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Chronicle.

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JOHN G. FLOYD.

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HOW AND WHY INTEREST RATES ARE RISING.

The interest rates which have been ruling of late weeks show a better market for money than has existed at any time since 1874. We do not mean that Stock Exchange loans have been higher than when the system of fractions prevailed; we all know that they have not been nearly so high, except for a few hours on one day. mercantile paper, the only true indication of the general market, sells to day at a greater discount than is shown by our record to have existed during the last eight years; and probably any amount of money could be put out now (on call ostensibly, as that is the only way it can be legally done) at 7 per cent or over, with the best collaterals, the borrower understanding that the loan is not to be returned in less than six months unless called.

This condition of the market has been taken by many as an evidence that the Kiernan interest law, passed last winter, though operating to the advantage of the broker, is working to the disadvantage of the merchant. who take that position find their proof in the mere fact stated above, that merchants pay more now for accommodation and brokers less than a year ago. For instance, this time last year while brokers were paying 6 per cent

(equal to 18@30 per cent per annum), the best mercantile paper was selling at $5\frac{1}{2}$ @6 per cent. present, money for brokers' wants is decidedly lower, say from 7 to 12 per cent, but prime commercial paper is quoted at 7 per cent. Such changes coming concurrently with the first trial of the new interest law have led some to put the connection of cause and effect between the statute passed and the changes in the condition of money, and to question therefore whether the law itself was not of doubtful utility or perhaps even harmful in its operation.

That this however is a very superficial view of the subject is evident in many ways. In the first place commercial paper was salable at any discount last fall (before the passage of the act) the same as now, and the current quotations at times showed that it ruled then, as now, at a discount in excess of the legal rate of interest. Furthermore, brokers are not borrowing any more than a year ago, and probably not so much; besides even if they were, the fact that they had to pay old prices for it could not lessen the discount on mercantile paper, or affect it one way or the other. Then, again, a moment's thought shows how impossible it is—even without the help of facts and circumstances which most positively disprove the assumption—that emancipating money, at a commercial centre where capital is secure and is free to flow in and out, should enhance rates. It can and will lower the rate, as it is admitted it has done in the case of brokers: but how can it have the opposite effect? It is not long since one heard on every side the argument that steam and the telegraph had put us so near London that the rates of interest would be equalized hereafter. And, surely, if there is any force in that idea, the law which in substance simply allows capital to earn what it is worth cannot but help to that end.

The question then recurs, why are rates of interest higher than a year ago? We shall not have to seek far for the explanation, for there is nothing strange or unusual in the situation. What should make rates high if not a decreased supply of money and an increased demand for it? We do not mean that there has been any loss in the active currency, taking paper and gold together, for there has not been. But paper is not money. We have lost during the year about 29 millions of gold besides having hoarded other amounts, as we showed in our issue of the 2d of September. To be sure, this loss, so far as active currency is concerned, has, as stated, been made good through the issues of silver certificates, bank notes, etc., but enlarged currency issues only aggravate the evil by disturbing prices.

Yet a still more active cause for these enhanced interest and a commission of 1-32@1-16 per day additional rates is the absorption of capital which is in progress and

which has been especially rapid during the last eight months. We need only refer for illustration to the leading direction in which our surplus earnings have been flowing, and that is into railroad building. Even this year we have already constructed about 8,000 miles of road which at 25 thousand dollars per mile (an underestimate of the cost) would give 200 millions;—that being the amount of floating capital that has been turned into fixed capital through railroad construction alone during the months of this year. And this movement did not begin with 1882; the above total is to be added to the cost of about 18,000 miles built during the previous two years. At the same time also all our industries have been expanding and absorbing new capital.

We are not arguing that the country by reason of the circumstances stated has reached or is approaching an unsafe or dangerous condition. That is a very different question and is not within our present inquiry. We have use for these facts now only so far as they throw light upon the discussion as to the enhanced value of capital, and they tell us plainly and forcibly that higher rates for the use of capital are reasonable now and that they must be anticipated in the future at every time of commercial activity. In confirmation of the latter statement we find that this situation has not come upon us suddenly; it has been of slow but constant growth—approaching steadily during the years of our industrial development. To indicate how gradual but positive its advance has been, we have prepared the following, showing the rates of discount for prime commercial paper at New York during September of each of the last five years.

	Ra	ites for Pr	ime Comme	ercial Pape	r.
Week ending-	1892.	1881.	1880.	1879.	1878.
Sept. 8	6 @6½ 6 @6½ 6 @7 7 @ –	5 @6 5 @6 5½@6 5½@6	5 @5 ¹ 2 5 @5 ¹ 2 5 @5 ¹ 2 5 @5 ¹ 2	*5\frac{1}{2}\pi6 r5\pi6\frac{1}{2} *5\pi6\frac{1}{2} *5\pi6\frac{1}{2}	4 @5 4 @5 4 @5 4 @6
Average month	642634	514706	5 @512	*518@638	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN

*The rates in 1879 were exceptional, due to the peculiar and wild speculation that fall, which infected all classes and all commodities, the result of the exhilaration felt after the resumption of specie payments, following the long previous depression.

The above figures show that with the exception of 1879, when for the reasons stated in the foot-note the rates were phenomenal, the advance has been constant and directly in accordance with what might be anticipated from the facts we have narrated. They prove, also, very plainly that the new interest law has no more to do with the rise in quotations this year than it did have with that of the previous year, which was before its passage.

There is, however, one piece of evidence already existing of the beneficial working of this Kiernan statute which indicates that it may possibly result in positive relief. Capital can now legally secure whatever it is worth at this centre. Consequently the high rates now ruling here are drawing it hither; as yet, though, only from Canada and domestic sources. The interior movement of currency and gold to and from New York, which we give in our "Financial Situation" each week, made up from bank returns procured by us every Friday, shows this fact. Last week there was a large arrival from Canada, notwithstanding rates are high there and that this is their active season; and for September the arrivals from all sources have been as follows this year and last.

RECEIPTS OF CURRENCY AND GOLD BY NEW YORK BANKS.

Week ending-	1882.	1881.
September 30	\$1,505,000 1,015,000 900,000 886,000	\$490,500 499,600 750,000 230,000
Total	\$4,306,000	\$1,970,100

The above shows that under the attraction of the higher rates prevailing, our banks have received gold and currency to the amount of nearly $2\frac{1}{2}$ million dollars the past month in excess of the amount received in September, 1881. This is a perfectly natural movement, and there are not wanting indications that the same influences may possibly act upon Europe, and before long give us a supply from that quarter. Still, the present tendency towards such a movement from London may be counteracted by a further substantial rise in the rate of the Bank of England. However that may be, enough has been said to show the advantages this new interest law gives us in attracting capital to this centre. Furthermore, we have also seen that the rise in rates is not a spasm, but a change in the conditions of the country and of the loan market.

PENNSYLVANIA TRAFFIC AND EARNINGS.

Present earnings of the Pennsylvania Railroad make a striking contrast to those of a few months ago. During the first four months of the year the net earnings on the lines east of Pittsburg and Erie recorded a decrease every month, the aggregate decrease for the period being no less than \$931,001. Now for four months we have had an increase, the latest (that for August) being exceedingly large—amounting to \$588,356; so that the decrease of the first third of the year has been almost entirely made good in the second third, leaving the net earnings for the eight months but \$62,554 behind those of the corresponding time in 1881.

The large gain in August is certainly surprising. It was supposed that there would be some gain, but the magnitude of the increase exceeds expectations. Over \$850,000 increase in gross and pretty nearly \$600,000 in net, all in one month, shows a marvellous growth in business, and at the same time demonstrates the capacity of trunk lines like the Pennsylvania for heavy earnings under fairly favorable traffic conditions. We need scarcely say that the traffic conditions this year-at least as far as relates to the movement of the crops, upon which so much stress is laid-were no more than "fairly" favorable. Winter wheat came forward in much larger quantities than in the previous August, and oats also showed a larger movement; but all this was not sufficient to offset the loss in corn. The great point in favor of the present year was the maintenance of rates. Last year in August the war raged fiercely. While bearing this in mind, however, it must not be imagined that the increase this year merely represents a corresponding decrease last year, leaving earnings the same as in 1880. That would be an erroneous idea, for as compared with 1880 the net earnings last year showed a comparatively small decrease (about \$110,000), while the gross earnings actually exhibited a small increase. To bring out this fact we have prepared the following table, showing the gross and net earnings for August, and the eight months to August 31, for each of the last four years.

PENNSYLVANIA RAILROAD EARNINGS (Eastern Lines).

August.	1882.	1881.	1880:	1879.
Gross carnings	\$ 4,671,179 2,638,319	3,809,978 $2,365.474$	3,723,355 $2,168,875$	2,982,718 $1,725,720$
Operating expenses Net earnings Per cent of expenses to	2,032,860	1,444,504	1,554,480	1,256,998
earnings	56:4 8		58.25	
Jan. 1 to Aug. 31. Gross earnings Operating expenses	1 1 14 672.11 . 1 (7 1	29,144,235 $17,211,606$	1	
Net earnings Per cent of expenses to	62.28	11,932,629 59·06	58.84	011
We thus see that	owen as	compared	with 188	0 there i

We thus see that even as compared with 1880 there is a gain of pretty nearly half a million dollars in net in

August this year, while the increase in gross earnings is close on to a million. These heavy gains on 1880 are all the more remarkable that 1880 had shown such decided improvement over 1879. If we compare with the latter year, we find an augmentation of almost \$1,700,000 in gross and \$800,000 in net. This is equivalent to an increase of 57 per cent in gross earnings and 62 per cent in net earnings in the short space of three years. The total gross for August this year (\$4,671,179) is unmatched in the history of the company. It is fully half a million above the largest monthly total previously recorded. Indeed, even totals of 4 millions are of comparatively recent date. The net earnings, too, are, we think, unprecedented; certainly they are without parallel in the period over which our record extends—five years. The total for the month is above 2 millions, or but about \$120,000 below the earnings of January and February taken together.

These figures, to us, indicate a great expansion in all the industries along the company's lines, a large increase in west-bound freight, and a decided growth in general and miscellaneous traffic, for there is nothing in the movement of the crops nor in the rates of transportation (excepting in this latter particular last year, of course,) that would account for them. Take, for instance, the grain movement. We have already alluded to the heavier movement of wheat and oats this year as compared with last, but it does not follow from this that the movement was also heavier than in 1880. On the contrary, it appears to have been smaller. At the eight principal ports of the West the receipts of wheat for the four weeks ended August 26 were 9,792,749 bushels in 1882, against 7.222,-703 bushels in 1881, a gain on last year of 2,570,046 bushels; in 1880, however, the receipts were 11,065,972 bushels, so that there is a decrease, and not an increase, as between 1882 and 1880. Of oats, too, the receipts were heavier in 1880 than in 1881, so that 1882 exhibits a smaller increase over 1880 than over The figures 1881. are 5,413,997 bushels 1882, 3,183,889 bushels in 1881, and 3,846,451 in 1880. Of corn, on the other hand, the receipts in 1880 were smaller than in 1881, so that the falling off the present year is not as great when compared with 1880 as it is when compared with 1881. Nevertheless, the contraction in the movement is very decided even from 1880. The receipts in that year were 15,470,525 bushels and in 1881 were 17,400,987 bushels, but in the corresponding four weeks of August this year they were only 5,218,635 bushels. Taking now all kinds of grain together, we get a total of 31,208,-624 bushels for 1880, 28,360,931 bushels for 1881, and 20,741,891 bushels in 1882. The decrease here shown is reflected in the rail shipments east from Chicago. For August, 1882, these shipments (including not only grain, but also flour and provisions), according to the Railroad Gazette, were only 131,875 tons, against 169,314 in August, 1880. In August, 1881, the shipments were very heavy-260,608 tons-but this was due in great degree to the railroad war, which diverted shipments from the canals.

We thus see that the large gain in earnings over the month of August, 1880, is not to be ascribed to a fuller crop movement. Nor is it, as said, to be ascribed to better rates received. Of course, as compared with last year, when grain was carried from Chicago to New York at 10@12c. per 100 lbs., the present rate of 25c. is a great improvement, but when we go back to 1880 we find a rate of 30c. (or 20 per cent higher than now), which also was the rate prevailing in the latter part of August, 1879, though in the early part of that month the figure was the same as in the present year. It is thus clear that neither

rates nor the crop movements have brought about the large increase in railroad business over 1879 and 1880, but that it is due to an augmented volume of local and general traffic; and this is one of the most promising features in the situation.

For the eight months of the year we have not of course so favorable an exhibit as for August. As said above, the decrease in net on the lines east of Pittsburg and Erie amounts now to only \$62,554, against \$931,000 on the 1st of May. But the 1881 figures were a million above those of 1880, which in turn were $2\frac{3}{4}$ millions above 1879, so that the present net earnings are over \$900,000 larger than in the former year and $3\frac{3}{4}$ millions larger than in 1879, and are heavier than in any other year except 1881. On the lines west of Pittsburg and Erie, which have a much smaller proportion of local traffic and are more largely dependent upon through traffic—and therefore upon the crop movement and the maintenance of rates—the result is less satisfactory than on the eastern lines. For August the showing is pretty good, all things considering, the surplus being reported at \$290,562, against \$295,799 in 1881, a loss of only \$5,000; but for the eight months the loss is heavy, indeed, there being a surplus above all liabilities of only \$506,252, against \$2,054,670 in 1881, a decrease of over a million and a half, Compared with 1880 the exhibit is scarcely less unfavorable, for then the surplus was \$1,874,547; but compared with 1879 there is quite an improvement, since then there was a deficit of \$236,000 on the eight months' operations, while now wehave a surplus of half a million. We give below the figures on these lines for August and the eight months, in the last four years. It will be observed that the surplus for August this year is larger than in any other year except 1881.

SURPLUS OVER LIABILITIES ON WESTERN LINES.

	1882.	1881.	1880.	1879.
Jan. 1 to July 31 August	\$215,690 290,562	\$1,758,871 295,799	\$1,657,936 216,611	Deficit. \$422,758 Surplus. 185,904
Jan. 1 to Aug. 31	\$506,252	\$2,054,670	\$1.874.547	Deficit. \$236.854

While the accounts are separately reported, the relation of these Western lines to the Pennsylvania Railroad (comprising the eastern lines) is, as is known, very intimate, and their prosperity is an important factor in the yearly results of the company's operations. Any deficit has of course to be made good by the Pennsylvania Railroad, while a surplus tends to swell its net receipts. Last year, for instance, the profit on these Western lines went to the Pennsylvania Railroad in the shape of a 5 per cent dividend upon the 20 millions of Pennsylvania Company stock, all held by it. On the other hand, in 1879 and previous years these lines made a heavy draft upon the net earnings of the Pennsylvania Railroad. The figures for the present year, thus far, show that even if the Western lines do not contribute to the Pennsylvania's net income, at least they will not be a burden to the company, for there is already a surplus of over \$500,000.

Whether, in the remaining four months of the year, the loss on these Western lines (as compared with 1881) can be overcome, would seem, notwithstanding the good business outlook, exceedingly problematical. The gain would have to amount to almost \$400,000 monthly, and that is a pretty big sum for the Western lines to add to their earnings. But if the Pennsylvania Railroad should suffer a diminution of its net income on this account, there is at least the prospect that on the lines directly operated by it east of Pittsburg and Erie, it will have an increase, greater or less in amount, as part, if not entire, offset. Its large and increasing local traffic, the size of the crops, now assured, the maintenance of rates, the

revival of the iron industry, with the collapse of the strikes in the mining regions, the enlarged coal production and the growth of general business, ought to make the road show large gains over 1881 in the remaining months of the year.

UNION PACIFIC AND ITS CHARTERED RIGHTS.

We have received the following communication in relation to the matters referred to by us September 16, in our article suggested by the late purchase of the Hannibal & St. Joseph Railroad. The point our correspondent raises as to the want of authority in the Union Pacific to make the combination proposed, is one we did not touch upon.

To the Editor COMMERCIAL AND FINANCIAL CHRONICLE.

I have read your elaborate article in your issue two weeks since on the possible relation of the Hannibal & St. Joseph RR. to the Union Pacific, and as well the possible relation of the Union Pacific to the Chicago Burlington & Quiney and other roads in Illinois and Iowa.

I think much uncertainty about the future conduct and plans of the Union Pacific would be removed if you would reflect that the Union Pacific is a company chartered by Congress for a very specific purpose, and limited by very specific conditions. True, its powers have already been exceeded in many ways, but conflicting interests may induce such action before Congress as may compel the law officers of the Government, as well as the Government Directors of the Union Pacific Railroad, to more fully perform their duties, and see whether the laws are being obeyed or disregarded.

The act approved July 1st, 1862, and July 2d, 1864, outlined the powers of the company, and the act approved March 3d, 1873, still further circumscribed its real authority. I think there is no danger that the Hannibal & St. Joseph will be any more closely allied to Union Pacific than at present, nor is it likely that the Union Pacific will make any alliance that will divert traffic or earnings from the company's present main lines, as the interest of the Government would be so directly affected in regard to the sinking fund that Congress would cor-

tainly put a stop to that.

The Union Pacific cannot come east of the Missouri River for purpose of extending or controlling an independent line to Chicago without assent of Congress, for the charter is limited between Missouri River and Ogden; neither can the company issue stock, bonds or other securities to pay for an interest in Hannibal & St. Joseph stock, or any other branch line, without flying in the face of the positive prohibition of the fourth section of the Legislative, Executive and Judicial Appropriation Bill approved March 3d, 1873.

INVESTIGATOR.

We have not the space to-day to enter at any length upon the discussion of the matters suggested by the above, but will endeavor briefly to cover the more important features in the discussion which our correspondent raises.

- 1. The intention of our article of September 16 was simply to show that the amalgamation of Hannibal & St. Joseph with the Union Pacific was not, from a revenue standpoint, a wise business venture. Our conclusion was based upon the fact that the route to Chicago from the Union Pacific lines would be long and roundabout, and hence in poor position to compete for through traffic, while there was little in the state of local traffic that would warrant an extension on that account alone of the Hannibal & St. Joseph from the Mississippi river to Chicago.
- 2. Our correspondent goes one step further and insists that there are insuperable legal obstacles in the way of such a union, and bases his assertion on a clause in an appropriation bill passed by Congress March 3, 1873. That clause is contained in Section 4 of the act of that date, and reads as follows.

"The books, records, correspondence, and all other documents of the Union Pacific Railroad Company, shall at all times be open to inspection by the Secretary of the Treasury, or such persons as he may delegate for that purpose. * * No dividend shall hereafter be made by said company but from the actual net earnings thereof; and no new stock shall be issued, or mortgages or pledges made on the property or future earnings of the company, without leave of Congress, except for the purpose of funding and securing debt now existing, or the renewals thereof. * * Any director or officer who shall pay or declare or aid in paying or declaring any dividend, or creating any mortgage or pledge prohibited by this act, shall be punished by imprisonment not exceeding two years, and by fine not exceeding five thousand dollars."

This provision, "Investigator" claims, is a positive prohibition against all further issues of stock or bonds, and therefore, he concludes, against any arrangement which might connect the Hannibal & St. Joseph with the Union Pacific system.

- 3. A first suggestion with reference to the above quotation is whether the clause cited can apply to the present Union Pacific road, inasmuch as no such corporation exists now. There is a totally new organization called the Union Pacific Railway, but the old Railroad Company has been defunct for more than two years. Early in 1880 (January 24) the Union Pacific Railroad Company, the Kansas Pacific Railroad Company, and the Denver & Pa. cific Railroad and Telegraph Company were consolidated under the name of the Union Pacific Railway Company, and stock of the new company issued in exchange for the stock of the old companies, not excepting that of the Union Pacific Railroad Company. The point we make, therefore, is not simply that there has been a change in one portion of the name or title of the Union Pacific, but that the old organization does not exist. A wholly new con. cern was perfected by the companies specified, and in the manner the original grants by Congress seem to have author. ized, those grants further authorizing the adoption of such "corporate name and style as they (the original companies) might agree upon" (see Act of 1864, Section 16, a part of which we quote below). The promoters had the power then, and, had they chosen, might have called the new organization the Kansas Pacific or any other name they desired.
- 4. Furthermore, the act of 1864 expressly states in the 16th section what shall be the rights, powers and restrictions, &c., of the new consolidated company. That is to say, it confines the restrictions wholly to those specified and contained in the act of 1862 and amendments thereto, and to those which either original company was subject to "under this (that) act "—that is, under the act of 1862 and 1864 and amendments. The clause in the law of 1873 which our correspondent refers to, and which we have cited, is not a part of or an amendment to the Pacific Railway grants of 1862 and 1864, but simply an extract from an appropriation bill and nothing more. Hence, so far as we can see, it has no application to the new company. In fact it would seem to us very questionable whether a clause of such an indefinite nature thrust into an appropriation bill without any reference in the title to the subject matter, is sufficiently explicit to take away even from the old company any rights granted under the original charter. But it is not necessary to discuss that point.
- 5. Finally, consolidation between the Union Pacific and the Hannibal & St. Joseph companies seems to be clearly authorized by the charter, provision having been specifically made for it in the acts authorizing the Pacific roads. Section 16 of the incorporating act of 1862 says.

"And be it further enacted, that at any time after the passage of this act all of the railroad companies named herein and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company."

This is reiterated at greater length and with much particularity in the act of 1864, section 16 of which reads as follows.

"And be it further enacted, that any two or more of the companies authorized to participate in the benefits of this act, are hereby authorized at any time to unite and consolidate their organizations, as the same may or shall be, upon such terms and conditions, and in such manner as they may agree upon, and as shall not be incompatible with this act, or the laws of the State or States in which the road of such companies may be, and to assume and adopt such corporate name and style as they may agree upon, with a capital stock not to exceed the actual cost of the roads so to be consolidated, and shall file a copy of such consolidation in the Department of the Interior."

It was under these provisions of law that the Kansas Pacific and Union Pacific were amalgamated in 1880. The limitations sought to be imposed upon the Union Pacific were enacted seven years before—in 1873; yet they did not interfere with the consolidation and the assumption by the new company of additional indebted-

ness and the issuance of new stock. Now if the combination with the Kansas Pacific was possible—and we do not understand that it is claimed to be illegal-why could not the Hannibal & St. Joseph and the Union Pacific combine in the same way? At first thought it may be supposed that the former company does not come within the provisions of the law bearing upon the Pacific companies, since it is not what is usually termed a Pacific road. But the Hannibal & St. Joseph is mentioned by name—and more than once, too in the incorporating act of the Pacific roads. It appears in section 10, and section 13 is entirely given up to it. Thus the line is embraced within the authorization conferred by section 16 of the act of 1862, quoted above, providing for the consolidation of all railroad companies "named "herein," and it also comes within the meaning of the amending act of 1864 which provides for the consolidation of "companies authorized to participate in the benefits" of the act, "as the same may or shall be" at the time of the proposed amalgamation.

We are sorry to be compelled to notice these points so briefly to-day, as they seem to be interesting and perhaps indicate what are the designs respecting the Hannibal & St. Joseph.

THE FINANCIAL SITUATION.

This week has been prolific of rumors with regard to unfavorable weather in the West, but nothing positive has transpired to change the views respecting crop prospects expressed by us last week. Money, however, has a portion of the time been very active, with high rates ruling; but the action of the Treasury relieved the situation in that particular. On the other hand, as a favorable feature, business continues good for the season, and what is of equal or of more importance perhaps, exchange is falling very decidedly.

This latter circumstance and its cause we indicated last week. The relative prices of our stocks at London showed then what was to be expected, and this week there has been on the market a large supply of bills drawn against securities bought for European account. These and the bills against the Panama loan, produced their natural effect, that is a decline in the rates of exchange of one cent on Thursday and a dull and declining market since. This downward movement is significant, for it is the result of a revival abroad of confidence in affairs generally, and especially in some of our securities. The question as to the permanency of the feeling and the continuance of the demand, would seem to depend upon the future course of the managers of the Bank of England. The earnings of our railroads are sure to be large and to steadily increase for some months to come, and that cannot fail to inspire confidence in Europe in these securities and to stimulate free purchases, with the result of gold shipments to this side, unless the Bank of England shows a disposition to raise its rate until the movement is checked.

That the Bank of England will, in the contingency mentioned, raise its rate several points higher than it is now is the general belief among bankers here, and for the reason we have often mentioned, that the Bank reserve is so low that it cannot afford to lose gold. In fact, on Wednesday some of our foreign houses were quite confident that the Bank rate would advance then, not because money in the open market there was any dearer, but because of the reason stated. Still there was no advance, for the 5 per cent rate appears to be gradually drawing gold from the Continent; besides, as the Bank of France has a very large supply and as it continues to keep its rate of interest down, and as the Bank of Belgium has this

week dropped to 4 from 5 per cent, it may be that London can keep itself supplied and force any drain of gold to this country to fall upon the Continent. Perhaps in view of these conditions and of this possibility, the Bank directors are less anxious about the situation. But if the current should at any time change, and the Bank of England lose either by shipment to America or elsewhere more than it receives, we cannot see that it can do otherwise than further advance the rate.

It seems possible, however, that a condition may arise which will put it beyond the control of the Bank managers to check the movement of gold to this side. A speculative demand for our securities is easily discouraged by high rates of money, but not so an investment demand based upon very large earnings, assisted by higher rates of interest here. A feature of the movement hitherto is that the European demand has fallen mainly on our better class of properties, in which the speculative element is very slight. It will be seen by the following that the prices of such securities have been relatively higher during the week at London than in New York, showing a good profit on cable transactions. As our market has fallen London has followed, but still the relative differences in values have continued.

	Sept.	25.	Sept. 26.		Sept. 27.		Sept. 28.		Sept. 29.	
,					Lond'n prices.*					
U.S.4s,c.	119.07	11976	118.94	11956	118.94	11916	118.94	119%	118.58	119%
U.S.31/48	100.61	10056	100.48	10058	100.24	10056	10.24	10056	100.28	100%
Erie	43.39	431/4	42.90	4214	42.80	4256	42.78	4216	42.70	4236
2d con.	100.73	1001/6	100.78	100	100.73	9976	100.73	100	100.23	9916
Ill. Cent.	141.56	1401/6	140.58	13916	140.83	1401/6	140.58	13914	140.85	1391
N. Y. C	136 92	1341/6	136 18	1331/4	134.59#	134	134.354	13334	133.71:	13316
Reading	32 391	65	32.03+	63%	31.78	64	31.78+	6258	31.474	6214
Exch'ge, cables.		9	4.88)	4.8	9	4.8	9	4.8	8

- * Expressed in their New York equivalent.
- + Reading on basis of \$50, par value.
- # Fx-dividend.

Money was manipulated on Monday and Tuesday for the purpose of influencing stocks and also, it is said, in order to induce the Secretary of the Treasury to modify his order for the call for bonds so as to relieve the market. Last Saturday the Department issued a call for 25 millions of extended 5 per cent bonds, redeemable December 23d. It was then confidently expected that an order would be promptly made directing the redemption of these bonds without rebate of interest, but when it was seen on Monday that the Treasury had only ordered the redemption with interest to the date of presentation the manipulation of the money market commenced. The early rate was 7 per cent. From this there was a rapid advance to 15, then a leap to 22, and from that figure to $\frac{1}{2}$ of 1 per cent commission and interest, the equivalent of 51 per cent per annum. That this was purely the result of manipulation is shown by the fact that while money was being bid up at the Stock Exchange, banks and bankers making a specialty of loaning money were charging not more than 7@9 per cent. On Tuesday morning the opening price at the Board was 12 to 15 per cent, then came an advance to 1-16 of 1 per cent commission and interest, followed by a 15 and then a 20 per cent rate.

The Secretary of the Treasury had a conference about noon with prominent bankers, and shortly after, issued an order directing the Assistant Treasurer to redeem without rebate 5 millions weekly of the bonds embraced in the 116th and 117th calls. The effect of this order was marked. The rate for money at the Stock Exchange fell at once to 3 per cent, and it closed at 5 to 6. Since then the range has been from 9 to 4 per cent, notwithstanding the fact that the disbursements by the Treasury for bonds amounted to only \$2,475,050 on Wednesday, \$837,550 on Thursday,

and \$147,700 on Friday. The action of the Secretary was so decided and accompanied by the unofficial declaration that if the money market was not relieved by the redemption of bonds some more effective measure would be adopted, that the attempt to manipulate money was not renewed, and it is not probable that it will be for the present at least. The called bonds are coming in very slowly, mainly for the reason that they are so widely scattered, some even being in Europe. The 117th been made for the call is the first that has extended 5s, and of the \$216,756,050 owned by the banks, about 175 millions have been converted into the new 3s, leaving the remainder of the bonds in the hands of the public. For this reason it is possible that the redemptions under the recent order may dwindle to comparatively insignificant amounts by the end of next week; and after the October interest comes out, it may be necessary for the Secretary to resort to some other method for preventing accumulations in the Treasury. The Treasury operations for the week have resulted in a loss, which is a The following shows gain to the banks, of \$34,809. the interior movement, including Treasury transfers.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency		\$1,730,000 36,000
Treasury transfers		1,700,000 \$3,466,000

The bank return of last week probably again very nearly reflected the actual condition, and the following will indicate the character of this week's return, which, however, will be on rising averages, because of the late payments by the Sub-Treasury.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net Interior movement		1	*\$31,809 1,961,000
Total	\$1,539,809	\$3,466,000	\$1,926,191

* Gain.

The Bank of America paid out \$1,800,000 gold on account of the associated banks during the week, and received \$250,000 in return.

The stock market has been mainly controlled this week by the activity in money and by those who have been manipulating money for that purpose. On Saturday last the call for bonds influenced prices favorably, and on Monday morning the market was strong until money was made active, when it was sharply depressed, and it did not recover until Tuesday afternoon, when the announcement came that the Secretary of the Treasury would redeem the called bonds without rebate. On Wednesday, notwithstanding comparatively easy money, the market did not respond, and it was irregular until the afternoon, when it became unsettled by a sharp decline in Michigan Central, caused by the passing of the dividend and by a rapid fall in Oregon Trans-Continental, induced by an unfounded report that the directors had taken no action regarding the dividend on that stock. The Northern Pacifics sympathized with the drop in Oregon Trans Continental, and speculators for a decline took advantage of the unsettled condition of the market to raid other stocks. Some disappointment was also felt because so few bonds had been sent in for redemption, and doubtless the rise in the Chicago grain markets, resulting from unfavorable reports regarding corn, aided in depressing stocks.

The movements on Thursday were believed to be more directly caused by manipulation, for while money was easy, stocks fell off, and it was not until the last hour of business that there was any decided improvement; but even then the temper of the market was suddenly changed suspicion. The traditional sentiment of England regard in Egypt was well known at St. Petersburg, at Vienna and at Berlin. So the jealous Powers were invited to co-operate. This simple invitation seems at once to have converted opposition into encouragement, almost solicitation.

by a raid upon Louisville & Nashville and Central New Jersey. Yesterday the market was weak along almost the entire list, with a further decline in prices. Rumor explains these irregularities with the claim that one of the leading operators is not quite ready for an upward movement, he being engaged in perfecting certain combinations, but of what nature does not appear.

The Bank of England reports a gain of £245,000 bullion during the week, and a further increase on balance of £63,000 on Thursday and of £102,000 yesterday. The return of the Bank of France shows a loss of 5,775,000 francs gold and of 500,000 francs silver. The Bank of Germany since the last report has gained 7,520,000 marks. The following will indicate the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

,	Sept. 28, 1882.		Sept. 29, 1881.			
	Gold.	Gold. Silver.		Gold. Silver.		Silver.
	£	2	£	2		
Bank of England	21,982,694		23,069,226			
Bank of France	39,749,996	45,616,926	24,347,460			
Bank of Germany	6,765,250	20,295,750	6,439,750	19,319,250		
Total this week			53,856,436			
Total previous week	68,312,178	65,946,238	54,329,230	69,638,949		

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

The Assay Office paid through the Sub-Treasury \$58,439 for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

	.	Consisting of—			
Date.	Duties. Gold.		U. S. Notes.	Silver Dollars.	Silver Certificales.
Sept. 22	\$516,421 01	\$163,000	\$23,000	\$	\$329,000
" 23	381,494 58	160,000	A second of a world	1	205,000
" 25	557,507 59	229,000		The same of the sa	310,000
" 26	752,609 73	269,000	31,000		453,000
" 27	442,018 82	166,000	17,000	1,000	258,000
" - 28	518,949 73	215,000			286,000
Total	\$3,169,001 46	\$1,202,000	\$124,000	\$2,000	\$1,841,000

ENGLAND'S DIPLOMATIC TRIUMPH.

By the time this falls into the hands of our readers, the triumphant army under Sir Garnet Wolseley will have made their splendid demonstration in presence of the inhabitants of Cairo. The British soldiers in Egypt have a perfect right to rejoice and be glad; for they have done a good work and won a brilliant victory. But the victory in the field should not let us lose sight of the not less brilliant, and in its ultimate consequences more far-reaching, victory which has been won at the same time by diplomacy.

