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The Chronicle.

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EFFECT OF THE GOLD CERTIFICATES.

Applications for gold certificates are reported to be coming in very freely; their issue at Washington and New York is probably progressing about as rapidly as the necessary mechanical work permits. This is all natural, for they possess qualities which make them extremely useful in commerce and therefore in request. Still the popularity of the new currency should not prevent our studying its effect upon the financial situation, for it is possible that through these certificates we may drift into a serious difficulty which is not at first sight apparent. A particular however, in which they will prove an unmixed good may be mentioned at the outset; we refer to the fact that they are sure to wholly supplant silver certificates. No one will deposit gold and take silver certificates worth only eightyeight cents on the dollar when he can get a gold certificate worth one hundred cents. Unless therefore the Treasury should put a premium on the former by again offering, in case silver certificates are taken, to transfer the funds to St. Louis at its own expense, that vicious kind of currency has not only reached its highest limit, but must hereafter flow into the Treasury more freely and decrease. This is

intrinsically inferior and virtually irredeemable except through the Custom House, could have only one effect, that of driving out of the country the better sort. How far the unprecedented imports during the past yearwhile by reason of our short crops we really had so little to spend—are to be taken as a sign of the working of that law, cannot of course be demonstrated. But when facts turn up so in accord with the action of a well-known principle, we may safely concede the connection of cause and effect between them.

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Another obvious outgrowth of the continued issue of these gold certificates is, that eventually about all the gold in sight in the country will be on deposit in the Sub-Treasury. This result is inevitable, since each certificate is issued only on deposit of its equivalent in gold to be held solely for its redemption; and further, because the certificates are so much more convenient for use than gold, and so much easier and safer to keep and to handle, that the banks will speedily convert their stock into that shape. And it is not at all unlikely also-if the people hold as much gold as the Mint Department claims-that within a few months there will actually be more in sight than we showed was in sight the first of July. For individuals as well as banks will—as they become familiar with the law and with the fact that a certificate is simply an acknowledgment that the holder has on deposit so much gold in the Treasury vaults-be glad to turn over to the Government the trouble of keeping the actual gold and retain, in its stead, the deposit certificate.

It has been questioned whether the amount held by the Bank of America for the associated banks will not remain as it now is. There is a show of reason in that expectation, since those holdings are represented by certificates issued by the Bank of America to each depositor. For the purpose of paying balances between themselves, the certificates of the Bank of America are in all respects as convenient as the Government certificates could be, and they have the further advantage in case of loss or theft, that they are payable only to a member of the Clearing-House. It is to be said on the other hand, however, that as from time to time any of that gold is needed for the uses of our internal commerce, it will, as a convenience, take the form of Government certificates, and in that way, if in no other, much of it will eventually be converted. But besides that, the better opinion seems to be that the expense the Clearing House is under for keeping up the present depository, is likely to put an end to it, since under this new regulation similar services can be obtained from the Government for nothing.

We thus reach the result that the law in question has certainly cause for congratulation. An issue of currency set in motion a process, which, if continued long enough,

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will convert nearly all the gold reaching the banks, and much of that which has heretofore been hoarded, into Government certificates, the Government vaults becoming the general depository of the country's stock of that metal. Now assuming such a change effected the important question arises, what will be its influence upon the Government finances? One point is certainly clear enough, and that is that all payments of revenues in gold would very soon cease. No man will pay "Honest John Barkley" a dollar a keg to have his gold carried to the Custom House, or will take it there himself at greater risk, when he can obtain a certificate which will do the same work and go in his vest pocket. In fact we can see this tendency and the ultimate result it must produce pretty plainly foreshadowed in the New York Custom House figures for the last four weeks, the first certificates having been out only about four weeks. To clearly indicate the influence the small issues already made have had, we have prepared the following statement, showing the percentages of gold, notes and certificates making up the customs payments at New York during October.

	Percentage.						
Week Ending-	Total Duties.	Gold.	U. S. Notes.	Gold Certiți- cutes.	Silver Certifi- cules.		
October 5	100	29.48	6.74	3.30	60.48		
October 12		24.18	7.95	21.77	46.10		
October 19		19.51	6.34	54.38	19.77		
October 26		8:53	7.13	68.97	15.33		

This shows us that the gold certificates have already risen from about 3 1-3 per cent to 69 per cent of all the payments, and the gold has declined from about $29\frac{1}{2}$ per cent to $8\frac{1}{2}$ per cent of the payments. So it is evident from results already obtained, as well as from the nature of the case, that as soon as the certificates become abundant enough, gold will be no longer used for paying revenues.

This brings before us the unsafe feature in this whole business, for when the point suggested has been reached the impairment of the gold greenback reserve is inevitable. Most likely Secretary Folger has been influenced by this very danger in his action with regard to these Their preparation was delayed, and now certificates. their issue is made only through the Assistant Treasurer at New York, giving Congress a chance to change the statute before any harm is done by limiting the issue, or by authorizing their redemption and cancellation. To be sure there is already a certain limit in the law, for it says "that the Secretary of the Treasury shall "suspend the issue of gold certificates whenever the "amount of gold coin and gold bullion in the Treasury, "reserved for the redemption of United States notes, falls

he is simply directed to issue no more new certificates. It is certainly clear enough that stopping the outflow of certificates will not change in the least the conditions or forces already in action-there will remain the same redundancy of certificates and the same inclination on the part of the people to use them.

To be sure it is possible that the Secretary will not fully execute the law, but, when he finds the danger threatening, will assume the authority of re. versing the process, and of redeeming and destroying every certificate received for duties. Still, the statute gives him no such power. When the certificates are paid in, they are cash items, and the law certainly contemplates their being re-issued.

This is so important a point that it should not be left in doubt. We do not believe in an officer of the Government exceeding his powers, or in being forced to do so, under the alternative of seeing his greenback reserve melt away.

THE FINANCIAL SITUATION.

There is little change to note in the financial outlook Business has in general perhaps been a little this week. less active, for the reason that the attention of the people is to an extent absorbed by political questions. So far as reported, railroad earnings in most cases continue to show a gain on the totals of last year, and the approach of the period for the closing of navigation makes it probable that there will be a steady increase in traffic receipts at least for the remainder of the year. This is supposed to be particularly true of the trunk-line roads since they have decided to advance rates on West-bound business from and after the 1st proximo. Money is in good supply and there is a fair prospect that it will so continue. Exchange is variable, but the tendency is downward; and although it may not soon reach the gold importing point it is almost certain not to advance to the other extreme again this year. The decline in the stock market seems to have been arrested, and there are reports, as usual, that the leading speculators are now prepared for a movement in the other direction.

As remarked above, exchange is variable. Last week there were indications of lower rates for sterling and francs in consequence of a better supply of bankers' and commercial bills, the latter drawn chiefly against cotton. The rates fell on Tuesday by reason of the pressure of bills, but these seem to have been quickly absorbed, for on Wednesday commercial drafts were reported scarce, so the rates stiffened and on Thursday there was an advance. The movement was not general, but there was a strong tone to the market, showing that any urgency in the demand would induce all the bankers to conform to the higher figures. It is thought by some to be a little singular that with the free movement of wheat and cotton, there should not be a better supply of commercial bills. It is however probable that the current shipments were drawn against some time ago when so many futures were noticed

"below one hundred millions of dollars." But when the depletion has gone on to that extent, the patient, as the provision now stands, is beyond recovery.

A moment's reflection makes this evident. Of course the gold the Treasury holds for certificates is not available. Hence, so soon as the condition is reached of more gold going out on the demands of the Government creditors than comes in from revenues, the decrease of the reserve fund begins. Even in this contingency the Secretary has no discretion, for he must continue his issues until the fund has so far been encroached upon as to have fallen below 100 millions. In other words, he is not to stop the leak as soon as he discovers it, nor even is he allowed to prevent it growing any larger; but on the contrary he is directed to go on doing what started the waste and must, therefore, increase it, and continue this operation until he sees it has about done its worst; and what then? Why then,

in the market.

Under these circumstances bankers who two weeks ago regarded as probable such a decline in sterling and francs as would bring gold hither in November or December at the latest, now express themselves as undecided upon that point. We have shown, from month to month, by our tables of the trade figures, that unless imports greatly decrease, or unless Europe should take our securities in large amounts, there could be no such decided fall in exchange as to result in an influx of specie in any considerable amounts during 1882. We are now realizing the force of the facts which those figures have foreshadowed; and unless there is in future months a decided

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change in them, we cannot look with much confidence for arrivals of gold to any extent during this crop season. In fact we have now passed the months when usually gold comes, if at all, in return for our crops, because shipments are so anticipated by future bills. In illustration of this point we have prepared the table below, which shows that for the last three years the gold we have received from abroad has reached here mainly in August, September and October.

FOREIGN GOLD MOVEMENT OF THE UNITED STATES. (000s omitted.)

,	1879.				1880.	2	1881.		
Months.	Imports.	Exp'rts.	Excess of Im- ports.	Im- ports.	Ex- ports.	Excess of Im- ports.	Im- ports.	Ex- ports.	Exc's: of 1m- ports.
	\$	\$	\$	\$	8	\$	\$	8	8
Jan	275	346	*71	796	226	570	4,740	30	4,710
Feb	137	115	22	465	150	815	579	271	308
March .	188	77	111	892	1,167	*275	7,168	161	7,007
April	171	428	*257	167	89	- 78	15,352	89	15,263
May	185	350	*165	124	106	18	1,316	615	701
June	143	1,439	1,258	648	541	107	322	617	*295
July	252	350	*98	244	62	182	751	112	639
Aug	6,723	351	6,372	9,145	91	9,054	5,427	179	5,248
Sept		132	27,396	18,847	81	18,766	10,661	148	10,513
Oct	19,179	286	18,893	16,256	170	16,086	8,296	177	8,119
Nov	17,424	106	17,318	9,555	221	9,334	3,059	92	2,982
Dec	6,563	135	6,428	16,506	159	16,347	2,728	108	2,620
Total	78.768	4.115	74,6:3	73,645	3,063	70.582	60,399	2,604	57.795

· Excess of exports.

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The above exhibit is not favorable to anticipations of gold imports. Still, it may even yet be that merchandise imports will drop off and securities be taken by Europe in amounts sufficient to start the movement. But considering the condition of the Bank of England we must believe that any stock speculation in London leading to such a result, would be speedily checked by, if necessary, a very much higher rate of interest. In the meantime the London situation is not without embarrassment as the open-market rate keeps down about one per cent below the Bank rate, and the buying of our securities in a moderate way continues. The following shows relative prices of leading securities in London and New York at the open. ing each day, indicating the profit in transactions by cable.

	Oct. 23.		Oct. 23. Oct. 24.		Oct. 25.		Oct.	Oct. 26.		Oct. 27.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y.	
U.S.4s,c. U.S.3½s Erie 2d con. Ill. Cent. N. Y. C Reading	119·43 100·91 42·16 100·42 149·90 133·33	11958 10136 4176 100 149 13256	119 31 . 101 05 41 15 100 32 149 02 132 46 30 194	$ \begin{array}{r} 119\frac{1}{2} \\ 10136 \\ 41 \\ 99\frac{1}{4} \\ 148\frac{1}{2} \\ 132\frac{1}{4} \end{array} $		1191/2 1015/8 421/8 991/4 148 1331/8	119·31 100·80 41·88 100·32 148·53 133·19 30·92+	1191/4 1015/4 415/6 991/6 1483/6 133 615/6	119.55 101.66 42.00 100.32 149.02 134.04 30.92	11956 10134 4136 100 148 13412 6214	
Exch'ge, cables.		71/2	4.87	2	4.8	7	4.8	7	4.8		

Expressed in their New York equivalent.
Reading on basis of \$50, par value.

The stock market, although it has been dull and some prices have been lower, has exhibited signs of recovery this week. There has been less of that speculative manipulation which has characterized the past two weeks, and although occasional attacks were made upon certain specialties, these properties have exhibited greater resistance and have sharply rebounded after the removal of the pressure. The general explanation afloat on the street is that the speculators for a fall have accomplished their object and that they are now willing to see the market advance. The leading feature of the week has been the rise in Canada Southern, Michigan Central and, later, in the stocks of the New York Chicago & St. Louis road. The advance in the first-named has been stimulated by the rumor that through business would be increased in some manner over these lines, while the rise in the New York Chicago & St. Louis has been due to a report, now confirmed, that the road has been bought in the interest of Mr. Vanderbilt. Undoubtedly this action on the part of Mr. Vanderbilt, if he has not paid so much for the road as to induce other parties to build rival lines to sell, has greatly strengthened his properties. Even New York Central will be largely

benefitted, as it leaves the West Shore, which report claimed? was to prove such a strong rival, without much chance of a Western connection unless it builds one of its own. The profit the construction company of the Nickle Plate road has made by the operation may be represented as follows on the supposition that they receive for all their stock only what Mr. Vanderbilt has paid them for his portion and get par for their bonds. We should state first in explanation that the original subscribers to the construction company received \$50,000 in securities for every \$13,333 in money paid by them. The securities consisted of \$10,000 first mortgage bonds, \$20,000 preferred stock and \$20,000 common stock. Assuming full payment for bonds, \$3,333 would represent the amount paid for the \$40,000 stock. On this basis, the 50 millions stock would represent an actual cash outlay of \$4,166,250, and the statement of profit be as follows.

PROFIT TO PROJECTORS OF NEW YORK CHICAGO & ST. LOUIS.

-	Amount actually paid for \$50,000,000 stock \$22,000,000 preferred at 37 would bring	48 140 000	\$4,166,250
	\$28,000,000 common at 17 would bring	4,760,000	12,900,000
	Profit	•	\$8,733,750

This is a comfortable result to the projectors, especially as they can feel a reasonable assurance that the balance of their stock holdings will net a higher price than the portion sold Mr. Vanderbilt.

The elevated railroad stocks have recovered part of the loss sustained after the announcement of the decision of the Court of Appeals, but transactions in them have been quite limited. One reason assigned for the reaction was the report that negotiations had been reopened for a reference of the differences between the Manhattan and the Metropolitan to arbitration. Another explanation is that those who sold the stock when the decision of the Court of Appeals was announced, have concluded that they were too hasty. The litigation resulting from that decision will in any event be lengthy, and the question of damages (always a very difficult one), will have some peculiarly troublesome features growing out of the fact, among others, that the rental of almost all city property has risen since the roads were built, and further that as store property some of the dwellings claimed to beinjured, might secure much higher rates. For these and other reasons it is claimed the amount the companies will have to pay will be much less than anticipated. Another reason given for the reaction in these stocks is that they are mostly held in blocks by parties who are not at present. disposed to sell, and therefore further speculative sales of these properties would be somewhat hazardous.

In view of the fact that the Attorney-General of the United States is supposed to have decided as unlawful the present method of "accepting" in lieu of certifying checks by banks, for an amount in excess of the cash actually deposited by the drawer, several plans have been discussed. Among them the proposition to establish a clearing-house has occupied the attention of members of the Stock Exchange, and it is now before the Govern ing Committee. The principal objections urged against this plan are that the business of the Exchange is so large that it would be impossible to clear the transactions, or to get statements in by noon, which would have to be done if clearings were undertaken ; and further, that even now leading operators are able to trace transactions in large blocks of stock, and they could do this the more readily if there was such an institution as is suggested. It is also urged that the experience of the Gold Exchange bank in 1869, showed that if there was the least derangement to the machinery of the clearing house, the whole movement would be clogged, and the business of the Exchange

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unsettled for several days, to the great inconvenience of operators; and, finally, that there would be no way of compelling members to resort to the clearing house, and some would insist upon dealing "ex" in order that their transactions might not be exposed, and this method of dealing "ex" might eventually be adopted by the majority. Generally speaking, therefore, the objections to the clearing house are felt by Wall Street to be so great that it is not likely the plan will be endorsed by the Governing Committee or by the Exchange. It is suggested as a substitute that the London method of trading for the account be tried. This system was urged upon the Exchange a few years ago, and it was decided to try it at the Government board, but only a few transactions were made in accordance therewith. There is a by-law of the Board still in force, which might be amended so as to apply to stocks, and the experiment be tried if deemed advisable. This by-law is as follows.

"Transactions may be made in Government securities for the accoun under the following regulations: The 15th and last days of each month shall be known as 'settling days,' and transactions may be made on any days within those days for settlement on those days, respectively, and without interest. Transactions made for the account on settling day, unless for each, shall be considered as for the next account. Either party to a transaction may call for an original margin of 2 per cent, to be deposited jointly in a trust company, and should the market price vary at any time 1 per cent from the contract price, such difference shall be deposited in the trust company by the party against whom it exists, when notified in accordance with the by-laws. A committee of three shall be appointed by the President, who shall have power, in case of non-fulfilment of contracts on settling day, to assess the damages and fix the price at which settlements may be made."

It is urged that this by-law may be amended so as to provide for interest as on contracts, instead of having transactions without interest. The cash payments for stocks will be confined to the settling days and it is probable that on those days the bulk of the stocks would be in the hands of houses who would have no difficulty in obtaining certifications.

Money on call has been in good supply during the week, ranging from 6 to 3 per cent, and the bulk of the business has been done at 4 to 5. Bankers at Chicago and other interior points have been complaining of the policy of the Treasury Department which confines the issue of gold certificates to the New York office, and some banks in Chicago are said to have sent gold to this city for exchange for gold certificates at a cost of \$1 60 per \$1,000-80 cents each way. The law, of course, directs the Secretary of the Treasury to receive deposits of gold coin with the Treasurer or Assistant Treasurers and to issue certificates therefor; but it may be that Judge Folger foresees that the general issue of these certificates is likely to lead to trouble when the limit fixed by the law has been reached, and that for this reason he prefers to confine their issue to the New York office. The Treasury operations for the week (allowing for items which do not affect the banks) have resulted in a gain, which is a loss to the banks, of \$1,498,698. The interior movement is shown by the following.

The Bank of England return shows a loss of £193,000 bullion for the week, but there is a gain of $\frac{3}{4}$ per cent in the proportion of reserve to liabilities. The Bank of France reports a decrease of 6,650,000 francs gold and of 6,350,000 francs silver; and the Bank of Germany since last return shows a gain of 1,340,000 marks. The following indicates the amount of bullion in each of the European banks this week and at the corresponding date last year.

-	Oct. 20	8, 1882.	Oct. 27, 1881.				
а 	Gold. Silver.		Gold. Silver.		Gold.	Silver.	
	£	£	£	2			
Bank of England	20,992,818		21,246,164				
		44,771,591					
Bank of Germany	6,158,000	19,374,000	6,372,500	19,117,500			
Total this week	66,258,518	64,145,591	51,780,520	67,016,294			
Total previous week							

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

The Assay Office paid through the Sub-Treasury \$179,970 for domestic and foreign bullion, of which \$60,230 was for the guilders imported from Amsterdam, and the Assistant Treasurer received the following from the Custom House.

Date.			1		Consisting of—				
		Duties. Gold.		Gold.	U.S. Notes.	Gold Certif.	Silver Oer- tificales.		
Oct.	20	\$623,830	67	\$45,000	\$34,000	\$430,000	\$115,000		
	21	469,306	48	34,000	35,000	335,000	66,000		
**	23	549,177	44	40,000	40,000	389,000	79,000		
""	24	796,091	73	76,000	51,000	5 67,00 0	103,000		
	25	500,496	08	45,000	42,000	318,000	95,000		
66	26	418,667		46,000	38,000	275,60 0	57,000		
	Fotal.	\$3,357,573	26	\$286,000	\$240,000	2,314,000	\$515,000		

THE OREGON RAILWAY & NAVIGATION COMPANY.

The report of the Oregon Railway & Navigation Company, issued this week, has a certain interest to the investing public from the extraordinary success that has attended the efforts of the promoters of the enterprise almost from the day of its inception. It would not be too much to say that in the results accomplished within a short period of time, it is without an equal among corporate undertakings of its character in the United States. Organized but little over three years ago (June 13, 1879), and composed of quite varied material-ocean lines, river lines, railroad lines-it has been managed with such skill and ingenuity that to-day it has a business yielding it over five millions gross, and but little less than half that net, and a financial standing which excites the envy of less fortunate bodies in other parts of the Union. Yet the system is only in its infancy. The country tributary to it The company's railhas scarcely begun to be developed. road mileage is incomplete, and an important part of that which is complete was not in operation in the year covered by the report. Further, the Northern Pacific, of which, the Oregon's line will form the western end in a through route from Duluth and St. Paul to the Pacific Coast, is as yet unfinished, leaving the company without the through business which is expected from this source later on. As now constituted, the Oregon Navigation Company controls the ocean-carrying trade between Portland and San Francisco, the river service on the Columbia, Willamette and Snake rivers, and over 525 miles of railroad now in operation. It has in fact a virtual monopoly of the carrying trade of Oregon and Washington Territory. Before the absorption by it of the various steamer lines, there was much contention and competition among these

Receipts at and Shipments from N.Y.	Received.	Shipped.
Currency	\$1,256,000 22,000	\$1,185,000 198,000
Total	\$1,278,000	\$1,363,000

Last week's bank statement doubtless very nearly reflected the actual condition of the institutions. Considering this fact, the following should indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net Interior movement	\$ 1,279,000	\$1,498,698 1,363,000	\$1,498,698 85,000
Total	\$1,278,000	\$2,861,698	\$1,583,698

The Bank of America paid out \$350,000 gold on account of the associated banks during the week, and received nothing in return.

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and between them and the railroads, with the result of reducing profits or wiping them out altogether, but now that the lines are all under one management and harmony restored, they are proving very lucrative to the Oregon Company. Though the company's business is very largely by water, it has been evident to Mr. Villard from the first that river transportation must be superseded by rail transportation, especially between Columbia River points, there being many obstacles to the free navigation of that river; and slowly but surely the steamboat is giving way to the railroad.

The most important piece of road projected at the formation of the company was the line from Portland along the south bank of the Columbia River to Wallula, in Washington Territory. But in the construction of this line great difficulties were encountered, which delayed its completion until late in the present year. At the eastern end -say from Celilo to Wallula-the work was not so heavy, but at the lower end the task was exceedingly difficult, and the company's chief engineer declares it as his opinion that on the 74 miles between The Dalles and Portland the work is heavier than on any other continuous mileage of the same length in the United States. "The rock work alone exceeded four million cubic yards," he says, "while the embankments, principally composed of rock, exceeded five million cubic yards." This accounts in great part for the fact that while it was confidently expected that the road would be finished to Portland before the close of last year, it has only just been opened. The President in his report gives figures showing the cost of the different sections of the road, which are extremely interesting in this connection. From The Dalles to Walla Walla (30 miles east of Wallula) the average cost was \$24,567 per mile, from the Cascades to Portland the average was \$27,980, while from The Dailes to the Cascades the cost was no less than \$49,164 per mile.

These figures are important, not only as showing the heavy cost of the work done by the company, but also as explaining what became of the large sums of money that have been raised by it since its organization. From July 1, 1879, to date, the company has spent for construction and equipment no less than \$15,764,604, and to complete the various lines in progress—chiefly from Pendleton, through the Blue Mountains, to Baker City, 130 miles, and from Pendleton to Walla Walla, 46 miles—it is estimated that five millions more will be required. The exact amount is not yet known, but the company will have no difficulty in raising the necessary funds, since it is not only financially strong itself but has a powerful backing. Its affairs have always been very conservatively managed. The most of its money has been raised by cash stock subscriptions. It has less than six millions bonded debt outstanding altogether, and this was put out when the company was first organized. There has been no increase in debt since. On the contrary, by the operation of a sinking fund the amount is being gradually reduced. But the stock of course has undergone increase. At the end of the first fiscal year, July 1, 1880, the amount stood at six millions. During the next year, to provide money for construction, six millions was added (sold at par to stockholders), raising the amount to twelve millions; and during the late fiscal year another six millions was added in the same way, making the total amount at the present time outstanding eighteen millions. Notwithstanding these large additions, the company has been able to pay 8 per cent regularly per annum since the first quarterly dividend of 2 per cent was paid in 1879, which is certainly a strong point in its career. The current fiscal year is also proceeding auspiciously. For the three months from

July 1 to September 30, gross earnings have increased \$130,000 and net over \$72,000.

At the close of the late fiscal year the company had 337 miles of road in operation. Since then the Portland end of the line has been opened, adding 40 miles more, and making 377 miles of standard-gauge road open. This includes a line from Portland along the Columbia River to Texas Ferry, on the Snake River, with branches to Dayton and the Blue Mountains. It also includes 44 miles of the Baker City branch from Umatilla to Pendleton. Besides this, the company operates the Oregonian narrowgauge railway, under lease-(the road lies in the Willamette Valley, running south from Portland through Western Oregon)—and this adds 150 miles more to the mileage, making 527 miles altogether. The company also reports 667 miles of river lines, 670 miles of ocean line, and 238 miles of Puget Sound lines, giving an aggregate railroad and water mileage of 2,102 miles.

As our readers know, the Oregon Navigation Company as well as the Northern Pacific is controlled by the Oregon Trans Continental Company. This latter corporation was formed by Mr. Villard last year. The Northern Pacific having threatened to encroach upon the Oregon's territory and thus compete for some of its business, which was proving so profitable, the managers of the Navigation Company organized a syndicate, bought a controlling amount of Northern Pacific stock, and then turned this stock, together with a controlling amount of Oregon stock, over to the Trans Continental Company created for this purpose. The Oregon Navigation Company, however, has not lost its identity. It is still a separate corporation, and it does its own construction work. In the case of the Northern Pacific some necessary branches are now being built by the Trans-Continental Company, the latter issuing its own bonds, and depositing the bonds of the branch lines as further security for them. Nothing of the kind has thus far been done with the Navigation Company, and it may be said that though the Navigation Company has been placed under the control of the Trans-Continental Company, the former is really the parent of the latter, since the Trans-Continental was created in order the more effectually to accomplish the objects sought by the Navigation Company. It may be further remarked that the Villard party also control the Oregon Improvement Company and the Oregon & California Railroad. The Improvement Company's business consists largely of coal mining, etc., on the Pacific Coast. The Oregon & California gives a line from Portland, Or., south to Roseburg. An extension from Roseburg to the California State Line is in process of construction. At the State line, it is intended to form a junction with the Oregon branch of the Central Pacific, being built northward to connect with it, and form an all-rail line from San Francisco to Portland.

ELLISON'S ANNUAL REPORT.

We have received by cable all the results contained in Mr. Ellison's Annual Cotton Review for the year ending Oct. 1, 1882, which appears to have been issued yesterday (Friday) of this week. As the figures reach us at so late an hour, we are able to do but little more with them than give the cable dispatch. Our correspondent also cables the rectified figures for last year, and we add them below, and also the figures for 1879-80 for comparison. First we give spinners' takings in *actual* bales and pounds for four years, with the average weight of bales for each season.

THE CHRONICLE.

From Oct. 1 to Oct. 1.	Great Britain.	Continent.	Total.
For 1881-82.			
Takings by spinnersbales	3,439,000	2,910,000	6,349,000
Average weight of bales	430	415	423
Takings in pounds	1,478,770,000	1,207,650,000	2,686,420,000
For 1880-81.			
Takings by spinnersbales	3,201,000	2,883,000	6,084,000
Average weight of bales	446	428	437
Takings in pounds	1,427,646,000	1,233,924,000	2,661,570,000
For 1879-80.	-		- 1
Takings by spinnersbales	3,018,000	2,618,000	5,636,000
Average weight of bales	444	423	434
Takings in pounds	1,340,001,000	1,107,371,000	2,447,372,000
For 1878-79.	-		
Takings by spinnersbales	2,602,000	2,462,000	5,034,000
Average weight of bales	436	418	
Takings in pounds	1,134,197,000	1,029,262,000	2,163,459,000

According to the above, the average weight of the actual deliveries in Great Britain this year has been 430 pounds per bale, against 446 pounds last year and 444 pounds the previous year. The Continental deliveries average 415 pounds, against 428 pounds last year and 423 pounds the previous year. In the following table we give the stock held by the mills, their takings and their consumption in each of the three years, all reduced to bales of 400 pounds.

	to be the state of the second s		
Bales of 400 lbs. each.	1881-82.	1880-81.	1879-80.
GREAT BRITAIN- Stock Oct. 1 (beginning of year) Deliveries during year	25,000 3,697,000	27,000 3,570,000	27,000 3,350,000
Total supply for year Total consumption for year.	3,722,000 3,666,000	3,597,000 3,572,000	3,377,000 3,350,000
Stock Oct. 1 (end of year)	56,000	25,000	27,000
CONTINENT— Stock Oct. 1 (beginning of year) Deliveries during year	240,000 3,019,000		94,000 2,768,000
. Total supply for year Consumption during year	3,259,000 3,120,000		2,862,000 2,750,000
Stock Oct. 1 (end of year)	139,000	240,000	112,000

The totals for the whole of Europe for the three years are as follows (in bales of 400 lbs.)

Gt. Britain and Continent.	1881-82.	1880-81.	1879-80.
Stock Oct. 1		139,000	121,000
Deliveries during year		6,654,000	6,118,000
Total supply		6,793,000	6 239,000
Total consumption		6,528,000	6,075,000
Stock Oct. 1 (end of year)	195,000	265,000	164,000

Our dispatch also contains the average weekly consumption as follows (in bales of 400 lbs.)

Consumption per Week.	1881-82.	1880-81.	1879-80.
		·	· · · · · · · · · · · · · · · · · · ·

Our cable further adds that Mr. Ellison does not say that the world needs an American crop of 6,800,000 bales, but merely that such a crop being evenly distributed could be handled without difficulty. He says also that consumers would not be inconvenienced if the crop was only 6,500,000 bales. In that case there would be sufficient without seriously reducing stocks; but 6,500,000 bales are required to keep prices at a moderate level.

Mr. Ellison says that the imports during the past season have been as follows: American, 3,534,000 bales; East Indian, 1,657,000 bales; sundries, 951,000 bales; total imports, 6,142,000 bales.

THE CANALS ON JUDGMENT.

A week from next Tuesday, the constitutional amendments by which, if ratified, the canals are hereafter free of tolls, will come before the people of this State. Their fate we do not venture to predict, but it is easy to recognize the fact that the vote which is not cast, is nearly as fatal to the amendments as the vote actually cast against them. Hence it is evident that the amendments have two things to fear ; the positive hostility—be this more or less in the counties not contiguous to the canals, and the thoughtlessness of the residents in other counties, especially in this commercial centre, where comparatively full enlightenment on this subject will permit few of the nonautomaton class of voters to oppose the amendments if they vote on them at all.

It is greatly to be regretted, therefore, that men's minds are just now so much occupied with other matters-that political heart-burnings and differences are the prominent, the engrossing influence for the moment. It is unfortunate that the wholly practical subject of the canals, could not have a day at the pol's by itself, for we fear they are in greater danger from the forgetfulness of their friends than from the votes of their opponents. Hence, while not belittling the importance of the citizen's political dutyand especially that of sending to the next Congressif possible despite the mere machine politicians, men who will, for once, really represent the commerce, the progressiveness, the breadth and the integrity of the Empire State-we are not willing, after having followed and favored the cause of the amendments all through their slow movement in successive legislatures, to let them go to trial without urging our readers within the State by no means to allow other matters on election day to make them forget the canals. Let them not be overslaughed; if defeated at all, better that the amendments be voted down than lost by inaction.

Why should the freeing of the canals be opposed, even in what may be called the "non-canal" counties ?—called

Great Britain Continent		$68,692 \\ 56,846$	63,810 52,381
~ Total	130,500	125,538	116,191

The cable also adds that Mr. Ellison's Annual Review says that if the American crop should reach 6,800,000 bales low prices would ensue, and that American stocks would recover the decrease of the past season and still leave for export to Europe from 4,400,000 to 4,500,000 bales. Low prices would also cause a diminished Indian supply. On this basis, however, he estimates the total imports, supply, deliveries and stock Sept. 30, 1883, as follows:

	Imports.	Stock October 1.	Total supply.	Deliveries	Stock Sep. 30, 1883.
American	4,500,000			4,227,000	
East Indian	1,450,000	409,000	1,859,000	1.456,000	403,000
Sundries	950,000	70,000	1,020,000	910,000	
Total	6,900 000	771,000	7.671.000	6.593.000	1.078.000

so for argument's sake, because the weighty fact is that there really *are* no such counties. As abolishing the eastward tolls means no revenue for the canals and consequently their maintenance by general taxation, the case seems to the people of the non-contiguous counties to stand about like this—" Why should we vote taxes out of our own pockets to help a canal which does not help us, but carries Western products to the seaboard, thus hurting us as far as it affects us at all? If the canal builds up New York City let the city take care of it; we shall not willingly be made to compete with Western farmers and then do it at our own cost." This is a specious view, and is so, to some extent, even among the farmers in the canal counties; but it is found no more than specious when carefully investigated.

In the first place, this city alone pays nearly one-half of all taxes raised in the State, and the more it prospers the larger will be its proportion. In the next place,

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under a more or less wise practice a large school fund is raised by general taxation, and redistributed to the counties; but, the basis of the raising being different from that of the distribution glaring inequalities result, so that 55 of the 60 counties draw back more money than they put into the fund, of course doing this at the expense of the remaining five. These five are New York, Kings and Westchester-which are practically the metropolitan districts-and Dutchess and Columbia, which are made canal counties by bordering on the Hudson; because the fact is -and it may well be noted in this connection-the canal is practically an extension, or completion, of the Hudson. These 55 counties, in a recent year, received \$696,630 more school money than they contributed to the fund, and as this money came from somewhere, it was obtained at the expense of the other five, which contributed-or presented to the rest of the State-\$813,535 excess of contributions over receipts, being to that extent worse off than if every county had been left to take care of its own schools. Seven Senators voted against the abolition of westward tolls already effected; their districts, comprising 19 counties, 12 of which do not touch the canals, paid in \$306,600 school money in 1880 and drew \$593,921, thus getting \$287,321 out of the rest of the State, while their share of direct taxation requisite to offset the tolls proposed to be given up would not, by reasonable estimate, be over \$125,000. If anybody demurs that this is a matter of schools, and the subject up just now is that of the canals, we have only to reply that the prosperity which has enabled these counties to pay so great a proportion of the school tax was the result in good part of the canals and the traffic they have brought to this centre.

Moreover, we do not hesitate to characterize the question of the amendments as being practically a question whether the State at large will permit the canal counties, or mainly the metropolitan district, to do just what the rural opponent of free canals invites them to do-to wit: maintain the canals themselves. In this matter and relation, the city is the State. Gravitation of men, money and business to a great commercial centre is a universally known fact, but there is an erroneous, though vague, notion extant that somehow the city drains, impoverishes, or lives upon, the State at large. On the contrary, if one will only study industrial movements, and will note the steady streams of products of labor setting to this centre, he can not help seeing that a great city is essentially a place of distribution, or a gateway for all the rest. Is the gateway to take care of itself, nobody outside of it caring whether it thrives or withers? The real fact is that the prosperity of the metropolis is the concern and interest of the whole State, and if the farmer in the interior rejoins that, supposing this to be so, he is not to be called upon to vote money for making the city prosperous, we point to the argument just made as proving that the city asks no such thing, but merely permission to take care of her own prosperity, and through that to further the prosperity of the rural counties. Moreover, although governmental troubles to come, do not get much attention from the mass of people, we must not omit to point out once more that the most burning, difficult and tormenting problem of the day is transportation, involving more which is untried and hazardous, and capable of perhaps leading to more disturbance than any other. The press has written at it; orators of all degrees have wrestled with it; States have pottered over it; and the hasty citizen now wants to unload the problem upon a blind and clumsy giant, the Federal Government. But it may prove too much for him-there is great danger that

it will, if he tries it; and a trial is on all accounts to be deplored. Remember, therefore, that the waterways are a natural and wholesome regulator, and that in voting to make the canals free you vote as well towards taking the transportation problem not only "out of politics" but out of the field altogether, by the silent operation of natural laws, which, unlike statutes, execute themselves.

PARLIAMENT AND THE NATIONAL LEAGUE.

