

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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The Chronicle.

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THE FINANCIAL SITUATION.

The financial outlook remains in most particulars practically unchanged. General business continues good for the season, and the distribution of merchandise is progressing rapidly, though the margin for profit in some departments is not what it has been during previous years. Cotton, also—which was unusually late this Fall in maturing—is now beginning to move very freely, and gives assurance of an immense crop. Such conditions as these, added to the large production of breadstuffs in the West, are clearly reflected in the railroad earnings, and in the current reports that the rolling stock of the leading lines is fully occupied.

A feature in the situation which shows a slight improvement, is the monetary prospect. The steady though moderate demand from abroad for our railroad properties has continued to furnish some bills to the market against outgoing securities; and this, together with the large movement in cotton and the pressure of cotton bills, has again made foreign exchange weak and lower, so that at the moment it looks as if gold must begin to move this way before the year closes. It is of course possible for the managers of the Bank of England to greatly disturb the natural currents by raising the Bank rate; and yet the much lower outside rate at present ruling in London, being over one per cent less than the Bank minimum, indicates an entire absence of speculation there even now. In fact all trade in Great Britain has been for some time quite disappointing, undoubtedly due in part at least to the high official minimum. A further rise would result in a further disturbance of values there, but still the Bank may be forced to do it, as it is by no means in a strong position. It is gratifying however for the time

being to find exchange weakening and bills abundant. The inquiry this week was satisfied by Wednesday, the steamers of Tuesday and Wednesday having carried out large remittances; since then the demand has been very light and the indications at present point to still lower rates for sterling.

Of course active money this week here has had something to do with this decline in exchange. The extreme interest rates have been from 3 per cent to 20 per cent and without any indication of manipulation. The sudden activity was probably induced by changes in loans made preparatory to the 1st of November settlements, and special payments on account of the "Nickle Plate" purchase and also of the old Post Office property, the latter to the Government. Still the banks are losing money now more particularly to move cotton, the draft for that purpose coming later than usual because of the lateness of the crop, as already stated; their receipts of currency are also large for the season, so that their net loss is really moderate. It is interesting to note in this connection that the Government has, during the entire Fall, done its best to keep its operations from having any effect on the money market, because its past practice indicates a policy which we may presume will be continued. The first of November Treasury statement affords the opportunity of tracing its operations by bringing together in the following comparison with the first of August, figures which exhibit the Treasury holdings of money of all kinds at the two periods.

MONEYS HELD BY UNITED STATES TREASURY.

	August 1, 1882.		November 1, 1882.	
	\$	\$	\$	\$
Gold coin and bullion	145,079,030		159,805,743	
Gold certificates issued	5,017,940		26,360,440	
Less held	1,500		14,990,170	
Total gold certificates outstanding	5,016,440		11,370,270	
Total gold, less outstanding certificates		140,062,590		148,435,473
Standard silver dollars	88,840,599		92,414,977	
Silver certificates issued	67,119,210		73,607,710	
Less held	12,361,490		7,987,260	
Tot. silver certificates outstanding	54,757,720		65,620,450	
Total silver, less outstanding certificates		34,083,179		26,704,527
Silver bullion		2,816,270		4,012,503
Fractional silver coin		28,153,956		26,749,432
Legal tenders	34,969,590		29,699,196	
Less certificates of deposits	12,730,000		9,945,000	
Total legal tenders, less deposit certificates		22,239,590		19,744,196
Bank notes		8,428,111		6,229,051
Total held in Treasury		235,783,996		232,106,182

This shows that the Government held in its vaults, of legal tenders and bank notes, and also of gold and silver over and above certificates outstanding, an aggregate of \$232,106,182 November 1, against \$235,783,996 August,

or a decrease of about 3½ millions. Thus we see that the money market has received 3½ millions of circulation from the Government since August 1, besides the gold and silver coined during that time. It is now stated that the Treasury will shortly anticipate the payment of the 118th call of bonds for 15 millions. On Wednesday it began the disbursement of the interest on the 3 and 3½ per cents; so that during the past week, making allowance for such items as do not affect the banks, the Treasury operations have resulted in a gain, which is a loss to the banks, of \$241,492. The interior movement to and from the banks this week has been as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$1,207,000	\$1,496,000
Gold .....	.....	132,000
Treasury Transfer to New Orleans.....	.....	900,000
Total	\$1,207,000	\$2,528,000

Last week's bank statement doubtless again reflected the actual condition of the banks. This being the case, the following will indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net....	\$.....	\$241,492	\$241,492
Interior movement.....	1,207,000	2,528,000	1,321,000
Total.....	\$1,207,000	\$2,769,492	\$1,562,492

The Bank of America reports no movement of gold for account of the associated banks this week.

Notwithstanding the conditions named have thus been to an extent fairly favorable, and some of them decidedly so, there is no material alteration to note in the stock market. At times there is an apparent recovery in the tone of speculation, but it has been thus far invariably followed by another relapse, keeping up an unsettled feeling. At present the elections next Tuesday are marked as the turning point; but perhaps then the date of the speculative opening will be further postponed, as it has during the fall been a constantly receding event. It is certain that the free canal provision to be voted on in this State, and the Railroad Commission appointments to be made by the new Governor, are expected to have some effect on railroad properties. But we are inclined to attach little importance to either. The canals are closed anyway during the more active season, and railroads are now able—thanks to steel rails and solid road-beds—to carry freights at such low rates that they will be able to divide the business, though the canal may be the regulator. And as to a Commission, this State is too enlightened, we think, to indulge in interference which would tend to curtail our transportation facilities.

Still the possibilities involved in these changes are having some influence on the market. At the moment, too, there seems to be a marvelously discordant and unpeaceful state of feeling among the managers of the various railroad properties, which is not favorable to speculative manipulation. In the first place the purchase of the "Nickel Plate" road seems to have had somewhat the effect among the fraternity of a red rag on a mad bull. The President of Erie, usually so bland and peaceful, the very model of propriety, bristles up and dissevers the "Nickel Plate" connection with Buffalo, leaving its freight trains in a most forlorn condition outside the city. About the same time also comes a growl from the West, and from a source little given to growling and never to Wall Street speculations—from the old and conservative Illinois Central. This time, too, it accompanies its growl with a bite and off drops the "Nickel Plate" Chicago terminus, leaving the trunk headless and tailless to shift for itself under its new management.

Nor are these the only parties that have assumed a hostile attitude, though the others have as yet committed no overt act. Among the latter we may class Mr. Gould, for he appears to be aggrieved, but he does not tell us why, though it would not be difficult to imagine. The managers of the New York West Shore & Buffalo also give evidence of being unhappy, while the Delaware Lackawanna & Western, although apparently sweet tempered, are credited with heart-burnings. In fact it is claimed that the only wholly complacent "railroad king" is Mr. Vanderbilt, showing how uneasy lies the head that wears the crown.

Then again the telegraph interests seem to be out of accord. Mr. Pender's manner of going away was not satisfactory. And now the Mutual Union enterprise strikes out for itself. At the same time the Western branch of the Associated Press enters into relations with one of the new companies. Under all the circumstances it is not strange perhaps that the market should have been in an unsettled condition while this game of cross purposes was being played by the leaders. Their followers could get neither advice nor encouragement regarding the immediate future of prices, and therefore they have sought to earn their daily bread by cautiously trading in the market and seizing their profits as quickly as possible. The speculators for a decline have taken advantage of this unsettled feeling to hammer those stocks which give most promise of yielding readily, and when their object has been accomplished they cover their shorts and thus give the market a temporary appearance of strength.

The Governing Committee of the Stock Exchange on Wednesday passed a resolution declaring that it is not within the power of the Committee to take any authoritative action in the matter of the adoption of a system of clearing stocks. The Exchange as a body may act upon the subject, but it is scarcely probable that it will do so. Therefore the scheme may be regarded as abandoned so far as the Stock Exchange is concerned, at least for the present. It is suggested that if the law regarding bank certification is rigidly enforced some of the Wall Street banks may decide to leave the National and go into the State system. At least two have the matter under consideration, and if they can be assured of a satisfactory increase in business resulting from stock-brokers' accounts they will probably decide promptly. Banks having a large out-of-town correspondence and receiving heavy deposits from National banks in the interior will hesitate to give up this country business, but there are at least six banks in Wall Street and vicinity to whom it would be advantageous to go into the State system. The change can be made with very little trouble, the votes of only two-thirds of the stockholders being required, and the process is very simple.

The following shows what has been the margin of profit in stock dealings between New York and London the past week.

	Oct. 30.		Oct. 31.		Nov. 1.	Nov. 2.		Nov. 3.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.		Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s.c.	119 43	119 ½	119 55	119 ½	Holiday in London.....	119 43	119 ½	119 43	119 ½
U.S. 3½s	101 53	101 ¾	101 53	101 ¾		100 70	101 ¾	100 94	101 ¾
Erie.....	40 80	40 ½	40 54	40 ¾		40 37	40 ¼	40 62	40 ¾
2d con.	99 31	99 ¾	99 31	99 ¾		99 24	99 ¾	99 24	99 ¾
Ill. Cent.	147 07	146 ¾	148 29	148 ¾		149 11	149	150 32	149 ¾
N. Y. C.	133 68	133 ¾	133 19	133 ¾		133 32	131 ¾	132 81	132 ¾
Reading	30 38 ½	31 ½	30 43 ½	31 ½		30 61	58 ¾	30 10 ½	60
Ont. W'n	27 02	27	26 90	26 ¾		27 12	27	27 24	27 ¾
St. Paul.	109 57	109 ¾	109 03	109 ¾		109 04	109 ¾	109 04	110
Exch'ge. cables	4 87		4 87				4 86 ¼		4 86 ¼

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

The Bank of England reports a loss of £830,000 bullion for the week, and a decrease of 2½ per cent in the proportion of reserve to liabilities. The Bank of France gained 1,375,000 francs gold and lost 3,625,000 francs silver. The Bank of Germany since last return shows a decrease of 248,000 marks. The following exhibits the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Nov. 2, 1892.		Nov. 3, 1891.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	20,162,764	.....	20,860,535	.....
Bank of France.....	38,862,525	44,627,000	24,461,230	47,471,857
Bank of Germany.....	6,366,000	19,098,000	6,406,750	19,220,250
Total this week.....	65,391,289	63,725,000	51,728,541	66,692,107
Total previous week.....	66,258,518	64,145,591	51,780,520	67,016,294

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 \$82,032 for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Oct. 27..	\$352,351 21	\$39,000	\$16,000	\$219,000	\$87,000
" 28..	267,790 73	23,000	20,000	148,000	68,000
" 30..	489,803 46	48,000	41,000	317,000	82,000
" 31..	495,929 85	51,000	54,000	397,000	81,000
Nov. 1..	441,935 78	29,000	49,000	287,000	76,000
" 2..	423,864 15	43,000	32,000	274,000	76,000
Total.	\$2,471,681 18	\$224,000	\$221,000	1,552,000	\$473,000

THE LOUISVILLE & NASHVILLE.

Unfavorable reports about Louisville & Nashville are again very plentiful. The reports take various forms, but this week there was actually one (sent by way of Boston) that intimated that the company would go into the hands of a receiver. Little credence was given this story, but there is no doubt that the multiplicity of rumors about the company's affairs, combined with the uncertainty as to how and when the new stock lately authorized is to be put out and the dissatisfaction expressed in several quarters with the management, is having an adverse effect upon the stock and its holders. When the \$10,000,000 trust bonds were placed in March last, it was supposed that the company's needs had all been provided for, and therefore the fact that at the late stockholders' meeting the President stated that the company had incurred additional floating debt (though reference to the balance sheet does not bear out the idea which it seems to convey that the amount is large) has discouraged some of the friends of the undertaking. Precisely what the company's funded and floating debt is, seems to be a matter of doubt with many persons, and as the directors' report for the late fiscal year has recently been issued in pamphlet form, and contains quite a little information on that point, we return to the subject to-day, though we have twice before alluded to it in the present year.

On July 1, 1880, the company's total funded debt, as per report then issued, was \$23,902,820. On July 1, 1881, this had been increased to \$46,991,840, but not all of it had been issued, \$1,500,000 of Lebanon-Knoxville branch and \$1,248,000 of Pensacola & Selma Division bonds being held in the treasury, leaving \$44,243,840 as the amount actually outstanding. During the last fiscal year the Louisville Cincinnati & Lexington was taken into the system and the Louisville & Nashville assumed its debt of \$3,792,000. Then 10 millions of trust bonds were issued, and \$2,123,948 of car trust liens incurred, making a total

gross addition to debt of \$15,915,948 during the year. But the company also effected an exchange of \$1,000,000 New Orleans Mobile & Texas second mortgage bonds for \$3,000,000 of old debentures of the same road, and \$42,010 was contributed to the sinking fund, so that the net increase for the year is \$13,873,938, raising the total of the debt to \$58,117,778.

This, however, is only the debt on the company's own property. There is, besides, the debt on the South & North Alabama and the Nashville & Decatur, both of which roads form an integral part of the company's system. The former has \$391,000 of 8 per cent State endowment bonds and \$4,872,310 6 per cent sterling mortgage bonds out, and the latter has \$1,900,000 first mortgage 7 per cent bonds, \$178,000 6 per cent 2d mortgage bonds, and \$1,827,082 stock out, which stock is the equivalent of that amount of bonds, since the Louisville & Nashville guarantees 6 per cent dividends upon it. The company further has to pay interest on \$214,000 6 per cent income and \$41,000 8 per cent mortgage bonds of the Mobile & Montgomery, \$550,000 7 per cent bonds of the Cumberland & Ohio, and \$291,000 8 per cent Louisville Transfer Company bonds. Adding all these amounts together, we get a grand total of interest-bearing debt of \$68,382,170. This bears various rates of interest, but the aggregate on all is \$4,225,918, which is therefore the sum that the company will have to pay for interest in the present fiscal year. To this we also add \$52,000 for rental of Western of Alabama road between Selma and Montgomery, and \$10,000 for rental of Shelby branch, bringing up the total charge against net earnings to \$4,287,918. In the late fiscal year the company paid only \$3,719,988 for these items, or \$567,930 less than is now required.

The main question, then, to those interested in Louisville & Nashville would seem to be, what will be the effect of this drain upon net earnings? Will the company, as is maintained by some, fail to earn its interest? Let us see. In the late fiscal year it earned \$4,558,374 net and realized, besides, \$266,443 from investments—a total net income of \$4,824,817. Out of this there was paid \$309,239 for taxes, \$6,682 for sundry small items, \$110,000 as loss on the lease of the Georgia Railroad, and \$3,719,988 for interest and rentals, which left a balance of \$678,908—applied in payment of a 3 per cent dividend (calling for \$543,960) in February last, and leaving a net surplus on the year's operations of \$135,008. Paying no dividends this year, if the earnings should be no larger than last, the company would thus have a balance of \$678,908 to draw on for the increase of \$567,930 in the interest charge, leaving \$111,000 more than enough to meet it. If instead of entailing a loss upon the lessees, the Georgia Railroad should pay its own way this year (as it is not unreasonable to suppose might be the case, considering that the loss last year was due to the large sums spent on improvements and betterments, and bearing in mind that there will be a full cotton crop in Georgia this year and that the prospects of general business are excellent) the surplus of \$111,000 would be doubled. In that case the company would have nothing to pay out of its net income of \$4,824,817 except the \$309,239 for taxes and the \$4,287,918 for interest, leaving the surplus as indicated. So it will be seen that even if the company does no better in the current year than in the last year, the earnings will not fall short of the full interest payments required on the debt outstanding on the 1st of last July.

But may not the company be expected to do better than in 1881-2? That would seem to depend almost wholly upon the amount of expenses necessary to run the road, as the

earnings, reported weekly, show continued heavy gains. In the acquisition of many of its recent additions to its mileage, the company not only incurred a very heavy increase in its debt account, but besides had to spend extraordinarily large amounts for repairs and running expenses, since most of the new lines and their equipment were in a very dilapidated and neglected condition. The work of improving these roads having been in progress some time, it was thought that in the future this would not be so important an item as it has been, and we so intimated in our article of last July, basing our opinion upon the relatively small expenses which the early months of the present calendar year had exhibited. The company's report however does not lend much encouragement to that idea—at least as far as equipment is concerned. On the contrary, the general manager, Mr. de Funiak, takes pains to state that in the engine department and in the freight car department the expenses will be heavier in the current than in the previous year. For instance, on engines the cost of repairs per mile run was in 1881-2 only 3.642 cents, against 4.799 in 1880-1. Four and a half cents per mile the manager estimates is as low a figure as can be expected for the present year. The repairs on freight cars fell to an unusually low average—0.330 cent per mile. Indeed they were low even in the preceding year when the figure was 0.550 cent. Mr. de Funiak states that "the amount necessary to perpetuate and keep in good order an equipment of freight cars (building new cars to replace those worn out, wrecked and destroyed) will not be much, if any, less than seven-tenths of a cent per mile," and that at least six-tenths of a cent should be expended the present year. The small cost in the past year appears to have been due to the fact that part of the equipment worn out or destroyed was not rebuilt or replaced out of net earnings. In speaking of the new roads in a general way, Mr. de Funiak remarks that while their condition has been greatly improved, "it is still far from such a state of perfection as will allow them to be worked at the minimum."

We cite all this to show that continued heavy expenses must be expected for some time to come. Nevertheless, the increase in gross earnings is proceeding at so rapid a rate as to leave room for even a very decided addition to expenses without impairing the amount of last year's net earnings, or even increasing the ratio of expenses. For illustration, while during the three months of the current fiscal year, from July 1 to October 1, expenses increased over \$350,000, gross earnings increased pretty nearly \$575,000, adding not far from \$225,000 to net earnings, and even slightly diminishing the percentage of expenses to earnings. To bring out this fact, we give the earnings and expenses for each of the months of July, August and September this and last year. The figures are official.

	1881.			1882.		
	Gross Earn'gs.	Operat'g Expenses.	Net Earn'gs.	Gross Earnings.	Operat'g Expenses.	Net Earn'gs.
July....	\$ 817,135	\$ 574,756	\$ 242,379	\$ 1,063,765	\$ 696,934	\$ 376,781
Aug....	876,193	554,529	321,664	1,043,912	696,220	347,692
Sept....	951,565	568,803	382,762	*1,112,000	666,947	445,053
	2,644,893	1,698,088	946,805	3,219,677	2,050,151	1,169,526

Percentage of expenses to earnings, 1881, 64.20; 1882, 63.67.

* Approximate.

This will certainly be considered a satisfactory exhibit. It shows that already the company is \$222,721 ahead of the same period in 1881. Above it was demonstrated that even with no larger net earnings than last year, the company, by omitting the dividend then paid, would be able to meet all its fixed charges. The figures for the first quarter of the new year make it clear that whatever

may be the prospect for dividends upon the stock in the immediate future, there is absolutely nothing in the present state of the company's traffic affairs to warrant the opinion that the concern will be compelled to default on its interest—unless, indeed, further large additions should be made to the debt, which of course is possible, but at the moment does not seem probable.

The company lately gave notice of an increase of \$3,786,487 in its stock (to 25 millions) which at 50 would yield about \$1,890,000; and by the authority granted at the recent stockholders' meeting it can issue 5 millions more, which would give it 2½ millions additional cash if sold at 50. Moreover, the floating debt on July 1, as already stated, does not appear to have been large, though the President makes particular reference to it. The total was less than 4 millions—\$3,980,329; against which we find on the other side of the account \$844,725 due from transportation department, \$603,112 of bills receivable, \$1,054,037 balance due on trust bonds, \$185,481 cash, \$800,000 Evansville Henderson & Nashville first mortgage bonds, \$237,879 Pensacola & Atlantic 1st mortgage bonds, \$100,000 New Orleans & Mobile Division second mortgage bonds, &c., which items come within a very small amount of providing for the whole floating liability. It is evident, therefore, that unless a very decided change has taken place since the President wrote his report (it bears date October 4, though covering the operations of the fiscal year ended June 30), the company cannot be in such financial straits as some would have us believe. We should say, perhaps, that in the company's interest charges above we have not included the interest on the Pensacola & Atlantic bonds, which the Louisville & Nashville guarantees, and at present pays. The road is in process of construction, and should when completed earn at least a part of the interest. Supposing, however, that the Louisville & Nashville would have to pay the full amount out of its own net earnings, the increase of \$222,000 in these in the three months of this year would more than cover the \$180,000 (6 per cent on \$3,000,000) required for this purpose.

THE MUTUAL LIFE'S NEW PURCHASE.

The old Post Office site, the disposition of which has been food for much discussion, was sold on October 18, as will be remembered by all city readers; the old building is of slight consequence, and will now disappear, although the lessee, who has been for several years subletting it to sundry small retail dealers, is supposed to have made a good profit, all due, of course, to the excellence of the site. The name of the purchaser has now become public, the Mutual Life having obtained the property for \$650,000 cash—about \$32.50 per square foot.

The old building, to New Yorkers who have seen somewhat of the city's growth, had vivid associations connected with that growth. "The old Dutch Church," whose identity was so long preserved by its venerable old cupola, was one of the last of the old churches of early New York remaining below Chambers Street. The old church at Fulton and Cliff streets has been gone now some years; the one which formerly occupied the *Times* site in Printing-house Square was never seen by the New York of to-day, having been gone a quarter of a century or so; Trinity, of course, which is apparently a permanent mark of land and time, the venerable St. Paul's and the Catholic church in Barclay Street, and the unobtrusive church still in John Street, are now the only survivors.

This move of the Mutual is suggestive of the growth, not only of the city but of life insurance. The Mutual's

Broadway building was completed in 1866, on a site which then cost \$300,000, but is of course worth much more now. The unprecedented and unexpected impulse given life insurance by the war had then six more years to run, through the "flush" period following the war, before it became exhausted, and the mushroom companies began to tumble. The Mutual Life then had some 25 millions of assets; now it has 100 millions and is well known to be not only the largest life insurance company but the largest financial corporation in the world. The building, architecturally speaking, was solidly constructed, and is one of the very best in down-town New York in point of avoiding alike meretricious ornament and bare ugliness. It was considered something wonderful at the time, although it never pretended to be a "show" inside or outside; but it has since been many times outdone in size and cost. The company long ago outgrew its building; it has long been cramped, and has suffered inconvenience from having its work and workers too much separated, so that the change now proposed is wholly justifiable and wise.

There was a period—in the "flush" times—when it was not thought an admissible thing for life insurance to be anywhere but on Broadway; to be off that thoroughfare was to be out of the world. New companies must cut a dash it was thought, and (for an example) the Craftsmen's, starting in 1868, occupied handsome offices at \$20,000 rental in the best style of marble and plate-glass, in the Park Bank building. But this fledgeling soon went down. On the other hand—to carry out the example further and suggest the moral—while this company was started by inexperienced men, an experienced solicitor also starting a company about that time, took offices on a cross street and put into them the fittings discarded by an old company which had abandoned its old quarters for a new building. True, this latter company also did not last; but its projector, seeing a better opening, transferred it to another, without loss of money or honor, and has since then been at the head of successful companies. We recall only three companies which were at that time off Broadway, and the moral is not impaired by the fact that these three joined the troop of melancholy ghosts which haunt the great street. Now, however, although the Mutual will only be the second company to occupy a side street, and although the three largest of the rest are apparently fixtures where they now are, the old idea of display becomes less powerful.

The plans of the company as to the change are yet to be made. It will decide upon the disposition of its Broadway building when or before the new one is finished, which will probably be in a year and a half. It will of course provide, first and amply, for itself in the new one, and it is interesting to note that the Chamber of Commerce—whose connection with the original purchase of the site for a post office, which was in its time a large step, and whose contingent purchase of the site now for its own use, have been long discussed—may, perhaps, find quarters on the spot after all.

A question which naturally arises is what effect this disposition of the old site may have upon the moving, or not moving, of business New York up-town. When the New York Life removed in 1870 from Broadway, between Cedar and Liberty streets, to the corner of Leonard Street, the step up-town was quite a wide one. The office accommodations provided in the new building, which had a very rare endowment of light and ventilation, remained some seven years or more without being wholly in demand; now the upper floor is used, the topmost story (originally completed only on the two ends) has been built, and a high Mansard has been added, with the usual elevators.

But meanwhile, down-town has grown still more in respect to office buildings. The marvelous pile of the Equitable, the Liverpool London & Globe, the Boreel, the Drexel, the Morse, the Kelly, the Mills, the Post, and other new buildings, with many old ones remodeled, still fail to meet the demand for business offices. The elevator has done the work, practically adding new land to the city's area, and this simple invention has done far more than perhaps one would think in settling the question of locality for commercial New York. Wall Street, in the street sense, will stay, as we suppose few people doubt. The Treasury will certainly do so. The Clearing House is settled in adequate quarters. The Stock Exchange has quite recently planted still more money in its building. The huge mass of the Produce Exchange is daily growing. The Cotton Exchange is to be a fixture near its present site, and so of the Corn Exchange. The Drexel, the Mills, and the insurance and banking buildings in Wall Street, with the Mutual Life now about to join the group, seem to have settled the question of locality of the monetary and commercial centre, as far as human foresight can go.

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO NOVEMBER 1.

We present our readers to-day with detailed statements of the overland movement, receipts, exports, spinners takings, &c., to November 1.

OVERLAND MOVEMENT TO NOVEMBER 1, 1882.

The rail shipments during October show a falling off as compared with the same month of last year; this, as stated last month, is owing to the lateness of the crop. The gross figures for the two months reach 131,998 bales, against 201,441 bales during the corresponding period in 1881, a difference in favor of 1881 of 69,443 bales. The movement for the month of October was 48,705 bales less than for the same month last year. The net movement is also less than a year ago, being 93,857 bales, against 126,083 bales, or a decrease of 32,226 bales. The details for the two months, presented in our usual form, are as follows.

OVERLAND FROM SEPTEMBER 1 TO NOVEMBER 1.

	1882.	1881.
<i>Since September 1 shipped—</i>		
From St. Louis	50,471	62,158
Over Illinois Central.....	785	1,839
Over Cairo & Vincennes.....	9,885	31,047
Over the Mississippi River, above St. Louis.....	31,842	20,063
Over Evansville & Terre Haute.....	.....	1,141
Over Jeffersonville Madison & Indianapolis.....	6,868	24,478
Over Ohio & Mississippi Branch.....	5,708	9,989
Over Louisville Cincinnati & Lexington.....	4,825	16,720
Receipts at Cincinnati by Ohio River.....	1,081	4,276
Receipts at Cincinnati by Cincinnati Southern.....	9,684	26,407
Over other routes.....	10,215	2,475
Shipped to mills, not included above.....	634	848
Total gross overland.....	131,993	201,441
<i>Deduct—</i>		
Receipts overland at New York, Boston, &c.....	35,393	49,994
Shipments between (or South from) Western interior towns.....	74	326
<i>Shipments inland (not otherwise deducted) from—</i>		
Galveston.....	50	1,232
New Orleans.....	25	.....
Mobile.....	2,160	22,564
Savannah.....	.....	.....
Charleston.....	.....	.....
North Carolina ports.....	112	653
Virginia ports.....	327	589
Total to be deducted.....	38,141	75,353
Leaving total net overland*.....	93,857	126,083

* This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 5,684 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

The receipts at the ports during the past two months show a small increase as compared with the corresponding

period of last season. The figures are now 1,307,240 bales, against 1,282,972 bales in 1881, an excess of 24,268 bales. The exports to foreign ports are also in excess of the same two months of last year, the difference being 74,334 bales. The stocks at the outports are now 101,590 bales and the interior stocks about 112,000 bales less than on November 1 last year. The receipts and exports during the two months, together with the stocks at the close of the month, and the totals for last year are given in the following table.

