

THE BANKERS' GAZETTE. Money Market, Foreign Ex-change, U.S. Securities, State and Railroad Bonds and Railroad Earnings and Bank Returns General Quotations of Stocks . 628 Stocks626and Bonds629Lange in Prices at the N. Y.Investments, and State, City629Stock Exchange627635 THE COMMERCIAL TIMES.

The Chronicle.

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THE FINANCIAL SITUATION.

Although there has been some recovery during the past week, both in values and in the tone of the Wall Street markets, the feeling which prevails is far from settled or satisfactory. The very fact that the railroad war can continue so long, threatening so great harm over so wide a field, in a season when merchandise is moving so freely, is a disturbing feature. Besides this, the variances and disagreements between other prominent operators in the market; the peculiar condition of important properties such as Telegraph and Elevated Railroad stocks; the railroad commission bill which goes into operation with the first of January; the interference of the Attorney-General of the State in stock speculations; and the increasing frequency of failures in commercial circles;—each of these has added its portion towards preventing the return of that confidence which so many have anticipated. The truth is, the influence of the present railroad war reaches beyond the stocks directly affected, and really beyond the settlement which may be soon made. It shows how largely under existing pooling arrangements the market values of all stocks are at all times at the mercy of any one speculative manager. It was supposed that such marvelous activity in the movement of merchandise as we have this season, furnished a guaranty

tained. In fact, it looks now as if one road by persistently prolonging a dispute, could even in this year of plenty throw the entire traffic arrangements, east and west, into confusion; and the argument is, if this is possible with tonnage so abundant, what may we not expect any subsequent season of less activity. Pooling arrangements seem necessary, or else there would be no uniformity in rates. But while the chances of disagreement are so great not only through bad or speculative motives, but also through the extension of systems by new construction constantly in progress or by lease and consolidation—rival roads thus encroaching upon one another's territory-the present system of adjustment seems very There is certainly room and need for weak and faulty. some new form of agreement with a sufficient forfeiture to prevent one road thus destroying at will all the hopes of a year.

The other unfavorable features mentioned above would not probably have any great weight in depressing the market had not this rate war disturbed all calculations and disposed the public to take an adverse view of the prospects. Still there is, as stated, an irritable feeling among operators and a less profitable state of commercial business, which do not encourage speculative movements, and, for the moment at least, help to prevent the more propitious circumstances from having their due influence. The action, also, of the Attorney General in the Mutual Union matter is unfortunate and not reassuring. Had he simply stated that there was, in his opinion, sufficient grounds for asking leave of the court to bring the action his course would not be so open to criticism. But when he decides that the act in question is a "usurpation of "power in direct hostility to the letter of the statute," and that "it would be a mere evasion to deny the " application," he puts himself in a very false positionone that will make him appear much like a paid counsel should the courts of higher resort decide that his view is an incorrect one. Besides, the conclusion from his action is that any company which misinterprets a statute—and therefore, through a mistaken idea of the law, makes an illegal issue of stock, however small or large-forfeits its charter, which is in itself an absurd proposition, and might in its consequences, upon many other stock holdings and stock properties, be very disturbing and disastrous if sustained.

But notwithstanding Wall Street has been unfavorably influenced during the week by the rate war and the other events referred to, the railroad earnings have kept up remarkably well and afford very promising indications so far as that feature goes, as to the future value of good properties.

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THE CHRONICLE.

Hence, when on Monday it was understood that negotiations had been opened for a reference of the disputed points to arbitration between the belligerent roads in the West, it was an easy matter to turn prices upwards while the shorts were covering. In the evening, however, of that day the announcement was made at the up-town hotels, where brokers and speculators assemble for the purpose of trading upon whatever fact or gossip they can gather, that Mr. Porter, President of the Chicago St. Paul Minneapolis & Omaha, had positively refused to negotiate. The reason given for the interruption in the negotiations was the discovery of the fact that the Chicago Milwaukee & St. Paul had bought the Chippewa Valley & Superior road, thus encroaching upon the territory of the Omaha, and threatening competition with that company in its efforts to secure a title to the North Wisconsin land grant, which embraces some of the most valuable timber land in that State. It was alleged by Mr. Porter that this was an act of treachery on the part of the St Paul managers, and that in consequence of it he declared that he would continue the fight. Under this new aspect of the contest, speculation was very unfavorably influenced at the opening on Tuesday, but the decline was subsequently arrested, mainly by an unfounded report of the resignation of Mr. Porter. When this rumor was denied. the speculators for an advance selected two or three spe. cialties and, by carrying them upward, succeeded in keep. ing the market generally strong for the remainder of the day. On Wednesday afternoon the news that \$4,600,000 bonds embraced in the order for redemption issued on Saturday had been presented for payment, had a favor. able effect, giving promise of easier money, until the last half hour of business, when there came a fractional de. cline, claimed to be the result of the customary ante-holiday realizations. The understanding at the close of Wednesday was that there would be a conference at Chicago on Saturday, when further efforts would be made to settle the war. Friday repeated the story of the previous days -a variable, unsettled market, with the close at the lowest figures of the day.

Money has been comparatively easy this week, mainly the result of the absence of manipulation, and it is probable that some of the funds which were withdrawn from the street for speculative purposes have been returned this week. The short interest in stocks will also account for the decreased demand for money. The payments by the Assistant Treasurer for bonds redeemed amounted to \$2,067,850 on Monday, but the redemptions were only 270,500 on Tuesday. On Wednesday 4,600,000 bonds embraced in Saturday's order were presented for redemption by a Brooklyn savings bank. The payment of interest on the $4\frac{1}{2}$ per cent bonds commenced on Friday. This amounts to \$2,812,500. Including the checks given on Wednesday for bonds and interest, the payments by the Sub-Treasury for the week foot up \$9,263,871 27, which calls for a large increase in the reserves of the banks this week. The actual loss by the Treasury during this time, as nearly as we can make out from the figures that have been furnished us, aggregates about three million dollars. The following shows the interior movement.

week's statement to be likewise made on rising averages, the following will indicate the character of the return.

	Into Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net Interior movement			\$3.000 000
Total	\$1,865,000	\$1,425.000	

The Bank of America paid out \$450,000 gold on account of the associated banks during the week, and received nothing in return.

Foreign exchange was reduced on Monday and was weak until Wednesday, when there was a recovery under more active money at London and an easier money market here. If any gold has already been sent out from London, the shippers and consignees have not reported it. That some will speedily come as an exchange operation is confidently expected by leading bankers, who regard Wednesday's advance in the rates for sterling as merely temporary, and likely to have the effect of bringing out a liberal supply of bills. Cotton is moving freely, drafts continue to be made against purchases of outgoing securities, and the demand from im. porters is very light and will probably not be sufficient to absorb the offerings. About the only thing which can retard this movement of gold is a higher rate for money in London. Until Tuesday the rate in the open market was less than 4 per cent, but Wednesday morning's cable reported an advance to $4\frac{1}{8}$ and the movement appeared to have caused a temporary decline in consols. This fall in the English funds was, however, followed by a recovery at the close of the London market, and this may have been induced by the advance in sterling here which for the moment relieved apprehensions of a drain of gold. The following, showing relative prices for leading securi. ties in London and New York at the opening each day, indicates the profit in cable transactions.

	Nov.	27.	Nov.	28.	Nov	. 29.	Nov. 30.	Dec. 1.		
	1		Lond'n prices.*		1	1		Lond'n prices.*		
U.S.4s,c.	118.94	118%	118.09	1187/8	118.94	11876	ork	119.30	11936	
U.S.314s	100.98	10134	101.00	10116	100.98	1011	X	101.22	1013	
Erie	36.16	355%	36.37	35%	36.25	365%	M	37.01	37%	
2d con.	\$95:4	9834	\$95.54	100	\$96·03	100	New	97.22\$		
Ill. Cent.	144.43	143	145.50	143%	145.25	145	, ui	146.13	144%	
N. Y. C	128.65	12734	128.76	127%	129.73	i29½	yi	130.84	1304	
Reading	25.24+	4918	25.46+	4816	25.91+	5034	da	26.2:+	52	
Ont.W'n	26.94	2614	26.91	2636	27.16	267/8	Holiday	27.18	27%	
St. Paul	100.49	100	101.85	1013/4	103.79	1021/2	Η̈́	103.89	1027/8	
Exch'ge,										
cables.	4.8	51%	4.85		4.85			4.8	516	

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

‡ Ex-interest. The Bank of England gained $\pounds 285,000$ bullion during the week, and the proportion of reserve to liabilities was increased $1\frac{1}{8}$ per cent. The Bank of France reports a loss of 5,725,000 francs gold and of 575,000 francs silver. The Bank of Germany, since last report, exhibits a gain of 14,120,000 marks. The following shows the amount of bullion in the principal European banks this week and at the corresponding date last year.

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Receipts at and Shipments from N.Y.	Received.	Shipped.
Currency		\$831,000 594,000
Total	\$1,865,000	\$1,425,000

Last week's bank statement was made up on rising averages, and, considering this fact, and also the large disbursements by the Treasury on Friday, the whole of which will not appear in to-day's return, thus causing this I the following from the Custom House.

i i	Nov. 3	0, 1882.	Dec. 1, 1881.				
	Gold.	Silver.	Gold.	Silver.			
i, x4	£ '	2	£	8			
Bank of England	20,720,957		20,588,703				
Bank of France	38,513,369	43,948,087	25,569,456	46,880,306			
Bank of Germany		19,936,500					
Total this week	65.879.826	63.884.587	52,828,659	66,891,806			
Total previous week	65,678,797	63,461,720	52.593.153	66,856,970			

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 \$176,764 through the Sub-Treasury for domestic bullion and the Assistant Treasurer received

975, T freig pens ried 24,64 net \$6,88 ger e great avera no de As co passe

CHART AND		·· ·	Consisting of—								
Date.	Dutics.	Gold.	U. 8. Notes.	Gold Certif.	Silver Oer- tificates.						
Nov. 24	\$286,028 48	\$24,000	\$32,000	\$160,000	\$69.000						
" 25	282,283 84	21,000	33,000	167,000	61.000						
" 27	502,416 35	78,000	30.000	354,000	40.000						
4 <u>2</u> 8	360,944 29	33,000	34,000	204,000	91,000						
" 29	252,682 67	12,000	21,000	179,000	40,000						
" 30		Holiday.									
Total.	\$1,684,355 63	\$168,000	\$150,000	1,064,000	\$301,000						

THE NEW YORK LAKE ERIE & WESTERN.

One cannot take up a report of the New York Lake Erie & Western issued within recent years without being impressed with the progress that the company is making, and in this respect the present report is no exception. The Erie has had such a remarkable career and was for so many years afflicted with financial ills, which refused to yield to repeated changes in management, that the mind involuntarily associates it with the idea of a bankrupt concern. Yet to entertain such a thought of the present Erie Company and its managers, is not only to make a grievous mistake as to its real condition but to represent that condition as the exact contrary of what it most assuredly and truly is; for the company is not an insolvent body, but a concern standing on solid ground and paying its own way.

For three years now it has earned the full interest charge on its entire debt, and in two of these three years has made a 6 per cent dividend upon its preferred stock, that out of this year's earnings having been declared this week, while carrying in each case a handsome surplus to the credit of profit and loss account. The detailed report just received confirms the figures of the abstract statement used by us last week, but we may repeat that the net surplus on the year's operations for three years past stands as follows: In 1880, \$1,790,621; in 1881, \$1,887, 418; in 1882, \$1,166,642. Thus the company is able to show a surplus over all charges of every description (excepting of course the dividend upon the preferred stock, calling for \$457,932), of more than $1\frac{1}{8}$ million dollars in a year when it was powerfully affected by a great railroad war and an extraordinary deficiency in the agricultural yield of the country. We stated last week that gross earnings showed a falling off from the previous year of \$739,831, but this does not represent fully the effect of these two unfavorable influences. Turning to individual items of traffic earnings we find that on merchandise freight there is a decrease of \$1,423,394, the combined result of lower rates and a diminished volume of business. This was offset by an increase of \$343,243 in passenger earnings—which on this, as on other roads, continue to make gratifying gains-by an increase of \$85,946 in coal earnings, and by an increase of \$254,374 in miscellaneous other items, leaving the

cents, or 069 cent, such has been the reduction in expenses that the average net amount realized per passenger mile has actually risen 058 cent, or from 644 cent to .702 cent. Thus each passenger carried one mile now brings the company more than seven-tenths of a cent; in 1875-6 the profit was less than two and a half tenths of a cent, notwithstanding that the gross earnings per passenger were then one and a half tenth larger.

We are a little surprised at the continued large gain in the coal tonnage. The Erie has been developing its coal traffic very extensively of late years, but the increase last year was so heavy— $1\frac{1}{2}$ million tons, moved a distance of 142 million miles-that we were hardly prepared for a further large increase in the present year. But the figures show the heavy gain of 585,822 tons absolutely, and 36,542,888 tons moved one mile. This coal traffic is of growing importance to the company, and has become a leading factor in its present prosperity. It yielded in the late fiscal year gross earnings but little less than five million dollars-\$4,939,373; in 1877.8 the revenue from the same was only \$2,106,479. In the actual number of tons moved the coal traffic now exceeds the entire merchandise traffic-the totals being respectively 6,104,672 tons and 5,790,566 tons-but as the coal is carried only short distances to market, either east or west, mileage and earnings from the same are only half as great. Still, it is a fact worthy of note, that the coal tonnage on the Erie has become heavier than the merchandise.

The mileage of merchandise freight fell off during the year $66\frac{1}{2}$ million tons one mile, but the increase of $36\frac{1}{2}$ millions in the coal mileage cuts down to 30 million tons the loss in the total freight mileage. The decrease in the merchandise mileage occurs in the face of a gain in the actual number of tons handled. Knowing that the volume of through traffic must have fallen off because of the deficient crops, and seeing that the average number of miles that each ton was hauled has fallen from 179 to 164, the conclusion would seem to be that the company has largely augmented its local business, which is the most desira. ble kind of gain to make. In this connection we would remark that the average number of tons of freight to each train has risen to 228, from 218 in 1880-81 and 210 in 1879-80. The latter was already considered a heavy load, but the present figure certainly looks exceptional. On the Central the load in 1879-80 was 218 tons and in 1880-81 217 tons. Probably the Erie's traffic is more nearly balanced in the two directions-that is, there is not so great a disparity between that carried east and that carried west, diminishing the number of cars hauled empty one way.

The Erie could never have reached this present high average except for the improvements that have been made in track, guage, grades, &c., and the heavier engines brought into service. This has also reduced the cost to it of moving freight, and we find that during the late fiscal year a further decrease was established in the expense per mile of three thousandths of a cent, from 529 thousandths in 1880-1 to 526 in 1881-2, though the former figure was already below that of the Central for that year. The reduction in expense, however, does not meet the decrease in the earnings, which amounts to 37 thousandths of a cent per ton per mile on coal and 67 thousandths on merchandise, or 56 thousandths on all freight, leaving the net earnings per ton per mile only 223 thousandths of a cent against 276 thousandths in 1880-1, a decrease of over 19 per cent in one year. The falling off in the merchandise earnings per ton mile is of course the result of the rate war; and the smallness of the net earnings on all freight-less than nine-fortieths of a cent a ton a milepassenger per mile has fallen from 2.016 cents to 1.947 shows on what a narrow margin of profit the trunk lines

net decrease \$739,831, or total gross earnings of \$19,. 975,774, against \$20,715,605 in 1880-1.

The company managed to reduce expenses \$168,136freight expenses decreased \$221,809, and passenger expenses increased only \$53,673, though the company carried 640,037 more passengers, (traveling a distance of 24,647,093 miles), than in the previous year—and this left net earnings only \$571,695 below the year 1880-1, or \$6,887,680, against \$7,459,375. The decrease in passen. ger expenses is to be ascribed, in large measure, to the greater number of passengers carried per train, which averaged 63 in 1881-2, against 58 in 1880-1, but also, no doubt, to its being handled with increasing economy. As compared with the preceding year, though the rate per

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are working. The passenger and freight movement com. plete for ten years is given below.

		Coal.		Other Freight.						
Year.	Tons Moved.	Ton s Moved One Mile.	Rate P Ton per Mile. Cents.	Tons Moved.	Tons Moved One Mile.	Rale 79 Ton per Mile. Cents.				
	3,911,942 3,854,426			2,400,760 2,509,850						
874-75	3,852,567	338.360,821		2,387,376	678,257,229	1.183				
		264,923.578 272.984.395		$2.665.174 \\ 2.934.341$	775,508,343 841,601,825	1.064				
		267,314,580 500.436,551	·788 ·640	3,300,362	957.419,138 1.068.785.866	1.024 .850				
879-80	4,007,574	432.329,839	.738	4,648,318	1,288,782,256	.869				
		574,533,237 611,076,125	·845 ·808		1,409,861,618 1,343,313,585	·789 ·722				
r	Fre	ight of all K	inds.		Passengers.					

	1.0.11	no of the h	chero.	-	abbenger	0.	14
Year.	Tons Moved.	Tons mor'd one mile. [000s omitted.]	$\begin{array}{c c} Rate & Co. \\ p. ton & pe. \\ p. m. & p. n \\ cents. & cts \end{array}$	Number Carried.	Carried one mile [000s omitt'd]	Rate per pass. p. m. cts.	per pass
					101 000		
1872-73.				0 3,922,156			
1878-74.	6.364.276	1.047.420	1.311:91	0 4.223,130	160,204	2.313	
1874-75.	6.2: 9.943	1.016.618	1.209.95	8 5.052.855	155.396	2.227	1.95
1.875-76.	5.972.818			5 5.042.831			
1876-77.	6.182.451	-,,		2 4.887.238			
1877-78.	6,150,468			4 1,896,327			
1878 - 79.	8,212,641	1,569,222	.780:56	14,894,527	149,115	2.091	1.59
1879-80.	8.715,592	1.721.112	·836 ·53	4 5,491,431	180.460	2.041	1.36
1880-81.	11.086.823			9 6.144.158			
	11.895.238			6 6.784.195			
1.001-04.)	11,000,200	1,004,000	110104	010,101,100	220,101	LULI	1 -1

The company is still actively engaged in making im. provements where necessary, and during the year lately closed spent no less than \$2,716,080 for this purpose. But the need here is not what it formerly was, and, as the report intimates, the development of the road's business and connections is therefore receiving a greater share of attention. The coal traffic having become so important, extraordinary efforts are being made not only to retain that already in the road's possession, but also to increase the amount. The President furnishes interesting informa. tion as to what has been done in this direction during the past year. Arrangements were made to extend the Bradford Branch, so as to make available 36,000 acres of coal lands which the company owns in Jefferson, Elk and Mc-Kean counties in the State of Pennsylvania. The company also concluded contract with the Pennsyla which the latter vania Railroad, by builds a connect small piece of road to thisBradford branch with the Allegheny Valley road, and that, when completed, will give the Erie not only a line to its coal lands, but all the way to the great manufacturing city of Pittsburg. This should certainly prove a very valuable connection. Then by a contract made the first of last May, the Lehigh Valley, a heavy coal producer, agrees for 10 years to give the Erie all its traffic—which the Erie formerly received only in part-for points west. An agreement has also been entered into with the Pennsylvania Coal Company, insuring to the Erie the entire production of that company's collieries in Eastern Pennsylvania, whether bound east or west. Another of the year's achievements was the purchase of the control of the Blossburg Coal Company, by which the Erie secures 66 miles of railroad and 28,000 acres of coal lands, producing, it is stated, 400,000 tons of coal annually. With its position thus greatly extended and strengthened on coal traffic, with a prospective outlet to Pittsburg, with its Chicago & Atlantic road to Chicago (nearing completion), and with lines to Cincinnati and Indianapolis over the Cincinmati Hamilton & Dayton, the outlook for the Erie would certainly seem to be more cheering than for a long time past

It has been stated in a Washington dis-Government. patch to one of our daily journals that this subject will be favorably discussed in the coming report of the Postmaster. General; however that may be, the scheme is one that has frequently come up of late and will, we suppose, be constantly revived in varying form so long as there is any hope of its adoption. For among a certain class there is a continual pressure to have the General Government not only take up the transportation problem but go into all sorts of things which, it is assumed, are proper and feasible for such a union of exhaustless money, wisdom, goodness, and power, as many people apparently imagine "government" to be. Hence to point out, over and over, the fallacies and risks in such schemes is a duty not to be avoided.

In assumption of the telegraph business, these begin with the first step. If Government acquires the existing lines, it must seize them or buy them. If it buys, it must buy at their nominal value. Conceding that such purchase would carry with it the almost indispensable patents owned by the lines, this would involve paying 100 millions or so for property which those who oppose the telegraphs when they are anti-monopolists, assert could be duplicated for say one-quarter of that amount. Hence this antimonopolist organization virtually makes the proposition, that Government shall buy telegraphs for three or four times what they cost to build and would cost to duplicate now. Of course that means that the Government is to reward and encourage stock watering. Some, however, to avoid this inference propose that the Government take the old telegraph lines at its own valuation and suppress new organizations. Would not that policy be a trifle too autocratic or communistic for America? Still others suggest that the Government go into the telegraph business, and build its own lines, supporting them with Treasury money and special privileges until they have extinguished existing companies. Such a plan it is believed could be rushed through on the anti-monopoly wave, results not being considered but left for development.

Passing, however, the question as to the mode of procedure, let us suppose the Government in possession of a telegraph system, with the old companies out of the way by fair or foul means, and a law passed prohibiting all private competition under severe penalties, such as now exist against private mail carrying, for evidently even the Government could not afford to leave itself exposed Having then the telegraphs how to renewed competition. would it use them ? Would it, for example, maintain the inviolability of messages? All the operators would be of one political party, or at least it would be necessary that the messages sent should be transmitted to the higher officers, who would be a part of and in accord with the general administration. Thus for political communications the party in power would virtually control the wires. It could decipher or detain its opponents' messages so as to plot against or thwart their purposes, and another power in addition to the new patronage the telegraph bureau would afford, would be put into the hands of the Government for perpetuating itself. Then again in private business matters no one would feel as safe with the secrets committed to the hands of these officials. Telegraphy is managed now for profit, and secrecy is the recommendation which increases business. It is the interest of the company that secures inviolability, and if one fails to give it a rival will not, or if none exists one will be organized, as the history of the Baltimore & Ohio There is no such relief when cable enterprise proves. private companies have been suppressed and the Gov. How convenient it will then be ernment takes control.

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GOVERNMENT AND THE TELEGRAPHS.

Board of Trade and Transportation is the comprehenaive misnomer of an organization which has just received from its leading member, and made public, a report in favor of the purchase of all telegraph lines by the Federal

DECEMBER 2, 1882.]

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for a politician with influence, if engaged in an excited breadstuffs speculation, to be next friend to an officer who could give him the first inspection of the messages between New York and Chicago. But there will be laws against such treachery, it will be said. Yes, to be sure, and so there are laws now against assessing for political purposes Government employees, and yet it is done openly; there are laws against using one's official position for self aggrandizement, and yet even judges trade on their decisions; there are laws against stealing, and yet we hear of Star Route trials. In the light of such experience who would not prefer private enterprise and the self interest it feeds upon, rather than official integrity, as a guaranty of inviolability and efficiency?

Then, again, how would the Government manage the question of charges? The idea of those who advocate the change of system, is a uniform rate without regard to distance or condition. It is so in England, why should it not be so here? A station would be opened at every Post Office, and a country town a thousand miles away that sends but a few messages a month would be rated with the city that sends many hundreds or thousands every hour. In other words the present plan of nonuniform and profit-paying rates would be given up for uniform and non-paying rates, the result of course being another Government department with a deficit to take the place of the deficit from which good management has at last relieved the Post Office. And yet how little practical advantage would the people derive. The telegraph is really a commercial instrument, is very seldom of use to the farming sections, and can never be of service to them as a substitute for letter writing. To urge that the whole theory on which the service has hitherto been conducted shall be changed in obedience to a mere sentiment, and that the whole commerce of the country shall be taxed for the purpose of affording cheap telegraphic facilities to classes having little or no use for them, is so clearly unwise as not to admit of examination.

And how unfavorable would be the effect of the change on the development of the science of telegraphy. The absolute freedom of the field stimulates now the inventive genius of the country, and we see its results in the progress being made. The man who invents a duplex or quadruplex transmitter, or something else which instantly multiplies the efficiency of wire and operator, knows that he can sell it. Shrewd capitalists are readily found to examine and if approved assist in its introduction, for any of them can use it in the establishment of a new system or force its purchase by companies in existence. A Government monopoly, however, leaves the market to but one purchaser, and that one, a purchaser who is most difficult to reach unless the inventor can secure political influence. Even with that, one knows the obstacles that always stand in the way of obtaining the attention of a Government official, for how little interest he has in spending extra time to first satisfy himself as to the practicability and efficiency of a novelty and then to bring it to the attention of Congress and secure the necessary appropriation. If the poor inventor is required to take the usual course for obtaining success in such an endeavor, he will find, after he has divided up among lobbyists and members and politicians, that there is very little left to pay him for his expenditure of time and money, and he will never waste his energies in that direction again. Moreover, a Government which has the monopoly feels no spur to "get the best," because it is shielded from competition. It is a big, clumsy, wasteful thing, which is hurt but not destroyed by its own blundering.

We are well aware that there are grievances at present and we would be the last to ignore them. On water as well as on land consolidation has repeatedly extinguished competition, and we have with others experienced serious loss from the ups and downs of cable rates and the arbitrary changes in regulations by cable companies. Ever since Mr. Pender has been the ruling spirit in London a most illiberal policy has prevailed and no one regrets to-day-if current rumor is correct-that Mr. Gould has him in his little trap. But all these and other charges against our telegraph companies are private grievances, only to be redressed through an open field of competition, and sure to find a remedy in that way in process of time. To fly to the Government for relief is flying into the arms of incompetency, for we challenge the mention of a single work it now does (not excepting mail carrying) so well as to furnish any rational encouragement for giving it more work.

Finally, is it not well for us to think where we are to stop in this process of transferring our material interests to Government control, and what kind of a Government it will leave us with, if the many similar propositions now being pressed are adopted? This is a point we have often enlarged upon. Such a policy is only consistent with governments of the old school, not with those of the new. But aside from that question, the telegraph assumption by the Government is, as we have seen, in many ways objectionable, with nothing to recommend it except grievances which would be simply aggravated by the change.

LAND SALES.

The negotiations which are in progress concerning a sale of a large parcel of Northern Pacific lands east of the Missouri River, call attention to the great progress making in that section of the country, in opening upterritory to cultivation and development. Every new era in the country's growth finds some outlying district which to the pioneer appears to possess special advantages; sothe great Northwest is now the point of largest activity, and new settlers are tending in that direction in a constantly-increasing ratio and with marvellous effects upon the growing industries of the district.

Minnesota and Dakota in particular are the favored spots at the moment, presenting in this respect a striking contrast to the neglect with which they were treated but a few years ago. Dakota was then looked upon as a vast region devoid of the essentials needful to successful agriculture-indeed it was claimed that the land would require great toil to work it and then not repay cultivationwhile Minnesota was so sparsely settled, and commanding so little new life, that many of its railroad lines found but inadequate traffic for their support and became financially embarrassed. The Southern Minnesota, now one of the Chicago Milwaukee & St. Paul's lines, became insolvent and went into the hands of receivers. The same happened to the St. Paul & Duluth. At least two of the three companies that were subsequently consolidated as the present Chicago St. Paul Minneapolis & Omaha were also bankrupt, and seemed to offer little hope of ever being rescued from that condition. Then there was that worst case of all-the St. Paul & Pacific first and second divisions, (now the St. Paul Minneapolis & Manitoba), the money invested in which seemed irretrievably lost. How changed the aspect of affairs there now! All the roads mentioned are doing very well, some of them exceedingly well, owing to the immense amount of new lands placed under cultivation by immigration and settlement, and the stimulus this has given to every branch of industry and trade in that district.

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In a general way, perhaps the most of us know that great strides forward are being made in that section; but there are few probably even among those well informed who appreciate fully the extent of the new areas thus opened up. Some idea of the development going on is afforded by examining the sales of lands by the different railroad lines; but unfortunately the information here is very meagre, only a few of the companies apparently being willing to furnish intelligence on this point. Still, those we have suffice to give an indication as to what at least the railroads are doing in this direction. For the year ended June 30, 1881, the St. Paul Minneapolis & Manitoba company sold only 97,863 acres of its lands, but in the late fiscal year-that ended June 30, 1882—it sold no less that 203,143, realiz ing therefrom over a million dollars—\$1,108,312. During the nine months of the calendar year to September 30 the St. Paul & Duluth Company received as net income from sales of lands \$208,514; during the whole of the calendar year 1881 the sales amounted to only \$81,798. Coming now to the Northern Pacific, we find that during the four months that have elapsed since the close of its fiscal year (July, August, September and October) the company sold 175,772 acres of land on its Minnesota and Dakota divisions -which is the section we are at present consideringagainst only 20,120 acres in the corresponding four months of 1881. The land was sold at \$4 an acre.

But it is not till we reach the sales by the United States Government, that we become fully cognizant of the great amount of land that is being brought under cultivation in the Northwest. In the case of railroads he have to deal with individual pieces of land in particular sections, and no aggregates by geographical divisions are possible. In the case of Government lands we have the land separated according to territorial boundaries, and thus the totals for each State and Territory—which is so desirable—can be given. Government lands, too, are a better guide than railroad lands as showing the extent of the new areas being entered upon, for so long as the former can be had at a merely nominal sum, intending settlers will not purchase That comparatively large the latter at 4@ an acre. quantities of railroad lands are being taken at these figures, despite the offerings by the Government, goes only to show how desirable the land is found to be.

It was in the fiscal year 1877-8-about a twelve-month before resumption of specie payments-that the movement towards the occupation of new lands first began to exhibit signs of an increase. Previous to that time the yearly aggregates for the whole country ranged between three and five million acres; in 1877-8 the total rose to 7 millions, in 1878 9 to $8\frac{1}{2}$ millions, in 1879-80 to 9 millions, in 1880-1 it fell to 8,379,000, and now has mounted to over 124 millions in 1881-2, a gain on the previous year of about 50 per cent. These figures cover lands disposed of for cash and under the Timber Culture and Homestead laws-in other words only lands entered for improvement or settlement. A statement went the rounds of the press some weeks ago which embraced other items-such as swamp lands patented to the different States and also lands certified to railroads, &c., &c.--and which was misleading in showing the quantity actually entered for settlement and cultivation. An examination of the figures for the years 1879-80 and 1880-81 will make it clear how unreliable such a comparison would be. In the former year the total disposals of lands by the Government amounted to 14,792,372 acres, in the latter year to 10,893,397 acres, a decrease of 3,898,975 acres. Not having the details, one might be inclined to suppose that here was a tremendous falling off in the demand for public lands. When, however, we look more

closely into the matter we find that the falling off in the land really taken up is only about eight hundred thousand, instead of three million eight hundred thousand, and that the remaining three millions decrease in that year is due to the fact that in 1879-80 3,757,889 acres of swamp lands were approved to the States, while in 1880-1 only 569,001 acres were so approved. As these swamp lands have merely changed hands, they play no part in the total placed under cultivation and should not be included in it. The same may be said of the lands certified to railroads; these, too, in most cases have only changed hands. Recognizing that the usefulness of the statement depended upon separating these latter from the rest, and feeling assured that the published comparisons were full of inaccuracies-some of them used total disposals, and disposals for settlement and cultivation, indiscriminately-we made early application at the Land Office for a correct tabulation, which we have recently, through the kindness of the Commissioner, received. This we present below. It includes, as said, only land disposed of for cash and under the Timber-Culture and Homestead laws, and as it gives the details for each State and territory for five years past, should prove very valuable and interesting. We may say that the increase in 1881-82 over the previous year, instead of being actually over 44 million acres, as the table correctly shows, would be less than 31 millions should we take total disposals, which is another evidence that the latter do not show the true relative movement from year to year.

DISPOSALS OF PUBLIC LANDS FOR CASH AND UNDER THE HOMESTEAD AND TIMBER-CULTURE LAWS.

	AND III	IBER-CULIU	LA TO.	-	
States and Ter	ritories. 1878	1879.	1880.	1881.	1882.
	Acres	. Acres.	Acres.	Acres.	Acres.
Alabama	169,9	80 162,773	350,420	400,913	- 324,191
Arizona Territo	the second se	85 28,202	17,067	17,124	21,157
Arkans 18		30 208,858	391,567	437,015	424,558
California		379,921	362,792	415,465	493,336
Colorado		57 110,981	187,797	215,042	275,557
Dakota Territo	ry 1,377,9	48 1,657,811	2,268,809	2,533,236	4,355,039
· lorid:1		and the second second	95,863	147,973	321,594
Idaho Territor		68 91,400	120,323	133,908	166,948
Iowa		45 9,050	9,050	6,076	10,045
Indiana		80		40	40
Illinois		07		677	· 634
Kansas		72 2,784.538	1,524,905	769,156	904,081
Lo. isiana		46 27,465	92,680	117,636	486,478
Michigan		and the second sec		299,638	512,328
Minnesota		38 935,789	852,267	843,968	1,085,737
Mi-sissippi		• (66,287	130,978	358,217
Missouri			98,587	112,849	263,165
Montana			109,969	103,173	181,690
Nebraska			1,327,038	643,199	884,028
Nevada			31,537	19,495.	10,827
New Mexico			38,360	88,659	103.739
Ohio		76			5,107
Oregon	The second se	97 120,443	240,058	204,734	804,199
Utah Territo y		and the second se	97,819	82,712	83,909
Washington 'Te		the second se		374, 23	444,165
Wisconsin			and an and a second	234,868	447,268
Wyoming Terri				46,263	58,30
Grand total		34 8,650,219	9,166,918	8,379,618	12,526,262

The above discloses the importance that the extreme

Northwest-or more accurately, Minnesota and Dakotahave assumed in the land grant entries. Of the total disposals of $12\frac{1}{2}$ millions for the United States in the last year, 4,355,000 acres, or more than one-third, goes to Dakota, and Minnesota is the only other State or territory that comes in for a million acres. During the last five years there have been disposed of in Dakota no less than 12,192,842 acres, and in Minnesota 4,675,899 acres, together pretty nearly 17 million acres. There is no other section that can compare with this. Kansas and Nebraska, having for the five years respectively 7,694,232 acres and 4,650,721 acres, come next, but Dakota alone has pretty nearly as much as the two taken together. Four years ago Kansas was way ahead of Dakota, but now it has only about a fifth as Nebraska, too, has smaller totals than formerly. much. The reason for Dakota and Minnesota's prominence is probably not that the lands are thought more desirable than those in other sections of the West

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Northwest-though without doubt they are and looked upon with great favor-but that there is in that territory more Government land still left untaken. In Kansas and Nebraska certainly the quantity remaining has been greatly diminished. In Iowa there is so little Gov ernment land left that the sales are scarcely more than nominal; yet there are in that State, as well as in Kansas and Nebraska, large sections of land that were given as a subsidy to railroads and which are still held by them. In Iowa, on this account, the Government sales give no idea of the new areas brought under cultivation, but in the other cases they constitute probably the great bulk of all the new land entered by settlers.

In this connection we have to deplore the absence of all statistics bearing on the amount of Government lands still remaining in each State and Territory. A person wishing to emigrate or assist others in emigrat. ing to the West or Northwest would naturally want to know where the public lands were located, and how much remained in this or that State; but, strange as it may seem, no figures can be obtained on this point, and the Government appears to be no better off than the individual. This is a grave defect which we trust will be speedily remedied. There is certainly no excuse for such an omission, and if the Commissioner has not the clerical force-necessary to prepare the statement, as he claims, he should be given it. It is perhaps well to remark, in case the absence of Texas in the above table should not be understood, that there are no Government lands in that State.

FINANCIAL REVIEW OF NOVEMBER, 1882.

In November the money market became very stringent in the latter part of the month, and borrowers on stocks sometimes had to pay as high as 20 to 35 per cent for call loans. The banks were below their 25 per cent limit, and the declining stock market and necessary shifting of collaterals caused an activity in money which aggravated the ordinary closeness of a November market. Secretary Folger offered to redeem on presentation, without rebate of interest, the bonds embraced in outstanding calls to the amount of \$5,000,000 per week, and finally he offered to redeem \$10,000,000 bonds with interest to Feb. 28, not embraced in any of the calls. During the last five days of the month some \$9,000,000 bonds were redeemed under these various offers, and the supply of loanable funds was largely increased, relaxing the rates for money.

The business in investment securities was quite moderate, but in speculative stocks there was great depression in prices. culminating on the 25th of the month. when lower figures were reached on many stocks than had been made in one or two years before. There was a heavy bear influence in the market, and the decline was partly owing to this; but, except for the stringency in money and the cutting of rates among the railroads of the Northwest, it would have been impossible to effect so large a decline by purely speculative hammering. The railroad earnings were remarkably large and the prospect for future months was excellent; but in the absence of a strong support from large operators this was not sufficient to keep prices steady. The depression in the steel industries and the shutting down of certain steel rail manufactories was also made much of as a cause for gloomy feeling in the market; but the decrease in the demand for steel rails was only incidental to the decrease in projected railroads and the smaller contracts for steel rails put out for the year 1883. Large orders were placed with some of the mills at \$40 per ton, a price exceedingly favorable for the railroads. After the relaxation in money on the 25th, and with some prospects of an adjustment of the railroad war, the market recovered materially. Foreign exchange ruled at low figures during November, and there was a moderate importation of foreign gold.