The assembling of Parliament has furnished much less opportunity for speculation than in the circumstances was expected. Mr. Gladstone was cheerful and even buoyant. How he "destroyed, smashed, pulverized" Lord Randolph Churchill, is matter of record. His party were in excellent spirits, as well they might be; and there was, and still is, every visible sign of unity. The Opposition has hardly ever appeared to less advantage. The argument raised against the irregularity of an autumn session revealed in a very striking manner the poverty of their resources, and showed very clearly on which side the political force of the day is ranged.

As the Government is but little likely to experience much difficulty in connection with the late affray in Egypt, or with the re-establishment of law and order in that country, Ireland again threatens to stand in the foreground. On the occasion of the meeting of the new National League in Dublin, both Mr. Parnell and Mr. Davitt made it abundantly plain that they did not regard their work as done, the latter still harping on the dispossession of the landlords and the former pointing to Home Rule as the ultimate of all their efforts. "The inspiration "of all our struggles," says the address to the Irish people, "is to transfer all local power and patronage from privi-"leged strangers to the hands of the people, and so fortify "the people for the work of self-government." These words, taken in connection with the frequent utterances of Mr. Parnell and others of the Irish leaders, leave no doubt as to the object of the new League. In the present session of Parliament, however, it is not likely that the Irish party in the House will have much of an opportunity either to unfold their plans or to push their purposes. But they may have time enough to indicate their leanings,

So far, their action in the House has been somewhat peculiar. It was noteworthy and suggestive that they voted for Lord Arthur Churchill's motion denouncing an autumn session as irregular, but took no part in the division on Mr. Gladstone's motion, which secured precedence to all resolutions affecting the rules of procedure. Now, it is notorious that Mr. Gladstone's great object in pushing the closure is to provide a suitable remedy for the inconvenience experienced of late years on account of the obstructive tactics of the Irish members. Mr. Parnell's conduct seems at first sight inconsistent, or rather wanting in purpose and energy; but it is not at all improbable that having witnessed the unbroken phalanx which the Government revealed on the first vote, and having regard also to the further demands which he might have to make in the line of reform, he deemed it unwise to offer a useless sposition. It has been hinted that Mr. Parnell's support in the matter of the closure may yet be secured by some Government pledges. Such is not impossible, but it can only be when the Government is driven to an absolute necessity, that any such compact will be entered into. At present Mr. Gladstone is strong enough without the Irish vote to give effect to his measures. It is undeniable, however, that the Prime Minister is by no means disposed to ignore Irish public sentiment. A strong feeling exists that Judge Lawson exceeded his.

authority in imprisoning Mr. E. Dwyer Gray, and that such imprisonment partook of the character of an outrage. It was not without some good reason that Mr. Gladstone expressed his pleasure at seeing Mr. Gray present in his place in the House; and whatever may be the result, it was a courteous act on his part to move the appointment of a committee to inquire into Mr. Gray's case. Such conduct on the part of the great Liberal leader shows a disposition to deal fairly by Ireland and the Irish; and if Mr. Parnell is wise, he will not presume on this feeling by rushing further reform schemes upon the attention of Parliament. It is just here, however, where the point of difficulty lies. Mr. Parnell is pledged, and his party is not yet satisfied ; and under the joint influence of responsibility and pressure, it is among the possibilities that Ireland may again become a source of annoyance and trouble as she has been in every individual session for the last two and a half years.

But we cannot imagine that the British people as a whole will much longer tolerate the devotion of the entire machinery of the Imperial Parliament to Ireland Parliament does not exist for and the Irish people. Ireland alone. It owes some duty to England and Scotland as well. Already in both kingdoms there is a feeling of impatience; and if Irish affairs are again thrust on the attention of Parliament to the exclusion of other sections of the empire, this impatience will find emphatic expression. Mr. Gladstone is already fully aware of this, and we are hardly permitted to doubt that his determination to amend the rules of procedure in the House, and to do so at once, is to prevent any such result.

Let Irish members conduct themselves like Scottish members in the House, and the courtesy which is not infrequently extended to the Scotch will be extended to them. There may be an Irish night as there now is a Scotch night. If they cultivate peace and harmony, even a local Parliament is not an impossibility. The idea has many friends already. But a local Parliament is an utter impossibility so long as Irishmen preach sedition and cultivate a spirit of rebellion. It will be well for Mr. Parnell and his future fame if he endeavors to direct Irish thought into legitimate channels. During this last agitation Ireland has owed not a little of her success to American gold. Unless we greatly mistake, this resource is, for the present at least, very effectually dried up. Ireland's true policy for the future is a policy of peace. Much has been done for her. Let her now do something for herself.

Monetary Commercial English News

DAMES OF EVOLLANCE AN LONDON AND A

per cent below the Bank of England minimum, which remains at 5 per cent. The disparity between the official and "outside" rates of discount is again productive of criticism, and an "official" rate is being regarded more seriously. It is very clear that when the Bank of England is known to take bills under their published minimum, and that when the open market rates of discount are very easy, the foreign exchanges are not materially affected. Five per cent may be looked upon by the aged merchants as the rate of discounts, but times have so changed that exchange operations are naturally calculated under present circumstances upon a four per cent rate, and the higher bank rate exercises but little influence. In other words, so long as the rate of discount in the open market is one per cent below the bank rate and as long as money, excepting at Paris, is dearer at the principal commercial and financial centres abroad than it is here we cannot expect gold to find its way to this market in any considerable quantity.

The autumnal drain upon us, however, does not seem to be of a very extensive character. In fact, the requirements of the mercantile community are below the average, and it is now regarded as almost certain that the year's trade will terminate in a very quiet manner, and, considering the hopes which were held out, will prove to be a disappointment. e Egyptian war has undoubtedly exercised a paramount influence as no one was able to rely upon the unforeseen. Many serious difficulties were likely to arise, and may still arise, but there is evidently sufficient faith and confidence in the future, and in an honorable adjustment of prevailing difficulties, that beyond trade being kept in check, it is not likely that they will exert any influence. The autumn trade is disappointing because there has been no increase in it; but we may yet hope that with an improved political situation, the future of our commerce may be more satisfactory.

The general demand for money has been upon a very moderate scale; but there has been some inquiry for short loans in connection with the Stock Exchange settlements and with some important loans. The payment of the dividends has increased the supply of funds in the market, and, in the absence of any revived demand, the rates of discount have been declining, and are now quoted as follows:

Per	oent.	Open-market rates-	Per cent.
Bank rate	5	4 months' bank bills	
Open-market rates-		6 months' bank bills	378 0418
30 and 60 days' bills	4	4 & 6 months' trade bill	8. 4190519
3 months' bills	4		

The following are the rates of interest allowed by the jointstock banks and discount houses for deposits:

		Pcr cen	4.
Joint-stock banks		3	10
Discount houses at call		3	10
Do with 7 or	14 days' notice		9

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 twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

previous years.				
-	1882.	1881.	1880.	1879.
	£	£	£	£
Circulation	28,951,525	26,905,835	27,282,580	28,339,760
Public deposits		4.696.171	5,315,988	5,077,552
Other deposits	. 25,893,181	26,010,787	26,794,525	33,676,097
Governm't securities		16,766,575	17,165,070	19,370,528
Other securities		21,958,580	17,556,465	17,771,748
Res've of notes & coin		9,918,308	15,328,742	19,591,042
Coin and bullion				1 2 K
both departments.		21,074,313	27.611.322	33,430,802
Proportion of reserv		-2,012,020		
to liabilities	. 32.50	32	474	504
Bank rate	. 5 p. c.	5 p. c.	212 p. c.	2 p. c.
Consols		9878	9858	9778
Eng. wheat, av. price		46s. 9d.	41a. 0d.	48s. 8d.
Mid. Upland cotton		67 164.	634d.	611 ₁₆ d.
No. 40 Mule twist	104d	1040	10 lod.	91gd.
Clear'g-house return	102.673.000 1	03.474.000	93.374.000	103.031.000
		1 f.		ha loading
The following a	re the curren	t rates for	money at t	ne leading
foreign centres:	•			
Rin	nk Open	1	Bank	c Open
	te. Market.		rate.	l
Pr.		1	Pr. cl	
	312 318	Madrid an		ь.
	44 4	Spanish		44
Amsterdam	4 3 ¹ 2	St. Petersk		6
Berlin	5 4S4	Geneva		4
Hamburg	431	Génoa		5
I See a set of the sector	4 9.	Copenhag		41g
Vianna	4 334	Copennage		
Vienna	- 07			

	LIAUI	AT LATEST	DA	res	AND 3.	ON LONDON
EXCHANG	EATLO	ONDON-Oct. 14.	ES	CH	ANGE	ON LONDON.
On-	Time.	Rate.	Lat. Da		Time.	Ralę.
Amsterdam . Amsterdam	Short.	12.3 @12.34	Oct.	14	Short.	12.1412
Hamburg	3 mos.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Oct.	14	Short.	20.46
Berlin Frankfort	**	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Oct. Oct.	14 14		20.12
Vienna Frieste	**	$12.7\frac{1}{2}$ @12.10 $12.7\frac{1}{2}$ @12.10	Oct.	14	3 mos.	11.93
Antwerp St. Petersb'g		$25\cdot57 {}^{1_{\!$	Oct.	14	Short.	25.3 1_2 211_3
Paris Paris	Checks	25.2712025.3212 25.5114025.5614	l)et.	14	Checks 3 mos.	
Genoa Madrid	••	25.771 025.821 46 04618	Oct.	14		47.20
Cadiz Lisbon	**	$\begin{array}{c} 46 & @ 46 \\ 519 \\ 16 @ 5111 \\ 16 \end{array}$			5 1108.	47.20
New York Bombay	60 days		Oot.	13		4.814
Calcutta Hong Kong		1s. 71316d.	Oct.	11	16-	18. 72532d. 18. 71316d.
Bhavehai			Oct.	$14 \\ 14$	**	38. 9121. 58. 214d.

[From our own correspondent.]

LONDON, Saturday, Oct. 15, 1882. The money market has again assumed an easier appearance, and the best bills are now discounted freely at 4 per cent or at one

The silver market has been wanting in animation, and the tone has been dull, the tendency of prices has been adverse, but there has been no important movements. There has been no demand of importance for gold for export, and the arrivals have been small. The Indian exchange is low, and the rate for Council bills has been reduced to 1s. 7% d. the rupee. The following prices of bullion are from Messrs. Pixley '& Abell's circular :

OCTOBER 28 1882.

THE CHRONICLE.

e e	GOLD.	s. d.	s. d
Bar gold, fine.	per oz. standard.	77 9 0	
		77 1020	
- 1 Jourhloong	Va.	73 9120	
Spanish doubloons	ber oz.	73 5400	
United States gold coin	per oz.	76 3402	
Gorman gold coin	Der oz.		
Gorman gold com		····· u	
	SILVER.	<i>d</i> .	d.
Bar silver, fine		d. 5111100	
Bar silver, contain'g 5 grs. go	ld	d. 52118 0	
Cake silver.	Der (0Z. 55% @	
Mexican dollars		0z. 5012 @	
Chilian dollars	per	0Z @	
Children donard Onleksilver.	£6. Discount, 3 per cent.	···· ··· ··· ···	
vicition of the second s	The first of the could		

The Alabama New Orleans Texas & Pacific Junction Railway Company, limited, invite applications to an issue of £700.000 first debentures, being part of an authorized issue of £1,000,000. The price of issue is £94 per cent, the last instalment being payable on the 15th of December next.

The tenders for £2,000,000 India 4 per cent debentures were opened on Tuesday at the Bank of England. The applications amounted to £3,949,500, at prices varying from £101 5s. 6d. to £95. Tenders at £100 13s. will receive about 9 per cent of the amount applied for, and those above that price will be allotted in full.

The exports of cotton piece goods during the last month were as follows:

ten Louis in a			
	1880.	1881.	1832.
Exported to-	Yards.	Yards.	Yards.
Germany	3,174,500	3,029,700	2,535,400
Holland	2,740,300	3,216,500	2,053,200
France		5,014,200	3,983,700
Portugal, Azores & Madeira.	5,125,200	4,245,200	2,570,700
Italy		7,090,000	3,576,800
Austrian Territories	68-),100	605,000	5,981,900
Greece	6.811.600		521,700
	59 667 100	5,589,600	4.294,700
Turkey		29,947,000	29,426,700
Egypt	15,145,100	8,359,000	2,368,400
West Coast of Africa (For.)		2,375,500	2,762,500
United States	4,525,300	5,513,900	4,451,100
Foreign West Indies	10,441,500	10,710,600	9,708,900
Mexico		7,679,500	6,346,400
Central America	4,322,300	6,567,900	5,635,600
United States of Colombia	4,567,300	5,674,800	5,041,700
Brazil	22,705,700	24,999,800	23,566,300
Uruguay	2,441,600	2,310,600	3,230,000
Argentine Republic	3,862,600	7,284,900	7,256,600
Chili.	3,715,900	10,243,000	
Peru	164,800	3,125,700	9,269,300
China and Hong Kong	36,766,700	10 119 200	1,928,800
Japan	4,788,600	40,113,200	31,786,000
Dutch Possessions in India.	5,294,500	7,636,000	3,809,400
Philippine Islands		7,068,000	7,651,200
Gibraltar	3,405,600	4,884,600	3,470,100
Malto	2,904,100	1,145,100	2,244,200
Malta.	4,235,500	1,767,400	2,270,500
West Coast of Africa (Brit.).	2,627,500	1,557,300	3,102,000
British North America.	2,180,800	3,251,000	3,095,000
British West India Islands &			с. ·
Guiana	2,999,400	3,418,700	5,230,000
British Possessions in South	4 <u>1</u>		
Africa	2,598,700	2,766,000	1,937,700
British India-		-,,	1,001,100
Bombay	56,796,500	47,581,500	37,392,000
Madras	9,257,500	4,894,600	7,143,700
Bengal	94,734,900	85,027,200	
Straits Settlements	8,637,800	10,858,800	99,019,000
Ceylon.	2,4~7,200	1,102,500	10,386,900
Australia	3,287,900	4,056,800	1,741,600
Other countries	23,947,700		4,588,400
	20,011,100	23,125,200	21,325,400
Total unbleached or bleached	280,800,500	000 000 100	015 510 000
Total printed, dyed, or colored		283,239,100	257,740,300
Total mixed materials, cotton	143,905,300	116,663,100	118,435,400
predominating	9 109 900	0 000 000	
	2,498,800	3,930,000	4,010,400
Grand total	427,204,600	102 007 000	000 100 100
		403,837,200	380,186,100
Other manufactures of a	otton show a	a follows	

Other manufactures of cotton show as follows.

Lace and patent not£ Hosiery of all sorts£ Thread for sewinglbs. Other manufs. unenumer'd.£ Tot. value of cotton manfs.£ The following	05 20/2	$1881. \\209.866 \\111.171 \\1.394.932 \\97.220 \\5.582.763$	1882.216.246116.5361,224.41094.4655,502,260	2
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The following figures relate to our exports to all countries 2,304.-The City National Bank of La Calle, Illinois. Capital, \$100,000. during the nine months ended 30th September :

	PEDODES		
Gold. Silver	EXPORTS. 1880. £942,553 417,995	1981. £1,496,670 314,228	1881. £584,218 778,162
(Deta)			

\$1,810,898£1,360,548 ±1,362,380 There has been a steady demand for wheat for consumption during the week, and the position of the trade is regarded as firm; but the quotations are low and are very unremunerative to farmers. The improvement which has recently taken place, which amounts to not more on the average than 2s. per quarter, is from a very low point, and it is doubtful if any further advance, under the existing conditions of supply and demand, is possible. The closing of the navigation of the Baltic may possibly lead to some improvement, but the facilities of communication are now so great, even during the winter months, that calculations regarding the future are more than ordinarily difficult.

The following are the estimated quantities of grain afloat to the United Kingdom:

Wheatqra Flour. Indian corn	158 000	Lest week. 1,863,000 175,000 55,500	Last year. 1,959,000 125,000 261,000
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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 October 27:

	Sat.	M	lon.	1	nes.	F	Ved.	T	hurs.	1	Eri.
. 10		5	178			5	11116	5			158
.10		10	11310	10	113,0	10	21016	110			
.81	·25	81.	15	1		80	65	80	5242	180	524
310								10	3	10	4
119											
4											3 314
115	234 .										
6				6							618
. 3		31	11116								178
(13	0.3	1130	, ⁹ 8	113.	3.48	13	7	113	642	13	8
	Sat.	M	on.	T	ues.	Ŵ	ed.	Th	urs.	F	ri.
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1.00								· · · ·			
63	6	63		89 62		$\frac{89}{62}$		$\frac{89}{62}$		$89\\62$	03
	$\begin{array}{c} & & & \\ & & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & &$	$\begin{array}{c} 1013_8\\ 1011_9\\ 8125\\ 81031_4\\ 1213_4\\ 1523_4\\ 1523_4\\ 657_8\\ 3158\\ 1361_3\\ \hline s. \ d.\\ 12 \ 6\\ 8 \ 9\\ 9 \ 0\\ 8 \ 6\\ 9 \ 4\\ 7 \ 4\\ 97 \ 0\\ 89 \ 0\\ 80 \ 0\\ 100 \ 0\\ 1000 \ 0\\ 0\\ 1000 \ 0\\ 0\\ 0\ 0\\ 0\ $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $

Commercial and Miscellaneous News.

NATIONAL BANKS .- The following national banks have lately been organized :

- 2,798.—The Queen City National Bank of Cincinnati, Ohio. Capital, \$250,000. John Coshnower, President; Samuel W. Ramp, Cashier.
- 2,799.-The First National Bank of Braddock, Pennsylvania. Capital, \$50,000. Philauder C. Knox, President; Robert A. Bole, Cashier.
- Cashler.
 2,800.—The First National Bank of Anoka, Minnesota. Capital, \$50,100. H. L. Ticknor, President; P. F. Pratt, Cashler.
 2,801.—The Colorado National Bank, Colorado, Texas. Capital, \$50,000. A. W. Dunn, President; W. F. Hendrix, Cashler.
 2,802.—The Gainesville National Bank, Gainesville, Texas. Capital, \$150,000. James M. Lindsay, President; C. C. Hemming, Cashlor Capital,
- Cashier.
- 2,803.-The Bozeman National Bank, Bozeman, Montana Territory, Capital, \$50,000. Emory Cobb, President; D. F. Sherman.

IMPORTS.

2	Cottonowt.	$1880. \\10,409,405$	1881. 11,457,161	1882. 11,182,770	
		EXPORTS.			
	Cotton Owt. Cotton yarn Ibs. Cotton piece goodsyards.3 Iron and steel tons. Jute piece goodsyards. Linen yarn Ibs. Linen piece goodsyards. Silk manufactures & British wool Ibs. Colonial and foreign wool.lbs. Wool fabricsyards. Woosted fabricsyards. Flannelsyards. Blanketsyards. The imports and exports have been as follows:	1830; $1,470,010$ $154,813,600$ $305,214,30)$ $3,002,498$ $129,168,200$ $12,029,000$ $131,101,500$ $1,515,609$ $14,817,700$ $182,768,555$ $20,446,300$ $38,508,100$ $152,848,400$ $3,940,406$ $7,632,100$ $871,820$	1581, 1.350,331 188,714,700 3,562,312,000 3 2,822,417 148,159,800 132,54,500 133,803,600 1,897,621 9,103,700 199,414,163 20,739,600 41,732,800 145,903,000 5,397,400 7,293,500 819,240 silver during	$\begin{array}{r} 3,314,513\\ 155,389,900\\ 14,091,100\\ 139,596,300\\ 2,150,920\\ 10,061,100\\ 202,485,354\\ 23,659,700\\ 68,520,700\\ 118,7\ell6,000\\ 6,936,800\\ 8,961,200\\ 8,961,200\\ \end{array}$	
	as tonows:				

Gold. Silver.... Total.

President William C. Brown, Cashier, 2,803 .- The First National Bank of Spokane Falls, Washington Territory. Capital. \$50,000. Frank R. Moore, President; Horace L. cutter, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show a a decrease in dry goods and an increase in general merchandise. The total imports were \$19,188,767, against \$3,946,718 the preceding week and \$8,181,793 two weeks previous. The exports for the week ended Oct. 24 amounted to \$8,086,939, against \$6,108,988 last week and \$6,592,524 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 19, and for the week ending (for general merchandise) Oct. 20; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

		0.001,200					
irs. 871,820 orts of gold an	nd silver during	955,400 Sentembor		1879.	1880.	1881.	1882.
	ia silver auting	behtemper	Dry goods Gen'l mer'dise	\$1,776,894 6,021,423			
IMPORTS.			Total	\$7,798,317	\$9,339,665	\$10.214.552	\$10,188,767
1880. £1,115,556 475,776	1881. £781,130 528,184	1882. £948,211 789,957	Since Jan. 1. Dry goods Gen'l mer'dise	\$77,676,880 186,572,888	\$106.666.567 291.779,630	\$91,472,875	\$112,351,144
£1,591,332	£1,309,314	£1,738,168	Total 42 weeks	\$261.219.768	4398 455 197	\$337,740,571	1110.005.095
				F			and the second se

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 October 24, and from January 1 to date :

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week Prev. reported	\$7,910,906 274,365,064	\$8,324,715 327,590,252	\$6,590.674 304,981,068	\$8,086,939 268,261,330
Total 4 wweeks	\$282,275,970	\$335,914,967	\$311,571,742	\$276,348,269

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 21, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

ę	Exp	oorts.	Imports.			
Gold.	Week.	Since Jan.1.	Week.	Since Jan.1.		
Great Britain	\$	\$29,652,192	\$	\$106,498		
France		2,526,150		401		
Germany		83,160		232		
West Indies		6,088	8,889			
Mexico			108,500	206,169		
South America	20,000	257,650	11,7,21	306.245		
All other countries		1,297,694		30.247		
Tetal 1882	\$20,000	\$33,823,234	\$129,110	\$1,811,182		
Total 1881	1.000		2,477,960	48,955,827		
Total 1880	1,100		6,165,321	42,168,395		
Silver.						
Great Britain	\$94,763	\$7,459,200	\$	\$26,279		
France	45,000	1,071,330		* 1,208		
German /		216,500		128,004		
West Ind. s		17,174	938			
Mexico			5.543			
South America			7,092			
All other countries	••••	813,655		27,245		
Total 1882	\$139,763	\$9,577,879	\$13,573	\$2,120,695		
Total 1881	179,437		57,913			
Total 1880	316,707		73,227	4,140,041		

Of the above imports for the week in 1882, \$103,352 were American gold coin and \$2,846 American silver coin. Of the exports for the same time, \$20,000 were American gold coin.

Norfolk & Western.-The following is a statement of earnings and expenses for September and for the nine months

	Se	ept	-Jan. 1 to	Sept. 30
	1882.	1881.	1882.	
Gross earnings Expenses	$ \begin{array}{c} \$232,771 \\ 112,605 \end{array} $	\$221,437 97,529	\$1,671,429 $$946,437$	$81,586,065 \\ 845,925$
Not comings	\$190.169	\$193.008	\$721.991	\$740,139

Net earning3...... \$120,168 \$123,908 \$724,991New York Stock Exchange New Securities.—The Governing Committee of the Stock Exchange has listed the following new securities :

CHICAGO & NORTHWESTERN RAILWAY .- Additional sinking fund 5 per cent bonds of 1879, Nos. 3,506 to 5,335, inclusive, amounting to \$1,830,000, and representing the following newly completed roads: Toledo & Northwestern Railway, 69 miles; Dakota Central Railway, 27 miles; and Menominee River Railroad, 26 miles; making a total of 122 miles. These bonds are the direct obligation of the company, with the further security of a like amount of the first mortgage bonds of the completed railroads deposited with the Farmers' Loan & Trust Company.

ESCANABA & LAKE SUPERIOR RAILWAY.—First mortgage bonds, dated July 1, 1881, payable in 1901, bearing 6 per cent interest, \$720,-000, numbered from 1 to 720, inclusive. They are a first lien upon 36 miles of completed road, a branch of the Chic. & North. system connecting the iron mines of Felch Mountain with the main line to Escanaba. The issue is at \$20,000 per mile, and principal and interest are guaran-

miles of road of standard gauge. During the year 1881 it earned \$2,519,794, and its operating expenses were 52.75 per cent, \$1,329,137, leaving net earnings \$1,190.657. Its total fixed charges amounted to \$656,874, leaving a surplus (expended on improvements) of \$533,783. It has earned during the eight months ended August 31 \$1,803,744, being an increase over the corresponding period in 1881 of \$340,359. It claims to have no floating debt.

It claims to have no hoating debt. MEXICAN CENTRAL RAILWAY.—First mortgage dated July 1, 1881, bearing 7 per cent. interest and maturing in 1911, Nos. 1 to 16,704 inclusive, issued at the rate of \$32,000 per mile on 522 miles of line, \$16,704,000.

-The syndicate which last year purchased controlling in-terests in the Buffalo Pittsburg & Western and the Buffalo New York & Philadelphia Railroad Companies, subsequently acquiring also the New Castle & Franklin and the New Castle Plain Grove & Butler Railroad charters, are preparing for the consolidation of all these interests under one corporate management. The New Castle & Franklin, now the Oil City & Chicago road, has secured a link connecting it with the Buffalo Pitts-burg & Western's main line at Oil City by obtaining the use of the Lake Shore's Franklin branch. It is proposed to extend the Oil City & Chicago road into the rich coal fields of Butler County under the New Castle Plain Grove & Butler charter by building about thirty miles of new track; to connect the Sala-manca terminus of the Buffalo Pittsburg & Western with the Buffalo New York & Philadelphia by building twenty-one miles of track from Salamanca and Olean: and to complete the Rochester extension of the line now reaching Salamanca. For these purposes the syndicate announces that after the consolidation of the Oil City & Chicago with the Buffalo Pittsburg & Western, 9,600 common and 6,400 preferred shares of the new company will be issued, par value \$50 each; also 3,600 common and 2,400 preferred shares of the Olean & Salamanca Railroad Company, par value \$100 each; and \$1.600,000 first mortgage sixes of the BuffaloPittsburg & Western and \$1,200,000 first mort-gage sixes of the Buffalo New York & Philadelphia. Stockholders of either company can subscribe for these securities to the extent of 25 per cent of the par value of their present holdings, receiving for each \$1,000 paid a \$1,000 bond, \$300 in common and \$200 in preferred stock of the new issues respectively. Attention is directed to the advertisement on another page, which shows quite fully the details of the proposed negotiations.

-The card of the Metropolitan Trust Co., No. 17 Nassau Street, appears in the advertising columns of the CHRONICLE to-day. This corporation was started nearly a year ago, and has met with a success which is said to be most gratifying to its managers and friends. Mr. Thomas Hillhouse, for many years Assistant Treasurer of the United States in this city, is the President, and Mr. Walter J. Brittin is Secretary. The board of 22 trustees embraces the names of Joseph W. Drexel, C. P. Huntington, Morris K. Jesup, E. D. Morgan, D. O. Mills, Hugh J. Jewett and Frederick D. Tappen.

-Messrs. E. H. Denslow, D. A. Easton, H. H. Herts and S. H. Nichols have recently formed a co-partnership under the style of Denslow, Easton & Herts at 15 Broad Street, for the purpose of transacting a general banking business. The gentlemen are well acquainted with the business in all its branches, Mr. Easton especially having large experience in miscellaneous securities. The card appears this week in both the CHRONICLE and INVESTORS' SUPPLEMENT.

-Parties desiring to open accounts in stock operations with a reliable house will do well to notice the card of Mr. Lansdale Boardman on the first page of the CHRONICLE. Mr. Boardman is a member of the Stock Exchange and has his New York office directly opposite the Exchange. He also has a house in Troy, and the two offices are connected by private wire, so that orders may be executed at either place with the utmost despatch and with satisfaction to his customers.

-The card of Messrs. Pollock & Bixby is in this issue of the CHRONICLE. This firm has just been organized, and Mr. Pollock being a member of the New York Stock Exchange will represent the firm at the Board, while Mr. Bixby, formerly with Messrs. Fisk & Hatch, has had a thorough experience in the banking business. The firm have fine offices at 25 Nassau

teed by the Chicago & Northwestern Company, a part of whose line the road now is.

DES MOINES & MINNEAPOLIS RAILROAD .- First mortgage bonds, dated Feb. 1, 1882, payable in 1907, and bearing 7 per cent interest. Nos. 1 to 600, \$600,000. These bonds are a first lien on 58 miles of railroad extending from Des Moines, northwardly to Calanan, Iowa, which railroad was originally a narrow-gauge line, with \$406,000 of first mortgage 7 per cent bonds, issued July 1, 1879, outstanding upon the same. The track has since been widened to standard gauge, with steel rails, and \$406,000 of the present issue of bonds have been used to take up the former issue of \$106,000 bonds of July 1, 1879, all of which are now canceled.

EAST TENNESSEE VIRGINIA & GEORGIA RAILROAD.—Additional first mortgage consolidated 5 per cent bonds, Nos. 10,992 to 14,491, inclu-sive, issued on the Rome Atlanta & Macon Division, 178 miles, \$3,500,000.

DENVER & RIO GRANDE RAILWAY.—Additional first consolidated mortgage 7 per cent bonds, Nos. 12,393 to 13,412, on 68 miles of new road, \$1,020,000.

NORTHERN PACIFIC RAILROAD.-Additional first mortgage railroad and land grant sinking fund gold bonds, bearing 6 per cent, and payable in 1921, Nos. 20,001 to 31,987, inclusive, \$11,987,000. Since the \$20,-000,000 of these bonds already issued were placed on the list, 479^{1}_{2} miles of new road have been completed, entitling the company to issue **a** total of \$31,987,500. Of this amount \$6,481,000 are held by the Cen-tral Truet Computing for the redeviation of divisional bonds. tral Trust Company for the redemption of divisional bonds.

COLUMBUS HOCKING VALLEY & TOLEDO RAILWAY.—Capital stock, **\$10.316,500,** and first consolidated mortgage bonds, **\$14,500,000,** of which amount \$6,500,000 are held by the trustee for retirement of an equal amount of divisional bonds. These bonds are secured by a consoli-dated mortgage upon the entire railway property, and by the first and only inortgage upon its coal lands and all other property it may hereafter acquire. They are dated September 1, 1881, and are payable in 1931, bearing interest at 5 per cent. The company operates 322

Street.

-The attention of those who buy bills of exchange or desire letters of credit on the principal cities of Mexico is called to the card of Messrs. J. W. Wilson & Co. of this city, who state that they are the first to make a specialty of this line of foreign exchange in this city.

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

150 100

165

, , ,	
Shares.	Shares. It Co for \$5
1 Brooklyn Art Ass'n. for \$55	20 Am. Mag. Elec. Lt. Co. for \$5
25 Penn. Coal Co273 ex. div.	10 U. S. Life Ins. Co
2 Met. Gas-L. Co. of Bk'n 66 ¹ 4	6 B'klyn El. RR. Co. Cen. 13
60 Cit. Gas-L. Co. of Bk'n. 6712	Trust Co. Cer 13
150 Stuyvesant F. Ins. Co. 125	Bonds.
1 Mechanic's B'king Ass. 106	\$9,000 Atc. & Pike's Peak R.
100 N.Y. Gas-Light Co. (ex-	D (Con Rr 1) P) ISLO.
div.)	due 1895103@100 a
234 Harlem Gas-L. Co 99@9834	1 @95 000 Shan V RR., 186 ()
40 U. S. Trust Co	due 1909
5 Bank of America160	the and City of Ind 7310. Bel.
100 Mechanics' Nat. Bank. 15012	A, due 1893
165 Phenix Nat. Bank101	\$1,000 St. Louis City 6 Park
50 Clinton Fire Ins. Co 110	Bond: due 190519-2 &
20 Relief Fire Ins. Co 66	\$1,000 Quincy City (City and
90 Pacific Fire Ins. Co171	Co. debt), 6 bond, due
20 Merchants' Ins. Co 10812	1848
10 Sixth Ave. RR. Co248	(00000) (01000) (01000) (0100)
24 Bank of Commerce150	bds. (Cen. T'st. Co. Cer.) 394
20 Standard Fire Ins. Co. 10512	bds. (Cen. T'st. Co. Cer.) assessment paid 394
5 Irving Ins. Co 5512	

OCTOBER 28, 1882.]

THE CHRONICLE.

The Bankers' Gazette.

DIVIDENDS: The following dividends have recently been aunounced:

Name of Company.	Per cent.	Whe Paya		Book (Days			.)
Hailroads. Boston & Providence Concord N.Y. Prov.& Bost.(Ston'ton),quar. Banks. American Exchange Nat Fulton Nat Nat. Bank State of N. Y. National City. Pacific (quar.). Union Nat		Nov. Nov. Nov. Nov. Nov. Nov. Nov. Nov.	$1 \\ 10 \\ 1 \\ 10 \\ 10 \\ 1 \\ 1 \\ 1$	Oct. 24 Oct. 22 Nov. 1 Oct. 26 Oct. 19 Oct. 31 Oct. 25 Oct. 25	to to to to to	Nov. Nov. Nov. Oct.	$9 \\ 1 \\ 11 \\ 31$

NEW YORK, FRIDAY, OCT. 27, 1882-5 P. M.

The Money Market and Financial Situation.—We have had this week in railroad negotiations what physicians might call a first-class operation. A railroad 520 miles in length, covering the most prominent route in the country, and capitalized for \$69,000,000, has changed ownership by private negotiation. The celebrated wit, when he saw a quarrel between two men, instead of asking what it was about was accustomed merely to say, "who is she?" assuming that there was always a woman in the case. And now when a heavy transaction in railroad matters is reported the street simply asks, "which is it?" In the case of Hannibal & St. Joseph it was Gould, and now it is said to be Vanderbilt.

It is not necessary here to go into all the particulars of the transfer, which are given at length in all the daily newspapers

well as in the CHRONICLE; but granting that Mr. Vanderpilt has purchased with others the control of the "nickel-plated" road, we must suppose that he has considered it necessary to do this in order to protect his other roads between Buffalo and Chicago lying to the north of it. The cost of the New York Chicago & St. Louis has been pretty well made known to the world, and it was probably not over \$18,000,000, exclusive of equipment, so the suggestion will possibly come up in the mind of some inquisitive and enterprising railroad capitalist, whether any better enterprise could now be found than the construction of another railroad from Chicago to Buffalo, located between the Lake Shore and the "nickel-plated," not to be operated for its earnings, but only "to sell."

The sale of this chief road of the Seney management, however, has another aspect of great interest. It marks the first grand and successful disposition of a property organized and carried through under what may be termed the Seney method of financiering. With the boom which set in after the resumption of specie payments on Jan. 1, 1879, while other railroad men were pursuing the old and beaten paths of railroad construction with nothing more novel or profitable to help them than the Construction Company (though, Allah be praised, that seemed to be profitable enough), Mr. Seney invented or thought out a new method. This method was based on the discovery that no stock, however large its issue, or however vague its prospects short of absolute insolvency, would often sell below 10 at the Stock Exchange, with any kind of speculative support behind it. Then said Mr. Seney, let us create new railroads and issue enough stocks to make large profits if they sell at 10-8-6-anything percent. And it was done. New York Chicago & St. Louis was brought out with a stock of \$50,000,000; Ohio Central has \$12,000,000 out and \$20,000,000 authorized ; East Tennessee Virginia & Georgia has \$44,000,000; Peoria Decatur & Evansville has \$8,400,000, and so on. A new method was introduced for railroad financiering, and one which precluded the idea of any watering in the future. The money market has been quite easy, with call loans quoted at 4@6 per cent on stocks and 3@4 per cent on government bonds. Prime commercial paper now sells readily at 6@6½ per cent. The New York City Clearing-House banks in their statement of Oct. 21 showed an increase in surplus reserve of \$933,350, the total being \$2,788,750, against \$1,855,400 the previous week. The following table shows the changes from the previous week and a comparison with the two preceding years:

The Bank of England weekly statement on Thursday showed a decrease of £193,000 in bullion for the week, and the percentage of reserve to liabilities was 36 7-16, against 35 11-16 last week; the discount rate remains at 5 per cent. The Bank of France lost 6,650,000 francs gold and 6,350,000 francs silver.