There was a period—a brief period, during the ascendency of M. Gambetta-when it seemed as if the Egyptian difficulty would divide Europe into two hostile camps, and that France and England would find themselves opposed by the so-called Eastern League, with Italy as an ally. It was an ominous situation. Happily, however, the danger was averted, and from the moment that England showed her willingness, and even determination in a certain possible emergency, to act alone, or with the limited and qualified assistance of Turkey, the opposition ceased. It is impossible, however, not to admire the way in which this was brought about. England's willingness to undertake the task of restoring order in Egypt was liable to create suspicion. The traditional sentiment of England regarding Egypt was well known at St. Petersburg, at Vienna and at Berlin. So the jealous Powers were invited to co-operate. This simple invitation seems at once to have

ion. Why should Austria—why should Germany—waste men and money in seeking to accomplish what England was willing to do alone, without money or price of any kind?

This was a great point gained. But diplomacy had not yet completed its task. It was well that all danger of a European complication was over. It was well that England was not to be tramelled in her work by unnecessary assistance and by rival counsels. Turkey, however, was still in the way. It seemed at first as if a mistake had been made in asking the Sultan to co operate. It was a step which was beset with many grave difficulties. It would be an ill-assorted alliance to begin with in the peculiar circumstances; it would divide the honor of the victory; and it would render impossible a satisfactory arrangement. On close inspection, it is seen that the invitation tendered the Sultan was at least politic if not unavoidable. He was the sovereign lord of Egypt. His power had been fully recognized when Khedive Ismael was deposed. It was recognized much later when he was asked to interfere between Knedive Tewfik and Arabi Pasha. It was next to impossible to overlook his author-

Furthermore, it was wise for such a Power as Great Britain so to act, considering her relation to the Moslem world. It showed that Mr. Gladstone and the British people were not warring with the Sultan. But at the same time the Sultan's troops were not wanted in Egypt. His active co-operation would be a curse rather than a blessing. At this stage the hand of the diplomatist becomes distinctly visible; and it is due to Lord Dufferin to say that the hand revealed is the hand of a master. It was necessary that the Sultan should sign a special treaty with England before embarking his troops for Egypt. Some of the stipulations of the treaty—such as that Turkish troops should be subordinate to English command, and that there were only certain available points for landing them-and the difficulties experienced in coming to an agreement about this military treaty or convention, were such that the treaty has not been signed to this day. It was simply a convenient instrument framed and amended for the purpose of keeping Turkev out of the struggle; and it was as completely successful as it was skilfully

Diplomatic skill was not less conspicuously revealed in the declared purpose of the war. In the peculiar condition of the Mohammedan world, and coming so soon after the French occupation of Tunis, the invasion of Egypt by a Christian Power was liable to be misunderstood or misinterpreted. It might be used to kindle the flames of religious animosity. It was so attempted to be used by Arabi Pasha. It was necessary to guard against this danger. From the first, therefore, there was no disguise on this subject. The British Government made it plain to all the Powers—Admiral Seymour and Sir Garnet Wolseley made it plain to the Egyptians—that the British invasion of Egypt was made not in any spirit of hostility to the Mohammedan religion, to the Sultan, to the Khedive, or to the people of Egypt, but, on the contrary, in the interests of religious and civil liberty alike, to protects the rights of the Sultan, to restore the Khedive to his throne, and to re-establish peace, order and security in Egypt. The deposition of Arabi by the Sultan worked in harmony with this avowed purpose of the war; it showed that in the Sultan's judgment England was not warring against himself or the Mohammedan faith; and the result so far has been that the knees of the rebellion were weakened, that the victory was rendered at once more easy and more complete, and that all the obstacles have been removed out of the way of

a settlement, which promises to be speedy, satisfactory and enduring.

It is impossible to reflect on the success which has attended the British in this entire affair, without feeling that they have mightily increased their prestige. Since Napoleon's time, it has been the custom to speak periodically, and especial during periods of peace, of England as a nation of shop-keepers. We have another illustration in this victory of the fact that the spirit of commerce and industrial enterprise—the spirit that prefers peace because of the higher advantages it brings—is not necessarily destructive of the qualities necessary for war. This latest victory-military and diplomatic-will have the effect of magnifying the name of England, and increasing her influence not only all over the East, but in all those regions, south, east, and west, where she is sowing the seeds of civilization, and developing the germs of future empires. In India its effect will be of the most wholesome and beneficent kind. It will not only tend to consolidate the empire of the East more and more, but to paralyze the aggressive energies of Russia in Central Asia. It will be equally potent among the semi-barbarous tribes of South Africa—a class of people who are always strongly impressed by military success.

As to Egypt and her future, every indication of the moment justifies the predictions we have already made. There is not likely to be any further trouble; and we have every assurance that satisfactory precautions will be taken for the maintenance of peace and security, and that nothing will be left to chance.

Monetary Commercial English News

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

On-	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam .	3 mos.	12.512 212.6	Sept. 16	Short.	12:15
Amsterdam.	Short.	12:3 @ 12:31 ₂	~		25.28
Antwerp		25.22 @22.60	Sept. 16	Short.	25.28
Brussels	"	25.55 @25.60	3	21	20.48
Hamburg	"	20.73 @20.76	Sept. 16		
Berlin	"	20.73 @20.76	Sept. 16		20.48
Frankfort	"	20.73 @ 0.76	Sept. 16	"	20.48
Copenhagen.	"	18.45 @18.47			
St. Petersb'g		$235_8 \bar{a} 233_4$			
Paris		25.2112.025.30	Sept. 16	Short.	25.25
Paris		25.50 @25.55	Sept. 16	Long.	25.28
Vienna		12.712@12.10	Sept. 16	**	119.10
Madrid		4618 @ 46			• • • • • • •
Cadiz		4618 246			
Genoa		25.95 @26.00	Sept. 16	Short.	25.75
Lisbon	66	514 205138			
New York		00.2.000	Sept. 16	Short.	4.3313
Bombay		18. Sd.	Sept. 16		1s. 8d.
Calcutta	66	1s. 8d.	Sept. 16		1s. 3132d.
Hong Kong.			Sept. 15		39. 012.1.
Shanghai		*	Sept. 16		5s. 2341.

[From our own correspondent.]
London, Saturday, Sept. 16, 1882.

Events of great importance have taken place this week. gallant capture of Tel-el-Kebir by the British army and the dispersion of the rebel army, together with the capture of the leaders of the movement, have afforded a sensible relief to the country; and the war having been declared to be at an end, the work of re-establishment has to be commenced. The Continental Powers, it is said, desire to have their say in the settlement; but when the question has become a pure and simple one, a concert of the Powers is scarcely a necessity. There is no reason for believing that the British Government contemplates annexation, and if that be the case, the work of establishing and confirming the authority of the Khedive may be safely left to that Power which has, in so brief a space of time, crushed a rebellion which, had it been better led, might have been productive of greater ruin than is now apparent. The disbandment of the army, the creation of a proper force to maintain order, and the moral and material support of Great Britain, are only required, and it needs no great array of talent to propose and carry out what is so distinctly necessary. The unwilling soldiers will be soon returning to their homes, and it is fortunate that the war has so abruptly terminated, as the cotton crop has yet to be secured, and it is a matter of great importance that Egypt should collect the riches of her soil as soon as practicable, since much money will be required to meet the heavy losses which war, however brief, necessarily entails. With modern appliances and with the assistance of European capital, Egypt, should the seasons be favorable to her, may recover more speedily than is anticipated; but there must be good government and security before capital is entrusted to Egyptian enterprise.

Financially, the feature of the week is an advance in the Bank rate to five per cent. Some were doubtful as to a change being made, but it is evident that the directors of the Bank were wise in doing it; in fact, no alternative course was open to them. The money market has for some days past been showing indications of increasing firmness, and in the early part of the week very little accommodation was obtainable under the Bank rate. The Bank return is rather more favorable, but, at the same time, it quite justifies a five per cent official minimum. The proportion of reserve to liabilities is not more than 39.18 per cent, against 39 25 per cent last week and 40% per cent in 1881. The supply of bullion is reduced to £21,601,694, which compares with £23,044,378 last year, while the total reserve is only £11,156,714, against £12,569,548 in 1881. It is difficult to see from what source our market is to be supplied with gold. The German markets are as dear as our own, but the position of the Bank of France is a strong one, and supplies of gold are in consequence expected from Paris. The directors of the Bank of France may, however, consider it necessary to augment their terms; but circumstances do not yet justify such a movement, certainly not beyond four per cent. At the same time, the demand for money may decline, or, more correctly perhaps, become less extensive than had been anticipated. A five per cent rate of discount, with every prospect of its continuance, naturally produces some caution among traders and speculators, more especially as there is at the moment a greater prospect of a further upward than of a retrograde movement taking place. As an advance in the Bank rate was inevitable, it was clearly judicious on the part of the Bank authorities to make an immediate change, as the country becomes aware of the position at an early period of the autumn season, and merchants can therefore act accordingly. The advance to five per cent may save a six per cent rate of discount, as well as some excitement and anxiety, and it now remains to be seen what will be its effect. The following are the present quotations for money:

Bank rate. 5 Open-market rates— Per cent. 4 months' bank bills. $4^{5}8\overline{\,a}4^{3}4$ 6 months' bank bills. $4^{5}8\overline{\,a}4^{3}4$ 4 & 6 months' trade bills. $4^{1}2\overline{\,a}5^{1}2$ 3 months' bills. $4^{5}8\overline{\,a}4^{3}4$

Notwithstanding the rise in the Bank rate, the joint stock banks and discount houses have not raised their rates of interest for deposits more than ½ per cent. This would seem to imply that the directors are not believers in any lengthened period of the present rates of discount. The rates are as follows:

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of 40-mule yarn, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

previous years.				
	1882.	1881.	1880.	1879.
	£	£	£	£
Circulation	26,194,980	26,224,825	26,684,205	28,095,910
Public deposits	4,652,866	4.995,645	6,219,884	5,601,485
Other deposits	23,569,849	25,659,867	24.940,429	31,550,540
Governm't securities.	11,682,205	14,557,649	15,420,851	16,336,224
Other securities	23,981,935	22,067,609	17,619,541	17,248,167
Res've of notes & coin.	11,156,714	12,569,548	16,673,280	22,124,165
Coin and bullion in				
both departments	21,601,691	23,044,378	28,327,485	35 220,075
Proportion of reserve				
to liabilities	39.18	4058	53	591,
Bank rate	5 p. c.	4 p. c.	21 ₂ p. e.	2 p. c.
Consols	9934	991_{4}	97^{7}_{8}	. 173
Eng. wheat, av. price.	45s. 9d.	54s. 5d.	42s. 2d.	47s. 11d
Mid. Upland cotton	7d.	71316d.	718d.	658d
No. 40 Mule twist	1014d.	10340.	1141.	918 i
Clear'g-house return.1	19,154,000	84,768,000	82,101,000	94,602,000
				1

The silver market has been dull during the week. The price of fine bars is 513/4d. and of Mexican dollars 50 9-16d. per ounce. The number of failures in England and Wales gazetted during the week ending Saturday, September 2, was 169, against 190 in the corresponding week of last year, showing a decrease of 21, being a net decrease in 1882 to date of 679. The number of bills of sale published in England and Wales for the week

ending September 2 was 829, against 921, showing a decrease of 92, being a net decrease in 1882 to date of 1,216. The number published in Ireland for the same week was 27, against 4, showing an increase of 23, being a net decrease in 1882 to date of 237.

The following are the current rates for money at the leading foreign centres:

	Bank rate.	Open		Bank rate.	Open
	Pr. ct.	Market.		Pr. ct.	Market.
Paris	312	3^{10}	Madrid and other		
Brussels	$4^{1}2$	4	Spanish cities.	412	419
Amsterdam	4	$3^{1}2$	St. Petersburg	G	6
Berlin	. 5	419	Geneva	4	4
Hamburg		434	Genoa	. 5	5
Frankfort		4 34	Copenhagen	. 4	410
Vienua		3 34	1	*	

Our imports of wheat continue upon a large scale, and our home supplies are also increasing. The markets are therefore liberally supplied with produce, and the trade remains very dull. Prices have further declined about 2s. per quarter, but at the close of the week rather more steadiness is apparent. It will be seen from the statement which follows that the quantity of wheat and flour placed upon the British markets during the first two weeks of the season amounted to 5,708,000 cwt., against only 3,424,000 cwt. in the corresponding period of last season. The increase is very considerable, and certainly accounts for the dulness of the trade. The imports of wheat have been as much as 3,993,403 cwt., against 2,017,194 cwt., and of flour 486,265 cwt., against 458,464 cwt., while the sales of home-grown produce have increased from 948,300 cwt. in 1881 to 1,228,240 cwt. this season. The weather has been unsettled during the week, and the rainfall has been rather considerable. In Scotland this has been especially the case and as the harvest is still in progress in that country, some anxiety is being felt among Scotch farmers.

The following supplies of wheat and flour have been placed on the British markets during the first two weeks of the current and last three seasons; the average price of home-grown wheat and the visible supply of wheat in the United States are also given:

Imports of wheat.cwt. 3, Imports of flour	1882. 993,403 48 6 ,265	1881. 2,017,194 458,464	1880. 3,777,215 415,933	1879. 3,316,44 8 33 7 ,855
Sales of home-grown produce 1,	228,240	948,309	776,200	523,730
	707,903	3,423,938	4,969,351	4,178,033
	46s. 6d.	54s. 101.	42s.8d.	45s. 0d.
Visible supply of wheat in the U.S. bush 12.	000.000	19,500,000	14,800,000	17,927,000

The following return shows the extent of the imports of grain into the United Kingdom during the first two weeks of the season, compared with a similar period in the three previous years:

•	TM	PORTS.		
	1882.	1881.	1880.	1879.
Wheatcwt.	3,993,403	2,017,194	3,777,215	3,316,448
Barley		73,085	140,150	118,376
Oats	664,678	548,211	710,168	4 10,469
Peas	35,562	11,768	19,550	21,184
Beans	00000	107,000	48,438	79,868
Indian corn	678,731	1,397,542	2,016,596	1,171,825
Flour		458,464	415,939	337,855

To British North America the exports during the same periods were as follows:

herrorg were as rome	,,,,,,			
	-In A	ugust	In Eight	Months
	1881.	1882.	1881.	1882.
Apparel and slops	8 32,236	28,822	122,220	141,490
Cotton piece goods.yds		5,420,100	40,029,100	44,849,000
Earthenw.&porcelain.		13,063	62,870	83,512
Haberdashery and mil	-			810,930
linery	112,266	149,999	690,493	143,336
Hardware & outlery	2 14,903	14,410	121,610	41,042
Iron-pigtons	4,951	9,932	23,186	25,839
Bar, &ctons		5,591	27,452	73,853
Railroad tons		23,490	72,338	10,000
Hoops, sheets an		1 000	7,898	8,393
boiler platestons		1,606 650	7.2 58	5.618
Tin platestons	944	1,298	10,387	8.316
Cast or wrought tone		829.300	5,343,000	4.909,800
Tinen piece goodsyds		68.648	254,084	428,972
Seed oilgalls		11,703	69,086	77.858
Salttons Silk broadstuffsyds		56,843		363,030
Spirits-Britishgalls		15,613	91,767	123,817
Stationery, other than		20,020		00.006
paper		6,232	23,501	32,806
Sugar-Refined an		,		07 001
candyew		2,891	31,854	37,991
Woolen fabricsyds	680,200	1,486,200	4,631,700	6,033,200
Worsted fabricsyds		1,100,900	7,531,800	6,830,100
Carpets, not being	g		- 070 000	1,505,100
rugsyds		232,400	1,250,000	1,000,120

The following return shows the extent of the exports of British and Irish produce and manufactures, and of colonial and foreign wool, to the United States during the month of August and during the eight months ended August 31, compared with the preceding year:

		In A	ugust	-In Eigh	t Months
		1881.	1882.	- 188Î.	1882.
			094 270		
	Alkaliowt.	202,103		2,013,161	2,155,957
	A nnarel 2110 8:008	8,306	5,652	40,979	31,561
	Bags and sacksdoz.	67,471	31,453	693,920	487,156
	Bags and Backs	1,165		14,219	18,466
	Beer and alebbls.				
	Cotton piece goodsyus.	5,211,400		49,563,500	55,781,800
	Earthenw.& porcelain. 2	81,323	84,131	579,671	571,275
	Haberdashery and mil-				
	Haberdashery and min	44,419	58,389	295,670	363,244
	linery £		50,000		
	Hardware & cutlery &	44,968		320,955	346,002
	Iron-Pigtons.	48,246	67,509	265,887	311,780
	Ton tons				14,753
	Bar, &ctons.	29,634			
	Railfoatt	40,004	10,000	216,175	155,408
	Hoops, sheets, boiler &	22.2.2.2			
	armor platestons.	7,058	5,249	23,782	24,065
	Tin platestons.	16,641	20,709	113,512	148,671
	Tin platestons.	516	412	4.000	
	Cast or wroughttons.			4,220	4,557
	Old for remanuft.tons.	8,872		59,461	64,581
	Steel-Unwrought.tons.	11,719	8,476	74.814	112,825
	Jute yarnlbs.	592,700		2,493,200	5,742,600
	Jule yarn.	8,988,200	5,744,700		
	Jute piece goodsyds.			65,767,500	57,694,400
	Lead-Pig, &ctons.	50	10	347	425
	Linen piece goodsyds.	8,789,300	10,242,200	56,098,100	67,185,600
	Machinery-Steam en-				
	machinery Steams 4	10.012	4,820	47,203	75.425
	gines£				
	Other kinds	18,715	51,470	252,829	355,666
	Paper-Writing or print-				
	ingcwt.	616	770	3,711	5,751
	Other kinds cwt.	679	154	2,692	6,030
	Other kindstowa	20,731	17,198		
	Salttons.		17,100	166,183	141,831
	Silk broadstuffs yds.	21,616	46,868	210,734	322,110
	Other articles of silk				
	onlyyds.	12,406	11,142	59,115	65,064
	asimal with other me	12,100	11,112	00,110	00,001
	Mixed with other ma-	10 111	1	0.4.	
	terials	18,411	15,961	94,701	171,664
	Spirits — Britishgalls.	12,174	12,757	46,015	54,012
	Tin-Unwrought cwt.	955	5,116	5,836	9,565
		277,700	529,800	3,520,800	
	Wool-Britishlbs.	0 500.207		10.010.000	2.958,400
	Colonial & foreign .lbs.	2,599,395	1,280,649	10,846,389	13,627,707
	Woolen fabricsyds.	596,700	1,039,100	3,065,700	4,978,600
	Worsted fabricsyds.	3,652,000	3,735,100	18,878,500	23,184,500
	Carpets, not being	-, -, -, -, -, -,	_,,,		,
٠	Carpets, not being	105 000	100 000	0== 000	070 100
	rugsyds.	127,200	132,200	857,000	958,100
	War will the Mi	Combond' NO	anamer II	an daha	

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 September 29:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd.	5178	5178	5178	511316	511316	511316
Consols for money	100116	10018	10038	100316	10048	10028
Consols for account	100316	1004	10019	1004	1004	10014
Fr'ch rentes (in Paris) fr.	81.92	82.12	82.10	81.7712		81.8219
U. 8. 58 ext'n'd into 3128		102:4	10234	10234	10234	10234
U. S. 4128 of 1891	11538	11538	1154	11538	11538	11538
U. S. 48 of 1907	121%	12134	12158	12112	12113	12112
Erie, common stock	4334	4438	4334	4378	4334	4358
Illinois Central	144	145	14312	14114	144	143
Pennsylvania	6578	6618	6578	6618	6578	6512
Philadelphia & Reading.	3212	3318	3234	3234	3238	3214
New York Central	139	14014	139516	x 13712		137
Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	8. d.	s. d.	s. d.	s. d.
Flour (ex. State 100 lb.	12 9	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "				9 1	9 0	9 0
Spring, No. 2 "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n "	8 4	8 4	8 3	8 3	8 2	8 3
Cal. white "	9 3	9 3	9 2	9 2	9 2	9 2
Corn, mix., West. "	6.10	6 9	6 9	6 9	6 812	6 6
Pork, West. mess \$\text{9} bbl.	98 0	97 0	97 0	97 0	97 0	97 0
Bacon, long clear, new	72 0	72 0	72 0	72 0	72 0	72 0
Beef, pr. mess, new, #stc.	94 0	94 0	92 0	90 0		90 0
Lard, prime West. \$\mathcal{H}\$ cwt.	62 6	63 0	63 6	63 0		63 0
Cheese, Am. choice, new	55 6	55 6	55 6	55 6		53 6

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national banks have lately

been organized:

2,777—The First National Bank of Newton, Kansas. Authorized capital, \$50,000. L. Lehman, President; A. B. Gilbert, Cashier.

2,778—The First National Bank of Schuyler, Neb. Capital, \$50,000.

Thomas Bryant, President; Morris Palmer, Cashier.

2,779—The First National Bank of Grand Island, Neb. Capital, \$50,000.

Samuel N. Wolbach, President; Chas. F. Bentley, Cashier. 2,780—The First National Bank of Wahoo, Neb. Capital, \$50,000. Henry Anderson, President; Peter Anderson, Cashier. 2,781—The Second National Bank of Altoona, Pa. Capital, \$100,000. John P. Levan, President; Harry A. Gardner, Cashier.

2,782—The Kansas National Bank of Wichita, Kansas. Capital, \$50,000. Hiram W. Lewis, President; Albert A. Hyde, Cashier.

2,783—The First National Bank of Seattle, Washington Ter. Capital, \$150,000. Geo. W. Harris, President; W. I. Wadleigh, Cashier.

2,784—The Fourth National Bank of Louisville, Ky. Capital, \$300,000. C. N. Warren, President; Charles Warren, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show adecrease in dry goods and an increase in general merchandise. The total imports were \$10,203,306, against \$9,815,573 the preceding week and \$10,214,834 two weeks previous. The exports for the week ended Sept. 26 amounted to \$3,233,264, against \$7,161,211 last week and \$6,660,613 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 21, and for the week ending (for general merchandise) Sept. 22; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.						
For Week.	1879.	1880.	1881.	1882.		
Dry goods Gen'l mer'dise	\$2,155,488 5,749,830	\$2,309,767 5,191,012	\$3,129,781 7,828,611	\$2,934,338 7,263,968		
Total. Since Jan. 1.	\$7,896,318	\$7,503,779	\$10,958,395	\$10,203,306		
Dry goods Gen'l mer'dise.	\$60,812,588 165,873,702	\$99,095,637 267,181,446	\$85,362,864 236,390,706	\$102,508,455 269,968,092		
Total 38 weeks						

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending September 26, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week Prev. reported	\$8,126,960 239,317,352	\$9,131,409 292,411,914	\$8,953,660 275,788,539	\$8 293,264 239,672,527
Total 38 weeks	1217,444,312	\$301,513,323	£284,742,199	\$247,935,791

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 23, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	orts.	Imports.	
Gota.	Week.	Since Jan.1.	Week.	Since Jan.1.
Great Britain	\$24,250	\$29,623,892	\$500	\$106,498
France				401
Germany		83,160		232
West Indies		6,088	12,847	259,859
Mexico		222.7.	*****	97,419
South America		237,150	3,0 00	
All other countries	•••••	1,297,694		30,247
Tetal 1882	\$24.250	\$33,774,134	\$16,347	\$781,505
Total 1881	14,700		393,814	43,231,221
Total 1880	22,121	2,151,023	4,478,665	
Silver.				
Great Britain	\$	\$7,157,937	8	\$26,279
France	Ψ	933,950	Ψ	1,027
Germany		216,500		128,004
West Indies		9,430	160	898,380
Mexico	,	, , , , , , , , , , , , , , , , , , , ,		737.371
South America			2,696	
All other countries	1,634	813,655	2,100	26,998
Total 1882	\$1,634	\$9,136,472	\$4,956	\$1,914,418
Total 1881	115,566	7.876.921	20,355	2,173,022
Total 1880	49,040		67,534	

Of the above imports for the week in 1882, \$10,094 were American gold coin and \$2,856 American silver coin.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Bost. Clin. Fitch. & N. Bed. pref Camden & Atlantic pref Camden & Atlantic com Cumberland Valley (quar.) Chicago R. I. & Pac. (quar.) Danbury & Norwalk Del. Lack. & West. (quar.). Lake Shore & Mich. So. (quar.)	$\begin{array}{c} 4\\ 3\\ 2^{1}_{2}\\ \$1.75\\ 2^{1}_{2}\\ 2\\ 2\end{array}$	Oct. 2 Nov. 1 Oct. 1 Oct. 20 Nov. 1	Sept. 22 to Sept. 22 to Oct. 1 to Oct. 25 Sept. 26 to Oct. 3 Oct. 5 to Oct. 20 Oct. 3 to Nov. 5
Pitts. Ft W. & Chie. (quar.)		Oct. 3 Oct. 2	

Call for Bonds. — The Treasury Department has issued, under date of Sept. 23, the one hundred and seventeenth call for bonds, embracing \$25,000,000 of continued fives, on which interest will cease Dec. 23, 1882, as follows;

\$50-No. 851 to No. 1,592, both inclusive. 100-No. 7,101 to No. 13,222, both inclusive. 500-No. 3,501 to No. 5,923, both inclusive. 1,000-No. 14,501 to No. 20,700, both inclusive. 5,009-No. 4,125 to No. 5,776, both inclusive. 10,000-No. 13,801 to No. 18,402, both inclusive. 20,000-No. 1,820 to No. 2,241, both inclusive. 50,000-No. 5,251 to No. 6,033, both inclusive. Total \$25,000,000

The bonds described above are those last dated and numbered, as required by Section 3 of the Act of July 14, 1870. Many of the bonds originally included in the above numbers have been transferred or exchanged and canceled, leaving outstanding the amount above stated.

Auction Sales.—The following were sold at auction by Messrs. Adrian H. Muller & Son:

Shares.
30 Amer. Exch. Nat. Bank... 134½
17 Bank of North America... 103
50 Nassau Gas-Light (Bklyn.) 56
6 N.Y. Transfer (Dodd's Ex.) 50 Shares. 15 Houston Street & Pavonia

-The attention of our readers is called to the fact that, under the terms of an advertisement which appears in our advertising columns from the purchasing committee of the Columbus Chicago & Indiana Central Railroad, this is the last day on which signatures will be received to the reorganization agreement.

-The active and favorably-known house of Groesbeck & Schley has removed to a handsome suite of offices on the ground floor of 26 Broad Street, where their friends and customers will receive prompt attention in the execution of all orders for the purchase or sale of stocks.

-The card of the Southern Land Emigration & Improvement Co. is published in to-day's CHEONICLE. This company offers millions of acres of farming and grazing lands, also mining sites, orange groves, &c., in all parts of the South, in lots to suit purchasers.

-Messrs. Miller, Francis & Co., bankers and brokers, have just removed to large and commodious offices on the ground floor of the Mills building, No. 85 Wall Street.

The Bankers' Gazette.

Dividends will be found on preceding page.

NEW YORK, FRIDAY, SEPT. 29, 1882-5 P. M. The Money Market and Financial Situation.—The stringency in rates for money has attracted more than the usual attention this week on account of the direct bearing it had upon the stock market, and also upon mercantile operations in the greater difficulty experienced in negotiating commercial paper. It has often happened in the past few years that call loans to stock borrowers have been decidedly close and ruling for some days at high rates when the market for really prime commercial paper was scarcely affected, but at the present time circumstances are somewhat different, and commercial paper sympathizes more closely with the call loan market, or with the rate for time loans on stock collaterals. We find a reason for this in the fact that banks have been lending more and more to borrowers on stock and bond collaterals, and now under the present law they are at liberty to accept the highest rates going on call loans in sums of \$5,000 and upward, so that there is little inducement for them to discount notes of two to four months, if they can keep their funds in hand and use them more profitably by lending subject to call. Then the failure of Mr. Alonzo Follett, with its attendant complications, created an unpleasant feeling for the moment, which had a certain influence on the paper market. At such a period it is obvious that the class of paper well known as strictly prime is less disturbed than anything of lower grade; and so this week, while really choice first-class paper has been quoted at 7 per cent, other grades and single names have been up to 8, 9 and 10 per cent, and this has perhaps given an impression of greater difficulty among merchants in getting accommodation, than really existed.

In the stock market, aside from the reports about the bullish or bearish tendencies of leading operators, the main talk has been in regard to the money market, and what the Government would probably do to keep money easy. The Secretary's offer to pay called bonds without rebate of interest does not furnish speedy relief; and recently it has been quite generally supposed that some arrangement would be made for depositing Government receipts with some of the national banks designated as depositories, with government bonds taken as security. This, if done in a rational way, would place the Government more nearly in its true and proper attitude towards the money market, where it would neither act as a great absorbent of funds that ought to be in circulation, nor, on the other hand, come down at intervals and throw out its five, ten or twenty millions of money at times when it was

least expected and least needed. In the call loan market rates have been very irregular, and jumped about from day to day and from hour to hour, according to the demand at the moment. The lowest rate fairly quotable on stock collaterals has been 7 per cent, and from that the range went as high as 20 per cent, on Tuesday, and in some cases the old method has been adopted of lending at 6 per cent plus a commission, which went as high as 1/8 per cent a day. The past few days, however, the ruling rate to stockbrokers has been 7@8 per cent, and on government bond collateral 5@6 per cent. Strictly prime commercial paper is quoted at 7 per cent, while paper not quite so good is quoted

at 71/2@9 per cent. The Bank of England on Thursday showed a gain for the week of £245,000 in specie, and the percentage of reserve to liabilities was 39½, against 39¾ last week; the discount rate remains at 5 per cent. The Bank of France lost 5,775,000 francs gold and 500,000 francs silver.

The New York City Clearing-House banks in their statement of Sept. 23 showed an increase of \$1,259,850 in the deficiency of reserve, the total deficiency being \$2,271,825, against \$1,011,975 on Sept. 16.

	1882. Sept. 23.	Differ'nces fr'm previous week.	1881. Sept. 24.	1880. Sept. 25.
Loans and dis. Specie Circulation Net deposits. Legal tenders.	51,018,500 18,637,400 297,389,300	Dec. 1,614,200 Inc. 266,200 Dec. 4.435,000	19.765.200 314.317,300	65,147,600 18,882,500
Legal reserve. Reserve held.	\$74.347.325 72,075,500	Dec. \$1,103.750 Dec. 2,363,600	\$78,579.325 80,041,600	\$73.701,725 78,344,800
Surplus	def.2,271,825	Dec.\$1,259,950	\$1,462,275	\$4,643,075

Exchange.—Foreign exchange is weaker in consequence of the large supply of bankers' bills and also the increase in commercial exchange from cotton shipments. Messrs. Seligman have recently negotiated about \$5,000,000 on account of payments due for Panama Railroad stock, and there have possibly been other transactions against loans abroad or against the sale of stocks in London. To-day the actual rates for prime bankers' 60 days sterling were 481@4811% and for demand 4.8534@4.8612, with cable transfers 4.8612@4.8714. For Continental bills the actual rates are as follows: Francs 5.2334 and 5.1936; marks 9436@9412 and 9536@9512; and guilders 3976 and 4016.

In domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying 3%, selling 1/3@1/4 dis.; Charleston, buying par, selling 1/8 dis.; New Orleans com., 350 dis.; bank, 400 dis. nom.; St. Louis, 25 dis.; Chicago, 50 dis.; Boston, 10@20 dis.

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

Sept. 29	Sixly Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	480 - 2480 = 479 = 2480 = 479 = 2438 = 2521 = 2438 = 2521 = 240	4 \$5.34 @4 8612 4 \$4.12 @4 85 4 84 @4 8414 5 20 @5 1712 40 @ 4038 9518@ 9534

Sovereigns\$4 82 @\$4 86 Silver 4s and 4ss 9934@ par.	Coins.—The following are quo	
X X Reichmarks. 4 74 @ 4 78 X Guilders 3 96 @ 4 00 Span'h Doubloons. 15 55 @ 15 70 May Doubloons. 15 45 @ 15 65 May Doubloons. 15 45 @ 15 65 Prus. silv. thalers. -68 @ -70	Sovereigns \$4 \$2 \$4 \$6 Napoleons 3 \$4 \$3 \$83 X X Reichmarks 4 74 \$3 4 78 X Guilders 3 96 \$3 4 00 Span'h Doubloons 15 55 \$3 15 70 Mex Doubloons 15 45 \$3 65 Fine silver bars 1 13 12 7 1 14 Fine gold bars par \$4 prem 1	Silver 4s and 4s. — 9934 par. Five francs — 93 par. Mexicar dollars — 8842 par. Do uncommerc'l. — 87 par. English silver 477 par. Prus. silv. thalers. — 68 par. U.S. trade dollars. — 9944 par. 9954

United States Bonds .- The transactions in government bonds have presented no special features of interest beyond the moderate fluctuations from day to day. Secretary Folger on Tuesday ordered the payment, without rebate of interest, of any of the outstanding called bonds, to the amount of not over \$5,000,000 per week, until otherwise directed; but only about \$3,400,000 of bonds have been presented in the past three days. The Treasurer has issued another call for bonds, which we print on the preceding page. The closing prices at the N. Y. Board have been as follows:

	Interest Periods.		Sept. 25.	Sept. 26.	Sept.	Sept. 28.	Sept. 29
68, continued at 3½ 68, continued at 3½ 68, 1891 reg. 68, 1891 coup. 68, 1907 rez. 68, cur'cy, 1896 reg. 68, cur'cy, 1897 reg. 68, cur'cy, 1897 reg.	QFeb. QMar. QJan. QJan. J. & J. J. & J. J. & J.	*10034 *11278 113 119 *120 *130 *130 *130	*1127_8 *1127_8 *1187_8	10058	*11258 *11842 *11842 *11942 *13042	*112 % *112 58 *118 34 119 58 *130 *130	*11234 *11234 *1181 ₉

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

State and Railroad Bonds.—The Tennessee Funding Board leaves New York to-day and discontinues for the present their operations in this city, after funding about \$10,000,000 of old bonds into the new compromise issue. If the State of Tennessee should elect a Governor and Legislature in November favorable to the present law, the funding would probably be much more rapid. The compromise bonds sold at 60½; Arkansas bonds, L. R. P. B. & N. O., sold at 29.