But breadstuffs did not move freely, and corn of the new crop had not yet come forward, so that the prospect for gold imports in the future was better than in this month. Some large railroad negotiations, including the sale of some \$12,000,000 worth of land by Northern Pacific, and the sale of some \$15,000,000 bonds by the New York West Shore & Buffalo Railroad—both to syndicates—were effected near the end of November, but had not yet influenced the exchange market.

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 Dec., 1880, 1881 and 1882. STATISTICAL SUMMARY ON OR ABOUT DEC. 1. 1880, 1881 AND 1882.

9.208,800 8.245.500 8.590,700 7,930,000 9,165.800 7,411.300 2,071,200 3 a 6 6 a 7 51 d. 4 79 3 4 1017 8 128 101 1 2 18 112 18 119 3 8 130 1 4	$\begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	60,177,900 18,666,200 289,527,100 12.098,200 72,381,775 72,276,100 Def.105,675 626&4 p.d. 626 ¹ 2 54 ³ 4d. 479 ¹ 2-181 ¹ 2 129 110 ³ 4 111 ⁵ 8
8.245.500 8.590.700 7.930.000 9.165.800 9.482.500 7.411.300 2.071.200 3766 6707 5104. 4.7934 10178 129 10178 129 10128 10128 10138 1304	$\begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	$\begin{array}{c} 60,177,900\\ 18,666,200\\ 289,527,100\\ 12.098,200\\ 72,381,775\\ 72,276,100\\ \hline Def.105,675\\ 6 & 6 & 4 \\ 9 & 54 & 4 \\ 6 & 6 & 9 \\ 54 & 4 \\ 4 & 79 & 9 & -1 \\ 8 & 110 & 3 \\ 111 & 5 \\ \end{array}$
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banks in each week of November were 28 follows:

NEW YORK CITY BANK MOVEMENTS IN NOVEMBER.

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	$ \begin{array}{c} 11 \\ 12 \\ 13 \\ \end{array} $. .		.s.		19 1878 194	102	18		-	29 30 Ope	 n	101	34	Hol	. 1 i d 1	194 ay 194	1	02 0238	
	16 17 18	1013	- 1 -		8 1 1 - 1 1 - 1 1	1914 1914 1912	102	18 	AND		Clos	v. s.	101 101	34	113 113	1	187 ₈ 194	1	02	·····
					19 0	r oc	1100	1.0	AND		3. 0		JILLI				1001		IN INO	
	Nov		Cons'18	money.	5 ext. 31		4 ¹ 28 of 1891	4	4 <i>s of</i> .907.		λ	Tov	•	Cons'ls	for money.	ea	58 st. at 12.		128 of 391.	4s of 1907.
	1 2 3 4 5		011 017 028	5 ₁₆ 8	104 104 104 8 104		116 1147 115	8 1 -1	2234 2234 2212 2212	21 22 23 24 23	5			10 13 10 10	134 134 11516 2316 218)4)4)4	11111111	15 ¹ 8 14 ⁷ 8 15 15	12219 12219 122 12238 12238 12238
	7 8 9 10 11 12			89	104 104 104 103 . S.	3 ₄]	147 147 147 153	B 1 B 1 A 1	$\begin{array}{c} 22 {}^{1}_{2} \\ 22 {}^{3}_{4} \\ 22 {}^{3}_{4} \\ 22 {}^{3}_{4} \\ 22 {}^{1}_{4} \\ 22 {}^{1}_{4} \end{array}$	27 28 29	3 7 9 9			10	2 ¹ 8 2 2 ¹ 16 2 ³ 16	10)4	11	5 ¹ 8	122 122 122 122 122
	13 14 15 16 17 18	10 10 10 10		16 8 8 5 16	103		16 16 115 15 15	1 1 1 1	22 ¹ 2 22 ¹ 8 22 ¹ 8 22 ¹ 8 22 ¹ 4 22 ¹ 2 22 ¹ 2	H L Cl S'	igh)we osin ce J	est st ng lan		10: 10: 10: 10:	2 ³ 16	10 10 10	14 ¹ 4 13 ¹ 2 1 ¹ 8	11 11 11	6 478 5	12234 12234 122 122
	19			-16	s.			1.			owe		·::	99	2518	x	13	11	470	1918

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

RANGE OF STOCKS IN OCTOBER AND NOVEMBER.

RANG	is of stoc	KS IN OC	TOBER	AND NO	VEMBEI	R.	
BAILROADS.	Sep. 39.	Low.	High. C	<i>ict.</i> 31.	Low. I	ligh. N	ov. 29.
Albany & Susquel Allegheny Centra	al 2758	$\begin{array}{c} 130\\ 13\\ 86^{1}2\\ 75\\ 40^{1}4\\ 57\\ 7934\\ 6134\\ 16\\ 311\\ 70^{1}2\\ 89^{1}2\\ 24^{1}4\\ 36^{1}4\\ 25^{3}4 \end{array}$	1314_{2} 304_{4}		131	131	
Atch. Top. & San. Bost.& N.Y.Air L	Fe	8612	8718 8019	8718	$\frac{84}{77}$	85 8013	7812
Buffalo Pitts. & W Do H	est	4014	4114 57		•••••	°•••••	•••••
Burl. Ced. Rap. &	No. *80	7934	81	7934	79	8143	79
Cedar Falls & Min	na	16	19	0598	14	18	17
Central Iowa	sey. 7638	$\frac{31}{702}$	3434 7578	7158	2812	531 <u>2</u> 73	$\frac{2819}{7138}$
Central Jowa Central Jowa Central Pacific Ches. & Ohio Do 1st p Do 2d p Chioago & Alton.	9134	891g	92	901_4 253	8233	9034	\$718
Do 1st p	ref. 384	3614	4012	3614	3014	$\frac{5712}{2714}$	31
Chicago & Alton.	1393	$2534 \\ 13342$	14212	$^{*261_{2}}_{1411_{2}}$	12812	1424	*23 ¹ 2 133
(120) - 11	1111		13312	132	140 120 ¹ 2	$140 \\ 13242$	\$1254
Chie. Burl. & Quin Chie. Mil. & St. Pa Do P	and. \$10734 aref. \$123	$107 \\ 122$	$1115_8 \\ 120$	$1095_8 \\ 1274_8$	$196^{1}2$ $114^{1}2$	$111 \\ 127$	$\begin{array}{c}103\\120\end{array}$
Chic. & Northwest Do r	t 11414	14218	1463_{4} 165	14.158	1293_{4}	$1453_{8} \\ 1633_{4}$	136
Chie: & Rock Islan	id., §1335g	130	13458	13119	$\frac{145}{122}$	1324	128
Chic. St. L. & N.Or Chic. St. P. Minn.d	& 0.514	4638	$\frac{80}{5218}$	4914	$82 \\ 4112 \\ 10014$	84 50	4634
Do p Oin. San. & Clev.	ref. §108 ¹ 4	1047_{8}	$\begin{array}{c} 109 \\ 62 \end{array}$	10758	1004	108 581g	10158
Clev. Col. Cin. & 1	Ind. 8112	8012		*83	707_{8} 139	8112	75
Clev. & Pittsb., g Columbia & Gr uv	v.of	50	65				
Col. Chie. & Ind.C. Gol. Hock: Val. &	Tol	67^{812}	0.5		$\frac{5}{661_2}$	914 6714	5
Danbury & Norw Del. Lack. & West	1207.	\$12914	120	8136	75 1234	$75 \\ 1363 $	12758
Denver & R. Gra	nde 5714	§13214 50 8719	5812 9114	5138	3814	53	4618
East Tenn. Va. &	Ga. 931	9	1112	1078	948	1114	1018
Den Lack, & West Denver & R. Gra Dubuque & Sioux East Tenn, Va. & Do p Evansv. & Terre 1 Fort W. & Denve	I	80	2038	8212	80	8212	1842
Fort W. & Denve Green B. Win. & St				3748	331_2 6	393_{4} 81_{2}	
Hannibal & St. Jo Do p	*47 pref. 87	9 50 751_2 200	50 87	·81	79	83	*43 *72
Harlem			200		200	200	*200
Houst. & Tex. Ce Illinois Central	139	1374	1504	14834	1384	791_{2} 1491_{2}	$\begin{array}{c} 73^{1}_{2} \\ 145 \end{array}$
Ind. Dec. & Spr. r Indiana Bl. & W.	eref 44 ¹ 2	$\begin{array}{c} 20\\ 40\\ 140 \end{array}$	$\begin{array}{c} 20 \\ 45 \end{array}$	4012	30	4014	33
Joliet & Chicago. Lake Erie & West	39	140	140	*140 34	$138 \cdot 2$	140	
Lake Shore Long Island	115	6110 ¹ 8	1161_{2} 63		1103 55	11612 6112	1137_{8} 60
Louisville & Nash	IV 631g	50	6212	5118	4610	5330	52
Loùisv. N. A. & C Manhattan	49	$\begin{array}{c} 66\\ 40\end{array}$	$\frac{74}{51}$	*45	63 40	$ \begin{array}{r} 77^{1}_{2} \\ 54 \end{array} $	4512
		10	$ 88^{1}2 49 $	*45	84 47	873_{4} 501_{2}	*83 *42
Manhattan Beach Mar'tta & Cin. 20		17	$\begin{array}{c} 19\\ 5\\ 56\\ 02 \end{array}$	18	10		1612
Memphis & Cha's Metropolitan Ele	ton. 51.	48 86	56 93	53 *81	424	5334 88	47 *83
Michigan Central	J 961g	9434	104	10112	927_{8}	10334	991_{4}
Mil. L. Sh. & W Do p	ref.	4919	5134	*50	$\frac{20}{43}$	$\frac{21}{51}$	4731
Minneapolis & St Do p		1	$33\frac{1}{2}$ $73\frac{3}{2}$	31 7012		$\frac{32}{7112}$	$\begin{array}{c} 28\\ 657_8 \end{array}$
Mo. Kans. & Texa Missouri Pacific.	as 374 \$1074	$32\frac{1}{2}$ 103	371_{2} 1081_{2}		284	3612	$\frac{32}{10234}$
Mobile & Ohio Morris & Essex		20	$\frac{22}{126}$	$^{+171_{2}}_{125}$	$\frac{17}{124}$	193_{4} 1261_{8}	193_{4} 124
Nashv. Chatt. & S	t. L. 55	50	55	5012	47	55	5310
N. Y. Cent. & Huc N.Y.Chic. & St.Le C Do 1	nuis. 1478	1314_{3} 133_{4}	1343_{4} 173_{4}	153_{4}	14	16	1434
New York Elevat	ref. 314 ed. *105			*100	100	35100	31 *90
N. Y. Lake Erie d	w. 417g	3978	4334	4014	311_{4} 801_{4}	4034	3679 8114
M W G Marm Day	. 17 .	F		*180	$\begin{array}{c} 45\\184\end{array}$	51 a	4812
N.Y.N.H. & Hart N.Y. Ontario & V Norfolk & Weste	W 27	26	2534	27	25	23	267_{8}
Do 1	pref. 57	5518	583	5531	$\begin{array}{c} 17 \\ 493 \end{array}$	18 5512 483	§52
Northern Pacific Do	491	3 4258	4 () 77			4.22.	1514
Alia Control	prei. 914	s 895s	4978 9531	$451_4 \\ 925_8$	$\frac{41}{8913}$	963	9.572
Ohio & Mississin	174	8 8958 1534 1534 1554	49'8 9534 1734 4034	$404 \\ 925 \\ 163 \\ 354$	$ \begin{array}{c} 41 \\ 891_{3} \\ 12 \\ 29 \end{array} $	963 1658	957_8 14 315
Ohio & Mississipp Ohio Southern	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		4978 9534 1734 4034 174	9258 1634 3514	891_{3} 12 29 1414	9634 1658 374 1534	$ \begin{array}{r} 4.5 & -4 \\ 9.5 & 7_8 \\ 14 \\ 34 & 5_8 \end{array} $
Sorthern Pacific Dio Central Ohio & Mississipp Ohio Southern Oregon & Trans-	prei. 944 174 pi354 17 ie	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} 953_{4} \\ 173_{4} \\ 403_{4} \\ 17^{1}_{4} \\ 36 \\ 92^{1}_{2} \end{array}$	$ \begin{array}{r} 92^{58} \\ 16^{34} \\ 35^{14} \\ \hline 86^{14} \end{array} $	$89\frac{1}{29}$ $14\frac{1}{4}$ $333\frac{1}{4}$ $78\frac{5}{8}$	404 963 1658 374 153 4 344 874	$\frac{3458}{85}$
Peo. Decat. & E'v Phila. & Reading	rille. 334 g 61	1 27 60	$\begin{array}{c} 953_{4}\\ 173_{4}\\ 403_{4}\\ 174_{4}\\ 36\\ 924_{2}\\ 334_{4}\\ 644_{4}\end{array}$	$9258 \\ 1634 \\ 3514 \\ 8614 \\ 2834 \\ 6034 \\ \end{array}$	891_{21} 12 29 141_{4} 333_{4} 785_{8} 23 463_{4}	$\begin{array}{c} 40.4 \\ 90.3 \\ 1658 \\ 37.4 \\ 1534 \\ 34.4 \\ 87.4 \\ 87.4 \\ 29.18 \\ 60.3 \\ 60.3 \\ \end{array}$	34 ⁵ 8 85 26 ¹ 4
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g	rille. 334 r 61 r	$ \begin{array}{c} & 27 \\ & 60 \\ & 134^{1}2 \end{array} $	$\begin{array}{r} 953_{4} \\ 173_{4} \\ 403_{4} \\ 174_{4} \\ 36 \\ 924_{2} \\ 334_{4} \\ 644_{4} \\ 1384_{4} \end{array}$	$9258 \\ 1634 \\ 3514 \\ 8614 \\ 2834 \\ 6034 \\ $	$891_{2} \\ 12 \\ 29 \\ 141_{4} \\ 333_{4} \\ 785_{8} \\ 23 \\ 463_{4} \\ 1321_{2} $	$\begin{array}{c} 46.4\\ -96.3\\ 1658\\ 37.4\\ 15.3\\ 34.4\\ 87.4\\ 29.4\\ 60.3\\ 136\\ \end{array}$	$ \frac{34^{5}8}{85} \frac{35}{26^{1}4} $
Peo. Decat. & E'v Phila. & Reading Pittsb.F't.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tu	ville. 334 r 64 cuar oga	$\begin{array}{ccc} & & & & & & & & \\ & & & & & & & \\ & & & & $	$\begin{array}{c} 953_{4}\\ 953_{4}\\ 173_{4}\\ 403_{4}\\ 171_{4}\\ 36\\ 923_{4}\\ 613_{4}\\ 138_{4}\\ 142_{4}\\ 20\end{array}$	9258 1634 3514 8614 2834 6034	89^{1_3} 12 29 14 ¹ 4 33 3 4 78 5 8 26 3 4 63 3 4 132 1 2 141 14	$\begin{array}{c} 464\\ -963\\ 48\\ 87\\ 44\\ -53\\ 87\\ 44\\ 87\\ 88\\ 291\\ 88\\ 603\\ 136\\ 144\\ 17\\ 29\end{array}$	$ \begin{array}{r} 34^{5}8 \\ \hline 85 \\ 26^{1}4 \\ 52 \\ \hline 17^{1}2 \end{array} $
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tr Richmond & Dan Richmond & Wes	(ilie. 334) (uar. 64) (uar	$\begin{array}{c} & 31^{2} \\ & 27 \\ & 60 \\ & 134^{1} \\ & 140 \\ & 18^{3} \\ & 57 \\ & 31 \end{array}$	$\begin{array}{c} 953_{4}\\ 953_{4}\\ 173_{4}\\ 403_{4}\\ 175_{4}\\ 361_{2}\\ 334_{4}\\ 921_{2}\\ 334_{4}\\ 1384_{4}\\ 1384_{4}\\ 1424_{2}\\ 203_{4}\\ 1093_{4}\\ 60\end{array}$	9258 1634 3514 8614 2834 6034	$\begin{array}{c} 89^{12} \\ 129^{14} \\ 239^{14} \\ 3785^{8} \\ 2363^{12} \\ 432^{12} \\ 1321^{14} \\ 141 \\ 142 \\ 23 \end{array}$	$\begin{array}{c} 403\\ 906\\ 31\\ 16\\ 37\\ 15\\ 34\\ 15\\ 34\\ 29\\ 87\\ 29\\ 4\\ 29\\ 4\\ 29\\ 4\\ 136\\ 144\\ 173\\ 35\end{array}$	$ 34^{5_8} 85 26^{1_4} 52 17^{1_2} 66 $
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tu Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og	(ilie. 334 (uar. 64 (uar. 64 (uar. 64 (uar. 64 (uar. 64) (uar. 64 (uar. 64) (uar. 64)	$\begin{array}{c} & & & & & & & \\ & & & & & & & \\ & & & &$	$\begin{array}{c} 953_{4} \\ 173_{4} \\ 407_{4} \\ 36 \\ 92^{1}_{2} \\ 334_{4} \\ 64^{1}_{4} \\ 138_{4} \\ 142^{1}_{2} \\ 20 \\ 1093_{4} \\ 60 \\ 26^{3}_{8} \\ \ldots \end{array}$	92^{5_8} 16^{3_4} 35^{1_4} 86^{1_4} 28^{3_4} 60^{3_4} 22^{5_8}	$\begin{array}{c} 89^{12} \\ 129^{1} \\ 29^{1} \\ 133^{59} \\ 38^{59} \\ 432^{12} \\ 133^{59} \\ 432^{12} \\ 141 \\ 523^{12} \\ 125 \end{array}$	$\begin{array}{c} 4063\\ 9065\\ 9165\\ 1375\\ 1554\\ 9290\\ 2606\\ 1387\\ 989\\ 984\\ 1384\\ 173\\ 357\\ 9\\ 1364\\ 173\\ 353\\ 20\\ 30\\ 30\\ 30\\ 30\\ 30\\ 30\\ 30\\ 30\\ 30\\ 3$	$ \begin{array}{c} 34^{5_8} \\ 85 \\ 26^{1_4} \\ 52 \\ 17^{1_2} \\ 66 \\ 29 \\ 21^{1_4} \end{array} $
Pitsb.Ft.W.&C.g Pittsb.Ft.W.&C.g Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, th Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Alton & T. Do	(ilie. 3344 c	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 953_{4}\\ 953_{4}\\ 173_{4}\\ 403_{4}\\ 173_{4}\\ 361_{2}\\ 334_{4}\\ 138_{4}\\ 138_{4}\\ 142_{2}\\ 20\\ 1093_{4}\\ 60\\ 263_{8}\\ 38\\ 83\end{array}$	9258 1634 3514 8614 2834 6034 2258 *43 83	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 406\\ 426\\ 916\\ 77\\ 84\\ 84\\ 829\\ 829\\ 829\\ 829\\ 829\\ 829\\ 829\\ 829$	$ \begin{array}{c} 34^{5_8} \\ 85^{1_4} \\ 52 \\ 17^{1_2} \\ 66 \\ 29 \\ 21^{1_4} \\ 44 \\ 88^{1_2} \end{array} $
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tu Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Alton & T. Do St. L. & S. Franc	(ilie. 334 (c	$\begin{array}{c} & & & & & & \\ & & & & & & \\ & & & & & $	$\begin{array}{c} 953_{4}\\ 953_{4}\\ 173_{4}\\ 403_{4}\\ 173_{4}\\ 361_{2}\\ 334_{4}\\ 138_{4}\\ 138_{4}\\ 142_{2}\\ 20\\ 1093_{4}\\ 60\\ 263_{8}\\ 38\\ 83\end{array}$	9258 1634 3514 8614 2834 6034 2258 *43 83	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	406544444984 9655444984 875544984 829656 137544984 829666 13477 3578 4064 1735 2306494 37 40074 1735 2306494 37	$ \begin{array}{c} 34^{5_8} \\ 85^{5_4} \\ 52^{6_1} \\ 17^{6_2} \\ 21^{4_4} \\ 43^{6_2} \\ 33^{6_1} \\ 44^{6_2} \\ 33^{6_1} \\ 33^$
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tu Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Aiton & T. Do St. L. & S. Franc Do Do	(ilie. 334 (ilie. 334 (uar. 64 (uar	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 953\\ 4\\ 173\\ 4\\ 014\\ 173\\ 921\\ 4\\ 014\\ 36\\ 921\\ 4\\ 136\\ 921\\ 4\\ 136\\ 921\\ 4\\ 132\\ 923\\ 44\\ 132\\ 20\\ 38\\ 142\\ 20\\ 38\\ 142\\ 20\\ 38\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 40\\ 12\\ 88\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12\\ 12$	9258 1634 3514 8614 2834 6034 2258 *43 83 *36 57 9712	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 4063489 \\ 9065848449 \\ 82965844984 \\ 15544984 \\ 90654473 \\ 829984 \\ 13664473 \\ 735320 \\ 406349 \\ 13644 \\ 173 \\ 230 \\ 4077 \\ 12 \\ 357 \\ 12 \\ 12 \\ 12 \\ 12 \\ 12 \\ 12 \\ 12 \\ 1$	$\begin{array}{c} 34^{5_8} \\ \hline \\ 85^{5_4} \\ 52^{6_1} \\ \hline \\ 176 \\ 629 \\ 144 \\ 832 \\ 852 \\ *92 \\ \end{array}$
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tu Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Aiton & T. Do St. L. & S. Franc Do St.Paul & Dulntl Do	(ille, 334 (ille, 334 (uar. 64 (uar. 64 (uar. 64 (uar. 64) (uar. 64) (uar. 60 (uar. 60) (uar. 60) (uar. 60) (uar. 60) (uar. 60) (uar. 60) (uar. 60) (uar. 61) (uar. 64) (uar. 65) (uar. 65	$\begin{array}{c} & & & & & & & \\ & & & & & & \\ & & & & $	$\begin{array}{c} 953\\ 4 4 3 4 4 \\ 4 7 4 \\ 4 7 4 \\ 1 3 6 \\ 2 3 4 \\ 4 4 4 \\ 2 \\ 3 3 2 \\ 4 4 \\ 4 4 \\ 2 \\ 0 \\ 3 \\ 6 \\ 6 \\ 6 \\ 6 \\ 5 $	9258 1634 3514 8614 2834 6034 *43 83 *36 57712 *334 94	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 40634784444484844429667754442966667686676866666666666666666666666666$	345% 8252 1769 14 4822 1769 14 8223 1769 14 4822 8332 149 8333 9333 9333
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tr Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. & ton & T. Do St. L. & S. Franc Do Do St.Paul & Dalntl Do St. Paul Minn. & South Carolina.	colin. 314 ga. 64 oga. 64 oga. 64 ville 1093 ville 1093 ville 1093 br. 244 d. 43 pref 874 isco. (411 pref. *60 pref. *984 1 35 pref. 93 Man 156	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 95344\\ 95344\\ 4074\\ 4074\\ 136\\ 9214\\ 138\\ 9214\\ 138\\ 407\\ 138\\ 409\\ 263\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 162\\ 58\\ 48\\ 162\\ 58\\ 48\\ 162\\ 58\\ 48\\ 162\\ 58\\ 48\\ 162\\ 58\\ 48\\ 162\\ 58\\ 48\\ 162\\ 58\\ 48\\ 162\\ 58\\ 48\\ 162\\ 58\\ 162\\ 162\\ 162\\ 162\\ 162\\ 162\\ 162\\ 162$	9258 1634 3514 8614 2834 6034 2258 *43 83 *36 57 *974 94 14612	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 34^{5}8 \\ 85^{1}4 \\ 52 \\ 62 \\ 17^{1}2 \\ 62 \\ 21^{1}4 \\ 832 \\ 892 \\ 333 \\ 893 \\ 933 \\ 933 \\ 141 \\ 832 \\ 933 \\ 141 \\ 832 \\ 933 \\ 141 \\ 832 \\ 893 \\ 141 \\ 832 \\ 141 \\ 832 \\ 893 \\ 141 \\ 832 \\ 141 \\ 832 \\ 893 \\ 141 \\ 832 \\ 141 $
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssell & Sarat Rich.& Al. st'k, tu Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Alton & T. Do St. L. & S. Franc Do Do Ist.Paul & Dulath Do St.Paul & Dulath Do St. Paul Minn. & South Carolina. Texas & Pacific.	cille. 334 oga. 64 cuar. 64 oga. 66 ville 1093 ville 1093 sb. 244 d. 43 pref. 860. jac. 41. d. 43 pref. 460 pref. 461 jac. 93 Man 156	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 95344\\ 95344\\ 4074\\ 4074\\ 136\\ 9214\\ 138\\ 447\\ 138\\ 447\\ 138\\ 449\\ 2036\\ 160\\ 26\\ 38\\ 401\\ 28\\ 88\\ 401\\ 28\\ 88\\ 401\\ 28\\ 88\\ 401\\ 28\\ 88\\ 401\\ 28\\ 88\\ 401\\ 28\\ 88\\ 401\\ 28\\ 88\\ 40\\ 16\\ 26\\ 88\\ 88\\ 40\\ 16\\ 26\\ 88\\ 88\\ 40\\ 16\\ 26\\ 88\\ 88\\ 40\\ 16\\ 26\\ 88\\ 88\\ 40\\ 16\\ 26\\ 88\\ 88\\ 40\\ 16\\ 26\\ 88\\ 88\\ 40\\ 16\\ 26\\ 88\\ 88\\ 40\\ 16\\ 88\\ 88\\ 47\\ 16\\ 16\\ 16\\ 16\\ 16\\ 16\\ 16\\ 16\\ 16\\ 16$	$\begin{array}{c} 92^{5_8}\\ 16^{3_4}\\ 35^{1_4}\\ 86^{1_4}\\ 28^{3_4}\\ 60^{3_4}\\ \cdots\\ 22^{15_8}\\ *43\\ 83\\ *36\\ 57\\ *97 \\ 12\\ *34\\ 94\\ 146^{1_2}\\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4965753449934 966775449934 13775449934 13879934 13879934 13879934 13879934 13879934 13879934 13879934 13829066 13775330 13977535 1392 1392 1392 1392 1392 1392 1392 1392	$\begin{array}{c} 34^{5_8} \\ 85^{-1}4 \\ 52 \\ 17^{-1}2 \\ 65 \\ 21^{-1}4 \\ 832 \\ 892 \\ 141 \\ 893 \\ 933 \\ 933 \\ 141 \\ 893 \\ 141 \\$
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tu Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Alton & T. Do St. L. & S. Franc Do Do St.Paul & Dulnit Do St.Paul & Dulnit Do St. Paul Minn. & South Carolina. Texas & Pacutic. Texas & S. Lexit	colin. 314 ga. 64 ga. 64 ga. 61	$\begin{array}{c} & & & & & & & \\ & & & & & & \\ &$	$\begin{array}{c} 95344\\ 95344\\ 40744\\ 1784\\ 9214\\ 4074\\ 3824\\ 638\\ 638\\ 1420\\ 1093\\ 20\\ 38\\ 488\\ 4012\\ 88\\ 88\\ 4012\\ 88\\ 88\\ 4012\\ 88\\ 88\\ 4012\\ 88\\ 88\\ 4012\\ 88\\ 88\\ 4012\\ 88\\ 88\\ 4012\\ 88\\ 88\\ 4012\\ 88\\ 88\\ 88\\ 88\\ 88\\ 88\\ 88\\ 88\\ 88\\ 8$	$\begin{array}{c} 9258\\ 9258\\ 1634\\ 35^{1}4\\ \\ \\ 86^{1}4\\ 2834\\ 6034\\ \\ \\ \\ \\ \\ 2258\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 34^{58} \\ 85^{14} \\ 52^{2} \\ 17^{12} \\ 66 \\ 92^{14} \\ 43^{2} \\ 832^{3} \\ 832^{3} \\ 93^{3} \\ 141^{3} \\ 320 \\ 141^{3} \\ 3$
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Rich.& Al. st'k, tr Richmond & Dan Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Aiton & T. Do St. L. & S. Franc Do Ist. Paul & Dulnit Do St. Paul Minn. & South Carolina. Texas & Pacutic. Texas & St. Lexi Tol. Delphos & E Union Pacific Virginia Midlan	cille. 334 g	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 953_{44}\\ 953_{44}\\ 407_{44}\\ 178_{44}\\ 921_{44}\\ 136_{12}\\ 923_{44}\\ 447_{44}\\ 138_{44}\\ 209_{46}\\ 260_{26}\\ 38_{40}\\ 128_{58}\\ 401_{2}\\ 98_{58}\\ 401_{2}\\ 98_{58}\\ 401_{2}\\ 98_{58}\\ 401_{2}\\ 98_{58}\\ 47_{14}\\ 1093_{8}\\ 162_{58}\\ 142_{58}\\ 162_{58}\\ 142_{58}\\ 162_{58}\\ 142_{58}\\ 162_{58}\\$	9258 1634 3514 8614 2834 6034 2258 *43 83 *36 57 *9742 *94 14642 4058 107	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 34^{58} \\ 85^{1}4 \\ 52 \\ 17^{12} \\ 66 \\ 29 \\ 21^{1}4 \\ 488^{1}2 \\ *32 \\ 532 \\ 141^{3}26 \\ 892 \\ 141^{3}26 \\ 104^{3}8 \\ 104^{3}8 \end{array}$
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssell & Sarat Rich.& Al. st'k, to Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Alton & T. Do St. L. & S. Franc Do Do Ist. St. Franc Do St. Paul & Dulath Do St. Paul & Dulath Do St. Paul Minn. & South Carolina. Texas & St. Leat Tol. Delphos & E Union Pacific Virginia Midlan Wab. St. L. & Pa	cille. 334 ga. 64 ga. 64 ga. 64 yille 1093 ga. 214 da. 214 da. 244 da. 43 pref. 9341 pref. 9341 pref. 933 Man 156	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 953_{44}\\ 953_{44}\\ 407_{44}\\ 178_{44}\\ 921_{44}\\ 136_{12}\\ 923_{44}\\ 447_{44}\\ 138_{44}\\ 209_{46}\\ 260_{26}\\ 38_{40}\\ 128_{58}\\ 401_{2}\\ 98_{58}\\ 401_{2}\\ 98_{58}\\ 401_{2}\\ 98_{58}\\ 401_{2}\\ 98_{58}\\ 47_{14}\\ 1093_{8}\\ 162_{58}\\ 142_{58}\\ 162_{58}\\ 142_{58}\\ 162_{58}\\ 142_{58}\\ 162_{58}\\$	9258 1634 35 ¹ 4 2834 6034 2258 *43 83 *36 57 *97 ¹ 2 *34 146 ¹ 2 40 ⁵ 8 107	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 34^{5_8} \\ 85^{-1}4 \\ 52 \\ 17^{-1}2 \\ 66 \\ 29 \\ 14 \\ 48 \\ 53 \\ 21 \\ 44 \\ 832 \\ 592 \\ 141 \\ 357 \\ 20 \\ 104 \\ 38 \\ 21 \\ 104 \\ 38 \\ 31^{-2} \\ $
Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssell & Sarat Rich.& Al. st'k, to Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Alton & T. Do St. L. & S. Franc Do Do Ist. & S. Franc Do St.Paul & Dulath Do St.Paul & Dulath Do St. Paul & Dulath Do St. Paul & Dulath Do St. Paul Minn. & South Carolina. Texas & Pacutic. Texas & St. Leat Tol. Delphos & E Union Pacific Virginia Midland Wab. St. L. & Pa Do TELEGRAFTE Amer. Tel. & Cal	cille. 334 ga. 64 ga. 64 ga. 64 ga. 64 ga. 64 yille. 1093 yille. 1093 yille. 60 sb. 244 d. 43 pref. \$60 pref. *981 isco. \$414 isco. \$414 pref. \$93 Man 156	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 95344\\ 95344\\ 40744\\ 1784\\ 9214\\ 4074\\ 1382\\ 93344\\ 1382\\ 209\\ 38\\ 648\\ 1382\\ 209\\ 38\\ 488\\ 401\\ 208\\ 888\\ 401\\ 2858\\ 88\\ 608\\ 9858\\ 88\\ 162\\ 1498\\ 586\\ 58\\ 3942\\ 162\\ 3942\\ 1498\\ 586\\ 58\\ 3942\\ 1498\\ 586\\ 58\\ 396\\ 58\\ 58\\ 39\\ 162\\ 396\\ 58\\ 58\\ 39\\ 58\\ 58\\ 58\\ 58\\ 58\\ 58\\ 58\\ 58\\ 58\\ 58$	$\begin{array}{c} 92^{5_8}\\ 16^{3_4}\\ 35^{1_4}\\ 86^{1_4}\\ 28^{3_4}\\ 60^{3_4}\\ \hline \\ 22^{5_8}\\ 60^{3_4}\\ \hline \\ 22^{5_8}\\ 83^{+36}\\ 57^{-1_2}\\ 83^{+36}\\ 57^{-1_2}\\ 83^{+36}\\ 57^{-1_2}\\ 83^{+36}\\ 146^{-1_2}\\ 40^{-5_8}\\ \hline \\ 107\\ \hline \\ 32^{-5_8}\\ 57^{-5_8}\\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 34^{58} \\ 85^{1}4 \\ 52 \\ 17^{12} \\ 66 \\ 29 \\ 14 \\ 485^{1} \\ 832 \\ 892 \\ 141 \\ 3578 \\ 20 \\ 104 \\ 38 \\ 21 \\ 12 \\ 104 \\ 38 \\ 31^{12} \end{array}$
 Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Richmond & Dan Richmond & Dan Richmond & Wes Rochester & Pitt Rome Wat. & Og St. L. Alton & T. Do St. L. & S. Franc Do St.Paul & Dulnil Do Ist South Carolina. Texas & St. Lent Tol. Delphos & E Union Pacitie Virginia Midlan Wab. St. L. & Cal Amer. Tel. & Cal American Districe 	cille. 334 ga. 64 cuar. 64 yille 1093 yille 1093 yille 1093 tPt. 60 sb. 244 d. 43 pref 874 isco. 444 pref. 80 pref. 40 pref. 40 pref. 984 i	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 95344\\ 95344\\ 40744\\ 1784\\ 9214\\ 4074\\ 136\\ 9224\\ 4074\\ 1382\\ 9334\\ 4449\\ 209\\ 38\\ 4382\\ 1420\\ 109\\ 38\\ 488\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 88\\ 4012\\ 109\\ 88\\ 4012\\ 109\\ 88\\ 4012\\ 109\\ 80\\ 58\\ 88\\ 40\\ 109\\ 36\\ 58\\ 8\\ 60\\ 58\\ 8\\ 8\\ 60\\ 58\\ 8\\ 8\\ 8\\ 8\\ 10\\ 10\\ 10\\ 10\\ 10\\ 10\\ 10\\ 10\\ 10\\ 10$	$\begin{array}{c} 92^{5_8}\\ 16^{3_4}\\ 35^{1_4}\\ 86^{1_4}\\ 28^{3_4}\\ 60^{3_4}\\ \hline \\ 22^{5_8}\\ 60^{3_4}\\ \hline \\ 22^{5_8}\\ 83^{+36}\\ 57^{-1_2}\\ 83^{+36}\\ 57^{-1_2}\\ 83^{+36}\\ 57^{-1_2}\\ 83^{+36}\\ 146^{-1_2}\\ 40^{-5_8}\\ \hline \\ 107\\ \hline \\ 32^{-5_8}\\ 57^{-5_8}\\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 4063484496344984 \\ 916754424984 \\ 13755442984 \\ 13829666417355320663414773555886232 \\ 13664173555986232 \\ 1035598862232 \\ 10355986222 \\ 103559862 \\$	$\begin{array}{c} 85\\ 264\\ 52\\ 17\\ 66\\ 21\\ 44\\ 822\\ 893\\ 21\\ 44\\ 822\\ 893\\ 141\\ 352\\ 104\\ 352\\ 104\\ 51\\ 58\\ 3112\\ 8\\ 5128\\ 8\end{array}$
 Peo. Decat. & E'v Phila. & Reading Pittsb.Ft.W.&C.g Renssel. & Sarat Richmond & Dan Richmond & Dan Richmond & Was Rochester & Pitt Rome Wat. & Og St. L. Aiton & T. Do St. Paul & Dantil Do St. Paul & Minn. & South Carolina. Texas & Pacitic. Texas & St. Lean Tol. Delphos & E Union Pacific Virginia Midlan Wab. St. L. & Pa Do TELEGRAFIA Amer. Tel. & Cal American Districan 	cille. 334 ga. 64 ga. 60 sb. 244 da. 43 pref. 40 pref. 40 pref. 40 pref. 93 Man 156 dar. \$1081 is. 638 pref. 634 ble. 734 ctfs. §383	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 95344\\ 95344\\ 4074\\ 1734\\ 4074\\ 36\\ 9234\\ 4074\\ 136\\ 9234\\ 4074\\ 136\\ 9234\\ 4074\\ 136\\ 9234\\ 407\\ 1099\\ 606\\ 2\\ 608\\ 5845\\ 945\\ 840\\ 162\\ 3545\\ 845\\ 162\\ 3545\\ 856\\ 58\\ 354\\ 58\\ 47\\ 14\\ 1090\\ 5865\\ 58\\ 366\\ 734\\ 27\end{array}$	$\begin{array}{c} 9258\\ 9258\\ 1634\\ 35^{1}4\\ \\ \\ 86^{1}4\\ 2834\\ 6034\\ \\ \\ \\ \\ \\ 2834\\ 6034\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 4063484496344984 \\ 916754424984 \\ 13755442984 \\ 13829666417355320663414773555886232 \\ 13664173555986232 \\ 1035598862232 \\ 10355986222 \\ 103559862 \\$	$\begin{array}{c} 34^{5_8} \\ 85_{4} \\ 52_{6} \\ 17_{2} \\ 66_{2} \\ 21_{4} \\ 488_{2} \\ *32_{3} \\ 933_{2} \\ 141_{3} \\ 387_{8} \\ 20_{1} \\ 104_{3} \\ 31_{2} \\ 54_{5} \\ 867_{2} \\ 567_{2} \\ 667_{2} \end{array}$

			October			Tomana	-
EXPRESS.	Sep. 30	TION T	LOUID. C.		1 (19/1 .	High	er
Adams		13912	14012	13912	\$135	120 L	Nov.20
American	. 96	90	97	9312	92	138	\$*136
United States		65		69	§02	96	95
Wells, Fargo & Co		129			127	\$67	*65
COAL AND MINING.				200 0	141	130	1294
Cameron Coal		18	20		2012	00.	
Cent. Arizona Min						2012	
Colorado Coal & Iro		40	42	40	25^{1_2}	19	
Consolidation Coal.						4014	
Deadwood, Mining.		412	412	•••••	2712	2712	*25
Homestake Mining.			18	•••••	4	4	
Maryland Coal		17	20	*19		1712	
New Central Coal.	*18	18				21	
Ontario Silver Min'g				*18		1948	*16
		$\frac{36}{8}$			36	3742	
Quicksilver Mining .			1018		814	978	*8
Do pret		40	45	*4112		44	*41
Standard Cons. Min's	5 612	4 ¹ 2	634		578	578	
VARIOUS.	1105			1105			
Del. & Hud. Canal					10512	11358	1094
N. Y. & Texas Land.		5014			51	55	
Oreg'n R'y & Nav.Co					11213	160	154
Pacific Mail			4112		323_{4}	4010	36
Pullman Palace Car.			130	12858	1204	127	125
Sutro Tunnel		14	38			14	
* Prices bid. † P	rices ask	ed. t		vilege.	-	divide	
BANKERS' STERI	ING EXC	HANGE	(POSTEI	D RATES	S) FOR N	ov, 18	382.
-		the same sector is a sector of the sector sector and	Contains the second second second				

	A CONTRACTOR OF A CONTRACTOR O							
Nov.	60 days.	De- mand.	Nov.	60 days.	De- mand.	Nor.	60 days.	De- mand
$\frac{1}{2}$	48119	$\begin{array}{c} 4 \ 86^{1}{}_{2} \\ 4 \ 85^{1}{}_{2} \\ 4 \ 85^{1}{}_{2} \end{array}$	12 13 14	$\begin{array}{c} & & \mathrm{S}. \\ 4 81^{1}\!_{2} \\ 4 81^{1}\!_{2} \end{array}$	$\frac{4}{4} \frac{851_2}{851_2}$	232425	$ \begin{array}{r} 4.81 \\ 4.80 \\ 4.80 \\ 4.80 \\ 2 \end{array} $	4 85 4 841 4 841
$ \begin{array}{c} 4 \\ 5 \\ 6 \\ 7 \\ \end{array} $	4812	4 85 ¹ 2 4 85 ¹ 2 day	$ \begin{array}{c} 15\\ 16\\ 17\\ 18 \end{array} $	4811_{2} 4811_{2} 481 481	$ 4 85 1_{2} \\ 4 85 1_{2} \\ 4 85 \\ 4 85 \\ 4 85 $	26 27 28 29	4 S0 4 S0 4 S0 4 S0 2	4 84
8 9 10	$481\frac{1}{2}$ $481\frac{1}{2}$	4851_2 4851_2	$ \begin{array}{c} 19\\ 20\\ 21 \end{array} $		4 85 4 85	30 Range High	Holi	4 941 day 4 861
11	4.811_{2}	4 85 43	22	4 81	4 85	Low.		4 84

Monetary Commercial English News

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

EXCHANGE	ATLO	NDON-Nov. 18.	EXCH	ANGE	ON LONDON.
On-	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam .	Short.	12.212 @12.312	Nov. 18	Short.	12.11
Amsterdam .	3 mos.	$12.51_2 \cdot 012.6$	Nov. 18		
Antwerp		25.4712@25.5212	Nov. 18	Short.	25.2212
Hamburg		20.61 220.68	Nov. 18		20.39
Berlin	"	20.61 @20.68	Nov. 18	"	20.39
Frankfort	"	20.64 @20.63	Nov. 18	"	20.39
Copenhagen.		18.45 @18.47	Nov. 18		/
St. Petersb'g		2338@234	Nov. 18		
Paris		25.25 @25.30	Nov. 18	Short.	25.2212
Paris		25.40 @25.45	Nov. 18	Checks	25.2312
Vienna	**	$12.10 \ @12.12_2$	Nov. 18	Short.	119.20
Madrid	**	4578 @46	Nov. 18		
Cadiz		4378@46	Nov. 18		
Geneva	"	25.8212 @25.8712	Nov. 18	Short.	25.45
Lisbon	66	5134 @ 5158	Nov. 18		
New York			Nov. 18	Short.	4.80
Alexandria .			Nov. 15	3 mos.	9578
Bombay	60 days	1s. 711 ₁₆ d.	Nov. 18		1s. 71116d.
Calcutta	60 days	1s. 71116d.	Nov. 18		1s. 72332d.
Hong Kong		10	Nov. 18	**	38. 2581.
Shanghai			Nov. 18		58. 138d.