Movement from Sept. 1, 1882, to Nov. 1, '82.	Receipts since Sept. 1, 1882.	Exported since Sept. 1, 1882, to--				Stocks Nov. 1.
		Great Britain.*	France.	Continent.	Total.	
Galveston	216,015	45,851	9,838	17,506	73,295	74,378
Ind'n'la, &c	7,705					
N. Orleans	245,408	76,200	50,406	39,212	165,818	117,881
Mobile	95,693					17,088
Florida	1,396					
Savannah	270,301	10,178	4,911	39,089	54,179	102,869
Br'ns'w., &c	3,137					
Charleston	177,652	21,229	5,071	18,601	44,905	76,337
Pt. Roy., &c	2,834					
Wilmington	36,112	2,350			2,350	10,499
M'rob. C., &c	2,389					
Norfolk	162,959	40,755			40,755	46,715
City Pt., &c	50,241	6,232			6,232	
New York	5,910	127,319	13,579	38,396	179,294	49,097
Boston	19,016	21,829			24,829	1,265
Baltimore	1,523	35,299	300	14,619	50,218	7,689
Phila., &c.	8,914	14,911			14,911	19,865
Total	1,307,240	407,183	81,110	167,513	656,806	553,686
Total 1881	1,282,972	405,836	58,240	118,352	582,422	655,276

* Great Britain exports include to the Channel.

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

	1882.	1881.
Receipts at the ports to November 1....bales.	1,307,240	1,282,972
Net shipments overland during same time....	93,857	126,033
Total receipts.....bales.	1,401,097	1,409,055
Southern consumption since September 1.....	59,000	45,000
Total to November 1.....bales.	1,460,097	1,454,055

The increase in the amount of cotton marketed during the first two crop months of 1882 is thus seen to be 6,042 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to November 1, 1882, as above.....bales.	1,460,097
Stock on hand commencement of year (Sept. 1, 1882) -	
At Northern ports.....	98,892
At Southern ports.....	21,830-120,722
At Providence, &c., Northern interior markets ..	3,510-124,232
Total supply to November 1, 1882.....	1,584,325
Of this supply there has been exported	
to foreign ports since Sept. 1, 1882.	656,806
Less foreign cotton included.....	1,073-655,733
Sent to Canada direct from West.....	5,634
Burnt North and South.....	139
Stock on hand end of month (Nov. 1, 1882) -	
At Northern ports.....bales	77,916
At Southern ports.....	475,770-553,686
At Providence, &c., Northern interior markets..	4,922-1,220,214
Total takings by spinners since September 1, 1882.....	394,115
Taken by Southern spinners.....	59,000
Taken by Northern spinners since September 1, 1882.....	305,115
Taken by Northern spinners same time in 1881.....	373,603
Decrease in takings by Northern spinners this year..bales.	73,488

The above indicates that Northern spinners had up to November 1 taken 305,115 bales, a decrease from the corresponding period of 1881 of 73,483 bales. Our last year's figures for consumption are revised in accordance with the revision in the receipts at City Point, &c.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and last year. An additional fact of interest is the total of the crop which was in sight on November 1, compared with a year ago. We reach that point by adding to the above the stocks remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this

manner we find the result for the two years on November 1 to be as follows.

	1882.	1881.
Total marketed, as above.....bales.	1,460,097	1,454,055
Interior stocks in excess of Sept. 1.....	123,000	190,000
Total in sight.....bales	1,583,097	1,644,055

This indicates that the decreased movement up to this date of the present year is 60,958 bales.

WEIGHT OF BALES.

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

	Two Months ending November 1, 1882.			Same period in 1881.
	Number of Bales.	Weight in Pounds.	Average Weight.	
Texas.....	223,720	117,186,553	525.15	508.17
Louisiana.....	245,408	119,673,211	487.65	478.00
Alabama.....	95,693	47,846,500	500.00	493.00
Georgia*.....	274,839	135,633,046	493.50	474.50
South Carolina.....	180,486	86,633,280	480.00	467.00
Virginia.....	213,200	102,762,400	482.00	479.00
North Carolina.....	38,501	18,403,473	478.00	466.00
Tennessee, &c.....	138,250	46,131,745	510.66	475.00
Total.....	1,460,097	722,570,218	496.25	479.51

* Including Florida.

It will be noticed that the movement up to November 1 shows an increase in the average weight as compared with the same month last year, the average this year being 496.25 lbs. per bale, against 479.51 lbs. per bale for the same month of 1881.

THE COTTON GOODS TRADE IN OCTOBER.

There was a very light movement in most kinds of plain and colored cottons during the month, and prices were barely steady, though quotations are nominally unchanged. Print cloths were active in the latter part of the month and closed firm at a fractional advance from the lowest point. Some descriptions of brown, bleached and colored cottons have materially accumulated, but stocks of the best corporation makes are still in good shape.

OCTOBER.	1882.			1881.			1880.		
	Cott'n low mid-dling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.	Cott'n low mid-dling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.	Cott'n low mid-dling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.
1.....	S.	S.	11 ³ / ₁₆	4	8 ¹ / ₂	11	4 ¹ / ₁₆	7 ³ / ₄	
2.....	11 ¹ / ₈	3 83	8 ¹ / ₄	S.	S.	11	4	7 ³ / ₄	
3.....	11 ¹ / ₁₆	3 79	8 ¹ / ₄	11 ³ / ₈	4	8 ¹ / ₂	S.	S.	
4.....	10 ¹⁵ / ₁₆	3 77	8 ¹ / ₄	11 ³ / ₈	4	8 ¹ / ₂	10 ⁷ / ₈	4 ¹ / ₄	
5.....	10 ⁷ / ₈	3 77	8 ¹ / ₄	11 ⁵ / ₁₆	4	8 ¹ / ₂	10 ⁷ / ₈	4	
6.....	11	3 75	8 ¹ / ₄	11 ⁵ / ₁₆	4	8 ¹ / ₂	10 ³ / ₁₆	3 ⁷ / ₈	
7.....	11	3 75	8 ¹ / ₄	11 ⁵ / ₁₆	4	8 ¹ / ₂	10 ³ / ₁₆	3 ⁷ / ₈	
8.....	S.	S.	11 ¹ / ₄	11 ¹ / ₄	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ³ / ₁₆	3 ⁷ / ₈	
9.....	11	3 75	8 ¹ / ₄	S.	S.	10 ³ / ₁₆	3 ⁷ / ₈	7 ³ / ₄	
10.....	11 ¹ / ₁₆	3 69	8 ¹ / ₄	11 ³ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	S.	7 ³ / ₄	
11.....	11 ¹ / ₈	3 69	8 ¹ / ₄	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ³ / ₁₆	3 ⁷ / ₈	
12.....	11 ³ / ₈	3 69	8 ¹ / ₄	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ³ / ₁₆	3 ⁷ / ₈	
13.....	11 ³ / ₈	3 69	8 ¹ / ₄	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ³ / ₁₆	3 ⁷ / ₈	
14.....	11 ³ / ₈	3 69	8 ¹ / ₄	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ³ / ₁₆	3 ⁷ / ₈	
15.....	S.	S.	11 ³ / ₈	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ¹ / ₁₆	3 ⁷ / ₈	
16.....	11 ¹ / ₁₆	3 69	8 ¹ / ₄	S.	S.	10 ¹ / ₁₆	S.	7 ³ / ₄	
17.....	11	3 69	8 ¹ / ₄	11 ¹ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ¹ / ₁₆	3 ¹⁵ / ₁₆	
18.....	10 ⁷ / ₈	3 69	8 ¹ / ₄	11 ¹ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ¹ / ₁₆	4	
19.....	10 ⁵ / ₈	3 67	8 ¹ / ₄	11 ¹ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ¹ / ₁₆	4	
20.....	10 ⁵ / ₈	3 62	8 ¹ / ₄	11 ¹ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ¹ / ₁₆	4	
21.....	10 ⁵ / ₈	3 62	8 ¹ / ₄	11 ¹ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ¹ / ₁₆	4 ¹ / ₄	
22.....	S.	S.	11 ¹ / ₁₆	11 ¹ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ¹ / ₁₆	4 ¹ / ₄	
23.....	10 ⁷ / ₈	3 62	8 ¹ / ₄	S.	S.	10 ¹ / ₁₆	S.	7 ³ / ₄	
24.....	10 ⁷ / ₈	3 62	8 ¹ / ₄	11 ³ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ⁵ / ₈	4 ¹ / ₄	
25.....	10 ⁷ / ₈	3 62	8 ¹ / ₄	11 ³ / ₁₆	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ⁵ / ₈	4 ¹ / ₄	
26.....	10 ³ / ₄	3 62	8 ¹ / ₄	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ⁵ / ₈	4 ¹ / ₄	
27.....	10 ³ / ₄	3 62	8 ¹ / ₄	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ⁵ / ₈	4 ¹ / ₄	
28.....	10 ³ / ₄	3 69	8 ¹ / ₄	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ⁵ / ₈	4 ¹ / ₄	
29.....	S.	S.	11 ³ / ₈	11 ³ / ₈	3 ¹⁵ / ₁₆	8 ¹ / ₂	10 ⁵ / ₈	4 ¹ / ₄	
30.....	10 ³ / ₄	3 69	8 ¹ / ₄	S.	S.	10 ⁵ / ₈	4 ¹ / ₄	7 ³ / ₄	
31.....	10 ³ / ₄	3 69	8 ¹ / ₄	11 ³ / ₁₆	4	8 ¹ / ₂	S.	S.	

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

FINANCIAL REVIEW OF OCTOBER, 1882.

The month of October was not particularly eventful and while general business was good and the tonnage on railroads heavy, the course of prices at the Stock Exchange was unsatisfactory.

The disturbance in the money market which was so marked in September greatly subsided, and the banks maintained a surplus above the 25 per cent legal requirement, and money was usually obtainable at fair rates, both by stock borrowers on call and also on the discount of commercial paper. The movement of the latter was much easier than in September, when it was difficult to sell paper at all, owing to the fact that banks used all their money for demand loans with collaterals.

At the Stock Exchange there was not much activity, and frequently depression in prices, which was mainly attributable to the movements of leading speculators, particularly Mr. Gould, who was believed to be rather bearish than otherwise in his operations. The railroad earnings were very good, and except for the breaks in a few of the prominent speculative stocks, which first helped to bring about the decline, there was apparently no special reason why prices should not be firm, even if they did not advance largely. Towards the close of the month the sale of a controlling interest in the New York Chicago & St. Louis road, familiarly known as the "Nickel Plated" line, to a combination of parties representing the Vanderbilt interest among others, was the great sensation of the day, and for the moment this gave an impetus to the whole market.

Exchange declined but little during October, and the supply of commercial bills was not as large as had been expected, while the foreign demand for our securities was checked by the decline in our markets here, as the foreign demand is not often large when prices are declining on this side. The supply of commercial bills would also have been more abundant if the cotton movement had been earlier; but cotton moved very slowly, and during the first six weeks from the opening of the cotton season the receipts were much behind those of last year. The breadstuffs exports were also kept back by the smaller movement of wheat from the interior, as farmers were holding back their grain to get higher prices than those current in Chicago and New York.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of Nov., 1880, 1881 and 1882.

STATISTICAL SUMMARY ON OR ABOUT NOV. 1, 1880, 1881 AND 1882.

	1882.	1881.	1880.
New York City Banks—			
Loans and discounts.....	\$ 311,855,400	\$ 309,251,500	\$ 317,830,200
Specie.....	52,085,800	61,068,100	66,372,400
Circulation.....	18,778,200	19,948,000	18,646,500
Net deposits.....	283,690,800	288,038,800	302,552,100
Legal tenders.....	20,434,800	15,652,400	13,016,700
Legal reserve.....	70,922,700	72,009,700	75,615,525
Reserve held.....	72,520,600	76,720,500	79,389,100
Surplus.....	\$ 1,597,900	\$ 4,710,800	\$ 3,743,575
Money, Exchange, Silver—			
Call loans.....	4 1/2	3 @ 6 + 1/4	2 1/2 @ 5
Prime paper, sixty days.....	6 @ 6 1/2	6 @ 6 1/2	4 @ 4 1/2
Silver in London, per oz.....	51 1/2 d.	52 d.	51 3/4 d.
Prime sterling bills, 60 days.....	4 9/2	4 8 1/2	4 8 2 @ 1 8 2 1/2
United States Bonds—			
6s, 1881, con. (continued at 3 1/2)	.....	101 @ 101 1/4	.....
6s, currency, 1898.....	132	131	130
5s, 1881, (continued at 3 1/2).....	101 3/4	101 7/8 @ 102	.....
4 1/2s, 1891, coupon.....	112 1/2	113 @ 113 1/4	110 1/2
4s of 1907, coupon.....	119 1/2	116 3/8 @ 116 1/4	109 1/2
Railroad Stocks—			
New York Central & Hud. Riv.....	132	139 1/2	137 1/8
Erie (N. Y. L. E. & W.).....	40 3/8	41 1/4	41 3/4
Lake Shore & Mich. Southern.....	115 1/4	121 1/2	116 3/8
Michigan Central.....	101 1/2	93 3/8	109 1/4
Chicago Rock Island & Pacific.....	131 3/4	135	122
Illinois Central.....	149	130 1/8	118
Chicago & North-western, com.....	144 5/8	124 1/2	115 3/4
Chicago Milw. & St. Paul, com.....	109 3/8	108	105 3/8
Delaware Lack. & Western.....	136	126 3/8	99 1/2
Central of New Jersey.....	71 3/4	95 1/4	75 3/4
Merchandise—			
Cotton, Middl'g Uplands. @ bbl.....	10 1/16	11 5/8	11 1/16
Wool, American XX..... @ bbl.....	35 @ 13	36 @ 15	33 @ 17
Iron, Amer. pig, No. 1..... @ ton.....	25 50 @	25 00 @ 26 00	24 50 @ 26 00
Wheat, No. 2 red win. @ bush.....	1 08 @ 1 05 1/2	1 42 @ 1 41 1/2	1 16 1/2 @ 1 17
Corn, Western mixed..... @ bush.....	80 @ 35	65 @ 70 1/2	55 3/4 @ 56 1/4
Pork, mess..... @ bbl.....	22 50 @ 22 75	17 75 @ 18 00	15 00

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

NEW YORK CITY BANK MOVEMENTS IN OCTOBER.

N. Y. City Bank Statements.	Oct. 7.	Oct. 14.	Oct. 21.	Oct. 28.
Loans and discounts.....	\$314,495,100	\$311,900,400	\$310,298,200	\$311,855,400
Specie.....	50,403,600	52,203,500	53,715,100	52,085,800
Circulation.....	18,903,500	18,745,700	18,763,100	18,778,200
Net deposits.....	283,181,500	283,771,200	285,008,200	283,690,800
Legal tenders.....	21,619,600	21,341,700	20,347,700	20,434,800
Legal reserve.....	\$71,545,375	\$71,692,800	\$71,274,050	\$70,922,700
Reserve held.....	72,017,200	73,541,200	74,062,800	72,520,600
Surplus.....	\$471,820	\$1,855,400	\$2,788,750	\$1,597,900
Range of call loans.....	5 @	3 @ 10	3 @ 6	3 @ 6
Rate of prime paper.....	7 @ 8	6 @ 7	6 @ 7	6 @ 6 1/2

CLOSING PRICES OF GOVERNMENT SECURITIES IN OCT., 1882.

Oct.	6s, con- tin'd at 3 1/2	5s, con- tin'd at 3 1/2	4 1/2s, 1891, coup.	4s, 1907, coup.	6s, Cur., 1898, reg.	Oct.	6s, con- tin'd at 3 1/2	5s, con- tin'd at 3 1/2	4 1/2s, 1891, coup.	4s, 1907, coup.	6s, Cur., 1898, reg.
1			S.			19					
2		X.		X.		20				119 1/2	
3						21					
4		100 1/4				22			S.		
5		100 1/4		118 5/8		23					
6		100 1/4				24					
7						25			113		
8			S.			26					
9						27			113 1/8		
10			113 1/4	119 1/2		28					
11			113	119		29			S.		
12						30					
13						31					
14						Open		x00 1/4	113 1/4	x18 5/8	
15			S.			High		100 1/4	113 1/4	119 1/2	
16				119		Low		100 1/4	113	118 5/8	
17						Clos.		100 1/4	113 1/8	119 1/2	
18											

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

Oct.	Consols for money.	5s ext. at 3 1/2.	4 1/2s of 1891.	4s of 1907.	Oct.	Consols for money.	5s ext. at 3 1/2.	4 1/2s of 1891.	4s of 1907.
1		S.			20	101 7/16	103	115 3/4	122
2	100 1/8	103 1/8	115 1/2	121 5/8	21	101 3/8	103 1/4	116 1/2	121 3/4
3	100 1/16	103 1/8	115 3/4	121 7/8	22		S.		
4	100 1/8	103 1/4	115 3/4	121 7/8	23	101 11/16	103 1/2	115 1/2	121 1/2
5	100 5/16	103 1/4	115 5/8	121 7/8	24	101 11/16	103 3/4	116	122 1/2
6	100 1/16	103 1/4	115 5/8	121 7/8	25	101 5/16	103 3/4	116	122 1/2
7	100 1/16	103 1/2	115 3/4	122	26	102	103	116	122 3/4
8		S.			27	102	104	116	123
9	100 15/16	103 1/2	115 3/4	122 1/4	28	102 1/8	104 3/8	116 1/2	122 3/4
10	100 13/16	103 1/2	115 3/4	122 1/2	29		S.		
11	100 7/8	103 1/2	116 1/4	122 5/8	30	102 3/16	104 3/8	116	122 5/8
12	100 5/8	x01 3/4	116 1/4	122 1/2	31	102 5/16	104 1/4	116	122 3/4
13	101 1/16	102	116 1/4	122 1/2	Opening	100 1/8	103 1/8	115 1/2	121 5/8
14	101 1/4	102 5/8	116	122	Highest	102 5/16	104 3/8	116 1/4	123
15		S.			Lowest	100 1/16	x01 3/4	115 1/2	121 1/2
16	101 1/4	102 1/4	116	122	Closing	102 5/16	104 1/4	116	122 3/4
17	101 3/16	102	116	122	'See Jan. 1				
18	101 3/8	102 1/8	115 3/4	122 1/8	Highest	102 5/16	105 1/2	118 3/4	124 1/8
19	101 3/16	103	115 7/8	122 3/8	Lowest	99 5/16	x01 3/4	115	119 1/8

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of September and October.

RANGE OF STOCKS IN SEPTEMBER AND OCTOBER.

RAILROADS.	September.		October.		
	Aug. 31.	Low. High. Sep. 30.	Low. High. Oct. 31.		
Albany & Susqueh.....			150	131 1/2	.....
Allegheny Central.....		26 7/8 34 1/2 27 5/8	13	30 1/4	.....
Atch. Top. & Sar. Fe.....		93 1/2 95 1/2	86 1/2	87 1/8	87 1/8
Bost. & N. Y. Air L. pf.....	80	76 3/8 80 1/2	75	80 1/2	.....
Buffalo Pitts. & West.....			40 1/4	41 1/4	.....
Do pref.....			57	57	.....
Burl. Ced. Rap. & No.....	*81	80 81 *80	79 3/4	81	79 3/4
Canada Southern.....	63 1/2	61 3/4 63 1/4 62 5/8	61 3/4	72	69 3/8
Cedar Falls & Minn.....	25	25 1/2	16	19	.....
Central Iowa.....		30 1/2 55	31	34 3/4	.....
Central of N. Jersey.....	77 7/8	76 82 1/2 76 3/8	70 1/2	75 7/8	71 5/8
Central Pacific.....	93 3/4	91 1/2 94 5/8 91 3/4	89 1/2	92	90 1/4
Ches. & Ohio.....	24	24 26 1/4 26	24 1/4	26 3/4	25 3/4
Do 1st pref.....	*37	38 41 1/2 38 1/4	36 1/4	40 1/2	36 1/4
Do 2d pref.....	26	25 29 27 1/4	25 3/4	29	*26 1/2
Chicago & Alton.....		138 3/4 144 1/2 139 3/4	138 1/2	142 1/2	141 1/2
Chic. Burl. & Quincy.....	136 1/4	131 5/8 137 131 5/8	129	133 1/2	132
Chic. Mil. & St. Paul.....	124	\$107 1/2 128 1/4 \$107 3/4	107	111 5/8	109 5/8
Do pref.....	137 1/4	\$123 144 1/4 \$123	122	129	127 1/8
Chic. & Northwest.....	147 1/2	144 156 3/4 144 1/4	142 1/8	146 3/4	144 5/8
Do pref.....	170	164 1/2 171 164 1/2	159	165	163 1/4
Chic. & Rock Island.....	136	\$133 5/8 140 \$133 5/8	130	134 5/8	131 1/2
Chic. St. L. & N. Or'ns.....		76 1/2 80	80	80	.....
Chic. St. P. Minn. & O.....	55 1/8	50 1/2 55 1/4 51 1/4	46 3/8	52 1/8	49 1/4
Do pref.....	113 1/8	\$108 1/4 113 3/4 \$108 1/4	104 7/8	109	107 5/8
Cin. San. & Clev.....	53	53 57 1/2 53	52	62	.....
Clev. Col. Cin. & Ind.....	81 1/2	80 3/4 85 81 1/2	80 1/2	86 1/8	*83
Clev. & Pittsb., guar.....	*137	139 139	138	140	.....
Columbia & Gr'nv. pf.....		73 1/2 73 1/2	50	65	.....
Col. Chic. & Ind. Cent.....	*12 1/2	8 11 8 1/4	8 1/2	9 3/4	*9
Col. Hoek. Val. & Tol.....			67	63	.....
Danbury & Norwalk.....		69 69	70	73	.....
Del. Lack. & West'rn.....	145 1/4	138 7/8 150 1/4 138 7/8	\$132 1/4	139	\$126
Denver & R. Grande.....	57 1/4	56 3/8 61 3/4 57 1/4	50	58 1/2	51 3/8
Dubuque & Sioux C.....		91 92 1/2 91	87 1/2	91 1/4	*90
East Tenn. Va. & Ga.....	11	9 1/2 11 9 3/4	9	11 1/2	10 7/8
Do pref.....	*13 1/2	17 19 1/2 17	15 1/2	20 3/8	19 1/2
Evansv. & Terre H.....		80 85 1/8	80	86 3/4	82 1/2
Fort W. & Denver C.....			37 1/8	42 5/8	37 1/8
Georgi. R.R. & B'g.....	150	155			.....
Green B. Wm. & St. P.....		8 1/2 13	9	9 1/2	.....
Hannibal & St. Jo.....		47 52 *47	50	50	.....
Do pref.....	93 1/2	85 97 1/4 87	75 1/2	87	*81
Harlem.....			200	200	.....
Houst. & Tex. Cent.....	85	82 86	73	82 1/2	.....

* Prices bid. | Prices asked ; Ex privilege. § Ex dividend.

RAILROADS.	Aug. 31.	September			October		
		Low.	High.	Sep. 30	Low.	High.	Oct. 31.
Illinois Central	\$138 1/2	133 1/4	143 1/2	139	137 1/4	150 1/2	148 3/4
Ind. Dec. & Spr. pref.					20	20	
Indiana Bl. & W. new	44 3/4	44	49 1/2	44 1/2	40	45	40 1/2
Joliet & Chicago					140	140	110
Lake Erie & West	40 1/4	38 3/4	43	39	32 1/4	38 1/4	34
Lake Shore	112 3/8	110 1/2	117	115	\$110 1/8	116 1/2	\$115 1/4
Long Island	59 1/4	59 1/4	65	62 1/2	60	63	61
Louisv. & Mo. River.		19	19				
Louisville & Nashv.	72 1/2	62 1/2	75 1/2	63 1/2	50	62 1/2	51 1/2
Louisv. N. A. & Chic.	70	70	78		66	74	
Manhattan	*53	49	53 1/2	49	40	51	*45
Do 1st pref	*89	89 1/2	91		87	88 1/2	*85
Do com.		49 1/2	50 1/2		40	49	*45
Manhattan Beach Co.	123	18	24 1/2	18	17	19	*18
Mar'tta & Cm. 2d pf.		6	7		5	5	
Memphis & Cha'ston.		51	62	54	48	56	53
Metropolitan Elev.	*90	87 1/2	92	*86	86	93	*81
Michigan Central	98 5/8	96 1/2	105	96 1/2	94 3/4	104	101 1/2
Mil. L. Sh. & W. pref.	*57	54 1/2	58		49 1/2	54 3/4	*50
Minneapolis & St. L.	33 5/8	31 7/8	36 3/4	32 1/2	29	33 1/4	31
Do pref.	67 3/4	67 3/4	77	72 5/8	69 3/4	73 3/4	70 1/2
Mo. Kans. & Texas	39 1/4	37 3/8	41 5/8	37 1/4	32 1/2	37 1/2	35
Missouri Pacific	108 3/4	106 5/8	112 1/2	\$107 1/4	103	108 1/2	105 1/2
Mobile & Ohio	*22 1/2	21	23 7/8		20	22	*17 1/2
Morris & Essex	127 3/8	125 3/4	128	126	124	126	125
Nashv. Chatt. & St. L.		52	64 1/2	55	50	55	50 1/2
N. Y. Cent. & Hud. R.	133 3/4	132 3/4	137 3/4	\$133	131 1/2	134 3/4	132 1/4
N. Y. Chtc. & St. Louis.	17 3/8	14 7/8	17 1/2	14 7/8	13 3/4	17 1/4	15 3/4
Do pref.	36 7/8	31 1/2	37 1/4	31 1/2	28 1/2	37 1/2	34 1/2
New York Elevated	*107	104	104	*105			*100
N. Y. Lake Erie & W.	39 3/4	39 1/8	43 5/8	41 7/8	39 7/8	43 3/4	40 1/4
Do pref.	81	80	87 3/4	86	83 7/8	87 3/4	85
N. Y. & New Eng'ld.		53	60 1/2		52	55 1/2	
N. Y. N. H. & Hart'rd	*181	180	183	*180	182	181	*180
N. Y. Ontario & W.	26 3/4	26 1/4	29	27	26	28 3/4	27
Norfolk & Western	20	21	21 3/4		16	20 1/2	16
Do pref.	56 7/8	54 7/8	60	57	55 1/8	58 3/4	55 3/4
Northern Pacific	50 3/4	48 3/4	54 3/8	49 1/8	42 5/8	49 7/8	45 1/4
Do pref.	93 1/8	92 1/4	109 3/8	94 7/8	89 5/8	95 3/4	92 5/8
Ohio Central	17 5/8	17 1/4	19	17 1/2	15 3/4	17 3/4	16 1/4
Ohio & Mississippi	38 1/4	38 1/4	41 1/2	38 1/4	35 1/4	40 3/4	35 1/4
Ohio Southern	17	16 1/2	20	17	15 1/4	17 1/4	
Oregon Short Line					34	36	
Oregon & Trans-Con.	90 3/8	90 1/4	98 3/4	91	84 1/2	92 1/2	86 1/4
Panama Tr. Co. c'tfs.		167	167				
Peo. Decat. & E'ville.	35 3/4	33	37 1/4	33 1/4	27	33 1/4	28 3/4
Phila. & Reading	61	60 3/4	66 3/8	61	60	64 1/4	60 3/4
Pittsb. Ft. W. & C. guar.		139	139		134 1/2	138 1/4	
Renssel. & Saratoga					140	142 1/2	
Rich. & Al. st'k, tr. et.		20	20 1/2		18 3/4	20	
Richmond & Danville	\$116 1/2	109 3/4	117 1/2	109 3/4	57	109 3/4	
Richmond & West Pt.	62 1/4	60	64 3/4	60	31	60	
Rochester & Pittsb.	27 1/8	23 3/4	27 7/8	24 1/4	22	26 3/8	22 5/8
St. L. Alton & T. H.	*39	40	50	43	38	43	*43
Do pref	*85	85 1/4	91	87 1/2	80	88	83
St. L. & S. Francisco	*39	42 1/2	43	41 1/2	37 3/8	40 1/4	*36
Do pref.	58 1/2	57 3/4	65	*60	56	60 1/2	57
Do 1st pref.	*96	98	100 1/2	*98 1/2	95	98	*97 1/2
St. Paul & Duluth	*33	33	36 1/2	35	33	35 5/8	*34
Do pref.	88	88 1/4	96	93	91 1/8	94 3/4	91
St. Paul Minn. & Man.	146	146 3/4	166 1/2	156	144 3/4	162 3/8	146 1/2
South Carolina		29	30				
Texas & Pacific	51 5/8	47 1/4	52 3/4	47 1/4	38 7/8	47	40 5/8
Tol. Delphos & Bur.	16	15	15		12	14 1/2	
Union Pacific	116 1/2	\$108 1/2	118 1/2	\$108 1/2	101 5/8	109 3/8	107
Virginia Midland					50	50	
Wab. St. L. & Pacific.	37	35 1/2	39 1/4	35 3/4	29 1/2	36 5/8	32
Do pref.	66 7/8	66 1/8	70 3/4	65 1/2	55 1/2	66 5/8	57 5/8
TELEGRAPH.							
Amer. Tel. & Cable		73	74	73 1/8	69	73 3/8	70 1/2
American District					35	44	
Mutual Union	26 1/4	25	27 3/4		20	27	25 1/2
West Union, ex c'tfs.	90 7/8	\$88 1/4	93 3/8	\$88 3/8	85 3/4	89 7/8	86 1/8
EXPRESS.							
Adams	*140	140	143	*138	139 1/2	140 1/2	139 1/2
American	96	93 1/2	96 1/4	96	90	97	93 1/2
United States	74 1/2	70	74	*68	65	71	69
Wells, Fargo & Co.	*130	130	132	130	129	132	130 3/8
COAL AND MINING.							
Cameron Coal		19 3/4	25		18	20	
Cent. Arizona Min.		3 1/4	3 1/4				
Colorado Coal & Iron		42	46 1/4	42	40	42	40
Deadwood, Mining					4 1/2	4 1/2	
Homestake Mining		18 1/8	18 3/4		17 3/8	18	
Maryland Coal		20	20	*18	17	20	*19
New Central Coal		19 7/8	23	*18	18	19	*18
Ontario Silver Min'g.		38 3/4	39 3/4		36	38 1/2	
Quicksilver Mining	*10	10 3/4	11		10 1/8	10	
Do pref.	*45 1/2	45 1/4	45 1/4		40	45	*41 1/2
Standard Cons. Min'g	\$8	6 1/2	8	6 1/2	4 1/2	6 3/4	
VARIOUS.							
Del. & Hud. Canal	115 1/2	112 7/8	117 1/4	113 5/8	111 3/4	114 1/2	113 7/8
N. Y. & Texas Land.		50	50		50 1/4	54 3/4	
Oreg'n R'y & Nav. Co.		153	163 1/8		152	158	152
Pacific Mail	44 1/2	43 7/8	47 1/2	*44	38 1/2	44 1/2	39 1/2
Pullman Palace Car.	\$131 3/4	128 3/4	135 1/2	129	127	130	128 5/8
Sutro Tunnel	38	38	58		1/4	38	

* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR OCT. 1882.