Exchange.—The supply of cotton bills is now expected to be much larger, and at present quotations sterling exchange is not very firm. A good steady market at the Stock Exchange would probably increase foreign buying of securities very quickly. To-day on actual business, prime bankers' 60 days sterling bills sold at $4.81\frac{1}{2}@4.81\frac{3}{4}$ and demand bills at $4.85\frac{3}{4}$ @4.86, with cable transfers $4.86\frac{3}{4}@4.87$. The market for Continental exchange is dull and firm. The actual rates are as follows: Frances $5.22\frac{1}{2}$ and $5.18\frac{3}{4}$; Marks, $94\frac{3}{8}@94\frac{1}{2}$ and $95\frac{1}{4}@95\frac{1}{2}$; and Guilders, $39\frac{3}{4}@40$.

95¼@95¼; and Guilders, 39¾@40.
New York Exchange was quoted to-day as follows at the places named : Savannah, buying ¼, selling ¼ to par dis.; New Orleans com., 400 dis.; bank, par.; St. Louis, 25 dis.; Chicago, 25@50 dis.; Boston, par@12 dis.

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

Oct. 27.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	$\begin{array}{c} 4 \ 30^{1} 2 \ \overline{0} 4 \ 81 \\ 4 \ 80 \ \ \overline{0} 4 \ 80^{1} 2 \\ 5 \ 23^{1} 8 \ \overline{0} 5 \ 21^{1} 4 \\ 39^{5} 8 \ \overline{0} \ \ 40 \end{array}$	$\begin{array}{r} 4 & 85 {}^{3}_{4} \overline{} 4 86 {}^{1}_{9} \\ 4 & 84 {}^{1}_{2} \overline{} 4 85 \\ 4 & 84 \overline{} 4 84 {}^{1}_{9} \\ 5 19 {}^{3}_{8} \overline{} 5 16 {}^{7}_{8} \\ 40 \overline{} 40 {}^{3}_{8} \\ 9 {}^{5}_{4} \overline{} 9 {}^{5}_{8} \end{array}$

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

0 1	and the second sec
Sovereigns\$4 82 @\$4 86	Silver 148 and 128 9934 0 par.
Napoleons 3 83 @ 3 87	Five france 93 @ - 95
X X Reichmarks. 4 73 @ 4 77	Mexican dollars 88 @ - 881g
X Guilders 3 96 @ 4 00	Do uncommerc'l. $-85 @-87$
Span'h Doubloons.15 55 @15 70	English silver 4 75 @ 4 83
Mex. Doubloons. 15 45 @15 65	Prus. silv. thalers 68 @ - 7. lo
Fine silver bars 1 12347 1 134	U. S. trade dollars - 994 @ - 99%
Fine gold bars par@ ¹ s prem.	U. S. silver dollars - 993 @ par
Dimes & 12 dimes 99 80 par	

United States Bonds.—Government three per cent bonds have been in good demand from banks and others having called bonds to replace, and prices have consequently been strong. The 4 per cents, though not specially in demand, have shared to some extent in the firmness.

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

QFeb. QMar. QMar. QJan. QJan.	11318 11318 11934	*11318 *11318 11958	*113 *113	*113	*113 *113	*1134 1134
QMar. QJan.	*113 ¹ 8 119 ³ 4	*113 ¹ 8 119 ⁵ 8	*113	113	113	1134
QFeb.			*11912	*11912	*11912	*1195
J. & J.	*129	*129	*12912	*129	*12912	*129
						*130
	J. & J. J. & J. J. & J.	J. & J. *130 J. & J. *130 ¹ 2 J. & J. *132	J. & J. *130 *130 J. & J. *130 ¹ 2 *131 J. & J. *132 *132	J. & J. *130 *130 *130 /2 J. & J. *130 /2 *131 *131 /2 J. & J. *132 *132 *132 *132 /2	J. & J. *130 *130 *130 *130 ± *130 J. & J. *130 ± *131 *131 ± *130 J. & J. *132 *132 *132 *132 ± *132 ± *132	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

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

State and Railroad Bonds.—State bonds have sold only moderately at the Board, and Tennessees new were at 49 and compromise bonds at $56\frac{1}{2}$.

Railroad bonds have been quite active in those issues of a speculative or uncertain value, as distinguished from the investment bonds. It is unnecessary to remark upon the fluctuations of the numerous issues, but the latest quotations to-day or during the week are given on another page.

Railroad and Miscellaneous Stocks.—There has been more animation in stocks this week, and after a somewhat irregular and variable tone up to Thursday the whole market was sharply braced up by the "nickel-plate" transaction. There had been a tendency towards improvement, and it was evident that during the past ten days many of the bears had covered and the bull interest in stocks was much more general, in spite of the periodical weakness in the Gould specialties and a others. Then came the announcement on Thursday that the control of the New York Chicago & St. Louis line had been acquired by the Vanderbilt interest, thus destroying the expected competition with Lake Shore, Michigan Central, &c., and this was sufficient to give the whole market a strong upward turn. To-day it was denied from Chicago that the New York Chicago & St. Louis had been sold out, but good authority here said that 100,000 shares of common and 100,000 shares of preferred had been transferred to Mr. J. H. Devereux and his associates (representing Mr. Vanderbilt) at the prices of 17 and 37 respectively, and this amount being \$20,000,000 out of the entire \$50,000,000 stock, would give control to the purchasers with such stocks as they had already taken in the open market. Aside from the above transaction and the results arising therefrom there has been no occurrence of special interest bearing upon the actual value of stocks. The railroad earnings are large, and the cotton movement, which has now commenced on a large scale, is expected to have a good effect on Southern roads. As to wheat, the tonnage brought forward must depend to some extent on the prices ruling hereafter. There was a collapse in the Alleghany Central stock, but as it was one of the recent debutantes held by a few parties it had no general significance. To-day, after the boom of the morning, there was some slight reaction, and prices at the close were off from the best point reached.

4	1882. Oct. 21.	Differ'nces fr'm previous week.	1881. Oct. 22.	1880. Oct. 23.
Circulation	18,763,100 285.0.6200	Dec. \$1.701,200 Inc. 1,508,600 Inc. 17,400 Dec. 1,675,000	53.359,400 19,919.000	65,613,900 18,700,600
Legal tenders. Legal reserve. Reserve held.	29,347,700	Dec. 994,000 Dec. \$418,750	15,203,700 \$71.660,825	13,139,300 \$75,207,750
Surplus	\$2,788,750	Inc. \$933,350	\$1,907,275	\$3,565,450

THE CHRONICLE.

VOL XXXV.

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

	• 1	DAILY HIG	HEST AN	D LOWES	F PRICES.		Sales of	Range Since	Jan. 1, 1882.	For Fu
STOCKR.	Saturday, Oct. 21.	Monday, Oct. 23.	Tuesday, Oct. 24.	Wednesday, Oct. 25.	Thursday, Oct. 26.	Friday, Oct. 27.	the Week, Shares.	Lowest.	Highest.	Year 188 Low. Hi
RAILROADS. legany Central. cohison Topeka & Santa Fe oston & N. Y. Air-Line, pref. irlington Cedar Rep. & No mada Southern	26 26 ¹ 8 80 ¹ 2 80 ¹ 2 *80 67 67 ⁵ 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	14 ³ 4 15 	15 15 *80 68 ³ 4 70 ¹ 2	79 79 ³ 4 70 ¹ 4 72	7,700 100 505 70,840	13 Oct. 24 84 ³ 4 June 10 60 Jan. 6 67 June 10 44 Feb. 23	80 12 Sept. 9 85 13 Feb. 2 72 Oct. 27	45 71 69 90 50 90
dar Falls & Minnesota mtral lowa ntral of New Jersey ntral Pacific lesapeake & Ohio Do lst pref	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$71 \frac{1}{8} 72 \frac{1}{2}$ $90 \frac{1}{8} 91$ $2534 2534$ $*3612 3813$ $*2614 2734$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	100 36,750 10,400 275 550	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	30 July 24 374 Jan. 4 975 Feb. 20 976 July 28 27 July 22 412 Sept.15	$\begin{array}{c} 16 \\ 31 \\ 82^{1} \\ 80^{1} \\ 20^{3} \\ 32^{3} \\ 4 \end{array}$
De 2d prei hicago & Alton hicago Burlington & Quincy. hicago Milwaukee & St. Paul Do pref	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} 1423_{8} 1423_{8} \\ 1313_{4} 1313_{4} \\ 109 1093_{4} \end{array}$	*141 2	$\frac{141}{3} \frac{1}{4} \frac{141}{3} \frac{1}{2} \frac{1}{4} \frac{1}{10} \frac{1}{2} \frac{1}{4} \frac{1}{10} \frac{1}{4}$	*141 131 ¹ 2133 ¹ 4	*142 132 ¹ 2 133 ¹ 2	479 5,048 59,892	127 ¹ ₂ Mar. 11 127 ¹ ₂ Mar. 11 127 July 5 104 ¹ ₂ Jan. 4 118 ³ ₄ Apr. 14	145 2 Aug. 16 141 Aug. 9 128 5 Sent. 9	$ \begin{array}{cccc} 127 & 15 \\ 133 & 12 \\ 101 & 12 \end{array} $
hicago & Northwestern Do pref hicago Rock Isl. & Pacific licago St. L. & New Orleans.	$\begin{array}{r} 145 {}^{1}\!$	$\begin{array}{r} 144 {}^{1}_{4} 145 {}^{1}_{4} \\ 161 {}^{1}_{2} 162 {}^{1}_{2} \\ 132 {}^{1}_{2} 133 {}^{3}_{8} \\ 80 80 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\frac{1443_{4}145}{1634_{4}1634_{2}}$ $\frac{1634_{4}1634_{2}}{1324_{2}1334_{2}}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	3,850 3,700 200	124 Jan. 4 136 Apr. 10 125 ¹ ₂ Apr. 18 68 Mar. 8	15034 Sept.12 175 Aug.16 1404 Aug.11 84 Feb. 1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
licago St. Paul Minn. & Om.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$106\frac{1}{4}106\frac{7}{6}$ $83\frac{1}{2}83\frac{1}{2}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 485_{8} 50\\ 107\frac{1}{4} 1033_{6}\\ \hline \\ *82\frac{1}{2} 835_{8}\\ *139 \end{array}$		47,490 12,410 2,734 1,056	29 ³ 4 Feb. 23 97 ¹ 2 Feb. 24 44 Mar. 9 65 ¹ 2June 7 133 Jan. 7	55 ¹ 2 Aug. 30 114 ³ 6 Aug. 19 62 Oct. 19 92 ³ 4 July 24 140 July 27	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
blumbus Chic, & Ind. Central elaware Lackawanna & West enver & Rio Grande abuqae & Sioux City ast Tennessee Va. & Ga Do pref.	523_8 531_4 91 914_4 91_4 91_4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 91_{6} & 91_{6} \\ 1363_{6} 1373_{4} \\ 515_{5} 525_{6} \\ 885_{2} 834_{2} \\ 91_{2} 91_{2} \\ *155_{2} 165_{2} \end{array}$	$\begin{array}{c} 9^{1}{}_{2} & 9^{1}{}_{2} \\ 137^{3}{}_{8} & 138^{1}{}_{8} \\ 50^{1}{}_{3} & 52^{5}{}_{8} \\ 91 & 91 \\ 9^{1}{}_{2} & 9^{5}{}_{8} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	51^{1}_{8} 52^{3}_{8}		6 June 7 1164 Apr. 24	217 ₈ Jan. 7 1504 Sept.12 745 ₈ Jan. 20 9642 Aug. 3 16 Jan. 14	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
vansville & Terre Haute ort Worth & Denver City reen Bay Win. & St. Paul annibal & St. Joseph Do pref	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	81 83	*43 52 *78	*80 50 50 *80	3938 3958 *43 52 *81 82	$\begin{array}{c} 381_{4} & 391_{4} \\ \hline \\ 82 & 82 \\ 81 & 82 \end{array}$	500 2,100 100 100 700	68 May 12 38 ¹ 4 Oct. 27 8 Feb. 15 47 Sept. 4 75 ¹ 2 Oct. 16	8634 Oct. 13 4258 Oct. 16 16 Jan. 18 110 Feb. 8 111-4 Jan. 6	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
ouston & Texas Central linois Central diana Bloom'n & West., néw ake Erie & Western ake Shore	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrr} 1483 & 149 \\ 41 & 41 \\ 33 & 3 & 33 \\ 111 & 412 \\ 60 & 60 \\ 55 & 56 \end{array}$	$\begin{array}{c} 81 & 81 \\ 147 {}^{1}\!_{2} 148 {}^{1}\!_{2} \\ 40 {}^{1}\!_{8} 413 \\ 33 & 34 \\ 110 {}^{7}\!_{8} 112 {}^{7}\!_{8} \\ 60 & 60 \\ 55 {}^{1}\!_{8} 55 {}^{7}\!_{6} \end{array}$	$ \begin{array}{r} 148 & 148^{1}_{4} \\ 40^{1}_{2} & 41^{3}_{4} \\ 112^{1}_{4} & 113^{1}_{4} \\ *59 & 61 \end{array} $	$\begin{array}{r} 148\frac{1}{4}148\frac{1}{2}\\ 41\frac{1}{2}&41\frac{1}{2}\\ 35&36\frac{1}{2}\\ 112\frac{1}{5}113\frac{1}{4}\\ 60&60\\ 55\frac{2}{6}55\frac{2}{3}\end{array}$	$1473_4 148 \\ 413_2 413_4 \\ 353_4 363_2$	8,915 3,900 3,100	12734 Jan. 4 36 Mar. 8 23 2 June 12 98 June 6 49 2 Feb. 24	92 ¹ 2 July 27 150 ¹ 2 Oct. 18 49 ¹ 2 Sept. 13 45 July 20 120 ¹ 8 Mar. 30 65 Sept. 13 100 ³ 4 Jan.	$ \begin{array}{ccccccccccccccccccccccccccccccccc$
nisville New Albany & Chie anhattan DC 1st pref anhattan Beach Co arietta & Cincinnati, 1st pref. Do 2d pref.	*41 45 *80 86 *18 20	*67 73 *40 45 *83 88 19 19	45 47 87 87 *18 20	73 ⁵ 2 50 50 50 50 50 50 50 50 58 88 *18 20	*72 74 48 49 *83 ¹ 8 90	47 ¹ 2 48 ¹ 4 *86 90 18 ¹ 2 18 ¹ 2		57 Jun⇒ 5 40 Oct. 19 87 Oct. 24 17 Oct. 3 .8 May 1 4 Apr. 11	78 Sept.2(60 ⁴ 8 Feb. 11 98 ⁴ 2 Jan. 2 ⁵ 37 Mar. 3(15 ⁴ 2 Jan. 10 9 ⁴ 2 Jan. 3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
emphis & Charleston stropolitan Elevated chigan Central llwaukee L. Sh. & West., pref nneapolis & St. Louis Do pref issouri Kansas & Texas	$\begin{array}{c} *80 & 86 \\ 100 {}^5_8 101 {}^2_4 \\ *50 {}^1_2 51 {}^1_2 \\ 31 & 31 {}^1_2 \\ 72 & 72 {}^3_4 \\ 34 {}^3_8 35 {}^5_6 \end{array}$	$\begin{array}{c} *82 & 88 \\ 100 {}^{1}\!_{6} 101 {}^{1}\!_{4} \\ 50 & 50 {}^{1}\!_{2} \\ 30 {}^{1}\!_{4} & 31 \\ 71 {}^{2}\!_{4} & 71 {}^{3}\!_{4} \\ 34 {}^{3}\!_{8} & 35 {}^{3}\!_{8} \end{array}$	$\begin{array}{r} *81 & 90\\ 100 \cdot_2 & 102 \cdot_3\\ *50 & 51\\ 30 \cdot_2 & 31\\ 72 & 72\\ 34 \cdot_4 & 35 \cdot_6\end{array}$	50 ⁴ 50 ⁴ 31 ¹ 8 31 ³ *72 73 3538 36 ¹ 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} *83 & 90 \\ 102^{5} 8 104 \\ *51 \\ 31^{1} 2 & 32^{1} 4 \\ 72 & 72^{6} 8 \\ 35^{1} 2 & 36^{1} 4 \end{array}$	106,810	814 July 6 77 Apr. 18 413 Mar. 11 19 Mar. 6 59 Feb. 25 263 Mar. 11	93 Oct. 105 Sept.2: 58 ¹ 4 Aug.1: 36 ³ 4 Sept. 7 77 Sept.1: 42 ¹ 2 Aug. 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Issouri Pacific oblie & Ohio orris & Essex	$\begin{array}{c} 105 \ {}^{7}_{3} \ 106 \ {}^{1}_{4} \\ {}^{*}20 \ 22 \\ \hline \\ 52 \ {}^{1}_{2} \ 52 \ {}^{7}_{8} \\ 132 \ {}^{5}_{8} \ 133 \ {}^{1}_{4} \\ 14 \ 14 \ {}^{1}_{4} \\ 29 \ {}^{5}_{8} \ 30 \ {}^{1}_{4} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 1043 5 106 \\ *19 22 \\ *124 125 \\ 51 52 \\ 1324 33 \\ 1434 153 \\ 295 315 \end{array}$	$\begin{smallmatrix} 105 & -6 & 106 & 4 \\ *19 & 22 \\ 124 & -8 & 124 & -6 \\ 51 & 4 & 523 \\ 132 & 76 & 133 & 4 \\ 15 & -2 & 165 \\ 30 & -4 & 33 & -6 \\ 30 & -4 & 33 & -6 \\ 30 & -4 & -33 & -6 \\ 15 & -2 & -6 & -6 \\ -5 & -6 & -6 & $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} 378 \\ 8,350 \\ 11,296 \\ 32,220 \end{array}$	86 ⁵ 8 Apr. 21 12 June 6 119 ³ 4 Mar. 12 50 Oct. 2 123 ⁵ 8 May 1 10 ⁵ 2 May 25 27 May 27	87 ¹ 2 Jan. 1 138 Aug. 17 ³ 4 Oct. 27	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
w York Elevated w York Lake Erie & West. Do pref. ew York & New England w York New Haven& Hart.	$ \begin{array}{c} *100 & 110 \\ 413_4 & 42 \\ \hline \\ 183 & 183 \end{array} $	4034 4175 85 8512	$ \begin{array}{r} *100 & 107 \\ 40^{5}8 & 42 \\ 84^{3}4 & 86^{1}4 \\ 183^{1}2 & 183^{1}2 \end{array} $	*106 41 ⁵ 8 42 ¹ 4 86 86 ³ 8	$*106$ $41^{1}2$ 42	* 106 4158 4216	77,250	100 May 13 334 June 7	109 ¹ 2 Jau. 2 43 ³ 4 Oct. 10 87 ³ 4 Sept.1 60 ¹ 2 Sept. 8	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
w York Ontario & Western prfolk & Western Do pref prhern Pacific Do pref to Central to & Mississippi	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ 56^{1}2 56^{1}2 41^{1}4 41^{3}4 $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} 300\\ 3,500\\ 25,675\\ 81,276\\ 3,825\end{array}$	18 July 22 44 ¹ 4 Mar. 8 28 ³ 4 Mar. 9 66 ³ 4 Feb. 23 11 ³ 8 June 7	60 Sept.12 54 ³ 8 Sept.12 100 ³ 8 Sept.14 25 ⁵ 8 Jan. 14	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Do prei io Sonthern	15 ¹ 4 15 ¹ 4 86 86 ¹ 2		$\begin{array}{c} 375 \\ 86 \\ *167 \\ 273 \\ 601 \\ 262 \\ 602 \\ 62 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	86 ¹ 2 87 ³ 8	87 88 *167 29 2934	100 18,005 1,645	9034 Mar. 9 12 June 3 60 Jan. 30 165 July 28	112 Aug. 4 23 ⁵ 2 Jan. 10 98 ³ 4 Sept.2 204 May 2 39 ³ 4 July 20	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
ttsburg Ft. Wayne & Chic ch.& Allegh., st'ck trust ctis. chmond & Danville chmond & West Point chester & Pittsburg ome Watertown & Ogdensb.	$ \begin{array}{c} 137 {}^{1}2 138 \\ \overline{}78 {}^{1}2 82 \\ 35 {}^{1}2 36 {}^{1}2 \\ 23 23 {}^{1}4 \\ \end{array} $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 75 & 76 \\ 35 & 35 \\ 22 \\ 3_8 & 22 \\ 3_4 \end{array}$	$\begin{array}{c} 138 {}^{1}\!$	$\begin{array}{c} *137 & 138 \\ 183 & 183 \\ \hline 35 & 36 \\ 227 \\ 8 & 23 \\ \hline \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		16 May 23 57 Oct. 13 31 Oct. 12 22 Oct. 10 20 Jan. 3	40 Jan. 250 Feb. 263 Feb. 1 36'2 Mar. 2 40 July 2	$\begin{array}{c} 35 \\ 7 & 99 \\ 122 \\ 2 \\ 2 \\ 5 \\ 22 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 $
Lonis Alton & Terre Haute Do pref. Louis & San Francisco Do pref. Do lst pref. Paul & Duluth.	81 81 *37 40 57 57	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*40 43 83 83 ¹ 4 38 38 *57 58 *96 98 ¹ 2 *34 ¹ 2 36	3412 3412	*13 45 *83 85 *38 39 *5714 5758 *9712 98 3478 3478	*97 98 ¹ 2 *34 ¹ 2 35 ¹ 2	$\begin{array}{r} 10\\10\\600\end{array}$	26 Feb. 1:	92 Jan. 10 467 ₀ Jan. 23 66 ¹ 2 Jan. 26 106 ¹ 2 Jan. 17 39 July 18	5 85 1 5 39 5 55 7 90 1 8 26
Do pref Paul Minneap. & Manitoba ixas & Pacific ledo Delphos & Burlington . nion Pacific	$\begin{array}{c} *158 {}^{1}_{2} 159 {}^{1}_{2} \\ 29 {}^{7}_{6} 41 {}^{1}_{8} \\ 106 {}^{1}_{4} 107 \\ 31 {}^{7}_{8} 32 {}^{1}_{2} \\ 59 {}^{5}_{8} 60 {}^{5}_{8} \end{array}$	$\begin{array}{ccc} 40 & 41 \frac{1}{2} \\ 105 \frac{3}{4} & 106 \frac{3}{4} \\ 30 & 32 \frac{1}{4} \end{array}$	$\begin{array}{r} *92 \\ 93 \\ 156 \\ 40 \\ 40 \\ 42 \\ 42 \\ 42 \\ 42 \\ 42 \\ 42$	$156^{1}_{2}156^{1}_{2} \\ 41^{3}_{4} 42^{5}_{8} \\ 107 107^{7}_{6}$	$\begin{array}{r} 41^{1}{}_{2} \ 42^{1}{}_{8} \\ 107^{1}{}_{4} \ 108 \\ 31^{1}{}_{2} \ 33^{1}{}_{4} \end{array}$	$\begin{array}{r} 42^{1}8 & 42^{3}4 \\ 107^{5}8 & 108^{1}2 \\ 32^{3}4 & 33^{3}6 \end{array}$	3,750 161,800 137,070 37,110	34 ³ 8 Mar. 9 10 ¹ 2 Feb. 17 104 ⁵ 8 Oct. 5 23 ⁵ 8 June 10	166 ¹ 2 Sept.1 55 July 28 19 July 2 119 ³ 4 Jan. 16 39 ⁷ 8 Aug.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
MISCELLA NEOUS. nerican District Telegraph lorado Coal & Iron laware & Hudson Canal atual Union Telegraph egon Railway & Nav. Co cific Mail lilman Palace Car	$\begin{array}{c} 73^{3}_{6} & 73^{8}_{6} \\ 40^{1}_{2} & 40^{1}_{2} \\ 113^{3}_{6} & 113^{3}_{4} \\ \hline 156 & 156 \\ 39 & 39^{1}_{2} \\ 129^{1}_{9} & 129^{1}_{9} \\ \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccc} 70 & 71 \\ 40 & 41 \\ 113^{5_8} 114 \\ 44 \end{array} $	$\begin{array}{c} 41 & 41^{3} \\ 113^{5} \\ 25^{5} \\ 25^{5} \\ 39^{1} \\ 20^{2} \\ 40^{2} \end{array}$	1,524 1,000 9,822 2,710 200 3,510	31 Jan. 28 69 Oct. 2 38 Mar. 12 1023, Mar. 13 20 Oct. 12 128 Jan. 31 37 Apr. 24 117 June 5	60 Feb. 1 74 Sept.22 5378 Mar. 30 11934 Aug. 1 304 Aug. 1 16348 Sept.23 4834 July 1 145 Jan. 1	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
est. Union Tel., ex-certific's itro Tunnel EXPRESS. lame	*135 140 *94 ¹ 2 95 *67 68 ¹ 2	86 ¹ 2 87 ⁵ 8 *135 140 *94 95 *65 68	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	87 2 88 4 *135 140 90 90 65 66	$\begin{vmatrix} 8756 & 3818 \\ 36 & 38 \\ *135 & 140 \\ 9212 & 93 \\ *60 & 63 \end{vmatrix}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c c} 53,312 \\ 100 \\ 35 \\ 230 \\ 401 \\ \end{array} $	$\begin{vmatrix} 76 & 8 & \text{Mar. 11} \\ & {}^{1}_{4} & \text{Oct.} & 4 \\ \end{vmatrix} \\ \begin{vmatrix} 134 & \text{May 19} \\ 90 & \text{Feb. 18} \\ 65 & \text{Oct. 23} \end{vmatrix}$	933, Sept. 1 1 Jan. 1 1494, Jan. 1 3 974, Feb. 2 8 804 Jan. 2	$\begin{array}{c cccc} 5 & 77 \\ 3 & 7_8 \\ 0 & 120 \\ 62^{5} \\ 6 & 51^{1} \\ 2 \end{array}$
ells, Fargo & Co COAL AND MINING. nsolidation Coal omestake Mining ttle Pittsburg Mining arvland Coal	*22 24	*130 132 *28 35	*129 131 *28		$ \begin{array}{c} *123 & 130 \\ *30 & 35 \\ 17^{1} * 17^{1} * 17^{1} \\ \cdots \\ 10^{1} & 10^{7} \end{array} $		100	28 Mar. 14 15 ⁵ 8 Jan. 17 1 ¹ 8 June 8 1 ¹ 4 June 6	7 1934 Feb. 2 14 Mar. 2 3 2 12 J.2. 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
aryland Coal. tario Silver Mining onnsylvania Coal ticksilver Mining Do pref andard Consol. Mining	$ \begin{array}{c} *3^{1}2 & 10^{1}2 \\ *40 & 44 \\ 4^{3}a & 5 \end{array} $	*8 ¹ 2 10 *40 5 5 ¹ 2		$*8 9^{1}_{2}$ *12 41	$41^{1}2$ $41^{1}2$ 43_{4} 43_{4}	*842 94 *4142 44	100 520	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	6 40 Aug. 1 7 245 Jan. 1 8 144 Jan. 1 7 624 Jan. 1 9 193 Apr.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
meron Coal ntral Arizona Mining Badwood Mining Kcelsior Mining ew Central Coal bbinson Mining Iver Cliff Mining		*16 19		 			200	18 Oct. ¹ 2 Aug. 1 ¹ 2 Aug. 1 ¹ 4 2 Oct. ¹ 4 Jan. 1 13 ¹ 2 May 20 1 June 22 2 Mar. 2	$\begin{array}{c} 2 \\ 2 \\ 37 \\ 4 \\ 16 \\ 8 \\ 34 \\ 7 \\ 27 \\ 8 \\ 4 \\ 7 \\ 27 \\ 8 \\ 4 \\ 23 \\ 8 \\ 8 \\ 9 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1$	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$

* These are the prices bid and asked-no sale was made at the Board.

† Ex-privilege.

OCTOBER 28, 1882.]

THE CHRONICLE.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Louisiana- 78, consol., 1914	Class A, 3 to 5, 1300. Class A, 3 to 5, small Class B, 5s, 1906. Class C, 4s, 1906. 6s, 10.203, 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, Miss. O. & R. R. RR. 7s, Arkansas Cent. RR. Connecticut-6s, 1886. 7s, endorsed, 1886. 7s, gold, 1890. Louisiana- 7a. consol. 1914.	$100 \\ 82 \\ 100 \\ 27 \\ 20 \\ 29 \\ 20 \\ 20 \\ 9 \\ 102 \\ 104 \\ 106 \\ 105 \\ 113 \\ 69 \\ 9 \\ 9 \\ 9 \\ 104 \\ 106 \\ 105 \\ 113 \\ 69 \\ 9 \\ 9 \\ 100 \\ $	84 ¹ 2 32 15 	68, 1883. 78, 1890 Missouri- 68, due 1882 or 1883 68, due 1886. 68, due 1887. 68, due 1889 or 1890 Asyl'm or Univ., due '92 Funding, 1894.'95. Hannibal & St. Jo., '86 Do do '87 New York- 68, gold, reg., 1887 68, goan, 1883 68, loan, 1891 68, loan, 1893 68, loan, 1803 68, loan, 1803 68, loan	116 101 107 ¹ 2 103 110 111 115 118 108 108 108 	124	6s, old, A.& O No. Carolina RR., J.&J. Do A.&O Do coup. off, J.&J. 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 3 Consol. 4s, 1910 Small Ohio- 6s, 1886 Bhode Island-	150 150 130 130 10 15 15 5 5 75 75 108	32 12 12 6 6 5 34 78	6s, Act Mar. 23, 1869) non-fundable, 1888,) Brown consol'n 6s, 1893 Tennessee-6s, old, 1892-8 6s, new, 1892-8-1900 6s, new, 1892-8-1900 C'mp'mise, 3-4-5-6s, 1912 Virginia-6s, old 6s, new, 1866 6s, new, 1867 6s, consol. bonds 6s, consol. bonds 6s, consol. bonds 6s, consol. bonds 6s, consol. defored District of Columbia- 3.65s, 1924 Small bonds Registered	103 48 48 48 56 56 34 80 56 48 12 107 12	49 ¹ g 49 ¹ g 49 ¹ g 57 57 14 109 ⁸ g

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91 %

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1324

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9659

107

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101 110 12

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126

98

102

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115

90 80

95 102

120

100

Railroad Bonds.

 Railroad Bonds.

 (Stock Exchange Prices.)

 Ala. Central-1st, 66, 1918

 Alleg'y Cen.-1st, 68, 1922

 Atch. T.& S. Fe-4'2, 1920

 Sinking fund, 64, 1911

 sinking fund, 64, 1911

 Balt.& O.-1st, 68, Prk. Br.

 Bost. Hartf. & E.-1st, 7s

 Guaranteed

 Bur. C. Rap.& No.-1st, 5s

 Minn.&St.L.-1st, 7s, 90

 Contral Iowa-1st, 7s, '90

 Ches.& Ohno-Pur. m'y fd.

 6s, gold, series A, 1908

 6s, gold, series B, 1908

 54'2

 52'2

 Mortgage 6s, 1911

 Chicago & Alton-1st, 7s

 Income 7s, 1883

 Sinking fund, 6s, 1903

 La. & Mo. Riv.-1st, 7s

 101

 115

 116'12

 2d (360), 7s, 1893

 Consol. 7s, 1903

 124, guar. (158), 7s, '94

 102'12

 103

 116'12

 110'12

 1115

 116'12

 116'12

 48, 1921
 127

 12, R. I. & P.-6s, cp., 1917
 127

 16, reg., 1917
 *127

 Keo. & Des M.-1s, g., 5s
 101 '2

 Central of N. J.-1st, '90
 116 '2

 lst consol., assented, '999
 116 '2

 Conv., assented, 1902...
 108

 Leh. & W B.-Con.g'd, as
 102

 Adjustment, 7s, 1903
 103

 Leh. & W B.-Con.g'd, as
 102

 Adjustment, 7s, 1903
 125

 It.eh. & W.B.-Con.g'd, as
 102

 Adjustment, 7s, 1903
 125

 Ist, 7s, \$ g., R. D., 1902
 125

 lst, 1. & D., 1898
 125

 lst, 1. & D., 1899
 125

 lst, I. & D., 1899
 125

 lst, I. & D., 1899
 125

 lst, I. & D., 1899
 125

 lst, G. & M., 1903
 125 '2

 lst, S. & J. 1905
 108

 lst, S. & J. 1905
 102

 lst, S. & J. 1910
 108

 lst, S. & J. 1910
 108

 l 125_{4}^{1} 125_{2}^{1} 127*10612 10712 130 13434

....