Railroad bonds have generally held their own pretty well against the depression in the stock market, and the conclusion is naturally drawn that the bonds are strongly held and less carried on speculation than formerly.

In view of the rapid construction of new railroads and the temporary closeness of the money market, there is some interest attaching to the prices of new railroad bonds, and in some of these there is an opportunity to make profitable investments, if the success of the enterprises is considered well assured. Some of these prices are as follows:

Denver & Rio Grande West. 1st mtge. 6s gold, 1911	7012
Mexican Central 1st mtge, 78, 1911	1.12
Mexican National 1st intge, 6s, gold, 1911	63
New York Chicago & St. Louis 1st mtge. 6s, 1921	82
N. Y. West Shore & Buffalo (ex Jan. cp.) 1st m. 5s, gold, 1931.	
Northern Pacific 1st mtge. 6s, gold. 1921. Pensacola & Atlantic 1st mtge. 6s, 1921.	80100805
Tol. Cin. & St. Louis 1st intge. 6s, gold, 1921.	65 26812
Texas & St. Louis in Texas 1st mtge. 6s, gold, 1910	.80 @
Texas & St. Hours in Texas 1st mego. os, gora,	

Railroad and Miscellaneous Stocks.—The stock market has been feverish and irregular throughout, closing to-day with many stocks at or near the lowest figures made this week. The main cause for this sensitiveness is to be found in the condition of the money market, which is certainly working very closely from natural causes, although the scarcity of money may be aggravated at times by the manipulation of parties wishing to depress stocks. At all events, it is known that the demand for money is large, and at the opening of October, when cotton and grain should both begin to move freely, it is hardly expected that any return of funds should soon take place from the West and South; and hence the Secretary of the Treasury is looked to for relief by placing the Government receipts in banks secured by the deposit of government bonds.

It usually happens that when there is any tendency to weakness in the stock market, this inclination is increased and hurried on by a break in one or more of the weaker specialties, and so it has been this week. The failure to declare any dividend on Michigan Central, or anything immediately payable on Oregon Trans-Continental, knocked off those stocks, and then a sharp decline in Louisville & Nashville yesterday and to-day had rather a depressing effect, while the final dealings were weakened by the decline in Delaware Lackawanna & Western to 14114. The directors of this company met to-day and declared the quarterly dividend of 2 per cent, payable October 21. They also voted to lease the new road to Buffalo, known as the New York Lackawanna and Western, paying 5 per cent on the \$10,000,000 stock of the company, and guaranteeing the interest on the \$12,000,000 bonds. As the road is not yet open for business, and must wait some time for net earnings, it is evident that the guarantee of 4 per cent on the stock may prove to be unprofitable for the D. L. & W., though highly profitable to the holders of the guaranteed stock.

There has been less talk of the bearish influence of Mr. Gould, and some allege that he has been a purchaser in the recent decline.

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

RANGE IN TRIOE	1	DAILY HI	·	ND LOWES			1	1	Jan. 1, 1882.	For Full
STOCKS.	Saturday, Sept. 23.	Monday, Sept. 25.	Tuesday, Sept. 26.	Wednesday, Sept. 27.		Friday, Sept. 29.	Sales of the Week, Shares.	Lowest.	Highest.	Low. High
RAHLROADS. Allegany Central. Atchison Topeka & Santa Fe. Boston & N. Y. Air-Line, pref. Burlington Cedar Rap. & No. Oanada Southern Cedar Falls & Minnesota. Central Iowa Central of New Jersey. Central Pacific. Chesapeake & Ohio Do 1st pref. Do 2d pref.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{ccccc} 78 & 78 \\ \hline 65^{3}_{4} & 66^{7}_{8} \\ \hline 33^{5}_{8} & 33^{5}_{8} \\ 77 & 78^{3}_{4} \\ 91^{5}_{8} & 92^{1}_{4} \\ 25 & 25 \\ 39^{1}_{4} & 39^{1}_{4} \\ 27 & 27 \\ \end{array}$	29 31 80 80 66 18 66 78 76 78 18 91 34 92 18 24 34 25 38 12 38 12 26 34 26 34 140 110	$\begin{array}{c} 2,300 \\ 33,843 \\ 22,667 \\ 2,400 \\ 1,430 \end{array}$	27 ¹ ₂ Sept. 8 84 ³ ₄ June 10 60 Jan. 6 67 June 10 44 Feb. 23 15 Feb. 18 27 July 19 64 ³ ₄ June 5 86 Feb. 23 19 ¹ ₂ Mar. 9 27 ¹ ₄ Apr. 18 21 Mar. 9	95 \(\frac{1}{2} \) Sept. 4 80 \(\frac{1}{2} \) Sept. 9 85 \(\frac{1}{2} \) Feb. 2 68 \(\frac{1}{2} \) Sept. 27 30 \(\frac{1}{2} \) July 21 37 \(\frac{1}{2} \) Feb. 20 97 \(\frac{1}{2} \) July 28 27 \(\frac{1}{2} \) July 22 41 \(\frac{1}{2} \) Sept. 15 29 \(\frac{1}{2} \) Sept. 15	69 90 50 90 40 40 31 45 82 12 102 76 20 24 33 76 32 34 48 14 23 36 76
Chicago & Alton Chicago Burlington & Quincy. Chicago Milwaukee & St. Paul Do pref Chicago & Northwestern Do pref. Chicago Rock Isl. & Pacific Chicago St. L. & New Orleans. Chicago St. Paul Minn. & Om Do pref Cincinnati Sandusky & Clev Cleveland Col. Cin. & Ind	$\begin{bmatrix} 133 \frac{1}{9} 134 \frac{3}{4} \\ 109 \frac{1}{8} 110 \frac{3}{4} \\ 125 & 125 \frac{1}{2} \\ 146 \frac{3}{4} 148 \\ 168 & 168 \\ 136 \frac{1}{4} 137 \frac{1}{4} \\ 80 & 80 \\ 52 \frac{1}{4} & 53 \frac{3}{8} \end{bmatrix}$		$\begin{array}{c} 132 & 1334 \\ 109 & 1104 \\ 1244 & 1244 \\ 1454 & 1464 \end{array}$	$\begin{array}{c} 132\frac{1}{2}133\frac{3}{4} \\ 109\frac{1}{8}110\frac{1}{9} \\ 124\frac{1}{9}125 \\ 146 \\ 147 \\ 166 \\ 166\frac{3}{8} \\ 136 \\ 136\frac{3}{2} \\ *80 \\ 82 \\ 51\frac{1}{2} \\ 52\frac{3}{8} \end{array}$	$131^{3}_{4} 132^{1}_{2} $ $108^{3}_{4} 109^{3}_{4} $ $124^{1}_{2} 124^{5}_{8} $ $145^{1}_{2} 146^{1}_{4} $	$\begin{array}{c} 131^{3}_{4} \ 132^{1}_{4} \\ 108^{5}_{8} \ 109^{3}_{8} \\ 124 \ 124^{1}_{4} \\ 145^{5}_{8} \ 146^{1}_{8} \\ 164^{1}_{2} \ 165 \\ 135 \ 135^{1}_{2} \\ \hline 51^{3}_{8} \ 52^{3}_{4} \end{array}$	$\begin{array}{c} 6,463 \\ 56,475 \\ 1,400 \\ 21,930 \\ 1,335 \end{array}$	†127 July 5 104 ½ Jan. 4 11834 Apr. 14 124 Jan. 4 136 Apr. 10 125 ½ Apr. 18 68 Mar. 8 2934 Feb. 23 97 ½ Feb. 24 44 Mar. 9	145 \(\) Aug. 16 141 Aug. 9 128 \(\) Asept. 9 144 \(\) Sept. 9 150 \(\) Aug. 16 140 \(\) Aug. 11 84 Feb. 1 55 \(\) Aug. 19 144 \(\) Aug. 19 59 July 15 92 \(\) July 24	$\begin{array}{c} 133 {}^{1}_{2} \\ 101 {}^{1}_{2} \\ 129 {}^{1}_{4} \\ 116 {}^{3}_{4} \\ 117 \\ 131 {}^{1}_{8} \\ 147 {}^{1}_{2} \\ 129 \\ 148 {}^{5}_{8} \\ 40 \\ 33 {}^{1}_{2} \\ 51 \end{array}$
Cleveland & Pittsburg guar Columbia & Greenville, pref. Columbus Chic. & Ind. Central Delaware Lackawanna & West Denver & Rio Grande. Dubuque & Sioux City. East Tennessee Va. & Ga. Do Evansvil.e & Terre Haute Green Bay Win. & St. Paul. Hannibal & St. Joseph.	10 ¹ ₂ 11 ¹ ₄ 144 ¹ ₄ 147 59 ⁵ ₈ 61 ³ ₈ 10 ¹ ₂ 10 ¹ ₂ 17 ¹ ₂ 17 ¹ ₂ *48 52	$\begin{array}{c} 8^{1}_{2} & 10^{1}_{2} \\ 145^{1}_{4} & 147^{1}_{2} \\ 60 & 61^{3}_{4} \\ \hline 10^{1}_{2} & 10^{1}_{2} \\ 82^{1}_{2} & 82^{1}_{2} \\ 10^{3}_{4} & 10^{3}_{4} \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} *138 {}^{1}\!_{2} 140 \\ 9 & 9 {}^{1}\!_{4} \\ 142 & 141 {}^{1}\!_{8} \\ 58 {}^{1}\!_{2} & 59 {}^{1}\!_{4} \\ \end{array}$	8 9 ¹ 8 140 ³ 4 143 ¹ 4 56 ⁷ 8 59 *90 93 10 10 *16 17 10 10	14,078 199,800 158,480 5,700 1,410 900 100 200	133 Jan. 7 61 June 29 6 June 7 116 ¹ 4 Apr. 24 52 ³ 6 Mar. 14 82 Apr. 15 8 June 12 15 ¹ 2 June 7 68 May 12 8 Feb. 15 47 Sept. 4	140 July 27 104 Feb. 2 217 ₈ Jan. 7 150 ¹ 4 Sept.12 74 ⁷ ₈ Jan. 20 96 ¹ 2 Aug. 3 16 Jan. 14 26 ¹ 2 Jan. 18 16 Jan. 18 16 Jan. 18 17 Jan. 18	12714 142 9516 1834 107 131 11314 88 13 21 23 64 64
Houston & Texas Central. Illinois Central Indiana Bloom'n & West., new Keokuk & Des Moines Lake Erie & Western Lake Shore Long Island Louisville & Nashville Louisville New Albany & Chic Manhattan	$\begin{array}{c} *87^{1}_{2} & 90 \\ 84 & 84 \\ 140^{3}_{4} & 141^{5}_{8} \\ 47^{3}_{4} & 48^{3}_{4} \\ & & \\ \hline 115^{1}_{2} & 116^{1}_{2} \\ 64^{1}_{2} & 64^{3}_{4} \\ 71^{3}_{4} & 73^{1}_{4} \\ 73 & 74 \\ *50 & 51^{1}_{2} \\ *88^{1}_{2} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	89 89 139 12 139 34 46 34 47 34 39 14 39 34 115 18 116 18 63 63 70 78 72 18 70	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 87 \frac{1}{3} 88 \\ \hline 138 \frac{1}{4} 139 \frac{1}{8} \\ 46 46 \frac{1}{8} \\ \hline 39 39 \frac{1}{8} \\ 115 \frac{1}{8} 116 \frac{1}{8} \\ 63 63 \\ 68 \frac{1}{4} 71 \frac{1}{8} \\ \hline 49 50 \frac{1}{4} \\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	943 300 10,000 2,900 3,100 120,875 1,270 94,095 700 1,121	1273 Jan. 4 36 Mar. 8 12 June 17 23 June 12 98 June 6 49 2 Feb. 24 61 June 10 57 June 5 43 Apr. 21		124 146
Manhattan Beach Co- Marietta & Cincinnati, 1st pref. Do 2d pref. Memphis & Charieston Metropointan Elevated Michigan Central Milwaukee L. Sh. & West., pref. Minneapolis & St. Louis Do pref. Missouri Kansas & Texas Missouri Pacitic	20 \(\frac{1}{2}\) 20 \(\frac{1}{2}\) 59 \(\frac{3}{4}\) 60 *85 \(\frac{87}{12}\) 103 \(\frac{1}{2}\) 105	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	*20 22 56 56 *86 99 100 55 55 32 2 32 34 72 2 73 37 4 38 4 107 108	230 8,300 100 47,535 1,400 8,100 8,100 53,450 54,100	19 Sept.28 8 May 1 4 Apr. 11 44 June 7 81 4 July 6 77 Apr. 18 41 2 Mar. 11 19 Mar. 6 59 Feb. 25 26 8 Mar. 11 86 58 Apr. 21	37 Mar. 30 15 ½ Jan. 16 9 ½ Jan. 3 82 % Jan. 18 92 Feb. 8 105 Sept.23 58 ¼ Aug. 15 36 ¾ Sept. 7 77 Sept.11 42 ½ Aug. 2 112 ½ Sept. 12	9 24 41 15 93 126 12 84 34 126 12 64 76 30 12 70 58 34 76 85 4 114 12
Mobile & Ohio Morris & Essex Nashville Chattanooga & St. L. New York Central & Hudson New York Chie. & St. Louis Do pref. New York Elevated. New York Elevated. Do pref. New York & New England. New York & New Haven& Hart. New York Ontario & Western.	$\begin{array}{c} \begin{array}{c} & & & \\ \hline 60^{1}{}_{2} & 62^{1}{}_{4} \\ 133^{3}{}_{4} & 134^{5}{}_{8} \\ 15^{1}{}_{4} & 15^{1}{}_{2} \\ 33^{1}{}_{4} & 34 \\ *105 & 110 \\ 42^{1}{}_{4} & 43 \\ 86 & 87 \\ \hline \\ 182 & 183 \\ 27^{5}{}_{8} & 28 \\ \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	275a 28 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 10,000 \\ 40,695 \\ 11,620 \\ 7,025 \\ 185,720 \\ 2,130 \\ 100 \end{array} $	11934 Mar. 13 52 ½ June 5 12358 May 1 10 ½ May 25 27 May 25 100 May 15 33 ¼ June 7 67 Mar. 8 51 ¼ Aug 24 168 Feb. 17	109 ¹ 2 Jan. 27 43 ⁵ 8 Sept. 12	63 102 155 130 4 155 130 4 15 276 96 4 18 18
Norfolk & Western Do pref Northern Pacific Do pref Ohio Central Ohio & Mississippi Do pref Ohio Southern Oregon & Trans-Continental Panama, Trust Co. certificates Peoria Decatur & Evansville	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	21 15 21 34 58 12 59 51 52 97 99 17 12 18 12 39 12 39 78 97 12 93 34 36 14 36 14	50 18 51 95 78 96 34 17 14 18 38 12	21 ¹ 4 21 ¹ 4 58 58 ³ 4 49 ¹ 2 51 ¹ 4 91 ¹ 4 97 ¹ 8 17 ⁸ 18 ¹ 4 38 ³ 4 39 92 ¹ 4 97 ¹ 2 34 ¹ 2 35 ¹ 4	57 ³ 4 58 ¹ 2 48 ³ 4 49 ⁷ 8 94 ¹ 8 95 ³ 8 17 ⁵ 2 17 ³ 4 38 ³ 4 35 ⁷ 6 90 ⁵ 4 93 ¹ 2 34 ¹ 2 34 ¹ 2	56 ¹ 2 58 49 ¹ 4 50 91 ⁷ 8 96 ¹ 8 17 ¹ 2 17 ¹ 2 38 ⁵ 8 39 91 ¹ 2 92 ⁷ 8 31 31	1,400 3,360 52,710 138,462 4,550 3,625 100 85,032	66% Feb. 23 11% June 7 27 Feb. 23 90% Mar. 9 12 June 3 60 Jan. 30 165 July 28 25 June 9	112 Aug. 4 235 Jan. 16 934 Sept.25 204 May 9 3934 July 26	274 574
Piniadelphia & Reading	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	633 ₄ 65 201 ₂ 201 ₂ 113 116 62 62 4 261 ₈ 261 ₈ 621 ₂ 621 ₂		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 60 & 61 & 4 \\ 24 & 25 & 25 \\ \hline *12 & 46 \\ 86 & 86 \\ 60 & 60 & 8 \\ \end{array}$	62 ¹ 2 61 ¹ 8 20 ¹ 2 20 ¹ 2 111 ¹ 2 112 60 ¹ 2 61 24 ¹ 8 23 ³ 4 	$\begin{array}{c} 200 \\ 5,700 \end{array}$	16 May 25 96 July 7 47 May 15 2234 June 8 20 Jan. 3 20 2 Mar. 8 55 Apr. 20 3334 June 13 43 Mar. 8	139 Sept. 9 40 Jan. 5 250 Feb. 7 263 Feb. 15 36 4 Mar. 22 40 July 25 50 Sept. 14 92 Jan. 16 46 8 Jan. 25 66 9 Jan. 26	$\begin{array}{c c} 35 & 80 \\ 99 & 171 \end{array}$
St. Paul & Duluth Do Dref. St. Paul Minneap. & Manitoba Texas & Pacific Toledo Delphos & Barlington Union Pacific Virginia Midland Wabash St. Louis & Pacific Do Dref. MISCELLA NEOUS	49 50 78	50 51 15 15	99 ¹ ₂ 99 ¹ ₂ 160 161 49 ¹ ₈ 50 ¹ ₈ 110 ³ ₄ 111 ³ ₄ 35 ³ ₄ 37 67 ¹ ₄ 63 ¹ ₄	4912 5014	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$egin{array}{c} 400 \\ 200 \\ 7,550 \\ 94,850 \\ 200 \\ \end{array}$		39 July 18 96 Sept 21 1662 Sept 12 55 July 28 19 July 21 1193 Jan. 16	26 142 3 132 132 132 131
Sutro Tunel Adams EXPRESS.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	25 ½ 25 ½ 161 162 44 ½ 44 ½ 130 130 8838 89 ¼	25 \(\frac{1}{4}\) 25 \(\frac{1}{4}\) 160 \(\frac{1}{2}\) 161 \(\frac{45}{45}\) 45 \(12934\) 129 \(\frac{3}{4}\) 88 \(\frac{3}{8}\) 80 \(\frac{3}{8}\) 141 \(\frac{3}{4}\) 141 \(\frac{3}{4}\) 141 \(\frac{3}{4}\)	25 8 25 8 158 158 4 44 4 44 4 128 4 128 4 8 88 4 89 4	*140 142	1,530 4,050 2,200 790 115,782 3,500	38 Mar. 13 10234 Mar. 13 25 Sept.29 128 Jan. 31 37 Apr. 24 117 June 5 76 8 Mar. 11 38 May 17 134 May 19	537 ₈ Mar. 30 119 ⁴ 4 Aug. 15 30 ⁴ 4 Aug. 17 163 ¹ 8 Sept. 25 148 ² 4 July 11 145 Jan. 18 93 ² 8 Sept. 15 1 Jan. 3 149 ¹ 2 Jan. 10	35 89 5 15 14 190 62 14 151 94 2 12 120 53
United States. Wells, Fargo & Co. COAL AND MINING. Consolidation Coal Homestake Mining Little Pittsburg Mining Mariposa Land & Mining Maryland Coal. Ontario Silver Mining Pennsylvania Coal Quicksilver Mining	94 94 ½ *68 71 *129 131 *18 21	95 95 *68 72 *129 131 *		95½ 95½ *68 72 *1297 ₈ 130 *18 20 39½ 39½			100	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	26 Jan. 20 40 Aug. 14 245 Jan. 16 144 Jan. 14	51 1/2 142 142 142 142 142 142 142 142 142 14
E of milling	71, 71,			21 21 *18 22	7 714	*18 22	300	45 4 Sept. 28 77 Sept. 28 1934 Sept. 18 12 Aug. 12 5 Jan. 5 14 Jan. 17 13 2 May 20 1 June 24 2 Mar. 2 1 lo Feb. 6	62 4 Jan. 19	53 75 2 75 2 17 45 3 1 7 14 18 7 7

^{*}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.

SECURITIES.	Biđ.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Biđ.	Ask.	SECURITIES.	Bid.	Ask.
Alabama— Class A, 3 to 5, 1906 Class A, 3 to 5, small Class B, 5s, 1906 Class C, 4s, 1906 6s, 10-20s, 1900 Arkansas— 6s, funded, 1899-1900 7s, L. Rock & Ft. S. iss. 7s, Memp.& L. Rock RR 7s, L. R.P. B.& N.O. RR 7s, Miss. O. & R. R. RR. 7s, Arkansas Cent, RR. Connecticut—6s, 1883-4 Georgia—6s, 1886 7s, endorsed, 1886 7s, gold, 1890 Louisiana— 7s, consol., 1914 7s, small	32 26 29 27 25 6 103 104 105 114	82 36 31 .31 .13 106 107 ¹ ₂ 117 71	68, due 1887	115 101 107 107 107 108 12 110 115 118 109 109	<i>i</i>	No. Carolina RR., J.&J. Do A.&O. Do coup. off, J.&J. Do coup. off, A.&O. Funding act, 1866-1900 Do 1868-1898 New bonds, J.&J., '92-8 Do A.&O. Chatham RR. Special tax, class 1, '98-9' Do class 2 Do class 3 Consol. 48, 1910 Small	10 15 15 4 ¹ ₂ 7 7 7 75 	81 ₂ 8 8 78	Brown consol'n 6s, 1893 Tennessee—6s, old, 1892-8 6s, new, 1892-8-1900 6s, new series, 1914 C'mp'mise, 3-4-5-6s, 1912 Virginia—6s, old 6s, new, 1866 6s, new, 1867 6s, consol. bonds 6s, ex-matured coupon 6s, consol., 2d series 6s, deferred District of Columbia— 3:65s, 1924 Small bonds Registered	102 12 51 12 51 14 85 51 14 83 5 82 59 50 13	60 ¹ ₂ 60 ¹ ₂ 13 ¹ ₂ 109 ³ ₉

The content 1914	Louisiana—		71	6s, loan, 1892			Rhode Island—			1 Registered	
Railroad Bonds,	7s, consol., 1914		1				08, couron, 1835-35	110		bo small	1
Control Cont		,	1	[1		200	D = 0.0000		,	10 Togisterett	
Age Control					AILL						
All Control 1,000				Del. & H.—Contin'd— Alb. & Susq.—1st, 7s		,	Iowa Ext.—1st, 7s, 1909	11112		Debenture 6s. 1927	
All Coettral—14, 10, 100 100	Railroad Bonds.			2d, 7s, 1885	*108		S'thw. Ext1st.78,1910	111	112	Scioto Val.—1st. cons., 7sl	* 95
Alte Carlot S. 1989 100 10				1 Rens. & Sar 1st. coup			Pac. Ext.—1st. 6s, 1921	101 2	1	2d. 7s. 1897	107 109
And A. 19. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	Ala.Central—1st, 6s, 1918 Alleg'y Cen.—1st, 6s, 1922		100	Denv.& Rio Gr.—1st.1900	113 12	99	Gen. con., 68			Arkansas Br.—1st	106 12 107
And S. P. C Jeff, 19 10. 19. 5 Sept. Sept. And S. S. A. S.	Atch. T.&S. Fe-4-2, 1920			Denv.So.P.&Pac.—1st,7s.		94 10	¹ 2d, income, 1911		67	Cairo Ark. & T.—1st	2054 1064
Book Land of A 1-3	Atl. & Pac.—1st, 68, 1910		98	Land grant 3 28. S. A	*	75	Mobile & Ohio-New, 6s.	109		St. L. Alton & T. H.—1st.	11434
Page Ching & No. 1st and 1004	Bost. Hartf. & E.—1st, 78	55	2.1	1st cons., 5s, 1930		72	Morgan's La. & T1st, 6s	::::::		2d, income, 7s, 1894	9912
Control A. Words A. C. A. Words A	Bur. C. Rap. & No1st, 58	1004		Eliz.C.& N.—S.f., deb.c.6s			2d. 6s. 1901			St.P. Minn. & Man.—1st,7s	110 2 111
Tell (1912) 11	Towa C. & West.—1st. 7s	*105]	Eliz. Lex. & Big S6s	95	130	l 6s. 1887	10758	108	Dakota Ext6s, 1910	$108\frac{1}{2}109$
Dist. Cales - Part 1975 115 150	1. t, 58, 1921	110		2d, extended 5s, 1919	*107 i2	108 42	6s, subscription, 1883	1024	203	St.P. & Dul.—1st, 5s,1931	
6e. cords, series A. 1009. 6c. carriers, 1918. 592 592 565 666, carriers, 1918. 592 592 592 592 565 666, carriers, 1918. 592 592 592 592 592 592 592 592 592 592	Char. Col. & Aug.—181, 18	LUI		4th, extended, 5s, 1920.	108	10812	1st, reg., 1903	13212		2d. 6s. 1931	92 95
Chicago & Anno 1467, 1911. On Figure 146, 1910. On Figure 146,	6a. gold. series A. 1908.			1st cons., gold, 7s. 1920	$*126\frac{1}{2}$	127	Can'da So1st.int.guar	13 18	94	1st mort., 7s, 1911	106 12
Check of Allers 1967 196	68, currency, 1918	52 12		1 Reorg., 1st lian, 0s, 1908)	1 1st. 7s. reg., 1900	*130		1st, Dayt. Div., 6s, 1910	
Sanking Guid, 08, 1995, 141 24, 78, 1905, 1916, 1917 24, 1800, 1917 24, 1800, 1917 24, 1800, 1917 24, 1800, 1917 25, 1800, 1917 26, 1800, 1917 27, 1910 28, 1800, 1917 28, 1800, 191	Chicago & Alton-18t, 78	120	122	Buff. N. Y & E1st, 1916	130		N. Y. Pa.&O Pr.l'n,6s.'95			Va. Mid M. inc., 6s, 1927	60 6734
The component of the	Sinking fund, 6s. 1903.			2d, consol., fd. cp., 5s	{		Trust Co. Receipts			Chic. Div.—54, 1910	83 8512
Carl Bar, 684 hat — 14, 685	2d 7s 1900	1	1	Ev. & T. H1st. cons., 6s.	95 2	9678	1 1st 6s 1905			Tol. P. & W.—1st,7s,1917	109 12
Section Company Comp	1st. guar. (564).78. '94	1110	130	(Gal. Har. & S. Ant.—1st. 65		116	Nevada Cent.—1st. 6s		103	Ind'polis Div6s, 1921	
Consol. 7s. 1003. 1003. 1004. 1014. 1005.	2d. guar. (188), 7s, '98	*115		Gr'n Bay W. & S. P.—1st.68	*83	86	Registered 6s, 1921	-103.8	104	Cairo Div 58, 1931	8212
Consol. 64, 1931 Consol. 64, 1831 Consol. 64,	Miss.R.Br'ge—1st,s.f.6s C.B.& Q.—8 p. c., 1st, '83.			Gulf.Col.& S. Fe-78,1909	107	105	N.O. Pac.—1st,6s,g.1920 Norf & W.—G'l. 6s,1931		914	Wabash—M. 7s, 1909	107
As 1976 1977 1978 19	Consol. 7s, 1903	10312	105	Consol. 68, 1811	$\begin{array}{c} 1033_{4} \\ 109 \end{array}$	110	Ohio & Miss.—Consol. s.f. Consolidated 7s, 1898	*116		1st, St. 1. Div., 7s, 89	1063
68, 1932. CR. 1. & E6a, cp., 1937. 1935. 123 89, reg., 1937. 1936. 1939 89, reg., 1937. 1936. 1939 89, reg., 1937. 1936. 1939 116 united for N. J145, 79, 1939. 193	1a. Div.—S. F., 58, 1919. S. F. 4s, 1919	80 8		1st, West. Div., 7s 1st, Waco & N., 7s	*110		2d consolidated 7s, 1911 1st, Springfield Div., 7s	*11934	125	Equip. 6'nds, 7s, 1883	100
C.R. 1. & P. 19. (c) 19. (d) 1	48, 1922	*86)	2d consol., main line, 8s	123		Ohio Central-1st, 6s, 1920	91.4		Gt. West.—1st, 7s, '88]"	106 1108
Cate Companies Cate	C. R. I. & P.—68, cp., 1917	120 2	128	General, 6s, 1921			1st Min'l Div, 6s, 1921.	8178	85	Q. & T.—1st, 7s, 1890.	105
Adjustment, 7a, 1003, 104	Ken & Des M18, g., 58	1	11612	Ill. Cent —Sp. Div.—Cp.6s	110		Oreg'n& Cal1st,6s,1921			St. L. K. C. & NR. e.7s	112 1132
Adm. Div. 6. tim. 6. 1921 34 55 100 50 100	i st. consol., assemed, yy	109	11012	C.St.L.&N.OTen. 178			Peoria Dec. & Ev1st, 6s			l Clar'da Br 68, 19191'	* 1100
Am. D'R. 2 Im6s. 1921 94 95 Dibb. & Slowx City, 1st 100 Dibb. & S. 2 at 10 No. 8	Adjustment, 78, 1903	1 104 2		2d,1907	100	120	Pac. Railroads.—			No. Missouri-1st, 78	113
2d, 7, 3, 19, P. D., 1898. 1st, 1st, 2st, 1st, 1st, 2st, 1st, 2st, 1st, 2st, 1st, 2st, 2st, 2st, 2st, 2st, 2st, 2	Am Dir & Im _59 1921	91	95	Dub. & Sioux City, 1st.	100		San Joaquin Branch.	111	106	1900, reg	1184
18. J. & M. 1897	20. 7 3-10. P. D., 1898	1 TOT	1120	Ced. F. & Minn.—1st. 78			State Aid bds, 7s, '84	*	101	Mut. Un. T.— - F. 68.19111	11 1 10
18. 1. 18. 1. 18. 1. 18. 1. 1	1st, LaC. Div., 1893	124 1 ₂ *124 1 ₂	126	1st, 4-5-6s, 1909	90		West. Pac.—Bonds, 6s		113 2	Oregon RR. & N.—1st, 6s	
Consol. 78, 1905	1st, I. & D., 1899			East'n Div.—6s, 1921	*		Union Pacific—1st, 6s.	1153_{4}	116	INCOME BONDS.	
18.4, 78.1 & D. Ext., 1905, 143 & 125 & Coppon, 08, 1909 193 & Control, coppon, 193 & Control, coppon, 193 & Control, coppon, 193 & Coppon	Consol. 78, 1905	124 *102	125	2d, 5s, 1911		60	Sinking funds, 8s, '93		1184		
lat, 5s, La, & Dav., 1919 94	1at. 7a. I & D. Ext., 1908	124 4	12612	Conpon. 6s. 1909	. 82		Collateral trust, 6s	107		Alleg'y CentInc., 1912.	
Ch. & Pec. Div., 69, 1910 108 100 100	1st, 5s, La. & Dav., 1919	9.1		Lake Shore & Mich. So.—			1st, 6s, 1896	100	110	Central of N. J.—1908	83 87
Min'l Pe, Div., 58, 1921 92-8 137 Gleve, P. & Ash78 109 At C. & P1st, 68, 1905 90 Chic. & E. III Inc., 1907 70 74 74 74 74 74 74	1at. H. & D., 7s, 1910	1	120	Cleve. & TolSink. fd.	*106		1st consol.: 6s. 1919		104	Cent. Ia.—Coup. deb. ctfs.	70
C. & L. Sup. Div., 58, 1921 C. & N. West.—St. dt. 78, 1935 107 Det. Mack. & Marq.—Inc. U. A. W. Pigeon.—Iat. 100 U. S. Extens' bonds, 78, 1883 103 Lake Shore—Div. bonds 121 U. S. Extens' bonds, 78, 1883 105 Consol. bonds, 78, 1883 105 Consol. bonds, 78, 1883 105 Consol. bonds, 78, 1883 107 Consol. bonds, 78, 1883 108 Consol. bonds, 78, 1884 118 El. C. & No.—2d inc. 1970 108 Consol. bonds, 78, 1884 118 El. C. & No.—2d inc. 1970 108 Consol. bonds, 78, 1884 118 El. C. & No.—2d inc. 1970 108 118 El. C. & No.—2d inc. 1970 118 El. C. & No.—2d inc. 1970 118	1stChic. & P.W.,58,1921	9234		Cleve. P. & Ash.—7s	109		At.C.&P1st,6s,1905	90	,	Chic. & E. Ill.—Inc., 1907	80
Lake Shore — Div. bonds 121 Consol. bonds 78, 1885 103 105 Consol. bonds 78, 1895 107 Consol. bonds 78, 1895 108	C.& L.Sup. Div58, 1921	1		Kal. & W. Pigeon-1st.	*100		Oreg. Short L1st, 6s	*100		Det. Mack. & Marq.—Inc.	
Extens bonds 78, 855 107	Interest bonds, 7s. 1883	103		Lake Shore-Div. bonds	121		Exten., 1st, 7s, 1909	*100		El. C.& No.—2d inc., 1970	
Coupon, gold, 78, 1902. 125 126	Extens'n bonds, 7s, '85	107		Consol., reg., 1st, 7s	*124		3d, 78, 1906	1124		Ind. Bl. & WestInc., 1919	
Sinking fund, 68, 1929 100 101 2 13 18t consol. 58, 1931 193 3-68, class B, 1906 90 2 2 2 4 3-68, class B, 1906 90 2 2 2 2 3 3 4 4 4 4 4 4 4 4	Coupon, gold, 78, 1902	1254	126	Consol., reg., 2d, 7s	$\frac{125}{118}$		' 2d, 7s, 1891		113	Ind's Dec. & Spr'd-2d inc.	
Sinking fund, 68, 1920 101 st. 68, 1910 2d, 78, gold, 1883 102 st. 68, Peire C. & O. Cecilian Br'ch-78, 1907 100 st. 68, 1910 99 100	Sinking fund, 6s, 1929.	*	113	1st consol. 5s, 1931	*984	9812	3-6s, class C, 1906	90		Int. & Gt. North.—2d inc.,	
No. & Midland—1st, 8s, Peninsula—1st, conv. 7s * 130	Sinking fund, 5s, 1929.	100 4		2d, 7s, gold, 1883	1024		1st, 6s, Peirce C. & O.			Leh. & Wilkesb. Coal—'881	80
Chicago & Mil.—18t, 78 122	Iowa Midland-1st, 8s.	*130		N.O. & Mob1st. 681930		95	So. Pac. of Mo.—1st	*10214		Sand'ky Div.—Inc., 1920	43 50
2d, 7s, 1907 120 128 13t 120 128 13t 120 120 13t, 6s, 1921 100 15t, 6s, 1930 120	Chicago & Mil.—1st, 7s	122	}	General, 6s, 1930	934		Consol., 6s, 1905	924		Mil. L. S. & W.—Incomes	
C.C. & Ind's — 1st, 7s, s. 1. 23 Nashv. & Dec. — 1st, 7s, 121 Pa.Co's gaur. 4\(\frac{1}{2}\) i, st. C. \(\frac{1}{2}\) i,	2d, 7s, 1907 Mil.&Mad.—1st.6s.1905	120	128	St.L. Div.—1st, 6s, 1921	100		1st, RioG. Div., 6s, 1930			2d pref. debentures	35 42
C.St.P. &C. C. C	C.C.C.& Ind's-1st, 7s, s.f.	. 123	1	Nashv. & Dec.—1st, 7s.	*121		Pa.Co's guar. 4 25, 1st c.	9540		4th pref. debentures	00
No. Wis.—18t, 68, 1930 St. P.&S.C.—1st, 68, 1919 111½ 113 111½ 113 Sandusky Div., 68, 1919 98 Pitts. Ft. W. & Ch.—1st 136 144 Ohio So.—2d inc., 68, 1921 Ohio So.—2d	C.St.P.M.&O.—Consol.,68	100		Leban'n-Knox-6s.1931			Pitt.C.&St.L.—1st c7s			N.Y.P.&O.—1stinc.ac.5-7	5112
Chic. & E. III.—1st,s.f., cur. Col. & Green.—1st,0s,1916 Col. & Green.	No. Wis.—1st, 6s, 1930.	.)	.1	L. Erie & W.—1st,6s,1919	101		2d, 7s, 1913	136	141	Min'l Div.—Inc.78,1921	
2d, 6s, 1926 Del. L.& W.—7s, conv. '92 Mortgage 7s, 1907 Syr. Bing. & N. Y.—1st, 7s 2d, 7s, 1891 1st, stering. 2d, 6s, 1926 Namhat B'ch Co.—7s, 1909 N. Y. & M. B'h—1st, 7s, 97 Mortgage 7s, 1907 1st, stering. Metrop'lit'n El.—1st, 1908 2d, 6s, 1899 1st, Tr'st Co.ctfs, ass'd 1st, tr'st Co.ctfs, ass'd 1st, tr'st Co.ctfs, ass'd 1st, tr'st Co.ctfs, ass'd 1st, Tr't Co.ctfs	Chic. & E. Ill.—1st, s.f., cur.		100	Laf. Bl. & M1st, 6s, 1919	102	103	2d, 7s, 1912	136		Ogdens. & L.C.—Inc., 1920	
Mortgage 78, 1907	2d, 6s, 1926	*	88	Manhat. B'ch Co 78,1909			Clev. & Pitts -Cons. s.f.	*126		Peoria D. & Ev1nc.,1920	
Morris & Essex - 1st, 7s 139 139 \(\frac{1}{3} \) 4 Metrop'lit'n \(\text{El.} - 1 \) 1st, 1908 29 \(\frac{1}{2} \) 97 \(\text{Bonds, 7s, 1891} \) 2d, 6s, 1899 1st, Tr'st Co.ctfs, ass'd 115 2d, Tr'st Co.ctfs, ass'd 2d, Tr'st	Mortgage 7s, 1907	1 127	131	Marietta & Cin.—1st, 7s.			Col.C.& I.C1st, consol	120		Roch. & PittsInc., 1921	46 492
Bonds, 78, 1900 78 of 1871, 1901 18t, 8s, 1882, sink'g fd. 1st, 8s, 1882, sink'g fd. 1st, 8s, 1883 125 18t, 8s, 1883 107 lg. 128 lg. 129 lst, 7s, 1808 110 lst, 8s, 1883 10 lst, 7s, 1808 110 lst, 8s, 1888 110 lst, 7s, 1808 110 lst, 8s, 1888 110 lst, 7s, 1808 110 lst, 8s, 1888 110 ls	Morris & Essex-1st, 7s	139		Metrop'lit'n El.—1st,1908	99-2		1st, Tr'st Co.ctfs., ass'd	115		So. Car. Ry.—Inc.,6s,1931	70
1st, consol., guar., 7s. 125 Equipm't bds., 8s, 1883 2d, 7s, 1898 *110 111 St'gl.&RySer.B.,inc.'94	Bonds, 78, 1900	1		Mich.Cent -Con.,78,1902	127		1st, Tr't Co.ctfs, suppl.	115		1st, 7s, pref., int. accum.	
78, 1891	1st, consol., guar., 7s.	125	1	Equipm't bds., 8s, 1883		TO-F	2d, 7s, 1898	*110	111	St'g1.&RySer.B.,inc.'94	
Coup., 7s, 1891	7s. 1891	1115		Coupon, 5s, 1931			Pitts.B.& B.—1st,6s,1911			Sterling Mt. RyInc., 95	
203 2 2 2 3 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Coup., 78, 1891	i de	.118	Jack.Lan. & Sag6s. '91			Roch.& Pitt1st.6s, 1921	*105	106	Tol. Del. & B Inc., 68, 1910	20
			.1	Mil.L.S.&W1st,6s,1910	101	102					
		<u> </u>		M]		а				<u> </u>