Oct.	60 days.	De-mand.	Oct.	60 days.	De-mand.	Oct.	60 days.	De-mand.
1	4 81 1/2	4 86 1/2	13	4 82	4 86 1/2	24	4 82	4 86 1/2
2	4 81 1/2	4 86 1/2	14	4 82	4 86 1/2	25	4 82	4 86 1/2
3	4 81 1/2	4 86 1/2	15		S.	26	4 82 1/2	4 87
4	4 81 1/2	4 86 1/2	16	4 82	4 86 1/2	27	4 82 1/2	4 87
5	4 81	4 86	17	4 82	4 86 1/2	28	4 82 1/2	4 87
6	4 81	4 86	18	4 82	4 86 1/2	29		S.
7	4 81	4 86	19	4 82	4 86 1/2	30	4 82 1/2	4 87
8			20	4 82 1/2	4 87	31	4 82	4 86 1/2
9	4 81 1/2	4 86 1/2	21	4 82 1/2	4 87	Range		
10	4 81 1/2	4 86 1/2	22		S.	High	4 82 1/2	4 87
11	4 81 1/2	4 86 1/2	23	4 82 1/2	4 87	Low.	4 81	4 86
12	4 82	4 86 1/2						

THE DEBT STATEMENT FOR OCTOBER, 1882.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of October, 1882:

INTEREST-BEARING DEBT.

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
5s of 1881	July 14, '70	May 1, '81	Q.-F.	\$155,356,350	\$.....
3s of 1882	July 12, '82	At option.	Q.-A.	259,370,500	.....
4 1/2s of 1891	July 14, '70	Sept. 1, '91	Q.-M.	187,554,600	62,445,400
4s of 1907	July 14, '70	July 1, 1907	Q.-J.	570,188,700	168,740,900
				\$1,172,470,150	\$231,186,300
4s, ref c'tfs.	Feb. 26, '79			\$423,750	
3s, navy p. fd.	July 23, '68			14,000,000	
Aggregate of interest-bearing debt....				\$1,418,080,200	

* Continued at 3 1/2 per cent.

On the foregoing issues there is a total of \$2,256,053 interest over-due and not yet called for. The total current accrued interest to date is \$7,784,157.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$11,588,915 principal and \$182,813 interest. Of this interest, \$317,263 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$365,600; do 1864, \$50,400; do 1865, \$70,450; consols of 1865, \$369,600; do 1867, \$836,150; do 1868, \$254,750; 10-40s of 1861, \$298,300; funded loan of 1881, \$782,400; 3's c'tfs., \$5,000; 6s of 1861, continued at 3 1/2 per cent, \$3,303,550; 6s of 1863, continued at 3 1/2 per cent, \$3,839,700.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes	July 17, '61; Feb. 12, '62	\$79,380
Legal-tender notes	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,681,016
Certificates of deposit	June 8, '72	9,945,000
Gold certificates	March 3, '63	26,360,440
Silver certificates	February 28, '78	73,607,710
Fractional currency	July 17, '62; Mar. 3, '63; '63; June 30, '64	\$15,402,119
Less amt. est'd lost or destr'yed, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest.....		\$463,679,731
Unclaimed Pacific Railroad interest.....		5,339

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3 1/2	\$155,356,350	
Bonds at 4 1/2 per cent	250,000,000	
Bonds at 4 per cent	738,929,600	
Bonds at 3 per cent	259,370,500	
Refunding certificates	423,750	
Navy pension fund	14,000,000	
Total interest-bearing debt.....	\$1,418,080,200	\$10,010,211
Debt on which int. has ceas'd since maturity	11,588,915	482,813
Debt bearing no interest—		
Old demand and legal-tender notes	346,740,396	
Certificates of deposit	9,945,000	
Gold and silver certificates	99,968,150	
Fractional currency	7,026,185	
Total debt bearing no interest.....	\$463,679,731	
Unclaimed Pacific Railroad interest.....		5,339
Total.....	\$1,893,343,877	\$10,

LIABILITIES, NOVEMBER 1, 1882.

Post-office Department account.....	\$6,824,862 94
Disbursing officers' balances.....	26,995,312 63
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation".....	37,823,619 10
Undistributed assets of failed national banks.....	869,773 40
Five per cent fund for redemption of nat'l bank notes.....	14,471,293 01
Fund for redemption of national bank gold notes.....	340,634 00
Currency and minor-coin redemption account.....	1,741 00
Fractional silver-coin redemption account.....	80,367 39
Interest account, Pacific Railroads and L. & P. Canal Co.....	5,020 00
Treasurer U.S., agent for paying interest on D. C. bonds.....	226,503 00
Treasurer's transfer checks and drafts outstanding.....	7,815,232 31
Treasurer's general account—	
Interest due and unpaid.....	\$5,566,040 37
Matured bonds and interest.....	786,524 00
Called bonds and interest.....	10,493,167 65
Old debt.....	792,067 27
Gold certificates.....	26,360,440 00
Silver certificates.....	73,607,710 00
Certificates of deposit.....	9,945,000 00
Balance, including bullion fund.....	148,530,516 52
Total Treasurer's general account.....	\$276,081,465 81
Less unavailable funds.....	695,266 16
	\$275,386,199 65
	\$370,875,563 34

ASSETS, NOVEMBER 1, 1882.

Gold coin.....	\$108,888,963 44
Gold bullion.....	50,916,750 10
Standard silver dollars.....	92,414,977 00
Fractional silver coin.....	26,749,432 45
Silver bullion.....	4,012,503 27
Gold certificates.....	14,990,170 00
Silver certificates.....	7,987,260 00
United States notes.....	29,689,196 17
National bank notes.....	6,369,431 58
National bank gold notes.....	620 00
Fractional currency.....	8,497 74
Deposits held by national bank depositaries.....	12,709,660 22
Minor coin.....	492,253 91
New York and San Francisco exchange.....	2,210,000 00
One and two-year notes, &c.....	55 00
Redeemed certificates of deposit, June 8, 1872.....	110,000 00
Quarterly interest checks and coin coupons paid.....	310,180 13
United States bonds and interest.....	12,895,372 21
Interest on District of Columbia bonds.....	430 12
Speaker's certificates.....	119,095 00
Pacific Railroad interest paid.....	690 00
	\$370,875,563 34

Monetary & Commercial English News

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

EXCHANGE AT LONDON—Oct. 21.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12-5 3/4 @ 12-6 1/4	Oct. 21	Short.	12-13
Amsterdam	Short.	12-2 3/4 @ 12-3 3/4	Oct. 21	Short.	20-37
Hamburg	3 mos.	20-66 @ 20-70	Oct. 21	"	20-38 1/2
Berlin	"	20-67 @ 20-71	Oct. 21	"	20-40
Frankfort	"	20-67 @ 20-71	Oct. 21	"	11-95
Vienna	"	12-8 3/4 @ 12-11 1/4	Oct. 21	"	25-25
Antwerp	"	25-55 1/4 @ 25-58 3/4	Oct. 21	"	21 1/2
St. Petersburg	"	23 1/16 @ 23 3/8	Oct. 21	Checks	25-25 1/2
Paris	Checks	25-25 @ 25-30	Oct. 21	3 mos.	25-27 1/2
Paris	3 mos.	25-50 @ 25-55	Oct. 21	3 mos.	47-30
Genoa	"	25-82 1/2 @ 26-87 1/2	Oct. 21	"	47-30
Madrid	"	46 @ 46 1/8	Oct. 21	Short.	4-81 1/2
Cadiz	"	46 @ 46 1/8	Oct. 21	4 mos.	18. 7 1/2 @ 32 d.
Lisbon	"	57 5/8 @ 51 3/4	Oct. 21	"	18. 7 1/2 @ 16 d.
New York	"	"	Oct. 21	"	38. 9 1/4 d.
Bombay	60 days	18. 7 1/2 @ 16 d.	Oct. 21	"	58. 2 1/4 d.
Calcutta	"	"	Oct. 21	"	"
Hong Kong	"	"	Oct. 21	"	"
Shanghai	"	"	Oct. 21	"	"

[From our own correspondent.]

LONDON, Saturday, Oct. 21, 1882.

New York Exchange on London has improved considerably during the week, and the Continental exchanges are steady. There is, in consequence, less anxiety with regard to the money market, and the rates of discount are very easy. In fact, the open market quotation for the best three months' bills is not more than 3 3/4 @ 3 7/8 per cent, and as the Bank rate is still 5 per cent, it has certainly become a question whether a reduction has not already become necessary. The effect of the 5 per cent rate of discount has undoubtedly been very considerable. Speculative business has been kept in check, and trade is expected to have been made more healthy in consequence; the anticipated autumn movements in commercial and financial circles have not, therefore, taken place. And it is not likely that there will now be any important movement during the remainder of the year, notwithstanding that money is cheap and that political affairs are not attracting the serious attention they did a few weeks ago. The meeting of Parliament next week for a brief autumn session will be of importance, as the general public will be made acquainted, no doubt, with many questions, and especially with that of the future of Egypt. The explanations are expected to be of a reassuring character, and consequently a feeling of confidence manifests itself in most departments.

This week's Bank return is of a favorable character. It shows, to a considerable extent, the effects of the payments of

the Indian loan, which has been taken up in full, owing to the nature of the security and to the abundance of money. The decrease in the supply of bullion is very small, but the note-circulation has fallen off, and the total reserve has been augmented by £214,881. The proportion of reserve to liabilities is now 35.70 per cent, against 32.50 per cent last week. The demand for money during the week has been very moderate, and the supply being abundant, the rates of discount are easy, as follows:

Bank rate.....	5	Open-market rates—	Per cent.
Open-market rates—		4 months' bank bills.....	3 3/4 @ 3 7/8
30 and 60 days' bills.....	3 3/4 @ 3 7/8	6 months' bank bills.....	3 3/4 @ 3 7/8
3 months' bills.....	3 3/4 @ 3 7/8	4 & 6 months' trade bills.....	5 @ 5 1/2

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

Joint-stock banks.....	3 1/2	Per cent.
Discount houses at call.....	3 1/2	
Do with 7 or 14 days' notice.....	3 3/4	

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:

	1882.	1881.	1880.	1879.
Circulation.....	26,678,390	26,665,210	26,955,818	28,524,200
Public deposits.....	4,117,993	3,334,070	4,388,387	4,936,633
Other deposits.....	24,334,093	25,488,565	28,178,536	32,802,392
Government securities.....	12,931,057	14,929,269	16,365,070	19,170,528
Other securities.....	23,183,841	21,442,185	18,096,756	17,875,855
Reserve of notes & coin.....	10,257,374	10,347,168	16,002,714	18,733,664
Coin and bullion in both departments.....	21,185,764	21,262,378	27,958,559	32,257,864
Proportion of reserve to liabilities.....	35.70	35.58	48.34	49.14
Bank rate.....	5 p. c.	5 p. c.	2 1/2 p. c.	2 p. c.
Consols.....	101 1/4	99	99 1/2	98
Eng. wheat, av. price.....	39s. 2d.	47s. 0d.	41s. 5d.	49s. 9d.
Mid. Upland cotton.....	6 3/4 d.	6 3/4 d.	6 3/4 d.	6 3/4 d.
No. 40 Mule twist.....	10 1/4 d.	10 1/4 d.	10 3/4 d.	9 3/4 d.
Clearing-house return.....	148,550,000	147,611,000	130,005,000	88,600,000

The stock markets have been wanting in animation during the week, but on the whole the tone has been firm. The market for American and Canadian bonds has been irregular and British railway shares have occasionally shown signs of weakness. In the foreign market the tendency has been decidedly favorable. A feature of importance has been that Consols have been very firm, and are now quoted at 101 1/2 to 101 1/2 for money and 101 1/2 to 101 1/2 for account.

There having been no export demand for gold, the arrivals from abroad, which have been small, have been sent into the Bank of England. Nearly £100,000 in sovereigns has, however, been forwarded to Egypt on account, no doubt, of the war expenditure. Very little silver has been on offer, and no arrivals of importance are expected for a few days. There has been some demand from Spain, and a rather higher price has been obtained for fine bars. Mexican dollars, in the absence of supplies, are unaltered in price. India Council bills have been sold at the official minimum, viz: 1s. 7 1/2 d. per ounce. The following prices of bullion are from Messrs. Pixley & Abell's circular:

	GOLD.	s. d.	s. d.
Bar gold, fine.....	per oz. standard.	77 9 @	.....
Bar gold, cont. 20 dwts. silver.....	per oz. standard.	77 10 1/2 @	.....
Spanish doubloons.....	per oz.	73 9 1/2 @	.....
South American doubloons.....	per oz.	73 8 1/2 @	.....
United States gold coin.....	per oz.	76 3 1/2 @	.....
German gold coin.....	per oz.	@	.....
	SILVER.	d.	d.
Bar silver, fine.....	per oz. standard.	51 15 1/2 @	.....
Bar silver, contain'g 5 grs. gold.....	per oz. standard.	52 5 1/2 @	.....
Cake silver.....	per oz.	56 @	.....
Mexican dollars.....	per oz.	59 1/2 @	.....
Chilian dollars.....	per oz.	@	.....

Quicksilver, 25 18s. 9d. Discount, 3 per cent.

The number of failures in England and Wales gazetted during the week ending Saturday, Oct. 14, was 192, against 218 in the corresponding week of last year, showing a decrease of 26, being a net decrease in 1882 to date of 739. The number of bills of sale published in England and Wales for the week was 864, against 1,071, showing a decrease of 207, or a net decrease to date of 2,499. The number published in Ireland was 35, against 47, showing a decrease of 12, or a net decrease to date of 343.

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

	Bank rate.	Open Market.	Bank rate.	Open Market.
	Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris.....	3 1/2	3 1/4	Madrid and other	
Brussels.....	4 1/2	4 1/4	Spanish cities.....	5
Amsterdam.....	4 1/2	4 1/4	St. Petersburg.....	6
Berlin.....	5	4 3/4	Geneva.....	4
Hamburg.....	.....	4 1/2	Genoa.....	5
Frankfort.....	.....	4 1/2	Copenhagen.....	4 1/2
Vienna.....	5	5		

A new Russian loan has at length made its appearance, but compared with the more recent loans, the price is an onerous one to the Russian Government. The amount is £8,904,200, in 445,210 bonds of £20 each. The rate of interest is 3 per cent per annum, and the price of issue only £55 per cent or £11 per £20 bond. It is important, however, to notice that interest is payable half-yearly, on June 15 and December 15 in each year, the first coupon being payable on June 15, 1883; and that the bonds are redeemable at par within 70 years, by half-yearly drawings in April and October in each year, an operation which is first to take effect in April, 1883—that is to say, two months before the first coupon is paid. The money is required for completing the Trans-Caucasian Railroad.

There has been a heavy fall of rain over the country during the past week, and on two days—Monday and to-day—it has been more than usually copious. On these two days, in fact, it has been heavier than for several years past in a similar period of time. The land is not, therefore, in good condition for the usual autumnal work, and the new agricultural season has been commenced under unfavorable conditions. The wheat markets are, however, abundantly supplied with produce, but although the trade is a little more lively than it was, it is still greatly wanting in activity, and the recovery which has taken place in prices is very small, considering how low they are. The average price of English wheat is now only 39s. 6d. per quarter, which is one of the lowest averages on record. Farmers, however, having good crops of most other articles of produce are now showing some reluctance in threshing out their wheat, and the deliveries of wheat have recently fallen off; but those of other articles, and especially of barley, have been increasing. Barley of prime quality suitable to the best malsters, commands a moderate price, viz., 42s. to 44s., and in some instances 45s. per quarter. The price should be higher considering that German supplies are small, but beer is now made out of so great a variety of articles that the old genuine trade is disappearing. The good old English glass of ale is becoming an anachronism, but drink of all kinds is known to be much adulterated.

Returning to the wheat trade, it is difficult to see how any material improvement can be established. Supplies are still large, and there has been a decided accumulation of stocks at our outports. Possibly when the Baltic and the South Russian ports are closed to navigation there will be some curtailment of supplies, as shipments will be small when prices are low, and freight charges would be increased. In fact, low prices are already having their effect in restricting shipments, there being a perceptible falling off in the exports from the United States, as well as from other quarters. The following statistics relating to the crops and to consumption in this country have recently been published:

ESTIMATED WHEAT PRODUCTION OF THE UNITED KINGDOM.

Year.	Acres.	Character of the Yield.	Assumed Bushels per Acre.	Available for consumption after deducting seed. Imp. Qrs.
1866.....	3,661,000	Under average	27	11,460,000
1867.....	3,640,000	Much under	25	10,390,000
1868.....	3,951,000	Much over	34	15,790,000
1869.....	3,982,000	Under	27	12,490,000
1870.....	3,773,000	Over	32	14,100,000
1871.....	3,831,000	Under	27	11,970,000
1872.....	3,840,000	Much under	23	10,110,000
1873.....	3,670,000	Much under	25	10,550,000
1874.....	3,933,000	Over	31	13,700,000
1875.....	3,514,000	Much under	23	9,124,000
1876.....	3,124,000	Under	27	9,655,000
1877.....	3,321,000	Much under	22	9,432,000
1878.....	3,382,000	Over	30	11,825,000
1879.....	3,056,000	Very much under	18	5,930,000
1880.....	3,070,000	Under	26	9,114,000
1881.....	2,967,000	Under	27	9,124,000
1882.....	3,164,000	Under	28	10,243,900
Average of 17 years.....	3,516,000	—	26 5/8	10,883,000
Average of first 9 years.....	3,793,000	—	27 3/8	12,278,000
Average of last 8 years.....	3,200,000	—	25 1/8	9,315,000

HOME AND FOREIGN SUPPLY OF WHEAT FOR THE UNITED KINGDOM.

Harvest Year. Sept. 1 to Aug. 31.	Estimated Home Produce available for Consumption. Imperial Qrs.	Imports of Wheat and Flour, deducting Exports. Imperial Qrs.	Total available for Consumption. Imperial Qrs.
1866-67.....	11,400,000	7,600,000	19,040,000
1867-68.....	10,390,000	9,010,000	19,400,000
1868-69.....	15,790,000	7,880,000	23,670,000
1869-70.....	12,490,000	9,530,000	22,070,000
1870-71.....	14,100,000	7,950,000	22,050,000
1871-72.....	11,970,000	9,320,000	21,290,000
1872-73.....	10,110,000	11,720,000	21,830,000
1873-74.....	10,550,000	11,230,000	21,780,000
1874-75.....	13,700,000	11,640,000	25,340,000
1875-76.....	9,124,000	13,940,000	23,064,000
1876-77.....	9,655,000	12,156,000	21,821,000
1877-78.....	9,432,000	14,503,000	23,915,000

Harvest Year. Sept. 1 to Aug. 31.	Estimated Home Produce available for Consumption. Imperial Qrs.	Imports of Wheat and Flour, deducting Exports. Imperial Qrs.	Total available for Consumption. Imperial Qrs.
1878-79.....	11,825,000	14,417,000	26,212,000
1879-80.....	5,930,000	16,400,000	22,390,000
1880-81.....	9,114,000	15,427,000	24,541,000
1881-82.....	9,124,000	16,722,000	25,846,000
1882-83.....	10,243,000	(14,257,000)	(24,500,000)
Average of 17 years....	10,883,000	11,935,000	22,871,000
Average of first 9 years.	12,278,000	9,518,000	21,830,000
Average of last 8 years.	9,315,000	14,728,000	24,012,000

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first seven weeks of the season, compared with the corresponding period in the three previous seasons:

	IMPORTS.			
	1882.	1881.	1880.	1879.
Wheat.....cwt.	12,745,477	8,921,372	10,643,319	9,985,998
Barley.....	1,477,865	1,675,703	1,639,078	2,007,441
Oats.....	1,929,183	1,964,875	1,943,616	2,234,829
Peas.....	96,806	102,804	186,614	62,641
Beans.....	165,356	301,260	206,742	343,330
Indian corn.....	2,440,678	4,281,409	6,511,197	3,363,937
Flour.....	2,032,493	1,627,918	1,473,193	1,452,311

The following figures show the quantities of wheat and flour placed upon the British markets since harvest, viz., in a period of seven weeks; also the average price of English wheat for the season, the visible supply in the United States, and the quantity of produce estimated to be afloat to the United Kingdom.

	1882.	1881.	1880.	1879.
Imports of wheat.cwt.	12,745,477	8,921,377	10,643,319	9,985,998
Imports of flour.....	2,032,493	1,627,918	1,473,193	1,452,311
Sales of home-grown produce.....	5,925,200	5,539,620	5,160,900	2,019,720
Total.....	20,703,175	16,088,915	17,287,412	13,498,029
Average price of English wheat for season, qr.	41s. 11d.	50s. 1d.	41s. 0d.	48s. 2d.
Visible supply of wheat in the U. S. bush.	13,900,000	19,500,000	14,400,000	20,737,000
Afloat to United Kingdom, estimated qr.	2,033,000	2,084,000	.....	.....

The next series of colonial wool sales are announced to commence on Nov. 21.

After deduction, write Messrs. Schwartze & Co., of the quantity forwarded direct, the total available for sale will probably amount to 140,000 bales, 30,000 bales Cape and 110,000 bales Australian, the latter including (according to a telegram received by us the other day) 38,000 bales of the new clip, viz.: 10,000 bales Sydney, 13,000 bales Port Phillip and 15,000 bales Adelaide. The market has witnessed a fair amount of inquiry since the close of last series, and sales to the extent of a couple of thousand bales, chiefly Australian scoured, have taken place at a small advance in prices. All these purchases were made for the interior—from abroad there has been no demand. The advices from the manufacturing districts report a large rate of consumption; the tone is firm, and the article generally held to be in a sound position. Telegrams from Adelaide report brisk competition, and prices of the better wools at par with last season; inferior sorts a little easier. The clip is said to be in the same condition as last year. The first public sale at Melbourne was held yesterday, but no telegraphic advices have yet come to hand. The Riverina wools are reported in fair condition, but of rather tender growth; Western wools well-grown and sound and in superior order; in Queensland a very abundant clip, but, owing to the great drouth, a diminished production in New South Wales.

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 November 3:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51 5/8	51 5/8	51 1/2	51 9/16	51 11/16	51 11/16
Consols for money.....	102 3/8	102 3/16	102 5/16	.....	101 15/16	101 15/16
Consols for account.....	102 3/8	102 3/16	102 5/16	.....	101 15/16	102 3/16
Fr'ch rentes (in Paris) fr.	80 40	80 2 1/2	80 17 1/2	.....	80 40	80 40
U. S. 5s ext'd into 3 1/2s	104 3/8	104 3/8	104 1/4	.....	104 1/4	104 1/4
U. S. 4 1/2s of 1891.....	116 3/8	116	116	.....	116	116
U. S. 4s of 1907.....	122 3/4	122 5/8	122 3/4	.....	122 3/4	122 3/4
Erie, common stock.....	43	41 7/8	41 5/8	.....	41 3/8	41 3/4
Illinois Central.....	152 1/2	151 5/8	153 1/2	.....	153 1/8	151 1/4
Pennsylvania.....	65	65 5/8	65 1/2	.....	65 1/4	65 1/2
Philadelphia & Reading.....	31 5/8	31 3/8	31 5/8	.....	30 1/4	30 3/4
New York Central.....	137 3/8	137 1/2	137 1/2	.....	135 3/4	136 3/4

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State) 100 lb.	s. d. 12 6	s. d. 12 3	s. d. 12 3			
Wheat, No. 1, wh. "	8 8	8 7	8 7	8 7	8 7	8 7
Spring, No. 2, n. "	8 4	8 5	8 4	8 4	8 4	8 4
Winter, West., n. "	8 4	8 4	8 4	8 4	8 4	8 4
Cal. white.....	9 0	9 0	8 11	8 11	8 11	8 11
Corn, mix., West. "	7 6	7 6	7 6	7 6	7 7	7 9
Pork, West. mess., 7 bbl.	97 0	97 0	97 0	96 0	96 0	96 0
Bacon, long clear, new.....	.....	.....	.....	.....	.....	.....
Beef, pr. mess, new, 7tc.	89 0	89 0	89 0	89 0	89 0	89 0
Lard, prime West. 7tc.	62 6	62 3	62 6	62 0	62 0	62 0
Chese. Am. choice, new	59 0	59 0	59 6	59 6	59 6	59 6

Commercial and Miscellaneous News.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Nov. 1. We gave the statement for Oct. 1, in CHRONICLE of Oct. 7, page 392, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Nov. 1, 1882, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.....	\$7,326,000	\$179,685,550	\$187,011,550
Curryey 6s.....	20,000	3,526,000	3,546,000
5 per cents.....	.....	15,000	15,000
4½ per cents.....	769,500	33,754,650	34,524,150
4 per cents.....	6,651,000	104,917,500	111,568,500
5s, ext. at 3½.....	1,310,000	38,595,750	39,905,750
6s, ext. at 3½.....	151,500	2,101,200	2,252,700
Total.....	\$16,249,000	\$362,505,650	\$378,754,650

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO NOV. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Oct. 1, together with the amounts outstanding Nov. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Nov. 1:

National Bank Notes—			
Amount outstanding Oct. 1, 1882.....			\$362,077,630
Amount issued during October.....	\$2,023,400		
Amount retired during October.....	2,156,672	123,272	
Amount outstanding Nov. 1, 1882*.....			\$361,949,358
Legal Tender Notes—			
Amount on deposit to redeem national bank notes Oct. 1, 1882.....			\$39,050,632
Amount deposited during October.....	\$1,092,410		
Amount reissued & bank notes retired in Oct.	2,061,402	968,962	
Amount on deposit to redeem national bank notes Nov. 1, 1882.....			\$38,081,670

* Circulation of national gold banks, not included above, \$778,339.