109

110

 $\begin{array}{c}
 103 \\
 93 \\
 135
 \end{array}$

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109 120

9242

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RAILROAD BONDS. Del. & H.—Contin'd— Pa. Div., reg., 7s, 1917... Alb. & Susq.—1st, 7s... 2d, 7s, 1885... 1st.cons.,guar.7s,1906 *11012 107 1st, cons., guar.7s, 1906 Rens. & Sar. —1st, coup 1st, reg., 1921. Denv.& Rio Gr. —1st, 1900 1st consol., 7s, 1910.... Denv.So. P.& Pac. —1st, 7s. Det. Mac.& Marq. —1st, 6s Land grant 3¹2s, S. A. E.T. Va.& G. —1st, 7s, 1900 1st cons., 5s, 1930.... Divisional 5s, 1930.... Eliz. C.& N. —S.f., deb.c.6s 1st, 6s, 1920... Eliz. Lex. & Big S. —6s... Erie—1st, extended, 74... 2d, extended 5s, 1919... 3d, 7s, 1883... 4th, extended, 5s, 1920... 113 2 114 2 95 102 12 102 76 $\begin{array}{c|c}114 i_2 \\ 75 i_2 \\ 92 \\ \end{array} \begin{array}{c}116 \\ 78 \\ 78 \\ 92 \end{array}$ *95 95 $\begin{array}{c} 2d, extended 5s, 1919 ... \\ 3d, 7s, 1883 ... \\ 101^4 \\ 4th, extended, 5s, 1920 ... \\ 100 \\ 5th, 7s, 1883 ... \\ 111 \\ 1st cons., fd. coup., 7s. \\ 111 \\ 1st cons., fd. coup., 7s. \\ 111 \\ 1st cons., fd. coup., 7s. \\ 112 \\ 1213 \\$ 101 8 101 2 12134 126 9534 $\begin{array}{c} 82\\ 107 \, {}^{1}_{2} \, 108 \, {}^{1}_{2}\\ 104 \, {}^{1}_{2} \, 105 \end{array}$ 1064 110 125 10434 1054 12534 127 12

70 83 10812 108 $111 \frac{111}{120} 114$ Buff. & Erie-New bds. Kal. & W. Pigeon-1st. Det. M.&T.-1st.7s,1906 Lake Shore-Div. bonds Consol coup. 1st. 7s $\begin{array}{c} 120 \\ 1 \\ 19 \\ 120 \\ 120 \\ 126 \\ 126 \\ 130 \\ \end{array}$

Mil. L.S. & W.-1st, 63, 1921 (1013) Minn. & St. L. -1st, 78, 1927 (117) Iowa Ext. -1st, 78, 1909 (111) 2d, 78, 1891 (112) S'thw. Ext. -1st, 78, 1910 (112) Pac. Ext. -1st, 68, 1921 (100) Missouri Kan. & Tex. - (100) Gen. con. 64 Missouri Kan. & Tex.-Gen. con., 63. Cons., 7s, 1904-5-6..... 2d, income, 1911. H. & Cent. Mo.-1st, '90 Mobile & Ohio-New. 6s. Collat. Trust, 6s, 1892. Morgan's La.& T.-1st, 6s Nash.Chat.&St.L.-1st, 7s 2d, 6s, 1901 N. Y. Central-6s, 1883. 6s, 1887. $\begin{array}{c}105\,{}^{3}_{4}\,\,106\,{}^{1}_{2}\\60\,{}^{1}_{2}\,\,62\,{}^{1}_{2}\\107\,{}^{1}_{2}\,\,\ldots\ldots\end{array}$ 114 102 % 6s, 1887..... 6s, real estate, 1883.... b8, 1887.
b8, 1887.
c8, real estate, 1883....
c8, subscription, 1833...
N.Y.C. & H.—1st, coup.
1st, reg., 1903.
Huds.R.—78, 2d, s.f., '85
Can'da So.—1st, int.guar
Harlem—1st, 7s, coup...
1st, 7s, reg., 1900.
N.Y. Elev'd—1st, 7s, 1906
N.Y. C. & N.-(Gen., 6s, 1910)
Trust Co. Receipts
N.Y.& New Eug.—1st, 7s
1st, 6s, 1905. 133 131 103 95 11514 N. Y.& New Eng. --1st, 7s 1st, 6s, 1905 N. Y.C. &St. L.-1st, 6s, 1921 Nevada Cent. --1st, 6s, ... N. Pac. --G.I.gr., 1st, cp., 6s Registored 6s, 1921 N. O. Pac. --1st, 6s, g. 1920 Norf. &W. --G'1, 6s, 1931 Ohio & Miss. --Consol. s.f. Consolidated 7s, 1931 2d consolidated 7s, 1911 1st. Springfield Div., 7s 96 101 $\begin{array}{r}
 104 \\
 87 \\
 1023 \\
 4
 \end{array}$ 110 4 119 120 11.1 12 +91 38 $\frac{104_{-4}}{977_{6}} \frac{105}{98_{-8}}$ $\begin{array}{c}977_{8} & 981_{8} \\1141_{8} & 1143_{8} \end{array}$ 10358 West. Pac.—Bonds, 6s West. Pac.—Bonds, 6s So. Pac. of Cal.—1st, 6s Union Pacific—1st, 6s. Land grants, 7s, '87-9 Sinking funds, 8s, '93 Registered 8s, 1893...* Collateral trust, 6s 110 $117 \frac{1}{2} 118$ *117 $107 \frac{1}{2}$

Rich. & Danv.-Cont'd.-Debenture 6s, 1927.... Atl.& Ch.-1st, p.,7s,'97 Scioto Val.-1st, cons., 7s 103 Atl.& Ch.-1st, p., 78, 97 Scioto Val.-1st, cons., 78 St. L. & Iron Mt.-1st, 78 2d, 78, 1897 Arkansas Br.-1st.... Cairo & Fulton-1st.... Gen. r'y&l. gr., 58, 1931 St. L. Al'on & T. H.-1st. 2d, pref., 78, 1894 2d, income, 78, 1894 2d, income, 78, 1894 Belleville & S. Ill.-1st St. P. Minn.& Man.-1st, 78 2d, 68, 1909 Dakota Ext.-68, 1910 Min's Un.-1st, 68, 1922 St. P. & Dul.-1st, 58, 1931 So. Car. Rv.-1st, 68, 1920 2d, 68, 1931 Tex.Con.-1st, 8, 78, 1909 1st mort., 78, 1911 Tol. Del.& Bur.-Main, 64 1st, Dayt. Div., 68, 1910 112 2 100 2 86 115 133 1st mort., 7s, 1911 Tol. Del. & Bar. - Main, 64 1st, Däyt. Div., 63, 1910 1st, Ter'l trust, 64, 1910 Va. Mid. - M. inc., 63, 1927 Wab. St. L. & P. - Gen'l, 64 Chic. Div. - 63, 1910 Tol. P. & W. - 1st, 7s, 1917 Iowa Div. - 63, 1921 Ind'polis Div. - 63, 1921 Detroit Div. - 63, 1921 Cairo Div. - 63, 1921 Wabash-M. 7s, 1909 Tol. & W. - 1st, ext., 7s 1st, St. L. Div., 7s, '89 2d, ext., 7s, 1893 Consol., conv., 7s, 1907 Gt. West. - 1st, 7s, '88 2d, 7s, 1893 Consol., conv., 7s, 1890 Han. & Naples - 1st, 7s St. L. K. C. & N. - Re. 7s On. Div. - 1st, 7s, - 7s Mut. Un. T. - SF, 68, 1911 Spring Val. W. W. - 1st, 6s INCOME BONDS. 131 - - - -55 õõ 96 1₈ 10114 10114 83 119120 2 98 92 85 107 110 INCOME BONDS. INCOME BONDS. (Interest payable if earned.) Ala. Cent.—Inc. 6s, 1918. Alleg'y Cent.—Inc., 1912. Atl. & Pac.—Inc., 1910... Central of N. J.—1908.... Col. C. & I. C.—Inc. 7s, '90 Reorga'n Tr'st Co.Cert. Cent. 1a.—Coup. deb. ctfs. Ch.St. P.& M.—L.g.inc. 6s Chic. & E. III.—Inc., 1907 DesM.& Ft. D.—1st, inc., 6s Det. Mack. & Mara.—Inc. $\begin{array}{c} 105^{1}_{2} 100^{1}_{4} \\ 105^{1}_{2} 106^{1}_{2} \\ 105^{1}_{2} 106^{1}_{2} \\ 100^{1}_{2} \\ 100^{1}_{2} \\ 102^{1}_{2} \\ 103^{1}_{2} \\ 112^{1}_{6} \\ 113^{1}_{2} \\ 110^{1}_{6} \\ 113^{1}_{2} \\ 100 \\ 1$ 42 8 424 *20

65 2 67 ---- $\begin{array}{c} 114 \frac{1}{4} \\ 108 \frac{1}{2} \\ 109 \frac{1}{3} \\ 108 \frac{1}{2} \\ 109 \frac{1}{3} \\ 107 \frac{1}{3} \\ 108 \frac{1}{2} \\ 111 \\ 107 \frac{1}{3} \\ 108 \frac{1}{4} \\ 76 \frac{1}{4} \\ 76 \frac{1}{4} \\ 76 \frac{1}{4} \\ 114 \frac{1}{2} \\ 110 \frac{1}{3} \end{array}$ 110-2 99 101 124 118 100 99 95 $107 \\ 107$ 109 109 60 70 57 58 82 42 85 83 8034 90 107 110 89 90 91 93 10734 103 102 *103 100 107 $\frac{1051_{2}}{108}$ 107 90 1184 118 118 12 77 773 108 38 10834 85 52 69 8312 *65 70 74

Extens'n bonds, 78, '85 Det. M.&T1st.78, 1906 1, 915 Exten., 1st, 78, 1909 10012 EL. C.& No2d inc., 1970		
lst, 78, 1885	*20 25	-
Coupon, gold, 7s, 1902. 128 128 4 Consol., coup., 1st, 7s 126 130 3d, 7s, 1906 1127, 113 2 Ind. Bl. & WestInc., 1919		
Reg., gold, 78, 1902	49	-
Sinking fund, 68, 1929 1 111 1112 Consol. coup., 2d, 78, 124 9126 2d, 78, 1891	60	-
Sinking fund, reg		-
Sinking fund, 58, 1929 99 99 99 99 99 100 g Isl R - 1st 78, 1898 1122 3.68, class C. 1906 90 91 101 & (4t North - 2d inc.)		-
Sinking fund, reg. 89 99 ¹ 2 1st consol. 5s. 1931. 98 ¹ s 98 ³ s 98 ³ s 3.6s. class B. 1906. 92 93 2d assented, 6s. 1909.		-
BSGBD'3 & (S1st. 6s.)	87	
100 M.& Min's-1st. 7s. 1	40 50	
10Wa Midland —1st. 8s 120 Cecilian Br'ch—7s 1907 104 So. Pac. of Mo1st. 103 $\frac{1}{2}$ 104 Sand'ky DivInc. 1920	40 50	
Fennsula —1st. conv. 7sl 120 [] N.O. & Mob.—1st. 6s1930 90 94 11 Tex. & Pac.—1st. 6s. 1905 103 [] Laf. BL & Mun.—Inc. 7s. '99	50 52	
Uncago & Mil1st, 7s 122 126 [[E. H. & N1st, 6s, 1919] 95 [] Consol., 6s, 1905	78	•
W1001a & St. Pet'r-1st. 107 (108) (ioneral 6s 1930) 904	75 79	
20, 78, 1907 [127] Pensac'la Div $-6s$ 1920 [18] 1st Rio(4 Div $-6s$ 1930 [82] 82 ¹ s' 2d nref debentures		-
Mil. & Mad1st, 68, 1905 105 114 St. L. Div1st, 68, 1921 95 Penusylvania RR	40	
45 Pa (o's guar 4 los 1 st c 97 98 b 4th prof dependences		
120 III 1914 [*12] 1123 II Nachy & Dec 1st 7s 1 (15) 1120 II Registered 1921 (NV Lake E & W - Inc (st	76	-
VO[F, M, C(1)] = Consol Rel 1072611073. U S & N Als S f Re 1910 [1] Pitt C & St L = 1st c 7s! t [120] [N V P & O = 1sting ac 5.7]	55 2 60	
v_{0} v_{0} v_{0} v_{0} v_{1} v_{1	41 414	2
MU W18, $-181, 68, 1930$ [\$107] [1] Louisv (1.6 L $-68, 1931$ [100] [2] 7, 1913 [1] [1] Min'l Div $-100, 75, 1921$		•
$\mathbf{P}_{\mathbf{r}}$ $\mathbf{Q}_{\mathbf{S}}$ $\mathbf{Q}_{\mathbf{S}}$ $\mathbf{Q}_{\mathbf{r}}$ $\mathbf{Q}_{\mathbf{S}}$ $\mathbf{Q}_{\mathbf{S}$ $\mathbf{Q}_{\mathbf{S}}$ \mathbf	25	
0 = 0 = 0 = 0		
\mathbf{V}_{00} (1999) = 1 (f Co 1010) 1 (f Of D) & M = 1 of Co 1010) 1021 (1027-) (f Co 1019) (f Co 1010) (f Co 1010		-
44,08,1326 1 1 84 [[Louiser N Alb M = 1st 6st $1034s$ [01] M [av M Ditts = Cons st [197] [199][[Doorio D & Ey] Inc [1990]]	78	
$\mathbf{Y}_{\mathbf{M}}$	78	
Del. L. & W7s, conv. '92	43 55	
Mortgage 78, 1907	32 42	
Syr.Bing. & N. Y1st, 78 120	60	
Morris & Essex-1st, 7s 13814 Metrop'lit'n El1st, 1908 9834 99 2d, Tr'st Co.etfs., ass'd St. Louis 1. Mt. & So		
2d, 7s, 1891 114 115 2 2d, 6s, 1899	95	•
Bonds, 7s, 1900 Mex. Con1st, 7s, 1911. 70 85 St. L. V. &T. H1st, g., 7s 115 4 120 2d, 6s, int. acc'mulative		•
78 of 1871, 1901		•
Let, consol., guar., 78. 125 Equipm't bds., 88, 1883	37	
Del. & H1st, 78, 1854 105 6s. 1909		~
110 [] Coupon, 5s, 1931	50	• .
	20	
Coup., 78, 1894 *115 116'2 Jack Lan. & Sag68, 91 Rich. & Al1st, 78, 1920 80'2 Dayton Div68, 1010.	24	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		
	1.	

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

THE CHRONICLE.

[VOL. XXXV.

New York Local Securities.

Quotations in Boston, Philadelphia and Baltimore.

Bank Stoc	k Lis	t.		Insurance S [Quotations by E. S. No. 7 Pine	BAILE	y, Br	oker,
COMPANIES.	a.	PR	ICE.			PR	ICE.
Marked thus (*) are not National.	Par.	Bid.	Ask.	COMPANIES.	Par.	Bid.	Ask.
Ámerica [*] Am. Exchange	100 100	129		American American Exchange	50 100	147 105 185	152 113 210
Bowery Broadway	100		280	Bowery Broadway	25 25	170	185
Butchers' & Drov'rs'	25			Brooklyn	17	170	195
Central Chase	100			Citizens'	20 70	$\frac{140}{118}$	155 125
Chatham	25			Clinton	100	115	130
Chemical	100			Columbia	30 50	- 95	40
Citizens' City	25 100			Commercial Continental	100	216	230
Commerce	100			Eagle	40	220	230
Continental	100 100			Empire City	$ 100 \\ 30 $	73 90	85
Corn Exchange* East River	25	110		Exchange Farragut	50	117	125
Eleventh Ward*	25			Firemen's	17	80	108
Fifth Avenue*	100 100	••••		Firemen's Trust Franklin & Emp	10	100	$\frac{106}{120}$
First	100	•••••		German-American.	100	180	193
Fourth	100		130	Germania	50	115	150 120
Fulton Gallatin	80 50			Globe	25	250	280
German American*.	75			Guardian	100	80	65
German Exchange*.	100			Hamilton	15 50	118	$120 \\ 150$
Germania* Greenwich*	$\frac{100}{25}$			Hanover Hoffman	50	81	85
Hanover	100	135		Home	100	143	150
Imp. and Traders'	$\begin{array}{c} 100 \\ 50 \end{array}$			Howard	50 50	80 65	85
Irving Island City*	50			Importers' & Tr'd'rs Irving	- 100	55	60
Leather Manut'trs'.	100			Jefferson	30	145	153
Manhattan*	50			Kings County (Bkn.)	20	180	210
Marine Market	$\begin{array}{c} 100 \\ 100 \end{array}$			Knickerbocker Lafayette (Br'klyn).	1	103	107
Mechanics'	25			Lamar	100	70	75
Mechanics' & Tr'drs'	$\frac{25}{100}$	120	122	Lenox Long Island (B'klyn)	25	75	80 105
Merchants'	50	133		Lorillard	25	53	60
Merchants' Merchants' Exch'ge	50		93	Manufac'rs' & Build.	100	107	112
Metropolis* Metropolitan	$\begin{array}{c} 100 \\ 100 \end{array}$			Manhattan Mech. & Traders'	100	50 130	70
Mount Morris*				Mechanics' (B'klyn).		130	140
Murray Hill*	100			Mercantile	50	65	75
Nassau* New York	$\begin{array}{c} 100 \\ 100 \end{array}$	120	128	Merchants' Montauk (Brooklyn)	50	$105 \\ 110$	110
New York County	100			Nassau (Brooklyn)	50	150	160
N. Y. Nat'l Exch'ge.	100			National.		100	110
Ninth North America*	$100 \\ 70$			New York Equitable New York Fire	35 100	1 90	100
North America* North River*	80		1	New York & Boston.		5	10
Oriental* Pacific*	25 50	140		New York City Niagara		60 175	65 182
Park	100	128	180	North River	25	100	108
Park. People's*	25			Pacific	25	170	175
Phenix Produce*	20 50	100	105	Park Peter Cooper		117	125
Republic	100	130		People's	50	108	115
St. Nicholas		130		Phenix		140	145
Seventh Ward	100	\····	102%	Relief		65 75	73 85
Shoe and Leather	100			Rutgers'	25	140	150
Sixth	100			Standard	50	100 68	110
State of New York Third	100 100			Star		50	80
Tradesmen's	40		118	Stuyvesant	25	115	125
United States	50 100	150	150	United States		70 123	75
Wall Street	50	100	105	Westchester.	10	120	125
West Side*	100			Williamsburg City		229	260
	(1)	1			1

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Pres	ntiss &	Staples, I	Brokers,	11	Wall Stree	t.]	1		132	0%8	CANAL BONDS.		90
					2			Warageter & Nashus	1714	59	Ches. & Del., 1st m., 6s, 1886 Lehigh Naviga. m., 6s, reg., '84	103	80
GAS COMPANIES.				te	Data			Wisconsin Central	1.74	16%	do mort. RR., rg . 9'	114 1	
GAS COMPANIAS.	Par.	Amount.	Period	Rat	Date.	Bid.	Ask.	PHILADELPHIA.]	do cons. m.78, rg., 191	117%	
								DAILBOAD STOCKS.T			do Gr'nw'd Tr. 78, rg. '92		
Brooklyn Gas Light Co	25	2,000,000		5	May. '82	108	112	Alleghony Valley	7 1		Morris, boat loan, reg., 1885. Pennsylvania 6s, conr., 1910.		93
C'tizens' Gas Co (Bklyn) do bonds	20	1,200,000	Var.	212	July, '82	65	70	Buffalo Pitts, & Western	2014	2038	Schuvlk, Nav.1st m.68.rg., 91.		107
do bonds	1,C00 50	815,000 1,850,000		73	1898 Aug., '82	105	110 100		261	27	do 2d m. 6s, reg., 190,		90
Jersey City & Hoboken	20	750.000	J. & J.		July, '82	155	160	Camden & Atlantic			MISCELLANEOUS BONDS.		1 .
Manhattan	50	4,000,000	J. & J.	5	July, '82 Aug., '82 Aug., '99	215	220	do do prei	20		Penn. Co., 68: reg	106	
a etropolitan	100	2,500,000		8	Aug., '99	175	180	do 1st prei	00	!	do do 45, reg., 1921 do do co. p., 1921	80	
do bonds Mutual, N. Y	500 100	750,000		3	1101 332	10312	110	do 21 pref	53%	54	Phil & P. Coal& Ir'n deb.78.92"		
Nassau, Brooklyn	25	1.000.000		3	Sept. 'Sl	52	55	Delaware & Bound Brook	51%		do deb. 78, C98, 01		
do scrip	Va.	700,000	M.&N.	316	Oc'., '82 Sept.,'81 May, '82 Nov., '82 Jan., '76	90	95	Elmira & Williamsport	41		do mort., 78, 1892-4	•••	
New York	100	4,000,000	M. & N.	5	Nov., 82	x111	113	do 00 0101	38		BALTIMORE.		1
reopie's (Brooklyn)	1 000	1,000,000		312	Jan., '76	43	46	How D Mt JOV & Lancaster.		75	Baltimore 68, 1884, quarterly. do 68, 1886, J.& J	•••	105
Bonds	1,000 Var.	375,000	M. & N.	7	1897 1900 &c	105	107 80	Huntingdon & Broad Top	177/8		do 68, 1890, quarterly	11516	
Central of New York	50	125,000 466,000	F.& A.	š	Aug. '82	75	85				do 68. park. 1890, QM.		
Williamsburg	50	1,000,000	Quar.	140	Feb., '82	50	57	Lehigh Valley		66	Ja 6a 1009 M 8 S		118
do bonds	1,000	1,000,000	A.& D.	13	1900	101	104	do prei	58		do 68, 1853, M. & S. M. & S. do 68, exempt, '95, M. & S.		130
Metropolitan, Brooklyn	100	1,000,000	M. & N.		July. 82		75	hidmohill	62%		do 68, 1900, Q -J do 68, 1902, J. & J	129	130
Municipal	100		M. &N.	8	Nov., '82 1885	105	183	Noranahaning Valley,		54	do 68, 1902, J. & J do 55, 19:6, new	111	
Fulton Municipal	100	1,500.000				70	80	Norfolk & Western. com	57		Norfolk water 88		136
		1000						Northern Central	374	57%	PATT POAD STOCKS. Par.		195
[Quotations by H.	. L. GI	BANT, Bro	ker, 145	Bro	adway.]			North Pennsylvania	6116	65	Balt. & Ohio100	192	100
								Ponnevivania	641/8	641/4	do 1st pref do 2d pref	123	
Dissels on OA & Disalt Dissers Other	1 100	000 000		1 .	* *	1	0.0	Difference of the second second	20		do Wash Branch.100		1
Bleecker St. & Fult. Ferry-St'k			J. & J. J. & J.	,94	July, '52 J'ly,1900	24	26	Phila. Germ. & Norristown		110	do Porkarah'o Br. 50	8	10
lst mortgage Broadway & Seventh Av.—St'k			0-1	12	Oct. '82	144	147	Phila. Newtown & N. Y Philadelphia & Reading	3034	30%	Northorn Contral	3172	17
_1st mortgage	1,000	1,500,000	J.& D.	7	Oct., '82 June '84	103	184	Philadelphia & Trenton			Western Maryland	10.3	
Brooklyn City-Stock	10	2,000,000	QF.	31/2	Aug., 82	208	215	Dhia Wilming, & Ballinue.			Pittsbu g & Connellsville		
1st mortgage	1,000	300,000	M.&N.	6	1	102	110	Dittah Cin & SL LOUIS, COID.			BALLEDAD BONDS.		-
Broadway (Brooklyn)-Stock Brooklyn CrosstownSt'k	100	200,000	Q = J.	6	Oct., '82 Oct., '82 1888	190	205	st. Paul & Duluth R.R. Com . do do pref.			Atlanta & Char. 1sts	108%	10078
1st mortgage bonds	1,000	300,000	0-3	7	1888	105	1112	United N. J. Companies	:90		10 100	10	
Bushwick Av. (B'klyn)-Stock.	100	500,000	J. & J.	6	Oct., '82 Oct., '82	150		West Chester consol. pref			Balt. & Ohio 68, 1885, A.&O Columbia & Gree . v. 1sts	104	
Central Pk. N. & E. RivStock			Q-J.	6	Oct., '82	14216	145	Wost lersev	1		10 216		
Consolidated mort. bonds Christopher & Penth St.—Stock	1,000		F.& A.		Dec.1902 Aug., '82	117%	119	West Jersey & Atlantic			INT IN TTO 9d m GUAT '85. I.W.	10414	108
Bonds	1,000		J. & J.	7	1598	106	112	CANAL STOCKS.			Dittah & Connellav, 18, 95.0 W	120	LAN
Dry Dock E.B.& Batt'ry-Stock		1,200,000	Q - F.	4	Aug., '82 June, '93	245	260	Lehigh Navigation Pennsylvania			Northern Central en, 50, Job	10074	116%
1st mortgage, consolidated		900,000	J. & D.		June, '93	115	119	Schuvikill Navigation			do 68 gld 1900. J. &J.		11614
Eighth Avenue-Stock			Q-J.	37	Oct., '82 Jan., '81	250	110	do prei		121	Con Obio 6g 1st m. 90. M. & D.	1107	109
1st mortgage 42d St. & Grand St. Ferry-St'k	1,000	7.18 000	J. & J. M.&N.	6	May, '82	9.10	110	RAILROAD BONDS.			W MA 68 1st m. 27. 90.J. O.		
1st mortgage	1.000	236.000	A.&O.	2	Apr., '93	1110	115	Allegheny Val., 73-108, 1896	122		1) do 1st m. 1890. J. 00 J.		
Central Cross Town-Stock	100	600,000				80	80	do 78. E. ext., 1910 do inc. 7s, end., c.'94.	118		do 2d m., guar., J. & J do 2d m., pref		110
1st mortgage	1,000		M.& N.	7	Nov.1904		106	Belvidere Dela. 1st m., 68,1902.	48	50 120	a do dam gr. Dy W. CO. de		
Houst. West St.& Pav.F'y-St'k	100 500		1 6 1	- ·	July. '94	8)	110	do 2d m. 68. '85	104				
1st mortgage Second Avenue–Stock	100		J. & J. J. & J.		July, '82	17-	185	do 3d m. 68, '37	104		ILLEAN & CIN TO '91 P. W.A.	112178	1014
3d mortgage	1.000		A.& O.		Apr., '85	103	100	Camden & Am. (15, 040, 15) do 6s, coup., '39	101	10134	do 2d, M. & N	10.74	57%
Consol. convertible	1,000	1,050,000	M.&N.	7	Apr., '85 Nov., '88	107	10856	do mort. 65, '69		1151	Diahmand & Dany, 2011. 05.		1
Extension			M.& S.		ISept. 783	175	lago	Cam. & Atl. 1st m. 78, g., 1893		115%	Illinion Red Ist. Filai. J. C. J.	110	
Sixth Avenue—Stock 1st mortgage		1 .00,000	M.&N.		Mar., '52 July, '90	210	260 115	60 2d m. 63, 1904.	102				1
	1 1 000			1 1	10 UIV. 90	110	1110				int i to a finance for	111194	
			0-F	5	Ang . '82	270		do cons., 6 p. c			Virginia & Tena. os	10-/4	122
Third Avenue—Stock 1st mortgage	100	2,000,000	Q-F.	57	Ang . '82	270	113	Cam. & Burlington Co. 68, 97.			Virginia & Tena. 68		125
	100	2,000,000	Q-F. J&J. F.&A. M.& N.	574	Aug., '82 July, '90 Aug., '82 May. '93	110	156		114	117	Wirginia & Tend. 08 do 86 Wil. & Weiden, geld. 75 Wil. C. & Aug. 34		(

SECURITIES.	Bid	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.			Catawissa new 7s, 1900, r.& cp	117	201
Atch. & Topeka 1st m. 78 do land grant 78	119	1201/2	Chartiers Val., 1st m. 7s.C., 1901 Connecting 6s, cp. 1900-1904.		••
Atlantic & Pacific, 68	91%		Delaware m., 68, reg. & cp., var		
10 income		25	Del. & Bound Br., 1st, 78, 1905 East Penn. 1st mort. 78, '88	125	1254
Boston & Maine 7s Boston & Albany 75			Easton & Amoov. 58, 1930		•••
10 08			El.& W'msport, 1st-m., 6s, 1910		
Boston & Lowell 78	111146		do 5s, perp Harrisburg 1st mort. 6s, '83	and the second sec	100
do 68 Boston & Providence 78			H. & B. T. 1st m. 78, gold, '90.		
Burl. & Mo., land grant is.			do cons. m. 58, 1895 Ithaca& Athens 1st g d, 78.,'80		91
do Nebr. 68	1102	10216	Ithaca& Athens 1st g d. 7s.,'\$0 Junction 1st mort. 6s, '82		
do Nebr.48		835	do 2d mort. 68, 1900 Lehigh Valley, 1st,68. reg., '9:		120
Chicago Burl. & Quincy D.Ex Conr. & Passumpsic, 78		03%	do 1st, 68, cp.,1898		
Connotton Valley, 68	40		do 24 m. 78, reg., 1910 do con. m.; 68, rg., 1923	120	1333
do 58 California Southern, 68	35		do do 63, cp., 1923		122
(LOLAND MASS. 4 %8. New		109	Little Schuylkill, 1st m. 7s, '82	20	
Fort Scott & Gulf 78			N. O. Pac., 1st m., 6s, 1920 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96.	106	••••
K City Lawrence & So. 38	1102		do 2d m. 7s. cp., '96.	122	
KAN, City, St. JO. & C. B. 18.	11334		do gen. m. 7s. reg., 1905 do gen. m. 7s, cp., 1903.	1-170	
Little R'k & Ft. Smith, 78,1st Mass Central 6s	35	107	do debenture 68, rez	105	
Maylean Central, 18	1 74	7174		10234	
New York & New Eng. 03	1054	10534	Oil Creek, 1st 6s, coup., 1912. Pennsylv.,gen. m. 6s, rg., 1910	125	••••
New Mexico & So. Pac. 78	114	1111%	do gen. m. 68, cp., 19i0	1	127
L'densburg & L. Ch. con. 0 .		1	do cons. m. 64, rg., 1905. do cons. m. 68, cp., 1905.	120	123
CO IIIC.			do do 53, reg., 191	107	
Did Colony, 68 Pueblo & Ark. Valley, 78		1	Pa.& N.Y.C. & KR. 18,1890	12216	125
Pueblo & Ark. Valley, 78	114	1'4%	do 1906 Perkiomen 1st m. 6s.coup.,'87	1023	103
Rutland 6s,1st mort Sonora 78	110452	105	Perkiomen 1st m. 6s, coup., '87 Phila. & Erie 2d NI. 7s, cp., '88	114	114
T (inn. & St. L., 18t 08	00	1 00			103
do income. do Day'n D.		1	po do 5s, 1920 Phila. Newt'n & N.Y., 1st, '9	1	
co Main L.			(Phil. & R. 181 H. 08. ex. 010 1910		
STOCKS.	1		do 2d m., 78, cp.,93 do cons. m78, rg., 1911		127
Atchison & Topeka	174	874	do do cp.,1911		127
Rotan Ciln. & Fitch	50		do cons.m.63,g.1K01911		
Poston & Lowelin		100	do imp.m.,63,g., C. 189 do gen. m. 63, g., C. 199		94
Boston & Maine Boston & Providence X	1534		do Jn. m., 18,000p., 890		98
Chegnire preferred.	. 80	1	do deb. coup., 1593*		63
Obt. & W. MICHIgan,		1.31	co do coup. off, 1893 do scrip, 1892 do conv. 7s, R. C., 1893 do conv. 7s, R. C., 1893		99
Cin. Sandusky & Clev Concord		81	do conv. 7s, R. C., 1893	73	75
Connecticut River.	1101	165	do 7s, coup. off, '9 Phil.Wilm.&Balt .4s, Tr.certs	94:6	95
Conn. & Passumpsic Connotton Valley.	4.50	5	Pitts.Cin.&St. L. 18, reg., 1900	120	121
Eastern (Mass.) Eastern (New Hampshire)			do do 78, cp., 1900 Pittsb. Titusv. & B., 78, cp., '90	98	
Eastern (New Mampsnire) Fitchburg	130		Uigh & Dany cons int 68,191	5	
Flint & Pere Marg	21		Shamokin V.& Pottsv. 78, 190	123	115
do prei	g 951		Shamokin V.& Pottsv. 78, 190 Sunbury & Erie 1st m. 78, '97. Sunb. Haz. & W.,1st m. 58, '93 Oct. 2010 199	90	95
Fort Scott & Gulf, pref do common			do 2d m. 68, 1938. Syra.Gen.& Corn'#,1st,7s,190		80
Toma Fulls & Sloux City	894		Texas & Pac. 1st m. 68, g. 190	101	
Little Rock & Fort Smith Maine Central		4932	(1) AO KIO Gr . D v ., 1550	00	
Manchaster & Lawrence			do cons. m.,68,g.,190 do inc.&l. gr., 78 191	5	
Mar. Hough. & Ont	007		Union & Titusv. 1st m. 78, '90 United N. J. cons. m. 68, '94.	. 96	
Nachnag Lowell			United N. J. cons. m. 68, '94. Warren & F. 1st m. 78, '96	1112	113
Now Vork & New England	. 51%		West Chester cons. is, 91		
Northern of N. Hampshire Norwich & Worcester			West Jersey 6s, deb., coup., '8 do 1st m. 6s, cp., '96	117	iii
Andangh & L. Champian			ll do 1st m. 78, '99		
Old Colony Portsmouth	1112		do cons. 08, 1909		109
Dullingn Palace Car.		130	W. Jersey & Ati. 1st in 58, cp Western Penn. RR. 68, cp.'93		107
Dutlord preferred		21	do 68 P. B., 90		1
Tol. Cin. & St. Louis	· 1. 07	6 64	do gen.m.7s, cp., 190	1	
Vannant & MASSACHUBCUD	1.0~	59	CANAL BONDS.		90
Worcester & Nashua Wisconsin Central			Lohigh Naviga, m., 68, reg., 6	4 108	1
			do mort. RR., rg , 9	. 114	1
PHILADELPHIA.			do cons. m.7s, rg.,191'. do Gr'nw'd Tr. 7s, rg., '9	4	2
PAILROAD STOCKS.T	1.	1	Morris, DOSL IOSD. Feg., 1993		1
Allegheny Valley Buffalo Pitts. & Western	1 205	4 203	Donneylyonia 68 COTP., 1910.		107
	· · · · 205	\$ 27	do 2d m. 6s, reg., 190		1 90
Camden & Atlantic			MISCELLANEOUS BONDS.	1	1
Cutew1888	. 20		Penn. Co., 68: reg	1 95	
do 1st prei	00		1 do do coup. 194	1	1
do 21 pref			Phil & R. Coal& Ir'n deb. 18,92		
Bost Donney Vania.	515	¢ ·	do deb. 78. cps.01 do mort., 78, 1892-4		
Elmira & Williamsport	41	1	BALTIMORE.	1	1
do Mt Joy & Lancaster	. 35	75	Baltimore 68, 1884, quarterit		1.::
Huntingdon & Broad Top.	1 119	8 18	do 68 :856 . J. & J		10
	1 019	4 55%	- 1 110 0B. DALE. 1300, %		
Lehigh Valley		66	do 68, 1893, M. & S		11
I ittle Schuvikill	58		do 68,exempt, 95, M. @	5	13
Minehill	. 623	·	do 68, 1900, Q do 68, 1902, J. & J	. 129	13
Negapononing Valley,		1 21-		1 1 1 1 7	

* This column shows last ividend on stocks, but the date of maturity of bon ts ' * In default.

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+ Per share.

OCTOBER 28, 1882.

THE CHRONICLE.

