averaging 63.

Savannah, Georgia.—It has rained on five days of the past

dredths. The thermometer has ranged from 53 to 70, averaging 63.

Savannah, Georgia.—It has rained on five days of the past week, on four of which light, and the remainder of the week has been pleasant. The thermometer has averaged 61, ranging from 44 to 77, and the rainfall reached two inches.

Augusta, Georgia.—We had heavy general rain on four days during the early part of the past week, but the latter portion has been clear and pleasant. The rainfall reached one inch and twenty-three hundredths. Preparations for planting are progressing well and planting is making good progress. Average thermometer 53, highest 77 and lowest 37.

Atlanta, Georgia.—It has rained on two days of the past week, the rainfall reaching one inch and one hundredth. Average thermometer 53 6, highest 71 and lowest 35.

Charleston, South Carolina.—We have had rain on two days of the past week, the rainfall reaching one inch and eighty-two hundredths. The thermometer has ranged from 42 to 77, averaging 59.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock March 16, 1882, and March 17, 1881.

	11ch. 1	.6, '82.	Mch. 1	7, '81.
New Orleans Below high-water mark Hemphis Above low-water mark. Nashville Above low-water mark. Shreveport Above low-water mark. Vicksburg Above low-water mark.	35 38 33	Inch. 8 4 1 0 1	Feet. 2 23 8 23 41	Inch. 5 3 11 10 5

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.

NEW YORK COTTON EXCHANGE.—The three applicants for membership referred to on the 11th inst. have been duly elected, namely: Charles J. Allen, of Bayly & Allen, New Orleans; E. A. Kent, of E. A. Kent & Co., 89 Broad Street, city; George Rountree, of Tolar, Hart & Co., 89 Pearl Street.

The members of the Exchange are required by the Board of Managers to vote on the 27th of March on the question as to whether an application shall be made to the Legislature so to amend the charter of the Exchange that at the next annual election five members shall be elected to the Board of Managers to serve one year, five members to serve two years and five members to serve three years, and that thereafter at each annual election five members shall be elected to serve three years, the President, Vice-President and Treasurer to be elected annually.

A majority of two-thirds is required before any action will be taken by the Board of Managers with regard to the proposed change.

At a meeting of the Board of Managers the following committee was appointed to co-operate with other exchanges in regard to the bill presented in the Legislature proposing to tax all brokers dealing in securities, corporate stocks, crude and refined petroleum, cotton, pork, grain and flour: James F. Wenman, T. L. Macauley, Henry Hertz, William Woodward, Jr., Robert Tannahill, President, ex-officio

WEATHER RECORD FOR FEBRUARY .- Below we give the rainfall and the thermometer record for the months of January and February this year and last year, and for preceding months in 1881 and 1880. The figures are from the records of the Signal Service Bureau except at points where they have no station, and at those points they are from the records kept by our own

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r.		- Annie	emb'r	-	laber . 189	-	1. 186		ecemb 31. 18	-	anuar na. 1m	diam'r.	1874 1 79 198. 1881
n	VIRGINIA. Norfalle.— Rainfall, in.	8-6			8 8.0	6-6	1 5				40 8	35 8	58 9.8
n	N. CAR'LINA		8	11	7	18						8 1	2 15
of	Greensboro.~	. 0	5	8	11	16	1	5	8 1	0 1	9 1	7 (93 9 9
10	The state of the s	1.10	7	7	6	13	1	6 1	4	7 1	9 8		00 1:5 6 1 1:4
a	Buys of rain	. 8	5	4	8	5	1	1 '	7 6	3 1	8	3 11	
d	limms of units	4	5	14	7	15	10	0 1	3 1	1 .	1	1 1	0 10
st	Portamouth— liainfall, in.	8.20	10	10	7	14	1	6 1	9 1	4 2	2 1		
0	Murphy— Rainfall, in.	4.90			8.1	0 9-8	0 61	80 5		73 13		60 7	40 5.3
е	Raleigh— Rainfall, in.	9 20					0 6	80 8	80 4	90 3	00 8	40 2	50 8-9
9	Days of rain. Wilson— Rainfall, in		2				. 19			5	6 7 24	3	08
t	Days of rain. Fayetteville— Rainfall, in Days of rain.		****							4.	70	. 3	
	5. CAROLINA Charleston— Rainfall, In	5.49	4.89		9-11	9 9 1	5 5:5		75 3				09 1.50
9 -	Days of rain. GEORGIA. Augusta.—		8	11	10	10	1						10
t	Rainfall, in Days of rain. Atlanta.—	7-01	1.04 8	2-33 6	2-60	8.8	5.8			3 3 2	39 8.6		
K	Rainfall, in Days of rain. Savannah.—	3.91	5·98	2-97	2.7	3.80	7.8	10	11	11	.10) 11	7
S	Rainfall, in Days of rain. Columbus.—	3.09	4·65	2.72	6.28	11	20	10	10	1	14	13	3 0
ı	Rainfall, in Days of rain. Macon.—	3.53	2-99	2.23	8	4	5	0	7			8	8
9	Rainfall, in . Days of rain. Rams.— Rainfall, in	3·00 5	1.75 5 5.12	9.90	2.81	0.21 3 4.38	4	10	8		10		
t	Days of rain. Thomasvilla Rainfall, in	2.93	5 2.67	5 2.00	4.25	8 20	8	5	5	20	6	9	6
	Days of rain. Forsyth.— Rainfall, in	6.03	3.00	2:58	12	8 4.39	8	5	11	7	11	8	9 5.84
	Days of rain. FLORIDA. Jacksonville.—	7	10	8	13	11	19	12		13	12	14	7
3	Rainfall, in Days of rain, Cedur Keys.—	4·58 18	5·21	14	18·25 17	8·41 15	8.00	11	10	8	10	4	8
1	Rainf ill, in Days of rain.	7.41 10	4'26	7	10·37 13	2·19 8	0.50 18	3.2	2 5.0	5 3.1	18		2 8.51
	Montgomery.— Rainfall, In Days of rain.	4.49	2·83 16	2·72 8	2.66 12	4·58 12	4.06	9-7	5 5 6	8 0.7	7 3·5 14	8 9·2 13	7 7:05
	Days of rain.	11.71	7·04 10	8.23	7·32 12	7:36 11			5 3.7	1 4.5	17'8: 16	2 4.5	8.00
	Greene Spr'gs— Rainfall, in Days of rain.	2·98 5	5.00	8.90	5·12	5.43	10°54	4.7	5 8.2	7.8		5 5 3	5 5.10
	LOUISIANA, New Orleans.— Rainfall, in	4:47	7:48	4.84	1.88	7·24 12	6.04			4.3	11.1	5 4.0	5:80
	Days of rain. Shreveport.— Rainfall, in Days of rain.	5·90 1	19 11.81 16	15 8·28 11	2.72	5.96 12	6.41		9 2 2 12				-
	MISSISSIPPI.	4.80		8:80		5.10	*0.00			12.7			0.50
	Rainfall, lo Days of raip. Columbus.— Rainfall, in	5	19	9	2.60 10 4.51	9 6.10	10.80 15 8.61	8	12	11.0	7		10
	Days of rain. Vicksburg.— Rainfall, in	6	14	9.69	5.75	8.07	19	0	0	200	111	10	7.20
	Brookhaven-	1.30	710	7.20	10	2.90 13	8.00	1170	11	12.0		1:85	7:45
	Days of rain. ARKANSAS. Little Rock.—	3	7	4	1	0	8	4	••••		6	3	3
-	Rainfall, in Days of rain. Mount Ida—	1.93	19	4·27 8	2-24	5.73	13	6	7	17	6	11	9
	Rainfall, in Days of rain. TENNESSEE.	0-45	4.00	7:45	3-25 6	4.55	4.80 8	8.80	2 2	8.40			
	Nashville.— Rainfall, in Days of rain.	6.49	5.39	4.74	724 11	4·84 15	5.77	4·85	3-32	14·49 26	8-54 20	8·58 14	5.45
	Memphis.— Rainfall, in Days of rain. Ashwood—	3.84	2·47	3.22	5°20 14	5·14 14	8:39 17	8.30	2-62	13-87 23	4:38 16	9-92	13
	Rainfall, in Days of rain. Austin-	5.60	4·80 8	5.20	5.00	8.10	6·40 10	4·90 19	3.00 8	13-16 21	10	13	7
	Rainfall, in Days of rain. TEXAS.	5.80	3-82 6	4.62	5.14	5.06		5.50 13		17-80	8.00	7-95	4.48
	Rainfall, In Days of rain.	3·68 1	0-20 1 20]	0.83	2-20	2:85 12	8·86 18	3·50 11	8.10	8·15	3-94 10	6:57	8:29
	Days of rain.	6:51	8:21 20	5:04	8-42	4·18 18	4·18 19	1:40 14	0.00	8·89 24	8.07 11	1.01 14	4·21 12
	Rainfall, in Days of rain. New Ulm—	4.03	7-70	5·18 16	1-92		5·54 19	0.82	0-77	****	2-20 8	0-23	3.37
1	Rainfall, in Days of rain.	8	10 1	11	3.50	8-75	8.63 14	3·56 5	0°44 8	10-53	4	10.94	8.81.
	Rainfall, in Days of rain. Denison—	8	10	18	9-35 5	2-07	2-06 15	1.51	0.40	9-80	10		1:94 8, 4:85
	Rainfall, in Days of rain.	7	17		2.53	3.20	8·21 14	1:42	0.83	3.58 17	0.74 10 0.63		8.78
-	Days of rain.	9	11	12	1.65	1.78	1.31 10 1.76	2·47 5	0.08	10	7	13.	0-85
-	Rainfall, in Days of rain.	9	0	17	3	18	18	10	7	53	8		7