[From our own correspondent.]

LONDON, Saturday, November 18, 1882.

The supply of mercantile paper continues very limited, and, although there has been a settlement on the Stock Exchange during the week, the money market generally has presented a very quiet appearance, and the rates of discount have had a downward tendency. The official minimum remains, however, at 5 per cent, but in the open market the quotation for the best three months' bank bills does not exceed 3% to 3½ per cent, while the rate for short loans, after being about 31/2 to 4 per cent, is now 3 per cent. This week's Bank return is of a more satisfactory character, the proportion of reserve to liabilities having risen to 38% per cent from 374 per cent last week. There has been some slight demand for bar gold and sovereigns-the former for Germany-but coin has been returning from provincial circulation, and the result is that the supply of bullion held by the Bank has slightly increased, but only to the extent of £50,745. The total supply of gold held by the Bank now amounts to £20,307,957, which corresponds with £20,681,019 last year; while the total reserve is £9,848,947, against £10,445,449 at this date in 1881. The position of the Bank is not, therefore, quite equal to that which existed twelve months ago, but the rate is the same, and there is a larger discrepancy between the official and open market quotations. The liabilities of the Bank are, however, much less; the total of public deposits (the Government account) being only £2,545,824, against £3,122,601, and of other deposits, £22,593,159, against £23,323,220 in 1881. The position of the money market is evidently one of some embarrassment, and is likely to remain in that condition for some time to come. It is not regarded as probable that any special demands will be made upon us this year, but the American and German er-

DECEMBER 2, 1882.]

THE CHRONICLE.

shanges are not very favorable to us, and latterly about \$70,000 in bar gold has been purchased at the Bank and in the open market on Berlin account. During the last two days the money market, without being in any degree active, has been firmer in tone, and the rates of discount have slightly improved, being now as under:

Per cent.	Open-market rates— Per cent.
Bank rate	4 months' bank bills 3 ¹ 23 ³⁵ 8. 6 months' bank bills 3 ¹ 23 ⁵ 8 4 & 6 months' trade bills. 4 37

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

Per cent. Joint-stock banks.... Discount houses at call ... with notice of withdrawal..... 314 De

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:

provide a grand	1882.	1881.	1880.	1879.
	£	£	£	£
Circulation	26,209,010	25,985,570	26,402,095	27,765.750
Public deposits.	2,545,824	3,122,601	5,583,362	3,359,822
Other deposits	22,593,159	23,323,220	25,255,585	31,490,120
Governm't securities.	10,631,912	13,244,014	14,865,070	17,790,587
Other securities	22,531,912	20,645,329	19,005,947	18,891,813
Res've of notes & coin.	9,848,947	10,415,449	14,895,899	16,161,252
Coin and bullion in				1 .
both departments	20,307,957	20,681,019	26,297,994	28,927,002
Proportion of reserve				
to liabilities	38.80	3918		
Bank rate	5 p. c.	5 p. c.	212 p. c.	3 p. e.
Consols	102	$100^{1}3$	100	9878
Eng. wheat, av. price.	40s. 11d.	46s. 3d.	43s. 5d.	483. 90
Mid. Upland cotton	618dl.	6916d.		
No 40 Mule twist	10d.	101gd.	10 ¹ 2d.	104n.
Clear'g-house return.1	39,159,000 1	47,261,000	139,484,000	115,967,000

There has been a small demand for gold for export to Germany, and some sovereigns have been taken out of the Bank for Portugal and Egypt; but the position of the gold market has not greatly altered. Gold coin has been returning from the provinces in considerable amounts. The silver market has been unsettled, owing to an expectation that the price of India Council bills will have to be reduced. Mexican dollars have been dull. The following prices of bullion are from Messrs. Pixley & Abell's eircular :

	G	OLD.	8.	d.		8.	d.
	Bar gold, fine	per oz. standard.	77	9	@77	1 9	12
	Bargold, cont. 20 dwts. silver	.per oz. standard.		1012		11	1
	Spanish doubloons		73	91_{2}			
٢	South American doubloons	per oz.	73	S12			
	United States gold coin	per oz.	76				
	German gold coin	per oz.	•••		Ø	•••	• • •
	S]	ILVER.		d.		d	
	Bar silver, fine			1518	0		
	Bar silver, contain'g 5 grs. gold						
	Cake silver.	per o	z. 5	5716	Ø		
	Mexican dollars.		z. 5	50	a	-	
	Chilian dollars	per o	z.		a	-	
	Quicksilver, £5 16s. 9d	l. Discount, 3 per c	ent	•			
,	(TT) ()]	· · · · ·					

The following are the current rates of discount at the principal foreign centres:

	Bank	Open	(A.)	Bank	Open
	rate.	Market.		rate.	Market.
	Pr. ct.	Pr. ct.		Pr. ct.	Pr. ct.
Paris	. 34	312	Madrid and other		
Brussels.	. 412	4 ¹ 4	Spanish cities	412	412
Amsterdam	4 4	414	St. Petersburg	6	614
Berlin. Frankfort	. 5	434	Geneva		
Trankfort		431	Genoa	•••	
Hamburg.		458	Copenhagen	5	412
Vienna	. 5	5			

ł	1.22.	PURIS.		100 100 100 100 100 100 100 100 100 100
۱	1882.	1881.	1880.	1879.
l	Wheatewt.18,019,517	14.543.595	14.596,180	17,761,791
I	Barley 3,173,511	3,350,878	3.573.802	4,710,805
	Oats 2,815,413	2.687.554	2,984,542	4,003,617
	Peas	450,933	658,928	400,821
		383,403	383.505	618.857
	Indian corn 2,577,503	6,938,194	8,989.816	5,452,764
	Flour. 3,086,541	2.471.867	2,570,272	2,723,088
	• • • •	-,,		
	SUPPLIES AVAILABI	LE FOR CONSU	JMPTION,	
	1882.	1881.	1880.	1879
,	Imports of wheat.cwt.18,019,517	14,543,395	14,596,180	17,761,791
í	Imports of flour 3,086,541	2,471,867	2,570,272	2,723,068
2	Sales of home-grown	_,		
	produce	9,168,810	8,154,451	3,640,850
1	producor			- indensities
1	Total 30,440,893	26.181.272	25,320,903	24,125,709
1	Av'ge price of English			
0	wheat for season, gr. 41s. 5d.	48s. 10d.	41s. 10d.	48s. Od.
	Visible supply of wheat	2001 2001		
	in the U. S bush.17,700,000	21,200,000	21,800,000	30,500,000
	Afloat to United King-	21,200,000		00,000,000
	Anoat to United King-	0 105 000		

dom...... qr 2,074,500 2,495,000 The hop crop in this year has been an almost complete failure, and prices are very high, the quotation for the best sorts being as much as £28 to £39 per cwt. The brewers are, therefore, at their wits' end to find substitutes, and "Mincing Lane" is being searched for them. A correspondent writes as follows:

Owing to the partial failure of this season's English hops, together with a large demand to supply the American market, values have ad-vanced to such an extent that substitutes are eagerly sought after in the Mincing Lane Market, and drugs which can, on account of their bitter qualities, be used in the manufacture of beer, have been in manufacture of beer, have been in speculative demand to such an extent that in some cases the values have advanced 300 to 400 per cent. It has generally been supposed that beer could only be made "bitter" through the medium of the hop plant; but this innovent delusion must be given up, the laws of supply and demand having taught us that there are other plauts not familiar to Kent or Surrey which can be used for the same purpose. Colombo root, well known for its tonic qualities, has advanced in value from 22s., at which it was obtainable a month since, to 95s. per ewt.; camo-miles from 40s. to 120s.; quassia from $\pounds 5$ to $\pounds 19$ per ton; Guinea grains, which have always been more or less in use for brewing purposes, from 32s. to 60s. per ewt.; and the most surprising of all, cherotta, a drug which a month since was almost unsalable at 3d. per pound, has actually been sold at 3s. to 3s. 6d. per pound.

The following figures show the extent of the exports of British and Irish produce and manufactures and of colonial and foreign wool to the United States during the month of October, and during the ten months ended October 31, 1882, compared with the corresponding periods in the previous year :

with the corresponding	is perious	m the pro	ficus year	•	
	In Oc	ctober.	In Ten	Months	
1	1831.	1882.	1881.	1882.	
Alkalicwt.	291,872	341,278	2,580,994	2,855,942	
Apparel and slops£	8,522	6,943	57,644	45,882	
Bags and sacksdoz.	66,934	64,007	818,439	658,426	
Beer and alebbls.	1,757	3,336	18,157	23.872	
Cotton piece goodsyds.	4,353,800	5,050,500	58,431,200	65,283,400	
Earthenw.& porcelain.£	83,406	96,674	732,592	743,339	
Haberdashery and mil-			2		
linery £	37,277	37,382	379,775	444,882	
Hardware & cutlery 2	57,776	42,452	423,603	439,568	
Iron-Pigtons.	38,309	38,148	347,242	422,865	
Bartons.	2,067	1,933	11,521	18,076	
Railroadtons.	19,651	23,870	262,097	186,374	
Hoops, sheets, boiler &	1	•		8	
armor platestons.	1,449	3,140	30.753	31,875	
Tin platestons.	17,025	18,566	146,611	182,815	
Cast or wroughttons.	388	257	4,931	5,230	
Old for remanuft.tons.	8,441	5,557	74,594	77,002	÷
Steel-Unwrought.tons.	15,904	4,312	103,350	122,453	
Jute yarnlbs.	525,000	802,400	3,617,200	7,295,50	
Jute piece goodsyds.	9,553,600	7,281,800	84,014,300	69,340,000	
LeadPig, &ctons.	101		448	486	
Linen piece goodsyds.	6,652,500	6,520,000	70,563,000	80,642,000	
Paper-Writing or print-					
ingewt.	$\boldsymbol{232}$	721	4,221	7,112	
Other kinds except pa-			0.000	0.000	
per hangingscwt.	133	433	2,920	6,682	
Salttons.	22,872	16,533	212,365	174,571	
Silk broadstuffsyds.	21,486	26,652	273,285	387,514	
Other articles of silk			01 050		
only \pounds	8,857	2,964	\$1,070	73,188	
Mixed with other ma-			100 500	000 010	
terials£		10,291	133,562	203,646	
Spirits - Britishgalls.		19,554	93,795	89,384	
Stationery, other than	0.000	11 100	mi 410	OD OAF	
_paper£	8,832	11,182	71,416	82,865	
Tin-Unwrought cwt.	734	1,222	6,634	14,850	

The weather has become quite wintry, and snow has fallen in most parts of the country. The "northern lights" have been very distinctly visible throughout these islands, and even on the Continent, and a severe winter is in many quarters predicted. The wheat trade has in consequence become firmer in tone, but an increased visible supply in the United States and large stocks in this country induces millers to operate with great caution, and only to supply actual wants. Holders, therefore, find it difficult, if not impossible, to obtain higher prices. Agricultural work is still backward, but farmers have been able to make better progress, and may possibly be able to recover arrears if the present frosty weather should continue. Indian corn has realized as much as 41s. 3d. per quarter.

The following return shows the imports of wheat into the United Kingdom during the first eleven weeks of the season, compared with the same period in previous seasons; the quantities of wheat and flour placed upon the British markets in the same period; the average price of English wheat for the season; the visible supply of wheat in the United States, and the quantity of wheat afloat to the United Kingdom.

DS. 5.624,100 210,100 3,471,500 Woolen fabrics.....yds. 133,900 23,203,700 29,872,400 3,557,000 923.400 Worsted fabrics....yds. 1 57,600 80,600 1,034,900 1,150,200 Carpets & druggets.yds. To British North America during the same periods the shipments were as follows:

mento were as removis			T. 11	35.417.0
	In 0	ctober		Months
	1881.	1882.	1881.	1882.
Apparel and slops£	12,356	15,063	164,236	179,331
Cotton piece goods.yds.	1.783,900	1,401,100	45,064,000	49,347,100
Earthenw.& porcelain.£	14,870	12,030	\$8,527	107,844
	11,510	22,000		
Haberdashery and mil-	47,543	51,076	863,554	982.609
linery		19.924	168.138	186,689
Hardware & cutlery £	27,522			
Iron-pigtons.		6,763		64,43
Bar, &c tons.	7,987	7,662	41.096	40,745
RR. of all sortstons.	12,141	9,934	104,801	91,211
Hoops, sheets and				
boiler platestons.	2.002	2,631	11,327	13,285
Tin platestons.	1.093	1.026	9,551	7,153
Cast or wrought.tons.	1,475	2,554	13.421	13,759
	366,000	291.100	6.177,900	5,651,800
Linen piece goodsyds.	67,042	133,739	385,385	630.725
Seed oilgalls.				88,917
Salttons.	1,863	3,433	82,564	419.215
Silk broadstuffsyds.	8,881	12,780	377,523	
Ribbons£	260	538	26,563	24,096
Spirits-Britishgalls.	33,487	31,589	145,363	181,763
Stationery, other than				
paper£	8,521	9,354	38,929	52,354
Sugar-Refined, and		•		
candycwt.	981	1,834	34,435	40,879
	257.900	287,100	5,404,200	7.175,100
Woolen fabricsyds.		239,700	9,158,100	7,665,900
Worsted fabricsyds.	535,000			1,813,100
Carpets & druggets.yds.	94,200	74,900	1,524,800	TENTOTTOTTO

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624			I'HE	CH	RONICLE	[7	OL XIIV.
The Board of Trade re	turns for Oc	tober and the	e ten mon	nths	Fumone	Average	Ri II
ending October 31 were following results:	e issued last	t week. Th	ey show	the	1 I and And	Production	Yield of 1882.
Imports in October	1880.	1881.	188	2.	Italy.	27,440,000 13,377,000	39,686,000 25,725,300 15,000
Imports in 10 months Exports in October	337,843,822	328,011,306	341,648	3,392	Austro-Hungary	15,092,000	14.063.000
Exports in 10 months	185,731,037	193.060.793	203 012	657	Spain	19 601 000	11,319,000
It will be observed that	the imports	have somew	hat consid	ider-	Roumania.	5,145,000 4,216,000	4,459,000
ably increased, while the The following figures	relate to th	e slightly di	ninished.	91.4	Holland	2,814,000 635,000	4,216,000
October :			is ended	0190	Greece.	1,029,000 597,000	000,000
	IMPORTS. 1880.	1881.	188	20	Denmark	514,000 343,000	597,000 514,000
öttoncwt.	11,136,663	12,398,724	12,126	5,885	Switzerland.	291,000 291,000	274,000 274,000
atton	EXPORTS. 1830.	1581.	188	82.	Norway. Other countries.	$34,000 \\ 68,000$	$274,000 \\ 34,000 \\ 69,000$
otton	175,697,100	204 832 400	1,999,	,389	Total Europe.		68,000 147,705,300
otton piece goodsyards. ron and steeltons.	3,258,860	3,209,075	· 3,728	3,200	United States	60,025,000	62,426,000
Jute piece goodsyards. Linen yarnlbs. Linen piece goodsyards.	$148,891,100 \\ 13,532,900 \\ 142,000$	14.811.400	$174,488,\\15,510$,700	Canada.	3,087,000 1,715,000	2,744,000 2,058,000
Silk manufactures.	142,908,900 1,665,615	147,575,800 2,116,643	152,892, 2,350, 11,787, 11,782, 11,7	,000),120	Australia. Eyypt. Chill East Indiag and other	2,058,000 2,058,000	1,715,000
Voolen yarn	15,490,800 210,014,337	10,299,500 237,606,297	235,196,	,231	Chili, East Indies and other countries	6,860,000	6,174,000
Vool fabrics	22,474,300 42,268,900 162,254,000	46,214,800	26,739, 74.882.	.900	Grand total	223,806,000	224,537,000
Jarpets	$163,854,900 \\ 4,582,100 \\ 5248,600$	$\begin{array}{r} 160,240,200 \\ 6,197,600 \end{array}$	128,924, 7,843,	.600	The following is an estimate of the i the export surplus of, the under-ment	ioned count	luired by, and
Blanketspairs.	8,348,800 965,760	971,780	1,088,	,300		Imports	Export
The following were th	e quantities	of cotton m	anufactu	red	France	Required. 2,744,000	Surplus.
piece goods exported in Oc ng month in the two prec	toper, compa	red with the	correspon	nd-	Belgium	14,755,000	•••••••••
Exported to—	1880.	1881.	188	2.	Germany	1,029,000	
ermany	Yards. 2,294,000	<i>Yards.</i> 2,402,900	Yara 2,590,	ds. ,300	Austro-Hungary Russia in Europe Switzerland.		3,087,000 5,145,000
ortugal. Azores & Madeira	3,683,900 4,878,700 6,413,600	4,011,600 4,789,000 7,125,000	1,907, 4,608,	,000	Snain Fortugal	686,000	
aly	5,969,400 580,300	7,135,200 9,263,300 1,056,700	3,697, 6,757,	200	Australia. Chili	•••••	1,715,000
urkey	3,859.700	8,441,500 36,937,000	824, 4.137, 22.531,	600	East Indies	1,715,000	1,372,000
Vest Coast of Africa (For)	9,286,200	12,198,900 2,869,100	16,040, 3,569,0	,300	United States, Canada Other countries		22,295,000 171,000
oreign West Indies	3,992,700 10,102,100	4,353,800 8,943,300	5,030, 9,382,	500	Total		36,529,000
lexico entral America	4,897,000 4,933,000	5,115,300 5,965,800	5,710,03,268,3	600			
nited States of Colombia razil. ruguay	5,735,500 21,644,200	6,055,000 22,130,400	4,445, 20.277.	100	English Market Reports- The daily closing quotations for sec		
rgentine Republic	2.968,400 6,563,600 6,072,400	3,128,500 7,507,200	2,819,7 7,476,1	100	and for breadstuffs and provisions at	Liverpool.	are reported
eru hina and Hong Kong apan	1 140 700	$\begin{array}{r} 12,876,200\\ 3,470,800\\ 36,741,700 \end{array}$	7,055,0 1,915,9	900	by cable as follows for the week ending	December	1:
utch Possessions in India	5,996,000 5,740,800	7,209,200 5,237,500	22,442,3 2,961,6 7,025,7	600	London. Sat. Mon. Tu	ves. Wed.	Thurs. Fri.
ilippine Islands braltar	3,419,100 1,496,400	9,289,800 2,255,400	3,132,3 1,978,1 2,528,2	300	Silver, per ozd. 5134 5118 51		501516 501516
alta. est Coast of Africa (Brit.).	1,249,500 3,231,900	3,059,800 2,708,200	2,528,2 2,672,7	200	Consols for money 10218 10218 10218 10218 10214 1021	102110 102110 102110	1023 ₁₆ x0013 ₁₆ 1023 ₁₆ x003 ₁₆
itish North America itish West India Islands & Juiana	966,700	1,783,900	1,403,1	100	U. S. 58 extrn'a into 3-28 104 104 104	$171_{2}80.521_{2}$ 181041_{8}	80·25 80·25 104 ¹ 8 104 ¹ 8
itish Possessions in South	4,030,400 1,720,200	3,792,900 2,562,400	4,592,8	1	U. S. 4 ¹ ₂ s of 1891 115 115 115 U. S. 4s of 1907 12234 122 122 Chic. Mil. & St. Paul 103 103 ¹ ₃ 106	122	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
itish India— Bombay	56,899,300	57,972,000	1,412,7 60,431,4		Chic. Mil. & St. Paul 103 103^{1}_{23} 106 Erie, common stock 36^{5}_{8} 26^{7}_{8} 36 Illinois Central 148^{1}_{2} 148^{1}_{8} 148	34 38	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Madras Bengal	5.045,900 98,716,800	4,531,600 78,969,500	7,670,4	400	N. Y. Ontario & West'n. 27 ¹ 8 27 ³ 8 27 Pennsylvania 605 6110 62	34 2778	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Cevlon	9,626,600 2.13~,400	8,617,200 1,599,800	8,801,9	900	Philadelphia & Reading. 2512 2534 25 New York Central 13112 13212 132	58 2612	27 ¹ 8 27 134 ³ 4 134 ¹ 9
istralia her countries	4,831,400 22,979,800	5,388,700 21,438,500	7,457,3 20,067,9	300		1 1	Thurs. Fri.
tal unbleached or bleached tal printed,dyed,or colored		297,477,600	256,150,0	000	<u></u>	d. s. d.	s. d. s. d.
tal mixed materials, cotton predominating	129,154,200 1,540,300	121,236,200 3,180,800	116,991,2		Flour (ex. State)100 lb. 12 3 12 3 12 Wheat, No. 1, wh. " 8 8 8 8 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
_			3,076,4		Spring, No. 2, n. $"$ 8 4 8 4 8 Winter, West., n $"$ 8 7 8 7 8 7	0 810	8 4 8 4 8 10 8 10 0 10
Grand total Other manufactures of c	392,326,500 otton show a	421,894,600 s follows	376,217,6		Corn, mix., West. " 8 212 8 212 8	$\begin{array}{c cccc} 0 & 9 & 0 \\ 2 1_2 & 8 & 2 1_2 \\ 0 & 9 2 & 0 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
ce and patent net£	1880. 128,144	1881.	1882	2.	Bacon, long clear, new. 65 0 93 0 93 Beef, pr. mess, new, $24c$ 89 0 89 89	0 63 0	63 0 63 0 89 0 89 0
oslery of all sorts	69,467 1,225,422	$189.109 \\ 50,822 \\ 1455,725$	185.1 100,1	189	Lard. prime West. # cwt. 61 0 61 0 60	0 60 0	60 0 60 0 59 0 59 0
hread for sewinglbs. ther manufs. unenumer'd. 2 bt. value of cotton manfs. 2	84,456 5,375,223	1,455,725 95,780 5,705,818	1,221,5 88.0 5,309,9	1 690			
The movements of bulli	on during th	e month and	ten mont	ths	Commercial and Miscel	laneou	s Rews.
ve been as follows:	GOLD.		,		NAMONAL BANKS The following noti	anal hank	here letely
ž k	1850. £	1881. £	1882		NATIONAL BANKS.—The following natible been organized :		
ports in 10 months	503.850 166,930	1,064,284 8,846,655	£. 933,9 13,501,5		2,823-The Sioux Falls National Bank, D \$50,000. Charles E. McKinney, Pro-	akota Terri esident: Cha	tory. Capital, ries L. Norton,
ports in October	795,579	2,510,333 13,667,592	486,3 10,931,8	380	Cashier. 2,824—The First National Bank of Lexing	ton. Ill. Ca	pital, \$50,000.
	SILVER. 469,917			50.5	Sanford R. Claggett, President; B. J 2,825—The First National Bank of Pawnee C	Claggett, C ity, Neb. Ca	Cashier. apital, \$50,000.
ports in 10 months 5, sports in October	430,729 482,625	419,694 5,828,315 460,883	7.04,2 7,454,2	220	James N. Eckman, President; John 2,826—"National Bank of America at Chicag Isaac G. Lombard, President, Edwa	o," Ill. Cap	ital, \$300,000.
	233,714	460,883 6,054,024	842.3 7,676,4	196	Isaac G. Lombard, President; Edwa 2,827—The Second National Bank of Cortland Fitz Boynton, President; J. Seaman	i. N. Y. Cap	ital, \$100,000.
kports in 10 months 6.	COTD I W	VER.		2	IMPORTS AND EXPORTS FOR THE WEEK		
ports in 10 months 6.	GOLD AND SIL	1881.	1832			-ITC ID.	JULUS OF THE
ports in 10 months 6, TOTAL	1820. £ 973,767	1881. £ 1.483.978	£ 1,638,1	40	week, compared with those of the p	receding w	eek, show a
aports in October 1, aports in October 1, aports in 10 months 12, xports in October 1	1820. £ 973,767 597,659 278.204	$1881. \\ \pounds \\ 1.483.978 \\ 14.674.970 \\ 2.971.216 \\ 1881. \\ 2.971.216 \\ 1881. \\$	£ 1,638.1 20,955,7 1,328,7	40	week, compared with those of the pade decrease in both dry goods and	receding w general 1	eek, show a nerchandise.
aports in 10 months 6, TOTAL aports in October 1, aports in 10 months 12, sports in October 1, sports in 10 months 12,	1820. £ 973,767 597,659 278,204 703,723 1	$1881. \\ \pounds \\ 1.483.978 \\ 14.674.970 \\ 2.971.216 \\ 19.721.916 \\ 19.721$	£ 1,638,1 20,955,7 1,328,7 15,608,3	40 *5 52 61	week, compared with those of the pr decrease in both dry goods and The total imports were \$7,540,880, again	receding w general 1 1st \$9,660,8	eek, show a nerchandise. 342 the pre-
aports in 10 months 6. TOTAL aports in October 1. aports in 10 months 12. aports in October 1. aports in 10 months 12. aports in 10 months 12. aports in 10 months 12. The Bulletin des Hille. 11. lating to the European 11.	1820. £ 973,767 597,659 278,204 703,723 1 s has just p harvests.	1881. £ 1.483.978 14.674.970 2.971.216 19.721.916 Dublished son Assuming th	£ 1,638.1 20,955,7 1,328,7 15,608.3 15,608.3 15 statisticese figure	40 52 61 ics es,	week, compared with those of the pr decrease in both dry goods and The total imports were \$7,540,880, again ceding week and \$8,922,276 two weeks p for the week ended Nov. 28 amounte	receding w general 1 hst \$9,660,8 previous. d to \$6,506	eek, show a nerchandise. 342 the pre- The exports ,431, against
xports in 10 months 6, TOTAL nports in October 1, nports in 10 months 12,	1820. £ 973.767 977.659 278.204 703.723 1 s has just g harvests. njectural, to	1881. £ 1.483.978 14.674.970 2.971.216 19.721.916 published son Assuming th be fairly c	£ 1,638.1 20,955,7 1,328,7 15,608.3 15,608.3 15 statisticese figure	40 52 61 ics es, f	week, compared with those of the p decrease in both dry goods and The total imports were \$7,540,880, again ceding week and \$8,922,276 two weeks	receding w general 1 ast \$9,660,8 previous. d to \$6,506 weeks pre	eek, show a nerchandise. 342 the pre- The exports ,431, against evious. The

DECEMBER

(for dry goods) Nov. 23, and for the week ending (for general merchandise) Nov. 24; also totals since the beginning of first week in January :

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods Gen'l mer'dise	\$1,041,861 4,694,893		\$1,523,408 5,960,592	\$1.798,793 5,742,087
Total	\$5,736,754	\$5,963,473	\$7,484,000	\$7,540,880
Since Jan. 1. Dry goods Gen'l mer'dise	\$84,275,957 216,994,327	\$112,969.924 325,312,496	\$103,092.449 296,039,740	\$121,656,873 331,083,901
Total 47 weeks	\$301,270,284	\$438,282,420	\$399,132,189	\$452,740,774

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 November 28 and from January 1 to date :

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week Prev. reported	\$6.020,599 312,269,694			
Total 47 weeks	\$318,290,293	\$376,373,197	\$343,853,247	\$311,806,284

The following table shows the exports and imports of specie at the port of New York for the week ending Nov. 25, and since Jan. 1, 1882 :

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	ports.	Imports.			
doiu.	Week.	Since Jan.1.	Week.	Since Jan.1.		
Great Britain	\$	\$29,652,492	\$	\$106,498		
France		2,526,150		401		
Germany		85,660	000 500	232		
West Indies		6,098	209,589	2,401,191		
Mexico	•••••	260,150	518	206,169 321,660		
South America All other countries	3,100	1,302,414	500	91.546		
an other countries		1,002,111		02,010		
Tetal 1882	\$3,100	\$33,832,954	\$210,607	\$3,127,697		
Total 1881	5,000	440,066	351,271	51,420,294		
Total 1880		2,186,023	1,765,515	51,819,248		
Silver.	· · · · · · · · · · · · · · · · · · ·					
Great Britain	\$321,511	\$7,884,944	8	\$26,279		
France	44,000			1,208		
German,		228,500	12,166	140,170		
West Indias		17,154	40,785	1,193,040		
Mexico			111,292	1,213,685		
South America All other countries	50	817,217	$935 \\ 2,200$	118,490 29,445		
an vuloi countrios			2,200	40,410		
Total 1882	\$365.561	\$10.213.165	\$167,378	\$2,722,317		
Total 1881	350,550	9,964,690	63,992	2,623,106		
Total 1880	172,000	5,492,139	7,100	5,014,738		

Of the above imports for the week in 1882, \$12,761 were American gold coin and \$25,866 American silver coin. Of the exports during the same time \$3,100 were American gold coin.

Horse Railroads in New York City.—The following reports have been made for the year ending Sept. 30:

Central Cross Town-Receipts from passengers, \$152,460; total receipts, \$153,969; total payments, \$143,653.

Dry Dock East Broadway and Battery-Receipts from passengers, \$861,091; total receipts, \$870,159; total payments, \$812,523, including dividends. Broadway and Seventh Avenue-Receipts from passengers,

\$848,347; total receipts, \$880,564; total payments, \$889,289, including dividends.

Houston West Street & Pavonia Ferry-Receipts from passengers, \$213,441; total receipts, \$249,473; total payments during the year, \$249,473.

is \$120,000 per year, to begin when the road is completed from Danville, Va., to Mooresville, Iredell County. The North Carolina Midland Company propose to issue \$2,000,000 of mortgage bonds to complete the road, and the rental is expected to pay the interest on this sum. The payment of the principal of these bonds at the end of 20 years is guaranteed by the Virginia Company. The contract also binds the lessees to build the road to Mooresville in three years. The Richmond & Danville Company own a controlling interest in the Virginia Midland, and control by lease the road from Charlotte to Statesville. Mooresville is on this road, between Statesville and Charlotte, and the completion of the road from Danville to Mooresville will give the Richmond & Danville another line through North Carolina. The road is now running from Danville to Leaksville, in Rockingham County.

Richmond Fredericksburg & Potomac.—At the annual meeting in Richmond, Va., the board of directors made the following report of the company's operations for the fiscal year ending Sept. 30, 1882:

Receipts from transportation Receipts from rents	\$437,516 2,358
Gross revenue. Expenses of transportation	\$439,875 267,331
Net revenue	\$172,543
And dividend on guaranteed stock 34,853-	- 95,704
Leaves a net profit of	\$76.839

which is less than that of the preceding year by \$31,397. Among the causes which led to this decrease of net profits was the burning of the bridge over the James River in March last, which for a period of more than two months greatly interfered with the through traffic of the road and added to its expenses that of a transfer by wagons through Richmond. In addition to this, the expenses of transportation for the year just closed were augmented by about \$10,000, paid on account of an accident which occurred during the year preceding. On July 1, 1882, \$23,490 of the 6 per cent funded debt of the company became due and was extended for twenty years at 5 per cent.

Richmond & Petersburg.-The report of President F. R. Scott for the year ended September 30 showed gross receipts of \$174,378; expenses, \$117,881; net receipts, \$56,596; interest on debt, \$16,954; net revenue, \$39,642. The usual semi-annual dividend of 3 per cent was paid on the first of January last; \$25,000 of the old 8 per cent bonds, maturing on the first of April last, were paid off. No dividend was paid on the first of July last, and the earnings were used in repairing and roofing the James River bridge. This structure was burned the 26th of last March, and the present trestle bridge, nearly three-fourths of a mile long, was ready for use two months after. Credit is given to Mr. J. R. Kenly, the Superintendent, formerly of the Union Railroad, Baltimore, for the prompt manner in which the work was done. The direct loss to the company from the fire was about \$60,000. It is proposed to cross the James by an iron bridge, a part to be built next year and the remainder in 1884.

Vermont Central-Vermont & Canada.-The plan for the reorganization of the Vermont Central and the Vermont & Canada railroads, and the settlement of all disputes and litigation among their security holders, provides:

First.—There shall be issued \$7,000,000 of bonds secured by a first mortgage on the Vermont Central and the Vermont & Canada railroads, and the equipment appertaining thereto, payable in thirty years from the 1st day of July, 1883, with interest at the rate of 5 per cent per annum, payable semi-aunually on the first days of January and July in each year, the further allowance of three months' interest, from April 1 to July 1, 1883, being allowed to such parties as exchange their bonds before April 1, 1883. before April 1, 1853. Second.—One million dollars of the aforesaid bonds shall be distributed

among the stockholders of the Vermont & Canada Railroad Company, in exchange for the shares of that company, at 33^{1}_{3} per cent of the par value of said shares.