RAILROAD EARNINGS.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the

		ROAD E	and the second se	1	aleet Date	condition of						
Roads.		Eurnings Re	1		Lalest Date.	week ending a						
Kouus.	Week or Me		1881.	1882.	1881.				Ave	rage amou	1	
	Septemb'r.	\$ 77,793	\$ 70,326	\$ 575,174	\$ 543,343	Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other	Circula- tion.
Ala.Gt.Southern Atch.Top.& S.Fe	Septemb'r.	1,302,535 47,882	1,155,869 45,915	10,412,198	8,559,348						than U.S.	
Bost.Cl.F.&A.D.	Gantomh'r	1.759.291	1,642,634			New York	2,000,000	9,427,000	1,892,000	570,000	8,745,000	495,000
Buff. Pittsb. & W	lyd wk Oet	91,000 58,299	49.769	2,099,039	$\substack{430,815\\1,706,277}$	Manhattan Co Merchants	2,050,000 2,000,000	7,439,000	875,600 830,000	356.000 578.200	5,427,200	860,000
Coiro & SL. Louis		0- 000	$8,268 \\ 18,147$	704 270	329,595 779,599	Union	2,000,000 1,200,000	7.310.000 4.368.400	904,000 594,200	973,000 883,900	3,431,900	1.100
Cent.Br. Un.1 ac.	Septemb'r.	2,474,000	2,185,303	18,983,619	17,063,092	America Phœnix	3,000,000 1,000,000	8,178,200 3,218,000	1,025,800	621,900 76,000	2,951,000	1,100 287,600
Central Facine Charl.Col.&Aug. Chesap. & Ohio. Chicago & Alton Chic. Bur. & Q	2d wk Oct.	$^{\dagger 17,996}_{79,006}$	55,706	2,578.308	2,134.096	City Tradesmen's	1,000,000 1,000,000	6,082,590 2,922,700	1,983,000 297,800	401,000 69,200	1,623.500	791,400
Chicago & Alton	August	200,740 2,086,858	-199,992 2,173,945	6,282,319 12,867,479	5,849,427 13,160,850	Fulton Chemical Merch'nts' Exch. Gallatin Nation'l	600,000 300,000	1,694,900 15,481,006	296,400 3,848,100	124,900 593,900	1,276,000 15,441,800 2,793,900	281,700
			$34,971 \\ 39,693$		$1,269,693 \\ 1,205,249$	Gallatin Nation'l	1,000,000 1,000,000	3,296,500 4,075,300	804.500 575,500	$ 335,100 \\ 176,100 \\ 185,100 $	2,738 300 2,20,4300	770,500
Chic.& Gr. IIIth	3d wk Oct.	519,000	349,495	15,644,000	13,093,423	Mechanics' & Tr	200,000	1.625,400 920.000 1.625,400	140,000	185,100 114,000 170,400	1,588,900 930,000	243,000 123,000 2,600
Chie. & Northw.	3d wk Oct.		87,085		3,070,065	Greenwich. Leather Man'f'rs Seventh Ward State of N. York. American Exch.	200,000 600,060	1,062.700 3,158.400	16.900 323.200	241,800	2,328,100	519,000
Chie. & W. Mich.	2 wks Sont		$120,292 \\ 158,436$	957,260 1,828,859	836,786 1,684,960	Seventh Ward State of N. York.	300,000 800,000	1,089,600 3,886.900	250.000 655.500	71.100 183.700		23,800 45,000
Cin. Ind. St. L.&C. CincinnatiSouth			239,931	1,851,226	1,662,127		0,000,0001	13,390,000 17,080,200	2,273,000 3,172,900	416,000 824,400	$\begin{array}{r} 10,040,000\\ 11,643,000\\ 4,050,600 \end{array}$	1.001 100
Clev. Akrona Con	3d wk Oct.	$12,010 \\ +20,771$	8,859 †16,367	391,891	327,348	Broadway Mercantile	1,000,000 1,000,000	5,200,900 6,013.000	$801.506 \\ 831.300$	164,100 591,200	5.637.309	798.600
Col. Hock. V.& T.	3d wk Oet.	$\begin{array}{r} 62,571\\ 4,074 \end{array}$	57,606	2,296,159	1,878,476	Pacific Republic	422,700 1,500,000	2.012,800 5.607.20C	481,100 194,500	253,100 306,800	2.5830) 2,815.50(-	1,125 000
Col. Hock. V.& T. Connotton Val Denv. & Rio Gr. Des M. & Ft. D.	3d wk Oet.	136,498	$150,098 \\ 10,825$	$5.198.176 \\ 269.360$	4,606.598 311,497	Pacific Republic Chatham People's North America	450,000 20 0,000	3,274.106 1,480,900	802,3 00	235.300	3.493.800 1.836.000	45,000 5,400
Des M. & Ft. D.	4th wk Sep	$7,330 \\ 47,273$	37,830	1,172.774	1,002,622	Elanover	1,000,000	2,481,460 7,573,100	241,000 830.700	$\frac{181.000}{1.010,200}$	2,418,300 7,171.200	786,000
Des M. & Ft. D. Det. Lan. & No Dub. & Sioux C.	2d wk Oct. Septemb'r	$24.681 \\ 345,900$	$\begin{array}{c} 31,011\\ 323,353 \end{array}$	892,236	873,204	Irving Metropolitan Citizens'	500,000 3,000.000	$ \begin{array}{c} 3.180.506 \\ {\color{red}12,338,000} \end{array} $	\$09,600 2,873,000	379,800 238,000	2,945,800 9,475,006	411,100 2,250,000
Eastern	3 wks Oct.	$257.826 \\ 54.264$	210,124	305,401	·····		800,000 500,000	1,935,700 2,249,600	298,500 87,200	2.9.600 157.100	2,119,900 2,431.206	265,200
Elin LAV AL B.S.	Auguov	47,023	38,809	306,936	263,055	Market St. Nicholas Shoe & Leather Corn Exchange	5 00,000 5 00,000	2,824,000 2,338,300	651,530 244,000	152.700	2.630.2001.722.100	445,700 445.800
Europ'n & N. A Evansy. & T. H.	Septemb'r. 1st wk Oet	$75,345 \\ 45,536$	70,080 37,285	1,592,041	1,391,094	Shoe & Leather Corn Exchange	500,000	3.0.7.090 4.657.400	585,000 402,500	235,000 222,000	2.952,000 3.6 ' 9.400	450,000.
Flint & P. Marq. Gal.Har.&San A	Ang.&Sept	$340,581 \\ 368,155$	247.972	*8,296,940		Continental Oriental	1,000,000 300,000	5.757.500 2.128.500	1,228,100 53,600	181,000 394,100	5,800,600 2,072,800	669 ,300
Grand Trunk Gr.BayW.&St.P.	20 WK Oct.	6,932	6,608			Marine Importers' & Tr	400,000 1,500,000	3.658.000	4,600,000	242.000 352.600	8,974,000 18,424,300	270.000 1,334,400
GulfCol&San.Fe Hannibal&St.Jo	Septemb'r.	$194,653 \\ 54,324$	$rac{120,196}{54,058}$	$915,364 \\ 1,738,874$	661,273 1,797,549	Park Wall St. Nation'l	2,000,000 500,000	15.307,500 1,524.200	3.689.700 253.800	438,600 93,100	18,463,500 1,450,400	45, 00 0
Hous E.&W. Tex	Septemb'r.	22,141	15,078	$191,289 \\ 5,135,141$	$106,538 \\ 4,932,140$	North River.	240,000 250,000	1.497.000 1.064.800	23.0.00 52.0.00	177.200 106,000	1,407,500 807,000	224,500
Illinois Cen.(Ill.) Do (Iowa)	Septemb'r.	$613,494 \\ 184,744$	$646,411 \\ 152,437$	1,367,703	1.338.327	East River Fourth National.	3,200,000 2,000,000	15.851.10C 7,793,000	3,071,400	770,900	$\frac{14\ 871,100}{8,738,000}$	675,000 297.000
Ind.Bloom.& W. Int. & Gt. North.	2d wk Oct.	57,429 87,757	53,546 70,787	2,029,961 2,445,166	$\begin{array}{c} 1.977, 979 \\ 2,082.928 \end{array}$	Central Nat Second Nation'l Ninth National	300,000 750,000	3.223.000 5.604.60C	1,452,000 807,000 882,000	304.000 390.000	3,705,000 5,195,000	90,000 6)0,000
Towa Central	Septemb'r.	$112,824 \\ 48,942$	99:640	$848.132 \\ 1,224,464$	679.876	First National.	500,000 1,000,000	12,698.000 5,282,200	2 855 7.001	386.800 1.074.240	13,707,000 5,593,100	433,400
K.C.Ft.S. & Gulf L. Erie & West'n	id wk Oet.	27,991	30,751	1,138,177	1,097,656	N. Y. Nat. Exch	300,000 250,000	1,438,400	$134.200 \\ 189.000$	111.900 242,500	1.125,700	269,400 223,200
L. R. & Ft.Smith L. Rk. M. Riv. & T.	Septemb'r. Septemb'r.	$41,522 \\ 25,400$	$44.348 \\ 23.600$			Bowery National N. York County	200,000 750,000	1,783.500 2,533.300	15.900	519.8 ·(· 68.000	2,053,400 2,229,300	180,000
Long Island Louisv.& Nashy	3d wk Oct.	51,337 273,300	36.237		1,660,020 8,818,710	Germ'n Americ'n Chase National	3 00,000 100,0 00	4,595,700	785.000 292.016	308.1.0 162.400	4 805 9 10 1,908 7 0	91,800
Louis. N.A.& Ch.	Septemb'r.	143,800	98,000			German Exch	20 0,000 200 ,000	1.555.000	50.9 10 71,6 10	220,900 216,200	1,787,200 2,0 100	
Mar.Hough.& O. Mexican Cent.	Septemb'r. Ed wk Sept	151,502 21,624	131,743	$975,615 \\ 633,299$	716,732	Germania U. S. Nat. Lincoln Nat	500,000 300,000	3,953,000 1,087,100	991,400 172,400	92,700 139,700	4,058.500. 1,156,050	450,000 45,000
Mil. L.Sh.& West Minn.& St. Louis	3d wk Oct.	$19,225 \\ 27,607$	$16,035 \\ 25,365$	703,895	480,915	Total						
Mo. Kan. & Tex. Missouri Pacific.	3d wk Oct.	$147,226 \\ 194,777$	135.769	4,822.696 6.229,285	$\begin{array}{c}4.249,705\\5,314,632\end{array}$	The deviation						
Mobile & Ohio	Septemb'r.	160.031	210,262	1,315,424	1,624,498	Loans and discount Specie	a Dec	\$1.701.200	Net depo	sits	Dec. *	
Metropol. Elev.	26 dys Oct. 26 dys Oct.	$186,205 \\ 268,243$		2,687,909	2,031,874 2,361.383	Legal tenders	Dec.	994,00C				
Nashv.Ch.&St.LS N.Y.&N. Engl'd	Septemb'r.	169,000 €3,711			1.577.951 2.189.011	The following Loans	g are the	totals fo	r two we ders. Dep	eks: osits. Circ	ulation. Ag	. Clear
N.Y. Pa. & Ohiol	August	493,893	462,523	3,580,997	3,623,303 1,586,064	1832. 811 000	100 52 918	500 91 341	700 988 7	71 200 18.	745.700 993	817.864
Norfolk & West	Septemb'r.	$232,774 \\ 592,435$	429,565	4,421,277	4,030,251	· 21310,293,2	200 53,715	100 20,311	100 250,9	30,300 15,	103,100 1013	,000,200
Northern Pacific : Ohio Central		$196,600 \\ 24,579$	$\begin{array}{c}\textbf{131,861}\\\textbf{16,537}\end{array}$	$5,478,443 \\795,129$	3,056,516 491,488	Boston Bank	(SFoll	owing ar	e the tota	als or th	ulation. Age	Clear
Ohio Southern Oregon Imp. Co	2d wk Oet.	9,817 274,127	6,602	$288,844 \\ 2.032,347$		1882. L oans.	*	· *	*		4	359.616
Oregon R.&N.Co	Septemb'r.	550,000			3,101,879	Oct. 16. 146,850,5 23. 146,736,3	00 6,212,	00 2,993.	700 88.83			466,371
Oregon & Cal	Septemb'r.	125,730 1,417.602 3			2,879,241	*Including the it Philadelphia	em"duet	o other bai	tals of t	ha Phile	adelobia l	oan' s
Peoria Dec. & Ev. 2 Philadelp. & Erie	2d wk Oct. August	$12,974 \\ 420,329$	12,735 303,849	612,802 2,522,699	530,066 2,318,545	are as follows:	i Dauas	. THE U				
Phila & Reading S Do Coal & Ir. S	Septemb'r. 2	2,019,017 1 469,315 1	,945,874 1		4,919,675 9,791,689	1882.	Loans.	L. Tenders	. Depos		alation. Ag	*
Richm.& Danv.	3d wk Oct.	94,000	†60,00 0	2,783,350	2,628,993	Oct. 18	77.758.306 73,929,700	16,598,59 16,240,37	14 67,360 12 66,062).083 9. 2,413 9.	,767,169 50 ,826,555 50	,828,176 ,925,644
St. L.Alt. & T.H. 2 Do (brchs.)	2d wk oct.	$32,224 \\ 18,810$	$30,391 \\ 18,690$	665,480	1,151,448 577,952	Unlisted Sec					38 New St	reet:
St. L. Ft. S. & W. 1 St.L.Iron Mt. & S. 3	lst wk Aug 3d wk Oct.	5,094 172,685	161,249	$127,784 \\ 5,680,125$	5,717,641	Unifica See		. Asked . (Bid.	Asked.
St.L.&San Fran. St. Paul & Dul.	3d wk Oct.	82,835 31,102			$2,490,586 \\ 539,122$	Am. Railw'y Imp ex bonds and st	0.C0 - 15		N Y.W.S Ex-Jan	h.&Buff . '83 cou	-St'k 25 p $63^{1}2$	35 63 ⁵ 8
St. P. Minn. & M. 3	Bd wk Oct.	221,000	146,551	6,762,806	3,657,491	Atchison Col. & I	Pac	20	Subs. C). & W., 4	5 p.c 6338 1st 7478	6312 7518
Scioto Valley	July	$\frac{12,664}{130,570}$	11,586	429,527 664,478	314,925	Atl. & Pac6s, 1 Incomes	23	27	Mid.R.	of N.Jcl. B, inc	A, in $7^{1}2$	9
Bo. Pac. of Ar.	Jaly	287,358 281,426		2,270,641 1.608,705		Blocks, 30 p. c Cent. Br. incom	ies 30		Stoel	C	14	25
So. Pac. of N. M. J. South Carolina.	Iulv.	43,906 121,360	115,700	$\ 405,489\\847,967\ $	845,623	Bost. H.& ENev Old	wst'k 1	$1^{1}8$ 1	N.Y.L.&	St.LEe W5p.c.	g.stk 8642	$101\frac{1}{2}$ 87
rexas & Pacific 19	Id wk Oct.	109,061	77,047	3,688,416	$3,026\ 054 \\519,767$	B'klyn ElevScr 1st mort.	ipstk '6	· ····	1st mo	rt. 'uw.L1	$\dots 110$	11158
Tol. Del. & Burl. Union Pacific	Sentemb'r 12	$\begin{array}{c}22,483\\2,949,112\\2\end{array}$	17,669 ,844,357	721,028 21,111,219 1		Cal.&C.C'nal &D	ock 28	35	2d inca	ome2d	9	1419
Utah Central	Angust	120,877 34,805	102,316 43,300	1,011,006 307,024		Chic. & Atl1st Chic. & Can. Sout	h 95	7	Atl. &	Gt. West.,	com 334	418
va. andrand	3 wks Oct.	167,327	t65.521	1,085,336 3,429,518 1	1,014,406	1st mort Tol. Can. So. &	35	40 34	Oregon I	mprovem	i't 75	84
Wab.St.L.& Pac.	Anoust	$\begin{array}{r} 416,000 \\ 199,246 \end{array}$	174,54	778,902	686,945	Contin't'l Cons8	55 p.c 42	$1_2 55$	1st mo Oreg. Sh	rt	9038	92
Wisconsin Cent.	Septemb'r.]	82,492	73.180 [f Freight e	arnings.	Den.& R.G.R'y- Der.ver & Rio.Gr.	.West 21	$1_2 25$	ered	when issu	led	$\begin{array}{c} 35^{1}\!_{2}\\114 \end{array}$
Decrease due t	to lateness e	of cotton cr	op. §	Northern D	ivision.	1st mort Flint & Pere Ma	70	7018	Or.Trans	s-CSub.4	110 top.c 90 ¹ 2	9112
Included in Ce		-			incometa	Georgia Central.	104	113	Subs. 1 Ohio C	.00 p. c Ex bd. &	stk. 5 ³ 8	91 6
U. S. Sub-Tr and payments a	easury.	The follow	in this	e shows the	ll as the	Guar. 1st Certs. of indeb	t 92	95	River	Div. 1st n	nort. 6142	62 ¹ 2 18 ³ 8
balances in the s	same, for e	ach day o	f the past	t week:		Grand Rapids & Ind. Dec. & Sprin	Ind., 8 ngf 5	15 7	Pitts. &	Western.	$18^{1}8$ $20^{1}2$	2312
1			1	Balances.		Internat. Imp8 Mo.Kan.& Tex.	30 p.c 46	¹ 4 49	Pensac.	& Atlan	-1st. 7214	$\begin{array}{c} 94\\79\end{array}$
Rece	ipts. I	Payments.	Coi	1	irrency.	Lehigh & Wilkes	b. Co. 13	20	Rich.&D Deben	.Ext. subs	s.60% 62 ⁴ 2	
					æ	L. Rk. & Fort Sm 1st mort	107		St. 10. &	West	10	
Uct. 21. 1,479	8 .441 58	* 703,675 3		112 07 4,1	50,443 58	Massachusetts Co 1st mort	ent 4	¹ 2	2d m	& Neb., 1 ort	20	30
$\begin{array}{c} 23 \\ 24 \\ 1.577 \end{array}$,057,764 4 749,748 4	5 97,307,	116 99 4,1	$\begin{array}{c} 45,286 & 02 \\ 12,817 & 49 \end{array}$	Memp.& Charl	-Com. S	13 34 14	St. Paul	rights I.Imp6	734 0p.e100	81 <u>2</u> 104
	.753 54 1	,516,816 6	9 98,659,	636 17 4,2	27,235 16 30,271 26	Mexican. Nat 1st mort	04	42 554	Ex bot	ds	1212	22
		,480,828 9 ,911,709 6	1 98,319,		51,495 65	Mich.&O Subs. Newb.D.& Conn.	Inc. 20	105	1st mo	rt., M.&A	. div 55	
Total 16,563	.807 42 14	,425,543 5	2			N. J. & N. YC Pref	om = 2		Incom Tol. Cin.	& St. Lo.	uis 11	13
* \$8,000,000 of	shove recei	inte and ne	ayments i	s a transfer	from one	1st mort	90		1st mo	rt	59	
account on the be	oks to anot	her.				No. Riv. Coust	101.0 00	1 01				

week ending a	1)		rage amou		
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U.S.	Circula- tion.
	8	8	8	*		\$
New York	2,000,000	9,427.000				495,000
Manhattan Co Merchants	2,050,000 2,000,000	7,439,000 8,758,900		578,200	6,079,000 5,427,200	860,000
Mechanics'	2,000,000	7.3:0.000	904,000	973,000	8,358,000	
Union	1,200,000	4.368.400		883,900	3,431,900	1,100
America Phœnix	3,000,000	8,178,200 3,218,000		821,900 76,000	5,673,300 2,951,000	267,600
City		6,052,500	1,983,000	401,000	5,920,6:10	
City Tradesmen's	1,000,000	2.922.700	297,600	69,200	1,623.500	791,400
Fulton	800,000 300,000	1,694,900 15,481,000	206,400	124,900 593,900	1.276,000 15.441,800	******
Chemical Merch'nts' Exch.	1,000,000	3,298,500	304.500	335,100	2,738,300	281,700
Gallatin Nation'l	1,000,000	4,075,300	570,500	176,100	2,20.4,300	770,500
Butchers'& Drov.	300,000	1,625,400	233.300 140.000	185,100	1,588,900	243,000 128,000
Mechanics' & Tr. Greenwich	200,000 200,000	920.000 1,062,700	16.900	$114.000 \\ 170.400$	930.000 1,031,500	2,600
Leather Man'f'rs		3,158,400	323,200	241,806	2,328,100	519,000
Seventh Ward	300,000	1,689,600	250.000	71.100 183.700	1,178,100	23,800
State of N. York.	800,000	3,886.906 13,390,000	855.500 2.273.000	416,000	3,436,600 10,040,000	45,000
American Exch. Commerce	5,000,000 5,000,000	17.080.200	3,172,900	821,400	11,643,000	1.001 100
Broadway	1,000,000	5,200,900	801,506	164, 001		
Mercantile	1,000,000	6,013,000	831,300 481,100	591,200 253,100	5.637.300	798.600
Pacific Republic	422,700 1,500,000	2.012,800 5,607.200	194 900	306,800	2.58:.30) 2.815.50(-	1,125 000
Chatham	450,000	8,274.100	602.300	235.800	3,493,800	45,000
People's	200,000	1.480,900	200,000 241,000 830,700	J11,000	1.836.000	5,400
North America	700,000	2,481.400	580,700	181.000 1.010,200	2,416,300 7,171.200	786,000
Hanover	1,000,000 500,000	7,573.100 3.180.500	S09,600	379,800	2,945,800	411,100
Metropolitan	3,000.000	12,338,000	2.873.000	379,800 239,000	9,475,006	2,250,000
Citizens'	800,000	1,935,700	298,500 87,400 651,500	2. 9.0001	2,119,900	265,200
Nassau Market	5 00,000 50 0,000	2,249.600 2,824,000	651 530	157,100 152,700	2,63),200	445,700
St. Nicholas	500,000	2,338,300	241.0001	110,500	1.722,100	445.800
Shoe & Leather	500,000	3.0.7.000	555,000 402,500	235,000	2.952,000	450,000 4,800
Corn Exchange	1,000,000 1,000,000	4.657.400 5.757.500	1 228 100	222,000	3.6 '9.400 5.800.800	669,200
Continental	300,000	2.128 500	1,228,100 53,600	181.000 394.100	2.072.800	3
Marine Importers' & Tr	400,000	3,6~8,000	755,000	242,000	8,974,000	270.000
Importers' & Tr.	1,500,006	17.665.400	4,600,000	352 600	18,424.300 18,463,500	1,334,400 45,000
Park Wall St. Nation'l	2,000,000 500,000	15.307,500 1,524.200	25.3.800	93,100	1,430,400	
North River	240,000	1.497.000	23.6.10	177.200	1,407,500	
East River	250,000	1.064,800	52.0.0	106.000 770,900	807.000 14 874,100	224,500 675,000
Fourth National. Central Nat	3,2 00,000 2,0 00,000	15.851.100	1 452 000	1.130.000	8.738.000	297.000
Second Nation'l	300,000	3,223.000	1,452,000 807,000	204 0.001	3,705,000	90,000
Ninth National	750,000	5,604,600	882,0001	390.6.00	5,195.090	600,000 433,400
First National.	500,000 1,000,000	12,698.000 5,282.200	2,855,700	386,800	13,707,000 5,593,100	405,470
Third National	300,000	1,438,400	134,200	1,073.2.10	1.125,700	269.400
Bowery National]	250,000	1,841,600	189.000	242.500 519.8 (1,699,200	223.260 180.000
N. York County	200,000	1,783.500 2,533.300	15.900	68,000	2,053,400 2,229,300	180,000
Germ'n Americ'n Chase National	750,000 300,000	4,595,700	785.000	308,1.0	4 805 9 10	91,800
Fifth Avenue	100,006	1,907.4001	292.0 16	162.400	1.908 7 0	
German Exch	200,000	1.555.000	50.9 10	220.900	1,787,200 2,01000	
Germania U. S. Nat	2 00,000 5 00,000	1,410.900 8,958,000	71.600	216,206 92,700	4,058.500	450,000
Lincoln Nat	300,000	1,087,100	172,400	139,700	1,156,0 10	45,000
Total	30,962,700 3	10.295.200 5	3,715.100 2	0.317,700 2	85.096.200 1	\$ * 13,100
The deviation	ns from r	eturns of	previou	s week a	re as foll	0
Loong and discoun	ta Dec	\$1 701.200	Net depo	sits	Dec. *	
Specie Legal tenders	Inc.	1.003,000	Circulatio		Inc.	11,200
The followin	g are the	totals fo	r two we	eks:		
Loan	Snec	ie. L. Ten	ders. Dep	osits. Circ	ulation. Ag	g. Olear

Luvestments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month-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.

Oregon Railway & Navigation Company.

(For the year ending June 30, 1882.)

The report of President Villard says: "In my last annual report it was set forth that the capital stock of the company had been increased from \$6,000,000 to \$12,000,000, and that the proceeds of this issue of 60,000 additional shares to stockholders of record, at par, were being used in carrying out the general programme adopted in 1880 and 1881 for the construc-tion of railroad main lines and branches. In the fall of last year the board of directors decided that it would be for the best interest of the company to push to completion the Columbia River line between Portland and the Dalles, and the line between Umatilla and Baker City at the earliest possible moment, and for this purpose to make a further issue of stock in the same manner as the preceding one." As shown in the statements of the Treasurer, the total receipts

and disbursements for the fiscal year have been:

Receipts......\$9,703,394 | Disbursements......\$11,358,920

This included \$4,200,000 from the new stock subscription for a corresponding issue of 42,000 additional shares, increasing the outstanding stock to \$16,200,000. Since then the remaining three instalments of 10 per cent each have been paid in, aggregating \$1,800,000, and an additional issue of 18,000 shares was made on Sept 1.

The total expenditures on new construction and equipment account from July 1, 1881 to June 30, 1882, were:

	account from July 1, 1881 to Julie 30, 1882, v	vere .		-
•	Railroad division	30,564	-6,369,652 1,945,467	
	Making a grand total of expenditures on con- struction and equipment account since July 1, 1879. of.	9	\$15,764,604	
	COST OF RAILROAD LINES. The seperate cost of the several railroad lining was as follows on July 1, 1882: Main Line.—Completed Section		- -	
	The Dalles to Walla Walla, 157 miles. Average cost per mile. The Dalles to the Cascades, 46 miles. Average cost per mile. Unfinished Section.	\$24,566 49,164	\$3,857,001 2,261,583	
	The Cascades to Portland, 40 miles. Expended prior to July 1, 1882, \$869,197; expended since	250,000-	-\$1,119,197	
	Average cost per mile. Total cost of completed main line, 243 miles	\$27,979	\$7,237,763	
	Average cost per mile. Total cost of Portland-Dalles line, 86 miles Average cost per mile. Branches -Finished Lines.	\$29,785 39,311	\$3,380,761	
	Walla Walla to Texas Ferry, on Snake River, 56 miles Average cost per mile Bolles Junction to Dayton, 14 miles Average cost per mile Unfinished Line.	\$28,436 32,061	\$1,592,434 448,866	

Finished portion-IIm

"At the close of the fiscal year 1881-82 there were 337 miles of road completed and in operation, with 65 miles additional far advanced toward completion. With the opening of the Portland-Bonneville section of the main line between Portland and Walla Walla, which has just taken place, the Company's railway property will represent a total of 377 miles of completed track.'

The following additional mileage is under construction :

Pendleton to Baker City.miles 130 | Walla Walla to Pendleton. miles 46 The following lines are projected :

Pataha branch.....miles.37 | Lewiston branch.....miles.30 COMPARATIVE STATEMENT OF TRAFFIC, GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS ON ALL DIVISIONS.

EXPEN	SES AND D	VET LARNIN	GS ON ALL .	DIVISIONS.		
	Ocean	River	Railroad	Pt. Soun	d	
Earnings-	Division.	Division.	Division.	Division	. Total	
Passengers	\$364,097	\$354.358	\$286,988	\$79,123	\$1,031,567	
Freight		1,614,296	1,417,956	27,545	3,675,174	
Mail and Express		20,145		37,420	96,932	
Pool and Mis	\$11,230			508	91,304	
Tot'l Ear'gs, 1852	\$998,539	\$2,072,956	\$1,731,885	\$141,597	\$4.947.980	
Tot'l Ear'gs, 1881	911 829	2,268,208	ō39,578	†10,629	3,730,245	
Inc. of Earnings.	\$86,710	\$	\$1,192,307	\$133,968	\$1,217,734	
Dec. of Earnings.		195,252				
Op. exp., includ'g			6	1		
taxes 1882	\$621,476	\$1,153,599	\$735,576	\$101.888	\$2,612,541	
Do. 1881	585,533	1,258,243	215,301	14,306	2,063,383	
Net earn'gs, 1882	\$377.062	\$919,357	\$996,309	\$	\$2,292,729	
Do. 1881	326,295	1,009,965	324,276	16,323	1,673,185	
Net inc. 1882	\$50,766	\$	\$672,032	\$36,386	\$619,544	
Decrease		90,607				
Theirs former		"missollar	annet only	og thoma		

* These figures represent "miscellaneous" only, as there is no pool account in the Railroad Division.

† All figures for 1381 in the Puget Sound Division represent one month only. ‡ Loss.

The following statistics for two years have been compiled for THE COMMERCIAL AND FINANCIAL CHRONICLE:

BOAD AND EQUIPMEN	г.	· ·
Miles owned Miles leased	1880 - 81. 250	1881-82. 337 150
Total operated	250	487
Locomotives	~51 *26	55 34
Freight cars. Other cars.	*1,200 *40	1,272 14

* Includes equipment to be delivered.

	* Includes equipment to be delivered.		
1	OPERATIONS AND FISCAL	DESITING	100
1		1000 01	1001 00
	Operations	1880-81.	1881-82.
	Passengers carried	167,787	274,318
	Passenger mileage	23,639,564	38,790,085
	Rate per passenger per mile	3.17 cts.	2.79 cts.
	Busisht stand marrie	623,025	1.139.248
	Freight (tons) moved	023,023	
	Freight (tons) mileage1	40,381,055	204,636,447
	Average rate per ton per mile	1.98 cts.	1.79 cts.
	Tauna in ma	· ·	ф
	Earnings— Fassenger	· ····P	1 00 4 700
	Fassenger	755,739	1,084,568
	Freight.	2,781.350	3,675,175
	Mail, express, &c.	193,156	188,237
1	1. an, 0xpross, 000	100,100	200,201
	Matal mass comines	0 500 045	4 0 17 000
	Total gross earnings	3,730,245	4,947,980
	Total gross earnings Operating expenses (including taxes)	2,063,384	2,612,541
		territoria and the second	
	Net earnings	1,666,861	2,335,499
	Net earnings INCOME ACCOUN	1,000,001	2,000,200
	INCOME ACCOUN	T.	1001 00
		1880-81.	1881-82.
	Receipts-	8	- \$
	Net earnings	1,666,861	2,335,439
	Other receipts	241,499	180,725
	Other receipts	241,100	100,120
		1 0 0 0 0 0 0	0 510 104
	Total income	1,908,360	2,516,164
	Disbursements-		
	Rentals paid.		112,760
	Interest on debt.	399,733	444,743
		339,733	1,296,000
	Dividends	638,000	
	Rate of dividend	(8)	(8)
	Miscellaneous	67,173	13,600
		-	
	Total disbursements	1 101 000	1,867,103
		1,104.906	1,007,100
•	Balance surplus	803,454	649,061
	GENERAL BALANCE AT CLOSE OF	FACH RISCAL YE	CAR.
	GENERAL BALANCE AT OLOBE OF		1881-82.
		1880-81.	
	Assets-	\$	8 100 151
	Construction and equipment	15,984,240	23,166,451
	Real estate		476,637
		201.0.7	2.0,000
	Stocks owned cost	201,077	445.710
	Stocks owned, cost	445,710	445,710
	Stocks owned, cost Bonds owned, cost	445,710 1,103	445,710 200,000
	Stocks owned, cost Bonds owned, cost Loans and discount	$\begin{array}{r} 445,710 \\ 1,103 \\ 1,401,690 \end{array}$	445,710 200,000
	Stocks owned, cost Bonds owned, cost	$\begin{array}{r} 445,710 \\ 1,103 \\ 1,401,690 \\ 10,500 \end{array}$	445,710 200,000 17,100
	Stocks owned, cost Bonds owned, cost Loans and discount Bills receivable	$\begin{array}{r} 445,710 \\ 1,103 \\ 1,401,690 \\ 10,500 \end{array}$	445,710 200,000 17,100 372,735
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &c.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142 \end{array}$	445,710 200,000 17,100 372,735
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 10,5142\\ 958,112 \end{array}$	445,710 200,000 17,100 372,735 143,925
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\end{array}$	445,710 200,000 17,100 372,735 143,925 151,816
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ \end{array}$	445,710 200,000 372,735 143,925 151,816 14,978
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ \end{array}$	445,710 200,000 17,100 372,735 143,925 151,816
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\end{array}$	445,710 200,000 372,735 143,925 151,816 14,978
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ \end{array}$	445,710 200,000 17,100 372,735 143,925 151,816 14,978 1,295,140
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \end{array}$	445,710 200,000 17,100 372,735 143,925 151,816 14,978 1,295,140
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \end{array}$	445,710 200,000 372,735 143,925 151,816 14,978
•	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline 20,285,852\\ \\end{array}	445,710 200,000 17,100 372,735 143,925 151,816 14,978 1,295,140 23,281,492
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline 20,285,852\\ \\end{array}	$ \begin{array}{r} 445,710 \\ 200,000 \\ \hline 17,100 \\ 372,735 \\ 143,925 \\ 151,816 \\ 14,978 \\ 1,295,140 \\ \hline 20,284,492 \\ $ 16,200,000 \\ \end{array} $
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. Liabilities- Stock, common.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline 20,285,852\\ \$\\ 12,000,000\\ \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ 26,284,492\\ \$\\ 16,200,000\\ 1,200,000\\ \hline \end{array}$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &c. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. Liabilities— Stock, common. Sci p certificates.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline \\ 20,285,852\\ \$\\ 12,000,000\\ 900,000\\ \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ 26,284,492\\ \$\\ 16,200,000\\ 1,200,000\\ 5,851,000\\ \end{array}$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &c. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. Liabilities— Stock, common Scrip certificates. Funded debt (see SUPPLEMENT)	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 10,500\\ 10,7,142\\ 959,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline \\ 20,285,852\\ \$\\ 12,000,000\\ 900,000\\ 5,911,000\\ \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ 26,284,492\\ \$\\ 16,200,000\\ 1,200,000\\ 5,851,000\\ \end{array}$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. <i>Liabilities</i> — Stock, common. Serip cortificates. Funded debt (see SUPPLEMENT) Bills payable.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 10,500\\ 10,7142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline \\ 20,285,852\\ \$\\ 12,000,000\\ 900,000\\ 5,911,000\\ 7,500\\ \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ 26,184,492\\ \$\\ 16,200,000\\ 1,200,000\\ 1,200,000\\ 1,200,000\\ 1,81,444\\ \end{array}$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. Liabilities— Stock, common. Scrip certificates. Funded debt (see SUPPLEMENT) Bills payable. All other dues and accounts.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline \hline \\ 20,285,852\\ \$\\ 12,000,000\\ 900,000\\ 5,911,000\\ 7,500\\ 26,885\\ \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ \hline \\ 26,284,492\\ \$\\ 16,200,000\\ 1,200$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. Liabilities— Stock, common. Scrip certificates. Funded debt (see SUPPLEMENT) Bills payable. All other dues and accounts.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline \hline \\ 20,285,852\\ \$\\ 12,000,000\\ 900,000\\ 5,911,000\\ 7,500\\ 26,885\\ \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ \hline \\ 26, \pm 84,492\\ \hline \\ $ \\ 16,200,000\\ 1,200,000\\ 5,851,000\\ 1,200,000\\ 1,81,444\\ 26,000\\ 173,303\\ \hline \end{array}$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. Liabilities— Stock, common Scip certificates. Funded debt (see SUPPLEMENT) Bills payable. All other dues and accounts. Insurance and renewal fund.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline \hline 20,285,852\\ \hline $ \\ 3\\ 12,000,000\\ 900,000\\ 5,911,000\\ 7,500\\ 26,885\\ 77,684\\ \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ \hline \\ 26, \pm 84,492\\ \$\\ 16,200,000\\ 1,200,000\\ 5,851,000\\ 181,444\\ \pm 26,000\\ 173,303\\ 843,299\\ \end{array}$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. Total. Liabilities— Stock, common. Scrip certificates. Funded debt (see SUPPLEMENT) Bills payable. All other dues and accounts. Insurance and renewal fund. Unpaid vouchers and pay-rolls.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 10,500\\ 10,7,142\\ 959,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline \\ \hline \\ 20,285,852\\ \hline \\ \\ 3\\ 12,000,000\\ 900,000\\ 5,911,000\\ 7,500\\ 26,885\\ 77,684\\ 75,4,430\\ \hline \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ \hline \\ 26, \pm 84,492\\ \$\\ 16,200,000\\ 1,200,000\\ 5,851,000\\ 181,444\\ \pm 26,000\\ 173,303\\ 843,299\\ \end{array}$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. Liabilities— Stock, common Scip certificates. Funded debt (see SUPPLEMENT) Bills payable. All other dues and accounts. Insurance and renewal fund.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 107,142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline \hline 20,285,852\\ \hline $ \\ 3\\ 12,000,000\\ 900,000\\ 5,911,000\\ 7,500\\ 26,885\\ 77,684\\ \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ \hline \\ 26, \pm 84,492\\ \hline \\ 8\\ 16,200,000\\ 1,200,000\\$
	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. <i>Liabilities</i> — Stock, common. Serip certificates. Funded debt (see SUPPLEMENT) Bills payable. All other dues and accounts. Insurance and renewal fund. Uppaid vouchers and pay-rolls. Profit and loss.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 10,500\\ 10,7142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline 20,285,852\\ \$\\ 12,000,000\\ 900,000\\ 5,911,000\\ 26,885\\ 77,684\\ 754,430\\ 608,353\\ \hline \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ \hline \\ 26, \pm 84,492\\ \hline \\ 8\\ 16,200,000\\ 1,200,000\\$
•	Stocks owned, cost. Bonds owned, cost. Loans and discount. Bills receivable. Materials, fuel, &o. Cash on hand. Insurance and renewal fund. Sinking fund. Balances. Oregon Steam Navigation. Total. <i>Liabilities</i> — Stock, common. Scrip certificates. Funded debt (see SUPPLEMENT) Bills payable. All other dues and accounts. Insurance and renewal fund. Unpaid vouchers and pay-rolls.	$\begin{array}{r} 445,710\\ 1,103\\ 1,401,690\\ 10,500\\ 10,500\\ 10,7142\\ 958,112\\ 97,817\\ 12,692\\ 949,496\\ 116,273\\ \hline 20,285,852\\ \$\\ 12,000,000\\ 900,000\\ 5,911,000\\ 26,885\\ 77,684\\ 754,430\\ 608,353\\ \hline \end{array}$	$\begin{array}{r} 445,710\\ 200,000\\ \hline 17,100\\ 372,735\\ 143,925\\ 151,816\\ 14,978\\ 1,295,140\\ \hline \\ \hline \\ 26, \pm 84,492\\ \$\\ 16,200,000\\ 1,200,000\\ 5,851,000\\ 181,444\\ \pm 26,000\\ 173,303\\ 843,299\\ \end{array}$

tilla, on main line, to Pendieton, 44 miles	
Average cost per mile	\$16,021
Unfinished portion - Pendleton to Baker City.	
130 miles, already expended for grading and	
ties	

"It is estimated that in order to complete the lines under construction it will yet require \$5,000,000 over and above any and all expenditures up to September 15. The available resources of the company will fall short of this requirement, but to what extent cannot be stated at this time, as the amount of the shortage will, in a great measure, depend upon current earnings during the remainder of the year. As soon as the additional requirements shall be more definitely ascertained, your board of directors will advise you of what financial measures will be proposed to meet it. This further need for construction purposes exceeds the anticipations of the management. It is due mainly to the excess of the cost of the Dalles and Portland section of the main, or Columbia River, line, and of the Baker City branch, over previous estimates. The former includes the line through the Cascade Mountains, the latter the crossing of the lange of the Blue Mountains." * * * "Their value to the company will be so great that the increased cost will in the end be of but little moment. This is especially true of the Dalles and Portland line. There is no part of the company's lines that it was wiser and more necessary to construct at the earliest possible moment and that will yield better and quicker returns."