^{*} No price Friday-these are latest quotations made this week.

New York Local Securities.

Bank Stock	List.	Insurance [Quotations by E. S No. 7 Pin			oke
ANIES.	PRICE.		1		ICE.
hus (*) are Po	r. Bid Ask	COMPANIES.	Par.	Bid.	Ask

					1			
	COMPANIES.		PR	ICE.			PR	ICE.
	Marked thus (*) are not National.	Par.	Bid.	Ask.	COMPANIES.	Par.	Bid.	Ask.
	America* Am. Exchange	100	\-:::	186 134	American	50 100	147	152
	DAMANY	100 25	::00	260	Broadway	25 25	175	190
	Broadway Butchers' & Drov'rs' Central	100	130 1 2 5		Brooklyn	17 20	170 140 !15	195 155 125
	Chatham	100 25 100			City Clinton Columbia	70 100 30	130	140
	Chemical	25 100			Commercial	50 100	162 290	107
	City Commerce	100	1501/4	151	Eagle Empire City	40 100	220 75	230 85
	Corn Exchange*	100	167 110		Exchange	30 50	90	100 125
	Eleventh Ward*	25 100			Firemen's Firemen's Trust	17 10	105	110
	Fifth Avenue*	100 100			Franklin & Emp German-American	100	180	120 195
	Fourth	100 30	::::	••••	Globe	50 50	110	120
	Gallatin	50 75 100		••••	Guardian	25 100 15	850 80 120	280 70 125
	German Exchange*. Germania*	100 100 25		•••	Hamilton Hanover Hoffman	50	140	14714
	Greenwich* Hanover Imp. and Traders'	100			Home	100 50	143 85	150 90
	Irving	50 50	••••	133	Importers' & Tr'd'rs	50 100	70 55	85 60
	Leather Manut'trs'.	100 50	150	170	Jefferson (Bkn.)	30 20	145 180	153 210
	Marine Market	100 100	150		Knickerbocker Lafayette (Br'klyn).	40 50	103	87 107
	Mechanics' & Tr'drs'	25 25	145 120		Lamar Lenox Long Island (B'klyn)	100 25 50	70 75 100	73 80 105
	Merchants'	100 50 50	180	98	Lorillard	25 100	50 105	65
	Merchants' Exch'ge Metropolis* Metropolitan	100 100		i76	Manhattan	100	60	75
	Mount Morris*	100			Mechanics' (B'klyn). Mercantile	50 50	140 65	150
	Murray Hill* Nassau* New York	100	126		Merchants' Montauk (Brooklyn)		105 110	110
	New York County N. Y. Nat'l Exch'ge.	100		• • •	Nassau (Brooklyn) National	50 3716	150	110
	Ninth North America*	100 70	122	::::	New York Equitable New York Fire New York & Boston.	35 100 100	95 5	150 100 10
	North River* Oriental* Pacific*	30 25 50	 150		New York City Niagara	100	60	65 184
	ParkPeople's*	100 25	157 150	15934	North River	25 25	100 180	106 195
	PhenixProduce*	20 50			Park Peter Cooper	100 20	160	125 180
	Republic	100 100			Phenix	50 50	143	120 146
-	Seventh Ward	100		103	Relief	50 100 25	65 75 140	75 85 150
	Shoe and Leather	100 100 100	130	::::	Rutgers' Standard Star	50 100	100	115 115 75
	State of New York Third Tradesmen's	100	115		Sterling Stuyvesant	100	55	32 183
	Union	50 100		150	Tradesmen's United States	25	70 180	80 135
	Wall Street West Side*	50 100	100		Westchester Williamsburg City	10	120	$\frac{125}{260}$

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate.	Date.	Bid.	Ask.
Brooklyn Gas Light Co	25	2,000,000	Var.	5	May . 82	105	107
Citizens' Gas Co (Bklyn)	20	1.200,000		216	July, '82	68	70
do bonds	1,000	315,000	A. & O.	7	1898	105	110
Harlem	50	1,850,000	F. & A.	3	Aug., '82	98	100
Jersey City & Hoboken	20	750,000	J. & J.	716	[27] XZ 'N-2	180	170
Mannattan	50	4,000,000	J. & J.	5	Aug., 32	220	223
metropolitan	100	2,500,000		8			180
do bonds	500	750,000		3		107	110
Matual, N. Y	100	5,000,000				101	10516
Massau, Brooklyn	25	1,000,000		3	Sept., 71	55	57
do acrip	Var.	700,000			May, '82		95
New York	100	4,000,000		5	May, 83		118
reopie's (Brooklyn)		1,000,000			Jan., '76		46
DOUGS	1,000			7	1997	105	107
DODOR	Var.	125,000		6	1900 &c		80
Central of New York	50	466,000		3	Aug., '82	75	85
Williamsburg		1,000,000			Feb., '82		60
qo bonda		1,000,000		g.	1900	101	104
Metropolitan, Brooklyn		1,000,000			July, 82	70	
municipal	100	3,000,000		4	Aug., 82	180	186
00 honds i		750,000		В		105	110
Fulton Municipal	100	1,500.000		'		70	

[Quotations by H.	L. GR	ANT, Bro	ker, 145	Bro	adway.]	
Bleecker St. & Fult. Ferry—St'k	100	900,000	J & J	84	July, '82 24	26
1st mortgage	1.000	694,000	J & J	7	J'ly,1900 107	1113
1st mortgage Broadway & Seventh Av.—St'k	100	2,100,000		2	Oct. '82 144	146
1st mortgage.	1,000	1,500,000	J & D	7	Oct., '22 144 June '84 103	1164
Brooklyn City—Stock	10	2,000,000	O-F	316	Aug., 82 215	220
1st mortgage	1.000	300,000	M&N	7	102	110
Broadway (Brooklyn)—Stock	100	200,000	0-J	Ġ	Oct., '82 190	200
Brooklyn Crosstown.—St'k	100	100,000	(-I	ő	Oct., '82 159	170
1st mortgage bonds	1.000	400,000 300,000	9-1.	7	1888 195	112
Bushwick Av. (B'klyn)—Stock.	100	500,000	1.8.1	6	Oct., '82 135	145
Central Pk. N. & E. Hiv.—Stock	100	1,800,000	0-1	6	Oct., '82 14214	
Consolidated mort. bonds	1,000	1,200,000	JAD		Dec.1902 1175	119
Christopher & Tenth St.—Stock	100	650,000	F&A		Aug., '82 106	
Bonds	1.000	250,000	1 & 1	7	1898 108	112
Dry Dock E.B.& Batt'ry—Stock	100	1,200,000	0-F.	4	Aug. 82 240	
lst mortgage, consolidated	500&c	900,000	J & D	7	June. '93(115	1114
MIKULU A Venue-Stock	100	1,000,000		3	Aug., 82 240 June, 93:115 Oct., 82 240	
THE MOLLSHOP	1.000	203,000	1 & 1	7	Jan., '81 100	110
wu ob. at trana st warre _still	100	748,000	MEN	8	May, '82 240	
1st mortgage	1.000	236,000	A & ()	7	Apr., '93 110	115
lst mortgage. Central Cross Town—Stock	100		1		70	80
	1.000	200,000	MEX	7	Nov.1904 103	16
	100	250,000		•	70	
150 moriona	500	500,000	IAI	7	July, '94 105	1110
	100	1.199,500	1 & 1	4	July. 82 170	180
od mortgaga	1.000	150,000		7	July, 82 170 Apr., 85 103 Nov., 88 107 Sept., 83 170	
COLOUI. CONVERTINIA	1,000	1,050,000	V 2 V	7	Nov. 28 107	108%
	500&c	200,000	V & 3	7	Sept. '83 170	1
Avenue—Stock	100	750,000		5	Mar., >2 255	265
	1,000	500,000	IAJ	5	July, '90 110	113
	100	2 000,000	D-F	5	Ang. 82 270	
	1,000	2,000,000 2,000,000	T .6 1	7	July, '90 110	113
	100	600.000	K &A	4	Aug., 2 14816	
1st mortgage	1,000	250,000		7	May, '93 110	115

This co umn shows last dividend on slocks, but the date of maturity of bonds

Quotations in Boston, Philadelphia and Baltimore.

1	Quotations i	n Bo	ston	, Ph	iladelphia and Baltii	nore	3. ;
	SECURITIES.		Bid	Ask.	SECURITIES.	Bid	Ask.
	BOSTON.				Catawissa new 78, 1900, r.& cp		
		grant 78			Chartiers Val., 1st m. 7s.C., 1901 Connecting 6s, cp. 1900-1904.	117	
		come		28		1195	
-	Boston & Maine 7s Boston & Albany 7s		1		East Penn. 1st mort. 7s. '88 Easton & Amboy, 5s, 1920	1013	
	Boston & Lowell 78				do 58, perp	100	
	Boston & Providence	78	1		Harrisburg 1st mort 6s, '83. H. & B. T. 1st m. 7s, gold, '90.	::::	
	Burl. & Mo., land graid do Nebr. 68.	Ex	111111111111111111111111111111111111111	112	Cons. m. 5s, 1895 Ithaca& Athens 1st g d. 7s., '9' Junction 1st mort. 6s, '82		94
١	do Nebr. 68 do Nebr. 48.				do 2d mort. 6s, 1900 Lehigh Valley, 1st, 6s, reg., '9	1	120
	Chicago Burl. & Quinc Conc. & Passumpsic,	78		84	do 1st, 6s, cp., 1898 do 2d m. 7s, reg., 1910.	122	135
1	Connetton Valley, 68		59	62	do con. m., 68, rg., 1928 do do 68, cp., 1928	13176	
1	California Southern, Eastern, Mass., 4%s, n Fort Scott & Gulf 7s.	ew	110	 ;;;;;,	Little Schuvikill 1st m 78 159	1	92
I	Hartford & Erie 78 K. City Lawrence & S			10914	N. O. Pac., 1st m., 6s, 1920 North. Penn. 1st m. 6s, cp., '85 do 2d m. 7s, cp., '96 do gen. m. 7s, reg., 190	12216	
	Kan. City, St. Jo. & C. Little R'k & Ft. Smith	B. 18	1	114%	do gen. m. 7s, reg., 190° do gen. m. 7s, cp., 1903.	123	
	Mass Central, 68		89	40 804	Norf'k& West., gen. m., 68,1131	103	1034
	New York & New Eng	g. 63 78	105½ 116	105% 116%	Pennsylv.gen. in. 6s. rg., 1910.	125	
1	New Mexico & So. Pa	con.6.		93	do gen. m. 6s, cp., 1910 do cons. m. 6s, rg., 1905.		12036
1	Old Colony, 78	Inc.	85		do cons. m. 6s, cp., 1905. do do 5s, reg., 1915		
I	Old Colony, 68	7g	114	1141/4	Pa.& N.Y.C. & RR. 78,1896		106
1	Eutland 68,18t mort	• • • • • • • • • • • • • • • • • • •	105%	106	Perkiomen 1st m. 5s, coup., '87 Phila. & Krie 2d m. 7s, cp., '88 do cons. mort. 6s, 1920	11874	•••
-	T. Cinn. & St. L., 1st b	come.	1816	17	po do 58,1920 Phila, Newt'n & N.Y., 1st, '9	105	
-	. co M	ay'n D.		::::	Phil.& R. 1st m. 6s, ex. due 1910 do 2d m., 7s, cp., 93.	121	
	Atchison & Topeka		9316	9858	do cons. m78,rg., 1911 do do cp.,1911	126	127
	Boston & Albany Bo ton C in. & Fitch.		1:22	175	do cons.m.63,g.1RU1911 do imp.m.,64,g,, U. 1894	0817	
	Boston & Lowel! Boston & Maine Boston & Providence			181	do gen. m. 6:, g., C.190- do ln. m., 78, coup., 1896	951/4	98
	Chesnire preferred Chic. & W. Michigan Cin. Sandusky & Cley		6012	••••	do dob. coup., 1.93* co do coup. off, 1893.	100	10014
	Concord		SID	2718	do scrip, 1882		100%
١	Connecticut River Conn. & Passumpsic	• • • • • • • • • • • • • • • • • • •		95	Phil. Wilm. & Balt., 4s, Tr. certs Pitts. Cin. & St. L. 7s, reg., 1906	151	9514
١	Connotton Valley		71/4		do do 7s, cp 13 16 Pittsb. Titusv. & B., 7s, cp '96	12034	ย์อั
I	Eastern (New Hampsh	ire)	130	1301/2	R.ch. & Danv.cons.int.6s,1915 Shamokin V.& Pottsv. 7s, 1901		
	Flint & Pere Marq	fx	95	9.16	Sunbury & Erie 1st m. 7s, '97. Sunb. Haz. & W.,1st m.,5s,'25	121	95
l		mmon	 89	91	Syra.Gen.& Corn', 181,78,1305	100 25	30
I	Iowa Falls & Sioux Ci Little Rock & Fort Sm Maine Central	lith	55 84	561/4 85	Texas & Pac. 1st m.,6s, g.,1905 do Rio Gr. D. v., 1830	9578 100	91
	Manchester & Lawren	nce		6914	do cons. m.,68,g.,1905 do inc.&l. gr., 78 1915	95	96
I	Noghnak Lowell	er			Union & Titusv. ist m. 78, '90. United N. J. cons. m. 68, '94.		i13
l	New York & New Eng	shire	160	56/2	Warren & F. 1st m.7s, '96 West Chester cons. 7s, '91 West Jersey 6s, deb. coup'85	119	
١	Norwich & Worcester,	ain	TOO		West Jersey 6s, deb., coup., '85 do 1st m. 6s, cp., '96 do 1st m. 7s, '99	117	113
	Portland Saco & Ports	mouth	110	130	W. Jersey & Att. 1st in 5s, cp.	113 107½	::::
	Pullman Palace Car Rutland, preferred Revere Beach & Lynn	• • • • • • • •			Western Penn. RR. 68, cp. '93. do 68 P. B. '96		
	Tol. Cin. & Sr. Louis	etts	73%	758	do gen.m.78, cp., 1901 CANAL BONDS.		
١	Wisconsin Central		1534	80 19	Ches. & Del., 1st m., 6s, 1886 Lehigh Naviga, m., 6s, reg., '81	871/2 1021/2 113	114
l	PHILADELPH	IIA.	••••		do mort. RR., rg., '97 do cons. m.7s, rg., 191! do Gr'nw'd Tr. 7s, rg., '93	117	
١	Allegheny Valley	8.7	8		Morris, boat loan, reg., 1885 Pennsylvania 6s, conp., 1910		93
	Buffalo Pitts. & West	pref.	211/8	2136	Schuylk. Nav.1st m.68.rg., '97. do 2d m.68, reg., 190.		10634
	Camden & Atlantic	21		561/2	Penn. Co. 68 reg	106	
	Catawissado 1st pref		00	24	do do 4½9, reg., 1921 do do co p., 1921	94	· · · · ·
	do 21 pref Delaware & Bound Bro	00K	. 1	130	Phil.&R.Coal&Ir'n deb.78,92* do deb. 78, cps.off do mort., 78, 1892.4		70
	East Pennsylvania Elmira & Williamspor	pref	58		BALTIMORE.		
	Har. P. Mt. Joy & Lan Huntingdon & Broad	Caster. Top		• • • •	do 68 :866 J. J.	103 10716 11434	115
-	Lehigh Valley	. prei.	631,2	33 66¾	do 68, 1890, quarterly do 68, park, 1890, Q.—M. do 68, 1893, M. & S	1	
	Little Schuylkill		58	891/	do 68 exempt. 35.M. 25		
	Mesquehoning Valley.	• • • • • • • •	82	62¼ 54¾	do 68, 1902, J. & J	125	132
	Norfo.k & Western. co	ref	561/4	57		- 1	135
	Northern Central North Pennsylvania		61	65 641/8	Balt. & Ohio100	126	200
	Pennsylvania Philadelphia & Erie Phila. Germ. & Nor ist	own.		23	do Wash. Branch. 100	1~1	10
١	Phila. New Own & N	g	31!4	31%	do Parkersb'g Br50 Northern Central50 Western Marylan 1		57
ı	Philadelphia & Trento	imore.	:::	:	Western Marylan 1		
	St. Paul & Duluth R.R.	Com .			Atlanta & Char. 1sts	10:36	108
	United N. J. Companie	g	.89%		Balt. & Ohio 68, 1855, A. & O.	1061/2	•••
	West Chester consol. p West Jersey West Jersey & Atlanti	1			Columb a & Gree v. lets	85 85	7
}	CANAL STOCKS. Lehigh Navigation	i	41		N. W. Va. 3d m., guar., '85, 1&1] Pittsb.& Connellsv. 78, 78, 1&1] Northern Central 68, '85, 1&1]	120	12134
1	Pennsylvania Schuylkill Navigation.				Northern Central 68, '85, J&J do 68, 1900, A.&O. do 68, gld, 1900, J.&J.	116 1	11814
l	RAILROAD BONDS	pre1		1114	Cen. Ohio 6s, 1st m., '90, M.& S. W. Md. 6s, 1st m., gr., '90, J.& J	11.834	
	Allegheny Val. 73-108. do 78. E. ex	1×96	118	123	do 1st m., 1890, J. & J	.:::	••••
	do inc. 78, end Belvidere Dela, ist m.,	c.'91.	5316	125	do 2d-m., prefdo 2d m., gr. by W.Co. Ja	.07%	
	do 2d m. 6	8. 30		:	do 68, 3d in., guar., J.& J.	12736	12814
	Camaen & Ant : 6s. co:	ap., '39		101½	do 2d, M. & N	5658	£7
1	Cam. & Atl. 1st m 78. 9	. 139			Union Ris. 1st, guar., J. & J.,		y
-	do cons., 6 p. Cam. & Burlington So.	3			Vi: ginia & Ten :. fs	10158	101 % 128
1	Catawissa 1st,73, conv.	cp.':2	103	117	Wi'. & Weldon, gold, 78 Wil. C. & Aug. 63	116	••••
			-				-

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.

which returns					
Roads.	Lutest E	arnings Re	ported.	Jan. 1 to L	atest Date.
Atmille.	Week or Mo	1882.	1881.	1882.	1881.
Ala.Gt.Southern	Angust	\$ 73,794	\$ 68.187	\$ 497,381	\$ 473,017
Atch. Top. & S. Fe	August	1,221,945	1,000,640	9,109,563	7,403,479
Buff, Pittsb.&W. Bur,Ced.R.&No.		$91,422 \\ 59,773$	72,009 52,595	557,302 1,894,319	425,815 $1,534,443$
Cairo & St. Louis	2d wk Sept	8,637	8,686	255,123	292,618
Cent.Br.Un.Pac. Central Pacific	August	21,609 $2,277,000$	18.110 2,088.519	577,921 16,509,619	$677.730 \\ 14,877.789$
Chesap. & Ohio. Chicago & Alton	3d wk Sept	81,696 $217,438$	52,912 $215,188$	2,308,493 5,366,614	$\frac{1,948,019}{5,092,143}$
Chic. Bur. & Q	Jaly	1,625,006	1,888,358	10,780,621	10,986,905
Chie. & East. Itl. Chie. & Gr. Trunk			33,855 $34,849$	1,215,218 $1,487,378$	$\frac{1,116,078}{1,058,487}$
Chic. Mil & St. P.	3d wk Sept	438,000	385,019	13,434.000	11,526,190
Chic. & North W Ch:St.P.Min.&O	3d wk Sept		85,079	16,339,397 3,333,369	$\frac{14.847.909}{2,697,548}$
Chie. & W. Mich. Cin.Ind.St.L.&C	August	125,672 $209,564$	120,292 $177,161$	957,260 $1,422,435$	836,786 $1,289,240$
Cincinnati South	August	228,419	227,740	1,607,974	1.422.140
Clev. Akron& Col Col. Hock. V.& T.	3d wk Sept	12,454,60,688	$\begin{array}{c} 9,494 \\ 52,462 \end{array}$	352,444 2,010,090	$\frac{297.036}{1,635,418}$
	August	31,911		:4,585,165	3,984,817
Des M. & Ft. D.	2d wk Sept	7.487	12,437	240.76	266,869
Det. Lan. & No Dub. & Sioux C	2 wksSept.		51,138 $33,973$	1,090,655 $751,468$	$\begin{array}{c} 931,342 \\ 768,965 \end{array}$
Eastern	June	284,662	268,377	1,503,591	1,394,182
E.Tenn.Va &Ga Eliz. Lex. & B.S	July	51.666	203,279	251,137	
Europ'n & N. A. Evansy, & T. H.	July	47,023 $21,674$	38,809	306,936	263,055
Flint & P. Marq.	1st wk Sep.	39,152	34,953	1,404,314	1,233,507
Gal.Har.&San A Grand Trunk	August	150,000 368,155	$\frac{112,000}{337,812}$		*
Gr.Bay W.&St.P.	2d wk Sept	8,666	7,789		
GulfCol&San.Fe Hannibal&St.Jo	3d wk Sept	$138,791 \\ 54,183$	100,729 $50,166$		541,077 $1,570,770$
Hous.E.&W.Tex Illinois Cen.(III.)	July	$ \begin{array}{r} 21,348 \\ 669,839 \end{array} $	$\frac{12,521}{672,036}$	143,605 $4,491,647$	78,531 $4,285.729$
Do (lowa)	August	143,761	196,371	1,182,959	1,155,890
Ind. Bloom & W. Int. & Gt. North.	2d wk Sept	$67,454 \\ 70,245$	63,461 $62,006$	1,839,999 $1,943,825$	1,806,850 $1,710,798$
Iowa Central K.C.Ft. S. & Gulf	August	97,550 $33,005$	$101,067 \\ 30,051$	735.308	580,236
L. Erie & West'n	3d wk Sept	35.13≺	26,314	1,014,309	1,005,058
L. R. & Ft.Smith Long Island	August	$34,028 \\ 55,121$	$43,121 \\ 51,725$	1,724,960	1,485,598
Louisv. & Nashy Louis, N.A. & Ch.	3d wk Sept	254,195	222,700	8,939,469	7,840,044
Mar. Hough.& O.	2d wk Sept	36,62%			
Mexican Cent Mil. L.Sh.& Wesi	3d wk Aug.	20.606 $18,985$		$\frac{534,00}{621,713}$	408,938
Minn.& St. Louis	1st wk Ang	27,607	25,365		
Mo. Kan. & Tex. Missouri Pacific.	2d wk Sept	112.786 $187,614$	133,554 $144,708$	$4.040.98_{-1}$ 5,253,236	3,535.599 4,546,570
Mobile & Ohio Metropol. Elev.	August	$140.143 \\ 183.528$	$\frac{160.789}{202,135}$	1.164.565 $2.034.292$	1,414,236 $1,826,161$
N. Y. Elevated	28 dys Sep.	258,806	209,885	2,398,464	2,129,377
Nashy.Ch.&St.t N. Y.&N. Englia	3d wk Sept	86.519	$\frac{168.317}{79.702}$	2,469,514	1,397,971 1,997,830
N. Y. Pa. & Omo Norfolk & West	July	$\frac{416,907}{222,16}$	$\frac{430,79}{196,122}$	3,087,104 $1,438,653$	3.160,780 $1.364.626$
Northern Cent.	Augus'	667.458	493,00%	3,328.812	3,600,686
Northern Pacing Ohio Central	3 lawk Sept	200,000 $28,116$	101,290 $11,256$		
Ohio Southern Oregon Imp. Co.	at wk Sept	10,435	6,907	260,387	
Oregon R.&N.C.	August	262,575 $490,500$	453.361	1,758,220 3,156,600	2,637,067
Oregon & Cal Pennsylvania	August	80,300 $4.671,179$	3.809.975	31.471.176	29.144.23
Peoria Dec. & Ev	3d wk Sept	13,124	14,289	564,833	482,713
Philadelp.& Erre Phila.& Reading	August	$\frac{420,329}{1,975,993}$	303,849	$2,522,699 \\ 13,533,948$	$\frac{2,318,545}{12,973,801}$
Do Coal & Ir. Richm. & Dany.	August . 1st wk Sep.	1,615,208	1,521,439 †51,0 to		8,381.159
St. L.Alt. & T.H.	2d wk Sept	31,292	28.974	915,712	2,178,59 1,018,629
St. L. Ft. S. & W.	1st wk Aug	$22,700 \\ 5.094$	17,599	11101	525,989
St.L. Iron Mt. &S St.L. &San Fran	2d wk Sept	170.113	165,676	4,747,085	
St. Paul & Dul.	2d wk Sep	26.221	15,022	$\substack{2,442,591\\672,757}$	$\frac{2,198,28}{470,06}$
St. P. Minn. & M. Scioto Valley	3d wk Sept	191,793 11,915	112.97	5,862,569 375,509	3,095.57
§So. Pac. Cal	July	130,570		664,478	
So. Pac. of Ar.	lime	290,796 158,357		1,983,283 1.324,279	
So. Pac. of N. M. South Carolina	June	137.202	• • • • • • •	356,583	
Texas & Pacine	2d wk Sept	106.964		3,081,647	$648,51 \\ 2.590,73$
Tol. Del. & Buri. Union Pacific	3d wk Sept	$\frac{21,069}{2.142.684}$	17.489		472,35
Utan Central	Murnst	120,877	102,316	1,011,006	
Vicksbarg& Mer. Va. Midland	August	27,200 $136,053$			804,61
Wab.St.L.& Pac West Jersey	3d wk Sept	437,795	397,141	11,915,643	10,056.94
Wisconsin Cent.	2d wk Sept	$199,246 \\ 18,536$			

† Freight earnings. § Northern Division. * Includes Great Western Road since October. ! Less construction material carried. Included in Central Pacific earnings above.