According to the above the amount of legal tenders on deposit Nov. 1 with the Treasurer of the United States to redeem national bank notes was \$38,081,670. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.
Insolvent bks.....	\$ 1,218,813	\$ 1,258,836	\$ 1,165,869	\$ 1,110,175	\$ 1,035,030
Liquid'g bks.....	9,127,602	9,985,558	10,115,519	10,963,910	9,924,432
Reduce'g and p'act of 1874.....	27,362,999	27,106,033	23,106,101	27,876,517	27,122,153
Total.....	\$37,709,414	\$38,350,427	\$34,387,489	\$39,950,602	\$38,081,670

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of October, 1882:

Denomination.	Pieces.	Value.
Double eagles.....	121,359	\$2,427,000 00
Eagles.....	97,209	972,000 00
Half eagles.....	15,000	75,000 00
Dollars.....	.....	.....
Total gold.....	233,559	\$3,474,000 00
Standard dollars.....	2,300,000	\$2,300,000 00
Half dollars.....	.....	.....
Quarter dollars.....	.....	.....
Dimes.....	710,000	71,000 00
Total silver.....	3,010,000	\$2,371,000 00
Five cents.....	930,000	\$46,500 00
Three cents.....	.....	.....
One cent.....	3,260,000	32,600 00
Total minor.....	4,190,000	\$79,100 00
Total coinage.....	7,433,559	\$5,924,100 00

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

- 2,806—The First National Bank of Kearney, Neb. Capital, \$50,000. Le Roy Robertson, President; Fred. Y. Robertson, Cashier.
- 2,807—The First National Bank of Columbus, Neb. Capital, \$50,000. Andrew Anderson, President; Ole T. Roen, Cashier.
- 2,808—The First National Bank of Hoopston, Ills. Capital, \$50,000. Jacob S. McFarren, President; James McFarren, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,657,733, against \$10,188,767 the preceding week and \$8,945,718 two weeks previous. The exports for the week ended Oct. 31 amounted to \$5,855,520, against \$8,086,939 last week and \$1,103,933 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 26; and for the week ending (for general merchandise) Oct. 27; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods.....	\$1,256,578	\$1,261,187	\$1,696,732	\$1,820,611
Gen'l mer'dise..	5,022,579	5,785,699	5,883,491	5,837,122
Total.....	\$6,279,157	\$7,046,886	\$7,580,223	\$7,657,733
Since Jan. 1.				
Dry goods.....	\$78,933,458	\$107,930,754	\$96,169,607	\$114,171,755
Gen'l mer'dise..	191,595,167	297,577,329	269,151,187	303,571,063
Total 43 weeks.....	\$270,528,925	\$405,508,083	\$365,320,794	\$417,742,818

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 31, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1879.	1880.	1881.	1882.
For the week.....	\$8,523,292	\$10,321,211	\$5,910,615	\$5,855,520
Prev. reported.....	282,275,970	335,914,967	311,571,712	276,348,269
Total 43 weeks.....	\$290,799,262	\$346,236,178	\$317,482,327	\$282,203,789

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 28, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$29,652,492	\$.....	\$106,493
France.....	.....	2,526,150	.....	401
Germany.....	.....	83,160	.....	232
West Indies.....	.....	6,088	215,079	1,406,469
Mexico.....	.....	.....	.....	206,169
South America.....	.....	257,650	871	307,116
All other countries.....	1,620	1,299,311	60,306	90,547
Total 1882.....	\$1,620	\$33,824,854	\$306,250	\$2,117,432
Total 1881.....	.....	422,411	1,033,612	50,040,469
Total 1880.....	1,600	2,165,723	3,388,035	45,556,430
Silver.				
Great Britain.....	\$.....	\$7,459,209	\$.....	\$26,279
France.....	55,000	1,126,350	.....	1,208
German.....	.....	216,500	.....	128,004
West Indies.....	.....	17,131	21,692	1,021,434
Mexico.....	.....	.....	9,075	833,841
South America.....	.....	.....	812	114,263
All other countries.....	.....	813,655	.....	27,245
Total 1882.....	\$55,000	\$9,632,859	\$31,579	\$2,152,274
Total 1881.....	176,619	8,887,238	11,434	2,308,310
Total 1880.....	293,950	4,831,193	43,432	4,183,523

Of the above imports for the week in 1882, \$242,936 were American gold coin and \$18,642 American silver coin. Of the exports for the same time, \$1,620 were American gold coin.

—THE MINES, MINERS AND MINING INTERESTS OF THE UNITED STATES IN 1882 is the title of an elaborate work compiled by Mr. William Ralston Balch, and issued by the Mining Industrial Publishing Bureau in Philadelphia. This is an elegant work of over 1,200 pages, and is certainly one of the most complete treatises on a special subject ever issued in the United States. The compiler has had regard to the fact that the value of his work would largely depend upon the conveniences afforded for ascertaining facts, and so he has given a carefully arranged table of contents, and, better still, there is an alphabetical index of fifty pages, which affords a ready reference to the subject matter contained in this immense volume. In this brief notice we can only refer to the fulness with which the whole subject of the mineral industries has been treated, and commend the book to the large class interested therein. A list of 120 mining companies, with a statement concerning each of them, is given. Fifty-nine of these 120 report their capitalization, which foots up a total of \$133,823,000 nominal capital. No person interested in mines or mining stocks, directly or indirectly, should be satisfied to be without a copy of this book. The trivial cost of such a work, even if it be \$5 or \$10, compared with the daily squanderings for cigars, champagnes, good lunches, and all that sort of thing, should make any intelligent business man ashamed not to purchase it.

—Attention is called to the sinking fund notice of the Mobile & Ohio Railroad Company in to-day's CHRONICLE. Sealed offers will be received until the 11th inst. at the Farmers' Loan and Trust Company, this city.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Share.	Bonds.
331 New York Gas-light Co. (ex-dividends) 114½ @ 113½	\$2,000 Southside RR. 1st M. 7s, due 1887..... 105½
25 Nassau Bank (ex-div.) 121	5,000 City of B'klyn perm't water loan 6s, due '96. 121 & int.
50 Sterling Fire Ins. Co. 60	5,000 City of B'klyn perm't wat. ln. 6s, due 1909. 131¾ & int.
500 Atlantic Min'g. \$147½ @ 14 p.sh	10,000 City of B'klyn perm't wat. ln. 6s, due 1902. 125¾ & int.
4,720 Republic Gold Mining Co. 3½ @ p. sh.	3,000 City of Jersey City water scrip 7s, due 1891. 110¼
60 Mechanic's Bk. of N. Y. 150¾	3,000 City of Jersey City 7s, reg., due 1894..... 111¼
21 National Fire Ins. Co. 103	2,200 Republic Gold Mining Co. bonds..... \$51
30 U. S. Fire Ins. Co. 135¼	3,000 L. Erie Wat. & St. L. RR. 1st 7s, ext. due '90..... 107½
5 N. Y. Fire Ins. Co. 93	4,000 Pol. & Ill. RR. 1st 7s, ext., due 1890..... 107¾
25 Phoenix Insurance Co. 140½	10,000 Nat. Transit Co., 6s, due 1902..... 85
20 Wall Street Nat. Bk. 10¼	5,000 Bklyn. Elev. RR. 1st mort. (assess'm't paid) 31
20 Franklin & Emp. Ins. Co. 118	
25 Star Fire Insurance Co. 70½	
20 Knickerbocker Fire Ins. 75	
25 North River Ins. Co. 103	
25 Eagle Fire Ins. Co. 220	
10 B'klyn Acad. of Music, with admis'n ticket 124	
20 Harlem Gas-Light Co. 100	
15 Bkln. Elev. RR. (ass't pd.) 11	

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Maine	\$1	Nov. 15	Oct. 27 to —
Cedar Rapids & Mo. River	\$1 50	Nov. 1	Oct. 15 to —
Cinn. Ham. & Dayt., guar. certs.	3	Nov. 1	Oct. 26 to Nov. 2
Cinn. San. & Cleve. pref.	3	Nov. 1	—
Han. June. Han. & Get.	2	Nov. 6	—
Manchester & Lawrence	5	Nov. 1	Oct. 27 to —
Nashua & Lowell	4	Nov. 1	Oct. 27 to —
Pennsylvania RR	*4 1/2	Nov. 29	Nov. 1 to —
Seaboard & Roanoke	5	On dem.	—
Banks.			
Germania	4	Nov. 1	—
Greenwich	3	Nov. 1	—
Nassau	4	Nov. 10	Nov. 2 to Nov. 10
Miscellaneous.			
Iowa RR. Land	\$1	Nov. 1	—

* 2 1/2 per cent in cash and 2 per cent in scrip.

NEW YORK, FRIDAY, NOV. 3, 1882-5 P. M.

The Money Market and Financial Situation.—The extent of new railroad construction in the United States during the ten months from Jan. 1 to Nov. 1, 1882, has been, in round figures, about 9,000 miles. On the common basis of \$25,000 per mile in bonds and \$25,000 in stock, this railrage would furnish \$450,000,000 of new stocks and bonds. This is certainly a very large amount, but not more than the investing world is capable of absorbing, provided the new securities can earn a moderate rate of interest and dividends. In 1883 railroad construction will probably fall off largely, and it would not be surprising if the new road then built should be fully one third less than in the present year. A number of the principal lines have been, or will be, finished in 1882, and there is not one new company starting up now where there were a half dozen at this time last year.

In all the records of financial operations in other countries it would be difficult to find a parallel to the superlative activity, enterprise, ingenuity and success attending the movements of capitalists in the construction and management of railroads in the United States during recent years. The various methods pursued have a deep interest for Wall Street, and we may briefly refer to some of them.

The old, old method of building a railroad was for the subscribers to take either bonds or stocks and pay for them a full price—say 90 to 100—and then the outstanding liabilities represented pretty nearly the capital invested, and the bonds and stock became valuable according to the capacity of the road to earn interest or dividends. But this method is so old now that it savors of the middle ages, and little has been done on this basis since the war.

Then came the plan by which the projectors issued and sold enough bonds per mile to build the road, and issued a like amount of stock, distributing the latter among themselves. This was the general plan in vogue prior to the panic of 1873, but so heavily were the roads loaded down with interest charges on their bonds, sold at prices which made them pay about 8 per cent per annum, that few companies were able to survive when the hard times came. Our readers may recall those ghastly lists of "railroads in default" which filled columns in the newspapers.

Before 1873 the "construction company" had been little used, and the famous Credit Mobilier of the Union Pacific, which was the first of those companies to become prominent in the United States, subsequently fell into bad odor. But the construction company has of late years been revived, and very much used as a side corporation, first for the building of the road, and secondly for the distribution of the stock and bonds for the benefit of its subscribers; and whether or not it did the first part well, it has succeeded admirably in the second.

The distribution of stock and income bonds (sometimes in very large amounts) to the subscribers for first mortgage bonds in "blocks," has been the popular method of late years, and as between this and the 1870-1872 plan of keeping all the stock for the projectors, we cannot see why the latter is not the best. Under this latter head would be included the "Nickel Plate" and other roads similarly managed, referred to last week. And it should be said to the credit of the managers that their methods have been open and above board, and there was nothing concealed or calculated to deceive the public. However large their issues of stocks, they have been openly listed at the Stock Exchange, and the usual printed statements submitted giving information of the companies, so that no purchaser could complain of ignorance as to their status, or the amount of their issues. Reference was made to Mr. Seney in connection with these companies, not on account of any personal transactions of his own, but simply as the head and front of those associated capitalists who had just brought to such a profitable termination their New York Chicago & St. Louis enterprise.

One of the natural consequences of the issue of these large blocks of bonds and stock to subscribers is sometimes seen in the decline of the bonds to very low prices before the railroads are completed. The subscribers, wishing to realize on something and not finding a ready market for the stocks, are apt to sell their bonds at any price they may bring. The "Nickel Plate" first mortgage bonds declined to 78 before the road was completed, and the list below shows the recent prices of a number of mortgage bonds of companies engaged in building

new lines, none of them having made any failure to meet their obligations.

Denver Rio Grande & West. 1st mortg. 6s, 1911	68 1/2
Fort Worth & Denver City 1st mortg. 6s, 1921	73
Mexican Central 1st mortg. 7s, 1911	73
Mexican National 1st mortg. 6s, 1912	53
N. Y. West Shore & Buff. 1st mortg. 5s, 1931	63
Ohio Central Riv. Division 1st mortg. 6s	62 1/2
Texas & St. Louis Mo. & Arkansas Division 1st mortg. 6s	55 @ 85
Toledo Cin. & St. Louis 1st mortg. 6s, 1921	51

The money market has been higher, mainly owing to the contraction caused by the drawing in of loans incident to the disbursements of Nov. 1, but it is easier to-day. On call loans to stockbrokers the rates went up to 12 per cent in a few cases, but the bulk of business has been at 5@7 per cent. Government bond dealers paid 3@5 per cent. Prime commercial paper sold at 6@7 per cent.

The Bank of England weekly statement on Thursday showed a decrease in specie of £830,000 for the week, and the percentage of reserve to liabilities was 33 15-16, against 36 7-16 last week; the discount rate remains at 5 per cent.

The New York City Clearing-House banks in their statement of Oct. 28 showed a decrease in surplus reserve of \$1,190,850, the total surplus being \$1,597,900, against \$2,788,750 the previous week.

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

	1882. Oct. 28.	Differences from previous week.	1881. Oct. 23.	1880. Oct. 30.
Loans and dis.	\$311,855,400	Inc. \$1,557,200	\$309,251,500	\$317,880,200
Specie	52,085,800	Dec. 1,629,300	61,068,100	66,372,400
Circulation	18,778,200	Inc. 15,100	19,348,000	18,616,500
Net deposits	283,608,000	Dec. 1,405,400	288,038,800	302,532,100
Legal tenders	20,431,800	Inc. 87,100	15,652,400	13,016,700
Legal reserve	\$70,922,700	Dec. \$351,350	\$72,004,700	\$75,645,525
Reserve held	72,520,600	Dec. 1,542,200	76,720,500	79,389,100
Surplus	\$1,597,900	Dec. \$1,190,850	\$1,710,800	\$3,743,575

Exchange.—Foreign exchange has declined about one cent this week, and the larger supply of commercial bills is the main cause for this. To-day the actual rates paid for prime 60 days' bankers' sterling was 4 80 1/2 @ 4 81 and for demand 4 84 1/4 @ 4 85, with cables 4 85 3/4 @ 4 86. The actual rates for Continental bills are as follows; Francs, 5 23 1/2 @ 5 22 1/2, and 5 19 3/8 @ 5 18 3/4; marks, 94 3/8 @ 94 1/2 and 95 1/4 @ 95 3/8, and guilders, 39 3/8 @ 39 3/4 and 40.

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

	Nov. 3.	Sixty Days.	Demand.
Prime bankers' sterling bills on London	4 80 1/2 @ 4 81 1/2	4 84 3/8 @ 4 85 1/2	4 83 1/2 @ 4 84
Prime commercial	4 79 1/2 @ 4 80	4 83 @ 4 83 1/2	4 83 @ 4 83 1/2
Documentary commercial	4 79 @ 4 79 1/2	4 80 @ 4 80 1/2	4 80 @ 4 80 1/2
Paris (francs)	5 23 3/4 @ 5 21 1/4	5 20 @ 5 16 3/8	5 20 @ 5 16 3/8
Amsterdam (guilders)	39 5/8 @ 40	40 @ 40 3/8	40 @ 40 3/8
Frankfort or Bremen (reichmarks)	94 1/4 @ 94 3/4	95 1/8 @ 95 3/8	95 1/8 @ 95 3/8

United States Bonds.—There has been a sharp demand for government bonds this week, including the 4 per cents as well as the 3 and 3 1/2 per cents; the latter are going to Washington in large amounts for exchange into 3 per cents.

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

	Interest Periods.	Oct. 28.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 2.	Nov. 3.
7s, continued at 3 1/2	Q.-Feb.	*102	*101 3/4	*101 3/4	*101 3/4	*101 3/4	*101 3/4
4 1/2s, 1891	reg. Q.-Mar.	*113 1/8	*113 1/8	*113 1/8	*113 1/8	*112	*112
4 1/2s, 1891	coup. Q.-Mar.	*113 1/8	*113 1/8	*113 1/8	*113 1/8	*113 1/8	*113 1/8
4s, 1907	reg. Q.-Jan.	*119 5/8	*119 5/8	*119 5/8	*119 5/8	*119 3/8	*119 3/8
4s, 1907	coup. Q.-Jan.	*119 5/8	*119 5/8	*119 5/8	*119 5/8	*119 3/8	*119 3/8
3s, option U. S.	reg. Q.-Feb.	*102 1/2	*102 1/2	*102 1/2	*102 3/8	*102 3/8	*102 3/8
6s, cur'cy, 1895	reg. J. & J.	*129	*129 1/2	*129 1/2	*129	*129	*129
6s, cur'cy, 1896	reg. J. & J.	*130	*130 1/4	*130 1/2	*130	*130	*130
6s, cur'cy, 1897	reg. J. & J.	*130 1/2	*131 1/8	*131	*131	*130	*130
6s, cur'cy, 1898	reg. J. & J.	*131	*132 3/8	*132	*132	*130	*130
6s, cur'cy, 1899	reg. J. & J.	*132	*133 1/2	*133	*133	*130	*130

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

State and Railroad Bonds.—State bonds have been quite inactive and Tennessee compromise sold yesterday at 56 1/2; Louisiana consols are quoted to-day 69-70. Railroad bonds have shown a dull business at prices rather weak than otherwise.

Railroad and Miscellaneous Stocks.—The stock market has been sluggish and rather unsettled in tone from day to day. It is supposed that there will be more activity after the elections, as it is almost invariably the rule that business is dull just before election week. With the expected competition of the Nickel Plate road removed, the prospect for Lake Shore and Michigan Central seems better, but Erie and Delaware & Lackawanna are supposed to have lost by it. Western Union Telegraph has been weak and a disappointment to its holders, as it has happened several times now that just when the best reports were circulated about it the stock has been so freely sold that it went off several points instead of rising. In regard to Denver and Louisville & Nashville, nothing new has transpired, and the stocks have been steadier at the lower range, with very good buying in them at times. Some of the Street reports persist in saying that Mr. Gould will retire from the management of Wabash, but it is impossible to tell whether this is true. Texas & Pacific and Missouri Pacific have lately been among the most active of the Southwestern list. New York Central showed some weakness on moderate sales, and Reading also has gone lower than for some time before. At the close to-day the general tone was weak, led by the decline in Western Union to 84 1/8.

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

Table with columns: STOCKS, Saturday, Oct. 28., Monday, Oct. 30., Tuesday, Oct. 31., Wednesday, Nov. 1., Thursday, Nov. 2., Friday, Nov. 3., Sales of the Week, Shares., Range Since Jan. 1, 1882., For Full Year 1881. Rows include RAILROADS (Allegany Central, Atchafalaya, etc.), MISCELLANEOUS (American District Telegraph, etc.), and EXPRESS (Adams, American, etc.).

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

† Ex-privilege.

RAILROAD EARNINGS.

Table with columns: Roads, Latest Earnings Reported (1882, 1881), Jan. 1 to Latest Date (1882, 1881). Lists various railroads like Ala. Gt. Southern, Atch. Top. & S. Fe, Bost. Cl. F. & N. B., etc.

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

Table with columns: Banks, Capital, Loans and discounts, Specie, Legal Tenders, Net depts other than U. S., Circulation. Lists banks like New York, Manhattan, Merchants, etc.

The deviations from returns of previous week are as follows: Loans and discounts, Specie, Legal tenders, Net deposits, Circulation.

Table showing totals for two weeks: 1882 and 1881. Columns: Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear.

Boston Banks.—Following are the totals of the Boston banks

Table showing totals for Boston banks: 1882 and 1881. Columns: Loans, Specie, L. Tenders, Deposits, Circulation, Agg. Clear.

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

Table showing totals for Philadelphia banks: 1882 and 1881. Columns: Loans, L. Tenders, Deposits, Circulation, Agg. Clear.

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

Table with columns: Receipts, Payments, Balances (Coin, Currency). Shows daily financial data for Oct 23, 30, 31, Nov 1, 2, 3.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz: "M." for mortgage; "g." for gold; "g'd." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates. Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

Table with columns for Bond/Bond Type, Bid, Ask, and City Securities. Includes sections for UNITED STATES BONDS, CITY SECURITIES, and various state bonds like Alabama, California, Florida, etc.

* Price nominal; no late transactions.

† Purchaser also pays accrued interest.

‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

Table with columns for Railroad Bonds, Bid, Ask, and various bond descriptions including St. Paul, Minn., Cent. Pacific, and others.