\$704,956

352,261

Evansville & Terre Haute R.R.

(For the year ending August 31, 1882.)

The length of line operated at the end of the fiscal year 1831-2 was as follows : Main line, 109 miles, Owensville & Cynthiana Branch. 12 miles, extension of same to Mount Vernon Ind., 25 miles; total, 146 miles. RY100 . the star

OCTOBER 28, 1883.

The report states that "the Mount Vernon extension of the Owensville Branch was built this spring and summer, and opened for business July 1st. The road is a first-class one, and passes through the centre of the richest county in the State, to Mount Vernon, the county seat, a thriving young city. We have secured there twenty acres of a river front, where we expect to do a large river transfer business. Ample sidings and suitable stations have been erected along the line, and it will become a splendid feeder to our main line, which was the object of its construction. This extension has been completed – including real estate, depots and warehouses-at a cost of \$246,951 33. The tax, 2 per cent, voted to the company as a bon us, some sixty-five thousand dollars, will not be due until 1883 and 1884, half each year." There have been placed in the tracks of the main line during the past year, sixteen miles of 60-pound steel. leaving but five miles of iron in the main line. No equipment was added during the year, but orders are now out for box, coal and flat cars, and for two first-class freight engines, to be delivered during the winter.

The following statistics have been prepared for the CHRONICLE: ROAD AND FOUIPMEN

ROAD AND EQUIPME		1	
	1880-81.	1881-82.	
Total miles operated	115	146	8
Locomotives	28		
Locomotives Passenger, mail and express cars	25	24 18	
Freight cars	959	92	
Coal and other cars			
OPERATIONS AND FISCAL	RESILTS	31	1
P Operations-	880-81.	1881-82.	
Passengers carried	204,324	1001-02.	•
Passenger mileage.	. 6,703,295	255,142	1
Rate per passenger per mile	. 3 ots.		
Freight (tons) moved	457,600	2'8 ets	
Freight (tons) mileage	35 097 071	563,422	2
Average rate per ton per mile	1.25 ots.	47,480,847 1.14 cts	1
Earnings-			•
Passancer	441 007	\$	
Fusseliger	. 441,685	208,389	
Moil ovnroug fro	201,099	543,118	
Freight. Mail, express, &c	. 59,270	74,920)
			•
Total gross earnings	702,054	826,427	1
Operating expenses—			
Maintenance of way, &c	151,461	134,850	
Maintenance of cars	43,205	36,750	
Transportation expenses	136.587	137,558	:
Motive power	107.991	110,172	
Taxes	16,840	17,873	
General	27,503	14,412	1
			1
' Total	486,589	451,645	ł
Net earnings	215,465	374,782	
Per cent of operating expenses to earnings.	66 9		
	00.9	52.4	1
INCOME ACCOUNT.			ł
Dessints	1880-81.	1831-82.	
Receipts-	\$ 215,465	\$	1
Net earnings	215,465	374,782	1
Disbursements-			I
Interest on debt.	84,813	188,920	1
Dividends.	50,876	50,000	
Rate of dividend.	(2)	(2)	
· · · · ·		(/	Ł
Total disbursements	135,689	238,920	L
Balance, surplus	79,776	135,862	1
		100,002	L
GENERAL BALANCE AT CLOSE OF EA	CH FISCAL YEA		1
Assets-	1880-81.	1881-82.	L
Railroad, buildings, &c.	4 050 000	\$ 013 510	
Equipment.	4,957,737	4,911,516	
Real estate	857,212	857.212	
Stocks owned, cost.	12,282	12,282	
Bonds owned, cost.	8,000	8,000	
Advances.	18,000		
Bills and accounts receivable.	19,095 82,748	107 570	1
materials, fuel &o	58.027	187,572	1
Cash on hand. L. C. & S. W, R'way (in suit)	275,096	52,808	
L. C. & S. W. R'way (in suit)	21 502	19,907	
	31,593	81,593	- 1
Miscellaneous items.	· · · · · · · · · ·	337,305	
		43,189	
Total.	6,319,790	R 481 201]
LIUOULILES-	0,010,700	6,461,384	
Stock, common	3,000,000	2000 000	
	3,000,000	3,000,000	
	93,920	3,000,000	
	53,920 70,871	21,360	
Income account.	154,999	149,163	
	101,000	290,861	(
Total liabilities.	6,319,790	3,461.384	(
	-,	UI TU THU DE	

praisements made of the property. We have also been enabled to pay off all the other floating indebtedness of the company, besides sundry claims for injuries prior to May 1, 1881, and to retire and cancel \$40,000 in amount of our first mortgage bonds, so that we have now no floating indebtedness except that for interest due on bonds in our sinking fund, and a few claims still pending for injuries, etc., prior to May, 1881. This indebtedness to the sinking fund, although in reality but a debt of the company to the company, is one fairly due under the obligations of the capitalization agreement of March, 1865, and should be faithfully met at earliest possible day.

"The matter was brought more particularly to the attention of the directors by a letter received from the commi sioners of the sinking fund under date of July 14, 1881, and was carefully considered at meetings of the board and of the executive committee, and the best means for raising the funds necessary for its payment earnestly discussed. A vote was finally passed by the directors, directing the executive committee to sell at public auction in Boston the whole, or such portion, of the 10,115 shares owned by this company in the capital stock of the Columbus Springfield & Cincinnati Railroad Company as they might deem advisable, and pay the proceeds to the com-missioners of the sinking fund. Under this vote a trial sale of 2,000 shares was had, but it did not meet the expectations of the committee, and under the discretionary power given them, they determined to make no further sales.

"As the regular semi-annual payment of interest on bonds in the sinking fund and the \$10,000 yearly instalments would absorb all the bonds several years before their maturity, a consultation was had with the chairman of the commissioners, and it was informally arranged that for the present we might, in lieu of paying such interest, retire and cancel each year such an amount of the bonds as would absorb the entire issue by the date of their maturity. According to this arrangement, we retired and canceled, as before stated, \$40,000 in amount of the first mortgage bonds last February, and a further amount of \$10,000 last August. It will therefore be seen that with the exceptions named, the company is now free and clear of floating debt, and in good position to devote to dividends on the common stock the increased earnings we confidently look for in the near future."

The President of the company makes a supplementary report, under date of Sandusky, Ohio, Oct. 18, 1882:

We have at the present time loans on demand bearing 6 per

cent interest. \$42,000 On deposit and available for dividend. 15,000 15,000 Portions of the property recovered from Sloane, that we can readily convert into cash at good prices within 30 days.... 33,000¹

In all, say \$90.000

a sum more than sufficient to pay a dividend of 2 per cent on the common stock. We have also 8,115 shares of the capital stock of the Columbus Springfield & Cincinnati Railroad Company. This stock was originally received in exchange for an equal number of shares of Cincinnati San-

dusky & Cleveland Railroad stock, but as we have canceled the lease of that road, these 8,115 shares can be distributed pro rata to the hold-ers of our common stock, who are justly entitled to it. It will be seen, therefore, that we can, before the close of this calendar year, pay the holders of our common stock a dividend of 2 per cent in cash and a dividend of 10 per cent in this Columbus Springfield & Cincinnati Rail-road stock. This we strongly recommend should be done. Our fixed indebtedness at the present time is as follows:

)	S. D. & C. 1st mortgage bonds
	outstanding\$39.960 00
	outstanding
	standing 1,072,300 00 7 "
	Preferred stock 428,850 00 7 " 25.731 00
	Coupon bond scrip 222,064 50 7 " 15,543 82
	Requiring yearly payments of\$180,795 82 Estimating yearly expenses of the company for maintaining organization and offices in Sandusky, New York and Boston, for transfers of stock, payment of coupons,
	dividends, etc., at-say 10,000 00

3,461,384 Cincinnati Sandusky & Cleveland. (For the year ending June 30, 1882.) The report of this leased road states that at the date of the last report it was expected that the connecting piece of 140 miles of read, between Springfield and Indianapolis, would be completed and in operation by May 1 of the present year. Such, however, did not prove to be the fact, and it was abcut the middle of August before it was considered safe or advisable to attempt such transport. The largely increased freight earn-ings on the road the past six weeks, however, are full warrant for the belief that the expectations felt by stockholders of good results to follow from the leasing of their road, and the building of this connecting link, are soon to be realized.

The Treasurer's report shows the financial condition of the company at the close of its fiscal year. The item of 'I. B. & W. R. Co., \$53,283,' on debit side of 'condensed balance' sheet,' is the amount we claim as still due us under the terms of the lease. Lessees dispute the ground on which we base the claim and polynomial and we have commanded suit to claim, and refuse payment, and we have commenced suit to enforce it.

"During the year we have made favorable sales of portions

	<i>φ</i> -20,000 00	
Our earnings last year were considerably in excess of that		
sum, and for the past eight weeks, or since the new		
piece of road between Springfield and Indianapolis has		
been in successful operation, our earnings have in-		
creased largely over those of the corresponding week	3	
of last year; so much so that our lessees express the		
opinion-in which we concur-that we shall within a		
year or two at farthest, earn our full maximum yearly		
year or two at faitness, each our full maximum yearly		
rental of	\$470,000 00	
Which, less our fixed yearly interest and expense liabili-	•	
tles	190,795 82	
U1C0	190.199 64	
Leaves	\$229.201 18	
a sum more than sufficient to pay a dividend of five per	cent on our	
a still more than still to be by a strong of a strong by the	cont on our	

common stock, to say nothing of what we shall realize from reutals and other assets of the company from time to time.'

GENERAL INVESTMENT NEWS.

Allegheny Central.—In regard to the decline in this stock Kiernan's News Letter said: " The stock, \$1,000,000 in amount, was listed a few weeks ago and has undergone the customary manipulation. The bulk is held by officers of the road and by a strong syndicate. It appears that quite a block of stock has gone into the hands of parties interested in defeating the plans of the company. Yesterday afternoon it was decided by in-siders to withdraw all supporting orders in the hope of bringof the Sloane properties, which enabled us to pay off all the ecmpany's notes, amounting to \$82,442, that were outstanding at date of our last report. The handsome increase in the value of the Sloane property still remaining as shown in the estimate in the Treasurer's table is fully warranted by late apthe reported increase of stock. Such increase will be made when the extension is completed, and will be issued in a way to enhance the value of the present stock."

Central Iowa.-A telegram to the St. Paul Pioneer Press says that it is stated upon good authority that this road will continue to be run by its present owners. Arrangements have just been perfected in the East by which the company is to build a new line from Ottumwa, Iowa, to Lacon on the Chicago & Alton, thus affording a direct outlet to Chicago via the latter road. A traffic agreement has been made between the company and the Central Iowa company which will enable the Alton to compete for the Central Iowa business, and in which it has not been able to participate heretofore.

Chicago & Eastern Illinois.—In the old case on appeal the following decision was rendered in the Supreme Court of the United States at Washington, Oct. 26:

The Chicago Danville & Vincennes Railroad Company et al., ap-pellants, vs. William R. Fosdyck et al. Appeal from the Circuit Court of the United States for the Northern District of Illinois. This case was argued and decided at the last term of the court, but on account of an imperfection in the record the decision was set aside and a petition for a rehearing granted. The case having been reargued, the court now orders that the appeal from the decrees of April 12, 1877, and of April 16, 1877, respectively, be dismissed, upon the ground that those decrees were vacated by the reversal of the prior decree of foreclosure and sale, rendered Dec. 5, 1876, and the decree entered Nov. 19, 1877, in favor of Frederick W. Huidekoper. Thomas W. Shannon and John M. Denison, trustees, he reversed, and that the cause be remanded, with directions trustees, he reversed, and that the cause be remanded, with directions to proceed thereon as may be just and equitable. Opinion by Justice Matthews.

Mr. Edwin Walker, the attorney of the bondholders of the Chicago Danville & Vincennes, stated to a Chicago Tribune reporter that this last decision of the Supreme Court vacates the orders of the Circuit Court confirming the Master's report of the sale under the original decree and the orders directing the Master to execute and deliver the purchasers a deed of the property. This leaves the foreclosure proceedings precisely as the case stood at the first reference to the Master before the decree. Mr. Walker also gave his opinion of what the future course of proceedings would be, as follows: "The case will be referred to ascertain the amount now due on the first mortgage bonds. Upon this reference the Master will probably be required to ascertain and report the net earnings of the road from the time the purchasers were given possession, April, 1877. These purchasers, now represented by the Chicago & Eastern Illinois, claim to be the owners of 2,320 of the 2,500 bonds, and their claim will be reduced by the net earnings. The holders of the remaining 170 bonds, who did not join the syndicate of the bondholders for the purchase of the property, claim payment of the bonds in full. When the amount found due the bond-holders is ascertained, the old company, upon payment, will be entitled to the possession of the road. By the reversal of the decree and orders, the legal title of the Chicago Danville & Vincennes Company is maintained. The Supreme Court on Monday also rendered a deficiency decree in favor of the purchasing bondholders for about \$1,800,000."

Colorado Coal & Iron Co. - The President, Mr. W. J. Palmer, has issued a circular to the security holders of this company, in which it is stated that "the net earnings, exclusive of land sales, are at the rate of over \$450,000 per annum. and that the current net earnings since the nail works were started are at the rate of \$50,000 monthly. In addition, the land sales for the eight months to Sept. 1 were \$67,200. Although the year's operations include practically but eight months of the steel business and three months of the nail manufacture, it is evident that the net earnings for 1882 will exceed three-fold the interest on all bonds outstanding; also that the company's monthly profits, over and above interest and exclusive of any land sales, are now at the rate of over 4 per cent upon its stock."

The earnings for the first five months of the year 1882 were as follows, of which 3½ months were before the Bessemer works were in operation: Earnings Jan. 1 to May 31, 1882. Production, Net Earnings. Tons

In addition to the above railway the company owns about 10,000 acres of the best quality of coal lands in the Hocking Valley, which constitute an inexhaustible field easily accessible in all its parts by the lines of this road. For the fiscal year ending December 31, 1881, the gross earnings were \$2,519,794 and net earnings \$1,190,657. The payments were: Interest on bonds.....\$620,886

Total payments......\$656.374

Surplus expended on improvements.....\$533,783

Since the last annual report, the gross earnings have been \$1,803,744 to August 31, against \$1,463,385 in 1881; net earnings are not given. The company has no floating debt other than that incidental to operations of the road. Capital stock-Total amount authorized, \$20,000,000; total amount issued, \$10,316,500; par value of shares, \$100 each. Consolidated mortgage—Total amount, \$14,500,000; reserved by trustee to be issued for the retirement and cancellation of an equal amount of divisional mortgage bonds, \$6,500,000; outstanding, \$8,000,000.

Connotton Valley.-The directors of the Connotton Valley Railroad have issued a circular to the bondholders stating that the funds in their hands cannot be used for the payment of the coupons upon the bonds of the company due Nov. 1, 1882, as those funds are only applicable, by the terms of the subscription under which they were received, to the completion of the road as therein set forth.

The directors are maturing a plan for meeting the difficulties. of the situation.

East Tennessee Virginia & Georgia.-Notice is given that the first mortgage and income bonds of this company will be ready for delivery to holders of certificates issued for the construction of the Cincinnati & Georgia Railroad, now completed. on and after October 26, at the Metropolitan National Bank. New York. First mortgage 5 per cent bonds will be issued, coupon (\$25) due January 1, 1883, attached. Three months^{*} interest, equalling \$12 50 upon each bond, will be required in cash on delivery of the bonds.

Fort Worth & Denver City .- Complaint was made to the officers of the Stock Exchange that this stock, while quoted on the Board at 40 or thereabouts, was offered on the Street at much lower figures, and that the sales at the Stock Exchange must be "washed" sales. It was also said that the stock could not be had for delivery, and that it appeared as if a corner had been made by the stock not being issued. The Governing Committee decided that dealings in Fort Worth & Denver City should be suspended during an investigation. It was said that the trouble was due to sales having been made by stockholders of the Texas & Colorado Improvement Company, who looked for a dividend on their improvement stock, and expecting to receive Fort Worth & Denver, sold the latter below the market to be delivered when they received the expected stock dividend.

Henry E. Wallace, the Assistant Secretary, Treasurer and transfer agent, made an affidavit before the Stock Exchange Committee in which it was stated, among other things, that-

"On the 10th of October, 1882, the board of directors of the improvement company declared a dividend of 70 per cent in the first mort-gage bonds of the railway company upon the capital stock of the im-provement company, which had made six calls upon its subscribers of 10 per cent each and no more. The board of directors of the improve-10 per cent each and no more. The board of directors of the improve-ment company passed a resolution that the President of the improve-ment company 'be and he is hereby authorized to bargain, sell, assign and transfer any and all the certificates of the capital stock of the Fort Worth & Denver City Railway Company now owned or which may hereafter be owned by this company, if and when in his judgment it was expedient to do so. It has not been deemed expedient as yet to sell the said stock, with the exception of about 6,000 shares hereinafter men-tioned because the earnings and resources present and prospective of tioned, because the earnings and resources present and prospective of the said road give it not only a prospective but an intrinsic value greater than could now be procured here upon the market; so that only about six thousand shares of the said stock have been sold and is thousand shares of the said stock have been solution by the construction company, partly to contractors and the purpose of raising means for paying liabilities. The been regularly listed on the Stock Exnhange and an office for established in New York City, where the stock is regularly 1, and a large number of shares have been transferred, and then the news of a considerable number of mesons most ands in the name of a considerable number of persons, most re not shareholders in the improvement company or other-sted in it. When the 70 per cent dividend in first mortgage made to the subscribers of the improvement company, they herefor the bonds, and their receipts for instalments paid ped as follows: 'Dividend of 70 per cent in bonds delivered.' holders in the construction company are not now entitled to y certificates of stock of the railway company, as the board s of the improvement company have the right at any time istribute the stock or the proceeds of stock as shall be found table; and it is possible that the remainder of the stock in the sable and it is possible that the remainder of the stock in the sable and it is possible that the remainder of the stock in the sable and it is possible that the remainder of the stock in the sable and it is possible that the remainder of the stock in the sable and it is possible that the remainder of the stock in the sable and it is possible that the remainder of the stock in the said & Denver City Railway Company, now owned by the said n company may be sold or disposed of in gross to the greater of the stockholders of the improvement company than would from a distribution of said stock; and there has been no the shares of stock to any subscriber, and that all stocke been put upon an equal footing without partiality or dishis affidavit and their investigation otherwise, the report was made :

	greater tha
Coal Department\$147,914	only about
Coke Department. 34,492	disposed of
Iron and Steel Department 14,346 \$121,910	partly for
Earnings for June, July and August.	stock has b
Coal Departmen\$106.415	its transfer
Coke Department	transferred
Iron and Steel Department 14,434– 131,586	the same st
	of whom a
Total eight months	wise intere
Estimated net earnings for September, October, Novem-	bonds was
ber and December, at \$50,000 per month 200,000	received th
	were stamp
Making total net earnings for year	The stockl
The amount of bonds of the Colorade Coal & Iron Com-	receive any
pany now outstanding is \$2.249,000, the interest on	of directors
which, at 6 per cent, amounts to 149.760	either to di
In addition to the above earnings, the sales of real estate	most profit
for the eight months of the year ending August 31,	Fort Worth
1882; were	constructio
Columbus Hocking Valley & ToledoThe statement of	advantage
	be realized
this company, submitted to the New York Stock Exchange,	delivery of
gave the following : This company comprises by the consoli-	holders hav
dation of August 20, 1881, the Columbus & Toledo Railroad,	crimination
the Columbus & Hocking Valley RR., and the Ohio & West Vir-	After t
ginia Railway, constituting a thorough line from Lake Erie	following
to the Ohio River, passing through Central Ohio and pene-	"That thi
trating with its branches the extensive coal and iron deposits	investigatio
of that State.	"First-T
AL IVEO	"Sesond-
Main line—Toledo, O., to Pomeroy, O	hands of th
Branches—Athens: Logan to Athens	board of di
Straitsville: Logan to Straitsville	"Therefor
Monday Creek: Straitsville to Nelsonville17.00	stock of the
Snow Fork: M. C. Junction to Orbiston 3.00	information
Other branches	above recit
	nublic og or

Total length of lines operated.....

s Committee report to the Governing Committee that on in they find :

hat the stock has been regularly is sued by the company.

-That the stock has been regularly is sued by the company. A—That stock to the amount of about 6 000 shares is in the the general public, the balance being in the hands of the directors of the Texas & Colorado Improvement Company. fore, that this Committee recommend that dealings in the he Fort Worth & Denver City Railway Company be resumed, on of such resumption, together with a statement of the facts ited, to be given in printed form for the information of the soon as the Governing Committee shall have authorized such on." 322 50 | resumption."

Louisiana State Bonds.-The application of E. A. Burke, Treasurer of the State of Louisiana, has resulted in the following resolution by the Committee of Securities of the New York Stock Exchange:

Resolved. In addition to the present call of Lougiana consolidated bonds carrying all unpaid coupons, they also be called exclusive of all matured coupons.

The committee direct that the bonds be so called.

Marietta & Cincinnati.-At Chillicothe, O., Oct. 23, the foreclosure case of the Marietta & Cincinnati Railroad Company was heard by a full bench in the Ross County Court of Common Pleas. The report of Special Master Cook was presented and confirmed, showing that over 95 per cent in interest of the creditors and stockholders had executed the reorganization agreement and deposited their securities with the Farmers' Loan & Trust Company in New York. After a full hearing of all parties the court decided that the decree of foreclosure be entered. The road will be sold under this decree and probably purchased by a purchasing committee for the benefit of the creditors and stockholders under the plan of reorganization.

Seldon S. Cooke, the Special Master Commissioner appointed by the Ross Common Pleas to take evidence as to the number of stockholders and secured creditors of the Marietta & Cincinnati, the Cincinnati & Baltimore and Baltimore Short Line railroad companies, who have consented to the proposed plan. of reorganization, reported in substance, as follows: Whole amount of mortgage bonds at this time outstanding including unpaid past due interest:

1. First mortgage bonds, \$1,725,000, of which amount there is now on deposit with the Farmers' Loan & Trust Company, in New York, under the agreement of reorganization of January 31, 1332, including conpose for unpaid interest, \$1,565,295. 2. Second mortgage bonds issued, &c., \$3,375,000, of which amount there is on denois with said trust company. \$2,357,450

there is on deposit with said trust company, \$3,357,450. 3. Third mortgage bonds issued, &c., \$4,320,000; on deposit,

\$4,223,520

4. Fourth mortgage bonds issued, &c., \$6,480,000; on deposit, \$6,480,000.

5. Filth mortgage bonds, \$3.665 44; on deposit, \$496 71. 6. Whole amount of other claims, and evidence of indebtedness now outstanding against said railroad company is, as near as can be ascertained, \$7,429,772 23, of which amount there is now on deposit with said trust company, exclusive of interest, \$6,195,892 25. 7. Whole amount of detached coupons of the first mortgage bonds of said railroad company now on deposit (included in first finding above),

\$5,687 50.

8. Whole amount of detached coupons of second mortgage bonds on deposit, \$18,165.

9. Detached coupons of third mortgage bonds on deposit, \$750,000. 10. Whole amount of first preferred capital stock certificates issued by said railroad company is 162.351 shares at \$50 each, amounting to \$3,117,550. Scrip of same class issued to the amount of \$13,119 44. Now on deposit 152,225 shares, to amount of \$7,611,250. No scrip deposited.

11. Second preferred capital stock certificates issued is 89,009 shares. amounting to \$4,450,450. Scrip of same class issued to the amount of \$9,968 23, of which amount of certificates there is on deposit 75,803

\$9,968 23, of which amount of certificates there is on deposit 75,803 shares, amounting to \$3,790,400. No scrip on deposit.
12. Whole amount of common capital stock certificates is 27,771 shares, amounting to \$1,383,550. Scrip of same class issued, \$20,362 33. On deposit, 13,441 shares, amounting to \$672,050. No scrip deposited.
13. Whole amount of capital stock certificates of the Cincinnati & Baltimore Railroad Company is 24,949 shares, amounting to \$1,225,750.
14. Whole amount of capital stock of certificates of the Baltimore Short Line Company is 24,889 shares, amounting to \$1,244,450, of which amount there is on deposit 24,861 shares, amounting to \$1,243,050.

243,050.

15. There is on deposit detached past due coupons of the mortgage bonds of the Baltimore Short Line, amounting to \$131,250.
16. All said bonds, coupons, scrip, stock, claims and evidence of indebtedness that are described in the schedule attached to the affidavit of the president of said trust company have been duly transferred by the holders or owners thereof to the Committee of Reorganization.
17. Fach and all accusition and another the schedule attached to the affidavit of the schedule attached and all schedule to the committee of the schedule attached to the schedule attached by the holders of the schedule attached to the affidavit of the president of said trust company have been duly transferred by the holders or owners thereof to the Committee of Reorganization.

17. Each and all securities mentioned have been deposited with said

The Lach and an securities interest of 1,099 persons, firms and Said agreement contains the signatures of 1,099 persons, firms and corporations, which have been deposited with said trust company for the use of said Reorganization Committee, and are on deposit.

Natchez Jackson & Columbus.—A dispatch from New Orleans, October 26, said "Major Gordon, of the Gordon Syndicate, yesterday purchased the stock in the Natchez & Jackson Railroad owned by Hinds County, and made an unsuccessful effort to obtain that owned by Adams County and the city of Natchez The intention is to make the road part of the Georgia Pacific system, and it will be extended to Columbus, Miss., immediately if control can be obtained." New York Chicago & St. Louis .- In regard to the sale of a controlling interest in this road, commonly known as the "nickel-plated" line, many contradictory reports have been made. According to the best information obtainable, 100,000 shares of common stock at 17 and 100,000 shares of preferred stock at 37 have been sold to Messrs. J. H. Devereux, of the Cleveland Columbus Cincinnati & Indianapolis Railroad, and Mr. Stevenson Burke, of the Columbus Hocking Valley & Toledo. These gentlemen are the figure-heads, and whether or not both of their corporations are interested in the purchase, the public believe that the control of the stock has gone to Mr. Vanderbilt. It would require 50,000 shares more to give an absolute one half of the stock of \$50,000,000, and this is supposed to have been purchased in the open market. The purchasers must Deen purchased in the open market. The purchasers must assume all the liabilities of the road, including a floating debt which report estimates at about \$4,000,000, and the bonded debt amounting to \$19,000,000. The syndicate which built the road and has controlled the stock hitherto, consisted of Messrs. George I. Seney, C. S. Brice, Gen. Samuel Thomas, C. R. Cum-mings, President of the road, John T. Martin, E. H. R. Lyman, Walston H. Brown, A. M. White, Nelson Robinson, Daniel P. Bells, and one or two others. For every \$13,333 paid in in eash, the subscribers received \$10,000 in first mortgage bonds and 200 shares each of common and preferred stock, making and 200 shares each of common and preferred stock, making

\$50,000 in stock and bonds at their par value. Selling the stock at the prices above-named and the bonds, say at parthe profits may readily be calculated.

Northern Central.-The following is a comparative statement of earnings and expenses of the Northern Central Railroad for September, and for the first nine months of the year:

Se	Sept		Sept. 30.
1882. Gross earnings \$592,435	1881. \$429,565	1882. \$1,421,277	1881. \$4,030,253
Operating expenses \$299,846 Extraordin'y expenses. 23,001	\$279,011 100,147	\$2,459,633 220,819	\$2,467,632 314,155
Total expenses \$322,847	\$379,159	\$2,630,452	\$2,781,787
Not comin and the total	\$50 100	@1 740 004	@1.040.40F

Net earnings...... \$269,587 **\$50,406 \$1,740,824 \$1,248,465** Pennsylvania Railroad .-- The gross and net earnings in September, and from January 1 to October 1, in 1881 and 1882, are specially compiled for the CHRONICLE in the table below. In September, 1882, there was an increase of \$682,596 in gross earnings and an increase of \$271,249 in net earnings. For the nine months there was an increase in 1882 of \$3,009,540 in gross, and an increase of \$208,696 in net, earnings.

ALL LI	NES	EAST	OF	PITTSBURG	AND ERIE.
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	Gross Earnings		Net Earnings		
	1881.	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		4,108,877	1,638,610	1,766,789	
June	3,807,437	4,093,756	1,488,543	1,534,333	
July	3,780,418	4,149,150	1,490,971	1,647,093	
August		4,671,179	1,444,504	2,032,860	
September	3,735,006	4,417,602	1,463,177	1,671,873	

Total \$32,879,241 \$35,888,778 \$13,395,806 \$13,541,94

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 \$1,325,502.

NES WEST OF	PITTSBURG & ERI	E.	
let Surplus o	ver all Liabilities.	Inc.	or Dec. in
1881.	1882.		1882.
\$381,539	\$9,741	Dec	\$371,798
143,497	Def. 121,307	Dec	261,804
441,901	36,532	Dec.	405,369
496,764	17,047	Dec	479,717
218,482		Dec	320,038
Def. 56.400		Inc	95,286
178,533	336,347	Inc	157,814
		Dec	65,709
245,337	437,029	Inc	191,692
		-	
\$2,405,424	\$943,281	Dec \$	\$1,462,14 3
	Tet Surplus o 1881. \$3:51,539 143,497 441,901 496,764 218,482 Def. 56,400 178,533 355,771 245,337	Surplus over all Liabilities. 1881. 1882. \$3\$1,539 \$9,741 143,497 Def. 121,307 441,901 36,532 496,764 17,047 218,482 Def. 101,556 Def. 5,333 336,347 355,771 290,562 245,337 437,029	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in September were \$2,019,017 and the net receipts \$1,000,682; for the fiscal year since Nov. 30, 1881, the gross receipts were \$17,403,853 and the net receipts \$7,630,948. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in September were \$1,469,315 and net \$88,148; since Nov. 30 gross receipts, \$12,160,032; net. \$749,101. The total receipts of both companies together for each month of the fiscal year have been as follows:

		Gross 1	Receipts.	Net Rea	ceipts
	8	1880-81.	1881-82.	1880-81.	1881-82.
	December	\$2,237,045	\$3,231,677	\$540,456	\$937,542
	January		2,451,466	554,769	646,913
	February		2,169,005	631,402	438,656
	March		2,587,720	716,709	655,449
	April	2,382,506	2,699,706	580,039	708,304
	May	a 0	2.878.009	825,854	780.574
	June	2,850,905	3,017,983	839,300	844.174
1	July	3.129.316	3,448,790	1,091,060	1,108.307
	August	3,522,426	3.591.201	1.155.266	1,171,299
	September	3,356,411	3,488,331	1,128,819	1,088,830
1					

Total \$26,948,408 \$29,563,888 \$8,063,674 \$8,380,048 The coal tonnage has been as follows, viz .: Carried on the railroad in Sept., 764,922 tons, against 786,795 tons in Sept., 1881; and for ten months. 6,679,095 tons in 1881-82, against 6,433,875 tons in 1880-81. The total mined by the Coal & Iron Co. and by tenants was 521,479 tons in Sept., against 555,175 tons in Sept., 1881; and for the ten months, 4,429,853 tons, against 4,286,040 tons in 1880-81.

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

Chicago Milwaukee & St. Paul.—A branch is completed from North-field, Minn., east to Cannon Falls, 15 miles. Cincinnati Wabash & Michigan.—Extended northward to Benton

Harbor, Mich., 13 miles. Cleveland Delphos & St. Louis.—Extended from Bluffton, O., east to Mt. Blauchard, 12 miles. Gauge, 3 feet. Illinois Central.—Track is laid on the Coal Branch from Buckingham,

Ill., north to Essex, 9 miles.
 Milwaukee Lake Shore & Western. – The Pelican Rapids Branch is completed from Monico, Wis, west to Pelican Rapids, 15 miles.
 Pensacola & Atlantic. – Track laid from the Apalachicola River, Fla., west 21 milés. Gauge, 5 feet.
 Subing & Extended from Taylor's Bayou Tex. south to

Sabine & East Texas .- Extended from Taylor's Bayon, Tex., south to

Sabine Az East Texas. Extended from Taylor's Dayon, Tex., south to Sabine Pass, 14 miles. Texas & St. Louis.—Extended from the Leon River to Gatesville, Tex. 5 miles. Gauge, 3 feet. Toledo & Indianapolis.—Track laid from Toledo, O., south 12 miles. Union Pacific.—The Colorado Central Division is extended from Georgetown, Col., to Bakersville, 8½ miles. Gauge, 3 feet. This is a total of 124½ miles of new railroad, making 8,314 miles thus for this zoon opened 5 520 miles reported at the corresponding time

far this year, against 5,639 miles in reported at the corresponding time in 1881, 4,388 miles in 1880, 2,739 miles in 1879, 1,635 miles in 1878, 1,668 miles in 1877, 1,875 miles in 1876, 986 miles in 1875, 1,363 miles in 1874, 3,075 miles in 1873 and 5,675 miles in 1872.-Railroad Gazette

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 27, 1882.

Such changes in prices of merchandise as have taken place in the past week have been toward lower figures, favoring in a marked degree the resumption of exports of wheat and lard. But the weather has been most too mild for some branches of trade, and reports of the autumn business are not in all cases quite satisfactory. The heavy decline in cotton discourages Southern trade, and the movements in cereals are not large enough to promote activity in the West and Northwest.

Only a moderate speculation in lard has been reported and generally at wavering prices, although the position at the close was somewhat improved. Pork and other provisions have been dull. To-day mess pork sold on the spot at \$23@\$23 25; November was nominal at \$22 50. Bacon was slow and long clear was quoted at 14½@14¾c. Beef hams quiet at \$17 50@ \$18 50 for Western. Beef ruled dull but about steady at \$27@ \$23 for city extra India mess. Lard opened to-day with an advance; the business on the spot was checked by the moderate offerings; later in the day the options were weaker; sales on the spot of prime western at 12.60c.; refined to the Continent 12.60c.; South America 131/4c.; October sold at 12 621/2c.; November 12@12.07½c.; December 11.52½@11.62½c.; January 11 55@11 60c.; February 11 52 2@11 60c.; March 11 57 2@ 11.60c.; April and May 11.60.; June and July 11.67 1/2 c. Tallow quiet at 85%c. for prime. Stearine dull at 1234c for western and 13c. for city. Butter very firm for fine grades. Cheese held well at 11@125%c. for State August fine to September fancy. The following is a comparative summary of aggregate exports, from November 1 to October 21:

	1881-2.	1890-1.	Decrease 1882.
Porklba		58,292,400	11,130,400
Baconlbs	. 357,371,701	66 ,220,334	304,848,633
Lardlbs	. 238,765,530	317,715,993	78,950,463

.,	Hhds.	Boxes.	Bags.	Melado.
Beceipts since Oct. 1	26,558	2,827	137,817	123
Sales since Oct. 1	31,619		138,246	
Stock Oct. 25, 1882		8,108	530,120	
Stock Oct. 26, 1881	56,028	7,580	543,824	63

Refined has been without any very marked change and the supplies being moderate the trade has not been large; crushed closed at 9%c., powdered at 9%@95%c., standard "A" at 8¾@ 8%c.

Kentucky tobacco has continued dull. Sales for the week 157 hhds. for export and 71 hhds. for consumption, total, 228 hhds. Prices are steady, lugs 6@7½c; leaf, 7@14c. for export grades. Seed leaf continues to show a falling off in the demand, and sales for the week are only 2,021 cases, as follows: 610 cases 1881 crop Pennsylvania 6½@22½c.; 565 cases 1880 crop Pennsylvania 10@15c.; 300 cases 1881 crop

COTTON.