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

			Batances.			
	Receipts.	Payments.	· Coin.	Currency.		
Sept. 23 " 25. " 26. " 27.	\$ 1.188.116 09 1.603.236 60 1,967,339 51 1.413.869 22	1,263,874 93 909,588 04	88,497,745 35	5,982,293 08 5 952,716 17 5,817,333 87		
" 28 " 29.	2.107,807 11 1,137,308 16	3,290,079 36	88,896,254 56 87,969,555 52 88,007,284 13	5.125,449 07 4,369,875 86 4,207,920 97		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 23:

91		Average amount of				
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circula-
No- York	\$ 000 000	0.492.000	1,468,000	\$ 000	*	-
New York Manhattan Co	2,000,000 2,050,000	9,423,000 7,409,000	1,071,600	5723,000 328,000	8.885,000	495,000
Merchants	2,000,000	7,462,000 7,816,000	932,000	328,000 619,700	6.2-4.100	360,000
Mechanics'	2,000,000		519,000	1,134,000	6,595,600	000,1,00
Union	1,200,000 3,000,000	4,629,700 9,329,400	688,200 636,400	181,100 656,7 0 0	3,5,1,800	20000
Phoenix	1,000,000		822,000	66,000	6,208,100 3,289,000	1,100 267,600
City	1,000,000	6,820,800	1,551,500	446,000	6,327,300	
Tradesmen's	1,000,000 $600,000$	2,993,300 1,072,400	309,000 312,100	62,500 94,600	1,558,900	790,300
Chemical	300,000	14.571,706	3.561,800	423,000	1,218,600 14,755,700	••••
Merch'nts' Exch.	1,000,000	3,587,000	296.000	451,200 183,500	3,135 800	281,700
Gallatin Nation'l Butchers'& Drov.	1,000,000 300,000	4,395,200 1,565,400	321,700 270,300	183,500	2,:31,900	783,400
Mechanics' & Tr.	200,000	902.000	138,000	121,200	1.461,300 870,000	242,100
Greenwich	200,000	1,108,200	42.500	109,000	1.098.500	143,000 2,606
Leather Man'f'rs	800,060	3,264,700	278.200	320,506	2.489,300	517,000
Seventh Ward State of N. York.	300,000 800,000	1,040,100 3,936,906	179.200 536.400	.92,100 121,400	1,612,300	21,400
American Exch .	5,000,000	14,140,000	1.145.000	1.035.000	3.173.600 10.341.000	45,000
Commerce	5,000,000	17,609,500	2,952,800	787,900	12,120,606	951 800
Broadway Mercantile	1,000,000 1,000,000	5,265,406 6,613,300	762,306	158,900 679,700	3, 87,106	889,800
Pacific	422,700	2.091,700	884,900 295,700	160,500	6.333.200 2.183,100	800,000
Republic	1,500,000	5.862.100	231,800	197.600	2.780.100	1,125,000
Chatham	450,000	3,347,206	989,990 91,900	319,000	3,398,400	45,000
People's North America	200,000 700,000	1,574,006 2,641.860	800,000	114,300 166,000	2,58 5 ,106	5,400
Hanover	1,000,000	7,944,900	7:3 100	1,044,800	7,650.600	678,700
Irving	500,000	3.314.700	418,800	378,100	3,180,700	408,400
Metropelitan Citizens'	3,000.000 600,000	13,199,000 1,918,500	2,559,000 224,800	193,000	9,925,006 1,912,900	2,250,000
Nassau	500,000	2.848,906	174,400	24 ,800 142,800	9 471 300	265,500
Market	500,000	3.908 000	174,400 503,700	86,700	2,4 9,000 1,764,406 2,778,006	443,50
St. Nicholas	500,000 500,000	2,398,800 2,985,000	286,700	101,300	1.784,406	447.80
Shoe & Leather Corn Exchange	1,000,000	4,880,000	490,000 431,000	220,000	3,749,600	450,000 4,800
Continental	1,000,000	5,977,900	1,042,500	1.5,600		669,20
Oriental	300,000	2.151.300	28,300	419.900	2,021,200	
Marine Importers' & Tr	1,500,000	3,452,000 15,604,100	419,000	334.000 595.400	3,711,000 19,926,600	259.400
	2,000,000	16.811,000	4,754,800 4,374,200	39 .900		1,221,590 45,000
Wall St. Nation'l	500,000	1,505,500	227.000	75,200	1.340.100	/
North River East River	240,000 250,000	1.554.400	20.100 96,300	145.000 125.500	1,453,500 857,700	201 02
Fourth National.	3,200,000	17.842.300	3,398,200	917,300	17 188,800	221,230 809,900
Central Nat	2,000,000	8,303,000	980,000	912,000	8,546,000	· 312.00
Second Nation'l	800,000	3,206,000	608,000	321.000	3,593 000	90,000
Ninth National First National	750,000 500,000	8 029,100 13.621,000	816,900 $2,949,500$	439,900 697,600	5,609,300 14,991,000	430,70
Third National	1,000,000	5,602,700	701 400	854,100	5.859,100	400,15
N. Y. Nat. Exch	300,000	1,457,000	133,100	137,400	1,128,600	269.700
N. York County	250,000		234,000	232,500 541,800	1,691,000 2,033,606	220.36
derm'n Americ'n	750,000		366,200	27.70	2,207,500	180,00
Chase National	300,000	4,908 406	936.100	454,3 (5.4~3 300	91,800
German Eych	200,000	1,790 000 1,571,900	385 396 33 100	161,100	1 836 6 0	
German Exch Germania	200,000	1,679,900	50,600	157.700 210,506	1,705,300 1.858100	
II. S. Nat	500,000	5,120,400	1,447,900	48,100	5,625,700	450,000
Lincoln Nat	300,000	1,136,700	171,000	117,600	. 1,159,700	45,000
Total	61.162,700	325,688,600	51,018,500	21,057,00	297,339,300	18,637,40
				us week		

 The deviations from returns of previous week are as follows:

 Loans and discounts
 Dec.
 \$881,700
 Net deposits
 Dec.
 \$4 435,000

 Specie
 Dec.
 1.614,200
 Circulation
 Inc.
 260 200

 Legal tenders
 Dec.
 754,400
 Inc.
 200 200

The following are the totals for two weeks: Loans. Specie. L. Tenders. Deposits. Circulation. App. Ciear Sept. 16. ...326,570,300 52,632,700 21,511,400 301,524,300 18,371,200 1010,034,245 23. ...325,688,600 51,018,500 21,057,000 297,381,310 18,637,400 950,032,831

Boston Banks.—Following are the totals of the Boston banks Loans. Specie. L. Tenders. Deposits.* Circulation. Agg. Clear 1882. \$\frac{1}{8}\$ Set 1.18. 149.502.600 6.110.200 3.232.300 91.395.900 30.273.800 68.018.715 25. 148.621.800 6.305.800 33.58.300 90.153.700 30.148.000 74.176.256 \$\frac{1}{8}\$ Including the item "due to other banks."

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

1882.	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clea.
Sept.18	75,751,470 78,788,509	19,671,691 19,113,978	71,760,109 70,834,330	9,654,670 9,706,161	56,315,730 54,677,283
Unlisted Se	curities -	-Following	are quoted	at 38 New	Street:

Unlisted Securities.—Followi	ng are quoted at 33 New Street:
Bid. Asked.	Bid. Asked.
Am. Tel. & Cable, ex	N.Y.&Gr.L.1st inc.bds
Am. Railway Imp. Co.	Do 2d inc. bds
ex bonds and stock *20	N. Y. Loan & Imp
American Elec. Light. 7	N. J. Southern 14
Atl.& P.5lks.,30 p.c	Do inc. bds
Bost. H. & E., new st'k 1 1	N. J. & N. Y. com 214 4
Do old 34 118	Do pref 15
Brooklyn Ele. stockt	North River Const. Co. 74
Do scrip for stkt	Ont. &W. subs., 35 p.c. 59 2 60
Do 1st m. bdst. 4212 50	Oregon Imp. Co.1stex. 90 92
Buff.N.Y.& Phila. subs. *23	Do stock 86 8812
Brush Hiumin'g Co 105	Oreg. Sh.L.subs.70 p.c
Chic. M. & St. P. rights *11 2 1134	Do bds100 102
Central R'way Constr 121	Do stock 36 38 ¹ 2
Continent'l Cons., 85p c 56 64	Do subs. \$10,000
Den. & R.G. unl'd cons. 91 97	block ex 60
Der. & R. GW. bonds. 70 71	Oreg. Trans-Con. bonds
Do stock 19 25	subs. 46 p. c 91 92
Des M. & Ft. Dodge pf	Do 100 p et 91 92
Do Do stock	Ohio C. Riv.D. 1sts. ey. 63 64
Edison Electric L. Co.550	Do River incomes. 18 19
Ind. Dec. & Sp. com 712	Pensac. & Atlan. bds. 8012 8058
Do new 1s,6s,fund 103	Do stock 3112
Internat. Imp. Co., ex. 45 4978	Rich. & Al. & O. C. subs.
Kan. & Neb. 1st mort	and ca bus. de stek
Do 2d M	
Lebanou Springs 1st	Do deb.subs\$2250
Lehigh & Wilkesbarre 10 22	Roch'r & Pitts'g Coal 1938
Mex. Nat. bonds 63 ¹ 4 64 ¹ 2	St. 30. & West. Stock 2. 2
Do stock 16 18	St. Jo. & Pacific 1st M
Mich. & O. subs. 30 p.c 105	Do 2ds 94
Mid.RR. of N.J. stock. 17 ¹ 2	Tox. & Col. Imp., oo p.c.
Do A bonds 10 ¹ 2 12	
Do B bonds 6 614	101. Cili. & 56. L. 1818. 700
N. Y. Ch. & St. L. equip.	Do income bonds 10
N.Y. W.Sh.&B.5p.c.bds	DO STOCK 2. 2
Do ex-Jan. '83 cp. 59½ 59¾ Do subs, 60 p. c.	101. Can. Boutin. & Det. 102
	U. S. Electric Elght
N. Y. & O. Iron & Steel 1st mort. bds	
T)	
N.Y. Sus. & West. com 10 ¹ 4 11 ¹ 2	* Premium. † Assessment paid.
ATTACAMENT OF THE STATE OF THE	LIGHTUM. ASSOCIATION

Investments

STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

Nashville Chattanooga & St. Louis. (For the year ending June 30, 1882.)

The annual report is just now issued, and extracts from that made at the annual meeting, before the printed copies were ready, will be found in last week's Chronicle, on page 348. There was an excess of expenditures over receipts from all sources, including the balance of June 30, 1881, amounting to \$320,507, and an increase in the item of "bills payable" amounting to \$412,607; the President remarks that this increase in floating debt is accounted for by the large amount expended for betterments and extensions, and says that it can all be liquidated by the sale of the bonds authorized to be issued upon the completion of the McMinnville and Centreville extensions and the disposition of the \$144,000 Duck River bonds held by the company. The mortgage debt as per last report was \$8,147,000, since which time there has been issued, main stem first mortgage 7 per cent bonds, \$992,000; Duck River Valley second mortgage endorsed 6 per cent bonds, \$6,000—total debt, \$9.145,000. There has been redeemed—Nashville & Chattanooga Railroad endorsed 6 per cent bonds, \$494,000; Nashville & Chattanooga Railroad unendorsed 6 per cent bonds, \$2,000-\$496,000; leaving the mortgage indebtedness on June 30, 1882, \$8,649,000. The \$992,000 first mortgage 7 per cent bonds were issued in lieu of \$500,000 due the United States, which were redeemed on June 1, 1881, and the \$494,000 endorsed 6 per cent bonds redeemed July 1, 1881.

During the year, 18 miles of 58-lb steel rails were laid upon the Chattanooga Division, and 11 76 miles upon the North-

western, a total of 29.76 miles.

The President says: "The expenditures upon the track were rendered necessary by the condition of the Northwestern Road, which in 1880 was in poor order and not safe for trains, except at a low rate of speed. It is now in good order and safe for trains to run from thirty to forty miles per hour. The details of improvements made are enumerated under the head of Road Department. The rolling stock, which two years ago was entirely inadequate for the business of the road, has increased and improved to an extent which will greatly facilitate the movement of freight and the comfort of passengers." * * * "Your management can confidently passengers." * * * "Your management can confidently state that the amount expended in improvements will, in the future, largely increase the net revenue of your road, reducing the percentage of operating expenses, and will enable it to cope successfully with competing lines."

EXTENSIONS. "The extension of the Duck River Valley Railroad from Petersburg to Fayetteville, 13 miles, was completed in April last, and trains have been running since June 1. This extension was made in accordance with the lease of the Duck River Railroad. at a cost to your company of \$115,815 70. In addition to this sum there is due the N. C. & St. L. railway \$15,766 96 for moneys advanced to pay the floating debt of this road, making a total of \$131,582 66. To offset this expenditure your company holds \$69,500 first mortgage and \$75,000 second mortgage bonds of the Duck River road, which, when sold, will be sufficient to repay the sums advanced.

"An agreement was entered into with White County for the extension of the McMinnville road from Rock Island to Sparta, White County agreeing to turn over to your company \$30,000 of its bonds when the road is finished four miles beyond Caney Fork River; also to provide the right of way. In pursuance of this agreement work was commenced on the extension in September, 1881, and it is expected to be completed by January

"The Centreville branch has been extended from Graham to Mill Creek, about four miles, and trains have been running since December, 1881. The grading of five miles more has also been completed, and iron is now being laid, and a contract for the remaining three miles, to Duck River, has been entered into, and the road will be ready for operation within two miles of Centreville by Oct. 15, and to the north bank of the river by

"An agreement has been made with the Tennessee Coal Iron & Railroad Company to extend the Jasper branch from Victoria to Inman, about five miles, for the purpose of rendering accessible the immense deposits of iron ore at that point. The coal company believe they will ship fifty to sixty cars per day, and guarantee the shipment of thirty cars of ore daily over this extension. The coal company also agrees to construct the road at its own expense and turn it over to your company when finished, in consideration of the issuance and delivery to them of Nashville Chattanooga & St. Louis railway forty-year 6 per cent bonds, secured by first mortgage on the contract of their near value. mortgage on the extension to an amount, at their par value, equal to the cost of the road, not exceeding, however, \$16,000

per mile. It is expected that this extension will be completed

and in operation by December next."

As to the apparent decrease of \$255,000 in freight earnings in 1881-2 as shown in the table below, the report says the real deficit in freight earnings is only \$200,384, the difference, \$55,184, being amount of rentals paid by the Memphis & Charleston and Alabama Great Southern railroads, which was heretofore included in the freight receipts, but since the arrangement for rental for use of track only, the revenue derived from this source has been credited to rents and privileges, which account shows a corresponding increase. The decrease in gress revenue from freight was the result of the drouth, and consequent short crops, which prevailed all over the country in 1881.

The following statistics have been prepared for the CHRONICLE:

ROA	AD AND EQ	UIPMENT.		
	1878-79.	1879-80.	1880-81.	1881-82.
Miles operated	454	508	521	539
Locomotives	86	87	81	87
Pass., mail and express cars	44	46	52	58
Freight cars	1,025	1,184	1,465	
Other cars	3	4	-‡	4
'	FISCAL RE	SULTS.		
	1878-79.	1879-80.	1880-81	1381-82.
Farnings-	*	\$	* *	- *
Passanger	441,545	530,387	562,945	580,560
Freight	,231,171	1,504,088 $64,680$	$\frac{1,618,924}{74,317}$	1,363,355 $130,668$
Mail, express, rents, &c	64,007	04,000	77,071	
Total gross earnings1	.736.723	2,099,155	2,256,186	2,074,583
Total operating expenses1	,021,589	1,184,748	1,378,177	1,240,991
-			050,000	000 500
Net earnings	715,134	914,407	878,009	833,592
P. c. operat'g exp. to earn'gs	59.82	56.43	61.08	59.81
1		,		
1	NCOME AC	COUNT.		
. 1	NCOME AC 1878-79.	1979-90.	1880-81.	1881-82.
	1878-79. \$	19 7 9-90.	\$	\$
Receipts— Net earnings		1879-80. \$ 914,407	\$78,009°	\$33,592
	1878-79. \$	19 7 9-90.	\$	\$
Receipts— Net earnings Bonds sold, &c	1878-79. \$ 715,134	1979-90. \$ 914,407	\$78,009 1,000,175	\$33,592 34,006
Receipts— Net earnings Bonds sold, &c Total income	1878-79. \$ 715,134	1879-80. \$ 914,407	\$78,009°	\$33,592
Receipts— Net earnings Bonds sold, &c Total income Disbursements—	1878-79. \$715,134 715,134	1979-90. \$ 914,407	\$78,009 1,000,175	\$33,592 3°,006 872,598 \$ 583,577
Receipts— Net earnings Bonds sold, &c Total income Disbursements— Interest on debt and taxes.	1878-79. \$ 715,134	1879-80. \$ 914,407 914,407 \$ 475,320 232,020	\$78,009 1,000,175 1,878,184	833,592 3°,006 872,598 \$ 583,577 300,164
Receipts— Net earnings Bonds sold, &c Total income Disbursements— Interest on debt and taxes. Dividends	1878-79. \$\frac{\$}{715,134} 	1879-80. \$ 914,407 	878,009 1,000,175 1,878,184 541,514	833,592 3°,006 872,598 \$ 593,577 300,164 212,432
Receipts— Net earnings Bonds sold, &c Total income Disbursements— Interest on debt and taxes. Dividends Extensions New equipment, &c	1878-79. \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1879-80. \$ 914,407 914,407 \$ 475,320 232,020 54,605 110,560	878,009 1,000,175 1,878,184 541,514 186,041	833,592 3°,006 872,598 \$ 583,577 300,164
Receipts— Net earnings. Bonds sold, &c Total income Disbursements— Interest on debt and taxes. Dividends. Extensions New equipment, &c N. West. Div. improvem't.	1878-79. \$\frac{*}{715,134}\$ 486,709 164,161	1879-80. \$ 914,407 	878,009 1,000,175 1,878,184 541,514	803,592 30,006 872,598 \$ 583,577 300,164 212,432 359,551
Receipts— Net earnings. Bonds sold, &c Total income Disbursements— Interest on debt and taxes. Dividends. Extensions New equipment, &c N. West. Div. improvem't. Improvement of track	1878-79. \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1879-80. \$ 914,407 914,407 \$ 475,320 232,020 54,605 110,566 195,798	878,009 1,000,175 1,878,184 541,514 186,041	803,592 30,006 872,598 \$ 583,577 300,164 212,432 359,551 852,316
Receipts— Net earnings Bonds sold, &c Total income Disbursements— Interest on debt and taxes. Dividends Extensions New equipment, &c N. West. Div. improvem't Improvement of track Real estate	1878-79. \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1979-90. \$ 914,407 914,407 \$ 475,320 232,020 54,605 110,560 195,798	878,009 1,000,175 1,878,184 541,514 	803,592 30,006 872,598 \$ 583,577 300,164 212,432 359,551
Receipts— Net earnings Bonds sold, &c Total income Disbursements— Interest on debt and taxes. Dividends Extensions New equipment, &c N. West. Div. improvem't. Improvement of track Real estate. Other improvements	1878-79. \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1879-80. \$ 914,407 914,407 \$ 475,320 232,020 54,605 110,566 195,798	878,009 1,000,175 1,878,184 541,514 	833,592 3°,006 872,598 \$ 583,577 300,164 212,432 359,551 352,316 40,098
Receipts— Net earnings. Bonds sold, &c	1878-79. \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1879-80. \$ 914,407 914,407 475,320 232,020 54,605 110,560 195,798 50,931	878,009 1,000,175 1,878,184 541,514 186,041 25,621 26,144	833,592 34,006 872,598 \$ 583,577 300,164 212,432 359,551 \$ 552,316 40,098 248,031
Receipts— Net earnings Bonds sold, &c Total income Disbursements— Interest on debt and taxes. Dividends Extensions New equipment, &c N. West. Div. improvem't. Improvement of track Real estate. Other improvements	1878-79. \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1979-90. \$914,407 \$14,407 \$475,320 232,020 54,605 110,560 195,798 	878,009 1,000,175 1,878,184 541,514 	803,592 30,006 872,598 \$ 583,577 300,164 212,432 359,551 \$52,316 40,098 248,031

* Deficit. The surplus June 30, 1881 being \$903,066, the real deficiency June 30, 1882, was only \$320,507.

GENERAL BALANCE, JULY 1.

	Asse's.		9
*	1830.	1881.	1882.
Road and outfit	\$14.360.899	\$14,932,355	\$15,711,489
Road and outilt	178,593	192,024	434,353
Assets not available	419,656	366,450	386,040
Investm'ts in stocks & bonds.	13,000		
Bank of Tennessee notes	75 000	26,483	7,187
Bills receivable	93,875.	93,875	81,246
Real estate	129,249	80,428	121,946
Due from agents, &c	303,161	418,596	416,536
Cash			
Total	\$15,515,673	\$16,210,211	\$ 1% ,166,79 7
10181	•	,	
	Liabilities.		
Conital stock	\$6,843,899	\$6,670,331	\$6,670,331
Bonded debt	14 920 600	8,147,000	8,649,000
Profit and loss	0.00 150	542,675	513,395
Bills payable	404,222	247,081	659,6-8
Individual deposits	54.139		
15 annuity bonds	22,500		100 404
Balances due individuals, &c.	94,004	83,481	102,494
Interest coupons due July 1	212,315	271.305	279.610
Dividends	14,248	13,951	63,014
Pay-rolls, &c	53,034	80,757	75,665
Interist on bonds held by U.S.	153,600	153,600	153,600
Titler ston bonds hold by Crist			D. 7. 1.00 707
Total	\$15,515,673	\$16,210,211	\$17,165,797
T.O.C			

GENERAL INVESTMENT NEWS.

Boston & New York Air-Line.—The suit of William J. Hutchinson against the Boston & New York Air-Line and the New York New Haven & Hartford railroad companies, to restrain the execution of the lease of the former road to the latter, was heard before Judge Wallace, in the United States Circuit Court, at Syracuse. The brief of S. E. Baldwin, counsel for the Air-Line Company, urged that the plaintiff, who helds 1 200 shores of company at the balds at the plaintiff. holds 1,300 shares of common stock, had no other right than to vote against the lease, which was made according to law and the charter of the company. The directors of the New Haven Company, Mr. Baldwin says, unite in the opinion that the rental under the lease is higher than the earning capacity of the Air-Line road. No fraud or breach of trust on the part of the Air-Line road's directors is charged. Only one director of the New Haven Company owns any Air-Line stock, and he has one share of common. The Court, Mr. Baldwin says, is asked by the plaintiff to give a minority of the stockholders a power which the Legislature has expressly denied, by making a threefourths vote conclusive as to lease.

Alphonse Duprat. Auditor of the Air Line, deposes that in 1880, when the arbitrators fixed the Air Line's pool percontage at 5 per cent, the actual earnings of the road for the first six months were more than they were for the same period in 1882.

The 6 per cent received in 1880 was less in gross amount than

the 5 per cent received in 1882, showing great danger of a reduction in percentage at the next arbitration, and hence a decreased dividend on the Air Line's preferred stock. He also declares that the necessary repairs of the road will absorb for several years to come all its revenues under the pool agreement. He shows that at the same rate of increase in joint earnings as ruled during the last seven years, with no extraordinary expenses and with no change in its percentage in the pool, the Air Line road would, at the end of the term of the proposed lease, have accumulated over \$5,000,000 arrearages in dividends on the preferred, ahead of the common stock. With the same conditions it would take, under the present pooling scheme, 650 years before any dividend could be paid on the Air Line common stock. Judge Wallace, after hearing the arguments, dissolved the injunction.

Brooklyn City Bonds.—Proposals were opened by Mayor Low and Comptroller Semler for \$400,000 4 per cent registered sewerage fund bonds and \$100,000 4 per cent registered tax certificates maturing three years from the date of purchase. All the sewerage bonds went at 102 21 1/2. Of the tax certificates, \$40,000 were awarded at 102.35 and \$60,000 at 101.41.

Buffalo Pittsburg & Western.—Business for the month of August and for the eight months was as follows:

		9	Eight M	onlhs
	receipts.	Net profits.	Gross receipts.	
1882 \$ 1881		$\$43,761 \\ 31,993$	\$557,302 $425,815$	\$289,856 $-135,949$
Increase\$	319,413	\$11,763	\$131,487	\$153,907

Canadian Railways.—A correspondent of the London Railway News gives the following account of Canadian railways: "At a time when the Dominion of Canada is attracting so much attention, not only as a field for emigration, but also as a health resort, a few remarks on its railway system may be interesting to the readers of your journal. The railway system of Lower Canada, or Canada proper, extends throughout the Provinces of Quebec, Ontario, New Brunswick and Nova Scotia, and also Prince Edward's Island; indeed, there are few places of any importance in the settled districts of these provinces that is not supplied with railway communication; and over and above these the Canadian Pacific Railway have completed that portion of their main line which runs through the new Province of Manitoba, and are building branch lines to accommodate the wants of the increasing number of settlers in all directions. The recent amalgamation of the Grand Trunk and the Great Western railways has given to the former the entire control of about half the constructed lines in the Provinces of Quebec and Ontario, and it is the most powerful company in the Dominion. Before going into any details, it may be as well to give a tabulated list of the railways at present constructed, with their mileage. There are altogether, in the four Lower Provinces, Manitoba and Prince Edward's Island, fourteen railways, having a mileage of more than 100 miles, as follows:

Radways.	Mileage.	Province.
Canadian Pacific	1,630	Ontario and Manitoba
Canada Fouthern	353	Ontario.
Credit Valley	183	Ontario.
Grand Trunk	2.300	Ontario and Quebce.
Intercolonial	837	Q., N. B. and N. S.
Midland	450	Ontario.
Northern & Northwestern	378	Ontario.
New Brunswick	203	New Brunswick.
New Brunswick & Canada	120	New Brunswick.
North Shore	195	Quebec.
Prince Edward Island	196	Prince Edward Island.
Quebec Central	114	Quebec.
Toronto Grey & Bruce	195	Ontario.
Windsor & Annapolis	116	Nova Scotia.
(40)		

"The principal subsidiary lines, of which there are a great number, all owning a less mileage than 100 miles, may be briefly

"Albert (45 miles), Frederick (22 miles), Canada Atlantic (48 miles), Lewis & Kennebec (45 miles), Quebec & Lake St. John (31 miles), St. Lawrence & Ottawa (54 miles), St. John & Maine (92 miles), Southeastern (99 miles), and many others of purely

"The Canadian Pacific Railway, or the C. P. R. Syndicate, as it is usually termed, deserves more than a mere passing notice. Formed with the intention of constructing a line of railway from Lower Canada to the Pacific Ocean, through British possessions, its gigantic undertaking seems already to be in a fair way of being speedily accomplished. Starting from Montreal it utilizes as far as Ottawa (119 miles) the western division of the Quebec Montreal Ottawa & Occidental Raitway, which it has acquired; thence it skirts the Ottawa River as far as a place called Mattawa, a further distance of 299 miles. Mattawa is the present terminus of the constructed portion of the eastern half of the main line. This main line, from Montreal to Mattawa (318 miles), a branch from the Grand Trunk line at Brockville to a point near Octawa (46 miles, and two other short branches, constitute the whole of the eastern division of the Canadian Pacific Railway as at present constructed, and all that it owns in Ontario. The western division commences at Fort William, on Thunder Bay, and runs in a northwesterly direction past the Lake of the Woods to Winnipeg (435 miles), about sixty miles east of which it enters the Province of Manitoba. From Winnipeg it runs in a westerly direction through Portage-la-Prairie and Brandon to Flat Creek, a distance of 178 miles, but it is graded and ready for ballasting for a much further distance. By the end of the present year it is confidently expected that the line will be ready for traffic, if not actually operated, for a distance of 663 miles road from Newton to the Lenoir terminus, the proceeds of the west of Winnipeg. In addition to the main line, the sile of the bonds to be used for the construction, equipment, western division comprises the St. Vincent & Winnipeg and improvement of the railroad property. The report made

Branch (sixty-five miles); the Winnipeg and Pembina Mountain Branch, which will be in operation as far as the town of Morris (forty-five miles south of Winnipeg) by the end of the present year, and the old Government line from Winnipeg to Stonewall (twenty miles), which is now worked by the Canadian Pacific Railway. The entire length of the main line from Montreal to the Pacific Ocean is 2,050 miles, of which 1,416 miles are in operation, or will be ready for traffic by the close of the present year. There yet remains a gap of about 640 miles between the eastern and western divisions, and about 750 miles to be constructed between the Pacific Ocean and the present terminus of the western division. Briefly to summarize, the constructed mileage of the Canadian Pacific Railway is at present as fol-

10 115 .	
Eastern Division—Main line. Western Division—Main line.	 Miles. 318
Total main line constructed	1.416
Eastern Division—Branches	 82
Total branches constructed	 214
Total constructed	 1.630

In addition to the foregoing, upwards of 100 miles of branch lines are being constructed at the present time, and in a very short time the total mileage of lines open for traffic will be upwards of 2,000 miles. The line has been well built and well ballasted throughout, and is, in every respect, equal to any in the Dominion. To give an idea of the rapidity of its construction 500 miles have been completed this representation. tion, 500 miles have been completed this year, on which upwards of 1,700 men were employed, getting wages equal to 93.4 day, and track-laying went on at the rate of from 3 to 3½ miles a day. By next spring passengers will be enabled, by taking steamer from Collingwood, near Toronto, to Thunder Bay, to travel through to Winnipeg, and for nearly 700 miles beyond, without going out of British territory.

'The Grand Trunk Railway, of the position and future prospects of which your readers are kept well informed, commences at Point Levi, opposite Quebec, and runs in a continuous line through Montreal and Toronto to Detroit, a distance of 736 miles; it has also its own line through New Hampshire and Maine to Portland, and has altogether about 200 miles of line in the United States. Together with the Great Western Railway (806 miles) it now owns and operates nearly 2,300 miles of road.

"The Intercolonial Railway differs from the others in that it is superintended by the Minister of Railways, and may be said to be practically a State Railway. It has a main line nearly 700 miles in length, from Point Levi, Quebec, to Halifax, and a few short branches.

"The Canada Southern is the only other line having a portion of its road, about 60 miles, in the United States.

"The North Shore Railway, only very recently incorporated, was formerly the eastern division of the Quebec Montreal Ottawa & Occidental Railway, now dissolved; it has a main line about 170 miles between Quebec and Montreal, and one or two short branches. In addition to the Canadian Pacific Railway, two others have recently started in the Province of Manitoba, viz, the Portage Westbourne & Northwestern Railway, which at the present time has about thirty miles constructed; and the Southwestern Railway, which has about fifty miles in operation. Estimating very roughly, it may be said that there are about 8,000 miles of railroad at present in operation in Canada, including Prince Edward Island and Manitoba."

Central Iowa.—The Boston Transcript reported Sept. 22 that the directors of the company met in the office of Russell Sage in New York recently and discussed the terms of a lease of the property to the Chicago & Northwestern Railroad Company. President Cate favored the completion of several branch roads before the lease should be made. It was intimated at this meeting that the St. Paul and the Wabash roads both stood ready to take the property on acceptable terms. The terms of a lease to the Northwestern, as discussed, were a guarantee of three per cent upon the common stock. The executive committee of the Central Iowa have been giving further consideration to the matter since this directors' meeting.

Central of New Jersey.—The trustees under the mortgage securing the adjustment bonds of the Jersey Central road will October 2 designate by lot \$50,000 of said bonds to be redeemed at par on and after November 1. The bonds bear 7 per cent interest and have been selling above par. This is the first call, and a like amount is to be paid off each year until the whole sum has been canceled. The total amount affoat is understood to be over \$5,000,000, due in 1903.