A.Z										111		17.	177	_
Thermometer.	Septer	nb'r.	Octo	ber.	Nove	nber.		ember		nuary.	_	וינייון	- 1 2	Th
	1881:	1880.	1881.	1880.	1881.	1880.	1881	1880	0. 188	2. 1881	1882	136	- -	_
VIRGINIA.	92.0	96.0	89.0	82.0	78.0	72.0	71.	70.	0 66	0 58	71.	69	10	HL
Inghest	04·0 77·5	54.0 71.3	46·0 66·8	89.0	78·0 27·0 55·0	24·0 47·0	71: 27: 49:	0 80	01 81.	6 34	29.0		6 4	A
N. CAR'LINA.						EIT.O	Prov		0 73	0 604	n	71	- 1	HLA
Lowest	90.0 62.0 78.8	94·0 51·0 78·0	87.0 47.0 69.8	83.0 88.0 63.4	81.0 23.0 58.7	77.0 23.0 51.7	73° 31° 52°	0 10	0 24	0 284	299	0 19	0 4	H
Greensboro.— Highest	02:0	91.0	88*0	78.0	78.0	74.0	71.	0 62	0 66	0 50	68	66	0	A
Average	67.9 77.0	69·0	67·0	26.0	23.0 51.0	19·0 45·0	25.		0 19		30	0 43		ai
Weldon.— Highest Lowest	62.0	97·0 48·0	35.0 35.0	87·0 40·0	78·0 21·0	76·0	74° 22° 44°	0 72	01 5	0 1:	0 244	0 15	0	LA
Ritty Hawk-	78.0	95.0	86.0	48·0 81·0	55·6	45·0				60.	0 70.		-	EL
Lowest	63 0	59·0 72·4	50 0 68 3	40·0 62·4	27·0 57·3	32·0	26	9 38	0	12	0 29	0 11		A
Charlotte— Highest Lowest	91.0	91·0 45·0	87-0 42-0	83.0	74.8 20.0	73·0 18·0	70° 28°	0 66	16	2 11	0 25	0 69 5 22	0	I
Average Portsm.uth-	77.4	69.7	65-8	59-2	20.8	45.5	46	4 88	4 42	7 37	2 49	4 43	'6 N	ŀ
Lowest Average		86 0 61 0 73 6	53·0 70·7	78·0 46·0 66·3	80 0 28 0 60 3	68·0 33·0 50·4	27	0 15	0 26	0 29	0	22	0	I
Murphy- Highest	51.0	85.0	83.0	79.0	75.0	66 (63	0 59	0 65	50 50	0 71	0 67	0	Į
Average Raleigh—		63.3 88.0	37·0 62·7	25°0	12.0 47.5	13.0	1 18	0 35		8 37	5 48	5 41	.0 4) De
Highest		54.0	86 9 64 0	85°0 38°0	78·0 25·0	191	73	0 - 2	0 20	3.0 63 3.0 18 3.0 37	0 71	0 16	0 0	Î
Average Wilson— Highest	1		74.0		i .	47	50		. 70	3.0		1	. 1	De I
Lowest									19	2.5 3.5	27			Ca
Fayetteville— Highest Lowest									09	9.0	. 70]
Average 8. CAROLINA						:::			4	5.1				_
Charleston.— Highest	. 924			82.0	80.0	74:	0 70	0 79	3.0 70	8.6 07	0 78	0 7	101	sh
Average			72.0	85.6	28.0	30.	0 93 5 55	5 48	5.6	8·0 30 5·7 47	0 32	3 5	5.3	
GEORGIA. Augusta.— Highest	96.		90.0	85.0	81.4	76	0 74	1.6 7	7.0 7	5.6 64	0 78	0 7	4.0	Ja
Average	64	4 510	48	5 39.0	26.0	28	0 81	8 4	7·0 7 7·0 2 5 5 5	5·5 26 2·7 42	0 30	7 2	7·0 l	aı
Atlanta.— Highest Lowest		0 88.0	849	0 80	0 70.0	1 23	0 2-	3:0] 1	2.0 2	4·0 69	3:0 30	00 6	8.0	fε
Average Savannah.—	77	0 69	68	80-	8 531	D 46	2 49	9.8 4		7.6 36	0 5	3.2 4	4.0	C
Lowest Average	67	01.58°	53	0 444	0 28	5 32	·01 3	3.0 1	5.0 3	7.0 8	3.0 3	5.2		Si e
Columbus.— Highest	92	0 91		0 86	0 76	0 70	0 6	7.0 7	5.0 3	71.0 6		2.0 7	2.0	9
Average Macon.—	83	0 75	0 50	0 47	0 63.	0 28 0 53	0 5	8 0 8 0 4	6.0	50.0 4	5.0 8	0.0	3.0	iı
Highest	66	0 51	0 45	0 37	0 84° 0 26°	0 20	0 8	0.0]	5.0	2	5.0	5	74·0 25·0	OR
Rome.— Highest				0 64	0 28	-			10.0				51·C 37·0	h
Lowest	50	0 46	0 42	0 34	0 20	0 21	0 2	3.0 -	1.0	22.0 1	80 2	90	23.0 45.3	n
Thomasville Highest Lowest	94				0 81 0 28		00 2		79.0	79.0 7		0.0	75·0 29·0	ľ
Forsyth.— Highest	79	74	6 73	2 66	8 61	1 50	3.81 5	57'4		58.7 4	9.3	9.1	51.7	V G
Lowest	69	0 57	0 93 0 50 2 72	0 43	0 26	0 2	7:0 2	30.0	4.0	24.0 5	6.0	11.0	74.0 20.0 50.8	7
FLORIDA Jacksonville.	-													I
Lowest Average	69	0 62	0 54	0 46	0 83	0 8	0.0	11 0	19.0	32 0 3	33.0	38.0	78·0 84·0	0
Cedar Keys Highest	91	0 91	0 89	0 85	0 81	0 7	3.0	78.0	73:0	74.0	74:0	0.0	58·0 74·0	1
Lowest	80	0 64 77 78	0 57 75	6 70	67	0 4	3·1 (12.0 31.7	22.0 54.8	84.0	34.0 54.8	10.2	35.0 55.3	l
Montgomery. Highest	-	3.4 92	0 92	0 87	70 75	.7 7	6.0	72.4	77.0	78.0	36-0	79.8	ma:A	1
Lowest	56	3.8 23	0 45	37 38	3.0 24	8 2	6.01	33.2	8·0 46·9	32.0	24.0	32·0 57·4	72·0 80·0 51·1	(
Mobile.— Highest Lowest	5	3.01 57	0 80	0.0 86	3·0 81		1·0 5·0	75·0 36·8	77·0	78'5 21'8		76·0 35·0	71.0	0
Greene Spr'g	8 7	75	2 7	3.2 66	3.7 28	71 5	9.1	50.8	49.2	55'2	47.9	59-1	53.7	1
Lowest Average.	5	8.0 55	0 49	3.0 45	2.0 25	20 2	2.0	03·0 88·0 52·5	67.0 4.0 42.7	26.0	53.0	75·0 35·0 50·6	70·0 24·0 48·0	1
LOUISIAN New Orleans	A.			0				02.0	***	00 2	* ·		400	1
Highest Lowest Average	9	30 63	3 0 5	7.5 5	2.0 3	1.5 8	14.0	77 0 40 S	20·0	41'5	31.0	79·0	36.0 78.0	
Shreveport	- 40	1.0 9	5.0 8				77.0	50·2	53·0	74.0	71:0	62·5	63·4 72·0	
Lowest	7	7:0 5	3.0 4	7.0 4:	3.0 2	3 0 1	8.0	52·1	10 0 43 0	30·0 50·4	23·0 47·0	57·3	22·0 47·0	1
MISSISSIP Fayette.— Highest	PI.	80 8	4.0 8	8.0 8	1.0					~~.	2000			
Lowest	4	8.0 5	2.0 4	30 4	0.0 5	7.0 2.0 3.1	72·0 24·0 40·1	73 0 32 0 52 6	77 0 11 0 43 1	75.0 23.0 53.2	68°0 23°0 41°2		71·0 28 0 49·5	
Columbus.— Highest Lowest	8	5.0 8	7.0 8	6.0 2	8.0 8	1.0	31.0	70:0	70.0	73.0	70.0	76.0	65.0	
Vicksburg.	8	33.0 7	2.0 3	1.6		0.0	30.0	53.0 53.0	-6.0	32·0 49·0	12.0	54 0	31 0	
Lowest Average.	[51.0 5	20 4	5.0 4	S'0 2	5.0	75·0 23·0	75·0 83·0	78.0 12.0	74.0 30.0	71·0 26·0	80.0	72·0 28·0	
Brookhaven Highest.	- 1	20 0	8 0.9	35.0	31.0 7	5.0	74.0	54·3 72·0	47.0	53·8 78·0	43.3	59°2	50.8	1
Lowest		60.0 5	5.0 4	3.0	32.0 2	8.0	30·0 51·0	92 0 51.0		29.0	26.0	30 0 56 0	31.0 52.0	
ARKANS. Little Rock. Highest	- 6	98.0 8	8.0	2.0	31.0	810	Q.F. ()	000		PO.O	00.0			
Lowest	4	12.0 4	8.0 3	30.0	35.0 3	78·0 21·0	65.0 7.0 38.0	67.0 29.0 45.0	68:0 8:0 35:0	70.0 24.0 43.0	31.0 13.0	71.0 27.0 45.0	71·0 15·0 39·0	1
Mount Ida. Highest. Lowest	-	98.0 8	9.0	90.0	80.0	30.0	62.0	68.0	74.0	68:0		70.0	39.0	
Average . TENNESS	IGE.	72-3 6	7.8		58.0	16·0 17·3	33·0 -6·0	22.0 45.0	00.0 37.0	15·0 43·0	****	10·0 56·2	•••	
Nashville.—				39-0	9.0	74.6	09.0	67.0	07:0	67.6	60.0	72.3	65.0	
Lowest Average.			3.0 4	2.8 8	37.0 5		15.0 41.2	26.0 40.6	2 0 25 9	18·8 42·7	12·0 34·0	25·2 51·7	20·0 41·9	
				-						1				1