FRIDAY, P. M., October 27, 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 (Oct. 27) the total receipts have reached 241,738 bales, against 242.329 bales last week, 206,136 bales the previous week and 179,883 bales three weeks since; making the total receipts since the 1st of September, 1882, 1,167,043 bales, against 1,193,761 bales for the same period of 1881, showing a decrease since September 1, 1882, of 31,718 bales.

the second se					or the local division in which the		
Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	3,991	8,826	3,329	5,932	4,166	4,935	31,179
Indianola, &c.			· · · · ·		· · · · ·	674	674
New Orleans	5,762	13,475	7,464	11,558	10,037	10,255	58,551
Mobile	2,400	3,979	3,784	1,141	3,619	906	15,829
Florida						397	397
Savannah	6,924	9,179	5,846	7,159	7,523	7,671	44,302
Brunsw'k, &c.						752	752
Charleston	4,401	4,533	3,048	3,439	4,812	4,356	
Pt. Royal, &c.						423	423
Wilmington	1,101	967	398	780	. 826	. 794	
Moreh'd C.,&c						256	
Norfolk	5,699	6,976	8,317	5,703	7,988	7,251	41,934
City Point, &c.						9,846	
New York	360	567	488	255	100	385	
Boston	277	244	898	592	664	940	
Baltimore						164	
Philadelp's, &c.	40	386			885	· 895	
-				00 550	10.000		
Totals this week	30,955	49,132	33,572	36,559	40,620	1 90,900	241.738

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	82.	18	381.	Sloc	k.
Receipts to Oct. 27.	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1882.	1881.
Jalveston	31,179	198,433	17,780	144,660	66,271	74,572
Indianola,&c.	674	7,705		5.430		
New Orleans	58,551	210,504	51,306	283,842	125,578	181,227
Mobile	15,829	81,832	9,762	65,160	13,543	22,958
Florida	397	1,288	255	1,338		
avannah	44,302	246,892	35,551	238,291	98,776	90,309
Brunsw'k, &c	752	3,137	444	3,778		
Charleston	24,589	164,840	35,498	164,93 0	70,243	80,091
Pt. Royal, &c.	423	2,636	103	10,392	528	603
Wilmington	4,866	31,323	8,746	34,896	12,950	13,85
M'head C., &c	256	1,992	746	2,773		
Norfolk	41,934	140,254	29,177	148,962	54,117	46,44
City Point, &c	9,846	42,216	10,926	48,523		
New York	2,155	5,485	1,436	6,780	51,432	107,08
Boston	3,615	15,630	. 8,061	25,370	1,265	3,42
Baltimore	164	1,523	1,001	7,770	7,020	13,46
Philadelp'a,&c.	2,20 6	8,353	1,792	5,866	17,583	10,25
Total	241.738	1.167.043	210,587	1,198,761	519,306	644,27

give below the totals at leading ports for six seasons:

Receipts at-	1882.	1881.	1880.	1879.	1878.	1877.
Galvest'n,&c.	31,853	17,780	23,760	26,367	27,727	18,004
New Orleans.	58,551	51,306	64.726	69.076	16,611	50,098
Mobile	15,829	9,762	16,505	15,755	7,669	14,707
Savannah	44,302	35,551	44.877	40,706	33,622	27,196
Charl'st'n, &c	25,012		38,112	30,827	25,636	28,860
Wilm'gt'n, &e	5,122		10,430	8,591	7,902	7,206
Norfolk, &c	51,780	40,103	43,759	39,634	26,740	28,588
All others	9,289	12,992	12,661	14,657	11.373	2,677
Tot.this w'k.	241,738	210,587	254,830	245,613	157,280	177,336
1						1

cases 1880 crop Pennsylvania 10@15c.; 300 cases 1881 crop Wisconsin Havana seed 12@21½c.; 200 cases 1881 crop New England 12@30c.; 150 cases 1881 crop Ohio 5@6c.; 87 cases 88) crop Ohio 6 %c. and 100 cases 1881 crop State private terms. Also 450 bales Havana 80c.@\$1 15.

Naval stores have been weakened by larger arrivals of spirits turpentine particularly; to-day there were sales at 54c., and the tone ruled very unsettled; common to good strained rosins were quiet at \$1 85@1 95. Refined petroleum for export was dull and easier at 75%c. for 110 test and 7%c. for 70 test. Crude certificates were higher at 92%4@95%c., closing 95%@95%c. Ingot copper was steady; 150,000 lbs. Lake sold at 18%c.; Baltimore quoted 17%c. New cloverseed was active; 8,000 bags sold for October, November and December at 10%2@11c, latter for fancy. Hops very buoyant in sympathy with the country and foreign markets; new State are held here at \$5@90c.; \$0@85c. are the figures current in Oneida county. Old State strong at 76@80c.; Eastern sell at 85c.

Ocean freight room was steadier to-day and a better business was done on the berth. Charter room was slow; the offerings of tonnage are light. A continued good movement is reported in cotton charters at the South. Grain to Liverpool by steam 33/4d.; cotton 1/4@5-16d.; bacon 22s. 6d.@25s.; cheese, 30s.; grain to London by steam, 71/4d.; do. to Glasgow by steam, 4@41/4d.; grain to Antwerp by steam, 61/2d.; do. to Amsterdam by steam, 7d.; do. to Rotterdam by stear, 71/2d.; grain to Cork for orders, 4s. 41/2d; residuum from Philadelphia to Leith, 4s.

Since Sept. 1. 1167,043 1199.761 1390.296 1222,135 10.5,355 732,374

Galveston includes India iola; 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 141,271 bales, of which 65,940 were to Great Britain, 22,323 to France and 53,008 to the rest of the Continent, while the stocks as made up this evening are now 519,306 bales. Below are the exports for the week and since September 1, 1882.

	We	ek Endi Export	-	87.	From Sept. 1, 1882, to Oct. 27, 1882 Exported to-				
Bxports from-	Great Brit'n.	France	Conti- nent.	Total Week.	Gréat Britain.	France	Conti- neni.	Total.	
Galveston New Orleans	19,638 22,737		6,715 16,516	29,191 55,183	45,851 72,873		17,566 34,109	67,285 146,001	
Mobile Florida Savannah		·····	14,750	100 000 000	1		31,989 18,601	47,079 42,579	
Wilmington Norfol			4,193	·	19,153		30,291	19,189 158,064	
New York Boston	11,665 1,686 4.508		8, 9 3-	92,888 - 1,086 - 6,674	20,911	12,3:7 300	13 314	20,911 43,325 14,91	
'hi'adelp'a,&c Total	3,3-1 63,940		53,0 0c	3, 381 141,271	852,750		145,900	564,808 529.718	
m +-1 1891	14 810	8511	31 161	87 81	3-0,588	58 435	AS 892	528.71	

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OCTOBER 28, 1882.]

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THE CHRONICLE.

In January and February, 1882, large additions to our port receipts were made, for om ssions during previous weeks of a port tion 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.

	01	ı Shipboo	ard, not c	leared-)	for	T . 1
OCT. 27, AT-	Great Britain.	France.	Other Foreign	Ooast- wise.	Total.	Leaving Stock.
New Orleans Mobile Barweston Balveston Norfolk New York Other ports	20,699 None. 2,200 None. 15,2×0 25,274 8,500 6,500	14,527 None. 500 4,200 8,448 None. 750 None.	17,083 None. None. 16,500 7,160 1,500 2,500 1,000	2.576 None. 1,050 5,700 2,995 Non3. None. None.	54,885 None. 3,750 26,100 33,883 26,774 11,750 7,500	$\begin{array}{c} \textbf{70,693}\\ \textbf{13,543}\\ \textbf{66,493}\\ \textbf{72,376}\\ \textbf{32,388}\\ \textbf{27,313}\\ \textbf{39,682}\\ \textbf{31,846} \end{array}$
Total 1882	78,453	28,425	45,743	12,321	164,942	354,364
Total 1881 Total 1880	42,703 96,232	24,556 30,770	$\begin{array}{c} 55,491\\ 54,439 \end{array}$	$11,782 \\ 11,991$	$\frac{134,532}{173,432}$	509,738 467,775

The speculation in cotton for future delivery opened the week under review with some show of strength. Prices advanced on Saturday last, under the reports of a violent storm in Texas, frost in Tennessee, and such general rains at the South as must have at least impeded the work of picking. But on Monday there was a sharp decline, under the return of clear weather at the South and the absence of reports that the recent bad weather had done any serious injury. Tuesday opened weak from the same cause, but the relatively low prices then made caused a demand to cover contracts, upon which the early decline was recovered. On Wednesday, however, there was a fresh decline to the lowest figures made in many months, and the "bull" party seemed quite demoralized, resulting in a further decline yesterday; but the close was at some recovery, on a demand to cover contracts. The figures made on Thursday morning were the lowest since May. 1881. To-day the opening was somewhat depressed, but a quick reaction toward better prices followed, under a demand to cover contracts, stimulated by the smaller interior movement. The close, however, was at some reduction from the best prices of the day. Cotton on the spot fell off 3-16c. on Monday and again on Thursday. The business has been moderate for export and home consumption. The excellent quality and condition of the new crop has caused it to be preferred to old cotton, of which, however, but insignificant parcels remain. To-day the market was steady, with a considerable business for spe culation, middling uplands closing at 10 11-16c.

The total sales for forward delivery for the week are 739,700 pales. For immediate delivery the total sales foot up this week 14,155 bales, including 6,703 for export, 4,702 for consumption, 1,750 for speculation and 1,000 in transit. Of the above, 4,020 bales were to arrive. The following are the official quotations and sales for each day of the past week.

Oct. 21 to	U	PLANI	08.	NE	W OR	LEAN	18.	1	TEXAS	J.
Oct. 27.	Sat.	Mon	Tues	Sat	. MI (on T	108	Sat.	Mon.	Tues
Ordin'y. 39 b Striet 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	$8^{1\bar{0}}_{16}$ 934 10316 1058 1078 11116 11516 11516 1112 12 1234	10^{7_8} 11^{1_8} $11^{5_{16}}$ $11^{13_{16}}$ $12^{9_{16}}$	12918	1114 1119 1111 12316 1215	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 9\\ 16\\ 9\\ 1\\ 10\\ 10\\ 16\\ 10\\ 16\\ 11\\ 16\\ 11\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12$	$ \begin{array}{c} 13_{16} \\ 1_{4} \\ 1_{16} \\ 7_{8} \\ 1_{16} \\ 1_{16} \\ 1_{16} \\ 1_{9} \\ 1_{9} \\ 1_{9} \\ 1_{16} \\ 1_{9} \\ 1_{16} \\ 1_{9} \\ 1_{16} \\ 1$	$\frac{23_{16}}{215_{16}}$	$ \begin{array}{r} 1078 \\ 11116 \\ 11516 \\ 1119 \\ 12 \\ 1234 \\ 1234 \end{array} $	$\begin{array}{r} 8^{9}16\\9\\10^{1}\\10^{1}\\10^{1}\\10^{1}\\10^{1}\\10^{7}\\11^{1}\\11^{5}\\11^{5}\\11^{5}\\11^{2}\\12\\12^{5}\\12^$
	Wed	Th.	Fri.			3. F		Wed	Th.	Fri.
Ordin'y. 9 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 Good Ordina Strict Ocod	831 9916 10 10716 10116 1078 1148 11518 11516 11316 12918 FAINE	$ \begin{array}{c} 10^{11}16\\ 10^{15}16\\ 11^{19}\\ 11^{58}\\ 12^{38}\\ D. \end{array} $	$10\frac{1}{2}$ $10\frac{1}{2}$ 101116 101516 $11\frac{1}{2}$ 1158 1238	913 10 ¹ 4 10 ¹¹ 10 ⁷ 8 11 ¹ 16 11 ⁵ 16 11 ² 12 ³ 4 Sat.		³ 1e 8 9 16 10 16 10 16 10 16 11 16 11 16 11 16 12 16 10 10 10 10 10 10 10 10 10 10 10 10 10 1	$\begin{array}{c} 13 \\ 16 \\ 58 \\ 116 \\ 19 \\ 10 \\ 10 \\ 11 \\ 16 \\ 10 \\ 10 \\ 10 \\ 10$	11 ₁₆ 15 ₁₆ 11 ₂ 23 ₄ Ved	1011 ₁₆ 1078 1118 11516 111316 12916 Th.	958 10116 1012 101116 1078 1119 11516 111316 12916 Fri.
Strict Good (Low Middlin Middling	Jraina	ry		8 ¹ 8 8 ¹⁵ 1 9 ⁵ 9 10 ⁹ 16	971	6 97	16	715 ₁₆ 83 <u>1</u> 97 ₁₆ 038	73 811 94 10316	73 <u>4</u> 89 ₁₆ 91 <u>4</u> 103 ₁₆
			MARKE						10-10	
, G			SALES	OF SP	OT AN	D TRA	NSIT.	1	FUTUR	ES.
	C MARE LOSED.	p		lon- ump.	Spec- ul't'n	Tran- sit.	Tota	<i>.</i> . s	ales.	Deliv eries.
Bat. Quiet Mon Stead Tues Stead Wed Easy Thurs Stead Fri. Stead	y at 3 ₁₆ y at 3 ₁₆ y	deo 1, dec 2,	299 1 991 1 650 703 4	.702	200 230 1,300 1,750	1,000	2,03 1,9 1,5 4.8 2,6 14,1	30 8 77 6 19 13 28 19 27 18 55 73	5,800 1,600 9,900 8,900 4,700 9,800 9,700	
The daily vious to that	deliver t on wh	ies giv	en avo	repor	e soti ted,	ally o	lelive	red	the da	y pre-

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

		ing bids	. in addi	tuton to t	the daily		al sales.		
Sales since Sep.1,'82*	Potal sales this week. Average price, week.	Friday, Oct. 27– Salas, total. Prices paid (range) Closing.	l'hursday, Oct. 26– Bales, total Prices paid (range) Closing	Wednesd'y. Oct. 25– Bales, total Prices paid (range) Closing	Puesday, Oct. 24- Bales, total.Variable. e8,900Prices paid (range)10.55 @11.42 Dull.	Monday, Oct. 23– Bales, total Prices paid (range) Closing	Saturday, Oct. 21– Bales, total Prices paid (range) Closing	FUTURES.	Market, Prices and Sales of
5,189,500	739,700	Variable. 189,800 10 [.] 36 @11 [.] 36 Firmer.	Lower. 194,700 10·37@11·28 Steadier.	Lower. 138.900 10-45 <i>a</i> 11-38 Weak.	Variable. 08,900 10-55 @11-42 Dull.	Lower. 81,600 10:56@11.47 Steady.	Firmer. 65,800 10.62@11.52 Dull.	Total Sales.	Market, Range and
819,200	38,900 10.6 3	Aver 10.53 6,800 10.55-10.59 10.55-10.56	Aver 10.51 9,300 10.46 <i>w</i> 10.56 10.5310.54	Lower. Aver .10.62 138.900 10.49@11.38 10.60@10.68 Weak. 10.60@10.68	Aver 10.68 5,500 10.65@1070 10.69-10.70	Aver 10.70 4,900 10.67@10.78 10.68-10.69	Aver1075 1,900 1072@1080 1079-1080	October.	
499.200	74.900 10.54	Aver10.45 17,600 10.36@10.51 10.4610.47	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		Aver 10.58 8,500 10.55@10.60 10.58-10.59	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver1075 Aver1066 Aver1066 Aver1074 1,900 4,600 8,400 13,700 1072@1080 1062@1070 1062@1070 1072@1079 1079-1080 1063-1069 1067-1068 1076	November.	
619,200	89,300 10 ^{.54}		Aver 10.42 23,800 10.37 ø10.48 10.42-10.43	$\begin{array}{c} \operatorname{Aver} & .10^{+}52 \\ \operatorname{Aver} & .10^{+}52 \\ 17,800 \\ 10^{+}48 \\ \operatorname{\mathfrak{p}}10^{+}57 \\ 10^{-}48 \\ \operatorname{\mathfrak{p}}10^{+}57 \\ 10^{+}48 \\ \operatorname{\mathfrak{p}}10^{+}49 \\ 10^{+}48 \\ \operatorname{\mathfrak{p}}10^{+}49 \\ 10^{+}48 \\ \operatorname{\mathfrak{p}}10^{+}48 \\ \operatorname{\mathfrak{p}}10^{+}48 \\ \operatorname{\mathfrak{p}}10^{+}48 \\ \operatorname{\mathfrak{p}}10^{+}58 \\ \mathfrak{p$	Aver 10.58 6,600 10.56 @10.60 10.58—10.59	Aver 10.60 11,100 10.57 @10.65 10.58-10.59	Aver10.66 8,400 10.62 @10.70 10.67-10.68	December.	
920,100	141.100 10.63	Aver 16.45 Aver 10.56 22,400 36.700 10.35@10.62 10.47-10.48 10.57	$\begin{array}{c} \underline{Aver} \dots 10^{-}42 & \underline{Aver} \dots 10^{-}50 \\ 23,800 & 38,800 \\ 10^{-}37 \nota 10^{-}48 & 10^{-}46 \nota 10^{-}57 \\ 10^{-}42 \not- 10^{-}43 & 10^{-}52 \not- 10^{-}53 \end{array}$	Aver 10.62 27,800 10:58@10.66 10:57-10:58	Aver10.68 12,800 10.65@10.69 10.67—10.68	Aver 10.60 Aver 10.69 11,100 10.57 @10.65 10.65 @10.74 10.58-10.59 10.67	Aver10.74 13,700 10.72@10.79 10.76	January,	DAILY P.
377,600	65 300 10.71	Aver10.68 15,000 10.60@10.72 10.68-10.69	Aver 16 10:56 a 10:63-	Aver. 10.73 15,700 10.68 ± 10.75 10.68 - 10.69	Aver .: 10.78 7,400 10.75@10.81 10.78-10.79	Aver 10.79 5,500 10.77 20.085 10.77-10.78	Aver 10.84 10.87	February.	PRICES AND
438,800	107,300 10 ⁻ 85	Aver10.68 15,000 10.60@10.72 10.68-10.69 10.84 10.84 10.84 10.84 10.84	Aver 10.72 23,200 10.67@10.78 10.74-10.75	Aver 10.84 15,500 10.79@10.87 10.78-10.79	Aver 10.89 11,700 10.85@10.91 10.39-10.90	Aver. 10.90 14,500 10.87@10.95 10.88	.10.987 Aver10.98 4,900 18,100 @10.90 10.93@11.01 10.97	March.	SALES OF
321,500	68.500 10.96		Aver 10.84 14,260 10.78210.90 10.85-10.86	Aver 10.93 9,500 10.90@10.97 10.90@10.91	Aver 10.99 7,200 10.96@11.02 11.00-11.01	Aver11.00 9,600 10.97@11.07 10.99-11.00	Aver11.08 3,300 11.06@11.12 11.09-11.10	April.	FUTURES
357,700	70,900 11-07	Aver 10.91 24,700 10.82@10.95 10.91-10.92 11.02-11.03	Aver 10.94 22,300 10.90@11.00 10.96	Aver11.05 13,300 11.00@11.08 11.00-11.01	Aver11.11 4,700 11.07@11.13 11.11-11.12	Aver11.11 6,000 11.09 <i>@</i> 11.16 11.10-11.11	Aver11.20 6,100 11.16@11.25 11.20-11.21	May.	FOR EAOH
210,500	48,900 11·18	Aver11.11 14,300 11.14@11.15 11.14_11.15	$\begin{array}{c ccccc} Aver &10.94 & Aver &10.94 \\ \hline Aver &10.94 & Aver &11.03 \\ 14.200 & & 22.300 \\ 10.78 & 10.90 & 10.90 & 11.00 & 10.99 & 11.09 \\ 10.85 & -10.86 & 10.96 & - & 11.06 & -11.07 \\ \end{array}$	Aver11.16 6,400 811.12.2011.18 11.11.2011.18	Aver11.11 Aver11.21 4,700 2.700 11.07@11.13 11.19@11.23 11.11-11.12 11.21-11.22	Aver 11.25 2.300 11.20 21.27 11.21 - 11.22	Aver 11.30 3,400 11.27@11.35 11.31-11.32	June.	H MONTH.
86,900	19,900 11·27	Aver11.20 5,400 11.14@11.25 11.22-11.23	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Aver 11.31 11.32	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} A ver \ldots 11 \cdot 08 & A ver \ldots 11 \cdot 20 & A ver \ldots 11 \cdot 30 & A ver \ldots 11 \cdot 43 & A ver \ldots 11 \cdot 51 \\ 3,300 & 6,100 & 3,400 & 1,000 & 400 \\ 11 \cdot 06 \varnothing 11 \cdot 12 & 11 \cdot 16 \varkappa 11 \cdot 25 & 11 \cdot 27 \varkappa 11 \cdot 35 & 11 \cdot 37 \varkappa 11 \cdot 45 & 11 \cdot 47 \varkappa 11 \cdot 52 \\ 11 \cdot 09 -11 \cdot 10 & 11 \cdot 20 -11 \cdot 21 & 11 \cdot 31 -11 \cdot 32 & 11 \cdot 41 -11 \cdot 42 & 11 \cdot 49 -11 \cdot 51 \\ \end{array} $	July.	
38,600	11.700 11-37	$\begin{array}{c} Aver \ldots 11\cdot 20 \\ Aver \ldots 11\cdot 20 \\ 5,400 \\ 11\cdot 14 \\ 911\cdot 25 \\ 11\cdot 24 \\ 911\cdot 25 \\ 11\cdot 24 \\ 911\cdot 31 \\ 11\cdot 31 $	Aver11.12 6.900 11.09@11.16 11.17-11.18 11.26-11.27	Aver 11.35 1,800 11.34@11.38 11.31-11.32	11.32 Aver11.38 900 900 @11.33 11.37@11.42 -11.33 11.41-11.42	Aver 11.43 2,400 11.38@11.47 11.39—11.40	Aver 11.51 400 11.47@11.52 11.49-11.51	August.	
		Aver	Aver	Aver	Aver	Aver	Aver	September-	

* Includes sales in September, 1882, for September, 500,200.

Transferable Orders-Saturday, 10.80c.; Monday, 10.70c.; Tuesday, 10.70c.; Wednesday, 10.60c.; Thursday, 10.55c.; Friday, 10.60c.

Short Notices for October-Tuesday, 10.67@10.69c.; Friday, 10.54c.

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abreviation "Aver," The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week: •22 pd. to exch. 500 Jan. for Mar. •11 pd. to exch. 100 May for June. •21 pd. to exch. 300 Jan. for Mar. •21 pd. to exch. 300 Jan. for Mar. •22 pd. to exch. 300 Jan. for Mar. •24 pd. to exch. 300 Dec. for April. •25 pd. to exch. 800 Oct. for June. •11 pd. to exch. 1,300 Nov. for Oct. •12 pd. to exch. 300 Jan. for April. •00 Dec. for New. even. THE VISIBLE SUPPLY OF COTTON, as made up by cable and elegraph, is as follows. The Continental stocks are the figures

last Saturday, but the totals for Great Britain and the afloat or 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 (Oct. 27), we add the item of exports from the United States, including in it the exports of Friday only.

Itom the Onited States, mere	1882.	1981.	1880.	1879.
acket Timormool holog	448,000	533.000		273.000
ock at Liverpoolbales.	75,200			56,183
tock at London	75,200	40,200	40,100	00,100
Total Great Britain stock .	523.200	573.200	400.100	329.183
Stock at Havre	118.000	139.000	56,500	89,800
Stock at Marseilles	2.100	4.300	7,560	436
Stock at Barcelona	27,000		32.800	3,873
Stock at Hamburg.	3,500			1,500
Stock at Bremen	29,300	40,100	25,100	22.004
Stock at Amsterdam	€.900	17.500	10.700	19,400
Stock at Rotterdam	1.300	2,340		1.283
Stock at Antwerp	1,000			
Stock at other conti'ntal ports.	14,500			6.692
Stock at other contraction ports.	11,000			
Total continental ports	203,600	282,340	151,941	144.988
Total European stocks	726,800	855.540	552,041	474,171
India cotton affoat for Europe.	128.000	102.000	63,000	81,374
Amer's cotton afloat for Eur'pe	316,000	253,000	420,000	342,468
Egypt, Brazil, &c., afit for E'r'pe	14.000	25,000	29,000	36,914
Stock in United States ports	519,306	644.270	641,083	524,688
Stock in U. S. interior towns	117.912	218,150	179.676	115,735
United States exports to-day	23,400		11,000	31,000
	017 110	0.114.000	1 005 000	1 606 950
Total visible supply1	.810,418	2,114,060	1,895,800	1,000.300

Of the above, the totals of American and other descriptions are as follows:

American—			2	
Liverpool stock	161,000	416,000	228,000	142,000
Continental stocks	84,000	131,000	68,000	51,000
American afloat for Europe	316,000	253,000	420,000	342,468
United States stock	519.306	644,270	641,083	524,688
United States interior stocks	117,912	218,150	179.676	115,735
United States exports to-day	23,400	16,100	11,000	31,000
				1 200 021
Total American	.221,618	1.578,520	1,547,759	1,200,891
East Indian, Brasil, &c,-				
Laverpool stock	287,000	117,000	132,000	131,0(0
London stock.	75,200	40.200	40,100	
Continental stocks	119,600	151,340	83,941	93,988
India atloat for Europe	128,000	102,000		
Egypt, Brazil, &c., afloat	14,000	25,000	29,000	36,914
				000 150
Total East India, &c	623,800		348.041	399.459
Total American1	,221,618	1,678,520	1,547,759	1,206,891
Total visible supply	915 118	2 114 060	1 895 800	1.606.350
Total visible supply	6 ³ 8d.	67 ₁₆ d.	634d.	738.1.
Price Mid. Upl., Liverpool	o su.	0.180	0-40.	

The imports into Continental ports this week have been 32,000 bales.

The above figures indicate a *decrease* in the cotton in sight to-night of 268,642 bales as compared with the same date of 1881, a *decrease* of 50,382 bales as compared with the corresponding date of 1880 and an *increase* of 239,068 bales as compared with 1879.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881—is set out in detail in the following statement:

Fotal. all	rotal, new towns	Newberry, S. C*. Kaleigh, N. C Petersburg, Va Louisville, Ky Little Rock, Ark. Brenham, Tex Houston, Tex	Total, old towns.	Towns. Augusta, Ga Columbus, Ga Macon, Ga Montgom'ry, Ala. Memphis, Tenn. Nashville, Tenn. Nashville, Tenn. Jafferson, Tex* Jefferson, Tex* Jefferson, Tex* Shreveport, La. Vicksburg, Miss. Columbus, Miss. Columbus, Miss. Enfaula, Ala Ga Atlanta, Ga Atlanta, Ga harlotte, N. C St. Louis, Mo
146,064	38,375	1,6003,1437784741,8451,70628,829	107,639	$\begin{array}{r} Mon \\ Rec \\ Rec \\ nveek:. \\ 9,118 \\ 7,515 \\ 8,6515 \\ 8,6515 \\ 8,6512 \\ 8,6513 \\ 22,014 \\ 1,010 \\ 1,726 $
743,104	258,923	$\begin{array}{r} 6,122\\ 13,991\\ 2,146\\ 1,590\\ 5,520\\ 16,201\\ 213,353\end{array}$	484,181	$\begin{array}{l lllllllllllllllllllllllllllllllllll$
131,786	42,481	1,5902,74S7223451,6351,6351,37234,069	89,305	
139,317	21,405	$1,275 \\ 158 \\ 518 \\ 1,303 \\ 1,487 \\ 16,638 $	117,912	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
128,840	26,518	1,0003,5301,7591,6351,6351,67564016,279	102,322	<u>Мо</u> <i>Rec</i> <i>This</i> <i>week:</i> 9,498 5,767 3,970 18,148 2,606 2,606 2,413 2,663 2,926 2,413 2,926 2,970 2,926 2,926 2,926 2,970 2,926 2,970 2,926 2,970 2,926 2,970 2,926 2,970 2,
805,437	186,016	$16,749 \\7,403 \\4,016 \\8,155 \\10,932 \\133,552$	619,421	$\begin{array}{r rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$
106,093	25,826	$\begin{array}{r} 800\\ 2,500\\ 1,114\\ 455\\ 1,055\\ 1,055\\ 464\\ 19,433\end{array}$	80,267	
251,532	33,382	2,577 2,345 2,345 2,387 2,388 2,388 2,388 2,388 2,388 2,388 2,388 2,388 2,388 2,388 2,388 2,388 2,575	218,150	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$

bales less than at the same period last year. The receipts at the same towns have been 5.367 bales more than the same week last year, and since September 1 the receipts at all the towns are 62,333 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 cropwhich finally reaches the market through the out-ports.

BECEIPTS FROM PLANTATIONS.

We		Receip	ts at the	Ports.	St'k at l	nterior	Towns.	Rec'pts from Plant'ns.		
endi	ng-	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
Aug. 11		8,691	18,032	4,811	3 8,800	48,273	21,093	3,167	5,894	1,438
	3	8,396	20,538	6,356	33.468	45,371	16,535	3,264	17.836	1 798
25	5	21,123	35,078	12,352	33,471	40,492	14,827	20,926	30,199	10,144
Sept: 1		42,082	46,722	23,032	32,712	48,422	15,526	41,823	52,652	24.231
* 8	3	61,117	72,612	28,688	39,302	57,410	16,519	67,707	83,600	29,681
• 15	5	68,501	94,052	49,512	51,874	75,452	19,115	115,067	112.094	52,108
* 22	3	136,413	112,293	77,223	77,868	103.779	29,985	162,607	140,820	88,093
** 28		172,221	181,756	136,479	96,331	124,526	46 622	190,684	155,303	159,116
Oct. 6	3	199,094	174,810	179,883	126,509	155.559	76,862	229,272	205,843	210,123
. 18	3	210,367	191,056	206,136	147.913	198,561		231,771		
)	236,341	192,531	242,329	179,792	228,7-5	125,039	268,220	224,755	271.693
" 2	7	254,830	210,587	241,738	209,575	251,532	139,317	284,613	233,334	256,016

The above statement shows—1. That the total receipts from the plantations since September 1, in 1882 were 1,289,875 bales; in 1881 were 1,404,868 bales; in 1880 were 1,561,033 bales.

2. That, although the receipts at the out-ports the past week were 241,738 bales, the actual movement from plantations was 256,016 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 233,334 bales and for 1880 they were 284,613 bales.

AMOUNT OF COTTON IN SIGHT OCTOBER 27.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to October 1, and also the takings by Southern spinners to the same date, so as togive substantially the amount of cotton now in sight.

	1882.	1881.
Receipts at the ports to October 27 bales. Interior stocks in excess of Sept. 1 on Oct. 27.	$\frac{1,167,043}{122,532}$	1,198.761 206,107
Total receipts from plantations Net overland to October 1 Southern consumption to October 1	$1,289.875 \\17,680 \\28,000$	1,404.868 30,896 20,000
Total in sight October 27	1,335,555	1,455,764

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 120,209 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been very favorable for crop purposes during the past week almost everywhere at the South. Picking is making excellent progress.

Galveston, Texas.—There has been no rain anywhere in the State during the past week. No serious damage was done by the recent rains. Crop accounts are more favorable. Picking: is making good progress and unquestionably the crop will be the largest ever grown. Average thermometer 69, highest 79^a and lowest 59.

Indianola, Texas.—The weather has been warm and dry during the past week. Good progress is being made in picking: and the crop will be fully a bale per acre, perhaps more.

* This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 18,384 bales, and are to-night 100,238

Dallas, Texas.—We have had no rain during the past week. Crop accounts are more favorable and picking is making excellent progress. The yield will be large. The thermometer has averaged 63, the highest being 82 and the lowest 44.

Brenham, Texas.—We have had warm and dry weather all of the past week. Picking is making good progress, and prospects are first class. The thermometer has averaged 70, ranging from 55 to 84.

Palestine, Texas.—The weather has been warm and dry the past week, and picking is making good headway. The crop is magnificent. Average thermometer 64, highest 79 and lowest 48.

Huntsville, Texas.—We have had warm and dry weather during the past week. Excellent progress is being made in picking, and we will make just as much cotton as can be picked. The thermometer has ranged from 44 to 81, averaging 63.

Weatherford, Texas.—We had no rain during the past week. The progress made in picking is very satisfactory. We have had no frost yet_but came very near it. Crop accounts are

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Ten-

more favorable, and the yield will be very good. The thermoneter has averaged 55, the highest being 75 and lowest 35. Belton, Texas.-We have had no rain during the past week.

The weather was quite cold on one night but high winds prevented frost. Crop accounts are more favorable and picking is progressing finely. It will be difficult to pick what has been already made. The thermometer has ranged from 33 to 81, averaging 57.

averaging of Luling, Texas.—There has been no rain the past week. Good progress is making in picking. The crop is the best for many years and perhaps the best ever made. Average thermometer 62, highest 83 and lowest 41.

New Orleans, Louisiana.-We have had no rain during the past week. The thermometer has averaged 68.

Shreveport, Louisiana.-The weather has been clear during all of the week. We have had light north winds and cool weather. The thermometer has ranged from 47 to 80.

Vicksburg, Mississippi.—Telegram not received. Columbus, Mississippi.—We have had no rain during the past week. The thermometer has averaged 63, ranging from 46 to 79.

Little Rock, Arkansas.-The weather has been clear and pleasant during the past week. Average thermometer 60, highest 77 and lowest 45.

Memphis, Tennessee.—We have had no rain during the past week. The weather has been bright and clear. We have had a frost, but not a killing frost. Good progress is being made in picking. The thermometer has ranged from 46 to 77, averaging 62.

Nashville, Tennessee.-We have had no rain during the past week. The thermometer has averaged 60, the highest being 78 and the lowest 43.

Mobile, Alabama.—It has rained on one day of the past week, the rainfall reaching two hundredths of an inch. Pick-ing is progressing finely. The thermometer has averaged 65, ranging from 53 to 76.

Montgomery, Alabama.-It has rained on one day of the past week, and the remainder of the week has been pleasant. The rainfall reached nineteen hundredths of an inch. The days have been warm and the nights have been cold. Picking is making excellent progress. The thermometer has ranged from 49 to 75, averaging 63.

Selma, Alabama .- We have had no rain during the past week. Picking is making good progress, and the crop is being marketed freely. Average thermometer 60, highest 70 and lowest 50.

Madison, Florida.-The weather has been cold and dry all of the past week. We have had a frost, but not a killing frost. The thermometer has ranged from 56 to 70, averaging 63.

Macon, Georgia.—We had rain on two days during the early part of the past week, but the latter part has been clear and pleasant. We have had no frost yet. Average thermometer 60, highest 81, lowest 40.

Columbus, Georgia.-We have had no rain during the past week. The thermometer has ranged from 60 to 74, averaging 68.

Savannah, Georgia.-It has rained on four days of the past week, and the remainder of the week has been pleasant. The rainfall reached one inch and thirty-two hundredths. The thermometer has averaged 63, the highest being 77 and the lowest 50.

Augusta, Georgia.—We had heavy general rain on two days during the early part of the past week, but the latter portion has been clear and pleasant. The rainfall reached two inches and eleven hundred hs. Planters are marketing their crop freely. The thermometer has averaged 58, ranging from 42 to 78. Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.-It has rained on two days of the past week, the rainfall reaching one inch and ninety-two hundredths. The thermometer has ranged from 52 to 78, averaging 63.

The following statement we have also received by telegraph, Viowing the height of the rivers at the points named at 3 o'clock October 26, 1882, and October 27, 1881.

Oct. 26, '82. | Oct. 27, '81.

Inch.

 $11 \\ 7 \\ 11 \\ 10 \\ 2$

few large transactions being reported. Prices are unchanged and, while sellers continue to quote 71/4c. for 11/2 lbs., 73/4c. for 134 lbs., 8½c. for 2 lbs. and 9½c. for standard grades, a parcel could be obtained a shade less. Butts are being inquired for rather more freely, though principally for lots to arrive, and some transactions are reported, about 5,000 bales being placed. The demand for spot parcels is rather slow and we hear of no important movement. Prices are easy and sellers are quoting 27-16@25% c. for paper grades and 211-16@23% c. for bagging qualities.