Charlotte Columbia & Augusta.—This company has leased the Chester & Lenoir Narrow Guage Railroad for a period of 99 years. This road runs from Chester, S. C., to Lenoir, Caldwell County, N. C., a distance of 110 miles. Seventy-two miles of the road have been built and are now in running order. The lessees guarantee the completion of the line from the present terminus to Lenoir within 18 months from the date of lease. They also guarantee the payment of 1½ per cent on the stock of the road in semi-annual dividends and assume all the bonded and floating indebtedness of the road, amounting to about \$250,000. The bonded debt is \$250,000, \$230,000 of which is yet on hand and will be floated for the completion of the road to Newton. The lessees are authorized to issue bonds on the

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to the State Commission for the Charlotte Columbia & Augusta Railroad, which is now operated by the Richmond & Danville combination, shows a total income for the year ending June 30, 1852, of \$590,935; the total expenses, including taxes for the same period, amounted to \$464,166, leaving as net income \$126,768. During the year \$55,737 was spent in the equipment and construction of the road, making the total cost of equipment and construction \$5,188,583. The total debt of the road is \$2,795,155, of which amount \$2.506,000 is funded, and \$239,155 unfunded.

Chicago St. Paul Minneapolis & Omaha.—The annual report of the Chicago St. Paul Minneapolis & Omaha Railroad Company for the fiscal year ending June 30, 1882, made to the Railroad Commissioners of Wisconsin, as telegraphed from the West, shows that the total income from all sources was \$5,471,589. Total earnings, passenger department, \$1,330,675; total earnings, freight department, \$3,236,377. The operating expenses were \$2,695,590. Taxes, \$151,162; rentals, \$28,655; interest, \$918,742; dividends, \$925,451. The balance for the fiscal year was \$751,987. The amount of common stock is \$18,573,233; preferred stock, \$10,759,933; total bonded indebtedness, \$19,546,675. The total number of miles of track owned by the company is 1,001—in Wisconsin, 323; in Nebraska, 189; in Iowa, 76; in Minnesota, 356; in Dakota, 55.

Cincinnati & Southeastern.—The Cincinnati Enquirer says: "This road is, indeed, in a bad fix, and unless matters are amicably adjusted, will be disposed of by the Sheriff of Campbell County, Ky., in the very near future. A few weeks ago Messis. Dickinson & Co. of New York, contractors for the construction of the road, filed a suit against the company for \$134,000 in the Chancery Court at Newport, for labor done on the road, and for damages sustained by the company failing to comply with their contract." * * * "The road will, in all probability, be sold, as there seems no other outlet for it. Including the amount paid for right of way, there have been over \$225,000 expended on the road."

Danville Olney & Ohio River.—The annual meeting of this railroad company was held at Kansas, Ill., on the 20th inst., and the old board of directors was re-elected. At a subsequent meeting of the directors the following-named officers were chosen: President, Parker C. Chandler; Vice-President and General Manager, James R. Maxwell; Treasurer, Charles A. Hovey; Secretary, William H. Brown.

Indianapolis Decatur & Springfield.—An Indianapolis dispatch says: "The projected extension of the Indianapolis Decatur & Springfield division of the Indiana Bloomington & Western to St. Louis has been abandoned for the present, owing to the stringency in the money market. Negotiations are now on foot by which the Indiana Bloomington & Western will probably enter St. Louis over the Wabash line from Decatur to that city."

Indiana Illinois & Iowa.—Sixty-three miles of this road, from Streator to Momence, are now in operation. The contracts for fifty miles more from Momence to North Judson have just been awarded, on which work is to be pushed forward rapidly. Mr. Joel D. Harvey is President of this road.

Indianapolis & St. Louis.—On September 26, the reorganization of this company was completed by the election of J. H. Devereaux as President; Stevenson Burk, Vice-President; E. B. Thomas, General Manager, and George H. Russell, Treasurer, all of Cleveland. The consolidation with the Cleveland Columbus Cincinnati & Indianapolis Company will not take place until February. The directors decided to issue \$2,000,000 of new mortgage bonds to put the road and its equipments in order.

Long Island Railroad.—From Oct. 1, 1881, to Sept. 23, 1882, the increase in gross earnings was as follows: Passengers, \$199,569; freight, \$39,794; express, 68,239; mail, \$5,917; telegraph, \$725; annex, \$3,374; total, \$317,621.

Louisville & Nashville—Chicago & Eastern Illinois.—It is reported in the newspapers that the Chicago & Eastern Illinois is about to be absorbed by the Louisville & Nashville Railroad Company. The fact that the Louisville & Nashville had obtained a controlling interest in the Chicago & Eastern Illinois, and also in the Evansville & Terre Haute Railroad was known about a year ago. These two roads were to have been consolidated with the Louisville & Nashville when the Supreme Court of the United States gave a decision setting aside the sale of the old Chicago Danville & Vincennes Railroad, to which the Chicago & Eastern Illinois is the successor. Negotiations have been in progress for some time past to compromise the suit with the stockholders of the old Danville & Vincennes, and if the difficulties are settled, it is said that the Louisville & Nashville will take possession of the road.

Maryland State Bonds.—The board of public works have decided to advertise for the exchange of the Maryland defense loan provided for by the late act of Assembly. The new certificates of indebtedness advertised for are not to exceed in amount the sum of \$3,000,000, and are to bear interest at the rate of three and sixty-five hundredths per cent. payable semi-annually on the 1st of January and July in each year, and are redeemable in fifteen years from date of their issue. The proposals for such exchange are to be not less than par, and will be received at the Treasurer's office from and after the expiration of three months. The new certificates of indebtedness issued on such exchange are to bear interest at the rate of 6 per cent until maturity of the defense loan on the 1st of January, 1884.

Memphis & Charleston.—Notice is given to stockholders that under date of Sept. 27, pursuant to resolutions adopted

by the stockholders at their convention in Huntsville, Ala., on August 22 last, holders of stock of the Memphis & Charleston RR. Co. will have the privilege of subscribing, according to the terms authorized by the stockholders and fixed by the committee appointed by the board of directors upon application to the Real Estate Trust Co., No. 115 Broadway, New York, for the common stock to be issued upon said railroad to an amount equal to their present holding at 12 per cent of its face value, the privilege to extend to the 10th day of October next. The payment of the 12 per cent will be due upon the delivery of the Trust Company's certificate representing the common stock.

—An injunction was obtained in Tennessee, on the application of a stockholder, forbidding the issue of new stock and the execution of the agreement with the East Tennessee Virginia & Georgia Company for a surrender of the lease. Has this injunction been dissolved?

Milwaukee Lake Shore & Western.—The annual statement for the year ending June 30, 1882, as prepared for the Railroad Commissioners of Wisconsin, shows:

Gross earnings. Operating expenses and taxes.	\$803,270 491,314
Not carnings Interest except on incomes.	\$311,955 174,901
Surplus	\$137,054

New Mexico & Arizona.—Atchison, Kan., September 23.—The New Mexico & Arizona road is now operated from Benson to Calabasas, on the southern border of Arizona. This is the road which is to connect the Sonora road from Guaymas, on the Gulf of California, with the Santa Fe. The Sonora road is completed to Magdalena, a Mexican town, about sixty miles south of Calabasas, and a stage covers the distance between the ends of the railroads, which are being constructed as rapidly as possible. It is expected that this gap will be closed up within thirty days. When the line is opened to Guaymas, nearly 1,700 miles distant from Atchison, it will be operated by the Santa Fe, and the whole line will be the longest railroad in the world under one management. This new line will also open the shortest route to Australia, 1,400 miles shorter than by way of San Francisco. The harbor at Guaymas is said to be one of the finest on the Pacific coast.—St. Louis Globe-Democrat.

New York Lackawanna & Western.—This double-track road from Binghamton to Buffalo and the International Bridge is now finished. The length of the new road from Binghamton to Buffalo is 204 miles, making the distance from New York to Buffalo 414 miles, against 423 by the Erie and 440 by the New York Central.

New York Pennsylvania & Ohio.—From a semi-annual report made by this company for the half-year ending June 30, 1882, it is learned that the general income account shows a deficiency for the six months of \$66,114. This is brought about by a large decrease in freight earnings and a small increase in operating expenses. The passenger business of the road shows a handsome increase of 34 per cent over the same period of 1881. The freight earnings for the first six months of 1882 were \$1994,974; same period 1881, \$2,120,793 decrease, \$125,819. Passenger earnings for first six months of 1882, \$592,414; 1881, \$518,840; increase, \$73,574. The earnings from mail, express and miscellaneous sources are about the same for both years. Total gross earnings from January 1 to June 30, 1881, \$2,-729,990; same period 1882, \$2,678,829. The cost of operating in 1881 was \$1,921,397; in 1882, \$1,933,359; an increase of \$11,-961. The total net earnings for the period was as follows: 1881, \$808,592; 1882, \$745,470; a decrease of \$63,122.

New York Stock Exchange—New Securities.—The governing committee has admitted the following stocks and bonds to the list:

Atchison Topeka & Santa Fe Railroad.—Six per cent sinking fund secured bonds, bearing date December 1, 1881, and maturing in 1911, interest payable somi-annually, \$5,000,000. These bonds are secured by an indenture of trust to the Boston Safe Deposit & Trust Company. They are not a mortgage upon the road, but the company's direct obligation. They are redeemable at 105 in December of each year to the extent of 1 per cent of the amount outstanding for the first ten years. After the expiration of that period the amount redeemable will be at least 2 per cent in each year, and if the bonds are not purchased they are to be drawn by lot. They are secured by a deposit of the following bonds of the face value of \$1,100 for every \$1,000 issued: First mortgage 7 per cent bonds of the Elk & Chatauqua Railroad, 11.84 miles, limited to \$12,000 per mile. First mortgage 6 per cent bonds of the New Mexico & Arizona Railroad, 65 miles, limited to \$25,000 per mile. First mortgage 6 per cent bonds of the Manhattau Alma & Bürlingame Railroad, 56.62 miles, limited to \$12,000 per mile. Second mortgage 6 per cent bonds New Mexico & Southern Pacific Railroad, 372.09 miles, limited to \$10,000 per mile, subject to a first mortgage limited to \$15,000 per mile, subject to

AMERICAN TELEGRAPH & CABLE COMPANY.—Capital stock. \$14,000,000, representing the amount of the entire issue of \$20,000,000 guaranteed by the Western Union Telegraph Company. The application states that the capital stock is the company's only liability. Its assets are stated to be the two transatlantic cables between England and Nova Scotia, the pooling agreement with the other companies providing for its receipt of 1219 per cent of the entire income while one cable is working, and 2219 per cent when both are in operation, and the concession from the Emperor of Brazil for the laying of a cable between that country and the United States. The additional issue of \$6,000,000 of stock is held in trust under an agreement with the construction company, by which that company agrees to left the Brazilian cable, receiving the stock as consideration therefor should the cable be in operation within five

TEXAS CENTRAL RAILWAY COMPANY.—First mortgage 7 per cent sinking fund gold bonds dated September 15, 1879, and maturing in 1909, ou 33 miles of new road, \$504,000.

ILLINOIS CENTRAL RAILROAD.—Leased line 4 per cent stock issued in exchange of the stock of the Chicago St. Louis & New Orleans road at

exchange of the stock of the Chicago St. Louis & New Orleans road at par, \$10,000,000.

Minneapolis Union Railway Company. —First Mortgage 6 per cent bonds, dated March 1, 1882, and maturing July 1, 1922, Nos. 1 to 15,000 inclusive, principal and interest guaranteed by the St. Paul Minneapolis & Manitoba Company, \$1,500,000. This road is built to connect the lines centring at the Union Stock Yards, St. Paul, with the lines on the west side of the Mississippi River, at Minneapolis, and to furnish a upion passenger station and transfer facilities between the St. Paul Minneapolis & Manitoba, Northern Pacific, Chicago St. Paul Minneapolis & Omaha, Minneapolis & St. Louis and Chicago Milwaukee & St. Paul roads, in Minneapolis, and will cover about three miles of railway, with four tracks and a double track, stone-arched bridge across the Mississippi River at Minneapolis; also a large union passenger station and depot grounds in Minneapolis. Its capital stock is \$1,000,000, and it is authorized to issue double the amount of bonds now listed.

NEW YORK CITY & NORTHERN.—Receipts of the Farmers' Loan and Trust Company for the first mortgage bonds deposited with it under the agreement of the bondholders at the meeting held on July 10 last.

BURLINGTON CEDAR RAPIDS & NORTHERN RAILWAY.—First mortgage 5 per cent gold bonds, covering 153 miles of road, now in full operation from Holland to Spirit Lake, maturing in 1921, Nos. 826 to 2,300 inclusive, \$1,475,000. The first 825 bonds are retained in trust for the redemption of the \$825,000 6 per cent bonds already issued by the

MILWAFKEE LAKE SHORE & WESTERN RAILWAY.—Additional common stock issued in accordance with a vote of more than two-thirds of the stockholders \$1,000,000, making the company's capital \$7,000,000.

Norfolk & Western.—The statement of earnings and expenses for August and for the eight months is as follows:

-- Jan. 1 to Aug. 31.-1. 1882. 1881. \$1,438,654 \$1,361,627 833,832 748,395 \$604,822 \$616,231 Net earnings...... \$115,620 \$99,397

Northern Central.—The following is a comparative statement of earnings of the Northern Central Railroad for August, and for the first eight months of the year:

Eight Months-ended August 31. 1881. 1882. 1881. \$3,828,842 \$3,600,688 \$498,008 Gross earnings...... \$667,488 Operating expenses... \$276,299 Extraordin'y expenses. 19,968 \$2,188,621 \$310,671 \$2,159,787 93,002 197,818 214,007 \$2,402,628 Total expenses...... \$296,267 \$103,673 \$2,357,635 Net earnings...... \$371,221 \$94,335 \$1,471,237 \$1,198,060

Oregon Transcontinental.—President Villard issued the following: "Statements submitted to the executive committee Thursday showed a fund immediately available for dividends amounting to nearly \$4,000,000, and further an additional estimated income during 1883 of nearly \$3,000,000. The executive committee recommended to the full board of directors that regular quarterly dividends be commenced in January next, and that the first one, in pursuance of conservative policy, should be at the rate of 1½ per cent only. The rates of dividends thus recommended for January will, of course, justify larger dividends thereafter, as the dividend fund will remain unimpaired. The meeting of the executive committee voted further to recommend to the board of directors an additional issue of \$10,000,000 capital stock for the purpose, under existing contracts, of delivering 50,000 shares of Oregon & Trans-continental Company's stock to a syndicate, in exchange for an equal amount of preferred stock of the Northern Pacific Railroad, and for paying for further amounts of Oregon Railway & Navigation stock which it expects to acquire by contract during the next fifteen months, as well as for working capital for constructing branch roads should the condition of the market render further issues of bonds undesirable."

Pennsylvania Railroad.—The gross and net earnings in August, and from January 1 to September 1, in 1881 and 1882, are specially compiled for the CHRONICLE in the table below. In August, 1882, there was an increase of \$861,201 in gross earnings and an increase of \$588,356 in net earnings. For the eight months there was an increase in 1882 of \$2,326,943 in gross, and a decrease of \$62,553 in net, earnings.

ALL LINES EAST OF PITTSBURG AND ERIB.

	Gross E	arnings.	Net Earnings.			
	1831.	1882.	1881.	1882.		
January	\$3.189,215	\$3,373,321	\$1,206,861	\$1,074,266		
February	3,095,614	3,306,750	1,158,104	1,079,621		
March	3,844,304	3,912,293	1,799,226	1,415,802		
April		3,855,850	1,655,810	1,319,311		
May	3,856,897	4,108.877	1,688,610	1,766,789		
Jane		4,093,756	1,488,543	1,534,333		
July	3,780,418	4,149,150	1,490,971	1,647,093		
∆ ugust	3,809,978	4,671,179	1,444,504	2,032,860		
Total	\$29.144.235	\$31,471,176	\$11.932.629	\$11.870.075		

As to the lines west of Pittsburg and Erie, the monthly reports issued in 1881 and for the current year show the results below. The company's report, however, states a loss this year **against the year 1881 of \$1,548,418.**

ALL LINES WEST OF PITTSBURG & ERIE.

. N	et Surplus o	ver all Liabilities.	Inc	or Dec. in
	1881.	1882.		1882.
January	\$381,539	\$9,741	Dec	\$371,798
February	143,497	Def. 121,307	Dec	264,804
March	441,901	36,532	Dec	405,369
April	496,764	17.017	Dec	479,717
M ay	218,482	Def. 101,556	Dec	320,038
June	ef. 56.400	38,886	Inc	95,286
J ulý	178,533	336,347	Inc	157,814
August	355,771	290,562	Dec	65,709
Net total	2.160.087	\$506.252	Dec	\$1 653 835

Pennsylvania Railroad-Northern Central.—The directors of the Pennsylvania Railroad have decided to purchase the unissued remainder of the \$600,000 of stock of the Northern Central Railway which was offered for allotment to the stock-coupons, due Oct. 1, will be paid by Messrs. J. S. Kennedy & Co.

holders last June, but only about half taken, as Northern Central stock was then selling below par. This issue of Northern Central stock was made to pay for the purchase of stock of the Union Railroad (of Baltimore). 'The purchase by the Pennsyl. vania Railroad was made at the present market price of Northern Central shares. The object of the Pennsylvania Railroad in making the purchase is to secure the majority of the stock of the Northern Central Railway, which this investment gives.

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in August were \$1,975,993 and the net receipts \$950,085; for the fiscal year since Nov. 30, 1881, the gross receipts were \$15,384,836 and the net receipts \$6,630,266. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in August were \$1,615,208 and net \$221,214; since Nov. 30 gross receipts, \$10,690,717; net. \$660,953. The total receipts of both companies together for each month of the fiscal year have been as follows:

	Gross I	Receipts.	Net Rec	ceipts
F	1880-81.	1881-82.	1880-81.	1881-82.
December	\$2,237,045	\$3,231,677	\$540,456	\$937,542
January	0 1 70 070	2,451,466	554,769	646,913
February		2,169,005	631,402	438,656
March		2,587,720	716,709	655,449
April		2,699,706	580,039	708,304
May		2,873,009	825,854	780,574
June		3,017,983	839,340	844,174
July	0 100 010	3,448.730	1.001,060	1,108,307
August		3,581,201	1,155,266	1,171,299
Total	\$23 591 997	\$26,075,557	\$6,934,855	\$7,291,218

The coal tonnage has been as follows, viz.: Carried on the railroad in August, 819,511 tons, against 818,890 tons in August. 1881; and for nine months, 5,914,172 tons in 1881-82, against 5,647,080 tons in 1880-81. The total mined by the Coal & Iron Co. and by tenants was 566,432 tons in August, against 576,872 tons in August, 1881; and for the nine months, 3,908,373 tons, against 3,730,864 tons in 1880-81.

The receivers give notice that they will purchase on and after October 2, 1882, the coupons due October 1, 1882, of the Pickering Valley Railroad Company's bonds, at the rate of 4 per cent per annum, "it being understood and agreed to on the part of the receivers that the principal of all the said bonds and all after accruing interest thereon shall retain priority of lien over the coupons and interest so purchased." Also, that they will purchase on and after October 10, 1882, the interest coupons due July 1, 1882, of the mortgage loan of 1870-1895, of the Shuylkill Navigation Company guaranteed by the Philadelphia & Reading Railroad Company at the rate of 5 per cent per annum, with the same understanding as in the Pickering Valley

-The McCalmonts have closed out their remaining interest in the junior securities of this road, through Messrs. De Haven & Townsend, of this city. The latter house has negotiated the sale of about \$5,000,000 of Reading securities for the McCalmonts, and it may be said that the entire sum has been sold to Philadelphia capitalists and their friends. The purchase of such large amounts by people who have become thoroughly conversant with the affairs of the Reading Railroad Company seems to be a guarantee that the road is doing better than the general public believes. Surely no clique of men would blindly invest \$5,000,000 in one undertaking without being convinced of its future value.—Phil. Record.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Burlington Cedar Rapids & Northern.-Track on the Pacific Division is extended from Spirit Lake, Ia., northwest 15 miles.
Chicago & Northwestern.—Track on the Sioux Rapids Branch is extended from Peterson, Ia., west to Orange, 25 miles.
Genesee Valley.—Track laid between Portageville, N. Y., and Nunda,

8 miles. Nevada & Oregon.-Extended northward to Long Valley, California,

13 miles. Gauge 3 feet.

New Orleans & Northeastern.—Track laid from Meridian, Miss., south by West to Enterprise. 27 miles. Gauge 5 feet.

Oregon Railway & Navigation Co.—The Baker City Branch is extended southeast to Pendleton, Oregon, 5 miles. Pittsburg Chartiers & Youghiogheny .- Track laid from Chartiers, Pa.,

Toledo Cincinnati & St. Louis.—Track laid from Ramsay, Ill., west by outh to Fillmore. 15 miles. Gauge 3 feet Western North Carolina.—The track is extended southwest to Wayne

ville, N. C., 8 miles.

This is a total of 121 miles of new railroad, making 7,225 miles thus. far this year, against 4,774 miles reported at the corresponding time in 1881, 3,607 miles in 1880, 2,224 miles in 1879, 1,267 miles in 1878, 1,396 miles in 1877, 1,677 miles in 1876, 804 miles in 1875, 1,396 miles in 1876, 1,396 miles in 1 in 1874, 2,778 miles in 1873 and 4,970 miles in 1872.-Railroud

Gazette.

Wisconsin Central—Milwaukce & Lake Winnebago.—The Milwaukee & Lake Winnebago Railroad, being built in the interest of the Wisconsin Central, from Neenah to Milwaukee, is fast approaching completion, and will be ready for regular trains about October 31. From Neenah to Oshkosh the road runs side by side with the Chicago & Northwestern, from Oshkosh to Fond du Lac the two roads do not diverge many rods at any place. From Fond du Lac the new road extends to Schleisingerville, and then runs into Milwaukee over the track of the Chicago Milwaukee & St. Paul.

-Attention is called to the one hundredth dividend of five per cent of the Gallatin National Bank, payable Oct. 10, 1882. The stockholders of this bank must be well satisfied with the record of this institution

-Attention is called to the list of coupons to be paid at the office of Messrs. Jesup, Paton & Co., this city, on and after Oct. 2, 1882.

-The St. Paul Minneapolis & Manitoba second mortgage

The Commercial Pimes.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 29, 1882.

The weather in this latitude during the past week has been unfavorable to trade. In the vicinity of New York the fall of rain has been excessive, causing floods which did much damage to mill property and bridges, delaying transportation in all directions and causing some loss of life. The money market has also been much disturbed, a heavy failure adding to the effect of speculative manipulation. At the close, however, the money market is less active and the weather more settled.

The market for provisions has shown much strength in the past week, and the speculation in lard was to-day quite active. Mess pork closed at \$21.75 cn the spot and for November-Lard sold to-day at 13c. for prime Western on the spot, and closed at 12.97½c. for October, 12.55c. for November, 12.02½c. for December and 11.75c. for January. Bacon was nominal at 14¾@15c. for long clear. Cutmeats are scarce and very firmly held. Swine are arriving now more freely at the Western markets, but there is a scarcity of present supplies of their products. Beef and beef hams are in very light stock. Butter and cheese have ruled slightly dearer, especially for choice qualities. Tallow closes at 85%c. Oleomargarine quoted at 11¾c. Comparative summary of aggregate exports from Nov. 1 to Sept. 23:

1881-2.	1880-1.	Decrease 1882
Pork	55,079,000	10,545,400
Bacon 108, 348,184,903	630,385,363	282,200,400
Lardlbs. 221,981,615	295,158,658	73,177,043
Totallbs. 614,700,178	980,623,021	365,922,843

Rio coffee has been dull and more or less depressed, with sales for future at some decline, or 6.75c. for November, December and January; fair cargoes have stood at 9@9¼c.; mild grades have sold more freely within the last few days, but at easy prices as a rule; most of the business has been in Maracaibo, Laguayra and Caraccas kinds. Rice has been only moderately active at 5¼@7½c. for domestic. Molasses has been dull and more or less nominal at unchanged prices. Tea has sold lower at auction. Raw sugar has been quiet but steady at 7.7-16c. for fair refining and 8¼@8 5-16c. for 96-degrees test Centrifugal; latterly the market for raw has been to a great extent nominal, owing to a steady decline in refined, which closes quiet at 9c. for standard "A," 9½c. for powdered, 9¼c. for granulated and 95% for crushed. The following shows the statistical position of raw:

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Sept. 1	31,372	91	307,377	
Sales since Sept. 1			311,719	
Stock Sept. 27, 1882		5,335	525,003	312
Stock Sept. 28, 1881		7.688	764,092	148

Kentucky tobacco has been very dull; sales for the week 106 hhds. for export and 105 hhds. for consumption; total, 211 hhds. Prices are nominal; lugs 6@7½c. and leaf 8@12½c Seedleaf continues to meet with a brisk demand, and sales for the week are 3,525 cases as follows: 1,000 cases 1881 crop New England Housatonic assorted 18@24c. and Hartford County wrappers 15@25c.; 800 cases 1881 crop Wisconsin Havana seed assorted 16@20c; 100 cases 1881 crop Wisconsin broad leaf private terms; 800 cases 1880 crop Pennsylvania good assorted 10½@12½c., and wrappers 16@25c.; 325 cases 1881 crop Pennsylvania assorted private terms; 200 cases 1881 crop State flats private terms, and 300 cases 1880 crop Ohio 6@7½c. Also 350 bales Havana 88c.@\$1 15.

Naval stores have been firm, but the close is a little dull at \$187½ for strained rosin and 46½c. for spirits turpentine. Petroleum has been steady for refined on the spot, closing at 7¾c., but certificates were tc-day active and buoyant closing at 89½c. for Oct., 91½c. for Nov., 93½c. for Dec. and 95½c. for Jan. Oils have been quiet. Metals in fair demand. Wool is rather quiet. Hops are quoted at 60@67c., but close unsettled.

Ocean freights have been varying in activity, but latterly there have been liberal shipments of grain, closing rates being 3½d. to Liverpool; 4d. to London; 3½d. to Glasgow and Hull. Engagements also embraced cotton to Bremen at ½c.; refined petroleum to Elsinore for orders 4s. 6d; to Bremen from Baltimore 3s. 3d.; to Dunkirk 3s. 9d. Rosin to London 3s. 3d., and spirits 4s. 6d. Grain to Cork for orders from Baltimore 5s. 3d.

COTTON.

FRIDAY, P. M., September 29, 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 (Sept. 29) the total receipts have reached 136,479 bales, against 77,223 bales last week, 49,512 bales the previous week and 28,688 bales three weeks since; making the total receipts since the 1st of September, 1882, 296,957 bales, against 429,777 bales for the same period of 1881, showing a decrease since September 1, 1882, of 132,820 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	3,306	6,611	2,325	5,203	6,023	3,045	26,513
Indianola, &c.					•	1,062	1,062
New Orleans	2,408	4,562	5,874	1,986	4,404	4.707	23,941
Mobile	1,282		2,697	1,111	1,080	3,077	11,950
Florida						49	49
Savannah	3,983	6,206	5,091	5,381	5,784	5,272	31,717
Brunsw'k, &c.	·					677	677
Charleston	3,518	4,196	3,159	3,222	4,355	3,103	21,553
Pt. Royal, &c.						4	4
Wilmington	604	1,237	702	711	598	824	4,676
Moreh'd C.,&c							
Norfolk	1,084	1,439	1,694	1,629	1,857	2,258	9,961
City Point,&c.		,	,,,,			1,715	1,715
New York						1	1
Boston	116	482	74	485	483	859	2,399
Baltimore		102				169	169
	••••	9	••••	40		50	92
Philadelp'a, &c.							
Totals this week	16,201	27,438	21,616	19,768	24,584	26,872	136,479

For comparison, we give the following table showing the week's total receipts, the total since Sept.1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year:

	18	382.	18	381.	Sloc	ck.
Receipts to Sept. 29.	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1882.	1881.
Galveston	26,513	70,792	18,514	72,637	29,925	57,366
Indianola,&c.	1,062	4,654	746	3.369	•••••	
New Orleans	23,941	39,283	33,958	96,302	40,725	121,569
Mobile	11,950	19,595	8,316	24,785	5,461	13,668
Florida	49	210	154	395	·····	•••••
8avannah	31,717	76,484	27,023	100,626	39,580	43,926
Brunsw'k, &c	677	1,344	527	1.695	•••••	
Charleston	21,553	49,089	17,790	52,502	30,137	27,864
Pt. Royal, &c.	4	4	10	14	•••••	
Wilmington	4,676	7,546	4,036	10,961	5,641	7,408
M'head C., &c		282	180	292		
Norfolk.	9,961	17,404	17,116	41,943	3,476	11,448
City Point, &c	1,715	3,763	3,536	12,62	•••••	
New York	1	1,066	391	1,526	47,253	86,795
Boston	2,399	3,516	1,574	3,063	1,790	4,295
Paltimore	169	627	585	3,065	6,211	3,254
Philadelp'a,&c.	92	1,298	300	974	4,608	4,312
Total	136,479	296,957	134,756	429,777	214,807	381,905

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.	27,575	19,260	18,240	17,940	20,173	13,104
New Orleans.	23,941	33,958	26,497	30,580	12,414	9,619
Mobile	11,950	8,316	7.831	14,692	5,394	6,826
Savannah	31,717	27.023	39,399	35,486	38,853	17,507
Charl'st'n, &c	to the second	17,800	34,227	22,725	29,769	12,624
Wilm'gt'n, &c		4,216	5,683	4,109	5,461	2,439
Norfolk, &c	11,676	20,652	33,323	24,425	15,247	6,273
All others	3,387	3,531	7,021	12,347	3,679	1,648
Tot.this w'k.	136,479	134,756	172,221	162,303	130,990	70,040
Since Sept. 1.	296,957	429,777	493,661	410,939	377,448	153,111

Galveston includes India ola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City. Point, &c.

The exports for the week ending this evening reach a total of 45,237 bales, of which 31,552 were to Great Britain, 7,936 to France and 5.749 to the rest of the Continent, while the stocks as made up this evening are now 214,807 bales. Below are the exports for the week and since September 1, 1882.

	Wee	Week Ending Sept. 29. Exported to—				From Sept. 1, 1892, to Sept. 29, 1382. Exported to—				
Exports from—	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nont.	Total.		
Galveston	9,817		1,040	10,457	9,817		1,040	10,857		
New Orleans	2,567			9,456	10,507	8,980		19,487		
Mobile		••••		• • • • • •	,					
Florida				•••••		•••••		•••••		
Bavannah		,				ii		• • • • • •		
Charleston *		.,					2	• • • • • •		
Wilmington				• • • • •			• · · · · ·			
Norfolk										
New York	11,633	1,047	2,818	15,503	50,627	5,003	9,673	63,303		
Boston	2,700			2,700	-7,233			7,233		
Baltimore	2,761		1,891	4,655	5,201	300	4,001	9,502		
Philadelp'a,&c				2,068		••••		5,947		
Total	31,552	7,936	5,749	45,237	89,332	14,253	14,714	118,329		
Total 1881	50,48	12,493	18,430	79.396	158,208	14,870	22 810	193,918		

In January and February, 1882, large additions to our port receipts were made, for om ssions during previous weeks of a portion of the City Point, &c., movement. Consequently we have now revised our weekly and monthly tables of receipts from Sept. 1, 1881, to Feb. 1, 1832, and incorporated the omissions in the weeks to which they belong instead of inserting them in bulk in December and January

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	shipboo	erd, not c	leared—	for	
SEPT. 29, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
New Orleans Mobile Charleston Savannah Galveston Norfolk New York Other ports	8,235 None. None. 4,500 6,955 None. 6,100 2,000	1,937 None. 1,500 2,000 None. None. 150 None.	249 None. 500 2,200 2,419 None. 1,000 1,000	302 None. 1,250 4,300 958 None. None.	10,723 None. 3,250 13,000 10,332 None. 7,250 3,000	30,002 5,461 26,887 26,587 19,593 3,476 40,003 15,250
Total 1882	27,790	5,587	7,368	8,810	47,555	167,252
Total 1881	47,863 63,018	11,438 7,270	4,939 21,409	10,168 9,409	74,458 101,106	307,447 210,889

There has been great depression in our cotton market during the past week, owing to a marked increase in receipts at the ports, good weather for maturing and gathering the crop and unfavorable foreign advices. Prices of cotton for future delivery gave way during Saturday, Monday and Tuesday, with hardly an effort to sustain them. On Wednesday a demand to cover contracts caused a momentary reaction toward higher figures, but the final close was at a further decline. Notwithstanding the very small stocks in the market September contracts have been the most depressed, speculation in the distant months being rather more active. Yester-day there was an early decline, followed by an advance, with a brisk business, extending largely into the distant months. To-day there was a fresh decline of 13@18 points, the latter for September, but in the last quarter-hour September recovered 15 points. Cotton on the spot has been in moderate demand for home consumption, but very little has been taken for export. Quotations were reduced 1-16c. on Monday, ½c. on Tuesday and 1/8c. on Wedneday, with new cotton offered from the wharves at prices below the current figures. The new cotton now offered is of better quality, less complaint being heard of green and gin-cut samples, and of damp bales. Yesterday old cotton was steady, but quotations were based on new crop, and reduced 8-16c. To-day there was a further decline of 1/8c., middling uplands closing at 11 11-16c.