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Hunt. & Br. Top—1st, 7s, '90. A&O	.....	.....	.....	Memphis & Charleston—1st consol.	105	.....	.....	Norfolk & W.—Gen'l M., 6s, 1931 M&N	100	101	.....
2d mort., 7s, g., 1895. F&A	.....	116	.....	1st cons. Tenn. lien, 7s, 1915 J&J	109	.....	.....	Norfolk & Petersb., 2d, 8s, '93. J&J	111	.....	.....
Cons 3d M. 5s, 1895. A&O	.....	91	.....	Metrop'n Elev.—1st, 6s, 1908. J&J	97	100	.....	South Side, Va., 1st, 8s, '84-'90. J&J	107	.....	.....
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	.....	.....	.....	2d 6s, 1899. M&N	81 1/2	.....	.....	do 2d M., 6s, '84-'90. J&J	100 1/2	.....	.....
Middle Div. reg. 5s, 1921	.....	.....	.....	Mexican Central—1st, 7s	75	.....	.....	do 3d M., 6s, '86-'90. J&J	100 1/2	.....	.....
Sterling, S. F., 5s, g., 1903. A&O	104	106	.....	Mexican National—1st mort.	52 1/2	53	.....	Virginia & Tenn., M., 6s, 1884. J&J	101 1/4	102	.....
Sterling, gen. M., 6s, g., 1895. A&O	112	114	.....	Michigan Central—	.....	.....	.....	Va. & Tenn., 4th M., 8s, 1900. J&J	120	.....	.....
Sterling, 5s, 1905. J&D	107	109	.....	Consol., 7s, 1902. M&N	123 1/2	.....	.....	North Carolina—M., 6s	95	.....	.....
Ill. Grand Tr.—1st M., 8s, '90. A&O	113	113 1/4	.....	1st M. on Air Line, 8s, 1890. J&J	114	114 1/4	.....	North Wise.—1st, 6s, 1930. J&J	.....	.....	.....
Ind. Bl. & W.—1st, pf., 7s, 1900. J&J	119	.....	.....	Air Line, 1st M., 8s, guar. M&N	113	114	.....	Northeast, S.C.—1st M., 8s, '99. M&S	118	122	.....
1st mort., 4-5-6, 1909. A&O	89 3/4	90 1/2	.....	Equipment bonds, 8s, '83. A&O	.....	.....	.....	2d mort., 8s, 1899. M&S	110	.....	.....
2d mort., 4-5-6, 1909. A&O	80	80	.....	Gd. Riv. V., 1st 8s, guar., '86. J&J	107	109	.....	North'n Cent.—2d mort., 6s, 85. J&J	105 1/4	106	.....
East Div., 1st mort.	95	96 1/8	.....	6s, 1909. M&S	.....	.....	.....	3d mort., 6s, 1900. A&O	115	.....	.....
do income	48	52	.....	5s, coup., 1931. M&S	97 1/2	98 1/2	.....	Con. mort., 6s, g., coup., 1900. J&J	115	116	.....
Income, 1919	48	.....	.....	5s, reg., 1931. M&S	97 1/2	.....	.....	6s, g., reg., 1900. A&O	117	.....	.....
In'polis D. & Sp'd—1st, 7s, 1906. A&O	100	.....	.....	Kalamazoo & S. H., 1st, 8s, '90. M&N	110 1/2	112	.....	Mort. bonds, 5s, 1926. J&J	.....	.....	.....
2d mort., 5s, 1911. J&J	70	.....	.....	J. L. & Sag. 1st, 8s, '85, "wh. bds." J&J	107	107 1/2	.....	Con. mort., stg. 6s, g., 1904. J&J	104	105	.....
2d mort. income, 1906. J&J	60	.....	.....	do North Ext., 8s, '90. M&N	.....	.....	.....	Northern, N.J.—1st M., 6s, '88. J&J	109	109	.....
New 1st mort. 6s, funded	100	115	.....	J. L. & Sag. Cons. M., 8s, '91. M&S	114	114 1/2	.....	Norw'h & Worcester—1st M., 6s, '97. J&J	115	117	.....
Ind'polis & St. L.—1st, 7s, 1919. Var.	100	.....	.....	do 6s, 1891. M&S	.....	.....	.....	North. Pac., P. D'O Div.—6s, M&S	.....	.....	.....
2d mort., 7s, 1900. A&O	.....	.....	.....	Joliet & N. Ind., 1st, 7s (guar. M.C.)	120	125	.....	Gen'l l. g., 1st, 6s, 1921. J&J	103 3/4	104 1/4	.....
Ind'polis & Vin.—1st, 7s, 1908. F&A	105	.....	.....	Mil. L. S. & W.—1st M., 6s, 1921. M&N	99	99 1/2	.....	Gen'l l. g., 1st, 6s, reg. J&J	103 3/8	104	.....
2d mort., 6s, g., guar., 1900. M&N	95	101	.....	1st, incomes	78	.....	.....	Ogd'nsb'g & L. Ch.—1st M., 6s, '93. J&J	109	101	.....
Int. & Gt. North.—1st, 6s, 1919. M&N	103 1/2	.....	.....	Mil. & No.—1st, 5-6s, 1910. J&D	91	96	.....	Consol., 6s, 1920	102	103	.....
Coup. 6s, 1909. M&S	81 1/4	81 1/2	.....	1st M., Iowa City & W., 1900. J&D	118	.....	.....	Income, 1920	191	92 1/2	.....
2d mort. income, 8s, 1909	112	113	.....	2d mort., 7s, 1891. J&J	100	.....	.....	Ohio Cent.—1st, mort., 6s, 1920. J&J	94	95 1/2	.....
Ionia & Lansing—1st 8s, '89. J&J	107	112	.....	Southwest Ext., 1st, 7s, 1910	112	112 1/2	.....	Incomes, 1920	35	38	.....
Iowa City & West.—1st, 7s, 1909. M&S	119	121	.....	Pacific Ext., 1st, 6s, 1921	100	100 1/2	.....	1st Ter'l Trust, 6s, 1920. J&J	.....	92	.....
Pa Falls & Sioux C.—1st, 7s, '99. A&O	.....	.....	.....	Miss. & Tenn.—1st M., 8s, series "A"	122	125	.....	Mineral Div., inc. 7s, 1921	.....	.....	.....
Ithaca & Athens.—1st m., 7s, g. J&J	.....	.....	.....	8s, series "B"	108	111	.....	River Div., 1st	62 1/2	63	.....
Jefferson—Haw'ly Br. 7s, '87. J&J	.....	.....	.....	Mo. K. & T.—Cons. ass., 1904-6. F&A	105	.....	.....	do income	17 1/2	18 1/2	.....
1st mort., 7s, 1889. J&J	105	108	.....	Consolidated 6s, 1920. J&D	85 1/4	85 1/2	.....	Ohio & Miss.—Cons. S. F. 7s, '93. J&J	116 1/2	.....	.....
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	115	117	.....	1st, 6s, g., 1899. (U. P. S. Br.) J&J	60	.....	.....	Cons. mort., 7s, '98. J&J	116	119	.....
2d mort., 7s, 1910. J&J	112	.....	.....	2d mort. income, 1911. A&O	85	85	.....	2d mort., 7s, 1911. A&O	120	121	.....
Junction RR. (Phil.)—1st, 6s, '82. J&J	.....	.....	.....	General mort. gage	85	.....	.....	1st mort., Springf. Div., 1905. M&N	114	115 3/8	.....
2d mort., 6s, 1900. A&O	120	.....	.....	Boonev'e B'ge, 7s, guar., 1906. M&N	101	.....	.....	Ohio Southern—1st 6s, 1921. J&D	25	84	.....
K.C.F. & Scott & G.—1st, 7s, 1908. J&D	110 3/4	111 1/4	.....	Han. & C. Mo., 1st 7s, g., '90. M&N	101	.....	.....	2d income, 6s, 1921	.....	.....	.....
Kansas C. Lawr. & So. 1st, 5s, 1909	101	101 1/2	.....	do 2d, 1892. M&N	105 1/2	106	.....	Ohio & W. Va.—1st, S. F. 7s, 1910. M&N	113	116	.....
K. C. St. Jos. & C. B.—M. 7s, 1907. J&J	113 3/8	114 1/4	.....	Mo. Pac.—1st mort., 6s, gld, '88. F&A	105 1/2	106	.....	Old Colony—6s, 1897. F&A	116 3/4	117	.....
Kansas & Nebraska—1st mort.	55	70	.....	Consol. 6s, 1920. M&N	99 1/4	.....	.....	6s, 1895. J&D	116 1/4	116 3/4	.....
2d mort	20	25	.....	2d mort., 7s, 1891. J&J	110	113	.....	7s, 1895. M&S	121	125	.....
Kentucky Central—6s, 1911. J&J	101 5/8	101 3/4	.....	Car. B., 1st mort., 6s, g. '93. A&O	.....	.....	.....	Oreg. & Cal.—1st 6s, 1921. J&J	92	94	.....
Keokuk & Des M.—1st, 5s, guar. A&O	100	102	.....	3d mortgage, 7s, 1906. M&N	.....	.....	.....	Oregon Short Line—1st mort	100	100 1/4	.....
L. Erie & West.—1st, 6s, 1919. F&A	.....	50	.....	Income, 7s, 1892. M&S	.....	.....	.....	Osw. & Rome—1st M., 7s, 1915. M&N	108	.....	.....
Income, 7s, 1899	.....	98	.....	Mob. & Ala. Gr. Tr.—1st, 7s, gld, '95	79	79 3/8	.....	Panama—Sterl'g M., 7s, g. '97. A&O	117	119	.....
Sandusky Div., 6s, 1919. F&A	.....	49	.....	Mobile & O.—1st pref. debentures	.....	.....	.....	Sinking fund sub., 6s, 1910. M&N	107	.....	.....
do income, 1920	.....	190	.....	2d pref. debentures	.....	.....	.....	Subsidy bonds, Eng. issue, 6s	106	108	.....
La. Bl. & Mem., 1st, 6s, 1919. M&N	40	54	.....	3d pref. debentures	.....	39	.....	Paris & Danville—1st M., 7s, 1903	.....	.....	.....
do income, 7s, 1899	.....	104 1/2	105	4th pref. debentures	.....	108	.....	Paris & Dec'r—1st M., 7s, g., '92. J&J	25	.....	.....
Lake Shore & Mich. So.—	.....	106	.....	New mortgage, 6s, 1927	.....	.....	.....	Pekin Lin. & Dec.—1st, 7s, 1900. F&A	125	127	.....
M. So. & N. L., S. F., 1st, 7s, '85. M&N	106	.....	.....	Cairo Extension 6s, 1892. J&J	.....	.....	.....	Penna.—Gen. M., 6s, cp., 1910. Q—J	121	.....	.....
Cleve. & Tol., 1st M., 7s, '85. J&J	106	.....	.....	Morg'n's La. & Tex., 1st, 6s, 1920. J&J	131	.....	.....	Gen'l mort., 6s, reg., 1910. A&O	121 1/2	121	.....
do 2d M., 7s, 1886. A&O	112	114	.....	Morris & Essex—1st, 7s, 1914. M&N	113	115 1/2	.....	Cons. mort., 6s, reg., 1905. Q—M	105	.....	.....
Cl. P. & Ash., new 7s, 1892. A&O	125	.....	.....	2d mort., 7s, 1891. F&A	120	121 3/4	.....	do 6s, coup., 1905. J&D	96 1/2	98 1/2	.....
Bufl. & E., new bds., M., 7s, '98. A&O	106	107 1/2	.....	Bonds, 7s, 1900. J&J	120	124	.....	Penn. Co., 6s, reg., 1907. Q—J	96 1/2	98 1/2	.....
Bufl. & State L., 7s, 1886. J&J	120	.....	.....	General mort., 7s, 1901. A&O	112	114	.....	do 1st M., 4 1/2s, 1921. J&J	122	.....	.....
Det. Mon. & Tol., 1st, 7s, 1906. J&J	.....	.....	.....	Consol. mort., 7s, 1915. J&D	103	104	.....	do 1st mort., 4 1/2s, reg	96 1/2	.....	.....
Jamest. & Frankl., 1st, 7s, '97. J&J	.....	.....	.....	Nashua & Low.—6s, g., 1893. F&A	111 1/4	114 3/4	.....	Penn. & N. Y.—1st, 7s, '96 & 1906. J&D	74	79	.....
do 2d M., 7s, '94. J&D	114	115 1/2	.....	5s, 1909. J&J	.....	.....	.....	Gen'l mort., 6s, reg., 1910. A&O	101	105	.....
Kalamazoo Al. & Gr. R., 1st, 8s, J&J	100	100	.....	Nashv. Ch. & St. L.—1st, 7s, 1913. J&J	.....	.....	.....	Cons. mort., 6s, reg., 1905. Q—M	105	121	.....
Kal. & Schoolcraft, 1st, 8s, '87. J&J	120	125	.....	2d m. rt., 6s, 1901. J&J	.....	.....	.....	do 6s, coup., 1905. J&D	96 1/2	98 1/2	.....
Kal. & Wh. Pigeon, 1st, 7s, '90. J&J	126 1/2	.....	.....	1st, Tenn. & Pac., 6s, 1917. J&J	.....	.....	.....	do 1st mort., 4 1/2s, reg	96 1/2	.....	.....
Dividend bonds, 7s, 1899. A&O	125	.....	.....	1st, M. & M. W. & A., 6s, 1917. J&J	.....	.....	.....	Penn. & N. Y.—1st, 7s, '96 & 1906. J&D	122	.....	.....
L. S. & M. S., cons., cp., 1st, 7s. J&J	125	.....	.....	Nashv. & Decat'r.—1st, 7s, 1900. J&J	.....	.....	.....	Cons. mort., 6s, reg., 1905. Q—M	105	121	.....
do cons., reg., 1st, 7s, 1900. Q—J	125	.....	.....	Natchez Jack. & Col.—1st, 7s, 1910	.....	.....	.....	do 6s, coup., 1905. J&D	96 1/2	98 1/2	.....
do cons., cp., 2d, 7s, 1903. J&D	125	.....	.....	Nevada Cen.—1st 6s, 1904. A&O	103	103	.....	Penn. Co., 6s, reg., 1907. Q—J	96 1/2	98 1/2	.....
do cons., reg., 2d, 7s, 1903. J&D	125	.....	.....	Newark & N. Y.—1st, 7s, 1887. J&J	101	.....	.....	do 1st mort., 4 1/2s, reg	96 1/2	.....	.....
Lawrence—1st mort., 7s, 1895. F&A	.....	.....	.....	Newk's set & S.—1st, 7s, g., '89. M&N	104 1/2	107 1/2	.....	Penn. & N. Y.—1st, 7s, '96 & 1906. J&D	122	.....	.....
Lehigh & Lack.—1st M., 7s, '97. F&A	.....	.....	.....	N'burgh & N. Y.—1st M., 7s, 1888. J&J	102	.....	.....	Pensacola & Atlantic—Bonds. M&S	74	79	.....
Lehigh Val.—1st, 6s, coup., '98. J&D	.....	.....	.....	New Jersey & N. Y.—1st mort	95	.....	.....	Peoria Dec. & Ev.—1st, 6s, 1920. J&J	101	105	.....
1st mort., 6s, reg., 1898. J&D	.....	.....	.....	N. J. Southern—1st M., new 6s. J&J	93	97 1/2	.....	Incomes, 1920	.....	78	.....
2d mort., 7s, 1910. M&S	133	.....	.....	N. O. Pac.—1st, 6s, gold, 1920. J&J	84 1/2	85 1/2	.....	Evansville Div., 1st 6s, 1920. M&S	59	98	.....
Gen. M., s. f., 6s, g., 1923. J&D	123	.....	.....	N. Y. & Can.—E. M., 6s, g., 1904. M&N	111	113	.....	do income, 1920	99	70	.....
Delaware Ld Co. bds., end., 7s, '92. J&J	100 1/2	101	.....	N. Y. C. & Hud.—M., 7s, cp. 1903. J&J	131	133 1/2	.....	Peoria & Pekin Union	102 3/4	103 3/8	.....
Little Miami—1st M., 6s, 1883. M&N	106	.....	.....	Mort., 7s, reg., 1903. J&J	131	133 1/2	.....	Perkiomen—1st M., 6s, 1887. A&O	103 3/4	103 3/8	.....
L. Rock & Ft. S.—1st, l. gr., 7s, '95. J&J	122	.....	.....	Subscription, 6s, 1883. M&N	121	123	.....	Cons. mort. 6s, 1913	103	96	.....
Little Schuylkill—1st, 7s, '82. A&O	98 1/8	98 3/8	.....	Sterling mort., 6s, g., 1903. J&J							

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

Table with columns for RAILROAD BONDS, RAILROAD STOCKS, and RAILROAD STOCKS. Each column contains multiple rows of stock and bond listings with bid and ask prices.

* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

Table with multiple columns: CANAL BONDS, RR. STOCKS, MISCELLANEOUS, MISCELLANEOUS, MISCELLANEOUS, MISCELLANEOUS, MISCELLANEOUS. Includes various stock and bond listings with bid and ask prices.

* Price nominal; no late transactions. † Purchaser also pays accrued int. ‡ In London. § Quotation per share. p. Premium. α Assess paid \$1

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

Table with columns for Mining Stocks, Bank Stocks, Insurance Stocks, and various regional stock exchanges (Baltimore, Boston, Louisville, New Orleans, Richmond, St. Louis, San Francisco). Each entry includes the stock name and its bid/ask prices.

* Price nominal; no late transactions. † Last price this week. ‡ Quotation per share

Investments

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.

Boston & Albany.

(For the year ended Sept. 30, 1882.)

This is the first company to report, among the great trunk lines which have their fiscal years terminating on September 30. In spite of the severe railroad war, which made reduced rates, the net earnings are just a trifle larger than in 1880-81, although freight tonnage decreased materially.

The following tables show the traffic, earnings and expenses, and disposition of net income, for four years ended Sept. 30 :

TRAFFIC STATISTICS.				
	1878-79.	1879-80.	1880-81.	1881-82.
Freight (tons) carr'd.	2,733,096	3,310,539	3,593,923	3,415,329
Do. one mile.....	325,484,799	375,452,891	417,108,612	374,317,338
Av. rate p. ton p. mile.	1.078c.	1.207c.	1.04c.	1.07c.
Passengers carried ..	5,199,160	5,993,297	6,799,178	7,524,138
Do. one mile.....	101,248,321	113,151,374	135,421,102	151,255,032
Av. rate p. pass. p. m.	2.14c.	2.03c.	1.97c.	1.99c.

EARNINGS AND EXPENSES.				
	1878-79.	1879-80.	1880-81.	1881-82.
<i>Earnings.</i>				
Passenger department.	\$2,165,699	\$2,331,193	\$2,668,014	\$3,364,143
Freight department ..	3,588,839	4,530,914	4,323,905	3,984,132
All other sources.....	672,924	848,706	878,334	442,097
Total.....	\$6,427,463	\$7,711,118	\$7,875,235	\$7,790,372
<i>Expenses.</i>				
Repairs of road.....	\$549,769	\$818,939	\$920,290	
Repairs of engines...	245,321	368,465	362,396	
Pass. & freight cars...	283,523	616,872	653,545	\$5,600,991
Buildings, &c.....	136,496	303,996	502,819	
Trans. & gen. exp'ns's	2,508,715	3,140,196	3,249,358	
Total.....	\$3,723,324	\$5,248,500	\$5,688,412	
Net income.....	\$2,703,638	\$2,492,618	\$2,186,873	\$2,189,381

DISPOSITION OF NET INCOME.				
	1878-79.	1879-80.	1880-81.	1881-82.
Rentals.....	\$75,000	\$75,000	\$75,000	\$75,000
Int. on funded debt..	470,000	470,000	470,000	566,450
Dividends.....	1,600,000	1,600,000	1,600,000	1,503,550
Added to surplus....	108,638	47,618	41,873	44,381
Improvement fund...	450,000	300,000		
Total.....	\$2,703,638	\$2,492,618	\$2,186,873	\$2,189,381

GENERAL INVESTMENT NEWS.

Alabama New Orleans, Texas & Pacific Junction.—This English company, which controls the Alabama Great Southern, the Vicksburg & Meridian, the Vicksburg Shreveport & Pacific and the Cincinnati New Orleans & Texas Pacific companies, advertises in London an issue of \$3,500,000 (£700,000) new 6 per cent debentures, having 25 years to run, and secured by deposit with trustees of the securities of its controlled lines. The issue price of the debentures is 94. The proceeds of these bonds are to be used for the completion of the lines from Meridian to New Orleans and from Monroe to Shreveport.—*R. R. Gazette.*

Alleghany Central.—The line of the Alleghany Central extension will start from the New York Lackawanna & Western at Bath, and, with an easy grade, will touch Hornellsville, running southwesterly for a distance of sixteen miles. The road at that point extends westerly to the Alleghany Central, which it joins between Friendship and Angelica, and runs southwesterly nearly the entire length of the present road, to Olean, where it will connect with the direct route to Pittsburg. The Alleghany Central extension syndicate have practically decided to allow all stockholders of record to subscribe. The minority stockholders claim that the stock is held down, but none is offered for sale, and bids do not draw out long stock. The feeling is very bitter, and one director is said to have offered 40 for 3,000 shares, and was told to buy it in the market.—*Philadelphia Press.*

Chicago & Eastern Illinois.—In the last paragraph of the item published in the CHRONICLE of October 28, the sentence should have read: "The Supreme Court on Monday also reversed a deficiency decree in favor of the purchasing bondholders for about \$1,800,000." It should also have been said that Mr. Walker was the attorney for the old Chicago Danville & Vincennes Railroad and not for the bondholders.

Cincinnati Indianapolis St. Louis & Chicago.—The annual meeting was held this week in Indianapolis and the following board of directors was unanimously elected: J. H. Devereaux, R. B. Cable, M. E. Ingalls, C. W. West, C. P. Huntington, Geo.

Bliss, Theodore A. Morris, Thomas H. S. Sharpe, S. J. Broadwell, George Hoadley, George Wilshire, D. F. Evans and Lars Anderson. The business for the past four months, July 1 to Nov. 1, estimating that for October, showed gross earnings of \$985,000, a gain of 11 per cent over the same time last year. The net earnings during the same time were \$381,000, and after all interest, taxes, dividend and other liabilities had been paid there was a net surplus of \$21,000 in addition to \$100,000 worth of permanent improvements which have been made and charged to operating expenses.

Connotton Valley.—The Boston *Herald* reports that the Connotton Valley Railroad Company announces the default of its November interest as follows: "In the unfinished state of the road—which, it is hoped, will be of short duration—the net earnings, although, under the circumstances as large as could be expected, have been inadequate to meet the interest." The directors will shortly propose a new "plan" to the security holders for procuring additional equipment, rendered necessary by the increasing business of the road, perfecting the construction of its lines so as to enable it to increase and accommodate that business, and establishing a connection with Zanesville. It is understood that the company must have at least \$1,000,000 more in cash. The directors afterward adopted the following: "Voted, that, if any of the bondholders desire it, the Treasurer is authorized to pay the coupon due Nov. 1, 1882, upon the bonds in its 6 per cent bonds, and to issue scrip certificates for fractional amounts, convertible into bonds when presented in amounts of \$1,000, such scrip to be deemed to be secured by the mortgage securing the bonds of the company."

Denver & Rio Grande.—In reply to misstatements made about the bonds of this company, the trustees of the mortgages, Messrs. John A. Stewart, President of the United States Trust Company, and L. H. Meyer, have written the following letter to a bondholder:

NEW YORK, Oct. 28, 1882.

The first mortgage of the Denver & Rio Grande Railway Company was made April 13, 1871, to Messrs. John Edgar Thomson, Samuel M. Felton and myself as trustees. It provided for issuing bonds to the aggregate amount of \$14,000,000. Under it there were countersigned and issued bonds to the amount of \$6,382,500 and no more. On Sept. 12, 1878, the company made a declaration and covenant not to execute or issue any more bonds under that mortgage for any purpose; and on Sept. 14, 1878, I, then sole surviving and remaining trustee, at its request and that of bondholders, executed a like stipulation. The papers were duly recorded in the proper counties, among others in Arapahoe County on Oct. 29, 1878. On Nov. 4, 1878, copies thereof were deposited with the New York Stock Exchange. It is, perhaps, needless to say that no further bonds have been, will, or can be, executed, authenticated or issued under that mortgage.

On Jan. 1, 1880, the company made its consolidated mortgage to Mr. John A. Stewart, President of the United States Trust Company, and myself, as trustees. This mortgage provided in all for the issue of \$30,000,000 in bonds, of which bonds to an amount of \$6,382,500 were set apart, and are still reserved unexecuted, to withdraw the above-mentioned first mortgage bonds. In November, 1880, and at a time when the company had issued about \$5,000,000, and contemplated further issues under the consolidated mortgage, it made a deed of further assurance which recited that bonds to the amount of \$10,000,000 more were issued, or intended to be issued, under that consolidated mortgage, and, as further security thereby conveyed to Mr. Stewart and L. H. Meyer certain after-acquired properties as additional security upon the trusts in the original consolidated mortgage declared. The misstatement in the newspapers referred to is as follows:

1. It quotes \$14,000,000, where only \$6,382,500 are out or ever can be out.
2. It quotes \$30,000,000 as now outstanding, whereas only \$23,617,500 can ever issue for any purpose, including new construction (except for taking up the above \$6,382,500).
3. It quotes a "deed of further assurance" as a new mortgage for \$10,000,000, whereas the amount therein mentioned is part of the above \$30,000,000, and the deed is given to convey new property to the trustees under the same consolidated mortgage and as further security therefor.

This in reply to your inquiry of yesterday.

Yours respectfully,

(Signed) L. H. MEYER.
Sole surviving and remaining trustee and of trustees.

As one of the trustees under the thirty million dollars consolidated mortgage, I fully concur in the above statement by my associate trustee, L. H. Meyer, Esq. (Signed) JOHN A. STEWART.

—This company publishes the following statement of gross and net earnings in September, but has published no other monthly statement this year showing net earnings:

FOR THE MONTH OF SEPTEMBER, 1882.	
Actual gross earnings.....	\$599,191
Operating expenses (53.19 per cent)	318,622
Net earnings.....	\$280,568
Same month last year.....	208,531
Increase over 1881 in net earnings, 35 per cent.....	\$72,037
Increase over 1881 in mileage, 23 per cent.....	

Massachusetts Central.—The annual meeting of the stockholders was held in Boston, Oct. 25. The Treasurer's report states: "It appears from the books of the company that on Sept. 30, 1882, \$6,705,063 had been expended in the construction of the railroad; \$94,565 for interest and \$178,666 for discount on bonds; that the capital stock of \$3,500,000 has been paid in, and that bonds to the same amount have been issued. There has been a default made upon the \$105,000 of coupons due July 1, 1882, and a small portion of those due last January is also unpaid. The floating debt of the company amounts to \$51,879, and in addition to this there are debts arising from the operation of the railroad, which, if assumed by the company, will make the entire amount of the floating debt \$77,479." There was a loss of \$54,635 from the opening of the road Oct. 1, 1881, to Aug. 1, 1882, and from the latter date to Sept. 30, 1882, the receipts were \$18,988, and expenditures \$19,241. President Aldrich stated that many of the heaviest bondholders did not favor a foreclosure, as has been threatened, for it meant serious loss to them. Every one admitted that there

was no money in the road until completed to Northampton, to effect which a large sum is needed. There would be no difficulty in bonding the new portion of the road. The first thing to do was to pay the employes. This could probably be done very soon. The directors believed it to be the best policy to keep the road in operation, even at a small loss, although the stockholders should not be surprised at any time to hear that the road had shut down.

Memphis & Charleston.—This road was to be restored to the management of its stockholders to-day, and the lease to the East Tennessee Virginia & Georgia canceled. Negotiations which have been pending for sometime were settled on Thursday. The floating debt incurred for improvements by the lessees is about \$800,000, and the East Tennessee Syndicate finally agreed to accept \$306,000 of the Memphis & Charleston first mortgage bonds at 120 and the balance in cash, in payment for the said floating debt and for the bonus of \$400,000 for which it agreed to surrender the lease; these payments were to be made to-day.

Mexican Central Railway Co. Limited.—The official statement of this company to the New York Stock Exchange, dated September 15, 1882, contained the following information:

This company was organized February 25, 1880, under the railroad laws of Massachusetts as amended in 1879, for the express purpose of authorizing the formation of companies to build railroads and telegraphs in foreign countries. By authority of Congress of the Republic of Mexico several concessions have been granted to this company by the Federal Government, and others have been acquired from the State governments, authorizing the construction of the following system of standard gauge railroad, with corresponding telegraph line. The international or main line extends from the city of Mexico northward, a distance of about 1,300 miles, to a connection on the southern boundary of the United States, near the line dividing Texas and New Mexico, at the town of El Paso del Norte, with the Atchison Topeka & Santa Fe, the Southern Pacific and the Texas & Pacific railroads. The interoceanic branches extend westward from a point on the main line between Leon and Salamanca to the Pacific Ocean at San Blas or Mazatlan—a distance of about 430 miles to San Blas; and eastward from Aguascalientes on the main line through the City of San Luis Potosi, to the City of Tampico, upon the Gulf of Mexico, a distance of about 318 miles. Local branches are authorized from the main line at Silao to the capital city of Guanajuato, a distance of 15 miles, and from a point on the main line 86 miles from Mexico to a valuable timber region controlled by the company, distance 23 miles. The main line and branches are now being constructed by this corporation without the intervention of any construction company, and the stock and bonds as issued therefor apply uniformly to all parts of the system.

The Federal Government of Mexico has granted this company numerous privileges and benefits, of which the following may be enumerated: A cash subvention of \$15,200 per mile, for which the Government issues to the company as the road is accepted "certificates of construction of the Central Railway, to be redeemed with six per cent of all duties produced at the maritime and frontier custom houses of the republic;" exemption from duties on all materials required for the construction and repairs of the road for 15 years; exemption from tonnage and light-house dues and port charges upon all vessels landing railway materials for 15 years; exemption from all taxes upon the road and all its accessories, including bonds, stock and all obligations for the term of 50 years after the completion of the lines. In addition to these Federal grants special privileges and exemptions have been conceded by the States of Guanajuato, San Luis Potosi and Chihuahua, with cash subventions at various rates, payable from the State treasuries as the mileage is completed. The cash subvention thus accruing to this company from the Federal Government is about \$30,485,000, and from the State governments \$618,400, amounting to about \$31,103,400, of which the construction of the international or main line will call for about \$19,064,000. These subsidies are being paid promptly, \$301,446 09 having been received up to the latest returns. It is officially stated that the total receipts by the Mexican Treasury from the maritime and frontier custom houses for the year ending June 30, 1882, amounted to more than \$17,500,000. Upon this basis it is estimated that the Federal subvention of six per cent of the custom receipts will produce about \$1,000,000 cash for the company during the current year. All these subsidies remain unpledged, and are available for any purposes of this company, such as new construction, repairs, interest and dividends.

From the city of Mexico northward the road is in operation to the city of Leon, 258 miles. Beyond that point track has been laid some 10 miles at the date of our last report. From El Paso on the United States frontier the road will be completed southward to the city of Chihuahua, 225 miles, on the 16th of September. The grading has advanced some 30 miles south of that point. Upon the Gulf of Tampico division 30 miles have been completed. Grading on the Pacific line has just been commenced at San Blas. The branch to the City of Guanajuato, 15 miles, is nearly ready for operation, and construction of the timber branch has been commenced. The total miles finished amount to about 522 miles, while the grading and delivery of materials are so advanced as to justify the expectation that the main line from the city of Mexico to Paso del Norte will be completed early in 1884.

EARNINGS.

The only part of the road hitherto opened for business is the section northward from the city of Mexico, which has been operated with the following results:

Date.	Terminus.	Miles.	Days.	Amount.
September 15, 1881	Tula	58	78	\$36,213
December 15, 1881	San Juan del Rio	120	53	60,382
February 15, 1882	Queretaro	153	51	110,000
April 15, 1882	Celaya	185	13	38,594
May 1, 1882	Irapuato	219	79	273,036
August 1, 1882	Leon	258	12	46,032
Total				\$564,258

This does not include any charges for the transportation of the construction material for the use of the company.

CONDENSED BALANCE SHEET, AUGUST 31, 1882.

ASSETS.	
Cost of road and equipment	\$13,633,760
Discount on bonds issued	7,302,500
Coupon interest	3,6515
Vessel property	90,764
Other property, timber lands, &c.	257,841
Material on hand and in transit	4,208,391
Due from Mexican Government in certificates	761,795
Subsidy certificates of construction on hand	69,016
Deposit with Mexican Government as guarantee	300,000
Notes receivable, secured by collateral	98,900
Sundry balances of accounts	367,694
Cashier's accounts in Mexico	1,709,522
Operating expenses 1882	210,850
Cash	279,901
	\$29,711,453
LIABILITIES.	
Capital stock	\$ 5,883,500
First mortgage bonds	10,013,000
Registered income bonds	1,440,000
Due subscribers circular, 2 & 3	9,009,050
Subsidy account of Mexican Government	1,047,770
Marine insurance notes	10,295
Premium in Mexico on U. S. currency	1,314,680
Vouchers and pay rolls unpaid	426,603
Coupons unpaid	4,025
Sundry accounts	4,085
Income account 1881	9,141
Profit and loss	31,829
Traffic earnings 1882	483,871
	\$29,711,453

MEMO.—The accounts from our Mexico officers only appear in this statement up to July 1. Since that time the Mexican Government have approved additional road, and ordered certificates issued to the total amount of \$1,506,500 instead of \$1,047,770 as shown above. Certificates have also been received and money collected on them, much in excess of the amounts which appear as of July 1.