Third.-Four million three hundred and fifty-seven thousand dollars of the aforesaid bonds shall be distributed in exchange for a like amount of trust bonds, known as "equipment," "income and extension," "guar-anteed," and "Stanstead Shefford & Chambly" bonds. The exchange is to be dollar for dollar, the overdue interest on said trust bonds being thrown in by way of compromise. Fourth.—The balance of the aforesaid bonds, \$1,643,000, shall be issued to retire the floating debt, estimated at \$1,000,000, and the other indebtedness of the trust, including the claim of the Central Vermont Railroad Company, estimated at \$643,000, not including stock owned by the trust. Fifth.—There shall be issued 7,500 shares of \$100 each of preferred capital stock of the company under which this plan is to be carried out in exchange for the "first and second mortgage bonds" of the Vermont Central Railroad. The aforesaid stock shall be entitled to 6 per cent dividends annually. The aforesaid stock shall be entitled to 6 per cent dividends annually, if earned, but not cumulative, in preference to the common stock of the said company. This stock shall be issued in exchange for first mortgage bonds at the rate of 20 per cent on the dollar of their face value, and for second mortgage bonds at the rate of 10 per cent on the dollar of their face value, overdue interest on both first and second mortgage bonds to be thrown in by way of compromise. The American Loan and Trust Company of Boston is the agent and attorney to carry out the above plan.

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

Denver & Rio Grande.-The Utah extension has been extended from Delta, Col., west to Grand Junction, 50 miles. Gauge 3 feet. Jacksonville Southeastern.—Extended from Litchfield, 111., southeast

to Walshville, 7 miles.

Pennsylvania.—The North and West branch is extended from Nanti-coke, Pa, east by north to Wilkesbarre, 7 miles. Pensacola & Atlantic.—Extended west to Marianna, Fla., 4 miles.

Gauge 5 feet.

Pittsburg Chartiers & Youghiogheny.—Extended south 8 miles to Painter's Run, Pa., completing the road. Toledo & South Haven.—Extended from Lawrence, Mich., west to Hartford 8 miles (Lauge 3 feet

Toledo & South Haven.-Extended from Lawrence, Mich., west to Hartford, 8 miles. Gauge 3 feet. This is a total of 84 miles of new railroad, making 9,255 miles thus far this year, against 6,983 miles reported at the corresponding time in 1881, 5,443 miles in 1880, 3,263 miles in 1879, 2,126 miles in 1878, 1,964 miles in 1877, 2,153 miles in 1876, 1,176 miles in 1875, 1,731 miles in 1874, 3,456 miles in 1873 and 6,559 miles in 1872.-Railroud Gazette Gazette.

Richmond & Danville—North Carolina Midland.—A press report from Raleigh, N. C., November 24, said: "The annual meeting of the stockholders of the North Carolina Midland Railroad Company was held at Winston yesterday. The meeting considered and accepted the modified contract with the Virgiria Midland Railroad Company for the lease of their road to that company. The term of the lease is 99 years, and the rental

Attention is called to the notice by the Treasurer of the Rochester & Pittsburg Railroad Company to holders of the income bonds of said company, published in the advertising columns of the CHRONICLE.

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

Shares.	
100 Harlem Gaslight Co 95 ¹ 2 5 Central Park N. & E.	60 Fir 124 N.
5 Central Park N. & E. River Railroad Co148	

Shares. remen's insurance Co. 85 Y. Preserve. Co. for \$230 36 Lacid alace aid

Gazette.

VIDENDS. The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)			
Hailroads.						
Boston & Albany	\$2	Dec. 30	Nov. 30 to			
Chicago & Northwestern, com	312	Dec. 27	Dec. 7 to Dec. 28			
Do. do., pref. (quar)	2	Dec. 27	Dec. 7 to Dec. 28			
Eastern in N. H.	214		1			
Eel River (quar.)	ī		1			
Hartford & Conn. West.	112					
Lowell & Framingham, pref	212	On dem				
N. Y. Lake Erie & West., pref	6	Jan. 17	Dec. 30 to Jan. 17			
St. Paul & Duluth, pref.	312		Nov. 30 to Jan. 2			
Miscellaneous.	0-2	Joan. 1	101. 30 to Jan. 2			
Bankers' and Merchs' Tel. (quar.)	2	Dec. 12	Dec. 2 to Dec. 11			
Lehigh Coal & Navigation (quar.)	23					
Spring Mountain Cool	34		Dec. 3 to Dec. 12			
Spring Mountain Coal	342	Dec. 11	Nov. 30 to Dec. 11			

NEW YORK, FRIDAY, DEC. 1, 1882-5 P. M. The Honey Market and Financial Situation.-Had the stock depression of last week continued during this, the day called Thanksgiving would have been considered out of place in the stock brokers' calendar, and its title, for this time at least, would have been held a misnomer. Fortunately the decline in stocks reached a climax on Saturday last, when the lowest prices were touched in the morning and there was subsequently a sharp re-action. We do not claim that our report issued on that day had the effect of steadying the market, but we may claim that when the more rational views of the financial situation therein expressed came to be adopted by dealers in stocks, it was a natural result that the market should turn, and that valuable stocks should quickly recover a part of their decline.

Whatever the truth may be in the case, it is hardly avoidable that some of the officers of those companies engaged in the railroad war should be charged with being short of their own stocks. The possibilities of the thing are too great; the opportunity of making a quick turn by precipitating a cut in rates is too enticing for human integrity always to resist it. And then it is rarely that the public can ascertain just who is the real party at fault in the controversy. The spectacle of a railroad officer or director heavily short of the stock of his own company is not an agreeable one to contemplate. He is then in a position where all his personal interests urge him to decry and put down, by one means or another, the value of that very property of which he is the avowed trustee and protector. But in a railroad quarrel it is possible for any one line to make a cut in rates which the others must follow, and hence the mere fact of being in such a fight does not imply a responsibility for it on the part of all those engaged.

The money market relaxed greatly after Secretary Folger issued his order of Nov. 25th offering to redeem at par, with interest to Feb. 28th, 1883, \$10,000,000 312 per cent bonds of any numbers, outside of those already called for payment. From Saturday to Wednesday afternoon about \$9,000,000 bonds, called and uncalled, were presented for payment, of which \$4,600,000 in one lot (uncalled) were presented by a Brooklyn savings bank. In consequence of the greater abundance of money, call loans on stocks were not higher than 8 to 10 per cent on Saturday and Monday, and since then have ruled at 5@6 per cent. On Government bonds money is lower and 3@4 per cent is the latest quotation. Prime commercial paper is 6@7 per cent.

the New York West Shore & Buffalo bond sale-which ought to make a considerable amount of bankers' bills in the near future. To-day the prices for prime bankers' sterling bills on actual business were about 4.7934@4.80 for sixty days and 4.84 for demand, with cables 4.8434. Continental bills are quoted as follows: Francs 5 243% and 5 21%; reichmarks 491/4@493% and 951%@951/4; guilders 395% and 39%@40. Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

Dec. 1.	Sixly Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	$\begin{array}{c} 4 \ 78^{1}{_2} \ \overline{} \ 4 \ 79 \\ 4 \ 77^{3}{_4} \ \overline{} \ 4 \ 78^{1}{_4} \\ 5 \ 25 \ \ \overline{} \ 5 \ 23^{1}{_9} \\ 39^{5}{_8} \ \overline{} \ 39^{3}{_4} \end{array}$	$\begin{array}{c} 4 83^{1} 2 @ 4 84^{1} \\ 4 82 & @ 4 82^{1} \\ 4 81^{1} 2 @ 4 82^{1} \\ 5 21^{7} 8 @ 5 18^{1} \\ 39^{7} 8 @ 40^{1} \\ 95 & @ 95^{1} \end{array}$

Coins.—The following are quotations in gold for various coins:Sovereigns\$4 83 $@$ \$4 87Silver ¼s and ½s. — 99¾@ par.Napoleons\$3 83 @ 3 87Five francs		
Napoisons	Coins.—The following are quo	tations in gold for various coins:
	Sovereigns	Silver $\frac{1}{48}$ and $\frac{1}{28}$. — 9934 @ par. Five francs

United States Bonds .- The demand for government bonds has been active, particularly to-day, and all issues have come in for a share of the buying on the part of moneyed corpora-tions and investors. The call for bonds issued by Secretary Folger November 25 was as follows:

TREASURY DEPARTMENT, Nov. 25, 1882. Assistant Treasurer United States, New York : In lieu of a call for bonds of the 5 per cent funded loan of 1881, continued at 312 per cent, by highest numbers, at a notice of three months, Thued at 3¹2 per cent, by highest humbers, at a honce of three months, as required by law, and then in anticipation of payment, without rebate of interest, the Secretary of the Treasury will, on the 28th of February next, receive and pay \$10,000,600 of those bonds which have not been called for payment, without specifying numbers and without regard thereto, if the holders present them for payment, and he will, any time from now to that date, pay that amount of those bonds, without rebate of interest if they are present of your office. of interest, if they are presented at your office.

CHARLES J. FOLGER, Secretary.

State and Railroad Bonds.-The public sales of State bonds have been mainly in Tennessees, of which the sixes sold to-day at $42\frac{1}{2}$ and the compromise bonds at $50\frac{1}{4}$.

Railroad bonds have sold rather more freely this week, and prices were generally stronger, in sympathy with the improvement in stocks.

	Interest Periods.		Nov. 27.	Nov. 28.	Nor. 29.	Nov. 30.	Dec. 1.
58, continued at 3 ¹ 2 4 ¹ 28, 1891reg.	QFeb.	410112 11170	*10134	*10112	*10112	:	*101 ¹ 2 *112 ¹ 2
4 ¹ 28, 1891 coup. 48, 1907reg.	QMar.	*11234	113	*11278	*113	:	*x1218
4s, 1907 coup. 3s, option U. Sreg.	QJan.	11878	11878	11878	1191_{4} 102		*11938
6s, eur'cy, 1895reg. 6s, eur'cy, 1896reg.	J. & J.	*129	*129	*129 *150	*129.	Hol	*x129 *x128
68, cur'cy, 1897reg. 68, cur'cy, 1898reg.	J. & J. J. & J.	*130 *130	*130	*130	*130 *130		*x128 *x128
63. cur'ev. 1899reg.	J. & J.	*130	*130	*130	*130	:	*x128

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

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

Railroad and Miscellaneous Stocks .- At the date of our last writing, stocks were near their lowest point, and after a further downward move on Saturday morning the market turned. The relaxation in the money market and the report of a probable settlement of the railroad war had much to de with the recovery at that time, and since then the fluctuations have been less violent, although prices are naturally sensitive. and to-day there was a sharp falling off in the last hour of business at the Board.

The railroad managers have gone to Chicago to confer about a settlement of the Northwestern war, but what the outcome will be is probably more than they can all tell themselves at the present moment, since a desire on the part of one single party to have the war kept up may be sufficient to prevent an immediate settlement. But other stocks should be cut loose from these few that are keeping up an internecine strife that damages only their own interests. The trunk line prospects seem to be particularly good just now, as they are getting full rates, and the tonnage must be large. The Erie report does not make a bad showing for such a year as 1881-82, and the company has been actively engaged in new developments The Canada which are expected to tell on its future business. Southern lease or alliance with Michigan Central has not yet been perfected, but their interchange of traffic very closely is practically a settled matter. The coal roads have had a very good year, and now both Reading and Jersey Central are agitating the subject of getting out of the receivers' hands. Mr. Gowen has just arrived from London, but on On the Reading affairs he is as silent as an oyster. Southwestern roads the current earnings are immense, and if the public only knew what they meant; if they had only a clear and full annual report of Missouri Pacific and her several children, for the year 1881 to compare with, it is probable that the stocks would reflect more sharply the large earnings. Denver & Rio Grande was one of the stocks that rebounded most decidedly from the extreme depression; but if there was anything further of importance than the covering of a large short interest, it has not yet been made public. At the close to-day weakness was the prevailing tone.

The Bank of England statement on Thursday showed an increase in specie for the week of £285,000, and the percentage of reserve to liabilities was 413_4 against 405_3 last week; the discount rate remains at 5 per cent. The Bank of France lost 5,725,000 francs gold and 575,000 francs silver.

The New York City Clearing-House banks in their statement of Nov. 25 showed a further increase in their deficiency below the 25 per cent limit of \$1,192,525, the total deficiency being \$2,071,200, against \$878,675 last week.

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

a	1882. Nov. 25.	Differ'nces fr'm previous week.	1881. Nov. 26.	1880. Nov. 27.
Loans and dis. Bpecie Circulation Net deposits . Legal tenders.	$\begin{array}{r} 45,215.500 \\ 18.590.700 \\ 277,930.000 \end{array}$	Dec. 6,664.300	$\begin{array}{r} 57.020,100\\ 20.000,200\\ 286,566,400\end{array}$	$\begin{array}{r} 60,177.900\\ 18.666.200\\ 289.527.109\end{array}$
Legal reserve. Reserve held.	\$69,482,500	Dec. \$1,666,075 Dec. 2.858,600	\$71 641 600	\$72,381.775
Surplus	def.2,071,200	Dec.\$1,192,523	\$971,100	Def.\$105,675

Exchange.-The foreign exchange market has been reasonbly firm on a fair business. There are some large negotiations st completed-notably the Northern Pacific land sale and

itized for FRASER //fraser.stlouisfed.org

DECEMBER 2, 1882.]

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

Range Since .	Sales of	DAILY HIGHEST AND LOWEST PRICES.				STOCKS
Lowest.	the Week, Sharea.	Wednesday, Nov. 29.	Tuesday, Nov. 28.	Monday, Nov. 27.	Soturday, Nov. 25.	SIUCAN
Lowest. 13 Oct. 24 84 Nov. 21 60 Jan. 6 67 June 10 44 Feb. 23 14 Nov. 27 27 July 19 63 Ja Nov. 22 19 Ja Mar. 9 27 Jay Mar. 19 127 Jay Mar. 19 127 Jay Mar. 19 127 Jay Mar. 11 120 Nov. 25 124 Jan. 41 136 Apr. 10 122 Nov. 25 124 Jan. 41 136 Apr. 10 122 Nov. 25 124 Jan. 41 136 Apr. 10 122 Nov. 24 68 Mar. 8 29 J Feb. 24 44 Mar. 9 65 J June 7 133 Jan. 71 50 Oct. 13 5 Nov. 21 66 Nov. 22 82 Apr. 15 8 June 12 15 June 7 63 May 12 33 Jan. 71 66 Nov. 23 47 Sept. 41 75 Loct. 16 161 Mar. 11 127 June 7 68 May. 12 33 Jan. 41 30 Nov. 24 68 Nov. 29 82 Apr. 15 8 June 12 15 Nov. 24 67 Nov. 9 77 Apr. 18 14 Jay Mar. 10 19 Mar. 6 59 Feb. 25 26 May. 12 33 June 61 49 Je Feb. 24 40 Oct. 19 84 Nov. 27 40 Oct. 19 15 Nov. 24 67 Mar. 8 123 June 61 49 Je Feb. 24 40 Oct. 19 15 Nov. 29 77 Apr. 18 1 41 Jay Mar. 10 1 27 May 27 100 May 15 13 June 7 123 June 7 124 June 7 133 Jan. 71 10 Jay Mar. 10 125 Nov. 24 46 Synov. 29 77 Apr. 18 1 41 Jay Mar. 13 1 42 June 7 12 June 3 60 Jan. 30 165 July 28 23 Nov. 24 13 July 27 100 Jan. 30 165 July 28 23 Nov. 24 13 July 27 14 Nov. 22 13 July 27 14 Nov. 22 13 July 28 23 Nov. 24 14 Nov. 22 13 July 27 14 Nov. 22 13 July 28 23 Nov. 24 14 Nov. 22 15 June 3 16 July 28 23 Nov. 24 17 June 3 19 Joly 28 23 Nov. 24 13 July 28 23 Nov. 24 14 Nov. 25 24 Nov. 24 25 Nov. 25 26 Nov. 26 27 Nov. 29 27 Nov. 29 27 Nov. 29 29 Jan. 31 20 Jan. 31 21 July 28 21 Nov. 24 21 Jan. 24 21	the Week, Shares. 820 100 40,635 600 90,0 81,500 32,370 850 1,100 1,848 19,351 25,405 22,180 103,215 11,331 23,485 91,260 47,065 1,100 1,560 47,065 1,100 1,560 47,005 1,100 1,500 85,005 7,700 8,700 1,300 1,600 1,500 4,600 1,500 4,600 1,500 4,600 1,500 4,600 1,500 4,600 1,500 4,600 1,500 4,600 1,500 1,500 4,600 1,500 1,500 1,500 4,600 1,50	Wednesday, Nov. 29. 78 78'2 79 79 66'7 68'4 28'5 72'2 34 34'3 22'2 24'3 34 34'3 100'2'2 20'4'3 133'3 133'3 x125'4 125'3'4 100'2'2 10'4'1 134'3 137'4'2 134'3 137'4'2 134'3 137'4'2 135'4 157' 127' 128' 46'3''4 47'3''8 104''4 104''3' 75''5''5''3''2 73''2''3''3	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$\begin{array}{c} Monday, Nov. 27. \\ \hline Nov. 27. \\ \hline Nov. 27. \\ \hline \\ $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	hicago & Northwestern pref. bioago Rock Isl. & Pacific hicago St. f. & New Orleans Alogo St. f. & New Orleans Alogo St. f. & New Orleans hicago St. f. & New St. f. & New Orleans hicago St. f. & New York Chic. & St. Louis hoo pref. hisoonri Kansas & Texas hisoonri Kansas & Texas hisoonri Pacific
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		Thursday, Nov. 30. I V Q I I O H	Wednesday, Nov. 29. Thursday, Nov. 30. $\overline{78}$ 78^{1}_{2} 78 78^{1}_{2} 79 79 667_{6} 81_{4} 16^{1} 17 28_{1} 29^{16} 667_{6} 88^{1}_{6} 28_{1} 29^{16} 865_{7} 22_{1} 34 34_{2} $*22$ 24 34 34_{2} 102_{5} 104_{14} 102_{5} 104_{14} 104_{104_{24} 75 75 75 75 75 75 75 75 75^{1} 72_{12} 70_{14} 104_{104_{24} 75 72_{5} 73_{12} 143_{14} 145 33_{14} 29_{14} 21_{27} 81_{4} 72_{5} 73_{5} 75_{5} 75_{5} 104_{10} 103_{5} 112_{76} 14_{52} 31	Tuesday, Nov. 28. Wednesday, Nov. 29. Thursday, Nov. 30. 114 14 16 173 65 657 687 684 14 14 16 174 97 97 965 687 884 929 223 224 2123 1223 1223 1223 1223 1223 1223 1223 1223 1223 1223 1223 1223 1223 1223 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233 1233	Monday, Nov. 27. Tuesday, Nov. 28. Wednesday, Nov. 29. Thursday, Nov. 30. $\overline{100}$	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$
Friday, Dec. 1. Shares.	Friday, Dec. 1. Dec. 1. 79 66 % 67 $\frac{1}{2}$ 86 $\frac{1}{8}$ 67 $\frac{1}{2}$ 86 $\frac{1}{8}$ 77 $\frac{1}{2}$ 86 $\frac{1}{8}$ 77 $\frac{1}{2}$ 86 $\frac{1}{2}$ 77 $\frac{1}{2}$ 86 $\frac{1}{2}$ 22 $\frac{1}{2}$ 24 $\frac{1}{9}$ 124 $\frac{1}{9}$ 100 103 119 120 133 $\frac{1}{9}$ 132 $\frac{1}{2}$ 125 $\frac{1}{2}$ 127 $\frac{1}{4}$ 45 $\frac{3}{4}$ 46 $\frac{5}{8}$ 10 10 $\frac{1}{9}$ 125 $\frac{1}{2}$ 127 $\frac{3}{4}$ 45 $\frac{3}{4}$ 46 $\frac{5}{8}$ 10 10 $\frac{1}{9}$ 13 $\frac{1}{2}$ 13 $\frac{1}{4}$ 45 $\frac{3}{4}$ 46 $\frac{5}{8}$ 10 10 $\frac{1}{9}$ 13 $\frac{1}{3}$ 114 $\frac{1}{3}$ 45 $\frac{3}{29}$ 29 $\frac{1}{29}$ 13 $\frac{3}{9}$ 14 $\frac{1}{3}$ 45 $\frac{45}{45}$ 45 $\frac{1}{2}$ *80 $\frac{5}{2}$ *14 $\frac{1}{3}$ 45 $\frac{1}{4}$ *59 $\frac{5}{9}$ $\frac{5}{9}$ $\frac{1}{2}$ *14 $\frac{1}{3}$ $\frac{1}{3}$ $\frac{1}{2}$ 25 $\frac{2}{3}$ *42 $\frac{45}{45}$ *45 $\frac{45}{45}$ *42 $\frac{45}{45}$ *42 $\frac{45}{45}$ *45 $\frac{45}{45}$ *45 $\frac{45}{45}$ *42 $\frac{45}{45}$ *45 $\frac{45}{45}$ *42 $\frac{45}{45}$ *45 $\frac{45}{45}$ *42 $\frac{45}{45}$ *45 $\frac{45}{45}$ *42 $\frac{45}{45}$ *42 $\frac{45}{45}$ *43 $\frac{45}{45}$ *52 $\frac{25}{3}$ *14 $\frac{1}{3}$ $\frac{1}{3}$ $\frac{1}{3}$ 25 $\frac{1}{3}$ $\frac{5}{3}$ $\frac{1}{3}$ 25 $\frac{1}{3}$ $\frac{5}{3}$ *52 \frac	-	Wednesday, Nov. 29. 78 78 ¹² 79 79 76 78 ¹² 79 79 6679 68 ¹⁴ 28 ¹² 29 ¹⁸ 68 ²⁵ 728 28 ¹² 29 ¹⁸ 86 ⁷⁵ 88 ¹⁸ 22 24 34 34 ¹² 23 ¹² 20 ¹⁴ 102 ¹² 20 ¹⁴ 13 ⁴ 137 ¹² 13 ⁴ 13 ⁷ 12 ⁷ 12 ⁸ 40 ³ 47 ⁷ 10 ⁴ 10 ⁴³ 10 ¹⁸ 10 ¹⁸ 13 ¹⁴ 18 ⁷ 13 ¹⁴ 18 ⁷ 13 ¹² 12 ¹⁵ 38 39 ¹² *13 ⁴ 14 ⁵ 13 ¹⁴ 14 ¹⁴ 13 ¹² <td>$\begin{array}{ c c c c c c c c c c c c c c c c c c c$</td> <td>$\begin{array}{c c c c c c c c c c c c c c c c c c c$</td> <td>Set urday, Nov. 22.Monday, Nov. 27.Tuesday, Nov. 28.Weinesday, Nov. 28.7777777777621, 663655, 67655, 67655, 684, 72634, 663, 655, 67655, 67655, 67854, 72634, 663, 655, 67655, 67855, 854, 854, 72855, 854, 854, 72734, 73734, 73734, 73734, 734712, 912, 912, 912, 912, 912, 912, 912, 9</td>	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Set urday, Nov. 22.Monday, Nov. 27.Tuesday, Nov. 28.Weinesday, Nov. 28.7777777777621, 663655, 67655, 67655, 684, 72634, 663, 655, 67655, 67655, 67854, 72634, 663, 655, 67655, 67855, 854, 854, 72855, 854, 854, 72734, 73734, 73734, 73734, 734712, 912, 912, 912, 912, 912, 912, 912, 9

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

Lowest price is ex-dividend.

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THE CHRONICLE.

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RAILROAD EARNINGS.

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

		RAIL	NUAD E	AKNING	10.	•	New York	City Ba	nks.—Th	e tollow	ing stat	ement sh	OWS I
,	Roads.	Latest K Weck or Mo	arnings Re	1881.	Jan. 1 to 1 1882.	Latest Date.	condition of t week ending a		clated H	anks of	New V	orb Cit-	Ram 1
	Ala.Gt.Souther Atch.Top.& S.F	October	\$ 88.674	\$ 80.875	1882. \$ 663,848 11,814,821	1881. \$ 624,218 9,822,371	Banks.	Oapital.	Loans and discounts.	Aver Specie.	age amou Legal Tenders.	nt of Net dep'ts other	Circu
	Balt. & Ohio Buff. Pittsb.&W	. Septemb'r. October	1,759,291 92.015	$1,642,634 \\ 68,189$	741,080	559.366		8				than U.S.	tion
	Bur.Ced.R.& No Cairo & St. Loui Ced Ban & Mol	2d wk Nov	7.783	44,905 8,282	2,477,167 327,042	1.958.143	New York Manhattan Co., Merchants	2,000,000 2,050,000 2,000,000	9,585,000 6,783,000 6,189,100	1.703.000 764,000 530,000	493,000 810,000 523,900	5,103,000	495
	Ced.Rap.& Mo.H Cent.Br.Un.Pac Central of Ga	. 3d wk Nov	$\begin{array}{r} 342,525 \\ 28,581 \\ 426,500 \end{array}$	356,642 17,660 414,489	832,370	852,479	Mechanics'	2,000,000 1,200,000	7.70.000 4.47 1.600	838,000 383,400	849,000 818,000	4,857,800 6.6.14,000 8,878,600	860
	Central Pacific Charl.Col.&Aug	October 3d wk Nov	2,409,000 14.650	2,507,857 †11,250	21,466,176	19,570,949	America Phoenix City	3,000,000 1,000,000 1,000,000	8.875,800 2,945,000 5.875,100	486.800 733.000 2,164.500	470,200 165,000 394,000	5.690.200 2.731.000 5.973.700	267
	Chesap. & Ohio Chicago & Alton Chic. Bur. & Q.	13 wks Nov	[206.781]	166.651	2,984,241 7,061,859	2,434,271 6,588,549	City Tradesmen's Fulton Chemical	1,000,000 600,000 300,000	2.7 (*.000 1, * 81.200 :3.462,306	309,700 420,900	74,300	1.460.400 1.4:6.100	795
	Chie. & East. III	30 WK NOV	46.326	31,673	1,601,028	1,454,760	Gallatin Nation'l	1,000,000 1,000,000	3,197,600 4,358,700	875.600 484.200	513,800 360,600 110,800	13,727,300 2,735,300 2,3-8,000	281 771
	Chic. & Gr. Truni Chic. Mil. & St. P Chic. & Northw	3d wk Nov	476,000	31,688 359,914	17.797.000	14.702.965	Butchers'& Drov. Mechanics' & Tr. Greenwich	300,000 200,000 200,000	1.617,200904,0001,025,000	230.100 130.000 29.500	169,400 83.000 162,100	1,533.500 868,000 990,600	245 129
	Ch.St.P.Min.&O Chio. & W. Mich	3d [°] wk Nov	123,723 30,809	427,058 75,456 28,367	4,466,760 1,269,457	$19,337,354 \\ 3,443,879 \\ 1,116,901$	Leather Man'f'rs Seventh Ward	600,0C0 300,000	3,214,800 1,102,300	566,600 800,000	151,300 52.700	2,544 100	532 23
	Cin.Ind.St.L.&C CincinnatiSout1	October October	250,000 240,384	221,320	2,197,797 2,091,610	1,988,549	State of N. York. American Exch. Commerce	800,000 5,000,000 5,000,000	3, ~02, 900 12, 870,000 15, 214, 100	549 100 1,129,000 1,380,500	231,500 713,000 802 900	8.346.300 8.673.000 7.964.800	45. 993
5	Clev.Akron& Co Columb.&Green	2d wk Nov		8,537 †15,290	452,340		Broadway Mercantile Pacific	1,000,000 1,000,000 422,700	5,035,800 5,683,000 1,912,800	809.100 774.400 460,600	135,200 566,400 246,900	3.619,300 5.202,000 2.351,200	894 796
	Col. Hock. V.& T Connotton Val. Denv. & Rio Gr	3 wks Nov	58,683 14,051 115,200	54,492 127,804	2,559,063 5,763,158	2,129,799	Chatham	1,500,000 450,000	5,140,90C 3,433,80G	401,800 447,100	290,000 335,600	2.621.500 3.5 12 800	1,125 45 5
	Denv.& R.Gr.W Des M. & Ft. D.	October	37,862 8,431	9,109	310,263	5,182,588 357,459	People's North America Hanover	200,000 700,000 1,000,000	1.368,000 2.822,460 8,365,900	$\begin{array}{r} 127,800 \\ 253,000 \\ 1,215 \ 400 \end{array}$	125,800 140,000 836,700	1.678.900 2.231.400 8,226.400	5 749
	Det. Lan. & No. Dub. & Sioux C.	3d wk Nov	31,807 26,287	26,626 26,597	1,418,639 1,009,749	1,211,337 964,452	Irving	500,000 3,000.000 600,000	2,970.800 1,559.060 2.2 7,000	276,600	378,300 178,000	2.658.200	426
	E.Tenn.Va.&Ga Eliz. Lex. & B.S Evansv. & T. H.	Sentemb'r	237,584 57.351	212,209	362,752		Nassau Market St. Nicholas	500,000 500,000	2 078.100 2,810,100	881,100 131.700 498,700	267.400 201.100 139.500	2.514,800 2,542.800 2,346.300	265
	Flint & P. Marq. Ft.W. & Denver.	12d wk Nov	$\begin{array}{r} 14.788 \\ 45,149 \\ 7,780 \end{array}$	12,577 39,639	1,834,007	1,618,187	St. Nicholas Shoe & Leather Corn Exchange	500,000 500,000 1,000,000	2.688,700 8.125,000 4.594,000	853.200 485,000 809,000	105,500 240,000 255,000	2,290,406 2,573,036 3,462.600	444
	Gal.Har.&San A Grand Trunk*	Aug &Sept Nov. 18	340,581 365,440	247.972 312.965	11,613,763	10 983 854	Continental	1,000,000 300,000	6,390,900 2,108 200	1,095.100 57,800	204,400 898,400	6,403,600 2,033,100	669
	Gr.BayW.&St.P GulfCol&San.Fe	3d wk Nov	10,884 124,052	9,418 61,738	1,266,922	850,432	Marine Importers' & Tr Park	400,000 1,500,000 2,000,000	$\begin{array}{c} 8.574.000\\ 18.028.100\\ 16.352.300 \end{array}$	641,000 4,465,500 4,298,600	195.000 814 800 558,100		270 1,333 45
	Hannibal& St.Jo Hous.E.&W.Tex Illinois Cen. (III.)	October	56,504 24,096	45,673 18,861	1,990,850 215,385	2,004,307 125,399	Wall St. Nation'l North River East River	500,000 240,000 250,000	$\begin{array}{r} 1.598.900 \\ 1.543.100 \\ 1.042.300 \end{array}$	180,700 18.5 () 86,100	130.600 194.000 104.900	1,513.600 1,451,800 8/4,400	
	Do (Iowa) Ind.Bloom.& W.	October	674,887 190,438 69,272	646,190 169,04 47,574	5,792,356 1,589,730 2,273,201	5,578,330 1,507,375	Central Nat	3,200,000 2,000,000	16.586.100	3,040.300 266,000	732,300 1,209.000	15,553,100	297
	Int. & Gt. North. Iowa Central	3d wk Nov October	84,273 108,464	68,081 94,042	2,372,891 2,835,316 956,596	2,247,415 2,387,399 773,918	Second Nation'l Ninth National First National	300,000 750,000 500,000	3.081.000 5 645.000 14.401.000	583.000 860,700 5,825.300	290.000 403.500 202 400		597
	K.C.Ft.S.&Gulf L. Erie & West'n	1st wk Nov 2d wk Nov	37.79 9 28,866	31,768 25,633	1,439,985 1,280,792	1,282.891 1,209,054	Third National N. Y. Nat. Exch Bowery National	1,000,000 300,000 250,000	4,982,300 1,399,100 1,833,900	334,8)0 112 600 183,000	800.700 145.400 260.000	4.834 700 1.052,100 1.732,100	269
	L. R. & Ft.Smith L.Rk.M.Riv.&T Long Island	2wks Nov	$61,592 \\ 21,916 \\ 49,791$	$ \begin{array}{r} 60.151 \\ 15.334 \\ 05.044 \end{array} $			N. York County Germ'n Americ'n	200,000 750,000	1.612.900 2.602.200	25.870	519.7 (93.70)	2.004.500 2.210,200	180
	Louis. N.A.& Ch.	3d wk Nov	$\begin{array}{r} 42,721 \\ 274,100 \\ 151,000 \end{array}$	37.042 252,000 99,571	2,108,915 11,377,039	1,908,286 9,873,506	Chase National Fifth Avenue German Exch	300,000 100,000 200,000	4,770,600 1,852 300 1,502,600	852.500 812.000 62,000	239,900 166,100 125,000	4 823 0.00 1.876 1 0 1.839,100	
	Mar.Hough.& O. Mexican Cent	2d wk Nov 4th wk Oct	28,128 43,730	26,001	1,153,261 799,740	864,069	Germania U. S. Nat Lincoln Nat	200,000 500,000 300,000	1,630,600 4,536 000 1,494,500	73,100 778,600 238,100	249.306 138,100	1,867,2 0 4.469,800	
	Mexican Nat'l	October 4th wk Oct	22,860 22,842								120,200	1,613,7 10	
	Mil. L.Sh.& West Minn.& St. Louis Mo. Kan. & Tex.	Septemb'r.	$\begin{array}{r} 18,301 \\ 138,412 \\ 157,599 \end{array}$	14,625 137,544	786,736	541,693	The deviation						
	Missouri Pacific. Mobile & Ohio	3d wk Nov October	176,348 265,201	$\begin{array}{c} 121,049 \\ 120,402 \\ 256,924 \end{array}$	$\begin{array}{c} 5,546.372 \\ 7.049,840 \\ 1,581,025 \end{array}$	4,780,305 5,904,556 1,881,422	Loans and discount Specie Legal tenders	Dec	. 2.739.900	Circulati	on	Dec.	\$6,661, 75,
	Metropol. Elev. N.Y. Elevated.	November.	215,665 315,874	$228,502 \\ 259.449$	2,485,192 3,054,277	2,294,529 2,664.575	The following	g are the	e totals fo	or two w	eeks:	rculation. A	tan Ma
	Nashv.Ch.&St.L N. Y.& N. Engl'd Norfolk & West	3d wk Nov	180,319 69,663	$172,121 \\ 64,533 \\ 142,0$	1.5 + 5,359 3,064,380	$\begin{array}{c} 1,750,072 \\ 2,514,030 \end{array}$	1882. \$ Sept. 2332.3.9,	500 51,24	1,900 22.84	0.400 308.	* 53,300 18	3,293,100 78	87.790.
67	Northern Cent Northern Pacific	October	$\begin{array}{r} 160,292 \\ 550,225 \\ 196,247 \end{array}$	143.926 449,664 115,676	2,104,037 4,971,502 6,303,741	1,976,520 4,479,915 3,591,916	9329,907, 16326,570, 23325,683,	300 52,633 600 51,012	2,700 21,81	1,400 301.1 7.000 297.3	524,300 18 38 1.300 1c	8,320,700 80 8,371,200 101 8,637,400 93	10.931.
	Ohio Central Ohio Southern	3d wk Nov 3d wk Nov	22,458 9,584	18,942 8,073	933,359 337,326	598,887	" 30319,391.0 Oct. 7314.495. 14311,994,	100 50,408	3.600 21.613	3,6:10 236,	181,500 18	8,7799,800 101 8,903,500 112 8,745,700 - 99	11 393 . 24. 3 00,
	Oregon 1mp.Co. Oregon R.&N.Co Oregon & Cal	October	333,893 507,200	464.732	2,366.240 4,213,800	3,566,611	" 213:0,293, " 28311,855	200 53,718 100 52,035	5,100 $z0,3475,800$ $20,434$	7,700 245,0 .800 283,6	096,200 18 990,800 18	3,763,100 10 3,775,203 85	44,396, 57,810,0
	Pennsylvania Peoria Dec.&Ev.	October	$\begin{array}{r} 125,730 \\ 4,660.054 \\ 11,096 \end{array}$	3,672,971 12,064	40,548,832		Nov. 4317,588, 11315,454, 18314,023,	200 45,82 300 50,98	5.400 19.234	3,100 283, 1,500 251	591.300 12	3,833,200 P3 3,865,7001.0	54.584.
	Philadelp.& Erie Phila.& Reading	October	397,164 2.229,513 1	292,392 989 948	$\begin{array}{r} 683,316\\ 3,306,318\\ 17,782,478\end{array}$	608,086 2,887,459 16,909,623	" 25309,203,2 Boston Ban	300 48,245	,300 19,183	6,800 277.	30.000 18		•
	Richm.& Danv.	October	1,592,217 1	1,441,674	12,371,461 3,203,350	11,233,363 3,015,993	Loans 1882.					culation. A	
	St. L.Alt. & T.H. Do (brchs.) St.L.Iron Mt.&S	3d wk Nov	$31,331 \\ 18,030 \\ 206,940$	$\begin{array}{r} 24,347 \\ 16.543 \\ 158,011 \end{array}$	1,219,413 764,930	1,295,403 664,729	July 3 154,428, 10 154,381,5 17 153,172,5 17 153,172,5 17 153,172,5 17 153,172,5 17 153,172,5 15 15 15 15 15 15 15 15	209 7.575	6.400 3.451	.900 95,6	27.300 3	0,839,400	89.712. 69.037.
	St.L.&San Fran. St. Paul & Dul.	3d wk Nov 3d wk Nov	200,340 75,542 29,377	66,732 18,065	6,549,939 3,138,019 979,265	$6,418.836 \\ 2,785,419 \\ 632,996$	" 24 153,514,9 " 31 153,546,"	00 7,885 700 7,959	9,900 3,993	,000 97.6 ,200 96.9	93,100 3 38,600 3	0.432.200 0.228.990	78,293. 75,231. 66,175.
	Scioto Valley	3d wk Nov	$204,502 \\ 10,240$	$\begin{array}{c} 127,789 \\ 10,131 \end{array}$	7,709,908 478,954	4,227,755 391,823	Aug. 7 153,035.3 14 153,394.8 21 158,205.6	300 6,446 300 6.042	,500 3,296 ,800 3,112	,200 91,3	37,500 2	9.988.500 6	87,879, 87,879, 88,777,
	§So. Pac. Cal Do So. Div. So.Pac.ofAr	August	$\begin{array}{c} 124,772 \\ \ 324,803 \\ \ 305,991 \end{array}$		789,250 2,595,444		"28 15!, '04, Sept. 4 150.739, 11 149,148,5	900 5,546	800 3,424 600 3,637	,100 90,2 7,500 89,4	39,200 2 86.200 3	0.003,100	88,777, 58.631, 57.419, 59,102
	So. Pac. of N.M. South Carolina	August October	$\ 33,289\ $ $165,088\ $	139,292	1,914,696 488,778 1,013.055	984,915	" 18 149,502,6 " 25 148,621,6	300 6,110 500 6,305	200 3.23 2 800 3.35 9	,300 91,3 ,300 90,1	5,900 30 53,700 3	0,278,800 (68,03×. 74,176,
	Texas & Pacific Tol. Del. & Burl.	3d wk Nov	151,420 19110	85,871	4,309,489	3,463.897	Oct. 2 . 148,311,5 9 146,573,2 16 146,850,5	200 6,505 500 6,691	,600 3.314 ,900 3.0 2	,800 88,5 .600 89,7	18,300 3	1,121,100 8	64,570, 83.283. 75.359.
**	Union Pacific Utah Central Vicksb'rg& Mer.	October	132,935	137,650	26,603,556 1,255,211	24,425,546	" 23 146.738.9 " 30 146.425. Nov. 6 148.843,1	800 6.219	3.300 3.568	.700 88.8 .700 90.0	37.300 30 16,200 30	0,042,500 7 0,054,500 6 0,255,500 8	78,466, 88,657, 82,653,
	Va. Midland Wab.St.L.& Pac.	3 wks Novi	50.907 †59,535 410,410	52,767 †56,997	357,931 1,237,123 15,043,327	1,151.620	* 13 149,221.0 * 20 149,033,5	000 5,93 500 5,836	,200 4,051 ,500 8,866	.400 92,6 .700 93,3	22,000 23 1 .9 00 2	9,960,400 7 9,981,900 7	71.693. 75,587,
	West Jersey Wisconsin Cent.	October.		20.094	968,09:		<u>y 27</u> 148,724,9 • Including the it				87,100 8	0,107,500	71,717,
	 Includes Great Northern Div 	at Western H	Road since A Included in	Aug. 12.	† Freight earni	earnings.	Philadelphia are as follows:	a Bank	sThe t	otals of	the Phi	ladelphia	a ban
	U. S. Sub-T	reasury	The follow	ving table	e shows th	e receipts	1882.	Loans.	L. Tender	- - - -		culation. A	*
l	and payments balances in the	same, for e	ach day o	of the pas	city, as we t week:	ell as the	" 10 " 17	76,091,119 75,455,576 75,247,123	19,102,14 18,877,29 19,583,32	89 67,976),459 9	.678.635	55.593 55.211 50.638,
		1	Payments.		Balances.	at a rest of the second s	" 24	75,138,502 76,094,912	20,059,64 20,699,79	19 69,516 18 71,104	5,259 9 1.140 9,	.669,828 862,650 842,367	55.219. 43.34 - 5.758. 46.385.
					in. 0	urrency.	" $\frac{14}{21}$	76.674.768 76.723.326	20,701,30 20.456.72 19,648,74	9 69.434	.556 9	118 470 / 4	46,385. 48,233. 43,917.
	** 27.] 1.83	1.398 25 1	8 ,479.592 5 2,318.635 ()	4 103,199,	803 76 4,	\$ 739,345 37 709 970 15	Sept. 4.	77,294,730 77,937,513 78,651,763	19,431,74 19,328,89 19,7-8,91	0 70.541	183 9 819 9	303,170 4 590,470 4	43.442.
	" 28. 5,08 " 29. *11,31	4.603 91 3 3,184 73 *11	3,422,117 0 3,999,027 0	9 104.347	553 55 4,	709.970 15 768,921 59 800.269 01	• 18	73,751,470 78,738,509 79,185,943	19.1:3.97	1 71,780 75 70,83	0,109 9 1,330 9	,854,870 ,708,151 ,870,153	54,315, 54,677. 60,054,
•	** 30.		.Holiday			777 582 54	" 9 " 16	79,053,588 77,758.306	18,067,2- 17,5-1,51 18,598,59	91 67,360	5,920 9). 83 9	711.336 6	67.998. 51,828. 59.925.
	Total 26.93	3,072 23 2	1.025,904 5	2			" 30 Nov. 6	73.929.760 75.729.024 75.195.893	16,240,37 16,392,62 17,597,28	2 66.06 27 63.72 17 65,340	.418 9 .745 9 .824 9	708.730	48,516, 61.932.
	* \$10,000,000 (account on the b	of above rec ooks to anot	eipts and p ther.	payments	is a transfer	r from one	" 13 " 20	75.200,678 75.693,167 74,996,585	17,462,52 16,603,88 16,983,04	3 65,600 7 65,597	.482 9 .551 9	,775,966 2 ,758,770 2	54.040. 55.576. 61,421.
											0		2