The total sales for forward delivery for the week are 786,500 bales. For immediate delivery the total sales foot up this week 5,726 bales, including 1,197 for export, 4,529 for consumption, — 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.

Sept. 23 to	U	PLANI	os.	NEW	ORLE	ANS.	1	TEXA8	J.
Sept. 29.	Sat.	Mon	Tues	Sat.	Mon	Tues			Tues
Ordin'y. % b Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	1038 11316 1158 12 12316 12516 12116 121516 13716	10^{5}_{16} 11^{1}_{8} 11^{9}_{16} 11^{15}_{16} 12^{1}_{8} 12^{1}_{4} 12^{5}_{8} 12^{7}_{8} 133_{8}	$12^{1}_{12^{1}_{8}}$ 12^{1}_{2} 12^{3}_{4} 13^{1}_{4}	12^{3}_{2} 12^{1}_{2} 12^{7}_{8} 13^{1}_{8} 13^{5}_{8}	$\begin{array}{c} 109_{16} \\ 113_{8} \\ 1113_{16} \\ 123_{16} \\ 125_{16} \\ 127_{16} \\ 1213_{16} \\ 131_{16} \\ 139_{16} \end{array}$	10^{7}_{16} 11^{14} 11^{11}_{16} 12^{1}_{16} 12^{3}_{16} 12^{5}_{16}	117_{16} 117_{8} 121_{4} 123_{8} 121_{2} 127_{8} 131_{8} 135_{8}	12^{3}_{16} 12^{5}_{16} 12^{7}_{16} 12^{13}_{16} 13^{1}_{16}	$\begin{array}{ c c c c c }\hline 10\\ 107_{16}\\ 11^{14}\\ 11^{11}_{16}\\ 121_{16}\\ 123_{16}\\ 125_{16}\\ 121_{16}\\ 121_{16}\\ 137_{16}\\ 143_{16}\\ \end{array}$
	Wed	Th.	Fri.	Wed	Th.			Th.	Fri.
Ordin'y: \$ 10 Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair	9 ⁵ 8 101 ₁₆ 10 ⁷ 8 11 ⁵ 16 111 ¹ 6 11 ⁷ 8 12 12 ³ 8 12 ⁵ 8	97 ₁₆ 97 ₈ 1011 ₁₆	95 ₁₆ 93 <u>4</u> 109 ₁₆ 11 113 ₈ 111 ₁₆ 121 ₁₆ 125 ₁₆	978 10516 1118 11916 111516 12116 12318. 12918	911 ₁₆ 101 ₈ 1015 ₁₆ 113 ₈ 113 ₄ 117 ₈ 12 123 ₈ 125 ₉	9916 10 1013 ₁₆ 11 ¹ 4 11 ⁵ 8 11 ³ 4 11 ⁷ 8 12 ¹ 4 12 ¹ 9	978 10 ⁵ 16 11 ¹⁸ 11 ⁹ 16 11 ¹⁵ 16 12 ¹ 16 12 ³ 16 12 ⁹ 16 12 ¹³ 16	911 ₁₆ 10 ¹ 8 10 ¹⁵ 16 11 ³ 8 11 ³ 4 11 ⁷ 8 12 12 ³ 8 12 ⁵ 8	10 16

Fair1378 121116 13916	14116	1378	1334	14116	13^{18} 13^{78}	13 133
STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	111_{16}	10516	$\frac{103}{1070}$			

MARKET AND SALES

					-			
	SPOT MARKET	SALI	S OF S				FUIU	RES.
	CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliveries.
Tues. Wed. Thurs	Quiet. Q't, st'y, 1 ₁₆ dec Lucgular, 18 dec Quiet at 18 dec. Q't & st'y,3 g dec Quiet at 18 dec.		270 662 963 889 949 797			1,113 888 1,549	73,500 119,400 158,400 137,300 169,500 137,400	

5,726 786,500 500 Tae daily deliveres given above are actually delivered the day previous to that on which they are reported.

1.197 4.529

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

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Dally Prizes and Sales of Futures for Mach. Dally Prizes and Sales of Futures for Sales of Sa
November December January February March April April May June June July
December: January February March April May June July
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April. May. June. July. 11.67 $=$ 11.71 11.77 $=$ 11.83 11.89 $=$ 11.92 11.97 $=$ 200 11.667 $=$ 11.71 11.77 $=$ 11.73 11.83 $=$ 11.92 11.97 $=$ 200 11.667 $=$ 11.64 11.72 $=$ 11.74 11.81 $=$ 311.82 11.97 $=$ 312.00 11.56 $=$ 11.64 11.74 $=$ 11.81 $=$ 11.82 $=$ 11.85 11.91 $=$ 11.93 11.56 $=$ 11.65 11.66 $=$ 11.73 11.77 $=$ 11.85 11.91 $=$ 11.93 11.56 $=$ 11.62 11.66 $=$ 11.73 11.77 $=$ 11.85 11.85 $=$ 211.94 11.50 $=$ 11.63 11.60 $=$ 11.71 11.71 $=$ 11.72 11.85 $=$ 211.94 11.48 $=$ 11.58 11.59 $=$ 11.70 11.70 $=$ 11.81 11.79 $=$ 211.89 11.48 $=$ 11.54 11.53 $=$ 11.64 11.65 $=$ 11.79 11.79 $=$ 211.89 11.43 $=$ 11.44 11.53 $=$ 11.54 11.65 $=$ 11.74 11.62 $=$ 11.66 45.900 46.700 25.200 8,500 111,300 116,700 48.200 15,600
NTH. June. June. July. 8.600 2.000 11.97æ11.93 11.97æ12.00 11.77 al.1.83 11.89æ11.92 11.97æ12.00 1.600 11.72 al.1.73 11.81 al.1.85 11.91æ11.93 11.91æ11.93 11.66 æ11.73 11.77æ11.84 11.85æ11.94 11.85æ11.94 11.60 æ11.74 11.71æ11.85 11.85æ11.94 11.85æ11.94 11.60 æ11.74 11.71æ11.85 11.82æ11.85 11.82æ11.89 11.59æ11.70 11.79æ11.81 11.79æ11.80 11.79æ11.89 11.53æ11.64 11.65æ11.74 11.79æ11.80 11.79æ11.89 11.53æ11.64 11.65æ11.74 11.92æ 300 11.5,600 11.64æ11.66 11.92æ 3.600 11.6,700 48.200 15.600
1.600 11.97@12.00 11.97@12.00 11.91@11.93 1.600 11.85@11.94 1.82@11.89 11.79@11.89 11.79@11.89 11.79@11.89 11.79@11.89 11.500 11.52@ 1.5,600

Includes sales for August, 1883, 2,800.

A Includes sales for August, 1883, 300 at 12:01

B Includes sales for August, 1883, 1,400 at 11.93 @12.00. C Includes sales for August, 1883, 200 at 11.97 and 500 at 11.93. D Includes sales for August, 1883, 700 at 11.87@11.99.

E Includes sales for August, 1833, 100 at 11.89.

Transferable Orders—Saturday, 11.95c. for Sept.; Monday, 11.50c for Oct.; Tuesday, 11.45c.; Wednesday, 11.40c.; Thursday, 11.45c. Friday, 11.30c.

The following exchanges have been made during the week:

01 pd. to exch. 200 Dec. for Nov. 43 pd. to exch. 1,000 Jan. for May. ·42 pd. to exch. 100 Jan. for May. ·10 pd. to exch. 100 Jan. for Feb. ·03 pd. to exch. 1,000 Oct. for Mar. ·04 pd. to exch. 100 Nov. for Jan. ·10 pd. to exch. 100 Jan. for Feb.

·16 pd. to exch. 500 Jan. for Oct.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figure 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 (Sept. 29), we add the item of exports from the United States, including in it the exports of Friday only.

	1882.	1981.	1880.	1879.
Stock at Liverpoolbales.	*481,000	655.000	468,000	233.000
Stock at London	77,700		52,900	
Total Great Britain stock	558,700	697,200	520,900	293.581
Stock at Havre	111,000		72,300	102,650
Stock at Marseilles	1.600		8.540	
Stock at Marsonies	23.000		40.100	1.961
Btook at Barcelona	2,900		4.200	
Stock at Hamburg	31,900	42,200	26,700	2,300
Stock at Bremen. Stock at Amsterdam.	9.900		18,100	26.703
Stook at Amsterdam	1,300	2,830	2,530	26,170
Stock at Rotterdam	300	2,300	981	1,938
Stock at Antwerp	17,000		11,000	3.750
-	400.400			0.700
Total continental ports	199,400	308,330	184,451	177,424
Total European stocks	758,100	1,005,530	705,331	471,005
India antton affoat for Europe.	207,000	128,000	90.000	123,641
Amarin cotton anoattor Eur De	71,000	119,000	126,000	56,209
Front Brazil &G., and IOF E'T'DO	14,000	16.000	17,000	8.928
mtock in United States ports	214,807	381.905	311,865	298,831
atook in II. S. interior towns	53.744	105,334	78.735	52.207
United States exports to-day	6,600	8,232	45,000	12,000
Total visible supply1	,305,251	1,761,001	1,373,951	1.022.321
Of the above, the totals of America				
American—				v
Liverpool stock	194,000	515,000	293,000	86,000
Continental stocks	56,000	158,000	95,000	84.000
American affoat for Europe	71,000	119,000	126,000	56,209
United States stock	214.897	381,905	311,865	298,831
United States interior stocks	33,744	105,334	78,735	52.207
United States exports to-day	6,600	8,232	45,000	12,000
Total American	576.151	1,287,471	949,600	589.247
East Indian, Brazil, &c				003,247
Liverpool stock	287.000	140,000	175,000	147,600
London stock.	77,700	42,200	52,900	60.581
Continental stocks	143,400	150,330	89,451	93,424
India afloat for Europe	207,000	128,000	90,000	123,641
Egypt, Brazil, &c., afloat	14,000	16,000	17,000	8,928
Total East India, &c	729,100	476,530	424.351	433.574
Total American	576.151	1 287 471	919 600	590 917

^{*}The stock at Liverpool, according to the estimated running count. would be 518,000 bales; but actual count makes it 37,000 bales less, The actual American in stock is also found to be 25,000 bales less than the running estimate.

Total visible supply......1,305,251 1,764,001 1,373,951 1,022.821 Price Mid. Upl., Liverpool.... 6^{78} l. 7^{7} ₁₆d. 6^{13} ₁₆d. 6^{13} ₁₆d. 6^{13} ₁₆d.

949,600

-613₁₆4.

77₁₆d.

599,247

Total American...... 576,151 1,287,471

The above figures indicate a decrease in the cotton in sight to-night of 458,750 bales as compared with the same date of 1881, a decrease of 63,700 bales as compared with the corresponding date of 1880 and an increase of 232,430 bales as com-

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 1881—is set out in detail in the following statement:

-										- '						7	00	CED UT	JIM CII	U.	
Total. all	Total, new towns	Louisville, Ky Little Rock, Ark. Brenham, Tex Houston, Tex	CC	Total, old towns.	Cincinnati, O	St. Louis, Mo	Rome, Ga.	Atlanta, Ga	Eufaula, Ala	Columbus, Miss.	Shreveport, La.	Jefferson, Tex.*	Dallas, Texas.	Memphis, Teun.	Selma, Alar	Montgom'ry.Ala.	Columbus, Ga	Augusta, Ga	A C II AIG	Towns	
86,383	35,141	109 177 226 2,649 29,628	676 1,676	51,242	1,306	3,637	922	1,157 4.258	2,650	851	3,310	250	1.101	2,109	3,500	7.530	5,124	8,013	This week.	Rec	Мои
194,037	93,832	234 192 284 9,466 80,269		100,205	2,971	6,220	1,147	1,553 4.897	5,695	1,224	6,756	295	1.659	2,863	8,700	18.481	11,656	15,458	Since Sept.1,'82.	Receipts.	Movement to Sept. 29,
69.746	34,935	161 47 161 2,535 30,159	676 1,196	34,811	1,030	1,093	500	1,062	1,897	936	2,661	250	790	379	3,000	7,198	3,320	6,518	This week.	Shipm'ts	ept. 29, 1
46.622	12,878	151 105 2,549 9,511	550	33,744	601		549	3.781	1,333	922	2,129				3,003 03	2,893	3,839	3,279	Stock Sept. 29.		1882.
97.370	21,404	210 350 867 1,737 15,308	668 2,264	75,966	6,334	11 058	3,294	1,237	2,060	4,576	3,260	147	0,413	10,876	4.1:0	2,740	4,184	6.686	This week.	Rec	Мог
302.626	76,281	589 749 2,407 6,503 58,148	1,693 6,192	226,345	14,606	1,830	8,180	3,061	8,626	12.109	8,655	1,405	2,729	27,039	15,887	10.666	15,062	22.242	Since Sept.1,'81.	Receipts.	Movement to S
76.623	18,800	56 80 991 1,143 14.299	531 1.700	57,823	5,824	417	2,194	3 2 2 2 2	1,594	3,322	2,843	150	555	5,604	1,016	3,315	8,721	3.359	This week.	Shipm'ts	Sept. 30, 1
124,526	19,192	314 1,430 918 918 2,319 12,474		105,334	5,131	800	4,452	2,462										Ť	Stock Sept. 30.		1881.
. 1	Dis	Year's fice		U																	

This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 16,431 bales, and are to-night 71,590 bales less than at the same period last year. The receipts at the same towns have been 24,724 bales less than the same week last year. last year, and since September 1 the receipts at all the towns are 108,589 bales less than for the same time in 1881.

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

RECEIPTS FROM PLANTATIONS.

Week	Receip	ts at the	Ports.	St'k at	Interior	Towns.	Rec'pts	Rec'pts from Plant'ns.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.	
July 14	10,691	18,199	~,			35,454	4,404	19,811	753	
Ø1			0,100		00,,,00	81,629	2,081	11,115	5,818	
20	19,859		6,128			28 ,270	3,682	8,672	2,780	
Aug. 4	8,983	,,	-,			24,148	801	11,982	985	
" 11 " 18		,		88,800	,	21,093	3,167	8,894	1,438	
" 05	8,398		-,	33.668		16,535		17.686	1 798	
20	21,123	,	12,352		,	14.927		30,199	10,144	
Sept. 1	42,082	,		32,712	_ ,	15,526	41,323	53,652	24,231	
" 8 " 15	61,117			39,302		16,519	67,707	83,600	29,681	
10	103,695	91,053					115,067		52,106	
20	138,413		77,223		103,779			140,820		
" 29	112,221	131,758	136,4791	96.331	124,526	46 622	180,684	155,503	153,116	

The above statement shows-1. That the total receipts from the plantations since September 1, in 1882 were 327,094 bales; in 1881 were 508,878 bales; in 1880 were 551,157 bales.

2. That, although the receipts at the out-ports the past week were 136,478 bales, the actual movement from plantations wa 153,116 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 155,503 bales and for 1880 they were 190,684 bales.

WEATHER REPORTS BY TELEGRAPH.—Dry weather has prevailed in almost every section of the South during the past week, and crop reports are very favorable. Picking is progressing in an exceedingly satisfactory manner.

Galveston, Texas.-It has rained lightly on two days of the past week, the rainfall reaching eight hundredths of an inch. The rain was local, and throughout the interior it has been warm and dry. Crop accounts are the best ever known. Picking is progressing finely. Average thermometer 74, highest 83, lowest 64.

Indianola, Texas.—We have had a drizzle on one day of the past week, the rainfall reaching but two hundredths of an inch. The crop is really magnificent. The thermometer has ranged from 63 to 87, averaging 74.

Dallas, Texas.—It has drizzled on one day of the past week, the rainfall reaching three hundredths of an inch. Good progress is being made in picking. Prospects are first class. Competition for labor is running up the rate of wages for picking; some farmers are paying from one dollar to one dollar and ten cents per hundred pounds, while others are giving one-half the yield for picking the other half. The thermometer has averaged 68, the highest being 87 and the lowest 48.

Brenham, Texas.—The weather has been warm and dry during all of the past week. Picking makes good headway. The cotton crop is generally regarded as safe, and will be very large. The thermometer has averaged 77, ranging from 61 to 92.

Palestine, Texas.—We have had warm and dry weather all of the past week. The cotton crop is the finest ever grown. Picking is making good progress. Average thermometer 69, highest 86 and lowest 52.

Huntsville, Texas.—The weather has been warm and dry the past week. Very satisfactory progress is being made in picking. Crops are excellent. The thermometer has ranged from 58 to 86, averaging 69.

Weatherford, Texas.—We have had warm and dry weather during the past week. Excellent progress is being made in picking. Crop accounts are more favorable. The thermometer has averaged 80, the highest being 82 and the lowest 63.

Belton, Texas.-Warm and dry weather has prevailed The cotton crop is magnificent. during the past week. Picking is progressing finely. The thermometer has ranged from 51 to 89, averaging 70.

Luling, Texas.—The weather has been warm and dry all of the past week. We still hear rumors of the appearance of the caterpillars, but think them of very little importance this late. The cotton yield will be very large. Picking makes

The imports into Continental ports this week have been 13,000 bales.

excellent progress. The thermometer has averaged 72, highest 93 and lowest 51.

New Orleans, Louisiana.—We have had no rain the past week. The thermometer has averaged 73.

Shreveport, Louisiana.—The weather has been clear during all of the past week. The thermometer has ranged from 53 to 85.

Vicksburg, Mississippi.—There has been no rain during the past week. The days have been warm, but the nights have been cold. Picking is making good progress.

Columbus, Mississippi.—We have had no rain during the past week. Three-fourths of the crop is open and farmers are badly behind in picking. The thermometer has averaged 71, ranging from 58 to 84.

Little Rock, Arkansas.—The weather has been fair to clear, excepting on one day of the past week, on which we had light rain. The rainfall reached forty hundredths of an inch. Crop gathering is progressing very satisfactorily. Average thermometer 64, highest 77, lowest 51.

Memphis, Tennessee.—We have had light showers on two days of the past week, the rainfall reaching five-hundredths of an inch. The thermometer has ranged from 50 to 79, averaging 64.

Nashville, Tennessee.—We have had no rain the past week. The thermometer has averaged 64, the highest being 79 and the lowest 48.

Mobile, Alabama.—It has rained on one day of the past week, the rainfall being inappreciable. To-day is rainy. The crop is developing promisingly, and good headway is being made in picking. The thermometer has averaged 70, ranging from 54 to 85.

Montgomery, Alabama.—We have had warm and dry weather all of the past week. The weather has been splendid for the last fortnight. Picking is making excellent progress, and the planters are sending their crop to market freely. The thermometer has ranged from 52 to 82, averaging 68.

Selma, Alabama.—We have had no rain during the past week. The crop is developing promisingly, picking is progressing finely and the crop is being marketed freely. Average thermometer 65, highest 78 and lowest 55.

Madison, Florida.—Telegram not received.

Macon, Georgia.—The weather has been warm and dry during the past week. It is cloudy to-day. Cotton picking is progressing finely. Average thermometer 69, highest 85 and lowest 56.

Columbus, Georgia.—We have had no rain during the past week. The thermometer has ranged from 62 to 90, averaging 80.

Savannah, Georgia.—The weather has been pleasant all of the past week, with no rain. The thermometer has averaged 73, the highest being 90 and the lowest 62.

Augusta, Georgia.—Weather has been cool and pleasant during the past week, with light rain on one day. The rainfall reached twelve hundredths of an inch. The crop is developing satisfactorily; picking progresses very well, and the staple is being marketed freely. The thermometer has averaged 71, ranging from 58 to 87.

Atlanta, Georgia.—We have had no rain during the past week. The weather for two weeks has been very favorable for cotton. Average thermometer 64:37, highest 77, lowest 50.

Charleston, South Carolina.—It has rained on two days of the past week, the rainfall reaching one inch and nine hundredths. The thermometer has ranged from 62 to 89, averaging 71.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 28, 1882, and September 29, 1881.

	Sept. 2	28, '82.	Sept. 2	29, '81.
New OrleansBelow high-water mark MemphisAbove low-water mark. NashvilleAbove low-water mark. ShreveportAbove low-water mark. VicksburgAbove low-water mark.	$\begin{array}{c} 11 \\ 9 \\ 2 \end{array}$	Inch. 9 6 5 9	Feet. 13 6 1 0	Inch. 5 9 2 2 2

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

COTTON "OPTIONS."—The frequent use of the term "option" to express future delivery sales of cotton has no doubt appeared to many inappropriate. It is also in some measure harmful, because it is not only calculated to mislead but may even tend to influence judicial decisions. As the designation "option"

continues to be used it may be permissible to point out that it is really a misnomer inasmuch as every seller of future delivery is under the obligation to deliver the actual cotton and every buyer must receive what he has bought when tendered. The only way in which the word "option" can apply at all is that the seller has the choice of the entire month of such delivery sold, giving five days notice to the buyer. Thus while there is a solid basis for every contract for future delivery the term "option" conveys a different meaning. If seller and buyer agree to make a settlement there is nothing to hinder it, but if either party claims delivery the actual cotton must be delivered and received, the contract remaining in full force until all its conditions are complied with. There is a prescribed penalty under the by-laws in case of unintentional delay. But should a party to a contract fail to carry out any of the provisions of his contract, such as receiving or delivering cotton, such act excludes him, according to the by-laws, from settlement, and subjects him to suspension from membership of the Cotton Exchange.

To all engaged at the Exchange in the future business the aforesaid is of course nothing new, but outsiders are likely to be misled by the term "option." Would it not therefore be advisable to drop the expression, it being at all events incorrect?

JUTE BUTTS, BAGGING, &c.—The demand has shown some improvement during the week, and though the orders continue to be for jobbing quantities the total amount of stock moving is considerable. Prices have not changed, but the feeling is steady, and holders are quoting 7½c. for 1½ lb., 8c. for 1¾ lb., 8¾c. for 2 lb. and 9¾c. for standard grades. The demand for butts continues to be of a light character, and little inquiry is noted for large parcels. The market is steady, and at the close holders are asking 2½@25%c. for paper grades and 25%@2¾c. for bagging qualities.

Hand-Book of Daily Cable Records.—We have received from Mr. John Jones, of Liverpool, a few copies of his "Hand-Book of Daily Cable Records," and have them for sale at one dollar each. Besides the ordinary features of this annual, we notice that it also contains this year statistics of the Brazilian crop, stocks of cotton at Continental ports each week, the Board of Trade returns of British exports of yarn and cloth, and Liverpool weekly returns of visible supply. This, as our readers know, is a very convenient little book, and we gladly recommend it to the trade.

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.

In January and February, 1882, large additions to our port receipts were made for omissions during previous weeks of a portion of the City Point, &c., movement. Consequently we have now revised our weekly and monthly tables of receipts from Sept. 1, 1881, to Feb. 1, 1882, and incorporated the omissions in the weeks to which they belong instead of inserting them in bulk in December and January.

Monthly		Year	Beginnin	g Septemb	er 1.	
Receipts.	1881.	1880.	1879.	1878.	1877.	1876.
Sept'mb'r	429,777	458,478	333,643	288,848	98,491	236,868
October	853,195	968,318	888,492	689,264	578,533	
Novemb'r	974,043	1,006,501	942,272	779,237	822,493	901,392
Decemb'r	996,807	1,020,802	956,464	892,664	900,119	787,769
January .	487,727	571,701	647,140	616,727	689,610	500,680
February.	291,992	572,728	447,918	564,824	472,054	449,696
March	257,099	475,582	264,913	302,955	340,525	182,937
April	147,595	284,246	158,025		197,965	100,194
May	113,573	190,054	110,006			68,939
June	68,679	131,871	88,455	29,472	42,142	36,030
July	36,890	78,572		13,988	est and and wheel	17,631
August	45,113	115,114		18,081	34,564	14,462
Corret'ns.	17,844	123	42,714	458	52,595	66,293
Total year	4,720,364	5,874,090	5,001,672	4,447,276	4,345,645	4,038,141
Perc'tage o	of tot. port	901			4	
receipts	Aug. 31.	100.00	99.15	-99.99	98.79	98.36
Correction	g	00.00	00.85	00.01	01.21	01.64
Total port	receipts	100.00	100.00	100.00	100.00	100.00

This statement shows that up to Aug. 31 the receipts at the ports this year were 1,153,726 bales less than in 1880-81 and 281,308 bales less than at the same time in 1879-80. The receipts since September 1, 1882, and for the corresponding periods of the five previous years have been as follows:

	-					
	1882.	1881.	1880.	1879.	1878.	1877.
	5,035	5,600	5,037	3,490	S.	408
: Sept.1	2,890	10,356	5,669	1,848	5,708	8.
" 2	s.	10,182	10,512	1,391	4,051	1,246
	5,865	8.	6.474	2,264	4,799	616
	3,396	18,859	s.	4,927	4,224	1,003
4 5	5,636	9,063	14,754	2,104	7,116	754
" 7	4,493	7,637	9,315	8.	4,103	1,701
4 8	6,405	8,181	8,616	5,431	8.	1,655
4 9	6,405	18,792	11,096	5,124	13,115	. 8.
4 10	8.	13,054	10,86	4,878	7,341	3,035
4 11	11,202	s.	15,646	4,858	6.258	1,398
4 12	5,615	16.595	3. í	7.636	7,982	3,108
" 13	7,474	17.797	20,842	7,069	8,537	1,661
-4 14	8,044	14,674	15.117	8.	10,714	2,5:4
" 15	1.,742	10,870	13,999	15,628	S.	2,459
" 16	8,060	21,062	16,191	12,215	15,127	8.
" 17	S.	16,361	20,900	12,995	10.425	5,063
" 18	16,598	ಟ.	18.470	14,071	10,032	4,109
" 19	9,606	17,206	s.	14,955	11,125	3,553
" 20	12,733	19,476	30,366	17,032	16,933	2,735
21	13,039	15,551	20.049	s.	11,302	6,310
" 23	17,187	13,996	17,749	26,420	s.	4,049
4 23	16,201	29,700	19,484	23,729	17,905	s.
4 24	S.	15,866	30,355	21,382	18,579	9,470
" 25	27,438	S.	21,788	19.141	13,584	5,513
* 26	21,616	22,465	s.	19,975	13,814	7,922
" 27	19,768	26,603	37,550	22,976	22,679	6,254
" 28	24 584	15,773	25,495	s.	18,016	10,156
" 29	26,872	20,469	24,321	31,231	s.	8,450
Total	296,957	396,197	430,597	302,843	261,174	95,272
Percenta :e	ts Sept. 29	08.39	07 33	06 05	05.94	02.19

This statement shows that the receipts since Sept. 1 up to to-night are now 99,240 bales less than they were to the same day of the month in 1881 and 133,640 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 September 29 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from 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 Sept. 23.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	nts this	week.	Shipme	ents since	Receipts.		
Year	Great Brit'n.	Conti- nent	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jun. 1.
1882 1881	6,000	3,000		746,000 304,000		1.319,000 \$46,000		1,624,000 1,163,000
1880 1879	1,000		6,000	357,000 249,000	138,000	845,000	2,000	1,082,000 799,000

According to the foregoing, Bombay appears to show a —crease compared with last year in the week's receipts of —bales, and an increase in shipments of 9,000 bales, and the shipments since January 1 show an increase of 503,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

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

	Shipm	ents this	week.	Shipmen's since January 1.				
Year.	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Totas.		
1882 1881	1.000	2,000	8.000 1,000	303,000 188,000	156,000 71,000	459,000 259,000		
1880 1879	1,000	2,000	3.000	200,000	80,000 106,000	230,000 306,000		

The above totals for this week show that the movement from the ports other than Bombay is 7,000 bales *more* 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.

Shipments		382.	18	331.	1880.		
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
Bombay. All other p'rts.	9,000	$\frac{1,349,000}{459,000}$	1,000	846,000 259,000	6,000	845,000 280,000	
Total	17,000	1,808,000	1,000	1,105,000	6,000	1,125,000	

This last statement affords a very interesting comparison of the total movement for the week ending Sept. 28 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, Sept. 28.	18	82.	18	81.	. 18	80.
Receipts (cantars*)— This week Since Sept. 1		1,200 1,200		20,000 27,550		1,350 1,500
,	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1
Exports (bales)— To Liverpool To Continent	4,700 214	4,700 214	2,500 840			736 1,07
Total Europe	4.914	4,914	3.340	4,938		1,828

. A cantar is 98 lbs.

This statement shows that the receipts for the week ending Sept. 23 were 1,200 cantars and the shipments to all Europe were 4,914 bales.

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

		1882.		_ 0 .	1881.	
	32s Cop. Twist.	814 lbs. Shirtings.	Gott'n Mid. Upl/s	32s Cop. Iwist.	84 lbs. Shirtings.	Ooten Mid. Uplde
Aug. 4 " 11 " 18 " 25 Sept. 1 " 8 " 15 " 22	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	7116	d. d. s.	6 9 08 0 6 51207 8 6 9 08 0 6 51207 812 6 51207 812 6 51207 812 6 51207 812 6 50207 812	61516 74

The Exports of Cotton from New York this week show an increase, as compared with last week, the total reaching 15,503 bales, against 13,606 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, 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. 1882.

		Week e	ending-	-	Materi	Same
Exported to—	Sept.	Sept. 13.	Sept. 20.	Sept. 27.	Total since Sept. 1.	period previ'us year.
LiverpoolOther British ports		16,808	8,720 300	11.638	50,327 300	41,168 450
TOTAL TO GREAT BRITAIN	13,161	16,808	9,020	11,638	50,627	41,618
Havre. Other French ports	1,045	1,789	1,122	1,047	5,003	4,109
TOTAL FRENCH	1,045	1,789	1,122	1,017	5,003	4,109
Bremen and Hanover Hamburg Other ports	77 1,297 940	79 40 6 590	1,783	100		1,323 5,597 312
TOTAL TO NORTH. EUROPE	2,314	1,077	2,863	2,818	9,072	7,232
Spain, Op'rto, Gibralt'r,&e		<u>.</u>	601		601	
TOTAL SPAIN, &c			601		601	
GRAND TOTAL	16,520	19,674	13,606	15,503	65,303	52,959

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Passinla	New York.		Boston.		Philadelphia.		Baltimore.	
Receipts from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.
N. Orl'ans	4.240	11,681						
Texas Savannah	7,827 $3,561$	24,589 18,178	2,102	3,339	770	1,286	3,701	6,417
Mobile Florida								
S.Car'lina N.Car'lina					534	685	500 105	1,130 245
Virginia	1,458		1,050		2,247	2,247	246	1,153
North. pts Tenn., &c.	1	1,066	834 357		120	1,126	146	458
Foreign	315	708						
This year.	23,998	75,190	4,843	9,007	3,671	5,344	4,698	9,403
Last year.	25,686	80,872	2,892	5,835	2,049	3,842	2,536	10,785

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 25,024 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

night of this week.	Total bales.
NEW YORK-To Liverpool, per steamers Adriatic, 2,374	.Ari-
zone 1 756 Reltic 1 376 Britannic, 2,3 2,E9	CYDU.
1,236Gallia, 1,189Virginian, 1,325	11,035
To Havre, per steamer France, 1,047	1,047
Ma Dueman non steamer Salier 325	320
To Hamburg, per steamer Frisia, 10)	100
To Antwern, per steamers Hermann, 150 Waesland,	650.
To Stattin, per steamer Katle, 1.593	1,555
New Opt FANS—To Liverpool, per steamer Commander, 2,4	70 2,470
To Havre per steamers Espanol, 1,526 Fourier, 505	2,031
RALTIMORE—To Liverpool, per steamer Hibernian, 800	
To Havre per steamer Mount Lebanon, 300	
To Bromen per steamer Leinzig, 1.502	1,002
BOSTON—To Liverpool, per steamers Bulgarian, 966,I	OWa.
560Malta, 32:	1,558

PHILADELPHIA-To	Liverpo	ol, per s	teamer	Pennsy	lvania,		l bales. 800
TotalThe particulars							25,024 usual
form, are as follow	ws: Liver-			Пат-	Ant-		:
New York N. Orleans	$11,638 \ 2,470$	1,017 2,091	325	1. burg. 100	werp. 800	Stettin. 1,593	Total: 15,503 4.561
Baltimore Boston Philadelp'a	1,553 800	300	1,502				2,602 1,558 800
Total	17,266	3,433	1,827	100	800	1,593	25,021
Cotton freights	the pas	t week	have	oaen as	follo	W3:	

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	18 7 7 32	187732	832@14	232014	532@14	314 @ 14
Do sail d .						
Havre, steamc.	12@916*	12@915*	122916*	122916*	120916	916*
Do sailc.			• •			,
Bromen, steamc.	134	12*	716-1532	716-1532	716-1533	12*
Do sailc.						
Hamburg, steam.d.	124	12*	12*	12+	12*	134
Do sail d .						
Amst'd'm, steam.c.	732*	732*	14*	14*	14*	¹ 4*
Do sail d .						
Baltic, steamd.	1132@38*	1132 @ 38"	38*	38*	38*	1132*
Do sailc.						
Barcel na, steam.c.	34*	34*	34 *	34*	34*	34 4
Do sailc.						