S. W. REYNOLDS, Treasurer.

In addition to the above-mentioned cash resources, the company held subscriptions to its capital stock on September 1, subject to call, amounting to \$6,642,000, which are considered equivalent to so much cash on hand. It is calculated that upon the completion of the main line and the delivery of all the bonds and stocks required to be used in its construction, there will remain as a reserve in the company's treasury about \$5,800,000 first mortgage bonds and \$2,600,000 capital stock.

The capital stock of the company is authorized at the rate of not exceeding \$32,000 per mile (\$20,000 per kilometre) of completed road, and is issued when full paid at the par value of \$100 per share. There are now 895 separate subscriptions to and owners of these shares. Of the separate subscriptions 21 are in the names of native capitalists of Mexico, whose aggregate investment in the securities of this company exceeds \$1,250,000 cash.

The first mortgage bonds are dated July 1, 1881, mature July 1, 1911, each \$1,000; Nos. 1 to 16,704 inclusive; bear interest at the rate of 7 per cent per annum, payable January and July, at the office of the company in the city of Boston or at its agency in the city of New York, and both principal and interest are payable in gold coin of the United States. They are limited in issue to \$32,000 per mile (\$20,000 per kilometre) of completed road, and the amount now authorized to be issued on the 522 miles of completed road is \$16,704,000. Income bonds have been issued in registered certificates of \$1,000 each, dated July 1, 1881, payable July 1, 1911, with interest payable annually on the first day of July in each year, from the net earnings of the railway, telegraph and other property of the company during the financial year preceding said first day of July, whatever said net earnings may be, but not exceeding 3 per cent per annum, and non-cumulative.

The President is Thomas Nickerson, Boston, and the following are the directors: Thomas Nickerson, Isaac T. Burr, Thomas Dana, Fred. L. Ames, Albert W. Nickerson, Levi C. Wade, Benj. P. Cheney, Chas. J. Paine, A. B. Lawrie, R. M. Pulsifer, Theo. Nickerson, Frank Morison, William Rotch, all of Boston; Robert R. Symon, New York; Rudolph Fink, Ramon G. Guzman, Sebastian Camacho, Mexico; Senors Felipe Beriozabal and Miguel Auza of Mexico, appointed by the Mexican Government.

Mutual Union Telegraph.—A plan was made to put 51,000 shares of the stock of this company in the hands of three trustees, viz: George William Ballou, A. P. Potter of the Maverick National Bank of Boston, and George F. Baker. The total stock consists of 100,000 shares. The trustees were to issue certificates in place of the stock, which was to be deposited with the Central Trust Company, and the certificates to be listed on the Stock Exchange. The certificates to be negotiable, but the voting power to be left in the hands of the trustees. It was said that more than a majority of the stock had already been deposited under the provisions of this trust. On application of Jay Gould and the Western Union Telegraph Company, Judge Van Brunt of the New York Supreme Court, issued an injunction restraining the placing of the stock in trust. The order was served on the Central Trust Company and others. The plaintiffs claim that as holders of Mutual Union stock

bought under an agreement of March, 1882, the proposed scheme is in violation of their rights, and in violation of a prior agreement by which the stock was placed in a pool, of which Jay Gould and Geo. F. Baker were the trustees. The answer of the defendants has not yet been put in.

Nashville Chattanooga & St. Louis.—A Washington report says: The Solicitor of the Treasury is considering an offer of compromise from this railway company in the suit against it by the Government to recover \$153,000 and interest for coupons on bonds purchased twenty years ago, which have never been paid, for the reason that the coupons were supposed to have been lost. The amount offered by the agents of the road is \$125,000, which they urge is ample, considering the fact that they were deprived of the use of their road for four years by Confederates, and that the Government never demanded payment until about two years ago. These coupons belong to the bonds purchased with the Cherokee Indian funds at the beginning of the war, which amounted to about \$500,000. The Confederates took possession of the road shortly afterward, and all dealings were, of course, suspended for about four years. At the end of this time the coupons in question had disappeared, and no one in the Treasury Department knew what had become of them until they were found about two years ago.

New Stock Exchange.—The rumors of another effort to establish a new stock exchange took shape in the form of a circular issued anonymously, Oct. 23, of which the following is a copy:

PRIVATE AND CONFIDENTIAL.

DEAR SIR: A new stock exchange is about to be established under the direction of gentlemen of well-known position and the highest capacity, whose names, for obvious reasons, it is at present deemed best to withhold.

A large piece of property on Broadway (12 city lots) has been bought for the erection of a building eleven stories in height, the plans providing for a board room larger than that of any other exchange. One thousand seats in the new exchange will be sold—the first 500 at \$5,000 each, the purchaser to receive an assignable bond for \$5,000 with said real estate and the new building thereon as security for the repayment thereof at a fixed rate; the remainder to be sold at a higher price. The holder of a seat will, by virtue of an act of the Legislature now in force, be free from liability for the acts of other members, and in this respect will be in a better position than the members of the present exchange.

New York has become the commercial and financial center of this continent. The great bulk of all commerce, manufacture, transportation and exchange centers here. The means for promoting new enterprise and developing the country's resources are obtained here, and a ready medium for bringing the stocks, bonds and other representatives of property to the attention of capital is necessary. Concentration of this business reduces its cost, and reduction of expense increases its volume, but when the business of such concentration is wielded and controlled by a despotic monopoly, public interest requires competition.

The New York Stock Exchange has about 1,100 members, whose seats are selling for \$35,000 each, or an aggregate of over \$38,000,000. A new exchange is needed, and gentlemen now trading largely on the old exchange, and forced to confine themselves thereto desire the formation of a new board, believing that business would be benefited thereby. They think that the new seats in the exchange when organized, will be of equal value with those of the New York Stock Exchange. The volume of business promised indicates certain success. Details of this movement, undertaken after three years' careful investigation and canvass, will be sent to those persons who are accepted as members of the new exchange. All communications will be considered confidential until the seats are issued. When 500 seats are issued, a board room will be provided for immediate business pending the completion of the building. Should you wish a seat, please send \$500 in currency to Dumont Clarke, Esq., 128 Broadway, New York, now trustee for the real estate. This will be returned on demand at any time before delivery of the bond for \$5,000. Very respectfully,

The name of ex-Governor Tabor of Colorado has been mentioned as the most prominent backer of the new exchange.

N. Y. Chicago & St. Louis.—In regard to the purchase of a controlling interest in the stock of this (the Nickel Plate) road, nothing essentially new has transpired since last week. Judge Burke, one of the purchasers, is reported as saying the purchase included 265,000 shares, 135,000 of preferred stock at 37 and 130,000 of the common at 17. The price paid was, therefore, \$7,205,000. Also, that "The transaction was a purchase, pure and simple, of a sufficient amount of stock to control the road, and we assumed nothing more than the responsibility which a controlling amount of stock naturally carries with it. Our relation to the bonded indebtedness of the road is precisely the same as that of other stockholders. The only preference being in the amount of stock we own."

To a reporter of the *N. Y. Tribune* an officer of the "Nickel Plate" company made known some of the details of the bargain. The purchase money is to be paid in five monthly installments, on the first day of each month. The present managers reserved for their friends the privilege of joining in the sale on the same terms. It was agreed that the absolute control of the property was to be given up when 60 per cent of the purchase money had been paid, or at the general meeting in January; but the purchasers hold the right to anticipate the payments at their own pleasure. The same officer said that, in addition to the \$15,000,000 first mortgage bonds and the \$4,000,000 equipment bonds, the purchasers assumed all liability for \$4,000,000 floating debt and \$5,000,000 terminal properties and rentals. On Wednesday, Nov. 1, a majority of both classes of stock of the New York Chicago & St. Louis Railroad Company was placed in the hands of John A. Stewart, President of the United States Trust Company, as trustee. A second payment, of \$2,550,000 was made by the purchasers, who had previously paid \$300,000—to bind the bargain. This payment is said to have been somewhat larger than required by the agreement, and it is probable that the buyers will pay the balance of the purchase money in advance of the specified dates.

At Buffalo, Oct. 31, Charles Neilson, Division Superintendent of the New York Lake Erie & Western Railway, gave notice to P. G. Murphy, agent of the Nickel Plate Company, that the

Erie would no longer furnish the Nickel Plate with terminal facilities at Buffalo. In consequence of the order local freight had to be abandoned.

—At Chicago, the Illinois Central Railroad Company has notified the "Nickel-Plate" Company that it will not be allowed to use the temporary depot erected for it at the foot of Randolph Street. This will prevent the "Nickel-Plate" trains from coming further north than Fourteenth Street. The cause of the change of programme is not known.

New York New Haven & Hartford.—The directors of this company have had prepared extensive surveys and plans for a thorough reconstruction of the road, including plans for straightening the lines, removing grades, stone ballasting bed, and probably an addition of more tracks upon the division between New York and New Haven. The company deems these improvements necessary, and expects to raise and expend some \$2,000,000 on them.

New York Pennsylvania & Ohio.—A cable press dispatch from London, November 2, says: "The report of Messrs. Allport and Swarbrick to the bondholders of the New York Pennsylvania & Ohio Railroad Company recommends that negotiations be opened with the New York Lake Erie & Western R.R. Company for a pooling arrangement by the terms of which each company shall receive profits proportionate to its mileage and shall contribute also proportionately to the working expenses. In case of a failure to make an arrangement with the New York Lake Erie & Western Company, the report recommends the extension of the line so as to obtain a portion of the seaboard traffic and a partial combination with other roads running to Cleveland. The report also recommends that the company have equal rights and powers with the New York Lake Erie & Western Company in existing lines, and any that the latter company may become interested in, the two lines to be considered integral parts of the same system. A pooling arrangement is recommended if absolute fusion is not feasible. The agreement should be for a long term, both companies binding themselves not to enter into any agreement injurious to the other. Messrs. Allport and Swarbrick further state that of possibly \$72,500,000 by which the capital has been increased since 1870, they could only trace \$8,500,000 which by any possibility could have added to the value of the property."

New York Susquehanna & Western.—An excursion was made over this road on its opening throughout, and the lines of road owned and operated are as follows:

	Miles.
From West End, Jersey City, to Unionville, N. Y.	71.6
From Two Bridges, N. J., to Stroudsburg, Pa.	42.0
From Columbia, N. J., to Delaware Station.	3.0
The Paterson City spur.	1.0
From Blakely to Del. Lack. & West. near Scranton.	12.0
From Unionville to Middletown, N. Y., leased.	13.9
Total mileage owned and operated.	141.5

The *World* reports that five hundred new twenty-ton coal cars are in course of construction, giving an extra capacity of 10,000 tons a week in rolling-stock. Extensive coal properties located in the Lackawanna Valley are under the control of the company, from which a tonnage is expected of 1,500,000 tons per annum. The following are the particulars:

	Tons.
Pennsylvania Anthracite Coal Company, about four hundred acres of coal property, in fee and under lease.	300,000
From the two new shafts of John Jermyn.	200,000
Lackawanna Coal Company (limited).	200,000
Filer and Livey.	100,000
Winton and Dolph.	300,000
Total.	1,100,000

The transit of the coal will be from the terminus at Stroudsburg to the neighborhood of Scranton, thence over the Delaware Lackawanna & Western Company's line to the docks at Hoboken. This transit will be effected under an equitable agreement between the two corporations, to which no limit of time has been prescribed, and is based on the selling price of coal at tide-water.

Ohio Central.—On Nov. 1 the Ohio Central notified the Stock Exchange of the proposed issue of \$2,000,000 of new stock.

Pennsylvania Railroad.—At Philadelphia, November 1, the Finance Committee of the board of directors of the Pennsylvania Railroad Company met to consider the semi-annual dividend rate and adopted the following:

Resolved. That the President and board of directors do hereby declare a semi-annual dividend of 4½ per cent upon the capital stock of the company out of the profits, and payable, clear of State taxes, on and after November 29, 1882, to the shareholders as they stood registered on the books of the company at 3 o'clock P. M. October 31, 1882, or to their legal representatives, of which amount 2½ per cent shall be paid in cash and 2 per cent in scrip redeemable in cash upon its delivery or convertible into the capital stock of the company if presented in sums of \$50 previous to February 1, 1883.

Pittsburg Southern.—The Baltimore & Ohio Railroad Company is reported to have purchased the narrow guage line between Pittsburg and Washington, Pa., known as the Pittsburg Southern, with the purpose of rebuilding a portion of it and making the line a standard guage road, and a route from Pittsburg to the West by way of Wheeling.

Texas Pacific.—The company has redeemed 314 of the first mortgage eastern division bonds, under the sinking fund provisions. As these bonds are retired, consolidated mortgage bonds are issued for a like amount.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Nov. 3, 1882.

There are few new features to mercantile affairs. The impression gains ground that we have a large surplus of the products of agriculture, which must be disposed of by exportation, and is having an effect in checking speculation, leaving values to be adjusted by legitimate influences, to the great advantage of business. Some attention is diverted to the coming elections, but not enough to cause any serious interruption to the course of trade. The weather this week, until to-day, has been unseasonably mild, and has unfavorably affected some branches of business.

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

	1882.		1881.
	Oct. 1.	Nov. 1.	Nov. 1.
Pork..... bbls.	12,331	4,568	25,338
Beef..... tcs. and bbls.	661	1,685	7,777
Lard..... tcs.	17,045	16,843	44,707
Tobacco, foreign..... bales.	21,053	26,361	20,484
Tobacco, domestic..... hds.	32,450	30,476	46,268
Coffee, Rio..... bags.	51,331	53,209	134,917
Coffee, other, &c..... bags.	104,093	122,234	48,771
Coffee, Java..... mats.	137,423	85,640	118,000
Sugar..... hds.	44,895	33,627	41,729
Sugar..... boxes.		7,959	10,697
Sugar..... bags, &c.	539,800	486,069	534,591
Melado..... hds.	165		52
Molasses, foreign..... hds.	6,080	3,291	2,080
Molasses, domestic..... bbls.	2,000	2,000	500
Hides..... No.	229,700	181,600	250,600
Cotton..... bales.	38,911	60,430	113,456
Rosin..... bbls.	23,690	20,677	18,718
Spirits turpentine..... bbls.	4,784	1,650	2,920
Tar..... bbls.	1,015	866	1,360
Rice, E. I..... bags.	36,400	48,100	23,800
Rice, domestic..... bbls. and tcs.	595	891	850
Linseed..... bags.	67,400	65,100	81,500
Baltpetre..... bags.	14,000	12,800	11,300
Jute..... bales.	360	300	2,200
Jute butts..... bales.	26,400	26,900	37,700
Kanila hemp..... bales.	30,634	31,096	5,262

In provisions a very fair speculation has been reported. Lard early in the week was firmer, but later on a realizing movement brought about a decline. To-day mess pork sold on the spot at \$22 50. Bacon was quoted at 13c. for long clear. Beef hams quoted \$17 50@18 25. Beef quiet but steady at \$29@32 for city extra India mess. Lard was lower, and on the spot sold at 12@12 25c. for prime city; refined to the Continent 12 20@12 40c.; South America 12 75; Western contract sold for November at 11 90@11 85c.; December 11 50@11 45c.; year 11 47 1/2@11 45c.; January 11 47 1/2@11 45c.; February 11 47 1/2@11 45c.; March 11 55@11 50c.; April 11 55c.; May 11 60@11 57 1/2c. Butter has a fair sale and cheese is weaker. Tallow easy at 8 1/4@8 3/8c. for prime. Stearine dull at 12 1/2@12 3/8c. for prime western and city.

Rio coffee has been dull on the spot at a decline to 8 3/4c. for fair cargoes; options have been active but also lower; the growing importance of the trade here for future delivery is shown by the fact that to-day the sales were no less than 15,000 bags; Nov. sold at 6 30@6 40c., Dec. at 6 20@6 25c., Jan. at 6 25@6 30c., Feb. at 6 30c. and March at 6 40c.; mild have been weak but Maracaibo closes more active. Rice sold freely until a few days ago, when holders advanced prices 1/4c. and trade became quiet. New Orleans molasses has sold fairly at a decline to 62c. as the extreme for fancy, while foreign has been dull and nominal. Tea has been rather more steady at auction. Spices have been dull and without marked change. Foreign fruits have declined. Raw sugar has been dull and to a great extent nominal, with prices of last week still quoted in most instances, though 96 deg. test centrifugal has sold down to 8 1/8c., but the close is firmer at 7 3/8c. for fair refining and 8 3-16c. for 96 deg. test centrifugal; refined has been quiet most of the week but closes more active at 9 3/4@9 7/8c. for cut loaf, 9 5/8c. for crushed and cubes, 9 1/4@9 1/2c. for powdered, 9 1/8@9 3-16c. for granulated.

Kentucky tobacco has remained quiet, and sales for the week are only 200 hds., of which 80 for export and 120 for home consumption. Prices are nominal; lugs 6@7 1/2c. and leaf 8@12c. Seed leaf has been inactive, and prices are barely steady; manufacturers are pretty fully supplied. Sales for the week are 1,015 cases, of which 350 cases New England 1881 crop 13@35c.; 300 cases Pennsylvania 1881 crop private terms; 300 do. do. 1880 crop 16c.; 65 cases Ohio 1880 crop 7c. Also 550 bales Havana at 88c @ \$1 15.

Naval stores have been irregular; spirits turpentine has been pushed down by larger receipts; to-day there were free sales at 54@54 1/2c. for Southern and New Yorks; rosins have lacked export support here and fine grades are easy; common to good strained quoted at \$1 85@1 95. Refined petroleum for export has been advanced by the higher prices for crude; 110 test to-day quoted 8c. and 70 test (Abel) 8 1/8c.; crude certificates higher at 97 1/4@99 3/4c., closing buoyant at \$1 04 1/2@1 04 5/8. Hops have continued to advance and choice new State are now quoted at \$1 05@1 10, which are the selling figures in the country; old State here 95c @ \$1 10; Eastern 90c. @ \$1 10; mixed Bavarians \$1 10; genuine \$1 30. Ingot copper is steady; 300,000 lbs. Lake sold at 18@18 1/8c.; other metals are quiet and without interest.

Ocean freight-room has been quiet and rates have shown much irregularity. To-day grain to Liverpool by steam was quoted 4 1/2d.; flour 2s. 6d. per bbls. and 15s. per ton; bacon and lard 25s.@27s. 6d.; cheese 30@35s.; cotton 1/4@5-16d.

COTTON.

FRIDAY, P. M., November 3, 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 (Nov. 3) the total receipts have reached 256,623 bales, against 241,738 bales last week, 242,329 bales the previous week and 206,136 bales three weeks since; making the total receipts since the 1st of September, 1882, 1,423,666 bales, against 1,424,046 bales for the same period of 1881, showing a decrease since September 1, 1882, of 380 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	6,389	7,348	3,845	4,173	5,105	2,541	29,401
Indianola, &c.....	.....	.....	.....	.....	.....	674	674
New Orleans.....	7,766	9,381	17,757	6,193	9,771	5,491	56,349
Mobile.....	4,198	3,693	2,965	2,562	2,257	2,240	17,920
Florida.....	.....	.....	108	.....	.....	430	538
Savannah.....	7,584	9,103	6,727	6,802	5,607	6,472	42,295
Brunsw'k, &c.....	.....	.....	.....	.....	.....	200	200
Charleston.....	4,077	4,718	4,017	6,027	3,525	4,678	27,042
Pt. Royal, &c.....	.....	.....	198	.....	.....	760	958
Wilmington.....	1,445	651	2,693	1,158	1,061	848	7,856
Moreh'd C., &c.....	.....	.....	397	.....	.....	446	843
Norfolk.....	6,812	9,107	6,786	7,628	7,69	9,127	47,150
City Point, &c.....	.....	.....	8,025	.....	.....	5,928	13,953
New York.....	115	235	105	881	155	161	1,652
Boston.....	782	800	1,804	1,147	1,585	1,224	7,342
Baltimore.....	.....	.....	.....	.....	.....	101	101
Philadelp'a, &c.....	.....	362	199	231	1,364	253	2,349
Totals this week	39,168	45,103	55,626	36,792	38,060	41,574	256,623

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:

Receipts to Nov. 3.	1882.		1881.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1882.	1881.
Galveston.....	29,401	227,834	15,947	160,607	61,471	79,728
Indianola, &c.....	674	8,379	1,176	6,606	.....	.....
New Orleans.....	56,349	266,253	58,924	342,766	155,206	207,132
Mobile.....	17,920	102,752	12,121	77,281	16,817	26,388
Florida.....	538	1,826	654	1,992	.....	.....
Savannah.....	42,295	289,187	36,634	274,925	110,550	80,440
Brunsw'k, &c.....	200	3,337	.....	3,778	.....	.....
Charleston.....	27,042	191,882	33,110	198,040	83,550	93,948
Pt. Royal, &c.....	958	3,594	121	10,513	760	663
Wilmington.....	7,856	39,179	9,690	44,586	11,516	15,640
M'head C., &c.....	843	2,835	1,224	3,997	.....	.....
Norfolk.....	47,150	187,404	29,554	178,516	51,048	45,171
City Point, &c.....	13,953	56,169	10,382	58,905	.....	.....
New York.....	1,652	7,137	1,119	7,899	56,145	115,207
Boston.....	7,342	22,972	10,180	35,550	1,435	3,420
Baltimore.....	101	1,624	894	8,664	9,605	15,657
Philadelp'a, &c.....	2,349	10,702	3,555	9,421	20,846	10,258
Total.....	256,623	1,423,666	225,285	1,424,046	578,949	693,602

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

Receipts at—	1882.	1881.	1880.	1879.	1878.	1877.
Galvest'n, &c.....	30,075	17,123	29,346	26,893	26,649	16,195
New Orleans.....	56,349	58,924	66,046	58,430	27,755	53,794
Mobile.....	17,920	12,121	19,535	16,066	11,069	17,888
Savannah.....	42,295	36,634	44,167	42,829	30,225	31,727
Charl'st'n, &c.....	28,000	33,231	31,209	25,943	28,910	31,103
Wilm'gt'n, &c.....	8,699	10,914	9,151	5,025	9,982	10,338
Norfolk, &c.....	61,103	39,936	45,785	38,133	23,639	33,106
All others.....	12,182	16,402	6,529	11,828	18,645	4,625
Tot. this w'k.	256,623	225,285	251,768	225,057	182,874	198,776

Since Sept. 1. 1,423,666 1,424,046 1,612,064 1,447,222 1,188,220 931,150

Galveston includes Indianola; 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 163,852 bales, of which 100,082 were to Great Britain, 25,647 to France and 38,123 to the rest of the Continent, while the stocks as made up this evening are now 578,949 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Nov. 3.				From Sept. 1, 1882, to Nov. 3, 1882.			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston.....	13,124	6,000	7,003	26,127	59,005	9,838	24,589	93,432
New Orleans.....	10,864	11,190	10,593	32,647	83,525	50,406	44,702	178,633
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	.....	4,256	7,100	11,356	10,178	9,108	39,089	58,435
Charleston.....	4,928	1,520	.....	6,448	23,829	8,595	18,601	49,025
Wilmington.....	2,350	.....	.....	2,350	.....	.....	.....	2,350
Norfolk.....	39,910	.....	.....	39,910	59,063	.....	.....	59,063
New York.....	15,898	2,681	8,995	27,574	131,324	14,998	39,279	185,601
Boston.....	9,688	.....	.....	9,688	31,731	.....	.....	31,731
Baltimore.....	518	.....	3,639	4,207	35,299	900	17,033	52,632
Philadelp'a, &c.....	2,834	.....	750	3,584	17,745	.....	750	18,495
Total.....	100,082	25,647	38,123	163,852	454,049	91,305	184,023	729,377
Total 1881.....	48,301	10,152	54,760	113,213	425,889	68,590	147,452	642,931

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

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.

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.

NOV. 3, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	29,675	15,832	27,418	2,451	75,376	79,830
Mobile.....	None.	None.	None.	None.	None.	16,817
Charleston.....	2,100	600	5,070	1,250	9,000	74,550
Bavannah.....	None.	2,100	22,300	5,100	29,500	81,050
Galveston.....	14,165	5,653	2,221	2,034	24,073	37,398
Norfolk.....	26,895	None.	1,500	None.	28,395	22,653
New York.....	9,500	350	5,050	None.	14,900	41,245
Other ports.....	5,500	None.	1,500	None.	7,000	37,162
Total 1882	87,835	24,535	65,039	10,835	188,244	390,705
Total 1881.....	47,766	24,429	42,737	17,594	132,526	561,076
Total 1880.....	102,407	18,302	43,714	13,872	178,295	524,277

The speculation in cotton for future delivery at this port opened the week under review with considerable buoyancy. The summary of Ellison's circular received by cable, and published in the last CHRONICLE, caused a demand to cover contracts which continued till near the close of Monday. At this time the rise from the lowest figures of the previous week was 25@28 points. The free movement of the crop, and an exaggerated report of the receipts at Mobile caused on Monday afternoon a downward tendency to prices, which became a decided decline on Tuesday, followed by some further decline on Wednesday, when the advance above mentioned had been more than lost. Yesterday there was an early decline, but the close was slightly dearer on a demand to cover contracts. To-day there was an early advance, but the demand was not maintained and the close was but little different from yesterday. Cotton on the spot declined 1-16c. on Tuesday, again on Wednesday and again on Thursday. There was early in the week a large business done in cotton in transit. To-day the market was steady, middling uplands closing at 10½c.

The total sales for forward delivery for the week are 777,600 bales. For immediate delivery the total sales foot up this week 16,103 bales, including 5,978 for export, 3,168 for consumption, 1,257 for speculation and 5,700 in transit. Of the above, 700 bales were to arrive. The following are the official quotations and sales for each day of the past week.

Oct. 28 to Nov. 3.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. # B	8½	8½	8½	8½	8½	8½	8½	8½	8½
Strict Ord...	8½	8½	8½	8½	8½	8½	8½	8½	8½
Good Ord...	9½	9½	9½	9½	9½	9½	9½	9½	9½
Str. G'd Ord	9½	9½	9½	10½	10½	10	10½	10½	10
Low Midd'g	10½	10½	10½	10½	10½	10½	10½	10½	10½
Str. L'w Mid	10½	10½	10½	10½	10½	10½	10½	10½	10½
Middling...	10½	10½	10½	10½	10½	10½	10½	10½	10½
Good Mid...	10½	10½	10½	10½	10½	10½	10½	10½	10½
Str. G'd Mid	11½	11½	11½	11½	11½	11½	11½	11½	11½
Midd'g Fair	11½	11½	11½	11½	11½	11½	11½	11½	11½
Fair.....	12½	12½	12½	12½	12½	12½	12½	12½	12½

	STAINED.				
	Sat.	Mon	Tues	Wed	Th.
Good Ordinary..... # B.	7½	7½	7½	7½	7½
Strict Good Ordinary.....	8½	8½	8½	8½	8½
Low Middling.....	9½	9½	9½	9½	9½
Middling.....	10½	10½	10½	10½	10

MARKET AND SALES

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex-port.	Con-sump.	Spec-ult'n	Trans-it.	Total.	Sales.	Deliv-eries.
Sat. Quiet and steady	375	208	280	.....	863	98,400	.....
Mon. Firm	1,289	428	700	1,600	4,017	175,600	100
Tues. Quiet at 3½ de.	1,160	545	77	4,100	5,882	146,300	700
Wed. Dull & e'sr. 1½ de.	300	547	200	.....	1,047	141,900	900
Thurs. Steady at 1½ de.	80	510	.....	.....	1,310	105,500	500
Fri. Firm	2,054	930	.....	.....	2,984	108,900	300
Total	5,798	3,168	1,257	5,700	16,103	777,600	2,500

The daily figures given above are actually delivered the day previous to those reported.