	Thermometer.	Septe	mb'r.	Octo	ber.	November.							
	Inermoneces.	1881.	1880.	1881.	1880.	1881.	1880.	1881.	1890.	1882.	1881.	1882.	1881.
1	Memphis	00.0	00.0	80.0	82.0	pages, pr	F0.0						
	Highest	98.0	89°0 48°0	45.0	24.0	77·5	73·0 16·0	70.0	71.0	71.0	.65·0	76·0	69·0
ı	Average	76.7	68.6	88.3	60.3		30.9	48 0	37.3	43.4	34.0		43.1
١.	Ashwood.	100.0	84.0	87.0	78.0	73.0	64.0	68.0	88.0	67.0	62.0	72.0	0000
ļ.	Highest	52.0	42.0	42.0	32.0	17.0	10.0	28.0	00.0				880
1	Averaget	76.0		64.5	55.0	48'1		46.0					45.0
١.	Austin.—	98.0	68:0	89.0	80.0	76.0		88.0		69.0	60.0	74.0	2000
L	Highest	54.0		42.0		18.0		25.0		17.0			88.0
L	Average	78 2		61.2	58.8	50-1		46.3		43 2			
Ł	TEXAS.	1	1						{				
1	Galveston.—	91.0	91.0	87.0	83.0	79-4	79-5	74.0	72.0	75.0	68.0	75.0	68.0
L	Highest	68.0		59.0	52.0		29.0		18:0				
1	Average	81.2			80.8	61.7	54.1	58.8					
١.	Indianola	92.5	03.0	88.0	86-0	82.1	84.0	77.8	76.0	76.6	74.0	78-7	76.0
1	Highest	64.0						40.4					
1	Average	80.4			09.8								
	Corsicana.*-	0000	98.0	92.0	86.0	1	79.0	1	75.0	.1	78.0		20.0
L	Highest	99.0					14.0		6.0				
1	Average						45.8				10.0		10.00
Ł	New Ulm	1 00.0	000	91.0	88.0	1 000	80-9		00.0	03.0			
1	Highest	100.0											
ı	Average	79.2											
ı	San Antonio-	00.0		90.0	87:0	84.0	80.0	78.0					
ł	Lowest												
	Average										10.0		
1	Denison-	ł	99-0	89.0	84.0	78:8	71.0	72.5	=0.0		1	1	
1	Highest	103.0											
1	Average	77.											
1	Decatur-	12000	1200.0	930	82.0). 78 (- FOO	-					
ı	Highest											0	
	Average												
1	Castroville-	1	1	01.0	00.0	04.0	000	NO.					00.0
1	Highest												
	Average												PO. 6
		1	1	l	1	J		1	1		l	1	1

*This station has been removed to Palestine, Texas, from which point we hall receive reports shortly.

The following remarks accompany the month's reports for fanuary and February, 1882:

The following remarks accompany the month's reports for January and February, 1882:

Norfotk, Va.—Very wet during January, with heavy snow on the 1st and 5th. Heavy frost on February 25.

Charlotte, N. C.—Frosts on February 25.

Otherlotte, N. C.—Frosts on February 25.

Murphy, N. C.—January was one of the most rainy months on record, consisting mostly of steady, drizzling rains without intermission. Scarcely any sanshinc. The roads were in about the worst condition ever known here. From the 11th to the 19th inclusive the rainfall was 9.95 inches.

Raleigh, N. C.—Six inches of snow fell on January 1, and is included in the rainfall as melted snow.

Wilson, N. C.—January was a cold, wet and disagreeable month, and on the 1st snow fell to the depth of 8 inches. February has been an average month for out-door work on farins, and considerable progress has been made.

Fayetleville, N. C.—Lunar halo on night of January 24, followed hyrian on the 25th, and on the 17th the mercuty fell 15 degress in fifteen minutes, and on the 28th it fell 9 degrees in fifteen minutes.

Augusta, Ga.—Rainy days in excess during January. Amount of precipitation about normal.

Allanta, Ga.—A little snow and heavy sleet on January 30. A very wet and cloudy month; only two fair days. In lower Georgia it was quite dry, and favorable for farming operations.

Rome, Ga.—The month of January was extremely wet and cloudy. Three inches of snow fell on the 30th.

Thomasville, Ga.—We had frost and ice A. M. of January 2 and 3. The month was very mild, and the town was full of strangers from the north and northwest enjoying the mild temperature. Frosta on February 14, 64, 25 and 26. The three last frosts did some slight damage to vegetables. Pear and peach trees have been in bloom since February 14, and forcest vegetation is rapidly advancing.

Forsyth, Ga.—From 7 A. M. of January 30 till 9 A. M. of the 31st 2-07 inches of rain fell, and it froze as it fell. The rainfall for February, 1832, has been greater than for any February within the eight proceding years.

Cedar Keys, Fla.—Gales on Jan. 1, 29 and 31, with a maximum velecity of 32 miles per hour. High temperature and slight decrease in amount of precipitation.

Mobile, Ala.—The menth of January was remarkable for the length of time rain fell, though not for the quantity of rain.

Greene Springs, Ala.—There were not more than five clear days during the month of January. There were not more than five clear days during the month of January. There were hut few frosts, the ground being frozen not more than two or three days. During the month of February we have had five slight frosts. Peach trees began blooming about the 14th, and were in full bloom by the 20th. Yellow jessamine in hioom 17th. The mild temperature continues.

New Orleans, La.—Frosts on February 1 and 5.

Shrereport, La.—The month of January was remarkable for cloudiness and almost incessant light rains. The high stage of water in the river (caused by rains) had broken the levees twenty miles below this station and flooded plautations, destroying considerable property. Two thunder storms, accompanied by high winds and heavy rains, have occurred during February. The very high stage of water in the Red. River has caused overflow of plantations and retarded the planting of crops, etc. Should the present stage of water continue or increase, great loss of property, such as gin-houses, stock, &c., will probably result.

Fayette, Miss.—Light frosts on Jan. 2 and 23. No storms.

Columbus, Lies.—Great loss of stock (unless and eattle) caused from sudden and rapid rising of the Tambighee River during January. The river rose seven feet in one night, which was unexpected, as the river was already out of its banks.

Vicksburg, Miss.—Frosts on Jannary 2, 22 and 23, and very heavy rainfalls during the month. Frosts of Feb. 1, 22 and 23.

Brookhaven,

of February we had frost on three days, and the weather has been unusually warm and cloudy. On the 28th we had a very heavy rain, the rainful reaching about one inch in a few minutes.

Indiancle, Texas.—A notable absence of frosts and cold westher and northers during January. The precipitation was not above the average, but the number of rainy days in succession was greater. A mild, open January. A terrific esoutherly storm passed over this atation A.M. of February 28, with light rain for a short time, also small hall and torrific rigzag lightning in the south and southeast. The atorin noved from the northwest. There has been a notable absence of northers during the month. No frost.

Denison, Texas.—Frosts on January 19, 22, 20 and 31, and on Feb. 1, 9, 21, 22 and 23.