	Children and an		\$	\$	\$			£ 2		Ave	rage amou	nt of	
	Ala.Gt.Southern	October	88.674	80.875	663.848	\$ 624,218	Banks.	Oapital.	Loans and	Questo	Legal	Net dep'ts	0
	Atch.Top.& S.Fe Balt. & Ohio	October	1,402,623	1,263,023	11,814,821	9,822,371			discounts.	Specie.		other than U.S.	Circula_ tion_
	Buff. Pittsb.&W.	October	92,015	1,642,634 68,189		559,366	· · ·	8		8			
	Bur.Ced.R.& No.		66,061	44,905	2,477,167	1,958,143	New York Manhattan Co.,	2,000,000 2,050,000	9,585,000	1.703,000	493,000		495,000
	Cairo & St. Louis Ced.Rap.& Mo.R		7,783 342,525	8,282 356,642	327,042	370,598	Merchants	2,000,000	6,783.000 6,189,100	764,000 530,000	810,000 523,900	5,103,000 4,857,800	860,000
	Cent.Br.Un.Pac.	3d wk Nov	28,581	17,660	832,370	852,479	Mechanics' Union	2,000,000 1,200,000	7.70.000 4.47 .600	838,000 383,400	819,000 818,000	8.6.14.000	000,000
	Central of Ga Central Pacific	October	426,500	414,489			America	3,000,000	8.875,800	486.800	470,200	8,878.000 5,690.200	1.100
	Charl.Col.&Aug.	3d WK Nov	114,650	†11,250	21,400,170	19,5,0,949	Phoenix City. Tradesmen's	1,000,000 1,000,000	5.878,100	733.000 2,164.500	165,000 398,000	2.731,000 5,973,700	267,600
	Chesap. & Ohio.	3 wks Nov	206,781	166,654	2,984,241	2,434,271	l Multon	1,000,000 600,000	2.7 8.000 1, 81,200	809,700 420,900	74,300	1.460.400	795,100
	Chicago & Alton Chic. Bur. & Q	20 WE NOV Septemb'r	200,133 2 186 400	196,440	7,061,859 15,053,879	6,588,549	Chemical	300,000	3,462,306	8.402.100	115,900	1.4:6.100 13.727.300	•••• •
	Chic. & East. Ill.	3d wk Nov	46,326	31,673	1,601,028	15,423,831 1,454,760	Merch'nts' Exch. Gallatin Nation'l	1,000,000 1,000,000	3,197,600 4.358,700	875.600 484,200	360,600 110,800	2,735 300	281.700
	Chie. & Gr. Trunk Chie. Mil. & St. P.	Wk.Nov.25	55,005	31,688	1.978.635	1,385,666	Butchers'& Drov. Mechanics' & Tr.	300,000	1.617,200	230,100	168,400	1,533.500	771,000 245,400
	Chic. & Northw.	3d wk Nov	$476,000 \\ 150,421$	427.658	17,797,000 21,315,831	14,702,965	Greenwich.	200,000 200,000	904.000	130,000 29,500	83.000 162,100	588,000 990,600	129.000
	Ch.St.P.Min.&O	3d wk Nov	123,723	75,456	4,466,760	3,443,879	Leather Man'f'rs Seventh Ward State of N. York.	600,000 300,000,	3,214,800 1,102,300	566,600 800,800	151.300 52.700	2,541 100	532,900
	Chio. & W. Mich. Cin.Ind.St.L.&C	1st wk Nov	30,809 250,000	28,367 221,320	1,269.457 2,107.707	1,116,901	State of N. York.	800,000	302.900	549 100	231,500	1.229.800 8.346.300	23,100 45,000
-	Cincinnati South	October	240,384		2,197,797 2,091,610	1,988,549	American Exch . Commerce	5,000,000 5,000,000	12,870,000	1,129,000 1,380,500	713.000	8673.000 7,964,800	993.900
	Clev.Akron& Col	3d wk N.v	8,939	8,537	452,340	373,294	Broadway Mercantile	1,000,000	5,035,800	809,100	195,200	3.619,300	894,900
5	Columb.&Green. Col. Hock. V.& T.	2d WE NOV	19,690 58,683	15,290 54,492	2,559,063	2,129,799	Pacific	1,000,000 422,700	5,683,000 1.912,800	774,400	566,400 246,900	5.202.000 2.351.200	798,000
3	Connotton Val.	3 wks Nov	14,051				Republic Chatham	1,500,000 450,000	5,140,90C 8,483,80G	401,800 447,100	290,000 335.600	2.621.500 3.5 12 800	1,125 000
	Denv. & Rio Gr. Denv. & R.Gr.W.	3d wk Nov	115,200	127,804	5,763,158	5,182,588	People's	200,000	1.368,000	127,800	1 25,800	1.678.900	45,000 5,400
	Des M. & Ft. D.	3d wk Nov	$37,862 \\ 8,431$	9,109	310,263	357,459	North America Hanover	700,000	2.322.46C 8,365.900	253,000 1,215 400	140.000 836,700	2.231.400 8,226.400	749.000
	Det. Lan. & No	3d wk Nov	31,807	26,626	1,418,639	1,211,337	Irving Metropolitan	500,000	2,970.800	276,600	376,300	2.658.200	426.500
	Dub. & Sioux C. E.Tenn.Va.&Ga.	2d wk Nov	26,287	26,597	1,009,749	964,452	Citizens'	3,000.000 600,000	1,558,000 2,2 7,000	2,162,000 381,100	175,000 267.400	2,514,800	265,100 -
	Eliz. Lex. & B.S	Septemb'r.	$237,584 \\ 57,351$	212,209	362,752		Nassau Market	500,000	2 078.160	131.700	201,100	2,342.800	
	Evansv. & T. H.	3d wk Nov	14,788	12,577	002,702		St. Nicholas	500,000 500,000	2,810,100 2.686,700	498,700 553,200	130,500 105,500	2,346.300	444.000
	Flint & P. Marq. Ft.W. & Denver.	2d wk Nov	45,149	39,639	1,834,007	1,618,187	Shoe & Leather Corn Exchange	500,000	8.125.000 4.594.000	485,000	210,000	2,573,000	450,000
	Gal.Har.&San A	Aug. & Sept	7,780 340,581	247,972			Continental]	1,000,000	6,390,900	309,000 1,095,100	255,000 204,400		4.300 669,200
	Grand Trunk*	Nov. 18	365,440	312,965	11,613,763	10.983.854	Oriental	300,000 400,000	2,108 200 8.574,000	57.800 641.000	398. JOU		
	Gr.BayW.&St.P. GulfCol&San.Fe	3d wk Nov	10,884	9,418			Importers' & Tr	1,500,000	18,028,100	4,465,500	195.000 814 800		270.000 1,883,200
	Hannibal& St. Jo	3d wk Nov	$124,052 \\ 56,504$	61,738 45,673	$\begin{array}{c} 1,266,922 \\ 1,990,850 \end{array}$	850,432 2,004,307	Park Wall St. Nation'l	2,000,000 500,000	16.352,300 1,598,900	4.298,800	558,100 130,600	19,565.500	45,000
	Hous.E.&W.Tex	October	24,096	18,861	215,385	125,399	North River	240,000	1.543,100	18.5 (194.000	1,451,800	
	Illinois Cen.(III.)	October	674,887	646,190	5,792,356	5,578,330	East River Fourth National.	250,000 3,200,000	1.042.300 16.586.100	56.100 3,040.300	114.900 732,300	8 4,400 15,553,100	222,000 5 i 0,000
	Do (Iowa) Ind.Bloom.& W.	October	$\begin{array}{c} 190,438 \\ 69,272 \end{array}$	169,04~	1,589,730	1,507,375	Central Nat	2,000,000	7,357,000	266,000	1,209.000	7.,90,000	297.000
	Int. & Gt. North.	3d wk Nov	84,273	$47,574 \\ 68,081$	2,372,891 2,835,316	2,247,415 2,387,399	Second Nation'l Ninth National	300,000 750,000	3.081.000 5 645,000	583.000 860,700	290.000 403.300	3,197.000 5.2:0.6:0	90,000 597,70
	Iowa Central	October	108,464	91,042	956.596	773,918	First National Third National	500,000	14.401.000	5,825.800	202 400	14,419,000	429.000
	K.C.Ft. S. & Gulf L. Erie & West'n	2d wk Nov	37.799 28,866	31,768	1,439,985	1,282,891	N. Y. Nat. Exch!	1,000,000 300,000	4,982,300	334,8 10 112 60C	800.700	4.834 700	269,300
	L.R. & Ft.Smith	Uctober	61.592	25,633 60,151	1,280,792	1,209,054	Bowery National N. York County	250,000 200,000	1,833,900	183,000	260.000	1,732,100	228,200
	L.Rk.M.Riv.&T.		21,916	15,334			Germ'n Americ'n	750,000	1.612,900 2.602,200	29.870	519.7 (93.70)	2,004.500	180,000
	Long Island	3d wk Nov	42,721 274,100	37.042	2,108,915	1,908.286	Chase National Fifth Avenue	300,000 100,000	4,770,600	852.500	239,9 10	4 833 0.00	91,800
	Louis. N.A. & Ch.	October	151,000	252,000 99,571	11,377,039	9.873,506	German Exch	200,000	1,502,600	812,000 82,000	166.100 125,000	1.876 1 0	
	Mar.Hough.& O	2d wk Nov	28,128		1,153,261	864.069	Germania U. S. Nat.	200,000 500,000	1,630,600 4,536 600	73,100 778,600	249.30 6 138,100	1,867,2 0 4,469,600	445,500
	Mexican Cent. Do So.Div	th wk Oct	43,730 22,860		799,740		Lincoln Nat	300,000	1,494,510	238,100	120,200	1,613.7 1	44.900
	Mexican Nat'l	th wk Oct	22,842				Total	30.982.700	309.208.800	9.245 500	19.165.820	277,930,000	18 590.700
۰	Mil. L.Sh. & West :	3d wk Nov	18,301	14,62 5	786,736	541,693							
	Minn.& St. Louis Mo. Kan. & Tex	Septembr.	$138,412 \\ 157,599$	137,544	5 540 270	4 500 005	The deviation						
	Missouri Pacific	3d wk Nov	176,348	$\frac{121,049}{120,402}$	5,546.372 7.049,840	4,780,305 5,904,556	Loans and discoun Specie	ts Dec	2,739,900	Net depo	osits	Dec.	\$6,661,300
	Mobile & Ohio.	October	265,201	256,924	1.581.025	1,881,422	Legal tenders	Der	. 118,700	1			
	Metropol. Elev. 1 N. Y. Elevated.	November.	215,665 315,874	228,502 259,449	2,485,192	2,294,529	The followin	g are th	e totals fo	er two w	eeks:	120	
	Nashy.Ch.& St. L. le	October	180,319	172,121	3,054,277 1.5, $5,359$	2,664.575 1,750,072	1832. Loan	s. Spe	cie. L. Ter	ders. De	posits. Ci	rculation. A	gg. Olear.
	N.Y.&N. Engl'dk	3d wk Nov	69,663	64,533	3,064,380	2,514,030	Sept. 2	500 51.24	1,900 22.84	0.400 308,	953,300 18	3,293,100 7	7.790.343
5	Norfolk & West Northern Cent.	S WKS NOV	$\frac{160,292}{550,225}$	143.926	2,104,037	1,976,520	9329.907, "16326,570.	700 51,55	2,700 21,81	1,509 303, 1400 301	187,00 18	8,320,700 80 8,371,200 101	0.031.845
	Northern Pacific [3d wk Nov	196,247	149,664 115,676	4,971,502 6,303,741	4,479,915 3,591,916	** 23325.683.	800 51 01	3 500 21 053	.000 297.	38).300 1 a	3,637,400 93	0,932,831
	Ohio Central	3d wk Nov	22,458	18,942	933,359	598,887	" 39319.397. Oct. 7314.495.	000 48,42,	3,000 21,64 3,600 21,61	1,800 238,0 1,800 238	325,900 15	3,739,800 10 3,903,500 11	1 393.337
	Ohio Southern. Oregon 1mp. Co.	Sa WE NOV	9,584 333,893	8,073	337,326		** 14311,994.	100 52.2.1	3.600 21.613 8.500 21.34	1,700 286,	771,200 18	8,745,700 9	99.817.864
	Oregon R.&N.Cold	Detober	507,200	464,732	2,366.240 4,213,800	3,566,611	" 21310,293, " 28311,855,	400 52.03	5.800 20.434	.800 283.6	096.200 18 390,800 18	8,783,100 10 8,775,203 85	7.810.086
	Oregon & Cal	Septemb'r.	125,730				Nov. 4317,588, "11815,454,	200 52.02	3,900 20,070	0,900 235,	48,500 18	3,630,300 99	1 296,926
	Pennsylvania	3d wk Nov	11,096	3,672,971 12,064	40,548,832 683,316		* 18314.023.	300 50.98	5.400 19.234	1.300 251.	591.300 12	8,833,200 P. 8,985,7001,0	4.584.065
	Philadelp.& Erie (October	397.164	292.392	3 306 318	608,086 2,887,459	" 25, 309,203,	800 48,243	5,500 19,183	,800 277.	30.000 18	5.530.7001.34	6,993,567
•	Phila. & Reading	October	2,229,513	1 989 9481	17 789 472	16 000 692	Boston Ban	ksFol	lowing an	e the to	tals of t	he Boston	banks
	Do Coal & Ir. Richm.& Danv.	Bd wk Nov	1,592,217	1,441,674	12,371,464 3,203,350	11,233,363 3,015,993	Loan		cie. L. Ten	·			
	St. L.Alt. & T.H. 1:	Rd wk Nov	31,331	24,347	1,218,413	1,295,403	1882. \$ July 3 154,428,	900 7,98 ⁻	7,300 3,932	.700 98.1	k 109,900 3	0.664.900 (\$9,712,880
	Do (brchs.) 8t.L.Iron Mt.&S	3d wk Nov	18,030	16.543	764.930	664,729	· 1C 154.381.	209 7.575	5.400 3.+51	.900 95.6	27.300 8	0,839,400	39.037.659
3	St.L.&San Fran.	3d wk Novi	$206,940 \\ 75,542$	$158,011 \\ 66,732$	6,549,939 3,138.019	6,418,836 2,785,419	" 24 153,514,	500 7,520 900 7,885	,800 3,773 ,900 3,954	.000 97.8		0,56),300	78.293.247 75.231.959
	St. Paul & Dul [3	3d wk Nov	29,377	18,065	979.265	632,996	" 31 153,546, Aug. 7 153,033.	760 7.95	9,900 3,993	,200 96,8	34,600 3	0.228.990	36,175,561 37,679,380
	St. P. Minn.& M. Scioto Valley	d wk Nov	$\begin{array}{r} 204,502\\ 10,240 \end{array}$	$\begin{array}{c} 127,789 \\ 10,131 \end{array}$	7,709,908	4,227,755	·· 14 153,394,	800 6,496	,500 3,296	,200 91,3	37,500 2	9.988.500 (37,679,380
	080. Pac. Cal	August	124,772	10,101	478,954 789,250	391,823	" 21 153,205, " 28 15!,03.	600 6,042 300 5,83	,800 3,112 ,800 3,424	.900 93,1 .100 93.2		0,179,200 9,980,100	8,777,162 58,631,988
	Do So. Div.	August	1324.803		2,595,444		Sept. 4 150.739,	900 5,546	3,600 3,617	.500 .89.4	186,200 3	0,003,100	57.419.037
	So.Pac.of Ar.	August.	305,991 33,289		 1,914,696 488,778		" 18., 149,502,	600 6.110	,200 8.235	.300 91.3	95.900 30	0.278.800 (59.102 9#2 38,034. 715
	Bouth Carolina le	October	165,088	139,292	1,013.055	984,915	" 25 148,621, Oct. 2. 148,311,			,300 90,1	34,700 8	0.148.000	74.176,256
	Texas & Pacific Tol. Del. & Burl	Bd wk Nov	151,420	85,871	4,309,489	3.463.897	. 9 148,573,	200 6,505	,600 3,314	,800 88,5	18,300 3	1, 121,100 8	3.283.818 75.859.610
	Union Pacific	25 dys Nov	19,110 2.334.000	16,275	835,881	613,374	" 16 146,830, " 23 146,738,	500 8,891 900 8,212	.900 3,0:2 .400 2,994	.600 89.7 700 88.8	46,400 30	0,134,000 0,042,500	75.859.610
	Utan Central	JCLODER	132,935	137,650	1,255,211	24,420,040	" 30 146.425.	300 6,25	3.300 3.568	,700 90,0	:6,200 3		8.466.371 8.657.555
3	Vicksb'rg& Mer. (October	50.907	52,767	357,931		Nov. 6. 148,843, 13. 149,221.	100 6,229 000 5,93		,100 93,2 ,400 92,6	22,000 23 23,000 23	9 480 100 T	32,653,554
	Va. Midland	Bd wk Nov	† 59,535 410,410	156,997 337 325	1,237,123 15,043,327	1,151.620	" 20 149,033,	500 5,838	500 8.888	,700 93,9	1,900 2	9,981,900	75,587,693
	West Jersey	October	83,137		968,09:	12,001,000	³ 27 148,724, • Including the i				87,100 3	0,107,500	1.717,100
	Wisconsin Cent.		22,200	20.094									1
	 Includes Great Northern Divid 	t Western R	load since	Aug. 12.	† Freight	Barnings.	Philadelphi		sThe t	otals of	the Phi	ladelphia	DALIKS
					Pacific earni		are as follows:	Loane.	L. Tender	i 'Den-	oite cu-	culation	gg. Clear.
	U. S. Sub-Tr	easury	The follo	wing tabl	e shows the	e receipts	1882.	8 5		· · · · · · · · · · · · · · · · · · ·		*	\$
	and payments a	it the Sub	-Treasury	7 in this	city, as we	ell as the	July 3 10	76,091,119 75,455,576	19.102.14 18.877.29	6 69.408 89 67,976	3,976 9, 0,459 0	678.635	5.593 574
	balances in the s	same, for e	ach day	ot the pas	st week:		" 17	75,247,128	19.583.32	28 69.079	9.691 9	.675,680	50.638.315
		1		1	Balances.		" 24	75,138,502 76,094,912	20,059,64 20,699,79	19 69,516 18 71,104	3,259 9 4,140 9	440 499	5.219.917 5.34 4.234
	Date. Rece	ipts.	Payments.			. and the second s	Aug. 7	77.099.834	20,701,30 20,456.72	3 71,27 9 70,411	9,413 9	842,36)	3.31 4.234 7.58.831 6.385.803
					in. 0	urrency.	" 14 " 21	76.674.768 76.723.326	20.456.72 19.648.74	9 70,411 9 69,43	.713 9. 1.556 0	118 470 - 4	8.534.015
		300.05 1	*	1	B	\$	" 28	77,294.730	19,431,74	3 69,837	.517 9	455 459 4	3 917.612
		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4/9.592 5	4 103,199	,803 76 4,	739,345 37	* 11	77,937,513 78,651,763	19,329,89 19,7-8,91	2 70.511	.819 9	,31) 170 590.470	3,442.590
			,422,117 ($\begin{array}{c} 07 \\ 102,744 \\ 09 \\ 104,347 \end{array}$	553 55 1	709,970 15 768,921 59	** 18	73,751,470 78,758,509		1 71,780	0,109 9	854,870	19.574.530 19.442.590 54.315,730 54.177.283
	··· 29. 11,313	.184 73 *11	,999,027 (04 103,630	,363 82 4,6	800,269 01	Oct. 2	79,185,943	18,067,2-	16 70.5 :	4.456 9		
	30.	411 08 4	Holiday	78 106,593	929 50	· • • • • • • • • • • • • • • • • • • •	•• 9	79,053,588 77,758.306	17,521,51	2 69,31	5.920 9	711,336 6	7.998,501 56,828,176 59.925.644
						777 582 54	" <u>23</u>	78.939.700	16.240.37	2 66.06	2,418 9	.767.169 .8/6.555	925.844
	Total 26,933	.072 23 24	.025,904	52			" 30 Nov. 6	75,729,024 75,195,893	16.392.6× 17.597.28	27 65.72 7 65.340	.745 9 .821 4	726.730	19.516,150 1,932.95 2
	* \$10,000,000 of	above rec	eipts and				** 13	75.:00,878	17,462,52	3 85,600).482 9.	775,966	4.040.419 55.876.835 31,421.992
8	account on the bo	oks to anot	her.				" 20 " 27	75.693,167 74,996,585	16.605,88	7 65,591	,551 9.	.759.770 8 .710,880	1,421.992
													~

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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.

Subscribers will confer a favor by giving notice of an				rror	disco	vered in these Quotations.		-
UNITED STATES BONDS. Bid. Ask. CITY SECURITIES				Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.
THE STATES BOND	8.		Virginia-(Continued)-			Indianapolis, Ind.—7-30s,'93-99J&Jt	115	
reat antinued of 2 to Per ()		2 102	68. consols 1905 ex-coup . I&.	61		Jersey City-6s, water, long, 1895.	106	108
4195, 1891	-M 113	1134		12		7s, water, 1899-1902J & J 7s, improvement, 1891-'94Var.	108	115
		AI 1 1 0	10-40s, new. Tax-receivable coupons	43	44	78, Bergen, longJ & J	108	109 106
4s, 1907	-r. IVI	8 1024	CITY SECURITIES.	1		do 78.M&S and J&D	106	107
68, Currency, 1895reg 68, Currency, 1896reg	20 120		Albany, N. 1.—08, longvarious	$108 \\ 125$	•••••	Bayonne City, 7s, longJ&J Lawrence, Mass.—6s, 1894A& O!	109	110 1194
e Chipponev 1897 Feg	AL 130		7s long. Allegheny, Pa.—5s, cp., '83-97Var	100	105	6s. 1900	123	125
68, Currency, 1898reg 68, Currency, 1899reg	N.11100			100	100 102	Long Island City, N.Y-Water,7s,'95 Louisville, Ky7s, long dates. Var.1	117	95 121
STATE SECURITIES.		2	Alleghenv Co., 58, cp., 1913, J&J	106	107	7s, short dates	107	109
Alabama-Class "A," 3 to 5, 1906 do small.	831	4	4s. do 10-20s	100	$\frac{102}{102}$	6s, longVar.1 6s, shortVar.1	100	111 105
Class " B," 58, 1906	104	104	3-108	103	104 106	5s, 1890-1900M&N Lowell, Mass.—6s, 1890, W. L.M&N	104	105 1144
Class "C," 48, 1906	J 106		Atlanta, Ga.—78	105	110	Lynchburg, Va6sJ & J	107	110
Arkansas-6s, funded, 1899J 7s, L. R. & Ft. S. issue, 1900.A	5 J 20		Do. Śs. Waterworks	110	115	8sJ & J Lynn, Mass.—6s, 1887F&A	125 107	108
7a. Memphis & L. R., 1899 A	0 15		Augusta, Me6s, 1887, mun. F&A	104	105	Water loan, 6s, 1894-96J&J	119	121
78, L. R. P. B. & N. O., 1900. A 78, Miss. O. & R. Riv., 1900. A	$ \begin{array}{c c} 0 & 15 \\ 0 & 15 \end{array} $	24 12	Augusta, Ga—7sVarious Austin, Texas—10s		115	5s, 1905	98	115
78. Ark. Central RR., 1900.A d	01 10	15	Baltimore—6s, City Hall, 1884 Q—J 6s, Pitts. & Con'v. RR.,1886 J&J	103	$104 \\ 109$	Manchester, N.H5s, 1883-'85J&J †		103
7s, Levee of 1871, 1900J California-6s, civil bonds, 1893	95 106	10	6s, consol., 1890 Q-J	114	1144		124	126
Connecticut-68, 1883-4-5	11024	2	6s, Balt. & O. loan, 1890 Q-J 6s, Park, 1890 Q-M	114	1141_{2} 1141_{2}	48, 1911	103	10312
Delaware—6s. Dist. Col.—Cons. 3-65s,1924, cp.F	ZA 1084	1	6s. hounty, 1893	1144	120	68, A & BJ&J		
Consol. 3-658, 1924, regJe Funding 58, 1899Je	ti i i i i i i i i i i i i i i i i i i	116	6s, do exempt, 1893 M & 8 5s water 1894	120	130	6s, gold, fund., 1900 M & N 6s, end. M & C. BB	••••	
Perm. imp. 68. guar., 1891J.	111114	1	5s, water, 1894J&J 6s, 1900J&J	123	125	6s, end., M. & C. RR. 6s, consolsJ&J	50	100
Perm. imp. 7s, 1891J. Wash.—Fund.loan(Cong.)6s,g.,'	111214	1	6s, West. Md. RR., 1902 J&J 5s, consol, 1885 Q-J	124	130 107	Milwaukee, Wis.—5s, 1891J & Dl '/s, 1896-1901Var.t	110	100 116
Fund. loan(Leg.)6s, g., 1902 V Market stock, 7s, 1892	iri	122	68. Valley RR., 1886	108	109	78, water, 1902J&Jt	112	
Water stock, 78, 1901	130		58, 1916M&N 48, 1920J&J	120	121	Mobile, Ala.—3-4-5s, fundedM&N Montgomery, Ala.—New 3sJ & J	50	55
		116	Bangor, Me.—6s. RR.,1890-'94.Var. 6s, water, 1905J&J	111119	$\frac{117}{128}$	5s, new Nashville, Tenn.—6s, old	70	110
Florida-Consol. gold 6sJ & Georgia-6s, 1886F &	A 105		6s, E.& N.A. Railroad, 1894J&J	116	117	6s, new	105	110
7s, new bonds, 1886J & 7s, endorsed, 1886	J1107		6s, B. & Piscataquis RR.,'99.A&O Bath, Me.—6s, railroad aidVar	123	12312	Newark-6s, longVar.i 7s, longVar.i	$\frac{116}{120}$	117 122
78, endorsed, 1980Q 78, gold bonds, 1890Q 88, '76, '86	-j 113		5a, 1897, municipal	103 -	1032	78. water, long	120	123
Kanaga 79 long	5.I I I I D	110	Belfast, Me.—6s, railroad aid, '98 Boston, Mass.—6s, cur, long, 1905 Var	123	1023_{1} 1284_{4}	New Bedford, Mass.—6s, 1909. A&O! 5s, 1900, Water LoanA.&O	128	130 115
Louisiana-New con 78 1914	6.11 684	2	6s. currency, 1894 Var.	120L	121	N. Brunswick, N. J7s, various!	106	109
Ex matured coupon	A 101	102	5s, gold, longVar.	11912	120	68 New Orleans, La.—Premium bonds.		83
WAT GADLE ASSUMED, 08. 'SY AV	01110-	11091	4½s, long. 4s, currency, longJ&J Brooklyn, N.Y.—7s, shortJ&J	106	$107 \\ 105$	Consolidated 6s, 1892Var. Newport—Water bonds 7-30s		116
Marvland-6s, defense, 1883., J	zJ 1037	100-4	78. Park. longJ&J	140	145	New York City-7s. short	100	114
6s, exempt, 1887 J 6s, Hospital, 1882-87 J	zJ 108	1111_{2} 110	7s, Water, longJ&J 7s, Bridge, longJ&J	$137 \\ 138$	140 140	78, long	135	140
68, 1890Q 58, 1880-'90Q	-J 108	112	6s. Water, longJ&J	120		6s, short. 6s, long.	100	110
5s, 1880-'90Q Massachusetts—5s, July, 1883.Jd	_J 100 J 1004	107	6s, Park, longJ&J 6s, Bridge, long	126	135 130	6s, gold (consolidated), 1896-1901 5s, long	105	128 110
58. gold. 1890 A	01109	1110	58. Bridge, long	112	117 114	4s, long. Newton—6s, 1905, water loanJ&J	100	105 130
5s, gold, 1894.1895	Jt		do 68, 1882-'86 M & N	101	110	58, 1905, water loanJ&J	113	115
do do 1894M& do do 1888A&	V t		Buflalo, N. Y7s, 1895Var. 7s, water, longVar.t	110		Norfolk, Va.—6s, reg. stk, '78-85J&J 8s, coup., 1890-93Var.	1024	
Michigan-6s, 1883	j 192		68. Park. 1926	107		8s. water. 1901	127	131
7s, 1890	N 117 98	102	Cambridge, Mass.—5s, 1889A&Ot 6s, 1894-96. water loanJ&Jt	106	$\begin{array}{c} 107 \\ 121 \end{array}$	Norwich, Ct.—5s, 1907A&Ot 7s, 1905J.&J	1312	140
Missouri-6s, 1886 J &	J 108		6s. 1904. city bondsJ&J	128	129	Orange, N. J78, long	113	120
Funding bonds, 1894-95 J & Long bonds, '89-90	J112		Charleston, S.Č.—6s, st'k,'76-98Q-J 7s, fire loan bonds, 1890J & J	30		Oswego, N. Y7s, 1887-8-9! Paterson, N. J7s, longVai	121	128
Asylum or University, 1892.J &	J 115		7s, non-tax bonds	103			113	115 108
Asylum or University, 1892. J & Hannibal & St. Jo., 1886J & do do 1887J &	J 109	112	4s. non-taxable Chelsea. Mass.—6s, '97, water l. F&A†	120	121	Petersburg, Va68J&J	102	
N. Hampshire-5s, 1892	J 1084	1083_{4} 118	Chicago, Ill.—78, 1890-99 68, 1895-98	119	125	8sJ&J 8s, special tax	117	
War loan, 6s. 1901-1905 J &	.1123	125	4 108, 1900	107		Philadelphia, Pa58, reg		
War loan, 6s 1884M New Jersey-6s, 1897-1902J&	k8 103	104	3-65s, 1902. Cook Co. 7s, 1892	119	102	6s, old, regJ&J 6s, new, reg., due 1895 & over.J&J	135	
68, exempt, 1896	J*		Cook Co. 58, 1899 Cook Co. 4 ¹ / ₂ 8, 1900	108		4s, new. Pittsburg, Pa.—4s, coup.,1913J&J.		100
New York-6s, gold, reg., '87J 6s, gold, coup., 1887J	J1108		West Chicago 58, 1890	$103^{1}2$	10114	5s. reg. and coup., 1913J&J.	105	
68, gold, 1883J & 68, gold, 1891J &	J 1024		Lincoln Park 7s, 1895 West Park 7s, 1890	106	10642	6s, gold, reg	116	117 125
68, gold, 1892	0120		South Park 6s. 1899	105	107	7s, street m.p., reg, '83-86Var.	101	106
68, gold, 1893	0121	···· ·	Cincinnati, O.—6s, longVar.i 6s, shortVar.i		. 57	6s, railroad aid, 1907 M&S	120	120 122
68, 0ld.	0! 28		7-30s, 1902 4sJ&J	129 4	130-2	Portsmouth, N.H6s, '93, RR. J&J Poughkeepsie. N. Y7s, water	11412	11519
68, N C. RR., 1883-5J & 68, do	0 150		Southern BR. 7-30s. 1902-6 . J&J	12942	13012	Providence, R.I58, g., 1900-5. J&J	116	11819
68, do coup. offJ &	J 130		do 6s, g., 1906 M&N do Cur. 6s, 1909F&A †	118 ¹ 2 118 ¹ 6	120	63, gold, 1900, water loanJ & J os. 1885M & Si	126	128 106
68, Funding act of 1866 1900 J	zJ 10	15	do Ska fd 5a 1910M& Vt	111	112	Richmond, Va -68	114	1144
68, do 1868,1898A 68, new bonds, 1892-8J	0 10	15	Cleveland, O6s. longVarious			88J & J 58	10412	105
08, do A &	0 15		5a dong Var	to some a straight		Rochester NY -68 Var.	100 1	
68, Chatham RR. Ac 68, special tax, class 1,1898-9A	$\begin{array}{c c} 0 & 4 \\ 0 & 5 \end{array}$	6 8	Columbus, Ga 78			7s, water. 1903J & J† Rockland, Me.—6s, '89-99, RR F&A	99 1	100
class 2 $A &$	0 5	8	Covington, Ky7-30s, long	102		st. Joseph, Mo.—Comp'mise 4s, 1901 St. Louis, Mo.—7s, 1885F&A	75	
48, new. 1910 I &	11 78	8 30	7-30s, shortt Water Works	1154	116	69 short Var. 1	LOG 1	1074
4s. new, small. Ohio 6s, 1886J &	75		Water Wollas Dallas, Texas—8s, 1904 10s, 1883-96 Water, 6s. 1900 Detroit, Mich.—7s, long Var.	1011_{2}	107_{2}	6s, longVar. 1 5s, longVar. 1	10710	117 1084
renna58, new, reg., '92-1902 F&	A 1118		Water, 68, 1900	97 42	10212	68. gold, longVar.		
68, 15-25, reg., 1882-'92F & 48, reg., 1892-1904	A		Detroit, Mich.—7s, longVar.t 7s, water, longVar.t	110			17	
48, reg., 1912 F &	A 1116		Elizabeth, N. J.–78, short	4442	4542	Currency, 78, 1887–'88Var	104 49.	
South Carolina—68. Act. of March	J 118	·····	7s, funded, 1880-1905Var. 7s, consol., 1885-98A & O	44-2	$46^{1}2$ $46^{1}2$	St. Paul, Minn.—6s, long1 7s, long1	LO9 .	
20, 1869. Non-fundable 1888	SI	7	78 1905	4112	4649	8s. 1889-96	115	120 126
Brown consols. Tennessee-6s, old, 1890-98 J &	. 104 ¹ 2 J 43	106	Fall River, Mass.—6s, 1904F& At 5s, 1894, goldF&At	10842	110	58, 1904, W. L.	114 1	115
os, new ponds, 1892-1900 . I &	11 42		Fitchburg, Mass.—6s. '91, W.L J&J† Galveston, Tex.—8s, 1893-1909 M&S	113	115	5. Francisco-78, g., 1888-95 Var. 1	.04	
6s, new series, 1914J & Compromise bonds, 3-4-5-6s, 19	21 50	52	58. 1920J&D	90	100	Savannah funded 5s. consols	83	85
78, gold, 1892-1910 M&	St 110	120 125	Galvest'n County, 6s, 1902M kN Hartford, Ct.—City 6s, var. datest			Somerville, Mass.—5s, 1895A&O 1 6s, 1885J&J†1	10112	112 106
_'s, gold, 1904	11122		Capitol. untax. 68			6498. 1884. A&OT 1	10112	108 2
Virginia-68, old, 1886. 95 J &	D 113 J 35	115	Hartford Town 4 ¹ 28, untaxt Houston, Tex.—108	30	40	Fringfield, Mass.—6s, 1905A&O 1 7s, 1903, water loanA&O 1	133 µ	136
6s, new bonds, 1886-1895J & 6s, consol., 1905J &	1 35		6s, funded. Haverhill. Mass.—6s. '85-89 A&O	30		Toledo, O.—7-30s, RR., 1900. M & N †. 8s		
* Price nominal · no late trans	Constanting of Consta		+ Purchaser also pays secrued intere			a Lendon.		