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

Market, Prices and Sales of FUTURES.	Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
		October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Saturday, Oct. 23— Sales, total..... Prices paid (range)..... Closing.....	Firm. 98,400 10-46@11-39 Firm.	Aver. 10-54 13,400 10-53@10-56 10-56-10-57	Aver. 10-48 10,000 10-46@10-52 10-52-10-53	Aver. 10-50 11,900 10-48@10-53 10-53-10-54	Aver. 10-60 18,600 10-57@10-64 10-63-10-6	Aver. 10-71 9,100 10-68@10-75 10-74-10-75	Aver. 10-82 10,500 10-80@10-86 10-86-	Aver. 10-93 6,100 10-91@10-97 10-97-10-98	Aver. 11-03 11,400 11-01@11-08 11-08-	Aver. 11-14 4,600 11-12@11-18 11-18-11-19	Aver. 11-24 1,000 11-24@11-29 11-29-11-30	Aver. 11-35 1,800 11-32@11-36 11-38-11-39	Aver.
Monday, Oct. 30— Sales, total..... Prices paid (range)..... Closing.....	Variable. 175,600 10-52@11-45 Easier.	Aver. 10-59 13,000 10-51@10-62 10-51-10-52	Aver. 10-58 30,500 10-52@10-62 10-51-10-52	Aver. 10-60 19,700 10-52@10-63 10-51-10-52	Aver. 10-68 36,100 10-60@10-73 10-71-10-72	Aver. 10-86 14,400 10-73@10-84 10-71-10-72	Aver. 10-90 17,100 10-83@10-95 10-82-10-83	Aver. 11-01 14,800 10-97@11-05 11-04-11-05	Aver. 11-12 14,600 11-05@11-16 11-04-11-05	Aver. 11-32 2,100 11-19@11-26 11-26-11-27	Aver. 11-36 2,100 11-29@11-33 11-35-11-36	Aver. 11-42 1,200 11-40@11-45	Aver.
Tuesday, Oct. 31— Sales, total..... Prices paid (range)..... Closing.....	Lower. 146,300 10-39@11-32 Weak.	Aver. 8,600 10-40@10-53 10-40-	Aver. 10-44 8,600 10-40@10-53 10-40-	Aver. 10-44 12,500 10-39@10-51 10-39-	Aver. 10-53 34,000 10-47@10-61 10-47-10-48	Aver. 10-64 26,000 10-58@10-70 10-58-10-59	Aver. 10-74 25,200 10-70@10-81 10-70-10-70	Aver. 10-85 17,400 10-81@10-93 10-81-10-81	Aver. 10-87 9,700 10-84@10-96 10-87-10-88	Aver. 10-98 12,100 10-95@11-00 10-98-10-99	Aver. 11-08 7,200 11-06@11-11 11-08-11-09	Aver. 11-18 2,700 11-17@11-20 11-17-11-18	Aver.
Wednesday, Nov. 1— Sales, total..... Prices paid (range)..... Closing.....	Unsettled. 141,900 10-31@11-20 Steady.	Aver. 141,900 10-31@11-20 Steady.	Aver. 10-37 15,000 10-34@10-40 10-37-10-38	Aver. 10-43 18,700 10-31@10-39 10-34-10-35	Aver. 10-43 25,800 10-40@10-46 10-42-10-43	Aver. 10-53 14,800 10-50@10-56 10-54-10-55	Aver. 10-66 20,200 10-63@10-74 10-65-10-66	Aver. 10-76 15,700 10-72@10-79 10-77-	Aver. 10-87 9,700 10-84@10-96 10-87-10-88	Aver. 10-98 12,100 10-95@11-00 10-99-10-99	Aver. 11-08 7,200 11-06@11-11 11-09-11-10	Aver. 11-18 2,700 11-17@11-20 11-17-11-18	Aver.
Thursday, Nov. 2— Sales, total..... Prices paid (range)..... Closing.....	Variable. 106,500 10-30@11-20 Firm.	Aver. 106,500 10-30@11-20 Firm.	Aver. 10-35 10,000 10-32@10-40 10-37-10-38	Aver. 10-33 9,700 10-30@10-36 10-35-10-36	Aver. 10-41 22,600 10-43@10-45 10-43-10-46	Aver. 10-51 19,100 10-49@10-56 10-55-10-56	Aver. 10-63 11,000 10-61@10-67 10-66-10-67	Aver. 10-74 11,600 10-72@10-79 10-77-10-78	Aver. 10-86 10,500 10-83@10-90 10-88-10-89	Aver. 10-96 7,500 10-94@11-00 11-00-11-00	Aver. 11-06 2,600 11-04@11-09 11-09-11-10	Aver. 11-16 1,900 11-12@11-20 11-12-11-20	Aver.
Friday, Nov. 3— Sales, total..... Prices paid (range)..... Closing.....	Firm. 108,900 10-37@11-25 Quiet.	Aver. 108,900 10-37@11-25 Quiet.	Aver. 10-42 10,000 10-35@10-48 10-41-10-42	Aver. 10-40 14,300 10-37@10-43 10-38-10-39	Aver. 10-47 28,400 10-43@10-52 10-45-10-46	Aver. 10-58 10,100 10-54@10-63 10-57-10-58	Aver. 10-70 13,800 10-65@10-74 10-68-10-69	Aver. 10-82 7,200 10-77@10-88 10-79-10-80	Aver. 10-92 12,500 10-87@10-97 10-90-10-91	Aver. 11-04 9,200 10-98@11-07 11-02-11-03	Aver. 11-14 800 11-12@11-15 11-13-11-14	Aver. 11-23 2,400 11-22@11-25 11-22-11-23	Aver.
Total sales this week. Average price, week.	777,600	26,400 10-57	84,100 10-44	87,000 10-44	165,500 10-52	93,500 10-63	97,800 10-74	72,800 10-85	72,700 10-96	48,300 11-07	17,000 11-17	12,500 11-27	....................
Sales since Sep. 1, 1882*	5,967,100	845,600	583,300	706,200	1,085,600	471,100	536,600	394,300	430,400	258,800	103,900	51,100	....................

* Includes sales in September, 1882, for September 30, 2000. Transferable Orders—Saturday, 10-60c.; Monday, 10-55c.; Tuesday, 10-45c.; Wednesday, 10-40c.; Thursday, 10-40c.; Friday, 10-45c.

Short notices for November—Tuesday, 10-40c.

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

The following exchanges have been made during the week:
 84 pd. to exch. 500 Dec. for Aug. 06 pd. to exch. 1,500 Oct. for Nov.
 005 pd. to exch. 700 Nov. for Oct. 84 pd. to exch. 1,000 Dec. for Aug.
 2,000 Nov. for Oct. even. 11 pd. to exch. 200 April for May.
 54 pd. to exch. 500 Nov. for May. 12 pd. to exch. 200 Jan. for Feb.
 01 pd. to exch. 4,300 Nov. for Oct. 75 pd. to exch. 500 Jan. for Aug.
 10 pd. to exch. 1,000 Nov. for Jan.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Nov. 3), we add the items of exports from the United States, including in it the exports of Friday only.

	1882.	1881.	1880.	1879.
Stock at Liverpool.....bales.	462,000	509,000	407,000	296,000
Stock at London.....	75,400	46,000	42,200	52,831
Total Great Britain stock ..	537,400	555,000	449,200	348,831
Stock at Havre.....	111,000	131,000	58,200	82,020
Stock at Marseilles.....	2,300	4,300	7,640	436
Stock at Barcelona.....	27,000	56,800	32,800	3,873
Stock at Hamburg.....	3,500	13,000	3,700	1,500
Stock at Bremen.....	29,500	38,500	24,500	19,900
Stock at Amsterdam.....	6,700	16,600	10,400	17,300
Stock at Rotterdam.....	1,300	1,360	1,570	3,760
Stock at Antwerp.....	1,000	2,300	981	.....
Stock at other continental ports.	14,400	15,500	12,500	5,091
Total continental ports....	196,700	282,360	152,291	133,880
Total European stocks...	734,100	837,360	601,491	482,711
India cotton afloat for Europe.	127,000	99,000	60,000	81,912
Amer'n cotton afloat for Europe.	399,000	305,000	449,000	376,827
Egypt, Brazil, &c., afloat for Europe.	15,000	33,000	29,000	44,285
Stock in United States ports..	578,949	693,602	702,166	585,993
Stock in U. S. interior towns..	145,505	254,938	204,759	133,905
United States exports to-day..	38,619	10,000	14,000	50,000

Total visible supply.....2,038,173 2,232,900 2,060,416 1,755,633

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

American—				
Liverpool stock.....	183,000	399,000	278,000	160,000
Continental stocks.....	78,000	128,000	69,000	46,000
American afloat for Europe....	399,000	305,000	449,000	376,827
United States stock.....	578,949	693,602	702,166	585,993
United States interior stocks..	145,505	254,938	204,759	133,905
United States exports to-day..	38,619	10,000	14,000	50,000
Total American.....	1,423,073	1,790,540	1,716,925	1,358,725
East Indian, Brazil, &c.—				
Liverpool stock.....	279,000	110,000	129,000	130,000
London stock.....	75,400	46,000	42,200	52,831
Continental stocks.....	118,700	154,350	83,291	87,880
India afloat for Europe.....	127,000	99,000	60,000	81,912
Egypt, Brazil, &c., afloat.....	15,000	33,000	29,000	44,285
Total East India, &c.....	615,100	442,360	313,491	396,908
Total American.....	1,423,073	1,790,540	1,716,925	1,358,725
Total visible supply.....	2,038,173	2,232,900	2,060,416	1,755,633
Price Mid. Upl., Liverpool....	6 3/16d.	6 3/8d.	6 1/2d.	6 3/4d.

The imports into Continental ports this week have been 23,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 194,727 bales as compared with the same date of 1881, a decrease of 22,243 bales as compared with the corresponding date of 1880 and an increase of 282,510 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:

TOWNS.	Movement to Nov. 3, 1882.			Movement to Nov. 4, 1881.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Total, all.....	173,189	916,293	137,414	173,092	144,835	290,140
Total, new towns	45,258	304,181	87,076	29,587	27,863	35,202
Total, old towns.	127,931	612,112	100,338	145,505	116,970	254,938
Newberry, S. C.....	1,264	7,386	1,274	900	6,103	1,000
Kaleigh, N. C.....	3,560	17,551	3,201	3,805	20,257	3,075
Petersburg, Va.....	1,628	3,763	1,471	1,901	3,309	2,737
Louisville, Ky.....	658	2,248	736	1,419	3,436	3,875
Little Rock, Ark.....	3,004	8,524	2,187	2,120	9,967	3,791
Brenham, Tex.....	1,416	17,617	1,293	1,610	11,568	1,616
Houston, Tex.....	33,733	217,086	26,911	23,460	150,941	19,095
Total, new towns	45,258	304,181	87,076	29,587	27,863	35,202
Total, old towns.	127,931	612,112	100,338	145,505	116,970	254,938
Arkusta, Ga.....	10,636	67,929	7,479	11,574	10,357	21,517
Columbus, Ga.....	5,303	41,166	4,115	11,789	5,814	16,065
Macon, Ga.....	4,090	27,837	2,650	7,836	4,429	9,719
Montgomery, Ala.....	7,831	62,332	8,071	6,209	4,491	9,911
Selma, Ala.....	6,369	41,322	6,387	4,544	3,201	8,745
Memphis, Tenn.....	25,091	86,539	12,330	45,217	17,800	53,842
Nashville, Tenn.....	2,136	5,306	2,279	974	7,671	8,782
Dallas, Tex.....	2,371	9,966	1,979	1,855	13,575	10,381
Federicksburg, Tex.....	600	2,440	600	1,241	1,685	5,666
Stevenson, Tex.....	4,610	29,148	5,047	8,115	2,725	808
Vicksburg, Miss.....	3,156	15,235	2,703	3,095	2,568	8,121
Enid, Miss.....	2,198	9,701	1,950	3,220	3,724	9,006
Columbus, Miss.....	5,203	19,112	5,308	3,210	10,785	6,071
Griffin, Ga.....	2,198	9,942	1,249	3,210	2,352	2,393
Atlanta, Ga.....	7,494	43,724	6,362	14,498	9,168	4,310
Rome, Ga.....	4,667	18,577	3,740	5,503	6,611	21,002
Charlotte, N. C.....	2,665	17,324	2,415	1,815	3,543	10,465
St. Louis, Mo.....	16,786	71,125	13,227	16,617	17,191	1,000
Cincinnati, O.....	14,034	33,784	12,127	16,617	17,191	48,295
Total, old towns.	127,931	612,112	100,338	145,505	116,970	254,938

* This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 27,593 bales, and are to-night 109,433 bales less than at the same period last year. The receipts at the same towns have been 10,961 bales more than the same week last year, and since September 1 the receipts at all the towns are 33,979 bales less than for the same time in 1881.

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

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
Aug. 18.	8,306	20,535	6,356	33,968	45,371	16,535	8,274	17,630	1,798
" 25.	21,129	35,078	12,559	33,471	40,402	14,827	20,926	30,199	10,144
Sept. 1.	42,082	46,722	28,032	32,719	46,429	15,526	41,323	52,652	24,231
" 8.	61,117	72,312	28,658	39,302	57,410	16,519	67,707	83,600	29,661
" 15.	103,690	94,052	49,512	51,674	75,453	19,115	115,067	112,094	52,108
" 22.	186,419	112,293	77,223	77,868	103,719	20,985	162,607	140,620	88,093
" 29.	172,221	184,756	136,479	66,331	124,526	46,622	190,654	155,503	153,116
Oct. 6.	193,094	174,810	179,883	123,509	155,559	76,892	229,272	205,843	210,123
" 13.	210,307	191,050	206,196	147,913	196,581	95,675	231,771	233,058	224,949
" 20.	233,341	192,531	242,329	179,792	223,785	125,039	268,220	224,755	271,693
" 27.	254,830	210,567	241,733	209,377	251,532	189,317	284,613	233,334	256,016
Nov. 3.	251,768	225,285	256,023	240,589	290,140	175,092	282,755	263,693	292,596

The above statement shows—1. That the total receipts from the plantations since September 1, in 1882 were 1,582,273 bales; in 1881 were 1,668,761 bales; in 1880 were 1,843,783 bales.

2. That, although the receipts at the out-ports the past week were 256,623 bales, the actual movement from plantations was 292,398 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 263,893 bales and for 1880 they were 232,755 bales.

AMOUNT OF COTTON IN SIGHT NOVEMBER 3.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to November 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882.	1881.
Receipts at the ports to November 3.....bales.	1,423,666	1,424,046
Interior stocks in excess of Sept. 1 on Nov. 3..	158,607	244,715
Total receipts from plantations.....	1,582,273	1,668,761
Net overland to November 1.....	93,857	126,083
Southern consumption to November 1.....	59,000	45,000
Total in sight November 3.....	1,735,130	1,839,844

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 104,714 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather still continues very favorable for crop purposes at most all points in the cotton region, and picking and marketing are making excellent progress.

Galveston, Texas.—The weather has been warm and dry during the past week. Picking is progressing finely everywhere, but it is very doubtful about being able to pick all that is made, and in some sections as high as one dollar and twenty-five cents per hundred is being paid. The thermometer has ranged from 75 to 81, averaging 78. Rainfall during the month of October seven inches and twenty-two hundredths.

Indianola, Texas.—The weather has been warm and dry during the past week. Excellent progress is being made in picking. Average thermometer 78, highest 87 and lowest 69. During the month of October the rainfall reached four inches and forty-two hundredths.

Dallas, Texas.—We have had warm and dry weather all of the past week. Picking is progressing finely in consequence of the splendid weather. The thermometer has averaged 78, the highest being 86 and the lowest 69. Rainfall for the month of October ten inches and seventy-two hundredths.

Brenham, Texas.—The weather has been warm and dry the past week. Excellent progress is making in picking. The thermometer has averaged 84, ranging from 78 to 90. The rainfall during the month of October reached six inches and twenty-five hundredths.

Palestine, Texas.—We have had warm and dry weather during the past week, and in consequence picking makes good progress. Average thermometer 75, highest 86, lowest 69. During the month of October the rainfall reached eight inches and ten hundredths.

Huntsville, Texas.—We have had no rain during the past week, and picking is progressing finely. The thermometer has ranged from 74 to 88, averaging 81. Rainfall for the month of October three inches and fifty-nine hundredths.

Weatherford, Texas.—The weather has been warm and dry during the past week. Crop accounts are more favorable, and good progress is being made in picking. The thermometer has averaged 73, the highest being 87 and the lowest 70. During the month of October the rainfall reached one inch and eighty-five hundredths.

Belton, Texas.—We have had warm and dry weather during the past week. Excellent progress is being made in picking. The thermometer has averaged 73, ranging from 61 to 85. Rainfall during October two inches and sixty-three hundredths.

Luling, Texas.—The weather has been warm and dry during all of the past week. Picking is progressing finely. This is splendid picking weather. Average thermometer 83, highest 92 and lowest 73. During the month of October the rainfall reached fifty-four hundredths of an inch.

New Orleans, Louisiana.—We have had no rain during the past week. The thermometer averaged 74.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—The earlier part of the past week was clear and pleasant, but during the latter portion we have had rain on two days. The weather is now turning colder.

Columbus, Mississippi.—We have had rain on one day of the past week, the rainfall reaching twenty-three hundredths of an inch. Average thermometer 70, highest 81, lowest 59. Rainfall for the month of October three inches and forty-four hundredths.

Little Rock, Arkansas.—It has been cloudy on four days of the past week, with rain on two, and the rainfall reached two inches and seventy-one hundredths. The thermometer has ranged from 57 to 82, averaging 68. During the month of October we had rain on seven days and the rainfall reached five inches and six hundredths. The thermometer ranged from 45 to 83, averaging 66.

Memphis, Tennessee.—We have had rain on five days of the past week, the rainfall reaching one inch and twelve hundredths. It has been cloudy all the week. Planters are marketing their crop freely. The thermometer has averaged 68, the highest being 81 and the lowest 59. It rained on thirteen days during October and the rainfall reached four inches and eight hundredths. The thermometer ranged from 46 to 83, and averaged 77.

Nashville, Tennessee.—Telegram not received.

Mobile, Alabama.—It has been showery on one day and has rained severely on one day of the past week, the rainfall reaching five inches and twenty hundredths. Picking is progressing finely. Average thermometer 71, highest 82 and lowest 56. During the month of October the rainfall reached eight inches and twenty-nine hundredths.

Montgomery, Alabama.—It has rained on one day of the past week, and the balance of the week has been warm and dry; but the weather to-day is cloudy and threatening. The rainfall reached sixty-five hundredths of an inch. Picking is progressing finely, and there is plenty to pick. The thermometer has ranged from 49 to 83, averaging 68. Rainfall for the month of October two inches and forty hundredths.

Selma, Alabama.—It has rained on one day of the past week, and the remainder of the week has been pleasant. The rainfall reached sixty hundredths of an inch. The thermometer has averaged 67.

Madison, Florida.—We have had rain on two days of the past week, and the remainder of the week has been pleasant. About two-thirds of the crop has been picked and is being marketed freely. The thermometer has ranged from 63 to 76, averaging 72.

Macon, Georgia.—It has rained on two days of the past week and is now cloudy. The thermometer has ranged from 46 to 80, averaging 61. During the month of October the rainfall reached one inch and seventy hundredths.

Columbus, Georgia.—We have had rain on one day of the past week, the rainfall reaching ninety hundredths of an inch. The thermometer has ranged from 64 to 85, averaging 77. Rainfall for October two inches and ninety hundredths.

Savannah, Georgia.—It has rained lightly on one day of the past week, but the rainfall was inappreciable. The thermometer has averaged 69, ranging from 62 to 80.

Augusta, Georgia.—The weather during the past week has been pleasant but warm for this season of the year, with light rain on three days. The rainfall reached twenty hundredths of an inch. Picking is progressing finely and the crop is being marketed freely. About two thirds of the crop has been picked and about twenty-five to thirty per cent has been marketed. The week closes cloudy and decidedly cooler. The thermometer has averaged 67, the highest being 83 and the lowest 49. During the month of October the rainfall reached two inches and seventy-eight hundredths.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had no rain during the past week. The thermometer has averaged 69, ranging from 58 to 80.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock November 2, 1882, and November 3, 1881.

	Nov. 2, '82.		Nov. 3, '81.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Below		10	7
Memphis.....	Above	5	17	9
Nashville.....	Above	8	4	2
Shreveport.....	Above	16	14	8
Vicksburg.....	Above	8	23	5

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

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

EAST INDIA CROP.—Messrs. Wallace & Co., under date of Bombay, Sept. 29, speak as follows with regard to the crop: "The weather has been very propitious since the date of our last report, and prospects of a crop large in quantity and good in quality could not be more favorable. The Oomrawuttee new crop will probably come to market a fortnight earlier than last year, and the Hingenghat, which is very well reported on, should also be early, say, arriving in little over a month from now. Moderate transactions in the new crop, almost entirely amongst natives, continues to be made in Oomrawuttee and Broach descriptions, but prices asked are above the ideas of exporters."

"COTTON MOVEMENT" CHART.—We have received from Messrs. Ewen Bros., cotton merchants, of 31 and 33 Broad Street, city a copy of the second edition of their cotton movement chart. It embraces statistics relating to the cotton crop, including receipts, exports, home and foreign consumption, fluctuations of "middling uplands" in New York and Liverpool, &c., thus affording a useful comparison to the eye, and should be of value as a ready reference to all those who are interested in cotton movements.

—Mr. A. B. Shepperson has this week issued his "Cotton Facts." This little book seems to be even fuller than ever of information useful to all in the cotton trade, and will, we have no doubt, find a wide circulation, as it richly deserves. The only criticism on the book we have to make is, that it reproduces our Visible Supply figures for eleven years, without giving the CHRONICLE any credit. Still, that is done weekly by half the papers in the country, although the figures are exclusively ours, and collected for us and cabled to us at a large cost. As we are on the subject, we may as well add that we copyright the CHRONICLE every week, and it is not at all unlikely that we shall one of these days amuse ourselves by bringing about a thousand suits (more or less) for the purpose of teaching the defendants the laws of *meum et tuum*.

JUTE BUTTS, BAGGING, &c.—Bagging has shown no improvement and the only trade doing is of a jobbing character. Prices are rather easy, and sellers are disposed to accept offers for quantities, and at the close the ruling figures are 7¼c. for 1½ lbs., 7¾c. for 1¾ lbs., 8½c. for 2 lbs. and 9½c. for standard grades. Butts are in light request and the market is rather quiet. A few inquiries are reported for parcels on the way, while spot lots are neglected. The sales for the past month, spot and to arrive, aggregate 50,000 bales at 23-16@2¾c. as to quality. The stock here and in Boston is 26,900 bales. For parcels to arrive 2¼@2¾c. for paper grades and 2½@2¾c. for bagging are the closing figures; but on spot a shade more money is wanted.

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 Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	95,272
October..	930,584	853,195	968,318	888,492	689,264	593,637
Total year	1,307,241	1,282,972	1,426,796	1,222,135	978,112	678,909
Percentage of tot. port receipts Oct. 31..		27-18	24-29	24-43	21-99	15-62

This statement shows that up to Oct. 31 the receipts at the ports this year were 21,263 bales more than in 1881 and 119,556 bales less than at the same time in 1880. By adding to the above totals to Oct. 31 the daily receipts since that time

We shall be able to reach an exact comparison of the movement for the different years.

	1882.	1881.	1880.	1879.	1878.	1877.
Tot. Sp.30	326,656	429,777	458,475	333,643	288,848	95,272
Oct. 1....	8.	19,012	35,186	20,785	23,599	13,941
" 2....	30,981	8.	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	21,181	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	23,501	24,968	21,523
" 10....	27,136	42,489	8.	35,611	22,539	19,304
" 11....	29,132	24,839	33,937	21,819	27,622	18,399
" 12....	32,664	26,969	37,697	8.	25,343	21,302
" 13....	46,454	26,244	34,515	41,177	8.	14,875
" 14....	33,345	36,805	33,776	27,876	26,402	8.
" 15....	8.	26,144	39,456	26,622	29,014	35,142
" 16....	55,598	8.	44,637	23,825	27,764	21,681
" 17....	31,688	43,315	8.	40,395	20,548	20,815
" 18....	31,156	21,811	38,729	34,763	31,161	21,359
" 19....	39,417	23,251	37,058	8.	22,510	23,632
" 20....	51,128	33,864	35,651	43,101	8.	21,673
" 21....	30,951	41,145	31,901	32,554	31,634	8.
" 22....	8.	30,998	48,366	25,507	22,873	30,656
" 23....	49,132	8.	35,713	35,566	23,157	27,174
" 24....	33,572	42,651	8.	42,970	25,275	26,606
" 25....	36,559	26,415	50,187	26,434	33,787	22,098
" 26....	46,620	33,291	35,115	8.	22,759	29,439
" 27....	50,900	24,810	35,110	50,407	8.	27,118
" 28....	39,168	52,422	33,513	41,656	32,576	8.
" 29....	8.	29,391	61,192	27,552	24,936	34,194
" 30....	45,403	8.	36,500	39,450	21,942	31,020
" 31....	55,626	54,820	8.	60,114	27,824	27,924
Tot. Oc.31	1,307,240	1,282,972	1,426,796	1,222,135	978,112	678,959
Nov. 1....	36,792	29,104	46,514	30,704	27,243	31,773
" 2....	38,060	27,151	37,897	8.	21,848	29,165
" 3....	41,574	35,983	33,538	46,140	8.	33,775
Total....	1,423,666	1,375,210	1,544,745	1,298,979	1,027,203	773,672
Percentage of total port receipts Nov. 3		29.13	26.30	25.97	23.10	17.80

This statement shows that the receipts since Sept. 1 up to to-night are now 48,456 bales more than they were to the same day of the month in 1881 and 121,079 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 November 3 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring 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 adopted, 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 November 2.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1882	14,000	3,000	17,000	778,000	615,000	1,391,000	7,000	1,651,000
1881	3,000	4,000	7,000	317,000	560,000	877,000	15,000	1,212,000
1880	3,000	3,000	6,000	360,000	503,000	863,000	4,000	1,160,000
1879	3,000	3,000	6,000	252,000	357,000	609,000	4,000	532,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 8,000 bales, and an increase in shipments of 10,000 bales, and the shipments since January 1 show an increase of 514,000 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.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1882				108,700	38,500	147,200
1881	700		700	113,500	37,800	151,300
Madras—						
1882				53,700	5,000	58,700
1881				21,700	600	22,300
All others—						
1882		7,500	7,500	54,100	19,100	73,200
1881				25,500	6,400	31,900
Total all—						
1882		7,500	7,500	216,500	62,600	279,100
1881	700		700	160,700	44,800	205,500

The above totals for the week show that the movement from the ports other than Bombay is 6,800 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.