THE NEW EGYPTIAN COTTON CROP.-Mr. Fritz Andres, of Alexandria. writes as follows respecting the new Egyptian crop.

LIVERPOOL, October 5, 1882. The rapid suppression of the rebellion in Egypt has to tunately saved the cotton crop and enabled us to resume business in Alexandria. The reports about size and quality of the new crop are still conflicting.

Crop estimates go from 2 to 21/2 million cantars, and arrivals are expected Crop estimates go from 2 to 2-2 million cantars, and arrivals are expected in small quantities about the end of this month. However, larger sup-plies cannot arrive in Europe under the most favorable circumstances before the middle of December. The means of transport for produce in r.gypt are still much disorganized; the railways are all monopolized by the military service, and some time will also elapse before all the gin-ning works can be started again. There is a want of engineers and Europeans generally, and places in the interior not occupied by the British troops are not yet safe for Europeans, and many were compelled to return to Alexandria again. It will certainly take considerable time till the former confidence and harmony are re-established.

I am of opinion that under these circumstances the present low level for November-December shipments is hardly justified, as the value of the first picking is always much greater than the later receipts. About quality of the new crop it is too early to form an opinion.

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, 1882, 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 Septembe	er 1.	
Receipts.	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'i	326,656	429,777	458,478	333,643	288,848	95,272
Perc'tage	Sept. 3.)	09.10	07.80	05.67	06.49	02.19

This statement shows that up to Sept. 30 the receipts at the ports this year were 103,121 bales less than in 1881 and 131,822 bales less than at the same time in 1880. The receipts since September 1, 1882, and for the corresponding periods of the five previous years have been as follows:

					1	
	1882.	1881.	1880.	1879.	1878.	1877.
Tot. Sp.30	326,656	429,777	458,478	333,643	288.848	95,272
Oct. 1	8.	19,012	35,186	20,785	23,599	13,941
" 2	30.981	S.	31,901	21,495	23,283	9,741
" 3	25,177	36,637	8.	35,016	17,537	12,179
" 4	25,140	27,147	39,051	25,784	24,181	10,720
" 5	32,469	25,535	33,555	8.	22,862	12,903
" 6	36,417	23,398	25,374	37,355	8.	10,210
" 7	21,231	43,081	25,164	25,809	25,800	8.
" 8	8.	33,710	44,049	21,335	24.369	18,609
" 9	49,519	8.	30,586	23,504	24,96	21,523
" 10	27,136	42,489	8.	35,6:1	22,539	19,304
" 11	29,132	24,839	33,937	21,819	27,622	18,399
" 12	32,664	26,969	37,697	З.	25,343	21,302
" 13	46,454	26,244	34,515	41,177	S .	14,875
" 14	33,345	36,805	33,776	27,876	26,102	8.
" 15	. 8.	26,144	39,856	26,622	29,014	35.142
" 16	55,598	8.	44,637	23,825	27,764	21,081
" 17	31,685	43,315		40,395	20,54	20,815
" 18	31,156	21,811	38,729	34.763	31,161	21,359
" 19	39,417	23,252	37,058	S .	22,510	23,632
" 20	51,128	33,864	35,650	43,101	8.	21,673
	30,955	44,145	31,901	32.554	34.634	S. 8.
" 21	S . *	30,998	48,366	25,507	22,873	30,656
" 22	49,132	8.	35,713	35,566	23,157	27,174
" 23	33,572	42,651	8.	42,970	25,275	26,606
" 24	36,559	26,415		26,434	33,787	22.098
" 25	40,620	33,291	35,115		22,759	29,489
" 26	50,900	24,810	35,110		8.	27,118
" 27					050 034	585,821
fotal	1,167,043	1,146,339	1,295,591	1,053,363	870,834	050,621
Fercen:a	e of total	1. T. V. S			19.58	13.48
port ec'	ot- Oct. 27	24.29	22.06	21.06	19.98	13 40

The state of the s	Foot
Feet. Inch.	reet.
New OrleansBelow high-water mark 13 0"	11
Memphis Above low-water mark. 6	16
Nashville	12
StreveportAbove low-water mark 14 7 VicksburgAbove low-water mark 9 7	19 J

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 oot above 1871, or 16 feet above low-water mark at that point.

ELLISON'S ANNUAL COTTON REVIEW FOR THE SEASON OF 1881-82.-In our editorial columns will be found all the figures and results of Mr. Ellison's annual review of the European cotton trade for the season of 1881-32, as received to-day by cable. We give the spinners' takings, consumption, stock, &c., and also Mr. Ellison's estimate of European imports, deliveries and stocks the season of 1882-83.

JUTE BUTTS, BAGGING, ETC.-Since our last report but little change is reported in the market for bagging, and business has not improved. The demand continues of a jobbing character,

This statement shows that the receipts since Sept. 1 up, to to-night are now 20,701 bales more than they were to the same day of the month in 1881 and 128,548 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 October 27 in each of the years named.

THE CHRONICLE

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoing to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now a lopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to October 26.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

-	Shipments this week.				ents since	Receipts.		
Year	Great Brit'n.	Conti- nent.	Total.	Great Britain	Oonti- nent.	Total.	This Week.	Since Jan.1.
1882 1881 1880 1879	1,000	3,000 6,000	8,000 7,000	314.000 360.00 0	612,000 556,000 500,000 354,000	860.000	11,000 8,000	1,197,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 5,000 bales, and a decrease in shipments of 1,000 bales, and the shipments since January 1 show an *increase* of 504,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.			
-	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total	
Calcutta- 1882 1881	700	5,000	5,700	108.700 112,800	39,500 37,800	147,200 150,600	
Madras- 1882 1881	1,700 1,100		1,700 1,100	53,700 21,700	5,000 600	58,700 22,300	
All others- 1882 1881	100		100	54,100 25,500	11,600 6,100	65,700 31,900	
Total all- 1882 1881	2,400 1,200	5,000	7,400 1,200	216,500 160,000	55,100 44.800	271,600 204.800	

The above totals for the week show that the movement from the ports other than Bombay is 6,200 bales *more* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1882, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Gh inin an la	18	382.	18	381.	1880.	
Shioments to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay All other p'rts	7,000 7,400	1,374,000 271,600		870,000 204,800		

Total 14.400 1,645.600 9,200 1.074,800 9,000 1,082 000 This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

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

Alexandria, Egypt, October 26.	1882.	1881.	1880.	Total . 53,169 Included in the al werp, 930 bales to	bove tota Amsterda	i from No m and 1.	ooo bale	are, 1,2	nhagen.	115.354 to Ant-
Receipts (cantars*)— This week Since Sept. 1	75,000 81,700	150,000 472,550	130,000 255,500	Cotton freights	satur.	Mon.	have be Tues.	Wednes.	Thurs.	Fri.
	This Since week. Sept. 1.	This Since week. Sept. 1.	This Since week. Sept. 1	Liverpool, steam d.	42516	¹ 4@ ⁵ 16	14@516	¹ 4@ ⁵ 16	14@516	14@ ⁵ 16
Exports (bales)— To Liverpool	4.500 7,000	9.000 20,500	8,500 20,000	Do saild. Havre, steamc.	9 ₁₆ *	9 ₁₆ *	⁹ 16*	9 ₁₆ *	916*	9 ₁₆ *
To Continent	4,500 7,000	$\begin{array}{r} 1,770 \\ \hline 10,770 \\ \hline 25 060 \\ \end{array}$	3,610 8,500 23,610	Do sailc. Bremen, steamc.	⁹ 16 [*]	9 ₁₆ *	9 ₁₆ *	9 ₁₆ *	⁹ 16 [*]	9 ₁₆ *
Total Furepe * A callar is 98 lps.				Do sailc. Hamburg, steam.d.	1 ₂ *	1 ₂ *	1 ₂ *	³ 2*	1 ₂ *	194
This statement sh Oct. 26 were 75,000	cantars and the	ne shipments	to all Europe	Do saild. Amst'd'm, steam.c.	933*	9 ₃₂ *	9 ₃₂ *	9 ₃₂ *	9 ₃₂ *	9 ₃₂ *
were 4,500 bales. MANCHESTER MARK	ET.—Our repor	t received fro	m Manchester	Do saild. Baltic, steamd.	3 ₈ *	38*	38*	38*	38*	38*
to-night states that t	he market has reduction is pr	been weak, bu ices. We give	e the prices of	Do sailc. Barcel na, steam.c.	S <u>4</u> *	34*	34 *	34*	34*	34,*
to-day below. and lea	ave previous w	eeks' prices for	r comparison:	Do sailc. * Compressed.			1]		<u> </u>
	1882. 14 lbs. Oott'n Mid.		814 lbs. Oott'n Mid.	* Compressed. LIVERPOOL.—B statement of the	y cable i week's	from Liv sales. st	verpool, ocks. &c	we have at that	e the fo it port:	DIIOWIIg
	urtings. Uplis	I wist. Si	hirlings. Uplds			Oct.	1	. 1	Oct. 20.	Oct. 27.
d. d. s. d. A'g. 25 9 ³ 8 @ 9 ⁷ 8 6 6		878 2 912 6 5	1. s. d. d. $5_{20}7$ 8_{2} 6_{15}_{16} $5_{20}7$ 8_{2} 6_{15}_{16} $5_{20}7$ 8_{2} 6_{15}_{16}	Sales of the week. Of which export	ers took .		.000	64,000 4,900	48 000	53,000 6,100 530
** 8 938 7 978 6 4 ** 15 938 7 978 6 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	878 7 912 6 5 878 7 912 6 5	51_{2} $\overline{0}7$ 81_{2} 71_{4} 51_{2} $\overline{0}7$ 81_{2} 73_{16}	Of which specul Sales Americau	ators too	K. 37	500 500 ,800	2.300 46,000 6.500	700 31,500 5,000	33,500 7.400
" 22 938 @ 978 6 4 " 29 938 @ 934 6 3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Actual export Forwarded Total stock –Estim	ated	459	1001	5.300	5,500 419,000	8,500 448,000
$\begin{array}{c} \textbf{``13} 938 & \textbf{?} 934 & \textbf{6} \\ \textbf{``20} 938 & \textbf{?} 934 & \textbf{?} \\ \textbf{``20} 938 & \textbf{?} \\ \textbf{``20} 938 & \textbf{?} \\ \textbf{``20} 938 & \textbf{?} \\ \textbf{``20} 934 & \textbf{?} \\ \textbf{``20} & \textbf{``20} & \textbf{?} \\ \textbf{``20} & \textbf{?} \\ \textbf{``20} & \textbf{``20} & \textbf{?} \\ \textbf{``20} &$	$1_2 \overline{a} 7 9 63_1 \\ 1_2 \overline{a} 7 9 6^{9}_{16}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		Total stock – Actua Of which Americ Of which Americ	alEstu	n'e 163			150,000	161,000 61.000
THE HOLLOWING A	RE THE RECEIP	TS OF COTTON	at New York,	fotal import of un Of which Ameri	e week	30	1,500		61,000 38,500 228,000	52,000 221,000 140,000
Boston, Philadelphi since September 1, 1	la and Baltim	ore for me F	asu woon, auu	Of which Ameri	onn		3, 1001 1	14'000	140.000	140.0

Receipts	New	York.	ork. Boston. P		Philad	elphia.	Balt	imore.
from-	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This	Since Sept. 1.
N. Orl'ans Texas	6.363 3.062		••••••			••••••		
Savannah Mobile				12,241	880	4,578	4,453	21,569
Florida S.Car'lina	260 3.366				795	2,956	923	
N.Car'lina Virginia		9,897		8.597	1,141	8,218		6,64
North. pts Tenn., &c.			2,228	13,713	2,400		100	179
Foreign	255							1,35
This year.	43,025	237,435	10,373	46,306	3,216	21,794	12,290	52,31
Last year.	37.543	223.426	11.780	42,836	1,231	11.299	7.421	36 89

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 115,354 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHEONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week: Total bales.

1010	i ounce.
NEW YORK-To Liverpool, per steamers Baltic, 590 Cata-	
lonia. 3.674City of Montreal. 3.263Helvetla, 2.766	
Wyoming, 1,382 To Havre, per steamers Amerique, 2.655Freja, 200	11,665
To Havre, per steamers Amerique, 2,655Freja, 200	2,855
To Bremen per steamers Oder, 1.750Werra, 2.673	4,423
To Hamburg, per steamer Wieland, 765	765
To Hamburg, per steamer Wieland, 765 To Antworp, per steamers Nederland, 850Pieter de Con-	
ingh A00	1,250
To Amsterdam, per steamers Castor, 331P. Caland, 599.	930
To Copenhagen, per steamer Thingvalla, 1,000	1.000
NEW ORLEANS-To Liverpool, per steamer Merchant, 2,990	2,990
To Havre, per steamer Lord Collingwood, 2,999	2,999
To Bremen, per steamer Hohenstauffeu, 4,813	4,843
To Reval, per steamer Raisby, 7,014	7.014
To Genoa, per steamer Glenbervie, 4,567	4.567
CHARLESTON-To Liverpool, per steamer Annie, 4,901 Upland	-,00.
and 227 Sea Island.	5.128
To Reval, per steamer Wolviston, 4,600 Upland	4,600
To Barcelona, per brig San Antonio, 458 Upland	458
SAVANNAH-To Liverpool, per steamer Knight Templar, 4,911	200
Juland	4,811
Upland. To Barcelona. per steamers Europa, 5,550 UplandNym- phaea, 6,026 Upland. TEXAS—To Liverpool, per steamers Armathwaite, 3,835Pro-	1,011
To Barcelonia, per steamers Europa, 5,550 Ophand	11,576
phasa, 6,020 Upland.	11,010
TEXAS-10 Liverpool, per steamers Armathwatte, 5,555	9.007
pitious, 5,172. To Reval, per steamer Plessey, 4,815	4.815
To Reval, per steamer Plessey, 4,815	4,010
To Vera Cruz, per steamer Whitney, 700per bark Edmund	1.670
Richardson, 970. NORFOLK—To Liverpool, per steamer Hector, 5,671.	5,671
NORFOLK—To Liverpool, per steamer Hector, 5,671	3,071
BALTIMORE-To Liverpool, per steamers Compton, 522Ness-	
more, (additional) 1,348Nova Scotian, 1 833Memnon,	12,137
1,400Menmore, 4,483Thanemore, 2,551	12,137
To Bremen, per steamers Hermann, (additional) 1,037	3,120
Strassburg, 2,083 BOSTON-To Javerpool, per steamers Cephalonia, 2,101Illy-	3,120
Boston-To Laverpool, per steamers Cephalonia, 2,101Iny-	0 110
rian, 1,994Palestine, 2,017	6,112
rian, 1,991Palestine, 2,017 PHILADELPHIA—To Liverpool, per steamer Illinois, 948	913
Total	110,004
The particulars of these shipments, arranged in our	usual

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

torm, are a	O TOTION				,		
ā. <u>ā</u>		. 1	Bremen				
	Liver-		t Ham-	Bo	rce-	Vera	
	pool.	Havre.	burg.	Reval. lo	na. Geno	a. Cruz.	Total.
New York	11.665	2,855	5,188				22,888
N. Orleans.	2.990		4.813	7.014	4.56	7	22,413
Charleston.	5.123			4.600	458		10.186
Savannah	4.811				576		16.387
Texas	9,007					1,670	15,492
Norfolk	5.671						5,671
Baltimore.	12.137		3,120				15.257
Boston	6,112		0,120				6.112
	943						948
Philadelp'a	043						
(Data)	20 100	5 951 1	9 151 1	6,429 12,0	131 4 56	7 1.670	115.354
Included i	35,109	0,00± 1	S.LOI I	Low Vork	ana 12	50 hales	to Ant-
Included	n the at	ove tota	i from i	1 000 bol	ato Con	nhagen	
werp, 920 b	ales to I	instera	am and	1,000 bale	a to cope	li autori	
Cotton fr	reights	the pas	it week	pave pe	en as to	nows:	
			1)	1	1	1
		Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
**		Sulur.	mon.	10000			
El-ama al at	toom d	1470516	140516	140516	140516	14@516	14 @ 516
Liverpool, st		-4 (0 16	-4 00 16	-40016	10 16	1 10	
Do s	aild.						
Havre. stea	m	⁹ 16 [*]	9 ₁₆ *	⁹ 16*	⁹ 16*	916*	916*
1		-16	10	10	. 10		

d for FRASER

THE CHRONICLE.

OCTOBER 28, 1882.]

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 27, and the daily closing prices of spot cotton, have been as follows:

Spoi. Market, { 12:30 P.M } Mid. Upl'ds Mid. Orl'ns Sales Spec.& exp.	Mod. inq. freely supplied. 6 ¹ 2 6 ⁷ 8 7,000	Monday. Mod. inq. freely supplied. 61g 67g 8,000 1,000	<i>Tuesday.</i> Fair bus. at previ- ous prices. 61g 67g 10,000 1,000	Wednes. Easier. 6 ¹ 9 6 ⁷ 8 10,000 1,000	Thursd'y. Mod. inq. freely supplied 61316 10,000 1,000	
Futures. Market, (12:30 P.M.) Market, (5 P. M. (Steady, Steady.	Steady. Dull.	Steady. Steady.	Dull. Weak.	Steady. Steady.	Dull and easier. Firm.

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.

	SATURDAY.	· · · · · ·
Delivery. d.	Delivery. d.	Delivery. d.
Oct	JanFeb	May-June
OctNov	FebMar	June-July617 ₆₄ @18 ₆₄ FebMar
DecJan	Apr-May	May-June. 61664@1564
7.00. 0 million 0.1	MONDAY.	
Uot	FebMar 611e4 @ 10e4	Oct
OctNov. 61564 @ 1464	MarApr	OctNov
NovDec 61064 @964	June-July. 61964 @ 1864	DecJan
DecJan610 ₆₄ @9 ₆₄	May-June	JanFeb68 ₆₄
JanFeb 61064@964		1
00% 005	TUESDAY.	
Oct $6^{26}_{64} @^{25}_{64}$ OctNov 6^{12}_{64}	MarApr	MarApr
@1164@1264	May-June	OctNov 612_{64}^{*} NovDec 67_{64}^{*}
NovDec	June-July 616 A @17	JanFeb67 ₆₄
JanFeb	OctNov	MarApr
FebMar	NovDec	May-June 615 ₆₄
	WEDNESDAY.	
Oct 62564 22464 2364	July-Aug61964 @2064	MarApril
OctNov	@1964 @1864 @1964	AprMay
NovDec	NOVDec	June-July
DecJan $67_{64}@6_{64}$ JanFeb $67_{64}@6_{64}$	Oct	Oct
FebMar	DecJan65 ₆₄	Dec-Jan
MarApr61064@964	FebMar	FebMar
AprMay	May-June	May-June
May-June615 ₆₄ @14 ₆₄	OctNov	June-July $\dots 614_{84}$
June July $617_{64} @ 16_4$ July-Aug 618_{64}	NovDec 6564@464	July-Aug61764
oury mug	THURSDAY.	
Oct 616. @14.		Mar Tuna Cia
$\underbrace{ \begin{array}{c} \text{Oct.} \dots & 616_{64} @ 14_{64} \\ @ 12_{64} @ 13_{64} @ 14_{64} \\ \end{array} }_{@ 12_{64} @ 13_{64} @ 14_{64} \\ \end{array} } $	AprMay	May-Jun9610 ₆₄ Oct613 ₆₄
OctNov	June-July 61264 @13,4	OctNov
@464 @664	July-Ang	NovDec
NovDec	June-July $\dots 612_{RA}$	DecJan
DecJan $6_{64}^2 a_{64}^3 a_{64}^4$ JanFeb $6_{64}^2 a_{64}^3 a_{64}^4$	Oct	MarApr
FebMar	OctNov	May-June
MarApr	Dec. Jan	June-July613 ₆₄
	FRIDAY.	
Oct 61164 @1264	Oct	Oct
OctNov	NovDec	OctNov
NOVDec	OCT	NOVDOC
JanFeb	OctNov	DecJan
FebMar $6_{64}^{3} @ 4_{64}^{4}$ MarApr $6_{564}^{5} @ 6_{64}^{6}$	NovDec	JanFeb
AprMay	DecJan	FebMar
QTEA QBEA	July-Aug	MarApr
May-June 61001	May-June	May-June 61084@1184
June-July 61364@1264	June-July	June-July. 61264@1364

BREADSTUFFS.

FRIDAY, P. M., October 27, 1882.

Flour has been more or less depressed of late, in sympathy with a declining market for wheat, and the transactions have reached only a moderate aggregate. Jobbing houses find themselves well supplied, and exporters' purchases have been mainly of the low grades. The quality of the new winter wheat flour is, on the whole, very fine, but the firm prices at which the better grades are held curtails their consumption, though flour is now, all things considered, one of the cheapest articles that enter into anything like a general consumption. The receipts of winter wheat brands have incressed of late, and this fact, together with the depression in wheat, has caused an especially weak market for these brands. To-day the market was quiet and steady for winter wheat brands, but dull and heavy for spring. Wheat has fallen about 3 cents during the week, and only a moderate business, whether for export, milling, or on speculation, has taken place, even at the decline. Ocean freights have declined slightly for berth room, but this fact has not stimulated export transactions, and the scarcity of vessels for charter has, under the circumstances, not been seriously felt. The stocks on the seaboard are slowly but steadily increasing, and if the supply available at the close of navigation should fall somewhat short of the estimates at one time current, it seems quite as certain that there will be enough for any foreign demand that is likely to arise. The receipts here have increased and the arrivals at Chicago have been so large as to cause a decline there, the fine weather throughout the great wheat belt

also contributing to the depression. To-day the market was 20% c. higher at the opening, but trade proving quiet there was a reaction later on ; No. 2 red sold at \$1 08%@\$1 08% for October, \$1 08 ½ @\$1 09 for November, \$1 10 ½ @\$1 10 % for December, \$1 1134@\$1 12 for January and \$1 1314@\$1 1336 for February.

Indian corn has declined 2 to 3c., with small cash transactions, and a fair business in options. Receipts at the West have been large of late and the stock at Chicago has increased, while the weather in the great corn States has been very favorable for drying, and also for marketing the crop. At times the depression in Chicago has amounted almost to a panic. but powerful bull operators stemmed the tide, alleging that there is a large short interest in this month yet to be settled. To-day the market was irregular, cash corn being 1@1%c. lower, while options were ½@1¼c. higher. No. 2 mixed sold at 73c., seller the year; 731/4c. for December, and 64c. for January, with 84c. bid and 85c. asked for October, and 80½c. bid and 80³/4c. asked for November.

Rye has sold moderately at about the quotations of last week. Malt has been neglected. Barley has been fairly active at times, and has advanced.

Oats have been selling to a fair extent at some decline. To-day the market was quiet and without marked change; No. 2 mixed sold at 4134c. for November, 421/2@43c. for December and 43%@43½c. seller's option the year.

The following are closing quotations:

5 51		
FL	OUR.	
No. 2 spring	City shipping extras. \$5 400 5 8 Southern bakers and	35
Superfine	family brands 5750 7 (South'n skip'g extras. 4600 5	
do bakers'	Corn meal-	
Wintershipp'gextras. 400@ 450	Brandywine, &c @ 4	10
Patents, winter 600@ 725		50
GR	AIN.	
Wheat— Spring.per bush @ Spring No. 2 @	Rye-Car lots 69 76 Boat loads 75 77 Oats-	
Red winter 89 @105 Red winter, No. 2 10838 \vec{2}1094 9 White 80 @110	Mixed	
White No. 1 1 09 201 10 Corn—West. mixed 82 20 86	No. 2 white 45127 46 Barley—	
West. mix. No. 2. 85 \$\vec{a}\$ \$66 White 83 \$\vec{a}\$ 80 Yellow 85 \$\vec{a}\$ 87	Canada No. 1 1 00 D Canada bright 1 05 @106	
Buckwheat 80 @	Canada No. 2 95 @ State, 4-rowed 95 @ 98 State, 2-rowed 86 @ 90	
(From the "New York Pro		63 I

Receipts of flour and grain at Western lake and river ports for the week ending Oct. 21, 1882 :

		•				
· · · · ·	Flour, bbls.	Wheat, bush.	Oorn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At- (1	96 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)		(56 lbs.
Chicago	99,500	598,051	379.959		269,270	
Milwaukee	91.138	160,495	6.200		244.993	
Toledo	17,659	386,807	27,576		5,669	
Detroit	3,922	310,032	7,518	32.163		
Cleveland	2,245	52,059	500	8,866		
St. Louis	54,514	613,480	49,910	175,422	43.543	
Peoria	825	3,150	174,000	131,575	73,629	
Duluth						
1						
Total 2	269.833.2	2,184,134	645,663	909,273	695,416	118,073
Same time '81. 2	203,351	929,306	1,787,205	698,343	456,871	134,294
Total receipt 1882, inclusive,	ts at sa for fou	me ports ir years	s from D			• 00.000
			1880-81.	1879-8	0 10	878-79.
Flourbbls.	6.37		7.258.856	5,108,5		454.558
			,,_,	-,-00,0	0,	

•					
t	Wheatbush.	58,218,810	47,728,213	66.114.324	82.662,912
U	Corn.	63,727,611	115,519,659	132,274,577	82,024,630
,	Oats	37,240,980	35,471,328	32,687,043	26,522,974
t.	Barley	8,158,341	7.168.377	6,653,653	7,291,892
b	Rye.	2,505,256	3.025.141	3,096,056	4,024,668
					1,022,000
1	Total grain	169,850,993	203,912,718	240,825,653	202,545,076
	Comparative	receipts (ci	op movemer	at) at same	ports from
1	July 31, 1882,	to Oct 21	1882 98 00	mnarad wit	h the nuc
t	suly SI, 1002,	00 000.21,	1004, 25 00	Jupared with	n une pre-
	vious three yea				
E		1882.	1881.	1880.	1879.
	Flourbbls.	2,105,507	2,140,705	1,839,189	1,709,619
	Wheet head	20.071.170	10 004 500	02 001 500	10 000 000
L	Wheat bush.	32,874,156	18,304,790	33.064,599	42,669,037
	Corn	14,536,535	44,616,545	41,593,329	26,165,413
-	Oats	15,191,095	10.017,714	14,759,631	9,460,907
e	Barley	3,339,833	3,177,089	4,047,917	4,851,155
	Rye	1,291,557	2,025,754	1,703,702	2,131,127
-	Total grain	67 933 176	72 141 900	95,169,178	95 077 020
-					
	Comparative	suibmenta	of nour and	grain from	i the same
Э	ports from Dec	e. 26, 1881,	to Oct. 21,	1882, inclusiv	e, for four
1	years:				
:		1881-82.	1880-81.	1879-80.	1878-79.
L	Flourbbls.	6,363,494	7,194,165	4.071.862	5,949,042
.				-,,	
2	Wheat bush.	45,495,520	43,188,813	70,823,280	69.008.009
ı İ	Corn	55,976,090	95,441,730	111,715,027	75.060.894
. 1	Ca59	29,934,985	29.857,295	25,803,196	18,992,285
ιį	Barley	3,410,139	3,345,791	3,140.642	4,196,017
. 1	Ryö	2,413,461	1,837,363	2,432,804	3,729,228
	Total grain	137,230,191	173,721,015	203,415,009	170,936,381
			and the second		

Rail shipments from Western lake and river ports for the 1879. 1880. 1881. 1882. Wcek Oct. 22 Week Week Week Oct. 25 161,486 Oct. 23. Oct. 21. 160,474 117,438 119,857 Flour.....bbls. 253,350 371.979 261,203

538,698 Wheat.....bush. 307,131 $174.839 \\ 553,240$ 470,686 1.105,431Corn..... 933,322 401,153 549,628 Oats..... $230,136 \\ 57,368$ 120,430 134,838 250,485 Barley..... 94,799 88,758 73,546 Rye..... 2,146,064 1,874,401 1,387,767 Total..... 1,640,808 Rail and lake shipments from same ports for last four weeks: Barley, Oats, Rue. Corn, Wheat. Week Flour, bush ending— bols. Oct. 21...258,515 bush. 890,573 bush. 700,284 731,838 bush. bush. 262,533 135,720 1,284,100 Oct. 14...261,330 Oct. 7...210.029 1,940.0612,138.130 $1,107.096 \\ 1,077.185 \\ 754.400$ 816,117 771,350 Sept. 30...221,015 1,870,814 155,291 82,697 964,036 361,241 3,829,254 3,019,589 Tot., 4 wks.950,889 7,233,105

W'ks 81..763,330 3,220,582 750,120 306,013 8,600,399 2,626,393 Receipts of flour and grain at seaboard ports for the week

ended Oct. 21:

				1 1 1 1 1	-	-	4 1
	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,	
At-	bbls.	bush.	bush.	bush.	bush.	bush.	
		1,799,100	60.312	[251,418	329.150	63,400	
New York	92.335	48.025	103,120	101.300		1,000	
Boston.			4.500	2,200			
Portland	950	100 199	7.444	3.124	14.000		
Montreal	30,437	192,438		12.250		500	
Philadelphia	20,001	60,000	23,500		,		
Baltimore	24.610	362,000	3,700	25,411		2,955	1
New Orleans	17,097		14,639	11,785			
NOW OITCOMS.							
Total week	337 586	2.791.863	217.215	410,488	401,875	67 853	
Cor. week '81	257 106	1 408 862	1.072.616	479.137	268,325	101,914	l
COL. MEER OI	201,100	1,100,001	_,,.		•		
Total receip	ts at s	ame ports	from D	ec. 26, 18	381, t.u ()çt. 21,	
Total record			the second law				
1882, as compa	ared wit	h the pre	vious inr	ee years	:		
Toon' as comb.		1 00 1	1990.91	1879-9	0 19	378-79	

	1881-82.	1880-81	1879-80.	1878-79.	
Flourbbls.	9,505,012	10,356,525	8,425,304	8,705.004	1
Wheat bush.		79,519,946 90,081,227	104,413,976 120,459,040	$122,235,709 \\91,128,492$	(
Corn Oats	23,432,041	23,300,877	19,270,583	$18,288.961 \\ 2,691,094$	•
Barley Rye	3,110,340 1,263,196	$2,892,043 \\ 1,410,528$	2,677,218 1,837,112	3,872,063	
		197,204,621	248,707,929	238,208,319	1
Total grain	122,854,799	197,201,021	210,101,020	200,200,010	

Exports from United States seaboard ports for week ending Oct. 21, 1882:

000. 21, 1002	•				-	-	
From New York	Flour, bbls. 100,926	Wheat, bush. 755.999	Oorn, bush. 74,130	Oal s, bush. 4,671	Rye, bush. 78,031	Peas, bush. 2,243	
Boston	33,830	95,031	1,742				
Portland Montreal	160	172,906	21,873	500		20,144	
Philadelphia Baltimore	3,877	$\frac{123,722}{262,966}$	4,000	1,410	 		
New Orleans	740	227,276					
Total for wik	156 375	1.637.900	101.745	6,381	78,081	22.387	

Bane time '81, 107,136 1,416,814 1,167,785 3,724 158,917 (9,000 The visible supply of grain, comprising the stocks in granary

at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Oct. 21, 1882, was as allows

follows:		· · · · · · · · · · · · · · · · · · ·	• • •	D	70
	Wheat,	Corn,	Oals,	Barley,	Rye,
In store at-	hush.	bush.	bush.	bush.	bush.
	3,168,609	345.636	2,225,971	27.384	112,555
New York	305,000		93,000	70,000	42.000
Do. afloat (est.)		25,000	110,625	101,200	42,000
Albany	10,000		92.606	94,107	
Buffalo	1,209,552	293,099			020 077
Chicago	2,547,942	935,929	187,986	124,957	236.977
Milwaukee	169,701	1,093	1,395	100,943	36,140
Duluth	623,233				
Toledo	525,150	19,993	36.921		12,840
	230.031	6.071	25,561	d	906
Detroit	65,000	140.000		600,000	·
Oswego		79,738	54.158	93,616	24,920
St. Louis	276,889		115,573	1,017	962
Bostou	85,854	5,811		218,625	3,734
Toronto	81,739		100		
Montreal	156,974	13,379	7,627	1,000	3,135
Philadelphia	300,105	104,737	278,030		
Peoria	5.180	120.032	201.126	1,839	83,233
	190.800	48.600	70.600		19,100
Indianapolis	201,6?6	11,201	13,935		11,227
Kansas City	617,932	17.708			
Baltimore			32,410		
Down Mississippi.	67,356	001 100	553,240	250,485	73,546
On rail	925,961	261,196			
On lake	1,328,170	1,182,925	207,636	12,048	78,344
On canal	2,672,947	225,295	5,000	370,914	32,100
On culling to the					
Tot. Oct. 21, '82.	14.825,811	3.837,443	4,313,500	2,068,135	813,719
Tot. Oct. 14 /82	14,438.914	4.481.938	4,659.788	1,654,865	844,143
Tot. Oct. 14, '82.	12 016 219	5 676.554	5,067,042	1.213.038	590.575
Tot. Oct. 7, 82.	13.946.219	6,650,504	9.519.557	564.843	726.062
Tot. Sept. 30, '82.	13,149,613	6,700,538	5 766 702	328.584	760.785
Tot. Sept. 23, '82.	12,287,951	0,700,000	4 852 979		1,201,865
Tot. Oct. 22, '81.	20,857,536	21,910,414	4,003,278	2,020,000	1,401,000
			-		

jobbing trade was by no means active, the demand for consumption having been extended by the unseasonably mild weather that prevailed during the greater part of the week. Values have not materially changed in first hands, save in the case of print cloths, low grade cotton fabrics, and certain styles of prints and worsted dress goods, which are severally a trifle lower.

DOMESTIC COTTON GOODS .- The exports of domestics for the week were 3,111 packages, including 1,225 to China, 1,064 to Great Britain (chiefly for transhipment to other markets), 227 to United States of Colombia, 95 to San Domingo. 94 to Brazil, 90 to Mexico, 80 to Central America, &c. There was a moderately increased business in a few leading makes of brown and bleached cottons, because of an impending advance in west-bound freights, but the general demand at first hands was light and unimportant. The best corporation makes of plain and colored cottons are steadily held by agents, but outside brands have a drooping tendency, though quotations are nominally unchanged. Print cloths were very active, with large transactions in 64x64 "spots" and "near futures," at 35-8c. and and in 56x60s at 31/4@3 5-16c. Prints were mostly quiet, but some considerable sales of indifferect styles were made at relatively low prices. In ginghams and cotton dress goods there was no movement of importance.

DOMESTIC WOOLEN GOODS .- There was a fairly active business in dress flannels, suitings and sackings, and leading makes are so largely sold ahead that prices are firmly maintained. Heavy clothing woolens continued quiet, and there was only a moderate inquiry for spring cassimeres, worsted coatings, &c; but the principal makes are so well sold up that prices are steady and unchanged. Fine cloakings and mohair plushes were distributed in small lots to a fair amount, and there was a moderate inquiry for small parcels of white and colored flannels. Satinets were slow of sale, as were Kentucky jeans, and carpets ruled quiet in agents' hands. Worsted dress goods, shawls. skirts, hosiery and knit underwear, were severally in limited request by package buyers, but fair sales were effected by jobbers.

FOREIGN DRY GOODS .- The demand at first hands was light and irregular, and the jobbing trade in imported goods was less active. Velvets and plushes were, however, in steady request, and the most popular colors are scarce. Silks and dress goods moved slowly, and housekeeping linens were in limited demand, but steady in price. Handkerchiefs, laces, embroideries and millinery goods were for the most part sluggish, and men's-wear woolens were in light request.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 26, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

weeks ended :

DRY GOODS TRADE. THE

FRIDAY, P. M., October 27, 1882.

The dry goods market has presented few new features of noteworthy interest the past week, business having continued quiet in nearly all departments of the trade. Owing to a prospective advance in west-bound freights, some of the larger Western and Southwestern jobbers have been somewhat more liberal in their purchases of staple cotton goods, &c., for immediate shipment; but such cases were exceptional, and the general demand by package buyers was comparatively light. In spite of the very low prices at which many kinds of domestics, prints and department goods were offered by jobbers, the

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