* Price nominal; no late transactions.

† Purchaser also pays accrued interest.

t In Lendon.

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

(1	Tarla	auati	Head of F	ILSI I	Page	of quotations.		- 1
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Miedo, Ohio-(Continued)-			Ches. & Ohio-Pur. money fd., 1898			C.C.& I.C1st cons.,75,1908.A&O		
Washington, D.CSee Dist. of Col.		•••••	Series A, 1903 6s, gold, series B, int. def. 1908	$ 103 \\ 85 $	$ \begin{array}{c} 1013_{1} \\ 86 \end{array} $	2d mort., 7s, 1909 F&A		130
Winnington, N.C68		·····	6s, currency, int. deferred. 1918.	51	52	Income 7s, 1890 Chie. & Gt. East., 1st, 7s, 93-'95.	46	50
Ss, gold, cou. on	1117	118	6s, 1911	1110	11014	Col.& Ind. C., 1st M., 7s, 1904.J&J do 2d M.7s, 1904.M&N	*110	
58, 1905	113	115 106	Chic. & Alton-1st M., 78, '93 J&J		$122 \\ 119$	Un.& Logansp., 1st. 7s, 1905, A&O	*113	114
Yonkers. N. YWater, 1903	1120		Sterling mort., 6s, g., 1903. J&J Income, 7s, 1883			T. Logansp. & B., 7s. 1884. F&A Cin. & Chic. A. L., 1886-'90	*100	103
RAILEOAD BONDS. Ala. Cent.—1st M., 6s, 1918J&J	96	103	Bds. Kan. C. line,6s,g.,1903.M&N Miss.Riv.Bridge, 1st.,s.f.,6s,1912			Col. Hock. Val. & TolConsol. 5s. Col. & Hock. V1stM., 7s. '97.A&O	11	90
Income 6s, 1918		70 110	Louis'a & Mo.R., 1st, 7s, 1900F&A		117	do 2d M., 78, 1892 L&J	1108	118
Alb'y & Susq1st M., 78, '88. J&J	11012		do 2d, 7s, 1900 M&N St.L.Jacks'v.&C., 1st, 7s, '94.A&O	116	!	Col. & Toledo-1st mort. bonds do 2d mort.	11100	120
2d mortgage, 78, 1885A&O Consol. mort., 78, 1906, guar.A&O		10642	do 1st guar. (564), 78, '94A&O do 2d M. (360), 78, '98J&J			Col. Springf.&C.—1st, 7s, 1901.M&S Col. & Xenia—1st M., 7s, 1390.M&S		
Alleghany Cent1st M., 6s, 1922.		100	do 2d guar. (183) 7s, '93. J&J			Conn. & PassumpM., 78, '93.A&O	111412	1154
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Bast, exten. M., 78, 1910A&O Income, 78, end., 1894A&O	118	50	Bonds, 5s, 1895J&D 5s, 1901	+		Conn. West1st M., 7s, 1900. J&J	32	34
Atoh'n & Neb1st, 7s, 1907. M&S	+115	116	58, 1919, Iowa Div	1100		Connecting (Phila.)1st, 6s M&S Cumberland & Penn1st mort	1034	105
Aton,& Pike's Peak-1st.6s, g.M&N Aten. Top.& S.F1st.7s, g., '99.J&J		105	4s, 1919, do	1 82		Cumberl Val 1st M. 8s 1901 A&O	102	105
 Land grant, 7s, g., 1902	†113	13 ¹ 2	Bur. & Mo. R., I'd M., 78, 93.A&O	1115		Dakota Southern-78, gold '91 F.&A	195	100
Land income, 8s	1100	101	Bur.& Mo. (Neb.), 181,64,1918.J&J	1112			+10312	10312
-Guaranteed 7s, 1909 . J&J&A&O 5s, 1909 (1st mort.)		113 96	do Cons. 63, non-exJ&J do 48, (Neb.), 1910J&J	†102 †	1024 82	3d mort., 7s, 1888, now 2d, A&O Dayt. & West.—1st M.,6s, 1905.J&J	1107	108
58, plain bonds, 1920	1 13.5	86 83	do Neb. RR.1st,78,A&O	1	1 !	1 st mort., 78, 1905	1116	118
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WichitadS.W., 1st, 7s.g., gun, 1902 Atanta & Charlotte Air L1st, 7s	t	108	Income bonds, 1907 Chie. & Gr. Trunk-1st mort., 1900	85	101	Denv.S.P.& Pac1st.7s.1905 M&N	1	98
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Actantic & Pac1st 6s, 1910 J&J Incomes, 1910 J&J			Chic. I'a & Neb2d M., 58, 1883 Chic.& Mich.L.Sh1st, Ss,'89.M&S		$101 \\ 113$	Detroit & Bay C.—1st,8s,1902.M&N 1st M., 8s, end. M. C., 1902.M&N	1120	
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Sterling, 6s, 1895	115	117	P. D., 2d M., 7 3-108, 1898. F&A	122		Con. M., 5% till '84, after 6% 1919 Det. L. & North.—1st, 7s, 1907.J&J	11134	116
do 6s, g., 1910. M&N	1:122	$ 119 \\ 124$	St. P. & Chic., 7s, g., 1902J&J Mil. & St. P., 2d M., 7s, 1884.A&O	130		Det. Mack.& M1st. 68,1921.A&O Land grant, 3 ¹ 2, S. A, 1911)	924
Parkersburg Br., 68, 1919A&O Stalt. & Pot'c-1st, 68, 9., 1911.J&J		11034	La. C., 1st M., 78, 1893J&J		124	Income, 1921		
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2d mort., 68, 1885		12142	Hast. & Dak., 1st M.,7s, 1910.J&J Chie. & Mil., 1st M.,7s, 1903.J&J	126	$119 \\ 130$	1st mort., 2d Div., 1894	1115	
3d mort., 6s, 1887	101		1st mort., consol., 7s, 1905J&J	12410		East Penn1st M., 78, 1888. M&S	3 106	
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Sost.Clint.& F —1st M.,,6s, '84,J&J 1st M., 7s, 1389-90J&J	1011	$102\frac{1}{2}$	1st M., 5s, La C. & Dav. 1919J&J So, Minn, 1st 6s, 1910J&J	1071	941_{2} 1031_{8}	Income, 6s, 1931	40	41
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N. Bedford RR., 74, 1894J&J Equipment, 68, 1885F&A	120		do West. Div., 5s,1921.J&J Minerai Pt. Div., 5s, 1910J&J		92	E.Tenn.& Va.,end.,6s, 1886. M&N Eastern, Mass6s, g.,1906M&S	11084	10810
Bost. Conc.& MonS.F., 6s, '89.J&J		93	Chic. & L. Sup. Div., 58, 1921 Chicago & Northwest.—			Sterling debs., 6s, g., 1906. M&	1104	106
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330sfou & Lowell 7s, '92		119	Exten. mort., 7s, 1885 F&A	102	1064	5s, perpetualA&C)!	. 100
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Brooklyn Elevated-Bonds.	25	35	Escan.&L Sap., 1st, 6s, 1901.J&J Des M.& Minn's, 1st, 7s, 1907.F&A			Evansy.T.H.&Chi1st, 7s, g.M&N Fitchburg-5s, 1899) 100	103
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Buff.N.Y.& Phil1st, 6s,g.,'96.J&J		the second se	Chie. & Mil., 1st M., 7s. '98J&J		126	7s, 1894	$) \dagger 123$	124
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3d M. (guar. C. P.), 6s, 1905. J&J	104	107	2d mort. 6s, 1907J&D Ten. lien, 7s, 1897M&N	1110	120	Frankfort & Kokomo-1st, 7s, 1905 Gal. Har. & S.A 1st, 6s, g. 1910. F&A		107
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Gamden & Atl. —1st, 78, g., '93J&J 2d mort., 6s, 1001	1		do 2d mort., 8s	105		Gal. Hous. & H 1st. 7s, g., 1902. J & . Georgia 7s, 1883-90	i 110	114
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		1.12	do 2d mort. debtA&O Chic.St.P.Min.&Om.—Con. 6s, 1930	115	120	1st M.,7s, l.g., gold.not guar. A&C Ex land grant, 1st 7s, '99		
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Atch'n Col. & P. 1818, 68, 1905 Q	9156		2d mort., 78, 1900 Consol., gold, 68, 1912		90	Kans. C. & Cam., 1st, 10s, '92. J&J Housatonic–1st M., 7s, 1885. F&A	1123	125
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Contificatos of indebite laess, 6s Oent. Iowa-New 1st., 7s., '99.J&J	().)	95	do 68, 1905 A&O	1110	11012	Houst.&.Tex. C1st., 7s, guar., '91 West. Div., 1st, 7s, g., 1891J&	1 106	108
ing. bonds," debt certs.", 7s.A&O	1		Cin. H. & I., 1st M., 7s, 1903.J&J Cin. I. St. L. & ChicCon. 6s, 1920	+102	110	Waco & N. W., 1st, 75, g., 1903. J&J Cons. mort., 85, 1912	1 110	
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Cheraw & Darl1st M.,8s,'83.A&C 2d mort., 7s.	$111 \\ 103$	l	Columbia & Green.—1st, 6s. 1916. 2d mort., 6s. 1926	99 75		2 t mort., 5s, 1911J&J 2d mort., income, 1906J&J		1 60
* Price nominal; no late transa		+ T	he purchaser also pays accrued inte		+ Tn T	ondon		

* Price nominal; no late transactions.

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t The purchaser also pays accrued interest. t In

t. ‡ In London.

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DECEMBER 2, 1882 |

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THE CHRONICLE.

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

RAILROAD BONDS. d. Dec. & Springf.—(Contin'd) - New 1st mort. 6s, funded d'polis & St. L.—1st, 7s, 1919. Var d'apolis & Vin.—1st, 7s, 1908. F& J.		Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	1
d. Dec. & Springf.—(Contin'd) New 1st mort. 6s, funded d'polis & St. L.—1st.7s, 1919. Var d'apolis & Yin.—1st. 7s.1908. F&A			A CONTRACT OF A					AB
New 1st mort. 68, funded d'polis & St. L. —1st, 78, 1919. Var d'anolis & Vin. —1st. 78, 1908. F&A			Michigan Central-(Continued)-			North. Pac., P. D'O Div68, M&S.	10312	101
Manalia & Vin 18L. 78.1908. F &4		115	J.L.& Sag.North Ext.,8s,'90.M&N do Cons. M.,8s,'91M&S	1112.8	113	Gen'l l. g., 1st, 6s. 1921J&J Gen'l l. g., 1st, 6s, regJ&J		103
	1 100	101	do 63,1891M&S Joliet & N.Ind.,1st,7s (guar.M.C.)			O. d'nsb'g&L.Ch.—1st M.6s,'98,J&J i3. F., 8s, 1890M&S	102	101
2d mort., 6s, g., guar., 1900.M& t. & Gt.North1st,6s,1919.M&	102	103	Mil.L.S.& W.—1st M.,6s,1921.M&N 1st, incomes.	79	981 <u>2</u> 7912	Consol. ,6s, 1920	188	89
Coup. 6s, 1909	01-2		Mil. & No1st, 6s, 1910 J&D		98	Ohio Cent1st, mort., 6s, 1920, J&J		1 86
nia & Lansing-1st 88, '89J&		113	Minn. & St. L.—1st M., 1927J&D 1st M., Iowa City&W., 1909.J&D	113_{2}		Incomes, 1920 1st Ter'l Trust, 6s, 1920J&J		92
Falls & Sioux C.—1st, 7s, '99A&C fferson—Hawl'y Br. 7s, '87J&	1112-8	120	2d mort., 7s, 1891J&J Southwest. Ext., 1st, 7s, 1910	102^{1}_{2} 111		Mineral Div., inc. 7s, 1921 River Div., 1st	5958	60
1 at mort 78, 1889	1 100	108 116	Pacific Ext., 1st, 6s, 1921 Miss.& Tenn.—1st M., 8s, series "A"	$\frac{100}{122}$	123	do income Ohio&MissCons. S. F. 78, '98. J&J	15	1.17
ff. Mad.& Ind.—1st, 7s, 1906.A& 2d mort., 7s, 1910J&	11110		8s. series "B"J&J	103	111	Cons. mort., 78, '98J&J 2d mort., 78, 1911A&O	117	121
nction RR. (Phil.)—1st, 6s, '82 J &)	11512	Mo.K. & TCons. ass., 1904-6.F&A Consolidated 6s, 1920J&D		8712	1st mort., Springf, Div., 1905 M&N	114	114
C.Ft.Scott& G1st,78,1908 J&I ansas C. Lawr. & So. 1st, 58, 1909) 110	1101_{2} 1023_{4}	1st, 6s, g., 1899. (U. P. S. Br.)J&J 2d mort., income, 1911A&O	105	60	Ohio Southern—1st 6s, 1921J&D 2d income, 6s, 1921		1 30
C St Tos & C.B M. 78.1907 J&	11110-2	114 70	General mortgage. Boonev'e B'ge,7s,guar,1906.M&N			Ohto & W. Va.—1st, s f., 7s, 1910M&N Old Colony—6s, 1897	1113	117
ansas & Nebraska—1st mort 2d mort	1 20	25	Han. & C. Mo., 1st 7s, g., '90.M&N	104		6s, 1895J&D 7s, 1895M&S	1110-2	11.1
entucky Central-6s, 1911J&. okuk&Des M1st.5s.guar.A&C	101	102	Mo.Pac1st mort.,6s,glit,'88, F&A Consol. 6s, 1920	.99	101	Oreg. & Cal1st 6s, 1921J&J	192	94
Erie & West.—1st, 6s,1919.F&A Income, 7s, 1899	984	$ 100 \\ 50 $	2d mort., 7s, 1891	112		Oregon Short Line-1st mort Osw.&Rome-1st M., 78, 1915.M&N	120	1
Sandusky Div., 6s, 1919 F&		98	3d mortgage, 7s, 1906M&N Income, 7s, 1892	107	10912	Panama—Sterl'g M., 7s, g. '97.A&O Sinking fund sub., 6s, 1910.M&N		119
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M. So.& N.I., S.F., 1st, 7s, '85.M& Cleve. & Tol., 1st M., 7s, '85J&	1047 ₈ 108		3d pref. debentures 4th pref. debentures		1 11/2 1	Gen'l mort., 68, reg., 1910 A&O Cons. mort., 68, reg., 1905Q-M		1120
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D. P. & Ash., new 7s, 1892. A& Bufl.& E., new bds, M., 7s, '98. A&) 118		Cairo Extension 68, 1892J&J Morg'n's La.&Tex.,1st,6s,1920J&J			do 1st M., 4 ¹ 28, 1921.J&J	9512	1
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4.8.& M. S., cons., cp., 1st, 7s. J& do cons., reg., 1st, 7s, 1900.Q-	1 125		1st. Tenn. & Pac., 68, 1917J&J			Class R	71	1 7
do cons., cp., 2d,7s, 1903J&I do cons., reg., 2d, 7s, 1903J&I	12010		1st, McM. M. W.&A.,6s,1917.J&J Nashv.& Decat'r1st,7s,1900.J&J	1		Philo & Erie-2d M. 78 1888 L&I	11.120	1
wrenco-1st mort., 7s,1895.F&A high & Lack1st M.,7s, '97.F&A			Natchez Jack. & Col.—1st, 7s, 1910 Nevada Cen.—1st 6s, 1904 A&O	T	103	Sunbury&Erie, 1st M.,78.'97.A&O		
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Rock& Ft.S.—1st,l.gr.,7s'95.J&. ttle Schuylkill—1st, 7s, '82.A&C			N.Y.C.& HudM.,78, cp.1903.J&J		13112	Scrip for 6 deferred ¹ 2 coupons Coal & I., guar. M., 78, '92 M&S	197	10
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N. Y. & Rockaway, 78, 1901.A&C)		do 6s, 1887J&D do real est., 6s, 1883M&N	109		58, 1910. Pittsb.Bradf.& B.—1st.6s1911A&O	103	10:
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do Incomes u'v.C.& Lex.—1st,7s,'97 J&J(ex	115	116	N.Y.Chic.& St. L1st,6s,1921.J&D Equipment bonds			Steubeny, & Ind., 1st., 68, 84. Var.	102	
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Cecilian Br., 7s, 1907M&: Louisville loan, 6s, '86-'87A&C)		2d mortgage income		14	3d mort., 7s, 1912		13
LebKnoxy. 6s, 1931 M&s Louis. Cin. & Lex., 6s, 1931.M&N	5 100 1 100		N.Y.&Harlem-7s,coup.,1900.M&N 7s, reg., 1900		130	Pitts, Titusv & BNew 78, 96F&A	93	9
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Pensacola Div.,1st,6s,1920M&S St. Louis Div1st, 6s, 1921M&S	3 90	100	2d mort. exten., 5s, 1919 M&S 3d mort., 7s, 1883	102		Pittsb. & West1st mort. Portl'nd&Ogb'g-1st6s,g.,1900J&J		
do 2d., 3s .1980.M&s Nash. & Dec., 1st 7s, 1900J&	8 40	119	4th mort., ext., 5s, 1920A&O 5th mort., 7s, 1888J&D			1 Vt div 1st M. 68. g. 1891. M&N	20	. 3
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ndroscog. & Ken., 6s, 1891.F&	1108	110 111	N.Y.& N.Eng1st M., 7s, 1905J&J 1st mort., 6s, 1905	111114	11412	Consol. mort., 68, 1915	6212	1 0
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N.Y.& Man. Beach, 1st 7s,'97,J&. rietta & Cin.—1st M7s. '91F&?		1273	3d mort. inc. L'sed L.rental tr'st'73,Trus.cer.7s	$\frac{4}{20}$	$\begin{array}{c} 10\\ 25\end{array}$	Rich. & Petersb., 8s, '80-'86A&O New mort., 7s, 1915M&N	110	12
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rq'tte Ho.& OMar.& O.,88, '9: 88, 1908	2+116	$118 \\ 102$	N. Y. West Shore & Buffalo5s North Penn1st M., 6s, 1885.J&J		727_8 1004_2	0 mort 78 1892		
uss. Central-1st, 6s, 1893	125	$ \begin{array}{c} 26 \\ 92 \end{array} $	2d mort., 7s, 1896	119		Consol., 1st ex. 58, 1922A&O	03-1	.]
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st, cons., Tenn. lien, 7s, 1915 J&. trop'n Elev.—1st, 6s, 1908, J&.	[109	9934	Norf'k & WGen'l M.,6s,1931 M&N Norf'k & Petersb., 2d, 8s, '93.J&J	99% 113	100^{1}_{2} 115	St. L. Alt. &T. H 180 M., 78, 94.0 CJ	116	11
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ubsidy bonds	• • • • • • • • • • • • • • • • • • • •	80	Virginia& Tenn., M.,68, 1884.J&J Va. & Tenn., 4th M., 88,1900.J&J	124		14t Louis & I. Mt1st. 78, '92, F&A	11112	
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chigan Central- Jonsol., 7s, 1902M&N			LATER LANGE LANDING TOU MELLODI OU MILLON			1 alle ine int accumulative		+
Chigan Central— Jonsol., 7s, 1902	102 112	$112^{1}2$	2d mort., 8s, 1899	118	106	2d 6s, inc., int. accumulative Ark, Br. 1, gr., M., 7s, g., '95.J&D	101	Į
chigan Central— Jonsol., 7s, 1902	$\left \begin{array}{c} 102 \\ 1112 \\ 1111_2 \\ 1111_2 \end{array} \right $		2d mort., 8s, 1899	$105^{1}4$ 116	106 117	Ark. Br. l. gr., M., 78, g., '95.J&D Cairo Ark. & T.,1st,78,g.,'97.J&D	100	10
chigan Central— Jonsol., 7s, 1902	$ \begin{bmatrix} 102 \\ 1112 \\ 11112 \\ 11112 \\ 11112 \\ 1106 \end{bmatrix} $	112 108	2d mort., 8s, 1899M&S North'n Cent.—2d mort.,6s, 85.J&J 3d mort., 6s, 1900A&O Con. mort., 6s, g., coup., 1900.J&J	$ \begin{array}{r} 105^{1}4 \\ 116 \\ 115^{1}4 \end{array} $	$106 \\ 117 \\ 116^{1}2 \\ 117$	Ark. Br. l. gr., M., 78, g., '95.J&D Cairo Ark. & T.,1st,7s,g.,'97.J&D Cairo & Ful., 1st,1g.,7s,g.,'91.J&J Cairo & Ful., 1st,1g.,7s,g.,'91.J&J Gen. con, r'y & l. g., 5s,1931A&O	106 106 1064 7319	7
chigan Central— Jonsol., 7s, 1902	$ \begin{array}{c} 102 \\ 1112 \\ 11112 \\ 11112 \\ 1106 \\ 38 \\ 98 \\ 98 \\ \end{array} $	112	2d mort., 8s, 1899	$ \begin{array}{r} 105^{1}4 \\ 116 \\ 115^{1}4 \\ 116 \\ 97 \end{array} $	$106 \\ 117 \\ 116^{1}2 \\ 117$	Ark. Br. l. gr., M., 78, g., '95.J&D Cairo Ark. & T.,1st,78,g.,'97.J&D		1.790

* Price nominal; no ate transactions.

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nsactions. † The purch

† The purchaser also pays accrued interest.

t In London.

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

			ons see notes at near of First Fage of Quotations.		,
RAILROAD BONDS.	Bid.	Ask.	RAILROAD STOCKS. Bid. Ask. RAILROAD STOCKS.	Dia	
					Aak.
St Louis & San. Fran.—(Contin'd)— P. C. & O. 1st, 6s,			1 st mort, os, 1896	165 §338	167
Equipment 7s, 1895J&D St.L.Vand.&T.H1stM.,7s,'97.J&J			1st mort., 7s, 1899		70
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St.P.Minn.& Man1st 78,1909 J&J		1094	1st mort., 6s. 1890J&J 114 119 Denver & New Orleans	12512	
2d 6s, 1909	1033_{4} 105	107	End., 2d mort., 6s, 1890J&J 109 113 Denver & Rio Grande100 2d mort., pref., 6s, 1895J&J 109 ¹ 2 111 Denver & Rio Grande Western	4618	463g
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Sunb.Haz.&W-B. —1st,5s,1928M&N	90	99	Albany & Susqueh., Guar., 7100 125 Green Bay Winona & St. Paul. 100 Allegany Central 100 do Pref100	7	7
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Income. Tol.Del's & Bur.—1st main, 6s, 1910	54	9.8	do do Pref 100 131 132 Jollet & Chicago, guar., 7100 Bost. Con. & Montreal100	135 74	70
do 1st Dayton div.,6s, 1910 do 1st Ter'l trust, 6s 1910			do $Pref. 6100 \times 110 111 do do nref 100 000 $	120	76 122
Income, 6s, 1910, main line	10	1 15	Boston Hartford & Erie new 1 do do old	•••••	
-Dayton Div. inc., 68, 1910 United Co's N.J.—Cons.,68,'94.A&O			BOSTON & LOWEII		
Sterling mort., 68, 1894 M&S	1	115	Boston & Maine100 x147 148 Lake Erie & Western100 Boston & New York Air L	2958	2958
do 6s, 1901M&S Cam. & Amb., mort., 6s, '89.M&N	1119	121 1124	do do pref 7812 7812 Lehigh Valley	§643	65
 Union Pac 1st, 6s, g., 1896-'99 J&J 	1154		Buston Revere Beach & Lynn. 100 116 117 Little Rock & Fort Smith 100	43	
Land Grant, 7s, 1887-9A&O Bink. F., 8s, 1893M&S		11058	[Drookly II Elevated, assessing paral) = 0 [][Little Miami, leased, 8 gilar	146	
Om. Bridge, sterl. 88, g., '96, A&O			do Pref100 65 Long Island	59	59 61
Reg. 8s, 1893		107	Buff. N. Y. & Erie, leased100		
Colorado Cent., 1st, 8s, g., '90. J&D			do do prefl. Louisville & Nashville106	51	514
Denver Pac. , 1st M., 7s, g., '99.M&N Kans. Pac. , 1st, 6s, 1895F&A	109		Buffalo Pittsburg & Western50 §17 18 Louisville New Albany & Chic.100 do Pref	62	70
do 1st M., 6s, 1896J&D		111	Bunalo & Southwest	68	72
do 1st,R.& L.G.D'd,'99.M&N do Inc.,No.11,7s,1916.M&S			Burlington C Bapids & North 100 75 Manchester & Lawrence100	165	167 19
do Inc.,No.16,7s,1916.M&S do Denv.Div.,6s ass.cp.cert.					46
do 1st cons. M6s.1919 M&N	98	$\begin{array}{c} 106 \\ 99 \end{array}$	Cairo & Vincennes, pref California Pacific	83 42	85 46
Atch. Col.&Pac., 1st, 6s, 1905QF Atch.J.Co.&W., 1st, 6s, 1905.Q,-F	1	91^{1}_{2} 91	Camden & Atlantic		
Utah Cen1st M., 6s, g.,1890.J&J	101	01	do Pref		
Utah So.—Gen. M. 7s, 1909J&J Extension, 1st, 7s, 1909J&J	1064_2		$Catawissa \dots 30 2078 \dots 0$	112	113
Utica & Bl'k RMort., 78, '91, J&J	107		do 2d pref	47	57
Valley, of Ohio—1st mort Verm't & Can.—M., 3s	$ \begin{array}{c} 100 \\ 50 \end{array} $		Cedar Falls & Minnesota100 15 20 [Metropolitan Elevated	83	85
Mississquoi, 7s, 1891J&J			do Pref., 7100 Mexican National	15 105 ₈	20
Vermont Ĉen.—1st M., 7s, '86.M&N 2d mort., 7s, 1891J&D	92		Central of Georgia100 105 110 do pref Central Iowa100 2918 2919 Michigan Central 100		
Income extension 8sM&N Stanstead S. & C., 7s, 1887J&J	50 50		do 1st pref100 55 65 Michigan & Ohio	5.	
Verm't& Mass.—1st M., 6s, '83.J&J	11003	10012	do 2d pref100 45 50 do Pref Central of New Jersey100 69 69 ¹ / ₄ Midland of New Jersey	12 15	25
Conv. 7s, 1885J&J Vicksb. & Mer.—New 1st mort	1	95	[Central Ohio		15
2d mort	55	65	do Pref. 50 51 55 do do Pref. 100 Central Pacific. 100 87 87 ¹ 8 Mine Hill & S. Haven, leased50	5	
3d mort., income Virginia Midland–1st mort., 6s	108	$32 \\ 113$	Charlotte Col. & Aug100 3512 3614 Minneapolis & St. Louis100	28	284
2d mort., 68	1074	10812	do 1st pref100 32 35 Missouri Kansas & Texas100	3134	32
3 d mort., 5-68 4 th mort., 3-4-58	52	93 55	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	1024	
5th mort., 5s. Incomes.	93	94	Chicago & Alton	124	124
Wabash-1stM.,ext.,7s.'90.ex.F&A	106	56 ¹ 2 108	do Pref., 7100' 130 Nashville. Chat. & St. Louis25 Chicago Burlington & Quincy100 x125 126 Nashua & Lowell100	5118	52 147
Mort., 7s, 1879-1909 A&O 2d mort., 7s, ext. 1893, ex M&N		92	Chicago & Canada Southern 2 6 Nashua & Rochester, guar. 3100	55	57
Equipment, 78, 1883		101	Chicago & East Illinois	2	54 34
General mort., 6s, 1920 J&D Chie. Div., 5s, 1910	82	82 ¹ 2 82	Chicago Milwaukee & St. Paul. 100 10278 10348 do pref	15	
Havana Div., 6s. 1910J&J			Chicago & North Western 100 13519 New London No leased 8 100		1
Tol. P. & West., 1st 7s, 1917Q do 1st pref. inc., conv.		107	do Pref., 7.100 152 153 N. O. Mobile & Texas100 Chicago Rock Island & Pac100 127 ¹ 2 N. Y. Central & Hudson River.100		1
do 2d pref. inc			Chic. St. L. & N. O 100 82 82 N. Y. Chicago & St. Louis. com 100	144	144
Indianap. Div., 68, 1921 J&D		90	Chic. St. P. Minn. & Om., com100 46^{58} 46^{34} do do Pref100 do pref. 100 104 104^{36} N.Y. Elevated 100	30 ¹ 2 90	31
Detroit Div., 6s, 1921J&J Cairo Div 5s, 1931J&J			Chicago & West Michigan100 62 65 New York & Harlem	200	
Cons. mort., 7s, 1907, con., exQ-F		100	Cin. Hamilton & Dayton100 76 do Pref50 Cin. Indiauap. St. Louis & Chic.100 93 95 N. Y. Lack. & West., guar. 5100		84
lst. St. L. div., 7s, 1889. ex. F&A Gt. West., Ill., 1st, 7s, '88, ex. F&A	1004	10212	Cincinnati & Milford	3658	364
do 2d.78. '93.ex.M&N	963		Cincinnati N. O. & Tex. Pac100 85 do Pref100 Cin. Sandusky & Cleveland50 §24 25 N.Y. & New England100	45	85
Q'ncy & Tol., 1st, 7s, '90, ex.M&N Ill. & S. Ia., 1st, 7s, '82., ex. F&A	99	101	do Pref., 6.50 N.Y. N. Haven & Hartford100	184	27
St.L.K.C. & N. (r.est. & R.). 78. M&S	105		Clev. & Pittsburgh, guar., 750 1384 139 do Pref		
do Om.Div.,1st7s,1919.A&O do Clarin. Br., 6s, 1919.F&A			Col. Chic. & Indiana Central100 5 ¹ 2 6 N. Y. Penn. & Ohio	24	34
do No.Mo.,1st, '95	1194	00	Col. Hock. Val. & Tol		
do St. Cha's Bridge 6s, 1908 Wab. Fund. 1907-Var. 7s. F&A			Columbia & Greenville100 do Pref100 30 35 N. Y. West Shore & Buffalo	*27	30
do Various 6sF&A Warren (N.J.)-2d M., 7s, 1900	110		Concord	15	20
W. Jersey & At. 1st M.,681910M&8	110	110	Concord & Portsmouth,guar.,7 100 115 120 do pref100 Connecticut & Passumpsic100 90 90 ¹ 4 North Pennsylvania50	50-2	64
* Prices nominal; no late transa	otions	t F	urchaser also pays accrued interest. In London. § Q lotation per share.		

t Purchaser also pays accrued interest. : In London. § Q totation per share.

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DECEMBER 2, 1882.

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THE CHRONICLE.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED. For Explanations See Notes at Head of First Page of Quotations. CANAL BONDS. Bid. Ask. Bid. Bid. MISCELLANEOUS. Ask MISCELLANEOUS. Ask. MISCELLANEOUS. Bid. Ask. RR. STOCKS. 3usq.—6s,cp.,1918J&J 7s, coup., 1902..J&J Union—1st 6s.'83M&N 60 Ohio C. ex bd. & stock 334 44 Lowell Bleachery.200 240 250 Ont. & West., subs 55% Ore. Short L. subs.,70% Lowell Mach.Shop.500 Lyman M. (Mass.).100 1020 691₈ 6914 CONTINUED. 975 ----5512 Northern Central...50 105 5534 11242 114 108 North'n N. Hamp. 100 x107 \$10,000 blks, ex bds. Or.& Trans., subs. 100 47-2 Manchester (N.H.) 100 144 146 . North'n Pac., com 100 do Pref. 100 433_{8} 945_{8} 4358 9434 9014 CANAL STOCKS. 8912 Mass. Cotton....1000 1320 Mechanics' (F. R.) 100 Merchants' (F. R.) 100 135 1340 do 60% Rich. & Al., subs., 100% Rich. & D., ex subs. 70% Deben., subs., \$2,250 Roch. & Pittsb., subs... 8712 120 91 159 15 13¹2 Norw.& Worcester.100 160 Cal. & Chi. Can. & Dock 30 40 140 40 do pref. Del. & Hudson...100 Del. Div. leased, 8..50 Lehigh Navigation..50 6712 $25 \\ 14 \\ 34$ Merrimack (Mass) 1000 x 1600 1625 Ogd. & L. Champ. 100 85 Ogd. & L. Champ. 100 Ohio Central.....100 Ohio & Miss.....100 Ohio Southern....100 Old Colony......100 Oregon & Calif....100 do Pref...100 Oregon Short L ne.... Oregon Trans-Cont.... Oswergo & Syr. guar 107 1073 Metacomet (F.R.) .100 90 3312 Middlesex (Mass.) 100 219 Narragans'tt(F.R.)100 100 221 3 \$3934 40 1414 St. Paul rights ... 1414 Morris, guar., 4....100 § do pf., guar.10..100 § Nashua (N. H.)...500 x640 Naumkeag (Mass.)100 124¹2 N. E. Glass (Mass.)375 91 Tex.&St. Louis, sub.90% 136¹₂ 137 660 80 125 **‡50** do pf., guar.10..100 Pennsylvania......50 Schuylkill Nav.....50 do do pref.50 Susquehanna......50 52 IMPROVEN'T & 92 CONSTR'N COS. 510 25 12 Am.R'y Imp., ex b.&stk Cent. N. J. Land Imp. 8312 10 15 1550 Pepperell (Me.)....500 1135 Pocasset (F. R.)...100 Rich. Bord'n(F. R.) 100 Oswego & Syr., guar ... 140 148 1150 Continental Cons., 85% Cent.R'y Construc.70% Hud.Riv.Contract..40% Panama Trust ctfs.100 167 70 85 51 Paris & Decatur Pennsylvania RR. .50 § .5878 Pensacola & Atlantic. MISC'LLANEOUS 59 Robeson (F. Riv.) 1000 Sagamore (F. Riv.) 100 BONDS. 110 35 Internat.Imp. Ex., 80% 1031 Peoria Dec. & Ev. 100 2534 2612 Balt. Gas Light 6s.... 100 N. Y. Loan & Imp'mnt Salmon Falls(N.H.)300 345 350... Canton(Balt.)— £ 6s.g., Mort. 6s.g.,1904 J&J Un. RR.,1st, end.,6s. do 2d.end. 6s.g.M&N N. Y. & Scranton Cons. North River Cons., 80% Phila. & Erie 50 §.-Phila. & Reading.... 50 $\frac{104}{101} \frac{106}{101} \frac{106}{105}$ 20 Sandw.Glass(Mass.)80 43 50 5158 85 90 Shove (Fall Riv.). 100 Slade (Falt Riv.).. 100 Stafford (Fall Riv.) 100 5178 do Pref....50 Phila. & Tren., 10, 100 Phila. Wilm.& Balt.50 63 90 116 Oregon Improvement. 77 80 do 1st M. bonds Oriental Cons Tex.& Col.Imp.,60 p.c. 92 9212 64 1375 Col.C.&Ir.-1st con.,6s Stark Mills (N.H.) 1000 x1350 Cov. & Cinn. Br., 6s... Gold & Stock Tel..... 9912 91 Pitts. Cin. & St. L..50 Tecumseh (F. R.). 100 120 8 Thorndike(Mass.)1000 1000 100 Pitts. & Con., 1'sed.50 do Pref.... Pitts.Ft.W.& C.,guar.7 do Special,7.100 Pittsburg & Western... 102 1050 GAS STOCKS. Iron Steamboat, 1st. Tremont&S.(Mass)100 Troy C. & W.(F.R.) 500 149 150 Mariposa—78, '86 Mutual Union Tel. 6s. 135 132 Balt. Consoi. Gas... 4258 4278 950 Union C.Mt. (F.R.) 100 200 67 Boston Gaslight...500 825 830 210 Wampanoag(F.R.) 100 Washingt'n(Mass.)100 Weed Sew. M'e (Ct.)25 Weetamoe (F. R.)100 Willim'tic Linen(Ct)25 Vork Ca (Ma) East Boston25 South Boston100 Brookline, Mass...100 Cambridge, Mass...100 Northw. Tel.—7s, 1904 Oreg.R.& N. 1st, 6s, J&J 29 31 65 70 110 10712 1073 Port.Saco & Ports, lsd 6 112 11212 111
 Pullm'n Palace Car—
 107

 3d series, 8s,'87F&A
 107

 4th do
 8s,'92F&A

 114
 113¹2

 Deb'nt're,7s,'88A&O
 105
 10112 101 Port Royal & Augusta Port Royal & Augusta Ports. Gt. F. & Con. 10 Prov. & Worc'ster. 100 Rens. & Saratoga.. 100 Rich. & Alleg., stock.. Richmond & Danv.100 20 23 90 139 140 Chelsea, Mass.....100 8919 128 132 89 Dorchester, Mass. 100 Jamaica Pl'n, Mass100 Lawrence, Mass...100 -98 124 York Co. (Me.).....750 x1170 1180 140 9712 144

 Deb nt're,'/8,'88A&O' 105

 Stlg, 7s,g.,1885 A&O

 St. L. Bridge & Tun

 1st, 7s, g., 1929.A&O

 Storling Iron & Ry.