Shipments to all Europe from—	1882.		1881.		1880.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay....	17,000	1,391,000	7,000	877,000	3,000	863,000
All other p'ts.	7,500	279,100	700	205,500	2,300	224,800
Total.....	24,500	1,670,100	7,700	1,082,500	5,800	1,087,800

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, November 2.	1882.	1881.	1880.
Receipts (cantars)—			
This week....	134,300	150,000	160,000
Since Sept. 1	216,000	622,550	445,500

	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool.....	7,000	14,000	10,000	30,500	8,000	28,000
To Continent.....	.....	.....	3,023	7,583	1,372	4,982
Total Europe.....	7,000	14,000	13,023	38,083	9,372	32,982

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Nov. 2 were 134,300 cantars and the shipments to all Europe were 7,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is steady, with an active demand for India at a slight reduction in prices. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1882.						1881.						1880.					
	32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl's		32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl's		32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl's	
	d.	d.	s.	d.	s.	d.	d.	d.	s.	d.	s.	d.	d.	d.	s.	d.	s.	d.
Sept. 1	9 3/8	@	9 7/8	6	4 1/2	@	7 10 1/2	7 1/8	8 7/8	@	9 1/2	6	5 1/2	@	7 8 1/2	6 1/2	6 1/2	6 1/2
" 8	9 3/8	@	9 7/8	6	4 1/2	@	7 10 1/2	7	8 7/8	@	9 1/2	6	5 1/2	@	7 8 1/2	7 1/4	7 1/4	7 1/4
" 15	9 3/8	@	9 7/8	6	4 1/2	@	7 10 1/2	7 1/8	8 7/8	@	9 1/2	6	5 1/2	@	7 8 1/2	7 1/4	7 1/4	7 1/4
" 22	9 3/8	@	9 7/8	6	4 1/2	@	7 10 1/2	7	9	@	9 3/4	6	6	@	8 0	7 1/4	7 1/4	7 1/4
" 29	9 3/8	@	9 7/8	6	3	@	7 9	6 7/8	9 1/8	@	9 3/4	6	6	@	8 0	7 1/4	7 1/4	7 1/4
Oct. 6	9 3/8	@	9 1/8	6	1 1/2	@	7 8	6 5/8	9 1/8	@	9 3/4	6	6	@	8 0	6 7/8	6 7/8	6 7/8
" 13	9 3/8	@	9 7/8	6	1 1/2	@	7 9	6 3/4	9	@	9 3/4	6	6	@	8 0	6 7/8	6 7/8	6 7/8
" 20	9 3/8	@	9 7/8	6	1 1/2	@	7 9	6 9/16	9	@	9 1/2	6	6	@	8 0	6 3/4	6 3/4	6 3/4
" 27	9 3/4	@	9 1/2	6	0 1/2	@	7 7 1/2	6 3/8	9 1/8	@	9 3/4	6	6	@	8 0	6 7/8	6 7/8	6 7/8
Nov. 3	9 3/8	@	9 3/8	5	11 1/2	@	7 6	6 3/16	9 1/8	@	9 7/8	6	6	@	8 0	6 3/8	6 3/8	6 3/8

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

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	8,619	47,156						
Texas	9,659	57,017	3,290	3,290				
Savannah	12,428	70,037	2,579	14,820	1,249	5,827	5,229	26,792
Mobile								
Florida	430	927						
S. Carolina	6,107	46,093			700	3,656	1,150	7,799
N. Carolina	1,783	11,670					555	1,770
Virginia	14,788	51,862		8,597	1,947	10,165	3,161	24,511
North. pts			3,614	17,329				179
Penn. &c.	1,652	7,137	3,052	15,005	2,136	8,178	164	1,523
Foreign		1,002						
This year.	55,466	292,901	12,535	59,041	6,032	27,826	10,259	62,574
Last year	40,713	264,139	14,926	57,762	2,556	13,855	11,420	48,246

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 147,188 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Adriatic, 1,769....	
Arizona, 1,942....Britannic, 2,091....Bulgarian, 2,928....	
Egypt, 2,286....Gallia, 936....Sirius, 2,616.....	14,568
To Hull, per steamer Otranto, 1,300.....	1,300
To Havre, per steamers Canada, 1,419... Ville de Marsailles, 1,262.....	2,681
To Bremen, per steamer Dolau, 1,500.....	1,500
To Hamburg, per steamers Bohemia, 2,516... Westphalia, 383	2,899
To Antwerp, per steamers Jan Breydel, 601... Zeeland, 1,070	2,151
To Amsterdam, per steamer Amsterdam, 1,600.....	1,600
To Copenhagen, per steamer Geiser, 838.....	838
NEW ORLEANS—To Liverpool, per steamers Cella, 5,240.... Explorer, 4,497....Murciano, 4,600....Serra, 5,150....Venezuelan, 3,316.....	22,833
To Havre, per steamers Altnacary, 7,257....Dupuy de Lorne, 8,373.....	15,630
To Reval, per steamers Argosy, 5,136....Lord Derby, 4,700...Sportsman, 6,030.....	15,916
To Vera Cruz, per steamer City of Mexico, 900.....	900
CHARLESTON—To Liverpool, per barks James Kenway, 1,800 Upland...Ornate, 2,125 Upland.....	3,925
To Barcelona, per steamer Aurora, 3,505 Upland....per brig Lilesand, 688 Upland.....	4,193
SAVANNAH—To Bremen, per steamer Elsie, 6,990 Upland.....	6,990
To Reval, per steamer Regina, 6,950 Upland.....	6,950
To Barcelona, per bark Barba Azul, 750 Upland.....	750
TEXAS—To Liverpool, per steamers Australian, 5,271...Crystal, 3,838....Thourne, 5,867.....	18,638
To Liverpool, per steamer Ashbrooke, 3,838.....	3,838
To Liverpool, per steamer Ranzani, 2,776...Richmond, 2,939	6,715

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2 spring... bbl. \$2 10 @ 3 00	City shipping extras. \$5 00 @ 5 40	Wheat—	Rye—Car lots..... 73 @ 74
No. 2 winter..... 3 00 @ 3 60	southern bakers' and family brands..... 5 75 @ 7 00	Spring per bush..... @	Boat loads..... 75 @ 77
Superfine..... 3 15 @ 4 00	South'n ship'g extras. 4 50 @ 5 25	Spring No. 2..... @ 1 00	Oats—
Spring wheat extras.. 4 25 @ 5 50	Rye flour, superfine.. 3 60 @ 4 00	Red winter..... 90 @ 1 07	Mixed..... 40 @ 43
do bakers'..... 5 50 @ 6 00	Corn meal—	Red winter, No. 2 1 07 1/2 @ 1 09	White..... 42 @ 53
Wis. & Minn. ryemix. 5 50 @ 6 00	Western, &c..... 4 10 @ 4 25	White..... 90 @ 1 10	No. 2 mixed..... 42 1/2 @ 43
Minn. clear and stra't 5 00 @ 7 00	Brandywine, &c..... 4 30 @ 4 40	White No. 1..... 1 10 @ 1 11	No. 2 white..... 45 @ 46 1/4
Winter shipp'g extras. 4 00 @ 4 40	Buckw't flour, 100 lbs. 3 25 @ 3 50	Corn—West. mixed 83 @ 87	Canada No. 1..... 92 @
Patents, spring..... 6 25 @ 8 50		West. mix. No. 2. 87 @ 88 1/4	Canada bright..... 1 03 @
Patents, winter..... 6 25 @ 7 25		White..... 87 @ 88	Canada No. 2..... 83 @ 90
		Yellow..... 89 @ 90	State, 4-rowed... 95 @ 1 00
		Buckwheat..... 85 @	State, 2-rowed... 85 @ 88

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

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

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	105,146	763,875	1,018,504	687,182	243,068	89,107
Milwaukee.....	106,860	236,973	23,510	66,400	227,597	16,932
Poland.....	18,155	387,834	83,185	87,821	6,655	4,625
Detroit.....	3,692	344,445	6,389	33,314	29,311	
Cleveland.....	1,751	109,110	1,765	38,000	4,533	
St. Louis.....	61,483	731,278	75,155	211,830	148,266	20,352
Peoria.....	1,092	10,130	278,609	241,625	13,050	31,149
Duluth.....						
Total.....	293,090	2,583,645	1,458,133	1,372,072	672,513	162,172
Same time '81.....	225,766	889,018	2,220,620	651,121	536,783	103,376

Total receipts at same ports from Dec. 26, 1881, to Oct. 23, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	6,673,191	7,187,622	5,318,593	5,615,317
Wheat..... bush.	69,802,455	43,617,231	69,279,366	85,956,053
Corn..... bush.	65,215,749	117,740,279	135,167,241	81,324,476
Oats..... bush.	38,613,052	36,122,449	31,128,021	27,383,069
Barley..... bush.	8,839,854	7,705,169	7,170,001	7,861,073
Rye..... bush.	2,637,423	3,123,517	3,247,055	4,206,163
Total grain.....	176,129,538	213,363,636	248,991,684	209,735,834

Comparative receipts (crop movement) at same ports from July 31, 1882, to Oct. 23, 1882, as compared with the previous three years:

	1882.	1881.	1880.	1879.
Flour..... bbls.	2,493,597	2,339,471	2,019,231	1,870,408
Wheat..... bush.	35,457,801	19,193,803	36,329,612	45,962,178
Corn..... bush.	16,024,673	46,837,165	44,455,993	28,165,259
Oats..... bush.	16,563,167	10,648,835	16,160,609	10,326,092
Barley..... bush.	4,012,346	3,713,872	4,564,265	5,421,336
Rye..... bush.	1,453,729	2,129,130	1,851,701	2,291,622
Total grain.....	73,511,716	82,542,810	103,335,210	92,463,397

Comparative shipments of flour and grain from the same ports from Dec. 23, 1881, to Oct. 23, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	6,655,700	7,403,256	4,291,599	6,191,815
Wheat..... bush.	43,861,125	43,915,523	62,492,860	70,660,909
Corn..... bush.	50,835,873	98,197,495	114,849,223	76,968,093
Oats..... bush.	39,664,493	39,369,749	26,898,096	19,459,965
Barley..... bush.	3,671,035	3,559,837	3,116,038	4,511,518
Rye..... bush.	2,511,512	1,911,651	2,587,631	3,799,651
Total grain.....	140,517,343	177,985,225	210,163,761	175,430,037

Rail shipments from Western lake and river ports for the weeks ended:

	1882.	1881.	1880.	1879.
Flour..... bbls.	161,412	141,985	153,886	161,781
Wheat..... bush.	611,313	261,533	376,459	356,564
Corn..... bush.	314,103	973,800	736,235	291,726
Oats..... bush.	614,382	409,794	952,827	492,111
Barley..... bush.	253,897	164,013	175,394	291,670
Rye..... bush.	70,351	74,253	94,267	45,425
Total.....	1,891,056	1,886,253	2,826,182	1,399,496

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Oct. 23.....	292,303	1,365,615	859,788	729,593	263,897	98,351
Oct. 21.....	258,515	1,284,160	899,573	790,234	262,533	135,720
Oct. 11.....	261,330	1,940,061	1,107,093	731,533	298,533	75,971
Oct. 7.....	210,029	2,138,130	1,077,185	816,117	247,679	66,853
Total, 4 wks.....	1,022,180	6,727,836	3,934,642	2,977,717	872,662	376,895
4 wks '81.....	815,603	3,967,299	9,557,989	2,465,897	751,951	335,114

Receipts of flour and grain at seaboard ports for the week ended Oct. 23:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	143,370	1,698,725	221,550	201,404	283,750	45,292
Boston.....	81,905	97,600	127,883	95,275	19,390	1,000
Portland.....	850		2,900	2,500		
Montreal.....	20,250	62,449		1,646	1,590	3,603
Philadelphia.....	19,014	89,750	31,709	13,600	34,659	500
Baltimore.....	27,341	444,560	8,500	15,111		5,955
New Orleans.....	15,245		6,377	7,758		
Total week.....	315,118	2,393,024	4,081,010	337,594	343,209	56,347
Cor. week '81.....	261,197	1,411,919	1,234,730	483,216	251,789	103,305

Total receipts at same ports from Dec. 23, 1881, to Oct. 23, 1882, as compared with the previous three years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	9,820,130	10,617,722	8,716,932	9,017,334
Wheat..... bush.	70,965,548	80,961,875	109,069,163	126,744,124
Corn..... bush.	26,847,593	91,346,007	123,414,617	92,871,017
Oats..... bush.	23,769,635	23,789,093	19,984,084	18,795,553
Barley..... bush.	3,453,540	3,146,832	3,031,262	3,295,182
Rye..... bush.	1,319,513	1,513,823	2,008,965	3,933,545
Total grain.....	123,395,774	200,757,635	257,508,127	245,689,421

Exports from United States seaboard ports for week ending Oct. 23, 1882:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Pea, bush.
New York.....	91,900	629,747	5,622	804	21,809	1,202
Boston.....	30,906	21,500	383	256		
Portland.....	125					
Montreal.....	19,759	205,750	6	500		112,005
Philadelphia.....	14,694	66,272	43,500	262		
Baltimore.....	3,912	236,743				
New Orleans.....	2,525	221,787				
Total for w'k.....	163,201	1,384,799	54,516	1,822	21,809	113,207
Same time '81.....	70,392	731,979	1,128,971	58,580	41,501	316,908

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. 23, 1882, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	3,619,373	362,209	2,141,295	20,991	109,629
Do. afloat (est.).....	813,030	24,000		40,000	68,000
Albany.....	10,500	46,000	158,750	132,000	40,500
Buffalo.....	1,105,550	26,797	91,652	163,322	17,115
Chicago.....	2,860,813	1,415,818	197,949	172,806	292,641
Milwaukee.....	169,592	3,851	5,499	135,601	39,281
Duluth.....	650,000				
Toledo.....	619,097	73,036	69,248	2,000	12,013
Detroit.....	242,123	997	35,520	2,522	906
Oswego.....	120,000	133,000	2,000	480,000	
St. Louis.....	431,224	78,196	76,209	122,631	23,219
Boston.....	57,635	4,851	61,029	3,139	661
Toronto.....	92,419		200	191,896	5,145
Montreal.....	173,480	10,000	12,740	11,342	
Philadelphia.....	235,492	51,391	226,616		
Peoria.....	5,782	112,548	251,121	12,440	97,631
Indianapolis.....	229,460	16,900	18,409		20,600
Kansas City.....	255,025	18,962	20,422		10,760
Baltimore.....	823,061	5,065			
Down Mississippi.....	137,092	1,495	47,456		
On rail.....	307,551	372,387	614,382	253,897	70,351
On lake.....	814,595	782,764	110,892	10,000	59,087
On canal.....	1,775,483	93,902	5,000	379,932	81,204
Tot. Oct. 23, '82.....	16,078,303	3,669,115	4,188,410	2,139,919	948,793
Tot. Oct. 21, '82.....	14,825,811	3,837,443	4,313,509	2,098,133	813,719
Tot. Oct. 11, '82.....	14,488,911	4,431,933	4,659,793	1,654,865	844,143
Tot. Oct. 23, '81.....	21,252,573	29,449,955	4,365,769	2,556,375	1,256,184

THE DRY GOODS TRADE.

FRIDAY, P. M., November 3, 1882.

Business was restricted in volume the past week, continued mild and unseasonable weather having militated against the demand for most kinds of fall and winter goods. An auction sale of about 1,000 packages of cotton goods (the balance of production of the Warren Cotton Mills) attracted a fair number of near-by buyers to the market; but their purchases at private hands were light and unimportant. The auction sale referred to was a success, so far as regards the prompt and wide distribution of the goods, but the prices realized were generally low (in accordance with expectations), few of the lines offered having been of a strictly desirable character. The jobbing trade lacked animation, and but little improvement in this branch of the business can be looked for until a period of cold weather gives an impetus to the demand for consumption.

DOMESTIC COTTON GOODS.—The exports of domestics for the week embraced 1,430 packages, making the total shipments from this port since January 1, 115,326 packages, against 117,363 for the corresponding period last year and 92,613 in 1880. There was a continued lull in the demand for plain and colored cottons at first hands, and only a moderate business was done by jobbers. Prices are without quotable change, and while the most desirable fabrics are steady and in limited supply, outside makes of brown, bleached and colored cottons are accumulating and quotations are barely maintained. Print cloths were less active than during the previous week, but closed steady at 3 11-16c. for 64x64s and 3 5-16 @ 3/4c. for 56x60s. Prints were dull, save when offered at very low figures, and gingham and cotton dress goods were almost neglected by package buyers.

DOMESTIC WOOLEN GOODS.—Men's wear woollens were sluggish in agents' hands as regards new business, but there was a fair movement in fancy cassimeres, suitings, chevots, worsted coatings, &c., on account of back orders. Overcoatings ruled quiet, and there was an irregular demand for cloakings. Satinets continued dull, and there was a strictly moderate call for Kentucky jeans and doeskins. Dress flannels, suitings and sackings were the most active of woollen goods, and the best makes continue sold ahead of production and firm in price. White flannels were also in good request, and there was a light reasserting demand for colored flannels and fine blankets at steady prices. Worsteds dress goods were lightly dealt in, as were shawls and skirts, and carpets ruled quiet at first hands.

Hosiery, knit underwear and fancy knit woollens were taken in small lots to a limited amount, but goods of this class were by no means active.

FOREIGN GOODS.—There was a slightly improved inquiry for a few specialties adapted to the coming holiday trade, but the general demand for imported dry goods was decidedly slow. Silks ruled quiet, but colored velvets and plushes were in steady demand. Dress goods were in light request, and linen and white goods continued sluggish; but laces, embroideries and holiday handkerchiefs were distributed in fair quantities.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Nov. 2, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

Manufactures of—	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.		ENTERED FOR WAREHOUSE DURING SAME PERIOD.		WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.	
	Week Ending Nov. 3, 1881.	Since Jan. 1, 1881.	Week Ending Nov. 2, 1882.	Since Jan. 1, 1882.	Week Ending Nov. 3, 1881.	Since Jan. 1, 1881.
Total	4,129,149.816	267,363	4,710,571.713	314,286	93,534.935	314,286
Wool	573	38,002	772	47,312	20,314.241	20,314.241
Cotton	871	60,922	966	30,518.434	32,663.774	32,663.774
Silk	912	40,824	846	49,490	62,687.774	62,687.774
Flax	1,242	72,510	1,146	72,879	12,129.878	12,129.878
Miscellaneous	531	55,405	980	81,543	7,908.605	7,908.605
Total	4,129,149.816	267,363	4,710,571.713	314,286	93,534.935	314,286

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port from Jan. 1 to Oct. 27, 1882, and for corresponding period in 1881: [The quantity is given in packages when not otherwise specified.]

	1882.	1881.	1882.	1881.
China, &c.	28,998	23,172	Metals, &c.	262,375
China	52,635	45,810	Iron, pig...	87,504
Earthenw.	459,218	405,483	" RR. bars	323,700
Glass	57,265	49,246	Lead, pigs.	30,228
Glassware	8,830	6,754	Spelter, lbs	2,089,306
Glass plate	13,626	9,996	Steel	934,879
Buttons	20,948	51,542	Tin, boxes.	1,331,753
Coal, tons	44,025	49,276	Tin slbs., lbs	14,646,563
Cocoa, bags	2,478,012	2,183,369	Paper Stock	154,471
Coffee, bags	4,562	9,078	Sugar, hhds,	594,243
Cotton, bales	22,502	25,674	tes., & bbls.	534,905
Drugs, &c.	30,841	16,983	Sugar, boxes	2,685,510
Bark, Peru.	3,819	4,665	and bags...	2,525,191
Blea. powd.	15,226	44,083	Tea	1,023,600
Gum, Arab.	6,908	6,515	Tobacco	53,740
Indigo	7,015	4,305	Wines, &c.	
Madder, &c.	467	519	Champ'gne	
Oil, Olive..	48,592	45,208	baskets...	171,463
Opium	359	1,128	Wines	172,497
Soda, bi-cb.	10,836	5,644	Wines,	201,170
Soda, sal..	39,818	39,412	Wool, bales.	46,675
Soda, ash..	80,451	66,816	Reported by	
Flax	7,012	6,384	value.	
Furs	12,631	9,246	Cigars	1,695,457
Gunny cloth	1,634	2,381	Fancy goods	1,435,358
Hair	4,877	6,275	1,496,614	1,442,056
Hemp, bales	255,973	253,730	Fish	537,670
Hides, &c.			Fruits, &c.	
Bristles	2,434	2,105	Lemons	1,739,671
Hides, dr'ed	7,547	6,145	Oranges	1,181,103
India rubber	76,232	56,735	1,643,851	1,358,801
Ivory	1,983	2,655	1,267,297	837,325
Jewelry, &c.			Nuts	1,453,159
Jewelry	2,875	1,496	Raisins	2,164,352
Watches	1,169	1,016	Hides, undr.	16,245,918
Linseed	181,596	174,427	Rice	219,331
Molasses	95,054	67,790	Spices, &c.	
Metals, &c.			Cassia	137,742
Cutlery	6,262	5,805	Ginger	66,929
Hardware	859	806	Pepper	67,058
			321,362	610,114
			317,489	339,520
			839,903	624,705
			120,760	107,610
			618,039	654,523
			368,313	388,361

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports), also the receipts from Jan. 1, 1882, to that day, and for the corresponding period of 1881:

	Week ending Oct. 31.	Since Jan. 1, 1882.	Same time last year.
Ashes.....bbls.	78	4,864	3,554
Beans.....bbls.	3,625	38,420	79,355
Breadstuffs—			
Flour, wheat.....bbls.	156,059	4,321,806	4,643,843
Flour, rye.....bbls.	2,665	122,103	176,953
Corn meal.....bbls.	1,647,000	35,446,133	39,913,631
Wheat.....bush.	45,118	1,134,804	835,715
Rye.....bush.	234,978	12,044,794	40,089,987
Corn.....bush.	183,122	14,286,401	13,408,697
Barley.....bush.	349,550	5,026,895	4,450,958
Peas.....bush.	18,650	480,448	215,293
Cotton.....bales.	61,984	797,254	806,686
Cotton seed oil.....bbls.	2,390	27,766	25,017
Flax seed.....bags.	134,650	813,449	984,001
Grass seed.....bags.	2,997	178,367	91,224
Hides.....No.	3,009	108,618	124,879
Hides.....bales.	1,413	54,436	32,878
Hops.....bales.	6,068	88,475	81,483
Leather.....sides.	68,636	2,882,394	2,379,129
Lead.....pigs.	15,992	486,762	126,435
Molasses.....hhds.		80	3,443
Molasses.....bbls.	1,498	30,176	54,012
Naval Stores—			
Turpentine, crude.....bbls.	7	1,272	1,458
Turpentine, spirits.....bbls.	2,862	89,659	69,948
Rosin.....bbls.	10,815	389,734	264,045
Tar.....bbls.	1,184	28,873	22,127
Pitch.....bbls.	100	1,944	3,267
Oil cake.....pkgs.	17,192	386,240	505,710
Oil, lard.....bbls.	55	8,916	8,164
Oil, whale.....galls.			
Peanuts.....bush.	947	65,735	102,991
Provisions—			
Pork.....pkgs.	2,087	80,470	113,388
Beef.....pkgs.	692	40,734	33,254
Cutmeats.....pkgs.	15,804	796,746	939,037
Butter.....pkgs.	27,780	1,127,915	1,278,911
Cheese.....pkgs.	48,963	2,027,118	2,518,842
Eggs.....bbls.	12,213	605,821	525,962
Lard.....tes. & bbls.	9,500	284,186	521,579
Lard.....kegs.	2,525	192,375	237,328
Hogs, dressed.....No.	648	34,262	35,993
Rice.....pkgs.	653	51,910	57,040
Spelter.....slabs.	5,520	90,056	109,079
Stearine.....pkgs.	622	16,094	17,553
Sugar.....bbls.		1,099	9,596
Sugar.....hhds.	109	4,342	16,111
Tallow.....pkgs.	1,275	33,606	42,416
Tobacco.....boxes & cases.	2,520	115,276	134,575
Tobacco.....hhds.	1,224	90,131	78,330
Whiskey.....bbls.	2,899	165,603	182,184
Wool.....bales.	6,743	107,306	83,962

Exports of Leading Articles of Domestic Produce.

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

	Week ending Oct. 31.	Since Jan. 1, 1882.	Same time last year.
Ashes, pots.....bbls.		636	1,212
Ashes, pearls.....bbls.		54	195
Beeswax.....lbs.		10,378	56,029
Breadstuffs—			
Flour, wheat.....bbls.	86,368	3,1027	3,880,800
Flour, rye.....bbls.	109	3,396	2,913
Corn meal.....bbls.	1,067	93,167	169,013
Wheat.....bush.	604,873	31,391,746	37,019,061
Rye.....bush.	25,591	1,180,193	858,557
Oats.....bush.	982	135,997	403,762
Barley.....bush.	50	6,666	15,349
Peas.....bush.	1,151	292,598	198,761
Corn.....bush.	5,687	7,309,946	27,855,931
Candles.....pkgs.	799	35,516	46,381
Coal.....tons.	1,964	57,795	56,739
Cotton.....bales.	19,342	595,822	471,840
Domestics.....pkgs.	1,480	115,565	117,367
Hay.....bales.	982	44,011	71,969
Hops.....bales.	3,695	35,917	28,993
Naval Stores—			
Crude turpentine.....bbls.		265	166
Spirits turpentine.....bbls.		212	10,589
Rosin.....bbls.	2,730	263,685	166,393
Tar.....bbls.	173	10,804	9,480
Pitch.....bbls.	111	5,757	4,305
Oil cake.....cwt.	23,573	1,781,770	2,085,487
Oils—			
Whale.....gals.		80,750	163,067
Sperm.....gals.		750	162,292
Lard.....gals.	4,785	257,370	315,023
Linseed.....gals.	767	33,924	31,630
Petroleum.....gals.	7,246,913	318,863,474	290,025,184
Provisions—			
Pork.....bbls.	1,043	130,988	159,508
Beef.....bbls.	642	34,243	39,097
Beef.....tierces.	761	38,941	46,220
Cutmeats.....lbs.	865,460	188,021,332	321,819,924
Butter.....lbs.	38,637	5,923,177	16,986,835
Cheese.....lbs.	861,293	85,776,507	115,828,235
Lard.....lbs.	2,541,605	136,952,949	189,856,843
Rice.....bbls.	356	16,274	19,862
Tallow.....lbs.	268,087	18,253,404	39,474,486
Tobacco, leaf.....hhds.	1,346	88,445	74,360
Tobacco.....bales and cases.	616	40,074	47,435
Tobacco, manufactured.....lbs.	117,031	5,862,214	4,866,830
Whalebone.....lbs.	8,698	203,189	94,478

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OFFICE OF THE

ATLANTIC
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NEW YORK, January 25, 1882.

The Trustees, in conformity to the Charter of
 the Company, submit the following Statement
 of its affairs on the 31st December, 1881:

Premiums on Marine Risks from 1st January, 1881, to 31st De- cember, 1881.....	\$4,039,487 10
Premiums on Policies not marked off 1st January, 1881.....	1,587,534 47
Total Marine Premiums	\$5,627,021 57
Premiums marked off from 1st January, 1881, to 31st Decem- ber, 1881.....	\$4,110,176 72
Losses paid during the same period.....	\$1,775,882 80
Returns of Premiums and Ex- penses.....	\$924,227 02

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks.....	\$8,965,758 00
Loans secured by Stocks and otherwise.....	1,729,500 00
Real Estate and Claims due the Company, estimated at....	491,148 18
Premium Notes and Bills Re- ceivable.....	1,631,294 23
Cash in Bank.....	347,765 99
Amount.....	\$13,165,466 40

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

THE OUTSTANDING CERTIFICATES of
 the issue of 1877 will be redeemed and paid to
 the holders thereof, or their legal representa-
 tives, on and after Tuesday, the Seventh of Feb-
 ruary next, from which date all interest thereon
 will cease. The certificates to be produced at
 the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT
 declared on the net earned premiums of the
 Company, for the year ending 31st December,
 1881, for which certificates will be issued on
 and after Tuesday, the Second of May next.

By order of the Board,

J. H. CHAPMAN, Secretary

TRUSTEES:

- | | |
|---------------------|-----------------------|
| J. D. Jones, | Horace Gray, |
| Charles Dennis, | Edmund W. Corlies, |
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| Lewis Curtis, | Adolph Lemoyne |
| Charles H. Russell, | Bobt. B. Minturn, |
| James Low, | Charles H. Marshall, |
| David Lane, | George W. Lane, |
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CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-President.

A. A. RAVEN, 3d Vice-President.