* Compressed.

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

,	Sept. 8.	Sept. 15.	Sept. 22.	Sept. 29.
Bales of the weekbales.	46,500	53,000	40,500	40,000
Of which exporters took	5.600	3,000	4,800	4,400
Of which speculators took	1.820	2,200	450	750
Bales American	34,500	37,500	26,500	26,500
Actual export	11.000	10,500	9,900	6,100
Forwarded	3,800	4,900	4,600	3,800
Total stock -Estimated	603,000	562,000	539,000	518,000
Total stock-Actual				481,000
Of which American—Estim'd	267,000	237,000	229,000	219,000
Of which American—Actual.				191,000
Total import of the week	37,000	20,500	27,000	23,000
Of which American	8,800	11,000	21,500	20,500
Amount afloat	163,000	171,000	157,000	172,000
Of which American	27,0001	43,000	35,000	44,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 29, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, { 12:30 P.M }	Dull and un- changed.	Mod. inq. freely supplied	Easier.	Flat and irregular.	Dull.	Dull.
Mid. Upl'ds Mid. Orl'ns	7 73 ₁₆	7 73 ₁₆	7 73 ₁₆	7 73 ₁₆	7 ¹ 8	678 718
Spec.& exp.	5,000 50 0	8,000 , 1,500	7,000 1,000	7,000 1,000	7,000 1,000	7,000 1,000
Futures. Market, 2 12:30 P.M.	Very dult.	Flat.	Quiet.	Quiet.	Dull.	Flat.
Market, } 5 P. M.	Dull.	Flat.	Flat.	Quiet.	Steady.	Flat.

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

unless otherwise stated.	on the state of opinion	, 130 W Indianing Oracist,						
ZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZ	SATURDAY.	1						
***		. D						
Delivery. d. 85964	Delivery. d. OctNov 637 ₆₄	Delivery. a.						
Sept	OctNov	Sept						
SeptOct64764								
	MONDAY.							
Sept65934@5864	June-July 639	Oct -Nov 635						
Gent Oct 648	Ion Feb 630	OctNov635 ₆₄ NovDec631 ₆₄						
SeptOct	Gant 657	Mary Tune						
OotNov636 ₆₄	Sept	May-June63864						
NovDec63264		l .						
	TUESDAY.							
Sept 655e4@54e4	NovDec 63064@2964	June-July63684						
BantOct 64504	JanFeb62864	MarApr63164						
@41 ₆₄ @43 ₆₄	FebMar 63164 @ 3064	OctNov63264						
OctNov 63464 @3364	May-June 63564 @3464	NovDec. 62864						
000,-2107 00-64 00-64		11011000-064						
	WEDNESDAY.							
Sept. —653 ₆₄ @52 ₆₄ Sept. -Oct641 ₆₄	MarApr62964	FebMar62864						
SeptOct 641c4	May-June63264	June-July63564						
OctNov 63164 23064	June-July63464	SeptOct						
NovDec627 ₆₄	SeptOct64264	Sept651 ₆₄ @50 ₆₄						
NOVDOG02164	Oct Nov	Oct Nov. 100164 @0064						
Dec 7 02664 @2764	OctNov631 ₆₄	OctNov630 ₆₄						
DecJan62664	JanFeb 6^{27}_{64}	JanFeb62864						
JanFeb628 ₆₄								
	THURSDAY.							
Sept648 ₆₄	FebMar 62864	May-June630 ₆₄						
BeptOct 64064@3964	MarApr62664	NovDec62464						
OctNov 63064@2964	AprMay62964	DecJan62464						
NovDec62564	May-June63164	JanFeb62464						
@ ²⁴ 64@ ²⁵ 64	June-July 632_{e4}	AprMay62864						
DecJan62564	OctNov628 ₆₄	SeptOct640 ₆₄						
JanFeb 625 ₆₄	FebMar62564	OctNov. 62964						
JauF 60	FRIDAY.	1 OctNov						
Camt 040		10-4 37						
Bept648 ₆₄	June-July63264	OctNov62764						
BeptOct64164	Sept 64 64 @ 4664	DecJan62364						
4064 @3964	Sept. $6^{47}6^{4}$ $0^{46}6^{4}$ Dec-Jan $6^{24}6^{4}$	FebMar62464						
OotNov 68064 @ 2964	JanFeb624 ₆₄	Sept644 ₆₄						
NOVDec 62684 @ 2584	Sept645 ₆₄	SeptOct63784						
JanFeb62564	SeptOct63864	NovDec62364						
FebMar62664	OctNov 62864	JanFeb62364						
MarApr 62864 22764	FebMar62564	AprMay62764						
AprMay63064	MarApr62664	May-June62964						
May-June 63164	NovDec62464	June July 63164						
AprMay 62964	May-June 63064	9 and 9 any 65184						
	1 may -0 mmg 00064							

BREADSTUFFS.

FRIDAY, P. M., September 29, 1882.

The flour market has been dull and declining. The receipts have been large, wheat has declined and the sale of flour has been so slow that dealers have attempted to stimulate business by concessions. To-day the market was still dull and depressed.

The wheat market in the fore part of the week declined several cents, but latterly there has been a sudden reaction, caused by an advance in Chicago, where a corner on September has been running. The difference between September and October contracts in that market has at times been no less than ten cents, but there has been scarcely any difference here of late between these options, as there has been little or no short interest in this market. The statistical position, in the views of many, seems to favor the bears, as the receipts are steadily increasing at the West, and the outlook for the crop is of the most favorable kind. There has been a large speculation in options, the transactions yesterday being especially important and at times a very good business for export has been done' though any advance in prices, it is observed, is apt to restrict the foreign trade to a very moderate volume. To-day the market was again weak, prices declining 1/2@1c., with a fair business at the concession; No. red sold at \$1 05½@1 06½ for Sep. tember, \$1 05\\\ @1 06\\\ for October, \$1 06\\\ @1 07\\\ for No vember, \$1 081/4@1 091/4 for December, \$1 091/2@1 101/2 for January and \$1 10½ @1 12 for February.

Indian corn has declined 4@6c. per bushel during the week, and has been quiet on the spot, though there has been a brisk trading in options. Yesterday there was some reaction, caused by smaller receipts at Chicago and the report that they are likely to be light there next week. Still the weather has been fine at the West, and there has been a large increase in the available supplies there of late. The estimates of the best-informed statisticians still point to a yield far in excess of any ever before known in this country. To-day the market was irregular, options declining ½@¾c., while cash was about that much higher; No. 2 mixed sold at 68c. for October, 67½c. for November, 63% @64c. seller the year and 59¼c. for January.

Rye has been dull and to a great extent nominal. Barley and malt have been almost entirely neglected; the former has been scarce, and a small sale of malt was made at \$20 cash for six-rowed State. To-day a load of No. 2 Canada barley sold at 95c.

Oats have fallen 1 to 2c. in sympathy with some weakness in the Western markets; a good trade in options has taken place, while the cash business has been rather moderate. To-day the market was irregular, with each being ½@¾c. higher; No. 2 mixed sold at 38@38½c. for October, 39½@40½c. for November and 39¾@40½c. for December.

The following are closing quotations:

FLO	UR.
No. 2 spring \$ bbl. \$2 50 a 3 60	City shipping extras. \$5 25@ 565
No. 2 winter 3 00 @ 3 65	Southern bakers and
Superfine 290 @ 400	family brands 5 25 a 7 25
Spring wheat extras 4 25 a 5 00	South'n ship'g extras. 485 7 540
do bakers' 550% 700	Rye flour, superfine 3500 39).
Wis. & Minn. rye mix. 500 @ 650	Corn meal-
Minn. clear and stra't 450@ 750	Western, &c 4 200 4 25
Winter shipp'g extras. 390 a 440	Brandywine, &c 4300
	Buckw't flour, 100 lbs. 3 50 a 380
	AIN.
	,
Wheat-	i Oats—
Spring.per bush @	Mixed 35 @ 40
Spring No. 2 @	White - 381 2 52
Red winter 93 @1 07	No. 2 mixed 3734 7 38
Red winter, No. 2 1 05 12 2 1 08 12	No. 2 white 4512 ?
White 85 @1 13	Barley-
Corn-West. mixed 65 @ 7014	Canada No 1 91 00
West. mix. No. 2. 68 & 7014	Canada bright 1 05 @1 08
Western white 72 2	State 4-rowed 98 all 00
Southern white @	State, 2-rowed 85 @ 90
Western yellow 70 @	Barley Malt-
Rye—Car lots 76 @ 77	Canada 1 20 @130
Boat 10ads 78 & 80	State 2-rowed 105 @110
2000 1000 100 00 00	State, 4-rowed 1 15 @1 20
* 4	Dutto, 2-10 Well I to

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Sept. 23, 1882:

		-		
	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, Barley, Rye, bush. bush. bush.
At- (196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.) (48 lbs.) (56 lbs.
Chicago	46.829	1,057,032	1,097,988	482.069 149.237 73,490
Milwaukee	53.820	118,465	11,310	45,600 143,330 9,123
Toledo	618	697,609	77,202	29,234 1,802 6,767
Detroit	4,373	195,297	3,000	42,635 4,223
Cleveland	622	16,900	2,500	3,600 22,343 16,566
Bt. Louis	56,393	415,104	9,255	
Peoria	1,163	7,250	96,500	190,135 7,200 12,650
Duluth	5,200	219,758	,	
Total	169 018	2,727,415	1 298 285	901,817 328,185 120,604
Same time '81.			3,474,701	956,471 502,753 131,011

PAR CO	SEPTEMBI
	Madal rocci
	Total rece 1882, inclusiv
	Flourbb
*	Wheat bur Corn Oats Barley Rye Total grain
	Comparativ
	July 31, 1883 vious three y
	Flourbb
	Wheat bus Corn
	Total grain
	Comparative ports from De years:
•	Flourbbl
	Wheat busl Corn
	Total grain
	Rail shipmen weeks ended:
	. Alama
	FlourWheat
	Wheat Corn Oats Barley Rye
	Total
	Railand lake
	Week Flow ending— bbi Sept. 23194,6 Sept. 16193,9 Sept. 9178,4 Sept. 2154,9
	Tot., 4 wks. 721.8 4 w'ks 81539.2
	Receipts of ended Sept. 23
	At— New York Boston Portland Montreal Philadelphia Baltimore New Orleans
	Total week 3 Cor. week '81 2 Total receipt 1882, as compar
	Flourbbls.
	Wheat bush.
,	Oats Barley Rye
	To algrain
	Exports from Sept. 23, 1882:

23

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SEPTEMBER 30, 1889.]	THE	CE
Total receipts at same ports from Dec. 26, 18 1882, inclusive, for four years:	881, to Sep	ot. 23,
1881-82. 1880-81. 1879-8 Flourbbls. 5,442,497 6,470,276 4,418,1		8-79. 7,283
Wheat bush. 47,090,581 43,051.737 53,061,8	66,61	5,407
Corn. 33,574,735 33,222,485 26,398,6 Oats. 5,618,936 5,506,617 4,289,0	$\begin{array}{ccc} 377 & 23,43 \\ 52 & 4,57 \end{array}$	3,930 $2,760$ $4,357$
Rye	$\frac{35}{2}$	3,415
Comparative receipts (crop movement) at sar	ne ports	from
July 31, 1882, to Sept. 23, 1882, as compared vious three years:	with the	pre-
Flourbbls. 1,172,903 1,352,125 1,079,1		879.2,319
Wheatbush. 21,745,927 13,628,314 20,111,1 Corn 11,110,578 33,539,552 27,593,8	15 56,61 17 17,92	7.532 4.713
Oats	$egin{array}{ccc} 65 & 6,37 \ 16 & 2,13 \ \end{array}$	0,693 3, 6 20
Rye 170,230 1,009,340 1,080,78	1,49	6,904
Total grain 45,952,033 58,521,706 58,840,29 Comparative shipments of flour and grain fr		
ports from Dec. 31, 1881, to Sept. 23, 1882, incluyears: 1881-82. 1880-81. 1879-8	sive, for	four
Flourbbls. 5,412,605 6,430,845 3,382,43		8-79 7,918
Wheatbush. 38,262,415 39,968,231 50,926,33 Corn 52,146,836 86,841,351 100,990,74	14 66,854	1,158
C259 26,915,396 27,230,902 21,293,64 Sarley 2,446,082 2,615,674 2,252,16 Ryo 2,052,220 1,531,320 2,009,69	33 2.741	1,367
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	$\frac{3,189}{35}$ $\frac{3,189}{147,625}$	
Rail shipments from Western lake and river		
		B 79 .
Sept. 23. Sept. 24. Sept.	t. 25. Sep.	reek t. 27.
Wheatbush. 692,923 238,557 307,		.975
Corn	$egin{array}{cccc} 910 & 346 \ 353 & 310 \ 413 & 222 \end{array}$,065 ,888 ,566
Total		767
Railand lake shipments from same ports for last		
Week Flour, Wheat, Corn, Oats, 1	Barley, R	ye,
Sept. 23194,631 2,528,614 805,113 1,065,859 1 Sept. 16193,939 2,350,991 1,262,447 1,157,682	bush. bi 38,717 125 90,633 153	
	50,063 88	,373 ,398
	97,119 441 $63,937$ 268	
Receipts of flour and grain at seaboard ports ended Sept. 23:		
At- bbls. bush. bush. bush.	bush. b	ush.
Boston 77,286 106,700 95,035 143,150 Portland 1,200 8,800 2,600	E)	500
Montreal 19,567 234,444 1,688 Philadelphia 28,604 123,200 64,000 56,950	4.000	
Baltimore 24,405 756,760 10,500 16,600 New Orleans 31,361 159,054 14,128 44,553	4	,500
Total week 301,921 2,778,696 892,257 839,487 Cor. week '81 224,593 1,980,205 1,919,01: 734,013		,700 ,428
Total receipts at same ports from 1 ec. 26, 1881 1882, as compared with the previous three years:	l, to Sept.	23,
Flourbbls. 8,223,579 9,318,060 7,323,94		
Wheatbush. 57,679,121 73,437,150 90,831,176		723
Oats	16,371.	632 583
To algrain 107,056,480 130,431,563 222,514,589		
Exports from United States seaboard ports for		
Dept. 23, 1882:		eas,

Sept. 23, 1882	2:		_			
From-	Flour,	Wheat,	Corn,	Oats,	Rye,	Peas,
Vom V	bbls.	bush.	bush.	bush.	bush.	bush.
New York	115,131	1.570.812	127,570	8,937	18,731	3,542
Portland	43,513	106,530	16,841	18		
MUHITEST	01 100	057 440	11 000			1 0 - 0
Philadelphia.	21,109	257,448	11,990			1,350
Baltimone.	9,020	293,755	250	250		
Baltimore	9,774	654,420	20			
New Orleans	2,824	416,153	8.0			•••••
Total for w'k	231,371	3.299,118	156,751	9.187	18.734	4.892
oame time, 81.	130,131	2,013,456	861,096	23,911	32,003	62,334
The visible	supply (of grain, co	mprising	the stoc	ks in g	ranary

at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Sept. 23, 1882, was as

*	7071	~		- 1	_	1
In store at-	Wheat,	Corn,	Oats,	Barley,	Rye,	ı
NATE Water	bush.	bush.	bush.	bush.	busk.	i
New York	1,793,999	744.358	2,555,086	1,105	129,676	ĺ
Do. afloat (est.)	622,000	163,000		1,200	33,000	ı
						ı
Albany Buffalo	1,000	58,000	93,123	26,000	32,000	i
Buffalo. Chicago	439,009	395.709	93.855		18,672	
Chicago Milwaukee	1,801,406	2.300.647	591,580	78,455	147,453	1
Milwaukee Duluth	217,204	5,337	21.652	10.042	17.684	ı
	120,000	0,001	21,002	10,042	17,004	ĺ
Toledo	132,000					į.
Toledo Detroit	528,651	56.889	50,336		21.147	Ĺ
		3,526			906	
Oawego.				10.000	000	
Di. Louis	30,000	138,000		10,000		
St. Louis.	392,050	205,946	104,668	19,403	21,395	

	1				the same of the sa	
	7 ~	Wheat,	Corn.	Oats.	Barley.	Rye,
	_ In Store at-	bush.	bush.	bush.	bush.	bush.
	Boston	69,686	28,548		370	
	Toronto	16,043	-0,0 20	300		412
	Montreal	62,008	1,500		21,062	5,535
	Philadelphia	721,389		.,	493	` • • • • •
	Paorio		248,882			
	Peoria	1,222	112,412		3,237	77.653
	Indianapolis	235,200	130,000			13,900
١	Kansas City	163,725	26,553	17,035		9,124
Ì	Baltimore	863,163	14.894	,		
Ì	Down Mississippi.	266,540			•••••	*****
	On rail	1,035,330	415,100	501 140	100 717	
Ì	On lake	2,402,239		564,143	138,717	67,330
	On canal		971,692	584,897	• • • • •	- 9 6, 59 8
1	On canal	1,325,000	630,000	50,000	19,700	68,300
1	Tot Cout On 100	10.00= 0=4				
I	Tot. Sept. 23, '82.	13.287,951	6,700,533	5,766,702	328.534	760,785
1	Tot. Sept. 16, '82.	13.636,830	6.705,689	6.157,097	195,054	725.136
İ	Tot. Sept. 9, '82.	12,780,612	6.594,686	6.640.644	119.920	709.169
1	Tot. Sept. 2, '82.	12.045.595	6,251,732	5 898 101	87,560	
۱	Tot. Aug. 26, '82.	11 565 661	5,587,814	2 625 007		635.107
į	Tot. Sept. 21, '81.	10 651 911	95 000 600	6 437 000	40,097	649.914
1	200 8010 21, 01.			•	875,021	829,929
I		Exports	of Prov	risions.		

The following are the exports of provisions from New York. Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending Sept. 23, 1882, and their distribution:

	1	1		1		
To-	Pork, bbls.	Beef, bbls.	Lard,	Bacon,	Cheese,	Tallow,
London		495	139,244			-
Liverpool	931	791	2,034,209	2,735,851	2,933,180	478,200 299,900
Glasgow		834	422,900	78,100		
Bristol	221	••••	335,750	,,	21,152	
Hull		95			36,720	
Havre		50	190,350			
Bordeaux	. 9	24	906,150			
Marseilles	10		128,000			
Bremen	10 50	50	56,200	-1.000		
Hamburg Amsterdam	20	250	914,460	74,980	•••••	
Antwerp	15	84	215,000	148,750		
Copenhagen.	1.0		16,500	•••••	• • • • • • • • • • • • • • • • • • • •	118,200
German ports		,	302,300	•••••		
Italy&Md.pts	• • • • •	30	$\frac{14,000}{35,000}$	•••••	• • • • • • • • • • • • • • • • • • • •	
Brazil		5	30,000	0.10	•••	
Mexico		114	11,800	$\substack{ 240 \\ 4.189 }$	0.501	50.011
Central Am	63	59	52,019	5,719	2,761	72,241
S. America	269	164	126,580	28,354	1,917 $1,200$	12,009
Cuba	89		101,080	21,748	$\frac{1,200}{2,025}$	
Hayti	743	49	36,950	6.184	3,732	1,619
West Indies	1,482	363	248,341	100,184	8,067	120
Brit.N.A. Col.	638	161	13,632	3,100	7,800	120
Oth.countries	5	65		2,200	3,210	
Total week	4,545	3.683	6,396,745	3,347,999		1 004 000
Prev's week	2,053	2,579		3.149.099	2.463.008	188,990
			-,,0-101	3,1220,000	=,100,000	100,000

THE DRY GOODS TRADE.

FRIDAY, P. M., September 29, 1882.

The past week has witnessed a less active demand for dry goods than was expected by commission merchants and importers, and the jobbing trade was checked to some extent by the unfavorable condition of the weather. The stringency of the money market has also tended to restrict operations on the part of wholesale buyers, and their purchases of fall and winter goods were consequently governed by actual requirements; but some fair orders for spring woolens, white goods, dress fabrics, &c., were placed for future delivery. The tone of the market has lost some of its late buoyancy, but prices are steadily maintained on the most desirable fabrics. The failure of a large Boston jobbing house (Wellington Bros. & Co.) caused great surprise in the trade, as the firm had been in very good credits, and had even discounted their payments within a few weeks. The exact cause of this failure has not transpired, but the liabilities of the firm are about \$696,000, against nominal assets of about \$625,000.

Domestic Cotton Goods.—The exports of domestics for the week were 2,076 packages, including 608 to Great Britain, 583 to China, 298 to U.S. of Colombia, 136 to Hayti, 136 to Venezuela, 72 to Mexico, 56 to Brazil, &c. Plain and colored cottons ruled quiet in first hands, and the jobbing trade was only moderately active. Prices have not materially changed, and really desirable goods are generally steady; but low-grade fabrics are a trifle easier in some cases, and the tone of the market is barely so firm as a short time ago. Print cloths were in moderate demand, and while 56x60s are steadily held because of the light supply, there has been a slight decline in the price of 64x64s, which are now quoted at 3%c. less 1 per cent, with plenty of sellers at these figures. Prints were in moderate demand only and ginghams ruled quiet; but an increased business was done in cotton dress goods at lower prices.

Domestic Woolen Goods.—There was a steady call for small reassortments of heavy cassimeres and suitings by the clothing trade, and the same class of buyers continued to place fair orders for light-weight cassimeres, suitings and worsted coatings for future delivery; overcoatings were lightly dealt in, and there was a lessened demand for cloakings. For light-weight satinets there was a moderate inquiry, but Kentucky jeans and doeskins continued quiet with agents. Soft wool dress fabrics and sackings continued to move steadily, and leading makes are largely sold ahead. Flannels and blankets were somewhat quiet, but fairly steady in first hands. Worsted dress goods,

shawls and skirts met with moderate sales, and carpets were jobbed in fair quantities. Knit underwear, fancy knit woolens and wool hosiery ruled quiet and steady.

Foreign Dry Goods.—The demand for foreign goods was only moderate and mostly confined to a few specialties. Dress goods were less active, but silks were in fair request, and plushes and velvets met with considerable sales. Linen goods were inactive but steady, and laces and lace goods were distributed with considerable freedom, privately and through the auction rooms. Hosiery and gloves were in fair demand, and there was a steady call for embroideries.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 28, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

Total at the port	Total Ent'd for consumpt.	Miscellaneous	Silk	Wool		Total on market	Total Ent'd forconsumpt.	Miscellaneous	Bilk	Wool	W	Total	Miscellaneous	Flax	Cotton	Manufactures of-		, a	ENTERED FO
7,916	1,965 5,951	577 673	153	429	E	8,098	2.147 5,951	546	200	722 221	THURA	5,951	1,212	1,104	1,186	25	Pkgs.	Week. Sept.	R CON
7,916 2.317,916	451,614 1,896,332	89,129 64,253	95,943	171,673	NTERED FO	8,098 2,485,056	588,724 1,896,332	37,114	116.076	271,800 67,458	WITHDRAWN FROM	5,951 1,896,332	219,865	696,952 269,168	348,489	3	Value.	Week Ending Sept. 29, 1881.	SUMPTION
370.760	$\frac{127.576}{243,184}$	16,719 82,391	5,428	13,678	OR WAREH	395.647	152,463 243,184	96,921	6,279	17.349 11,324	WAREHOUSE	243,184	51,987	65,839 65,897	55,221	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Pkgs.	Since Ja	FOR THE V
87.710.810	17,333,528 70,377,28z	3,239.801 1,997,611	3.648,791	5,439,938	ENTERED FOR WAREHOUSE DURING	91.096.644	20.719,362 70,377,282	1,807,099	4,243,445	6,857,985 3,768,347		70,377,282	6,514,938	9,525,894	17,150,507	-	Value.	Since Jan. 1, 1881.	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1.
7,593	1,398 6,195	435 97	172	528	SAME	8.047	1,852 6,195	536	201	598 193	INI NMC	6,195		1,220	1,260	_	Pkqs.	Sept.	NCE JAN
7.593 2.709.976	515,011 2,194,935	27,930	120,903	221,437	PERIOD.	8.047 2,711,244	516,309 2,194,935	47,393	128,856	216,060 59,376	AND THROWN INTO THE MARKET	6,195 2,194,935	154,225	333 527	389,377	4	Value.	Week Ending Sept. 28, 1882.	UARY 1, 1
417,383	128,562 288,821	75,619	7,255	17.228		421,559	132,738 285,821	82,292	6,995	15,149 10,179	RKET.	288.821	75,920	44,371 67 133	58,656		Prgs.	Since Ja	1882 AVD 1881
383 105.218,431	20.097,061 85,121,367	3,232,838	3,264,140 4,816,689	6.907,331		103.974,843	18,853,476 85,121,367	1,766,779	3.16.736	6,149,296 3,033,558		85,121.367	7,095,195	29 469,203			Value.	Since Jan. 1, 1882.	881.

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port from Jan. 1 to Sept. 22, 1882, and for corresponding period in 1881:

[The quantity is given in packages when not otherwise specified.]

	1882.	1881.	1	1882.	1881.
China, &c			Metals, &c-		
China	23,543	18,427	Iron, pig	234,460	192,862
Earthenw.	44,179	33,001	" RR. bars	83,240	
Glass	380,908	340,084	Lead, pigs.	30,174	26,766
Glassware.	47,057	38,868	Spelter, 1bs		1,582,109
Class plate.	7,585	5,646	Steel	1,514,110	804,555
Buttons	12,418 $14,729$	9,214	Tin, boxes.	1,690,192	1,199,634
Coal, tons	14,729	44.650	Tin slbs.,lbs	12,170,868	11.903.163
Cocoa, bags.	42.288	47,132	Paper Stock.	170,341	132,132
Coffee, bags.	2,221,810	1,920,804	Sugar, hhds.		
Cotton, bales	4,178	8,391	tes., & bbls.	548,624	513,671
Drugs, &c-			Sugar, boxes		,
Bark, Peru.	19,259	21,889	and bags	2,368,697	2,259,297
Blea. powd.	28.144	14,747	Tea	646,413	868,945
Cochineal	2,976	3,889	Tobacco	57,061	42,209
Gambier	11,717	32,499		,	,
Gum, Arab.	6.379	5,373	Champ'gne		
Indigo	6,882	4,068	baskets	148,295	152,024
Madder, &c	417	439	Wines	195,687	183,323
Oil, Olive	43,530	41,215	Wool, bales.	51,598	35,068
Opium	296	940			
Boda, bi-cb.	9,832	4,553	value.	\$	\$
Soda, sal	33,872	37,5 3 3	Cigars	1,482,998	1,245.853
Soda, ash	62.732	60.354	Fancy goods	1,256,981	1,146,198
Flax	6,173	6,013	Fish	492,162	392,373
Fars	10,697	7,766	Fruits, &c		
Gunny cloth	903	1,672		1,651,248	1,601,671
Hair	4.298	5,278		1,627,910	
Hemp, rales	225,578	229,248	Nuts	1,131,376	
Hides. &c			Raisins	1,424,192	667,972
Bristles	2,013	1.766		14,326,748	14,895,915
Hides, ar'sd	6,335	5,572	Rice	775,185	148,832
Indiarubber	69,414	51,207	Spices, &c		
Ivory	1,860	2,507		129,175	66,261
Jewelry,&c-			Ginger	37,246	
Jewelry	2,590	1,311	Pepper	255,431	279,921
Watches	1,010	847	Saltpetre	259,492	257,787
Linseed	177,588	173,427	Woods-		
Molasses	91,758	66,951		752,611	553,544
Metals, &c-			Fustic	109,844	103,238
Cutlery	5,542	5,175		550,127	533,154
Hardware	7~4	731	Mahogany.	348,967	345,900

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports), also the receipts from Jan. 1, 1832, to that day, and for the corresponding period in 1851:

	Week ending Sept. 26.	Since Jan. 1, 1852.	Same time last year.
Ashesbbls.	49	4.426	9.07
Beansbbls.	359	29,295	2,857
Breadstuffs-		0.200	57,295
Flour, wheatbbls.	113,362	3,569,160	4.000.0=0
Corn mealbbis.	2,565	101,165	4,090.972
Wheatbush.	1,091,316	27,982,719	154,743
Dro hush	8.760	95.,278	35,737,205
Ryebush.	651,207	11,017,699	662,130
Cornbush.	322,950	12,962,401	34,991,225
Oatsbush.	74,430	2 201 012	12,518,495
Barleybush.	40	3,804,013	3,434,864
Peasbush.	22.341	454,830	182,989
Cottonbales.		596,959	621,565
Cotton seed oilbbls.	858	23,009	19.833
Flax seedbags.	11,600	441,715	824,400
Grass seedbags.	917	163,913	63,526
HidesNo.	2,190	90,999	113,852
Hidesbales.	1,777	46,431	29,664
Hopsbales.	3,640	49,762	1 48.946
Leathersides.	66,944	2,523,874	2 112.800
Leadpigs.	21,588	418,616	111,970
Molasseshhds.		75	3,429
Molassesbbls.	67	28,338	52,737
Naval Stores-	4.00		1
Turpentine, crudebbls.	2	1,210	1.385
Turpentine, spirits bbls.	2,067	82,465	61,515
Rosinbbls.	5,663	354,718	230,361
Tarbbls.	3.15	81,559	19,447
Pitchbbls.	45	1,679	2,902
Oil cakepkgs.	6,160	328,273	441,258
Oil, lardbbls.	132	8,574	6,672
Oil, whalegalls.	232	0,0,1	0,072
Peanutsbush.	1,561	59,325	96,168
Provisions -	2,002	, 00,020	30,105
	815	75,411	05 407
Porkpkgs.	2,078	33,816	95,497
Beefpkgs.	11,607	693,611	29,332
Cutmeatspkgs.			837,478
Butterpkgs.	25,493 $49,828$	$986,733 \\ 1,732,388$	1,124,697
Cheesepkgs.	10.2.0		2,284.944
Eggsbbls.	10,319	547,394	453,052
Lardtes. & bbls.	10,530	249,941	465,485
Lardkegs.	3,325	173.034	215,469
Hogs, dressedNo.		33,133	35,429
Ricepkgs.	861	40,307	45,276
Spelterslabs.	672	81,730	99,753
Stearinepkgs.	218	13,048	16,649
Sugarbbis.		757	9.323
Sugarhhds.	60	3,922	16,033
Tallowpkgs.	834	28,529	38,521
Tobacco boxes & cases.	4,039	98,520	113,279
Tobaccohhds.	1,411	82,393	70.177
Whiskeybbls.	3,477	148,551	166,203
Woolbales.	907	92,125	79,745
7		,	

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1882, to that day, and for the corresponding period in 1881:

	Week ending Sept. 26.	Since Jan. 1, 1882.	Same time last year.
Ashes, potsbbls.		551	1,069
Ashes, pearlsbbls.		49	195
Beeswaxlbs.		10,378	52,371
Breadstuffs			
Flour, wheatbbls.	145,721	2,748,748	3,596,273
Flour, ryebbls.	44	2,756	2,614
Corn mealbbls.	2,508	80,481	156,137
Wheatbush.	1,336,428	26,708,000	33,970,351
Ryebush.	17,901	1,024,575	796,875
Oatsbush.	9,320	112,359	317,894
Barleybush.		6,558	15,323
Peasbush.	3,038	284,787	189,310
Cornbush.	202, 168	6,767,017	24,998,285
Candlespkgs.	1,060	31,928	43,818
Coaltons.	610	49,842	50,043
Cottonbales.	11,976	496,129	421,222
Domesticspkgs.	2,076	106,530	106,232
Haybales.	575	40,483	67,49
Hopsbales.	687	17,207	19,917
Naval Stores—			100
Crude turpentine bbls.		265	160
Spirits turpentine bbls.	419	18,899	8,819
Rosinbbls.	17,709	245,622	139,100
farbbls.	. 140	10,121	8,698 4,080
Pitchbbls.	. 88	5,160	4,05
Oil cakecwt.	62,472	1,571,530	1,804,85
Oils—			163,06
Whalegals.		80,391	113,00
Spermgals.	600	185,479	118,98- 308,180
Lardgals.	4,538	236.781	26,27
Linseedgals.	219	30.928	251,213,09
Petroleumgals.	5,988,161	282,709,864	251,210,00
Provisions—			146,32
Porkbbls.	2,885	122,196	34,66
Beefbbls.	1,203	29,381	40,03
Beeftierces.	985	33,317	299,554,660
Cutmeatslbs.	2,134,445	180,066,477	15,953,435
Butterlbs.	287,919	5,146,615	108,705,91
Cheeselbs.	1,525,643	79,110,115	168,185,320
Lardlbs.	6,290,296	123,214,435	1 1 1 1 1 1 1 1 1
Ricebbls.	873	14.623	22 837.74
Tallowlbs.	408,576	17,028,741	1 68.904
Tobacco, leafhhds.	2,677	80,753	. 41.863
Tobaccobales and cases.	1,445	36,062	4 374.80
Tobacco:			
Tobacco, manufactured. lbs.	217,649	5,026,208 169,958	86,438