 Series B., inc., 1894.

 Plain income 6s, '96.

 Western Union Tel.

 7s f. & O. 1000 M&N

 120 16 14 COAL & MISCEL. MINING STOCKS. 60 70 126 55 125 122 Rich. F. & P., com. 100 do Guar. 7.100 162 157-2 125 Caribou Con. Min'g.10 81 83 ... do do 6.... Richmond & P'b'g.100 94 94 Cent.Arizona Min.100 10 110 65 $33\frac{1}{4}$ 25334 Newton & Wat'n .. 100 122 125 37 Colorado Coal & I.100 60 Salem, Mass.....100 Fall River......100 Brooklyn, L. I.....25 Citizens', Brooklyn.20 Consol. Coal of Md. 100 Cumberl'd Coal&I.100 Deadwood Mining.... Excels'r W.&M.Co.100 Rich. & West Point.... Richmond York R.&C 92 30 25 75 24 ~91 7s, r.& c., 1900.M&N Storl'g 6s, 1900.M&S 110 65 115 4 214 2138 105 Rochester & Pitts.100 Rome W. & Ogd...100 110 70 75 55 30 30 68 Rome W. & Oga...100 Rutland100 do Pref., 7..100 St. Joseph & Western. St.LouisAlt.& T.H.100 do Pref.100 Bellev.&S.Ill.,pf.100 St. Louis & San Fr.100 do Pref.100 Metropolitan, B'klyn. Nassau, Brooklyn..25 People's, Brooklyn..25 Williamsb'g, B'klyn 50 Charlest'n, S.C., Gas.25 1712 174 212 1812 Homestake Min'g.100 Lehigh & Wilkes..... Marip'sa L.&M.Cal100 MISC'LLANEOUS 3 70 Amer. Elec. & Ill. Co. Aspinwall Land....10 Boston Land.....10 Boston Water Power. 19 50 74 45 10 15 40 46 55 50 do pref.100 Maryland Coal....100 New Central Coal..... 45 87 43 5 17 19 17 170 612 86 234 Chicago G.& Coke.100 160 16 19 3 32 35 N.Y.&Straits.C.&I.100 Ontario Sil. Min'g.100 278 258 186 Brookline (Mass.)L'd5 Cincinnati G. & Coke. 185 36 36 do Pref. . . 100 do 1st pref.100 St. L. Van. & F. H..... St. Paul & Duluth. 100 do Pref.100 Brush Illuminat's Co. Canton Co. (Balt.) 100 Cev. & Cin. Bridge, pf. Edison Electric Light Iron Steamboat Co.... 30 90 5112 53 165 Pennsylvania Coal.50 Roch. & Pittsb. coal... 9295 103 80 35 36 Quicksilver Min'g.100 8 41 104 390 85 do pref..... St. L. Steel & Ore.100 Spring Mount. Coal.50 Stand'd Cons. G.M.100 9312 44 95 7 Keeley Motor..... Maverick Land.... 10 95 St. P. Minn. & Man. 100 14012 14112 3 Scioto Valley. Seab'd & Roanoke100 134 14 215 100 105 180 107 N.E. Mtg.Secur.(Bost.) N. Hampshire Land 25 N.Y.& Tex.Ld.,Lim. 50 do Guar..100 South Carolina...100 S'west., Ga., g'd, 7.100 Syr. Bing. & N. Y.100 Summit Branch, Pa.50 Municipal.....100 170 Mutual of N. Y...100 102 New York, N.Y...100 111 2 175106 1 30 **BOSTON MINING** 25 50 55 104 Land scrip Oregon Ry.&N.Co.100 1124 STOCKS.§ 35 30 N. Orleans G. L. .. 100 N. Liberties, Phila...25 Washington, Phila...20 Portland, Me., G. L. 50 2^{1} 2 154154 61 63 15 16 $\begin{array}{r} 341_2 & 35\\ 1241_2 & 126 \end{array}$ 8 9 Pacific Mail SS. Co.100 3512 ... 30c. Terre H. & Ind'nap.50 Texas & Pacific ... 100 20c. Pullm'n Palace Car100 38.4 60 62 35c. 50c. 39 :94 98 St. Louis B'dge, 1st pref 2d pref. certificates. St. Louis Tunnel RR... Brunsw'k Antimony.5 Calumet & Hecia...25 Catalpa Silver10 $\frac{10}{249}$ $\frac{11}{250}$ Texas & St. Louis 40 20 44 325 20 101 Tol. Can. So. & Det.... 105 127 Carondelet, St. Louis 50 San Francisco G. L.... Wash'ton City G. L.20 Georgetown G. L...25 1.00 1.05 20 St. Louis Transfer Co. §17 25 \$¹4 18 Stand. Water Meter... Sutro Tunnel.....10 U. S. Electric Light... 5512 5612 §\$¹4 111 3912 412 14 3 135 138 Copper Falls......50 Utah Central.....100 Vt. & Can., leased.100 Union RR. St'k Yards.

MANUFACT'ING

	vt. & Can., leased. 100 12		· · · · · · · · · · · · · · · · · · ·		1 1	MANUFAUL		Douglas (me.)		150
	Vt.& Mass., l'sed, 6.100 130%	1131	EXPRESS ST'CKS			STOCKS.		Duncan Silver20		150.
	Virginia Midland, com. 15	30	Adams100		140	Am. Linen (Fall Riv.)	850	Franklin25		134
	Vicksb. & Meridian 34		American100		95	Amory (N. H.)100	129 130	Harshaw Silver20	50c. \$	31 00
	do pref		United States100		70	Amoskeag (N.H.) 1000	x2260 2275	Humboldt25		
	Wab. St. L. & Pac. 100 30	1. 201			129	Androscog'n (Me.).100	134 1344	Hungarian25	10c.	200.
\sim		3014	Wells, Fargo & Co.100	141	120	Applaton (Mague) 1000	1105 1000	Hunon 05	134	2
	do Pref.100 543		· · · · · · · · · · · · · · · · · · ·			Appleton (Mass.).1000	1195 1200	Huron		500
	Warr'n(N.J.), l's'd, 7.50 115	120	TELEGRAPH			Atlantic (Mass.)100		Mesnard25		500.
	Westch. & Phila., pf.50		STOCKS.			Barnaby (Fall Riv.)	90 93	Minnesota25		
•	West Jersey		American District.100			Barnard Mfg. (F. R.)	1124 115	National25	14	1%
	West Jersey & Atlantic §	. 50	American Dist. (Phila.)			Bates (Me.) 100	204 206	Osceola25	33	34
	Westown Mongland 11			6712	67:0	Boott Cot. (Mass.) 1000		Pewabic		10
	Western Maryland 14		Amer. Tel. & Cable			Dondon City Mfg (E D)	110 120	Dhanim 05		14
	Wil. Columbia & Aug. 92	95	Atlantic & Pacific25	54		Border City Mfg. (F.R.)		Phenix25		200.
	Wil.&Weld., 1sd., 7.100 103	1	Cent. & So. Am. Cable.	106		Boston Co.(Mass.)1000		Pontiac25		
	Wisconsin Central 134	4 133	Franklin100	28		Boston Belting100		Quincy25		61
	do Pref. 25		Gold & Stock25	96	100	Bost. Duck (Mass.)700	1050	Ridge	500.	\$1
	Worc'ter&Nashua.100 58		Internation'l Oc'n.100	95	100	Chace (Fall Riv.) .100	117	Silver Islet25	512	619
	word torder ashua. 100 55	00-4	Mexican 100	150		Chicopee (Mass.) 100		Star		
	5	1			23			Sullivan(Me.)Silver 10		14
		1. 1	Mutual Union100	$21\frac{1}{2}$	23	Cocheco (N.H.)500		Sunivan(Me./Shver 10	15c.	300.
	CANAL BONDS.	1 1	Northwestern50			Collins Co. (Conn.)10		Winthrop25	100.	300.
		1 1	Southern & Atlantic 25	68	75	Continental (Me.). 100				
	Chesap. & Delaware-	1 1	Western Union100	8112	8134	Cres't Mills (F. R.) 100	93	GOLD&SILVER		
	lat mont Ra 100 TE-T	. 89		-		Crystal Spr. Bl.(F.R.).	100 110	MINING STOCKS		
	Ches. &O6s, '70.QJ 35	40	TRUST CO.28			Davol Mills (F. R.) 100		(N. Y. & SAN. FRAN.)		~
	Del Dir Co 100 Te I					Dougl's Axe (Mass)100		Alice		2.15
	Del. Div6s, '98.J&J	. 100	STOCKS.	10-				Alpha Consol G&S.100		
	Del. & H78, '91 J&J 116	11642	Am. Loan & Trust.100	105		Dwight (Mass.)500		Alpha Consol Ga S.100		
	1st ext., 1891M&N		Brooklyn 1rust25	190		Everett (Mass.)100		Alta Montana 100	.12	
	78, 1884J&J 1053	1064	Central	220		Fall Riv. Iron W100		American Flag 10		
	Coup. 7s. 1894.A&O 1133		Equitable100	55		F. R. Machine Co. 100	75	Amie 10	·10	
	Reg. 78, 1894 A&O 114		Farmers' Loan & Tr.25	x390		F. R. Merino Co100		Bassick100		7
	1st Pa.D.cp7s.M&S 120	126	Mercantile100	2000	150	Flint Mills (F. R.) 100		Bechtel	.17	.23
	1st Pa.D.cp.,7s,M&S 120			120	126	Franklin (Me.) 100		Belle Isle100	.51	
	Leh.N6s, rg., 84 Q-J 103	1	Metropolitan					Bodie		2.75
	KK. 68, reg., '97.Q-F 115	1	N. Y. Guar. & Ind100	X135		Gl'be Y.Mills(F.R.)100	105			·03
	Conv 68, g.rg. '94 M&S.		N. Y. Life & Trust.100	400		Granite (F.R.) 1000		Bonanza Chief 1	-02	-03
	68,g.,cp.&rg'97J&D	.112	Union	290		Great Falls (N. H.)100		Buldomingo50		
	Cons.M.,1911 78J&D 117		United states100			Hamilton (Mass.) 1000	1140 1150	Bullion100		
			Childe Statestinitzes			Hartf. Carpet (Ct.)100		Bulwer100	1.10	1.20
	New mort.		S'BSCRIP FIONS,			Hill (Me)100		Calaveras 1	.01	.03
	Penn Ga sour 1010		S'DSURIF LL'UNS,			Holyoke W.Power. 100		Caledonia B. H100	1:35	1.70
	Penn6s, coup., 1910	. 89	HIGHTS, &c.	100		HOIYORE W.FOWEL. LOO	-1105 1175	California100	.12	·13
	Schuylkill Nav		Atl. & Pac., blks. 30 p.c	102		Jackson (N. H.)1000			.03	.05
	1st M., 6s, 1897.Q-M	10612	Bu.N.Y.&P.,subs.60p.c			King Philip (F. R.) 100	120 123	Cherokee10		
	20 M., 68, 1907 J&J 89		C.H.& D., pool cert., gu.	9712	100	Laconia (Me)400	565 575	Chrysolite 50		1.02
	Mort Ga an JOE LET		Den.& R.G.W., subs., ex			Lancaster M.(N.H)400	x625 675	Chollar 100	158	1.55
	68, imp., cp., '80 M&N 75	1.	Mex. C. blks., N 0.2. 85%			L're! Lake Mills (F. R.)		Climax 10	.02	.04
	68 ht from 1010M 6N				100	Lawrence (Mass.)1000		Consol. Imperial 100		.05
2	68, bt&car, 1913M&N 64		Mich. & Ohio, subs 15%		100	Lawronce (mass.)1000	600 700	Consol. Pacific 100		
	78, bt&car, 1915M&N 64		N.Y.W.S.&B., subs 80%	30		Lowell (Mass)690	0.0 1100	Consol. Facillo Tent		
		the state of the s	البادان ويستكرن بالالباد الإكار المراجلة والمترجعة فترين المتخاط والمتكومية فيجد أخصت فالمحمد والمحمد	the second s				5		

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750. 950.

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

¶ Premium.

FRASER

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

-			FOF	Explanations See 1	OLUB	at me	ad of First Page					
	MINING STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	INSURANCE STOCKS.	Bid.	Ask.
	nsol. Virginia100	.75	.78	Tremont100	11512		Marine100		1.4.5	CINCINNATI.		
	own Point100 Inderberg10	138		Union100 Washington100	12942		Market100 Mechanics'25			Amazon(new stock) 20 Aurora.		90
Du En	nkin reka Consol 100	·10	·30 ·11	Webster100 BROOKLYN.	108	109	Mechanics' & Tr25 Mercantile100		122	Cincinnati25 Citizens'20	123	150
Fa	ther De Smet 100 ndiey 1	3.55	4.50	Atlantic (State) Brooklyn	180 118	185 123	Merchants'50 Merchants' Exch'ge50	‡131	96	Commercial25 Eagle100	185	190
Go	ld Placer 25			First National	255	270	Metropolitan 100	169	130	Enterprise20		90
Go	old Stripe100	•03		Fulton City National	$\begin{array}{c} 125 \\ 260 \end{array}$	$\frac{130}{280}$	Nassan			Eureka	145	175 148
Go Gr	anville Gold Co 1	3	3	Commercial Long Island	$\begin{array}{c} 100 \\ 106 \end{array}$	105 110	N. Y. Nat. Exch'ge100 New York County.100			Germania20 Globe20		1121
Gr	eat Eastern1 een Mountain10	.01	$^{+02}_{-28}$	Manufacturers'	$\begin{array}{c} 96 \\ 200 \end{array}$	$\frac{100}{205}$	Ninth National100 North America 70			Merchants'& Manuf 20 Miami Valley50	155	100
Ha	le & Norcross100].	1 ¹ 2 ·02		Nassau Brooklyn Trust	180	190 180	North River			National100 Security	145	
H	bernia orn Silver 25	4.35		CHARLESTON.		100	Pacific	1150	161	Union		113 65
H	ortense10 ukill		.12	B'k of Chas.(NBA) 100 First Nat. Chas100	150		Park. 100 People's			Washington		130 155
In Ire	dependence 100 on Silver 20	$\frac{.80}{2.50}$		People's National. 100 CHICAGO.	125		Phenix	:130	99 137	HARTFORD, CONN. Ætna Fire100	229	232
La	crosse	·14 ·67		Chicago Nat100 Commercial Nat100	$110 \\ 260$		Second National100 Seventh Ward100		·····	Connecticut 100 Hartford 100	127	130
Li	ttle Chief 50]	·31 ·50	·35		180		Shoe & Leather100 St. Nicholas100			National100 Orient100	126	130 103
M	ttle Pitts exican G. & Silv.100	4·4 0		Hide and Leather	125		State of N. Y 100	1140		Phœnix100	193	196
M	oose Silver 10	•04		Home National 100 Merchants' Nat 100	325		Tradesmen's40 Union50	11	160	Steam Boiler40 LONDON.		70
M Na	ono100 avajo100	13.2 6 ⁵ 8		Nat. B'k of Illinois.100 Northwestern Nat.100			United States Nat Wall Street Nat50	t100	150	Commercial Union.£5 Guardian50		2 21 67
O	phir	2·90 114	3.50		275		PHILADELPHIA § B'k of N/America .100	1		Imperial Fire25 Lancashire F. & L25		143
R	appahanock1	.10	.12	CINCINNATI.	152		Central National100			London Ass.Corp.1213	58	60
R	ed Elephant 10 ising Sun 5	.05		Commercial Bank	160	153	City National50 Commercial Nat50	58		Liv. & Lond. & Globe. 2 North'n Fire & Life5	49	20 50
R	obinson Consol 50 erra Nevada100	$1.25 \\ 4.70$		First National	223	$ \begin{array}{r} 107 1_2 \\ 225 \\ 175 \end{array} $	Consolidation Nat30			North Brit. & Mer. 834 Queen Fire & Life1	3	32
Bil	lver Oliff	·40 ·24		Fourth National German National	$172 \\ 120$	$\frac{175}{125}$	Corn Exchange Nat.50 Eighth Nat100			Royal Insurance	294	2 30
80	outh Pacific	$\frac{.08}{2}$.10	Merchants' National Metropolitan Nat		$\begin{array}{c} 1\overline{3}3\\ 1\overline{3}3\end{array}$	First Nat100 Farmers'&Mech.N.100		144	Crescent Mutual Factors' and Traders'.		119
St	andard100	63	2 00	Nat. Lat. & Bk. of Com.	190	200	Girard National 40	824	87	Firemen's	76	78
T	ip Top100 uscarora100	.05		Second National Third National	145	150	Kensington Nat50 Manufacturers' Nat.25	274	2	Germania Hibernia	1164	$\frac{121}{2}$
U	nadilla	·04 5		Union Nat. Western German Bank	$125 \\ 100$	126	Mechanics' Nat100 Merchants' Nat			Home. Hope.	95	105
	BANK STOCKS. BALTIMORE.			HARTFORD. Ætna Nat100	1	132	Nat. B'k Commerce.50 Nat.B'k Germant'n.50)		Lafayette Merchants' Mutuel	551	2 58
B	ank of Baltimore 100 ank of Commerce.25	$137 \\ 17$		American Nat50	70	75	Nat.B'kN. Liberties 50 Nat. B'k Republic100)		Mechanics' & Traders	118	119
C	itizens'10	16	18 164		90	144	National Security.100)	.}	New Orleans Ins. Ass'n New Orleans Ins. Co	651	2 66
F	om. & Farmers'. 100 armers' B'k of Md. 30	$ \begin{array}{c} 114 \\ 31 \end{array} $	$ \begin{array}{c} 117 \\ 35 \end{array} $	Connecticut River 50 Far. & Mech. Nat. 100	140	$\begin{array}{c} 54 \\ 145 \end{array}$	Penn National50 People's100)	69	People's. Sun Mutual		
	armers' & Merch40 armers'& Planters'25	50 40	$51 \\ 43$	First Nat100 Hartford Nat100		$124 \\ 178$	Philadelphia Nat. 100 Second Nat)	. 212	Teutonia NEW YORK.	130	1
F	irst Nat. of Balt. 100 ranklin	130 97	136	Mercantile Nat100 National Exchange.50	130	133 79	Seventh Nat100 Sixth Nat100)	·	American		150
G	erman American	106		Phœnix Nat100	175	178	Southwark Nat5)	:	Bowery	5 190	205
M	loward		3 36	LOUISVILLE.		112	Spring Garden 10 22d Ward 50)		Broadway23 Brooklyn	170	195
M	lechanics' 10 lerchants'100	130	121_{9} 135	Bank of Kentucky100 Bank of Louisville100		. 88	Third Nat10 Underground			Citizens') 140) 115	150
NP	ational Exch'ge. 100 eople's25	$1171 \\ 20$	118 21	Citizens' National.100 City Nat		126	Union Nat	0	. 75 . 9614	Clinton100) 115	130
B	econd National 100 hird National100	1	. 160	Falls City Tobaccolo Farmers' of Ky100	63 0	90	West Philadelphia.10	0 110		Commercial	90	100
U	Inion75	82	8478	Farmers' & Drov. 100)	.106 .105	PORTLAND, ME. Cumberiand Nat 4		62	Continental100 Eagle40	0 210	220
	BOSTON.	1	304	German Ins. Co.'s.100			Canal Nat10 Casco Nat10	0 168	$171 \\ 169$	Empire City100 Exchange30	$ \frac{75}{90} $	100
	tlantic	$149 \\ 120$	151	German		113	First Nat10 Merchants' Nat7	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$169 \\ 122$	Farragut		123
B	Blackstone 100 Boston Nat 100	108	$1081 \\ 1184$	Kentucky Nat100	0 144	$\begin{array}{c} 145 \\ 220 \end{array}$	National Traders'. 10 RICHMOND, VA.		163	Firemen's Trust10 Frank.& Emp'ium		103
B	Boylston100 Broadway100	117	1171	Masonic	0 126	127	City Bank 2	6 26	1100	German-American 10	0 180	19.
I	Bunker Hill100	180	181	Merchants' Nat100 Northern of Ky100	0 111	137	First Nat. 10 Merchants' Nat. 10	0 112	136	Germania	0 110	
C	Central100 Lity100	118	1184		0 148	106	Nat. Bk of Virginia10 Planters' Nat10		95	Greenwich2 Guardian10	0 60	7
Q	olumbian100 Sommerce	1291	2 130 1181	Third National10 Western10		120	State Bank of Va.10 ST. LOUIS.	0 105		Hamilton1 Hanover5	5 117	12
•	Sommonwealth 100 Sontinental 100	113	115	West.Finan.Corp. 10 NEW ORLEANS.			B'k of Commerce. 10 Commercial 10			Hoffman	0 75	8
Ï	Sagle100	110	111	Canal & Banking 10	0 130	135	Continental 10	0 175		. Howard5	0 80	8
ł	Liot100 Exchange100	1275	4 128	Germania Nat10	0 135	$140 \\ 139$	Fourth National	0 95		Importers' & Trad5 Irving10	0 50	j
J	Sverett	1301	$\frac{113}{2131}$	Hibernia Nat10 Louisiana Nat10		$135 \\ 12 \\ 127$	Mechanics'10 Merchants' Nat	0 105 112		Jefferson		20
	First National100 First Ward100		$200 \\ 114$	Metropolitan	. 107	108	St. Louis National.10 2 Third National10	$ \begin{array}{c c} 0 & 112 \\ 0 & 82 \end{array} $. Knickerbocker	0 70	
1	Fourth National100 Freemans'100) 108	110	New Orleans Nat. 10 People's	0 170	200	Valley National10	01	1.00	Lamar	0 70	7
	Globe 100	107	34 108	State Nat10	0 118	1	Bank of California.	165		Lenox. 2 Long Isl'd (B'klyn).5	0 100	10
3	Hamilton	109	34 110	Union Nat		128	Clay Street First Nat. Gold10	0 127	$ 110 \\ 130 $	Lorillard		111
1	Howard100 Manufacturers'100	$0 119 \\ 0 102 $	$\frac{12}{34}$ 120	American Exch'ge10		132	Nat.Gold Bank& Tr. (Pacific			Manhattan	$\begin{array}{c c} 0 & 50 \\ 5 & 120 \end{array}$	
]	Market	99	$ \frac{34}{140} $	Broadway2 Butchers'& Drovers2	5	255	FIRE INSUR'C.			Mechanics' (B'klyn)5 Mercantile5	0 130	14
]	fassachusetts 250	0 111	12 112	Central National10	0 1120	1	BALTIMORE.			Merchants'	0 100	11
1	Maverick	0 127	12 128	Chase National10 Chatham2	5		Associate Firemen's Baltimore Fire Ins. 1	0 27		Montauk (B'klyn)5 Nassau (B'klyn)5	0 140	15
3	Merchandise100 Merchants'100	0 140	140	2 Chemical10 2 City10	0 200 200 245	1	Howard Fire	.8 18 .5 5	21	National	100	
1	Metropolitan 100 Monument 100	0 120	121	Citizens'2 Commerce10	5 110	1	Maryland Fire Merchants' Mutual.	0 4	5	N. Y. Equitable3 New York Fire10	5 140	
1	Mt. Vernon100 New England100	0 128	$\begin{array}{c c} 1_{2} & 1_{2} \\ 1_{2} & 1_{3} \\ 1_{3} \end{array}$	Continental10	011	121	National Fire	0 6	14 7	Niagara	0 175	18
3	North100	0 128	$1_{2} 129$	Corn Exchange10 East River	5 110		American F. & M 10			North River2 Pacific2	5 170	117
	North America10 Old Boston5	0 60		Eleventh Ward2 First National10	0		Boston 10 Boylston 10	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		Park	0 150	1. 118
3	People's	$ \begin{array}{c c} 0 & 159 \\ 0 & 129 \end{array} $		Fourth National10 Fulton	0 ;125	128^{1} 135	2 Commonwealth10 Dwelling House10	00 - 83		People's	0 112	
]	Republic100 Revere100	125	1251	Fifth Avenue10 Gallatin National5	0		Eliot	00 120	125	Relief	6 65	
-]	Rockland10	c 133	135	German American7	5 \$95	1		00 50		Republic10 Rutgers'10	0 135	14
1	Second Nat10	(179	34 180	Germania10 Greenwich2	5	1	Manufacturer's'10 Mass. Mutual10	$\begin{array}{c c} 00 & 91 \\ 00 & 119 \end{array}$		Standard5 Star10	10 70	
1	Shawmut		109 12105		0 0 t	. 140	Mercantile F. & M.10 Neptune F. & M19	00 x130) 133	Sterling10 Stuyvesant2	5 50	1
				Importers' & Tr10	017210		Nonth American 14	100	111	Tradesmen's		
-	State			Irving	0 1195					United States		

M 3188 * Price nominal; no late transactions.

; Last price this week.

§ Quotation per share.

5

Luvestments

AND

STATE, CITY AND CORPORATION FINANCES.

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

New York Lake Erie & Western.

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

The report of this company for the fiscal year ending Sept. 30 has been issued more promptly than usual. The tables of traffic, income, expenditures, &c., are compiled below, from which it appears that the total net income was \$7,668,335, the expenses for interest, rentals and all charges were \$6,501,693, and the net surplus of the year was \$1,166,642, to which surplus should be added the amounts realized from other sources, as follows: From sale of \$600,000 second consolidated mortgage bonds, \$603,816; from sale of \$2,500,000 reorganiza-tion first-lien mortgage bonds, \$2,466,395; from balance remaining from fund advanced to construct New York Lake Erie & Western Coal & Railroad and other improvements, \$624.129 from estate of the Erie Railway Company, sale of the Grand Opera House property, \$715,000; sale of 2.766 shares of Cleveland Columbus Cincinnati & Indianapolis Railway Company stock, \$231,762; sale of premises, 331 West Twenty-third Street. \$20,000, making, with the above surplus of \$1,166,642, a total of \$5,827,745 in cash resources over and above the annual charges. The report says:

"This amount has been applied largely to improvements of the road and property, the acquisition of necessary equipment and real estate, the purchase of the capital stock of the Blossburg Coal Company, and stock of other companies in which it

was advisable for this company to have a controlling interest." President Jewett says in his report: "The earnings and ex-penses of the year, compared with those of 1881, show a decrease in gross earnings of \$739,831; a decrease in working expenses of \$168,136, and a decrease in net earnings from traffic of \$571,695. The working expenses have been $65\frac{1}{2}$ per cent of the earnings, being an increase of $1\frac{1}{2}$ per cent over those of the previous year. This increase is accounted for chiefly by the reduction of rates."

"The merchandise freight carried was 5,790,566 tons, an increase over the previous year of 222,593 tons; coal, 6,104,672 tons, an increase over the previous year of 585,822 tons, making the total increase in tonnage 808,415 tons, and showing an excess of coal over the merchandise tonnage of 314,106 tons. The earnings per ton per mile on merchandise traffic were only 722-1000c., a decrease from the previous year of 67-1000c., and from even the low rates of 1879 of 23-1000c. Had we received from this class of tonnage the rate (789-1000c.) of the previous year, we would have earned an additional sum thereon of \$395,938. * * The eacnings per ton per mile on coal were 808-1000c., a decrease from the previous year of 37-1000c.; but, notwithstanding this, the earnings increased \$85,945, because of an increased movement of over 36,000,000 ton miles. Had we received from this class of tonnage the rate (845-1000c.) of the previous year, we would have earned an additional sum thereon of \$224,220.'

The funded debt of the company Sept. 30, 1881, way \$67,165,665. The plan and agreement for the reorganization of the Erie Railway Company, which was made part of the articles of incorporation of the N. Y. L. E. & W. Co., provided for second consolidated mortgage bonds to the extent of \$25,000,000. Of this amount \$24,400,000 were issued to bondholders of the Erie Railway Company who assented to such plan and agreement of reorganization, leaving \$600,000 of said bonds in the treasury of the company for sale or other disposition. During the year these bonds have been sold, and the proceeds devoted to necessary improvements. The plan and agreement of reorganization, as well as the second consolidated mortgage, provided for the creation and disposition of reorganization first lien bonds to the amount of \$2,500,000, for certain purposes therein named, and these bonds have been disposed of during the year.

contract has been entered into with the Pennsylvania Railroad Company for the construction of a road connecting Johnsonburg, the end of the Bradford Branch Extension, with Falls Creek, on their Alleghany Valley (low grade) road, thus opening the coal lands of this company in the counties of Jefferson, Elk and McKean.

The Lehigh Valley Railroad connects with the New York Lake Erie & Western road at Waverly, 167 miles east of Buffalo. On May 1, 1882, a contract was made, to continue ten years and thereafter until one year's notice is given of a desire to terminate it, for giving to this company at Waverly, for all points west thereof, its entire traffic, coal and miscellaneous.

The Erie & Wyoming Valley Railroad is to be constructed, by virtue of an agreement with the Pennsylvania Coal Company for the use of their lands and planes over the mountains, for a standard gauge road, to be run direct to the collieries of the New York Lake Erie & Western and to those of other companies. These negotiations have resulted in a contract by which this company will secure, east and west, the entire product of the collieries of the Pennsylvania Coal Company, and by which it can probably secure the transportation of a large amount of other coal from the same region, provided the Delaware & Hudson Canal Company will unite in a similar contract.

The Blossburg Coal Company was represented by a capital of \$1,000,000; but subsequent to its organization, in addition to its own property, it had acquired largely of the property of other coal and railroad companies. The property of the company is situated in the State of Pennsylvania, about fifty miles south of the New York Lake Erie & Western Railroad, connected therewith at Elmira by its own road, and at Corning by thirty miles of its own road, in connection with fifteen miles over which it trackage rights. After considerable negotiation. the stock of this company was purchased for \$2,000,000. Of this amount \$1,285,000 was paid in cash and the Grand Opera. House property was put in at a valuation of \$715,000. By this purchase they take the ownership and control of about sixty-six miles of railroad and of about 28,000 acres of coal lands, which are fully developed and producing about 400,000 tons annually, together with two hundred coke ovens, producing about 60,000 tons of coke per annum.

The Chicago & Atlantic Railway is a road from Chicage eastwardly to the town of Marion, on the New York Pennsylvania & Ohio Railroad, a distance of about 269 miles. The line is a direct one, free from curves and grades. The company entered into a contract with Messrs. Conant & Smith for the construction of the road, agreeing to give them in consideration therefor the entire proceeds of its mortgage bonds (\$6,500,000) and its entire capital stock (\$10,000,000), but it was stipulated that ninety per centum of the stock should be deposited with Mr. H. J. Jewett, President of the Erie, with the irrevocable proxy to vote thereon during the life of the bonds (thirty years from the date thereof), thereby securing to this company the absolute control of the road for such period. The road is now near its completion. It has been well and sub-stantially constructed, and will probably be in condition for active business early in January, 1883. By the control of the Cincinuati Hamilton & Dayton road, we

secure independent access to the trade and markets of Cincinnati. Indianapolis, Dayton, Richmond and Toledo. The number of miles the control of which is thus acquired is about three hundred and fifty. An agreement was made with the holders of two millions of its stock (that being a majority of the whole), by which the representative of this company became the purchaser of the stock, the parties from whom the purchase was made agreeing to receive beneficial certificates therefor to the amount of \$1,500,000, and this company obligating itself to make good any failure of the Cincinnati Company to pay a semi-annual dividend of three per cent upon the amount of stock thus controlled, the title to the stock and the voting power thereon remaining with your company or its representatives indefinitely. The board regard this a very valuable acquisition. They anticipate no loss from the guaranty, but great advantages to be derived from the power thus secured.

In the general profit and loss account of the N.Y. Lake Erie & Western, the interest upon the income bonds and the dividend upon the preferred stock for the year 1881 are entered in the accounts of the year 1882, although they were due and payable on account of the earnings of the year 1881; but not having been declared or ordered paid until after the close of the fiscal year. they were necessarily carried into the accounts of the present year. The board authorizes now the payment of the interest on the income bonds and a dividend of six per cent on the praferred stock of the company for the year 1881-82. The tables of comparative statistics, for four years past, com-

The total amount of the funded debt on Sept. 30, 1882, is \$70,267,137.

The old third mortgage 7 per cent bonds will mature March 1, 1883, amounting to \$4,852,000. Arrangements have been made for the extension of these bonds, from the date of their maturity for a term of forty years, at the rate of 4½ per cent per annum, which will make an annual saving in the interest account of \$121,300.

Mr. Jewett comments at much length upon the policy of the company in acquiring new connections. He remarks that, having made great progress in the improvement of the road, its equipment and terminal facilities, the board turned its attention to the development of local interests and properties along its line, as well as to the securing by roads under its control independent access to the great trade centres of the West.

The Bradford Branch Extension is finished, and a satisfactory

RASER

piled for the CHRONICLE, are as follows:

BOAD AND EQUIPMENT.

Miles owned Miles I'sed & contrl'd.	$1878\ 79.\\529\\399$	1879-80. 529 480	1880-81. 540 480	1881-82. 580 480
Total operated	928	1,009	1,020	1,060
Locomotives Pass., mail & exp.cars. Freight cars Coal and other cars	$504 \\ 390 \\ 13,590 \\ 3,984$	$528 \\ 406 \\ 17,420 \\ 3,416$	544 405 20,091 3,21 8	564 435 26,200 2,686

OPERATIONS AND FISCAL RESULTS.

Operations-	1878-79.	1879-80.	1880-81.	1831-82.
Passengers carried.	4.894,527	5,491,431		6,784,195
Passenger mileage1	49,115,718	180,460,204	200,483,790	225,130,882
Rate p. pass. p. mile.	2.091 cts.	2.011 cts.	2.016 cts.	1'947 Cts.
Project (tons) moved	8.212,641	8.715,892	11,086,823	11.895,238
Freight (tons) mil'ge.1	569222417	1721112095	1984394855	1954389710
Av. rate p. ton p.mile	0.7:0 cts.	0.836 cts.	0.805 ota,	0'749 eta

636

Barnings-

Passenger.....

Freight. Mail, expr's,rents,&c.

Operating Expenses Maintenance of way.

Maintenance of cars..

Motive power. Transp'tion exp'nses General expenses ...

Net earnings.....

P. c. op. exp. to earn's

Credits-

Ship basin & docks, Jer.City. Erie International RR.

Elevator at Buffalo....

Equipment....

Miscellaneous....

Total gross earn'gs. 15,942,023

1878-79.

589,598

% 3.118,944 12,233,481

2,158,931

3,213.384

4,623,863

4,767,324

Earn's-Main line & branches. \$18,693,108

Working expenses.....

393,607

Total..... 11,174,697 11,643,925 13,256,230

70.09

COMPARATIVE STATEMENT OF PROFIT AND LOSS FOR FISCA

ENDING SEPTEMBER 30, 1880, 1881 AND 1882.

1880.

11,643,925

784.914

1879-80.

\$ 3 682,951 14,391,115 619,042

18,693,108

1,938,715861,135

3,291,142

5,109,980

7,049,183

62.29

442,953

1880-81.

4,041,267 15,992,275 682,063

20,715,605

2,098,905

1,056,805 3,782,862 5,851,335

7,459,375

1881.

\$20,715,605

13.256,230

64.00

9

466,323

THE CHRONICLE.