Castroville, Texas.—Heavy frost on January 31, and sleet on the 17th.

THE MISSISSIPPI OVERFLOW.—We are asked to give our opinion with regard to the reports as to the extent and effect of the Mississippl overflow. It is impossible for anyone to answer such a double inquiry at present. In the first place, although the situation is evidently very bad, no one seems to know just how bad it is. Governor McEnery, of Louisiana, for instance, under date of March 13 telegraphs to Washington that the reports are exaggerated, although the suffering is very great. Then again, until the flood has reached its limit and subsided, it seems useless to try to measure its effect. It is a favorable feature, if it should subside now, that it came in March instead of April. The disastrous flood of 1874 continued all through April, the highest water being recorded at Vicksburg (45 feet 8 inches above low water mark) on April 30 and May 1, and at New Orleans (7 inches above high water mark) on April 15, the next two weeks being but very little tower; in fact, on the 2d of May New Orleans was still reported only 1 foot 6 inches below high water mark. That year the record shows that the total "breaks in levees exceeded 12 miles," and the total "extent of bottom lands overflowed exceeded 25,000 square miles." These are official statements, and when the facts with regard to this year are settled and procurable, we will make comparisons which if attempted now would be mere estimate, and poor at that.

THE LIVERPOOL COTTON EXCHANGE, LIMITED .- So long as transactions in future deliveries remained small in number, the Liverpool Cotton Brokers' Association was found to work to the satisfaction of the trade. But since the "future" system has become universal, and of vast and constantly progressing proportions, it has been thought desirable that the association should enlarge its basis and introduce changes Tequired by the altered condition of the trade. All efforts how. ever to induce it to part from the old beaten track have proved fruitless, and it has therefore been found expedient to establish a Liverpool Cotton Exchange.

As has been well expressed in a circular accompanying the prospectus, the aim of the Exchange will be thoroughly to represent the cotton trade in its entirety, without antagonism to any class concerned, but simply to promote fair and equitable rules and free trade; and that, aithough the business in "futures" would at first appear the chief consideration, the Exchange intends at all times to watch over and promote all other branches of the trade, including, of course, the specialities of American, Indian, Egyptian, Brazil and other sorts of cotton.

As will be observed by the following telegram received by our Exchange on March 9, the Liverpool Cotton Exchange was on that day successfully organized:

To Mc. Robert Tannamill, President of the New York Cotton Exchange:
The Liverpool Cotton Exchange, organized to-day with two hundred members, representing one hundred and fifty Liverpool and Manchester firms, send greeting. Expect to be rendy for business about June I.

F. Muir, President,

This friendly communication our Exchange replied to by the following cable message:

Mr. F. Meir, President of the Liverpool Cotton Exchange:

The members of the New York Cotton Exchange heartily congratulate the members of the Liverpool Cotton Exchange on their ancessful organization, and tender carnest wishes for their prespectly.

Robert Tannahull, President.

As it may interest our readers, we add the main by-laws and rules as projected for the Exchange in the prospectus.

The capital has been fixed at £50,000 in 500 shares of £100 each; £25 to be paid on allotment, remainder as decided hereafter by the board of directors. The capital to be invested as a permanent fund in securities and Exchange premises; the income to be available towards the annual expenses of the Exchange. First issue, 200 shares at par.

Exchange. First issue, 200 shares at par.

All persons of twenty-one years of age, having their place of business in the United Kingdom, and of good character and commercial standing, to be eligible as members. Election of members to be by the board of directors.

Management by a board, consisting of a president, vice-president, treasurer and secretary—the latter a paid official. Snitable premises to be provided, and all useful information to be supplied Entrance fee fixed at present at £10 per share. Anthorized forms of contracts for futures to be adopted, and in framing the rules for such business, prominence to be given

to the question of registration of contracts, periodical aettle-

to the question of registration of contracts, periodical aettlements, power to close contracts, and quotations in decimals.

Minimum commission for non-members on all business in futures to be 1/4 per cent for buying and 1/4 per cent for aelling.

Members to make their own arrangements.

One-half per cent for buying and selling calculated on 6%d.
per pound is equal to \$30 for 100 bales.

We understand that it is the intention of the Exchange to approximate the mcde of doing business in futures as much as practicable to that of the New York Exchange. It is to be hoped that particulars of sales telegraphed to New York will give the quantity sold as well as the price.

The Liverpool Cotton Brokers' Association has thus far refused to join the new organization; but as the Exchange does not begin business before June 1, some compromise will probably be arranged to enable the two bodies to work harmoniously.

COTTON FOR CALIFORNIA. - We take the following from the Galveston Daily News of March 9:

Galveston Daily News of March 9:

"W. F. Ledd & Co. of this city, shipped, on the 7th instant, 100 bales of high-grade cotton to San Francisco, the first shipment of the kind ever made from Galveston. The cutton was shipped via the Galveston Houston & Henderson Road, connecting with the ali-rail route of the Gould system to El Paso, thence to San Francisco via the California Southern Pacific. It is understood that a sufficiently low freight rate was given to justify the shipment and to encourage a reciprocal interchange of commodities. This cutton is used, it is learned, in California woolen mills, where intxed fabrics to some extent are manufactured, in course of time California may come to take largely of the Texas cotton crop in the development of her manufacturing industries, in which event Galveston will be able to load returning cars bringing grain to the Gulf for shipment. There is much in the possibilities outlined by the opening up of the Pacific coast trade, which Galveston business nen seem disposed to take hold of and push with vigor."

JUTE BUTIS. BAGGING, &C.—There has been a fair demand

JUTE BUTTS, BAGGINO, &c.—There has been a fair demand for jobbing wants, but the inquiry for large parcels is still light, and buyers are not disposed to operate. There have been sales for jobbing wants, but the inquiry for large parcels is still light, and buyers are not disposed to operate. There have been sales of several hundred rolls of various grades at market rates, but for any quantity it is probable that something less would buy. At the close holders are quoting \$\frac{34}{68}\frac{32}{6}c, for 1\frac{12}{6}lbs., \$\frac{34}{69}c. for 1\frac{34}{6}lbs., \$\frac{34}{69}c. for 12 lbs., and 10\frac{34}{6}l1c. for standard grades. Jute butts are doing fairly in a small way, but the market is not active. The "Senator" has arrived with a small quantity. There have been sales of about 1,500 bales part paper quality at 2\frac{5}{60}2\frac{34}{6}c, and these are still the quotations, while bagging grades are still held at 2\frac{4}{60}3c. while bagging grades are still held at 21/8@3c.

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.	cetpts. 1881. 1890. 1879.		1878.	1877.	1876.					
Sapt'mh'r	425,770	458,478	333,643	288,845	98,491	236,868				
October	837,349	969,315	888,492	689,261	578,533	675,260				
Novemb'r	951,078	1,006,501	942,272	779.237	822,493	901,392				
Decemb'r	933,440	1,020,802	956,464	893,664	900,119	787,769				
January .	543,912	571,701	647,140	618,727	689,610	500,690				
February.	291,992	572,729	447,918	566,824	472,054	449,686				
Total year	4,033,541	4,398,328	4,215,929	3,836,561	3,561,300	3,551,655				
Pere'tage	of tot. port									
receipts	Feb. 23	79.28	81.23	86.27	81.95	87-95				

This statement shows that up to Feb. 28 the receipts at the ports this year were 564,987 bales less than in 1880-81 and 182,388 bales less than at the same time in 1879-80. By adding to the above totals to Feb. 28 the daily receipts since that time, we shall be able to rea h an exact comparison of the movement for the different years.

	1991-92.	1830-81.	1879-80.	1878-79.	1877-78.	1876-77.
Tot.Fb.28	4.033.541	4,598,328	4,215,929	3,836,564	3,561,300	3,551,655
Mch.1	6,519					
" 2			12,171	8.	9,963	9.782
" 3	10,803			19,628	8.	4.567
" 4	6,913		10,056	19,633	32,983	8.
4 5	8.	21,006		7,947	17,175	8,531
" 6	13,483		9,829			6,673
4 7	3,592		8.	15,631		8,722
" 8	11.056			12,430		
" 9	6.673	18,576		8.	8,728	16,228
4 10	12,039	19,011		18.764	8.	8,473
* 11	5,909			14.887		8.
# 12	8.	17,256				8.391
4 13	10,207		7,707			8.017
" 14	10,900			13,767		6,738
" 15	10,289	19,161	13,433		14,641	7,692
. " 16	7,077	13,192	7.411	8.	11,210	6,341
" 17	13,072	14,900	6,660	12,019	8.	4,227
				1010 000	2 500 155	2 222 242
	4,174,639		4,379,832	4,017,870	3,703,413	3,003,948
	e of total		07.77	00.04	00.00	00.00
port rec't	ots Mch.17	93-42	87.57	90-34	86.80	90-86

This statement shows that the receipts since Sept. 1 up to to-night are now 725,337 bales less than they were to the same day of the month in 1881 and 205,163 bales less than they were to the same day of the month in 1880. We add to the table the percentages of total port receipts which had been received to March 17 in each of the years named. March 17 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for ns, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to March 16.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.			Shipme	ents since	Receipts.		
Year	Great Bril'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.
1882 1881 1880 1879	11,000	[21,000	32,000 6,000	71.000	141,000 143,000 112,000 70,000	184.000	38.000 13.000	514,000 320,000 311,000 203,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 21,000 bales, and an increase in shipments of 9,000 bales, and the shipments since January 1 show an increase of 180,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same work and years has been as follows the same week and years has been as follows.

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

	Shipm	ents this	week.	Shipments since January 1.			
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Tolai.	
1882 1881 1880 1879	10,000 12,000 11,000 9,000	5,000 4,000 2,000 1,000	15,000 16,000 13,000 10,000	93,000 76,000 30,000 41,000	50,000 57,000 8,000 22,000	143,00€ 133,000 38,000 63,000	

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, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Eripments	18	382.	18	381.	1880.	
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
BombayAll other p'rts.	41,000 15,000	394,000 143,000	32,000 16,000		6,000 13,060	184,000 38,000
Total	56,000	537,000	48,000	347,000	19,000	222,000

This last statement affords a very interesting comparison of the total movement for the week ending March 16, and for the three years up to date, at all India ports.

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

Alexandria, Egypt, March 16.	1881-82.	1880-81.	1879-80		
Receipts (cantars*)— This week Since Sept. 1	28,000 2,711,000	36.000 2.616,000	5.000 3.190,000		
	This Since week. Sept. 1.	This Since week. Sept. 1.	This Since week. Sept. 1		
	4,500 221,000 11,000 155,838	5,000 4,160 1×9,000 93,624	750 267,750 2,060 144,498		
* A cautar is 98 lbs.	15,500 376,888	9,160,282,624	2,750 412,218		

This statement shows that the receipts for the week ending March 16 were 28,000 cantars and the shipments to all Europe were 15,500 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that prices have advanced for both twists and shirtings, and that the market was active, but afterwards became quieter. We give the prices of to-day below, and leave previous weeks' prices for comparison:

		1882.		1881.			
1 -	32s Cop. Twist.	84 lbs. Shirtings.	Gott'n Mirt. Uptds	32s Cop. 1wist.	8 ¹ 4 lbs. Shirlings.	Oott'n Mid. Uptds	
Jan 13	938 2010 912 2010 912 2010 938 2010 938 2010 938 2010 938 2017 938 2017 938 2017	6 6 7 1012 6 6 7 1012 6 6 7 1010	6718	938 @1012 938 @1012 938 @1014 938 @1014 958 @1018 912 @1038 914 @ 978	96 978 28 278 26 978 28 278 26 978 28 278	6916 6918 6718 6716 638 638	

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 10,206 bales, against 10,302 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 exporteand 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—	Feb. Mch. 22. 1.		Mch. 8.	Mch. 15.	since Sept. 1.	period previ'us year.
LiverpoolOther British ports	13,840 531	10,135	8,397 170	7,756 550	249.165 6,707	228,646 10,946
TOTAL TO GREAT BRITAIN	14,371	10,135	8,567	8,306	255,872	239,592
HavreOther French ports	130	401	509	839	19,380	27,528
TOTAL FRENCH	130	401	509	839	19,380	27,528
Bremen and Hanover Hamburg Other ports	2,144 758 50	1,580 260 300	807 369 50	961 100	29,827 14,084 4,829	16,744
TOTAL TO NORTH, EUROPE	2,952	2,140	1,226	1,061	48,740	48,825
Spain, Op'rto, Gibralt'r,&c					837 200	
TOTAL SPAIN, &c					1,037	1,663
GRAND TOTAL	17.453	12.676	10,302	10.206	325,029	317,608

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 York.		York.	Boston.		Philadelphia.		Baltimore.	
from-	This week.	Since Scpt. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'aus Texas Savannah	2,085	166,931 96,783 213,711		3,676 31,430		30,210	2,717	57,707
Mebile Florida	30	7.198		4,863				18.845
8.Car'lina N.Car'lina Virginia	385 2,357	161,653	630	45,565	,		10 1,306	18.205
North. pts Tenn., &o. Foreign		1,832 $138,016$ $2,304$	3,779	82,344 165,221	291	40,298		14,688
This year.			-	333,499		70,508		176,747
Last year.	21,945	894,431	8,985	314,042	3.054	56,016	3,539	182.267

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 104,630 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 in the first process.

-		t bates.
NEW	YORK-To Liverpool, per steamers City of Brussels, 91	
	Germanic, 1,849Egypt, 2,007Lake Champlain, 1,011	
	8eythis, 1,701 Wyoming, 1,094	7,756
T	o Hull, per steamer Salerno, 150	150
T	o Glasgow, per steamer Furnossia, 400	400
T	o Havre, per steamer Amorlque, 839	839
T	o Bremen, per steamer Main, 961	961
T	o Hamburg, per steamer Gellert, 100	100
NEW	ORLEANS-To Liverpool, per steamers Cadiz, 3.979	
	Californian, 2,900Cella, 4,840Legislator, 5,120	
	Mississippi, 4,436 Peconic, 4,600 Pembroke, 5,780	
	per ship Neltie Murphy, 5,099per bark Winniera,	
	3.400	40,154
T	o Cork, per bark Formosa, 2,230. o Havre, per stoamer Suez, 1,754. per ship Ryerson, 5,207	2.230
T	o Havre, per steamer Suez, 1,754 per ship Ryerson, 5,207	6,961
T	o Reval, per bark Kongsbyrd, 966	966
T	o Cronstadt, per back Aalesund, 924	924
1	'o Narva, per bark Schiller, 1.640	1,640
T	lo Barcelous, per bark Adelante, 357per brigs Alfredo.	
	324Puhilla, 39	720
CHAI	324. Pubila, 59. RLESTON—To Liverpool, per barks Josephine, 1,892 Upland	
	and by sea island Memento, 1.518 Upland I armould,	
	2,394 Upland	5,854
SAVA	2,394 Upland	4,587
1	To Bremen, per bark Johanne Marie, 2.431	2,431
TEX	AS-To Liverpool, per barks Tenax Proposite, 1,339	1.339
3	To Cork, for orders, per barks Fortuna, 1,550 Tancred,	
	1,665	3,215
Т	1,665. Co Reval, per bark Success, 1,187	1,187
3	to vera Cruz, per steamer Whitney, 773	773
WIL	MINOTON-To Liverpool, per barks August, 1,592Bern-	
	hard and Auguste, 1,235	2,825
NOR	FOLK-To Liverpool, per barks John Hamnett, 2,117	
		5,444
BAL	rimore—To Bremen, per steamer Strassburg, 3,227	3,227
B051	ton—to Liverpool, per steamers Davaring, 1,000inyriau,	
	1,664Iowa, 3,480Nova Scotia, 913	7,947
PHIL	ADELPHIA-To Liverpool, per steamers British Crown, 1,500	
	Illinois, 500	2,000
_		224 222
		104,630
Th	e particulars of these shipments, arranged in our	famen .
4	bergaring of proce pribilities, mires por	

		Cork.		Bremen	Reval.			
		Hull &		and	Cron-			
	Liver-	Glas-		Ham-	stadt &	Barce-	Vera	
	pool.	gow.	Havre.	burg.	Narva.	tona.	Oruz.	Total.
New York	7,756	550	839	1,061				10,206
N. Orleans.	40,154	2,230	6,961		3,530	720		53,595
Charleston.	5,854							5,854
Savannah	4,587			2,431				7,018
Texas	1,339	3,215			1,187		773	6,514
Wilmington								2,825
Norfolk	5,444			*****				5,444
Baltimore		*****		3,227				3,227
Boston	7,917							7,947
Philadelp'a	2,000		*****					2,000
1.0			-					- 01 000
Total	77.906	5.993	7.800	6.719	4.717	720	773	104,630

form, are as follows:

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

ELBE, ateamor (Ger.). Willegerod, from New York, which arrived at lifetimen, March 7, had fire on board, and damaged her eargo.

ROCHDALE, cleamer (Hr.), releading eargo at Hallfax, March 7, from Savannah, to re-stow the eargo of steamer Rochdele (Hr.), from Charlestou 8, C., for Sobastopol.

ROSSEND CANTLE, steamer (Hr.), from New Orleans for Hromen, put late Hallfax for real. After she had coaled and was ready to sail for Bremen it was ascertained that there was a nut off her propeller. She is now discharging part of her eargo to raise her stuffelently out of the water to make the necessary repairs.

MARTIN SPFED.—The Memphia & Arkansas River packet Martin Speed, struck a snag on Wednesday evening at Pleasant Landing, 45 miles below Fine linff, and suck. She had 47 bales of cotton aboard. The boat is owned in Memphia, and was valued at \$1,000.

Tasknosora, ship (Br.), at Havre, from New Orleans, before reported, was discovered to be on thre in the forehold, night of February 26, it was oatinguished by flonding the hold. She had discharged the greater part of her eargo, about 800 bales cotton remaining on board when the fire was discovered. The vessel was more or less submerged; her decks appeared to be slightly injured and the foreinast would probabily have to be removed.

Cotton freights the past week have been as follows:

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	31604	31024	31604	1104 214	1164 24	1164 @ 14
Do saild.	3160014	31624	31804	6330733	8320733	83270732
Havre, etcain	1332*	1339*	1333	1332	1333*	1533*
Do nailc.		****				
Bremen, eteamc.	121	194	194	19"	19*	194
Do calle.						
Hamburg, steam.d.	362	36"	39.	38*	384	38"
Do salld.		1000				
Amet'd'm, steam.c.	191	194	lg*	19*	104	19*
Do salld.						
Baltie, steamd.	5162716	616 2716	5160716	38	34	38
Do sailc.				816	516	516

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

	Feb. 24.	Mch. 3.	Mch. 10.	Meh. 17.
Bales of the weekbales.	56,000	61,000	91.000	75.000
Of which exporters took	3,100		2,600	
Of which speculators took	1,180			
Sales American	42.000			
Actual export	3,600			4,200
Forwardod				12,300
Total etock -Estimated	742,000			757,000
Of whice I nerlean—Estim'd	526,000			542,000
Total linport of the week	102,000			106,000
Of which American	76,000			
-Amount afloat	331,000			
Of which American	209,000	217,000	216,000	203,000

The tone of the Liverpool market for spots and futures each day of the week ending March 17, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, }	Active and firmer.	Harden'g.	Fair demand freely met	Duti and easier.	Steady.	Firm.
Mid. Upl'ds	67 ₈	611 ₁₆	611 ₁₆ 67 ₈	611 ₁₆	611 ₁₆ 678	611 ₁₆ 67 ₈
Sales Spac.& exp.	12,000	15,000 2,000	12,000	8,000 1,000	12,000	12.000 1,000
Futures. Market, 22:30 P.M.	Quieler.	Steady.	Flat.	Flat.	Strong.	Quiet.
Market, }	Steady.	Qniet.	Dull.	Flat.	Quiet.	Quiet.

The actual sales of futures at Liverpool for t

The actual sales of futi	ures at Liver	pool for the	s samo week	are given
clow. These cales are	on the basis	s of Upland	s, Low Middli	ng clause,
unless otherwise stated.				
	SATUE			
Delirery. d. March 64184@4344	Delivery.	d.	Detwery.	d.
March 64164@4344	May-June	65144 25084	SeptOct	650,4
Mar 40r 641, 4 @ 42,4	June-July	65584 25484	April-May	648
AJR-May 643,4	July-Aug	669 44 358 A4	May-June	
240,4 243c4	AugSept	64364 26364	June-July	
	Mon			4
March64164			A man Clause	_
MarApr64464	May-Jone	O-00 64 @0264	AugSept	
AprMay 64764 2 4864	June-July	195364	SeptOct	
220112120 0 64 9 64	July-Aug		AprMay	64764
	TUES			
March64464	AugSept	70668	Apr-May	645.
MarApr64464	SeptOct	6524	May-June	650
AprMay 648,4 24664	SeptOct	66181	July-Aug	658
May-June 65364 @ 5164	DIBTER	64384	SeptOct	G60
Jane-July 65764 25464	MarApr	64264	AurMay	6400 204304
July-Aug 66164 2 6064		01	Aug-Sept	663
	WEDN	SETTAY.		64
March64164				
Mar. Apr. 64 64 4 4064	July-Aug	00064	March	64064
AprMay 64464 @4384	AugSept	649 34664	MarApr	640,4
Muy-June 64964 @ 4864	Sept. Oct March	O-064 @4544	AprMay	64384
June-July 6534 2 6264	MarApr		May-June	64764
- 110 amil a. 14 m. 164				
	THUR			
March64364@4464	AugSept	6634 2634	May-June	653.4
MarApr 64364 @4464	septOet		June-July	
AprMay 64444 24664	AprMay	64784	July-Aug	661
May-Juna 650 4 2 6764	May-June	65344	AprMay	646
June-July 65464 2 5084	June-July	85784	July-Aug	
July-Aug 68864 9 6064	AugSept	7		
	FRID	AT.		
March			Y 7 1	
MarApr64064	SeptOct	00064 20164	June-July	65864
AprMay 64964	June-July	089	May-June	64
May-June . 68344 23964	July-Aug April-May	649	AugSept	7144
June-July 608	May-June	458	AprMay June-July	64764
July-Ang 66364 26364	May Juce.	654	Jane-July	*************
AugSept7364	AprMay	649	July-Aug	00344
	-Fre-mal	64		

BREADSTUFFS.

FRIDAY, P. M., March 17, 1882.

The flour market has been higher for the better grades, though some low grades of winter wheat brands have favored buyers slightly. The business for export here has been rather moderate, as a rule, though shipments of fair magnitude are being made from the mills direct to foreign ports. The export transactions here latterly have been mainly for account of the British Provinces rather than for England. The receipts, however, have been liberal, and mainly of the better grades of spring, while the patents of this description, it is asserted, are to a considerable extent of doubtful quality; the common spring extras are plenty and slow of sale. In fact the receipts of flour here have been so large within a week that Brooklyn warehonses, not ordinarily used for this purpose, have been called into requisition. To-day the market was quiet but steady.

The wheat market, with few interruptions, has moved steadily upward during the week, the Chicago market being the principal impelling force, as the speculative maneuvers that point are apparently taking a wider range every week. The shorts there have "covered" their contracts for April to some extent of late, and higher and excited markets have been the rule, the report that the Western clique are endeavoring to "corner" the May and June deliveries adding to the uneasiness of the shorts. The receipts of wheat at the great Western markets have been very moderate. In addition to these influences so favorable to holders, the advices of an advance in London, the large gain in specie by the Bank of England and the increasing easiness of money on the Continent, have not failed to have a certain effect. A false report of complications between Germany and Russia had only a momentary effect. Today was fairly active at an advance of ½ to ¾c.; a feature was the sale of several loads of No. 2 New York spring for export at \$1 25@\$1 28; No. 2 red for April sold at \$1 36@\$1 37, and for May at \$1 3534@\$1 3634.

Indian corn has advanced materially. The statistical position is favorably regarded by many, the movement eastward being small, and the supply here quite moderate. Others again assert that the surplus in farmers' hands is 'larger than has generally been supposed, and that the apparent decrease in the visible supply at Chicago, latterly noticeable, was caused by a trick of the clique there, which chartered vessels at the lake ports, and took the corn of store so that the real state of the case would not be known until navigation opened and the increased supply at Buffalo told the story. To-day the market was quiet, at a slight advance; No. 2 mixed sold at 74%c. for April, and 75%c. for May.

Rye has been irregular, at one time weak, but latterly more steady. Barley has been quiet at a slight declin :, but closes firmer. Oats have been in fair demand and higher; to-day prices were lower for mixed, with a fair business on the basis of 50%c. for No. 2 on the spot, while options of this grade sold at 50%c. for March, 50%c. for April, and 49%@50c. for May.

ı	The following are closing qu	otations:
ł	FLC	our.
ľ	No. 2 spring 9 hbl. \$2 75@ 3 50	Patents \$6 500 8 25
I	No. 2 wlater 300 @ 375	City shipping extras. 6 000 6 73
ľ	Winter superfine 4 00 & 4 50	Southern bakers' and
i	Spring superfine 3 70 à 4 25	
ŀ	Spring wheat extras., 4 507 5 00	
ı	do XX and XXX 5 00% 7 50	
ł	Wis, & Mign. ryomlx. 5 75@ 6 30	
ı	Mina, clear and stra't 5 60@ 7 00	
ı	Winter shipp'g extras. 4 50 0 5 00	
ł	do XX and XXX 5 502 7 50	
ı		AIN.
ı	Wheat-	i Oats-
ı	Spring.per bush. \$1 15 @1 40	Mixed 50 @ 5112
ì	8pring No. 2 1 25 @1 31	White 52 3 56-2
ı	Red wluter 1 17 @1 40	No. 2 mixed 5012 9
ı	Red winter, No. 2 1 361221 3734	No Cambito 801 a
ı	White 1 25 @1 35	Barley—
Ì	Corn-West, mixed 70 @ 76	Canada No 1 1 10 01 11
ı	West, mlx, No. 2. 741a2 76	Canada hright 111 D1 12
į	Western yellow 80 @ 82	State, 4-rowed 95 @106
ı	Western white 81 2 86	State, 2-rowed 90 @ 95
ı	Southern white 82 @ 95	Barley Malt-
ı	Southern yellow. 72 @ 75	Canada 115 @135
ı	Rye-Car lots 87 @ 90	Etale, 2-rowed 971221 0212
ł	Boat loads 92 @ 93	Btate, 4-rowed 1 05 21 12
R		
ı	tFrom the" New York Pro	
1		at Western lake and river ports
ı	for the week ending March 11,	1882:
ı	Flour, Wheat,	
ı	ARI- Amah	Accept Board

	Flour,	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	buch.	bush.	bush.	bush.
At-	196 (bs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 (bs.)	(56 lbs.)
Ohicago	40.075	89 023	216.561	265,191	85,888	16,224
Milwaukee		1 May 15	63,530	36,290	61.950	5.730
Toledo	120	15	58,272	1,569	2.100	
Detroit		10.666		3,813	6,680	
Clevelaud		18,050	8,500	33,700	4.775	500
8t. Louis		85.687	163,705	59,411	5.801	5.790
Peoria		6.330	169,000	87.330	14,300	24,450
Duluth		*****	*****	*****	*****	
Total	125,684		691,090		181,494	52,714
'Same time '81.	94,215	551,999	1,509,179	346,924	70,354	27,026

Total receipts at same ports from Dec. 26, 1881, to March 11, 1882, as compared with the previous three years:

Flourbbls.	1881-82. 1,677,927	1880-81. 1,623,786	1879-80. 1,077,894	1878-70. 1,247,477
Wheat bush. Corn. Oats. Barley. Rye.	18,665.359 7,507,146 2,979.305	6,695,712 14,154,418 5,672,064 2,257,171 377,970	8,416,158 25,577,506 3,962,391 1,435,124 493,522	12,710,306 14,989,575 4,123,381 1,458,869 623,473
	22.010.051	00 157 223	20 001 701	33 004 604

Total grain 36,943,654 29,157,335 39,884,701 33,904,604 Comparative receipts (crop movement) at same ports from August 1,1881, to March 11,1882, as compared with the previous three years:

Flourbbls.	1881-82.	1880-81.	1879-80.	1878-79.
	5,163,726	5,289,918	4,276,555	4,098,833
Wheat bush. Corn. Oats Barley Rye	32,244,333	59,892,555	66.712,161	68,799,170
	77,697,414	74,943,326	67,268,036	55,055,970
	23,322,631	26,801,569	17,383,646	20,984,363
	10,301,004	10,144,993	9,287,868	8,500,645
	3,216,487	2,839,776	3,316,208	1,579,816

Total grain... 146,781,869 174,622,219 163,969,919 154,919,964 Comparative shipments of flour and grain from the same ports from Dec. 26, 1881, to March 11, 1882, inclusive, for four years:

y caro.	1881-82.	1880-81.	1879-80.	1878-79.
Flourbbls.	1,561,672	1,649,215	869,218	1,338.425
Wheat bush.	3.565,963 13.609,156	2,906,363 8,542,914	2,384,310 13,111,174	5,637,549 7,334,923
Cats	5,896,353	5,096,883	2,510,912	2,734,743
Barley	1,215,725 $552,445$	1,286,668 $460,185$	732,811 356,184	1,001,823 273,826

Total grain 24,839,642 18,293,018 19,095,391 17,032,866
Rail shipments from Western lake and river ports for the weeks ended:

Plourbbls.	Week	Week	Week	Week
	Mar. 11.	Mar. 12.	Mar. 14.	Mar. 15.
	148,179	113,996	114,784	120,965
Wheat bush. Corn. Oats. Bariey. Rye.	301,311	239,114	383,194	664,830
	653,750	996,375	1,741,181	774,422
	366,366	336,077	356,836	422,523
	89,816	47,733	84,496	115.023
	47,088	30,222	27,345	30,999

THE DRY GOODS TRADE.

FRIDAY, P. M., March 17, 1882.

There was only a moderate movement in dry goods the past week as regards the distribution from first hands, but a fairly satisfactory business was done in the jobbing branches of the trade. Accounts from the South and Southwest were some, what disquieting, the recent floods in those sections of the country having rendered buyers exceedingly cautious; but distributors in nearly all other markets are operating with seeming confidence in a good, healthy spring trade. The cotton goods market was slightly irregular in the early part of the week owing to a decline in Atlantic sheetings, but later on there was an improved undertone, 'the upward tendency of the staple having contributed to this result. Domestic woolen goods were less active, but prices continued firm, and there was a fair if not wholly satisfactory movement in imported fabrics.

Domestic Cotton Goods.—The exports of cotton goods from this market during the week ending March 14 comprised 2,402 packages, including 1,132 to China, 475 to Great Britain, 232 to Brazil, 212 to U. S. of Colombia, 83 to Mexico, 73 to Central America, &c. Plain and colored cottons were in moderate demand at first hands, but no special degree of activity was noticed in any particular class of goods, transactions having

been mostly governed by actual wants. Atlantic sheetings were reduced about ½c. per yard, and some of the lighter goods were closed out, and subsequently placed "at value.' Print cloths were more active at the manufacturing centres at slightly improved prices, closing firm at 3 11-16c. plus 1 per cent offered for 64x64s, and 3¼@3 5-16c. for 56x60s. Prints remain quiet aside from a few of the most popular makes, in which there was a fair business, and the outlook is so discouraging in this branch of the trade that a large curtailment of production has already taken place. Ginghams were sluggish in first hands, and there was very little animation in cotton dress goods, but white goods, quilts, hosiery and knit underwear continued to move with considerable freedom at steady prices.

Domestic Woolen Goods.-The general demand for men'swear woolens has been less active as regards personal selections, but a fair business was done by traveling salesmen, and there was a good steady movement in execution of former orders. The best makes of heavy cassimeres, cheviots and worsted coatings are largely sold to arrive, as are several makes of union and cotton-warp cassimeres, and values are firmly maintained at opening quotations. Fur beavers and fancy-back overcoatings are also under the control of orders for some time to come, and altogether the condition of the market for clothing woolens is very satisfactory. Cloakings were less active in demand, but agents are liberally supplied with orders for future delivery. Satinets were somewhat quiet, and the demand for Kentucky jeans was light and disappointing; but there was a fair business in dress flannels, carpets and certain styles of worsted dress fabrics.

Foreign Dry Goods have received a fair share of attention in first hands (though the volume of business was hardly up to expectations) and the jobbing trade was moderately active. Black, colored and fancy silks, merveilleur, moires, etc., were in steady request at unchanged prices, but slight concessions were made on certain grades of satin de Lyon. Dress goods have done fairly well, and there was a steady call for moderate-sized lots of linen and white goods, Hamburg embroideries and laces. Men's-wear woolens were in moderate request, and there was a fair business in hosiery and kid and fabric gloves. The auction rooms presented no features of special interest, and few of the sales resulted satisfactorily.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending March 16, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

Ent'd for consumpt. Total at the port	Total	Flax Miscellancous	Manufactures of— Wool.		Total on market	TotalEnt d for consumpt.	Cotton	Manufactures of Wool	W	Total	Flax Miscellaneous	Cotton	Wanufactures of-			ENTERED FOR CONSUMPTION
10,855	3,944	197 463 2,285	597 402	H	15,083	8,172 6,911	339 218 502 6,459	654	THUR	6,911	1,152	1,861	1 059	Pkgs.	Week Mch.	OR CON
10,855 2,985,818	718.177	158,568 97,734 88,165	239.724 133.986	NTERED F	15,083 2,988,411	720,770 2,267,641	96,381 161,756 124,575 69,076	268,982	WITHDRAWN FROM	2,267,641	249,911	614,171	465 473	Value.	k Ending 17, 1881.	
	61,228	1,790 6,242 44,655		OR WAREH	125,366	51,286 74,080	5,024 2,015 8,703 30,644		WAREHOUSE	74,080	14,705 20,216			Pkys.	Since Ja	FOR THE
29,444,231	1	1,265,096 1,276,674 788,486		ENTERED FOR WAREHOUSE DURING	30,583,164	7,617,786 22,965,378	1,793,959 1,456,914 1,682,593 650,271	2,004,049	SE AND THROWN INTO	22,965,378			4 804 803	Value.	Since Jan. 1, 1881.	WEEK AND SI
13,165	2,135	151 516 860		BAME	16,983	5,953 11.030	4	105	INI NMC	11,030	3,669 2,457		1 401	Pkgs.	Week Mch.	SINCE JANUARY
13,165 3,410,504	454,848		126,637 71,647	PERIOD.	16,983 3,523,834	568,178 2,955,656	92,616 156,874 100,424 50,912	167,352	MHE	11,030 2,955,656		1,012,951	507 791	Value.	16, 1882.	F
	58,875	1,537 6,500 42,368	4,131		153,641	55,693 97,948	60	3,966	MARKET.	97.948	20,668 29,293	21,789 12,911		Pigs.	Since Ja	1882 AND 1
ده ا ده	-	. ,,,,	1,722,240 1,313,604		¥35,082,829	6.505,957 28,576,872	1,384,173 1,440,909 1,240,180 728,232	1,712.163		28,576,87:	3,815,363 2,485,405	7,300,357 8,810,824	6 164 O.46	Value.	Since Jan. 1, 1852.	1881.

Bank Statements.

REPORT OF THE CONDITION AND IN THE NATIONAL BANK and in the State of New York, at the condition to the state of	OF THE
TUMARINE NATIONAL BANK	Lat the City
and in the State of New York, at the c	ione or pant-
near March 11, 1889; RESOURCES.	
	43,910,551 ft
Dverdrafts	46,052 45
U. 8. bonds to secure circulation	50,000 00
Other stocks, bonds and mortgages	155,425 00
Due from other national banks	177,653 39
Due from State banks and bankers	15,810 08
Real estate, furniture and fixtures	200,050 00
Corrent expenses and taxes paid	847 87 46,226 61
thecks and other cash items	472,578 83
Exchanges for Clearing flouse	25,761 00
Bills of other banks	20,102 00
Dennies	1,001 55
Specie	193,651 80
Logal tender notes	262,250 00
itedemption fund with U. S. Trensur-	0.000.00
er (5 per cent of circulation)	2,250 00
Matel 1	£4.872.215 40
TotalLIABILITIES.	CHICIAGEIO AO
Capital stock paid in	8400,000 00
Surplus fund	100,000 00
Undivided profits	24,606 48
National bank notes outstanding	45,000 00
Dividends unpaid	744 00
individual deposits subject to check.	3,326,252 63
Demand certificates of deposit	253,187 04 136,181 55
Cashler's checks outstanding	131,881 67
Due to other national banks	835,246 24
Due to State backs and backers	110.110 52
State of New York, County of New Yor	1,872,215 46
State of New York, County of New Yor	k. 88 :
I. JOHN D. FISH. Cashler of the a	bove-named I
bank, do solemnly swear that the abov	o statement
JOHN D. FIST	
Control of the Assessment Assessm	a dia al distribution of the same
of March, 1882. HERMAN E. S.	TREET.
Correct-Attest: Notary Publi	e, Kings Co.
AMBROSE SNOW,)	21
AMASA H. SCOVILLE,	Directors.
JOS. W. YATES,	

REPORT OF THE CONDITION OF THE MERCANTILE NATIONAL BANK

at New York, in the State of New close of business March 11, 1882:	York.	at	the
RESOURCES.			
Loans and discounts	\$4,950		
Overdrafts	2	,837	
U. S. bonds to secure circulation		,000	
Other stocks, bonds and mortgages		3,540	
Due from other National banks		,430	
Due from State banks and bankers		,418	
Real estate, furniture and fixtures		,902	
Current expenses and taxes paid		,294	
Premiums paid		,412	
Cheeks and other cash items		,518	
Exchanges for Clearing House		,738	
Bills of other banks		,343	
Specie	1,313		
Legal-tender notes	264	,650	00
Redemption fund with U.S. Treasurer			
(5 per cent of circulation)	40	,000	00
Due from U. S. Treasurer other than			
5 per cent redemption fund	1.	,000	00
		~~~	-
Total	\$8,507	.854	88
LIABILITIES.			
Capital stock paid in	\$1,000	,000	00
Surplus fund		.500	
Undivided profits	111	.728	87

Code idea pronto		
National bank notes outstanding	800,000 0	00
llividends unpaid	240 0	00
Individual deposits subject to eheck	1,924,043 1	2
Demand certificates of deposit	2,082 7	71
Certified checks	141,745 9	31
Cashier's checks outstanding	128,409 6	2
Due to other National banks	2,864,145 2	19
Due to State banks and bankers	1,390,979 9	3
-		_
Total	28,507,851 8	8
State of New York, County of New Yor	rk. ss:	
I, WILLIAM P. ST. JOHN, Cashler of	the above	-
parred bank do solomnie areas the	of the mhouse	

Daked bank, do solemnly seems that the above statement is true to the best of my throw does not below. The sole of the best of my throw does not below. The sole of the best of my throw cashier. Subscribed and sworn to before me this that day of March, 1882.

CHTect—Attest: Notary Public, N. Y. County, EM. LEHIMAN, HENRY T. KNEELAND, Directors, 18AAC WALLACH,

# DEPORT OF THE CONDITION OF THE CITY OF ABW YORK, IN the State of New York, at the close of business March 11, 1882: RESOURCES.

Loans and discounts	\$5,045,192 21
U. S. bonds to secure circulation	80 68 50,000 00
Other stocks, bonds and mortgages Due from other national banks	371,080 15
Dhe from State banks and bankers	664,499 83 4,824 03
Real estate	76,845 65
Exchanges for Clearing House.	32,758 46 934,415 29
Bills of other banks. Fractional paper currency, nickols and	9,461 00
cents	1,025 56
Specie	753,4% 00 400,511 00
Olle from U.S. Treasurer other than	
5 per cent redemption fund	100 00
Total	\$3,344,2v9 e9
Capital stock paid in	81,000,000 00
Surpins fund	200,000 00
Individual deposits subject to check.	190,918 76
Journally Curtificates of deposit	10,588 h7
Cartifled shecks	8×1,179 pg 59,849 20
Due to other national banks	4,325,905 94
	714,659 58
State of New York, County of New York	13,344,229 69
** U to the LUTCHINGS, I maniar of the a	hove-pumad
bank, do solemnly awear that the above is true to the best of my knowledge and	m minimum and
G. L. HETPORIS SON	d Continue
Subscribed and sworn to before me to March, 1882. EUGEVE D	his 17th day
Correct—Attest: Notary Public N WM. A. BOOTH, PAIKER HANDY, CHARLESTANIER	. Y. County.
PARKER HANDY.	Directors
CHARLES LANIER,	2.2000018.

#### Bank Statements.

Overdraits	8,510	100
U.S. bonds to secure circulation	900,000	0
Other stocks, bonds and mortgages	163,20	231
Due from other national banks	718,582	21
Duofrom State banks and hankers	TH.241	0
Real estate, lurniture and fixtures		BH
Current expenses and taxes paid	89,969	0
i'remiums paid	21,125	00
Checks and other cash items	53,770	81
Exchanges for Clearing Jionae	14,734,291	5-1
Bills of other banks	\$10,000	
L'motional names ou senson as michair and	12,600	00
Fractional paper currency, nickels and	4 901	
pennies	4,391	
Specie	3,741,016	
Legal tender notes	657,899	O(
itedemption fund with U.S. Treasurer	10 500	
(5 per cent of circulation)	40,500	OC
P1-4-3	ADD ADD	-
Total	F37,480,693	v
LIABILITIES.		
Capital stock paid in,	\$2,200,000	00
Surplus fund		00
Undivided profits		65
National bank notes outstanding		00
Dividends unpaid		96
Individual deposits subject to check		59
Demand certificates of deposit		88
Certified checks		78
Cushier's checks outstanding		94
		81
Due to other national banks		96

REPORT OF THE CONDITION OF THE BANK, at New York, in the tate of New York, at the close of business, on the 11th day of March, 1882:

RESUURCES.		
Loans and discounts	13.256,905	8
Overdrufts	8.219	
U S. bonds on hand (par value)	60,000	
Other stocks, bonds and mortgages	85,012	
Due from other national banks	916,501	45
Due from State and private banks and	,	
bankers	214,382	8
Other real estate	849.082	2
Current expenses and taxes paid	88 585	6
Checks and other cash items	827,567	45
Exchanges for Clearing House	3,658,978	0
Bills of other hanks	305,436	00
Sliver treasury certificates (Act Feb-		
ruary vs. (878)	2,424,201	54
Legal tender notes	632,000	00
Due from U.S. Treasurer (other than		
5 per cent of redemption fund)	31,000	00
Total	22,593,212	23
LIA BILITIES.		
Capital stock paid in	\$5,000,000	00

S. D. BABCOCK, GEORG n. BLISS, MARTIN BATES,

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St. Joseph & Western Ril. Stock.
St. Joseph & Western Ril. Stock.
St. Joseph & Western Ril. Stock.
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International Improvement Co. Subscriptions.
Brooklyn Elevated Ril. Securities.
American Cable Co. Subscriptions.
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Premiums on Marine Elsks from 1st January, 1881, to 31st December, 1881.....

\$4,039,487 10 Premiums on Policies not marked off let January, 1881...... 1,587,534 47

Premiums nurked off from 1st January, 1881, to 31st Decem-

Total Marine Premiums ....

ber, 1881..... \$4,110,176 72

\$5,627,021 57

\$924,227 02

491.148 18

Losses paid during the same period...... \$1,775,882 80

Returns of Premiums and Ex-

The Company has the following Assets, viz.: United States and State of New York Stock, City, Bank and

other Stocks.....Loune secured by Stocks and \$8,965,758 00 otherwise ..... 1,729,500 00

Real Estate and Claims due the Company, estimated at...... Premium Netes and Bills Re-

ceivable..... 1,631,294 23

Cash in Bank..... Amount.....\$13,165,466 40

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......\$6,995,509 26 J. H. WASHBURN, Secretary.

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Insurance Company OF HARTFORD.

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