· · · · · · · · · · · · · · · · · · ·		-
1881-82,		1880.
8	Loans payable	\$200,000
4,384,510	Bills payable	67,500
14,642,128	Int. on bonds (due and accr'd).	1,213,648
949,136	Pref. stock dividend No. 1	
10.075 774	Rentals of leased lines, &c	355,876
19,975,774	Amounts due to other com-	ж ж
	panies and individuals on	
1,995,368	current acc'ts, consist'g of-	
1,009.662	Pay-rolls for Sep. pay Oct	671,543
3,639,506	Audited vouch. for supplies,	1 840 140
5,832.979	&c., incl. Sept. vouchers	1,542,143
610,578	Traffic. balances, &c Sundries	832,134
12 000 000	Assessments on common stock	50,061
13,088,093	Erie Railway (\$4 per share).	2,791,424
6,887,681	Assessments on pref. stock	2,101,424
65.20	Erie Railway (\$2 per share).	116,390
L YEARS	Int. on assessments received	110,000
ID IEARS	on stock of Erie Railway,	
1000	and int. and profits on in-	
1882.	vestm'ts, sterl'g exch., &c	377,503
\$19,975,774	Bal. of advances to construct	011,000
13,088,094	N.Y.L.E.& W.RR. and other	
\$6,887,680	improvements	
281,151	Profit and loss	3,911,138
21.979		
70,235	\$1	62,550,111 9
35.521	· · · · · · · · · · · · · · · · · · ·	
20,566	Not line of the 1001 00	
2,849	Net increase in 1881-82 over	r 1880-81
18,815	Roste	n & Main
49,244	DOSU	on & Main
82	(For the year e	nding Son
238,593		nating sep
1,134	The report of this railroad	has just b
8 840	id and aboken that the	

st been received. The Presdent states that the equipment has been fully kept up and the had maintained in first-class condition, many improvements aving been made during the year, including the building of ine miles of new side track, etc. The net balance for the year, as ill be seen by the tables below, was \$37,921 less than in the preeding year, which is more than accounted for by the increased xpenditures for steel rails, ties, taxes and personal injuries, mounting to \$114,875 more than in the preceding year. The ables below, compiled in the usual form for the CHRONICLE, ive a complete resume of the company's operations and finanal condition.

Following are the comparative statistics of traffic, earnings nd financial condition in the past four years :

			(
R	OAD AND E	QUIPMENT.		8	
Miles of road owned Total road operated Locomotives Pass. and baggage cars Freight and other cars	203 79 164	1879-80. 127 203 80 167 1,844	131 207	1881-82. 131 207 86 182 1,949	
Snow plows	. 11	11	12	12	
OPERAT	TIONS AND I	FISCAL RESU	LTS.		r
Operations— Passengers carried Passenger mileage Freight (tons) moved Freight (tons) mileage	64,974,753 685,598	810.122	812 604	904 966	
Earnings— Passenger Freight Mail and express	\$ 1.257.068	. \$	\$ 1,489,534 1,018,857 92,824	\$ 1,593,117 1,079,425 95,784	
Total gross earnings Operating Exprnses— Maintenance of way. &c Maintenance of equipm't. Transportation expenses. Miscellaneous Extraordinary	2,149,857 \$ 291,965 168,143 726,430 54,675 17,411	2,438,270 \$ 298,257 239,907 761,171 86,005 27,026	$\begin{array}{r} 2,601,215\\ \$\\ 362,622\\ 277,524\\ 869,195\\ 56,721\\ 64,433\end{array}$	2,768,326 \$ 422,832 277,297 940,951 86,706 68,576	
Total Net earnings	1,258,624 891,233 INCOME AC	1,412,366 1,025,904 CCOUNT.	1,630,495 970,720	1,796,362 971,964	
<i>Receipts—</i> Net earnings Rentals and interest, &c	$1878-79. \\ \$ \\ 891.233 \\ 88,964$	1879-80. \$ 1,025,904 94,382	1880-81. \$ 970,720 86,301	1881-82 \$ 971.964 82,404	

\$

87,200

245,909 98,652

\$ 87.200 246,633

\$

87,200

245.000 133,492

\$ 87,200 246,447 96,131

,	Constanting and the second states of the second states of		Contraction of the local division of the loc	1 3
Net earnings	\$7,049.183	\$7,459,375	\$6,887,680	
Pavonia ferries-earnings	265,651	267,480	281,151	PI
Pavonia Horse P.Rearnings.	23,769	22,853	201,101	
N.Y.L. E. & W. baggage expr's	70,051	66 755	21,979	
Weehawken docks-earnings	51,559	66,755	70,235	
Grand Op. House, &crents		55,362	35.521	1
Unalaimed hageway ha	34,226	50,012	20,566	1
Unclaimed baggage, &c	1,956	4,048	2,849	
Brooklyn Annex - earnings	18,367	18,088	18,813	1
Elevator at Buffalo	78,453	119,5.0	49,244	
Blake's Docks, Buffalo-earn's	2,096	3.024	82	1
Interest on securities	237,417	235,962	238,593	1 ·
Sterling exchange. Paterson & Newark RR.—rent.	407	586	1,134	1 2
Paterson & Newark RRrent.			8,840	id
Rent & expenses of stock yards			31,643	1
				ro
Total credits	\$7,833,140	\$8,303,681	\$7,668,335	ha
Debits-	+1,000,110	φ0,000,001	φ1,000,000	
	0010010	0010 010		ni
Pavonia ferries-expenses	\$216,318	\$249,643	\$245,108	wi
Pavonia Horse RRexpenses.	21,118	23.735	24.851	ce
" Interest on bonds	10,237	10,237	7,000	100
N.Y.L.E. & W. baggage expr's.	61,455	66,010	67,045	ex
Weehawken Docks-expenses.	9,217	15,379	28,442	an
Grand Op. House, &cexpens	25,987	50,447	37,848	
Unclaimed baggage, &c	4,794	5,520	4,514	ta
Brooklyn Annex-expenses	36,274	31,607		gi
Elevator at Buffalo-expenses.	58.343		33,924	0
Blake's Docks, Buffexpenses		81,599	36 407	cia
	4,790	27,858	19,556	
Interest on funded debt	3,963,872	4,148,745	4,316,369	an
Long Dock Co. bondsinter't.	210,000	210,000	210,000	1
Weehawken Docks-interest	64,453	64.453	64,453	
Guaranteed interest	131,928	86,914	50,908	
Interest on loans.	29.015	56,642	94,447	
Interest on mortgages, &c	22,797	33,657	17,076	M
Interest on equipment	148,284	296,064	316,418	To
Rentals of leased lines	662,952	689,802	704,361	
Sus. Br. & E. Junc. RRrent.	25,701		104,301	Lo
Paterson & Newark RR., rent.	11,327	17,901	18,296	Pa
Countersigning bonds	18,816	4,297	1.050	Fr
London office expenses		843	1,256	Sn
Extending 2d mort. bonds	12,641	6,335	13,318	
Extending 24 mort, bonds	550			
Extending 4th mort. bonds	146,850	275		
State of New York-taxes	6,379	98,758	130,502	D
State of Pennsylvania-taxes.	19,576	15,556	24,548	Pa
State of New Jersey-taxes	39,913	24,334	26,421	Pa
Rent & expenses of stock yards		3,326		Fr
Ext'g N.Y. & N.E. 2d mort. bds			25	Fr
Claims prior to Oct. 1, 1×79	78,919			1
Claims prior to Oct. 1, 1880		96,314		Pa
Claims prior to Oct. 1, 1881			8,600	Fr
			0,000	Ma
Total debits	\$6,042,519	\$6,416,263	\$6,501,693	
Surplus	\$1.790.620	\$1.887.417	\$1 160 CAO	
-			\$1.166.642	M
CONDENSED BALANCE SHEE	T, SEPT. 30, 1	880, 1881 AN	D 1882.	Ma
	Dr.		0	Ma
	1880.	1881.	1882.	Tra
Construction-Main line	\$1,308,472	\$2,340.657	\$3,290,820	Mi
Third rail-General account.	263,496	218,898		Ex
Equipment.	350,986	766,061	217,037	
Real estate	148-472	297 2-0	1,184,442	
Paid from special fund-	110-114	387,358	444,307	Ne
Third rail	1 907 400	1 005 100	1 00- 10-	-
Second track.	1,207,429	1,207,429	1,207,429	
Third trock grading modeler	1,034,297	1,067,053	1,067,141	
Third track, grading, real es-				h
tate and right of way		12,827	21,416	Net
- Improvements at Buffalo	141,504	141,504	141,505	Re
Engine-house at Bergen	36,556	36,556	36.557	

36,556339,380203,973

98,938

29.999

396.316 203,973 98,938

2,683

29.999

1891. \$300,000 1892. 00 \$650.000 58.500 1,109,530 500 49,500 1,157.875 648 4,390 876 360,581 543 709,331 684,826 $\substack{\textbf{1,548,079}\\644,080\\127,325}$ 143 1,652,441 34 598,066 061 130,479 424 2,791,424 2,791,224 390 116,390 116,490 376,197 503 376,737 624,129 6,470,378

11 \$165,680,962 \$170.959,814

5,798,556

165,680,962

1..... \$5,308,852

aine.

Sept. 30, 1882.)

VOL. XXXV.

	miscenaneous	29.999	29.999	30,000	Interest on debt	246,447	245,909	246,633	245.000	
	Construction-branch lines	15,611	257,029	398,862	Taxes	96.131	98.652	96.589	133,492	
	Buffalo elevator—gen'l acc't	7,394	7,394		Dividends	(6)420,000	74)525 000	(8)560 000	(8)560 000	
	Ship basin and docks, Jersey	7,001	1,094	7,394	Items charged off	3,651	523			
	City-general account	110.000	110.005			0,001	020			
	Tohigh dools	110,822	112,035		Total disharmanata	050 100	0.0.0.0.1			
1	Lehigh docks, Buffalo		126,713		Total disbursemeats	853,429	957,284	990,422	1,025,692	
	Weehawken docks.construct'n	3,278	27,890	37.113	Balance, surplus	126,768	163,002	66,599	28,676	
	Blake's docks, Buffalo		89,865	134.545	A					
	N. Y. & Fort Lee RR		25.346		GENERAL BALANCE	AT THE CL	OSE OF EACI	FISCAL YE	AR.	
	Imp. at 40th St. stock yards						(4)			
	Buff. & Southw. RR. imp. acc't.		8.298	31,566	- 1	1878-79.	1879-80.	1880-81.	1881-82.	
	Flagg's Railway gate	36,302	52,205		A'ssets-	\$	\$	\$	- \$	
	Place & Rallway gate			3,500	Railroads, buildings, &c	9 519 616	9,508,754	9,508,754	9,512,780	
	Paid on account of equipm't	781,655	1,667,851	2,602,501	Equipment.	1,242,230			1.242.230	
	Stocks of other companies	140,200	734 490	3,269,107	Stiake & bdg owned cost	1,242,230		1,242,230		
	Bonds of other companies	273,819	273,819	273,820	St'cks & bds. owned, cost.	717,145	690.146	690,145	*690,146	
	Amounts due by agents. other		210,010	210,020	Materials, fuel, &c	143,946	205,936	197.175	216,480	
	companies, &c	2,729,148	O FOF ATE	0.150.150	Cash on hand	217,305	311,843	135.985	222,614	18
-	Materials, &c., at shops and on	2,725,148	2,565,415	3,158,479	Notes receivable	142,380	132,220	172,220	86,200	
	road	1 100 540			On ace't of leased roads	85,060	112,657	112.657	112.807	
	road	1,123,542	1,206,181	976,095	Steamer and wharves	69,260		69,260	69,260	
	Cash on hand	186,580	77,150	508,617	& Roch. R. R.	05,200	69,260	Construction and the		
	Cash in Lond'n to pay coup'ns	50,569	23,713	14,126					118,920	
	Bills receivable	10 549	34.666	34,667	Other accounts				122,230	
	Discount on common stock		269,675							
	Discount on bonds		205,075	269,675	Total1	2.129.942	12.273.046	12.128.426	12.393,667	
	Estate of the Erie Railway	151 001 004	151 010 000	29,758	Liabilities-	\$ 1	o	Φ.	æ	
	Listate of the Life Ranway	151,081,284	151,210,930	150,629,735		C 001 074	0.001.001	0.001.074	0 001 074	
					Stock, common	0,921,274	6,921,274	6,921,274	6,921,274	
	9	5162,550,111 9	8165,680,962	\$170.989,814	Bonds (see SUPPLEMENT).	3,500,000	3,500,000	3,500,000	3,500,000	
				165,680,962	Acc'ts & payrolls for Sept.				175,534	
				(10) VI	All other dues, &c	35,528	29,953	29,387	128,870	
	Net increase in 1881-82 ove	r 1880-81		\$5 900 0FO	Ledger balances	44.147	59.824	3,935	30,487	
				\$5,308,852	Profit and loss	1 628 993			1.637,502	
	Comments to the first of	Cr.				1,0-0,000	1,701,995	1,075,025	1.001,002	
	Common stock issued	\$75,879,300	\$76.943.100	\$77,087,600	Total lighiliting 1	2 100 040	0.050.0.0	0 100 100	0 002 667	
	I TOTOLICU RUCK ISSUED	7,367,700	7,632,200	7,987,500	Total liabilities1	2,129,942	12,273,046	12,128,426	12,393,007	
	Funded debt +8 per Invest-	,,	,,	1,001,000			16 (f)	an New Annual Content		
	ORS' SUPPLEMENT	67,173,744	67,165,665	70 007 100	* Consists of \$263.144]	Dover & Wi	nn. RR. stoe	ck, \$125,000	0 Danvers	
		01110,111	07,100,000	70,267,138	RR. bonds and \$302,002 N	ewburypor	RR. stock	and bonds.		
			(#)							

141,50536.557

396,316 203,973

98,939 2,683 30,000

Disbursements-

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Boston & Albany.

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

In the CHEONICLE of Nov. 4, on page 515, was given the report of earnings and income account for the late fiscal year. The pamphlet report is now published and additional information is derived therefrom. The total surplus resulting from the operations of the year, after providing for dividends and fixed charges, amounting to \$44,382, has been placed to the credit of profit and loss. The saving in expenses for the year is \$87,421, making the net revenue \$2,509 more than in 1881. The real saving in operating expenses proper is \$65,528 greater than is shown in the report, but this amount was swallowed up by increased taxes.

"The loss in freight tonnage is wholly in the eastward move-ent. The tons carried from Boston to Albany and points west ment. of the Hudson River increased from 157,035 in 1881 to 223,620 in 1882; and the whole number of tons carrie i west, including the local traffic, from 895,215 to 1,075,234. It is gratifying to find that the trady between Boston and the West in general merchandise has increased so largely."

An analysis of the earnings shows a substantial increase in all branches of the passenger service. Receipts from local traffic have increased \$125,526; from passengers to and from other roads, 220,589; from mails and expresses, 575,574 - a gain in all departments of the passenger traffic, over last year, of \$421,690. The receipts for transportation of freight have decreased \$344,773, not as much as the revenue from passengers has increased. The income from local freight has increased \$74,261, while the tonnage has fallen off 13,275. Through The tons freight shows a loss both in tonnage and receipts. moved are 170,644 less, and the revenue \$400,603 less. The movement of freight to and from other roads, except those west of Albany, shows a gain of 5,325 tons, but a falling off of \$18,431 in money.

"The loss on tonnage is owing to the failure of the crops and the high prices of grain in the markets of the West, which prevented a free movement of cereals for export. The loss in rate on through freight arises from quite another cause. For the greater part of the year, freight both to and from the West was carried at prices far less than the cost of transportation. A bitter quarrel between the managers of the great trunk lines, as to the difference in rates which should be charged for transportation to and from the Alantic ports and the West, was the occasion for utter demoralization of rates on all classes of traffic; and the most reckless competition ensued."

"The year is specially marked by the retirement of the State from participation in the management of the company's affairs. The Governor, in his annual address to the L-gislature of 1882, laid down the principle that the State ought to be separated from all railway partnerships. Following his recommendation an act was passed authorizing the exchange of the stock of this company held by the State for five per cent bonds, payable twenty years from date, at the rate of \$160 for each share owned by the Commonwealth. The act provided, further, that, after the assignment of the State's stock to the company, the Commonwealth should no longer have any representation in the board of directors."

The tables of traffic and income were published in the CHRON-ICLE of Nov. 4, page 515. The following table shows the general balance at close of year:

GENERAL BALAN	NCE AT CLOS	E OF EACH	FISCAL YEAT	R.
Assets-	1878-79.	1879-80.	1880-81.	1881-82.
Railroad, buildings, equip	- \$	\$	\$	\$
Railroad, buildings, equipment, &c.	.28,494,700	28,164,700	28,164,700	28,164,700
Real estate and lands	. 119.679			119 679
Stocks owned, cost. Bills & acc'ts receivable.	13,000			*3,87:,400
Materials, fuel, &c	. 707,318		665.163	
Cash on hand	. 454,036 . 708,193	3 9≺,752 825,481	654,181	
Trustees imp. fund	450.000	799.533	$429,011 \\799,533$	879.799
Spring. & Northeast. RR	. 400,000	448,005	439.065	799,533 439.061
		110,000	409,000	439,001
Total	00 010 000		the set of	

Liabilities-

Stock. common Funded debt (see SUPPLE-

MENT) 7,000,000 7,000,000 7,000,000 10,858,000 proposals of the committee and the New York counsel was unanimously approved. It was decided that the coupon certificates and coupons of 1872 and 1873 should be paid at the rate of one mark each.

Canadian Pacific.-The stockholders have voted to increase the capital stock of the company from \$15,000,000 to \$100,000,-000.

Canada Southern.-A telegram to the New York Tribune states that at the meeting of stockholders at St. Thomas, Canada, on Nov. 30, the papers which had been drawn to carry into effect the arrangement between this company and the Michigan Central were laid before the meeting, but were not signed. Though the terms of the whole matter have been practically agreed upon, and there is a general willingness to close the transaction, one single troublesome point interferes with its legality. This is due to the Canadian Railway act, which prevents a consolidation and prohibits the making of a lease for a longer term than twenty-one years. Notwithstanding the probability of a consolidation being eventually effected through some proper channel, General Manager Taylor stated that there is not to be an amalgamation, but merely an ar-rangement whereby all the traffic of the Michigan Central will go over the Canada Southern.

Chicago Milwaukee & St. Paul.—The amount paid by this company for the Chippewa Valley & Superior line is reported as \$1,675,000 in negotiable bonds of the Chicago Milwaukee & St. Paul Railway Company, bearing interest at five per cent, payable semi-annually from July 1, 1882.

Galveston Houston & Henderson-International & Great Northern .- A meeting of the stockholders of the International & Great Northern Railway Company has been called to meet at Palestine on December 19, for the purpose of empowering the officers and directors to enter into such running or traffic arrangements with the Galveston Houston & Henderson Railroad Company of 1882, or to enter into a contract to lease the said Galveston Houston & Henderson Railroad, or so to acquire control of the said Galveston Houston & Henderson Railroad as may be decided for the best interests of the International & Great Northern Railroad Company, and as a part of said contract or arrangement to guarantee the payment of the princi-pal and interest, or either of them, of an issue of \$2,000,000 of said Galveston Houston & Henderson Railroad Company's first mortgage 5 per cent bonds.

Illinois Central-Chicago St. Louis & New Orleans.-The Chicago Tribune says that the directors of the Illinois Central have finally decided to make the consolidation of these roads on Jan. 1, 1883.

Indianapolis Docatur & Springfield.-The application for the appointment of a receiver of this railroad has been postponed until next Monday at Indianapolis. In the meantime an effort will be made to compromise the case by having the Indi ana Bloomington & Western Company, lessees, advance the amount of the floating debt, \$108,000, out of the rental.

Louisville & Nashville.-The gress earnings, operating expenses and net earnings for the month of October, in 1882 and 1881, were as follows :

Gross earnings. Operating expenses.	1882. \$1,215,000 711,678	1881. \$1,002,950 583,490
Net earnings Mileage		\$419,460 1,835 miles

Minneapolis & St. Louis.-A trust deed has been filed in St Paul from the Minneapolis & St. Louis railroad to the Central Trust Company of New York City for \$4,000,000, which is given to cover an issue in two series of bonds, to be called the improvement and equipment bonds. The deed is a first mortgage on all the rolling-stock and equipment of the road, and covers all other property of the road, subject to other mort-gages and claims. The money received is to be used to relay the present track with steel rails, to buy certain valuable property in Minneapolis and to make other improvements. The

Hotes payable.	105,000	105,000	168.500	231.208
All other dues and acct's.	42,425	219.458	282.785	428,914
Rentals.	37,500	37,500	37,500	37.500
Dividends and interest	820.777.	830,717	407,475	352,600
Improvement fund	450,000	799,533	799,533	752,472
Miscellaneous.				47,061
Profit and loss	2,491,224	2,531,320	2,588,539	2,632,921

*Of which \$3,858,000 is B. & A. stock.

ERASER

GENERAL INVESTMENT NEWS.

Boston & New York Air Line. - A special meeting of the stockholders of the New York New Haven & Hartford Railroad was held in New Haven, Conn., on Saturday, to ratify the ninety-nine year lease of the Air Line road. The lease was approved by a vote of 76,837 to 40.

Brooklyn City Railroad.—The company's report to the State Engineer for the year ended Sept. 30 shows its earnings to have been \$1,956,836; disbursements and transportation expenses, \$1,678,451; interest, \$44,827, and dividends, 14 per cent, \$280,000.

Brunswick & Albany.-At Frankfort, Germany, Nov. 22, a general meeting of bondholders of the Brunswick & Albany Railway Company of Georgia was held. The bonds represented

\$800,000 bonds known as the consolidated mortgage bonds will be taken up with a part of the money. The instrument is dated Oct. 12, 1882.

Missouri Pacific.—The following is published by the New York World as an official statement of the operations of this road (including the St. Louis Iron Mountain & Southern) for the ten months ending Oet. 31:

Gross earnings	\$12,476,623
Working expenses (52.44 per cent)	6,543,020
Net earnings	\$5,933,603
Interest, rental, &c	2,916,607
Net profit, ten months	\$3,016,936

Mutual Union Telegraph Company.-Judge Barrett heard arguments upon the motion in behalf of Jay Gould and the Western Union Telegraph Company to continue the preliminary injunction restraining John G. Moore, George William Ballou, Geo. F. Baker, and others, the Mutual Union Telegraph Company and the Central Trust Company, from carrying out an agree-ment for the pooling of a majority of Mutual Union stock, the pool to be under the management of Messrs. Baker, Ballou and Potter for five years. In support of the motion to continue the preliminary injunction granted by Judge Van Brunt, the plaintiffs' lawyers claim that the defendants who were parties to the contract of March 27, 1882, knew that Jay Gould had the Western Union Telegraph Company for an associate, and that * amounted to \$993,000. An agreement in accordance with the that company obtained through him and the agreement an in-

terest in the Mutual Union Company to the extent of threetenths of its capital stock. For the defendants an affidavit made by John G. Moore was read, in which it was averred that Gould told Moore during their stock transactions that he was not acting for the Western Union Telegraph Company. Mr. Moore asserts that Gould, having violated the agreement by selling his 30,000 shares to the Western Union in June last, the other parties considered themselves absolved from allegiance to it, and have since withdrawn their stock. Judge Barrett re-

served his decision. -The application made by William H. Cameron, a stock-holder, and Jay Gould, a director and stockholder, of the Mutual Union Telegraph Company, for leave to bring a suit in the name of the people to vacate the charter of that company, has been granted by Attorney General Rssell, at Albany. In the application complaint is made that the company has violated the statutory law of the State by the unlawful increase of its capital stock, so that it has no valid stock of any issue, and also by the division of the capital stock between the directors without any adequate or substantial consideration.

The Attorney General says:

The Attorney General says: "The Mutual Union Telegraph Company was organized Oct. 2, 1880, by a certificate filed by five shareholders and associates, stating the capital stock at \$600,000, divided into 6,000 shares of \$100 each, and providing further that, by vote of the Trustees from time to time, the capital stock might be increased by the issue of 6,000 shares of \$100 cach. By certificates made on the 15th of September, 1881, and the 15th day of February, 1882, the directors, who are the same as the original associates with two exceptions, certify that the capital stock has been increased to \$10,000,000, divided into 100,000 shares of \$100 each. This increase was justified by no law of this State, was m direct defiance of the statute allowing the formation of telegraph companies, which only allows an increase of the capital stock where no provision is made in the certificate of incorporation for a future increase. * * * which only allows an increase of the capital stock where no provision is made in the certificate of incorporation for a future increase. * * * It does not appear that any cash was ever paid for any shares, but that nearly the whole of the \$10,000,000 of stock, with nearly the whole of an issue of \$5,000,000 of bolds was paid to John G. Moore & Co. for the construction of the line. From what I can infer, the whole plant cost some \$4,750,000. The stock was evidently regarded as of no value cost some \$4,750,000. The stock was evidently regarded as of no value except to control the company, for a share of the stock was offered for each bond of the same amount taken, and the shares were separately offered at \$5 each." * * * "That the action can be maintained seems obvious. It would be mere evasion to deny the application on the ground that it could not. Therefore, if the court approves and the people are properly indemnified, the action will be brought, and if a judgment be directed vacating the charter the property will be sold or transferred to a reconstructed company or a successor constructed as a valid organization and the proceeds divided among the creditors and other beneficiaries, so that the loss will be only of a violated charter."

New York Lake Erie & Western .-- The annual meeting of this company was held this week. The vote was the largest in the history of the company, and was all cast by Hugh J. Jewett, the President. The total vote was: bonds 196,747, and stock 733,390—a total of 930,137 stock and bonds out of a possible vote of 1,098,957 The following directors were elected: Theron R. Butler, Charles Dana, Thomas Dickson, Harrison Durkee, F. N. Drake, Solomon S. Guthrie, R. Suydam Grant, Hugh J. Jewett, John Taylor Johnston, Edwin D. Morgan, Cortlandt Parker, Homer Ramsdell, William L. Strong, Jacob H. Schiff, J. Lowber Welsh, James J. Goodwin and John Frederick Pierson. The two last named are new members of the board, taking the places of Henry G. Stebbins, deceased, and William Mertens, resigned. A dividend of 6 per cent on the preferred stock was declared out of the earnings of the fiscal year ending September 30.

New York West Shore & Buffalo.—The negotiations for the sale of a large amount of first mortgage bonds of this company have been concluded to-day with Messrs. Winslow, Lanier & Co., of New York, on behalf of a powerful syndicate of European and American bankers, which they have organized, including a number of wealthy railroad capitalists and investors. By this sale \$15,000,000 of cash will be provided, which, with the former sales of bonds at par still subject to call, it is estimated will complete the road to Buffalo with the requisite equip-ment and terminal facilities. The bonds have been taken at an average price of 74 per cent and accrued interest, net to the company, payable in instalments as wanted for construction. Besides completing the road and providing for extensive improvements upon the terminal grounds already secured, \$2,000,-000 will be invested in equipment in addition to the \$4,000,000 already appropriated for that purpose, and a surplus of cash

gives them the privilege of holding the stock until they will be entitled to this dividend.

Northwestern Railroad Pool.-The N. Y. World reports that the articles of agreement by the parties concerned in the formation of the "Albert Lea route" were filed in the Register of Deeds office at Minneapolis last Thursday. The articles recite the relations of the contracting companies, and show that the agreement was executed on the 26th of September by the Minneapolis & St. Louis and the Rock Island companies, the Cedar Rapids & Northern being interested as a connection therein, and for the purposes of through traffic between St. Paul and Minneapolis and Chicago and St. Louis. The agreement shows that the connection is by the Migneapolis & St. Louis to Albert Lea, and by the Burlington Cedar Rapids & Northern from Albert Lea to West Liberty, and by the Rock Island from West Liberty to Chicago; also, that the Minneapolis & St. Louis, by a running arrangement with the Des Moines & Fort Dodge, secures entrance into Des Moines and makes certain connections west of Des Moines and east of Council Bluffs. The agreement further sets forth that the Minneapolis, desiring to raise money for the payment of its floating debt as well as for the repair and equipment of its railway, requested the assistance of the Rock Island, and. should it become necessary, the Rock Island agrees to purchase and pay for at par, upon request of the Minneapolis & St. Louis. its improvement and equipment mortgage bonds, not exceeding 1,200 of the denomination of \$1,000 each.

The agreement further provides that the through business shall be pro rated on the mileage basis, after deducting 50 cents per ton in lieu of fixed or terminal charges, not exceeding \$5 for any one car; and on special classes of coarse freights 30 cents per ton, not exceeding \$3 for any one car, which sum shall be paid to the Minneapolis & St. Louis. It is further provided that the Rock Island may terminate the contract by thirty days' notice.

The document is signed by R. R. Cable, M. P. Hawkins, Hugh Riddle and C. F. Jilson.

There was also filed at the same time an agreement between the Chicago St. Paul Minneapolis & Omaha and the Minneapolis & St. Louis railroad companies, by which the former secures a direct line from St. Paul to Minneapolis, and the latter a direct line from Minneapolis to St. Paul. The agreement is as follows:

"This agreement, made and entered into this 25th day of September, 1882, by and between the Chicago St. Paul Minneapolis & Omaha Rail way Company and the Minneapolis & St. Louis Railway Company."

way Company and the Minneapolis & St. Louis Railway Company."
Atter specifying the rates of the roads:
"Whereas, The Omaha company requires a connection of its said line
with the city of Minneapolis and the St. Louis company requires a connection with the said city of St. Paul.
"SECTION 1. The Omaha company hereby lets. leases and grants unto the St. Louis company the right to use its road-bed and tracks for the purpose of running the trains of the St. Louis company over the same from Merriam Junction to a point of connection.
"SEC. 2. The St. Louis hereby lets and grants to the Omaha company

Merriam Junction and said point of connection. "SEC. 2. The St. Louis hereby lets and grants to the Omaha company the right to use its tracks for the purpose of running the trains of the said Omaha company to and into the city of Minneapolis by connection with the track of the Minneapolis Eastern Rai way Company. "Section 3 provides that the St. Louis company shall pay to the Omaha company rent at the rate of 3 per cent upon \$474,000 yearly, and section 4 provides that the Omaha company shall pay to the St. Louis rent at the rate of 3 per cent per annum upon a valuation of \$400,000. \$100,000.

Panama.-The balance of the purchase price of stock of this. railroad company sold to the Universal Inter-Oceanic Canal Association, being \$166 2-3 per share, with accrued interest thereon, will be paid on and after December 9, 1882, to holders as registered on the books at close of business Dec. 1.

Rochester & Pittsburg.-A circular to the income bondholders has been issued by the President of this company, as follows:

tollows: "The first mortgage bonds of this company outstanding on that part of the road extending from Rochester to Salamanca. N. Y.—designated the 'Rochester & Salamanca Division'—amount to \$1,300,000, being at the rate of \$12,009 per mile. The income bonds, secured by a second mortgage upon the same division, amount to \$1,870,000, which is at the rate of \$17,000 per mile. These bonds are a lien only upon the earnings of this division and such portion as may remain after payment of all fixed charges, taxes and operating expenses of all improvements and of any additional rolling stock required The company have exe-cuted a mortgage upon its Buffalo & Pittsburg Division, which is mot yet recorded. The bonds are a first lien, issued at the rate of \$20,000 yet recorded. The bonds are a first lien, issued at the rate of \$20,000 per mile, upon about 171 miles of road, and will be denominated the first mortgage bonds of the Boffalo & Pittsburg Division. The bonds are for issue. The board of directors of the company have resolved to issue consolidated first mortgage bonds upon all the divisions limited to \$200 00 per mile of constructed word in place of the above described \$20, 00 per mile of constructed road in place of the above described first mortgage bonds of the Buffalo & Pittsburg Division, upon the con-ditions following: That holders of more than three-fourths of the income bonds will agree and by written obligations will accept these consolidated first mortgage bonds at par, with interest current from December 1, 1882, in exchange for their memore bonds at 50 per cent-of their par value. That company will issue one \$1,000 first mortgage consolidated bond for two income bonds of \$1,000 each, provided three-fourtils of the holders of income bonds a second to the provided threefourtl s of the holders of income bonds assent to the proposition by or before December 10th proximo. The bon s will have forty years' ex-istence, from December 1, 1882, bearing interest at the rate of 6 per Istence, from December 1, 1882, bearing interest at the rate of 6 per cent per annum, payable in June and December each year. [They will constitute a first mortgage upon all the lines of road belonging to the company, except that portion known as the Rochester & Edlamanca Division, upon which they will rest as a second lien preceded by \$1,-300,000 of first mortgage bonds, provided the present income bonds are exchanged. The great advantage to the income bondholders will be that they will hold a first mortgage lien upon the most valuable sec-tion of the road, with assured payments of interest every six months. tion of the road, with assured payments of interest every six months, in place of the present income bond, on which interest is payable only from a residue of earnings of surplus revenue derived upon the par ticular division and which is not accumulative." South Carolina Railroad -The capital stock of the South Carolina Railroad Company has been reduced from \$5,800,000 to \$4,200,000, by the cancellation of 16,000 shares that had not been issued, but remained in the company's treasury.

reserved for interest requirements during construction and for a period thereafter.

Norfolk & Western.-The monthly statement of earnings and expenses is as follows:

Octo	ober	Jan. 1 to	Oct. 31	
1882.	1881.	1882.	1881.	
	$$246,529 \\ 98,535$	$$1,943,747 \\ 1.066,126$	$$1,832.594 \\914.461$	
Ехрепяев 119,688		1,000,120		
Net earning3 \$152,629	\$147,993	\$877,620	\$888,133	

Northern Pacific. - The great sale of lands by this company is said to have been completed. The English capitalists are to take 3,000,000 acres of land east of the Missouri River, and pay for it in preferred stock at par. The price of the land is \$4 per acre, so that \$12,000,000 of the preferred stock will be retired, or paid in to the company's treasury. The whole amount of lands owned by the Northern Pacific Railroad Company east of the Missouri River is 3,350,000 acres, and the purchasing syndicate have the right to select their land from them. The syndicate is composed of Baring Brothers, of London; Lee, Higginson & Co., of Boston; M. Endicott, of Boston, and other promipent capitalists of Boston, New York and London. The pre-ferred stock on July 1, 1882, was about \$42,000,000, and this sale would retire \$12,000,000. The syndicate will desire to secure the dividend already declared on the preferred stock, which amounts to 111-10 per cent in scrip, to stockholders of Desember 9, and it is understood their contract with the company

The Commercial Times. COMMERCIAL EPITOME.

FRIDAY NIGHT, DEC. 1, 1882.

The weather has become quite wintry. Inland navigation at the North and West has been obstructed to some extent by ice, and sufficient snow has fallen to impede railroad transportation. The money market has become much easier, but is still feverishly unsettled. The intervention of a close holiday has had its usual effect upon general trade, and business has been quiet. The "corners" in cotton, Indian corn and lard, for November delivery, did not cause serious disturbance of the values of those staples, and these influences are now at an end. The Federal Congress meets on Monday, when it is expected that measures for the reduction of taxation will be proposed.

A good speculation in lard has taken place, and manipulation here and at Chicago has forced prices up until the close, when a break took place. A selling movement was introduced which, in a measure, was stimulated by large arrivals of hogs at the West. The export demands for all provisions are notably small. Pork on the spot to-day sold at \$19 for new mess; December options quoted \$19 50; January \$19 75. Bacon was quoted at 10c. for long clear. Lard to-day opened better, but soon fell off and closed weak; Western sold on the spot at 11:50c.; refined to the Continent on the spot 11:75c.; all the month 11 40c. and sold for January at 10 75c.; December options realized 11:15@1110c.; January 10:95@10.85c.; February 11@10.95c.; March 11.05c.; April 11.10@11c.; May 11.15@11c.; closing weak at 10.97½c. for December; January 10.80c.; February 10.85c.; March 10.90c.; April 10.95c.; May 10.97½c.; June 11.02½c.; July 11.10c. Beef steady at \$26@\$28 for City extra India mess. Beef hams quiet at \$18@\$1825. Butter and cheese steady. Tallow steady at 75%c. Stearine quiet at 12c. for prime.

Rio coffee has been dull on the spot at a decline to 7¼c. for fair; options have been very active, and to-day alone 27,000 bags were sold, though at a marked decline, owing partly to the reduction of the export duty from Brazil, partly to a deeline in both Rio and London, and partly to the large receipts at the former market; December (No. 7) last sold at 5.45c., January and February at 5.40c., March at 5.45c., April at 5.50c., May at 5.70c. and June at 5.85c., while fair sold at 7.20c. for January, 7.35c. for February and 7.40c. for March; mild has been dull and more or less depressed, owing to the slowness of trade and the large supply here. Rice has been moderately active at unchanged prices. New Orleans molasses has been selling at 40@59c. to a fair extent in jobbing lots, while foreign has been dull. Fruits and spices have been quiet and without marked change. Raw sugar has been dull and nominal at 7½@ 7 3-16c. for fair; refined has been quiet at some decline; crushed has sold at 9½c., granulated at 8 13-16@9c. and standard "A" at 8 7-16@85%c. The trade in sugar here is being much injured by an unusually active competition from New Orleans for the Mississippi River business, in which that city is greatly assisted by the lower freight rates granted to refiners there, who also sell at New York prices.

Kentucky tobacco has been quiet and prices are nominally unchanged. Seedleaf has been quiet, except for old crop Pennsylvania; sales for the week 1,350 cases as follows: 1,050 eases 1880 crop Pennsylvania assorted lots, 9c. to 14c.; 100 cases 1881 crop New England, 12c. to 35c.; 100 cases 1881 crop Wisconsin Havana seed, private terms, and 100 cases 1881 crop Ohio 5½c.; also 300 bales Havana. 88c. to \$1 17½.

Naval stores have been very quiet; the Southern markets have declined, and the absence of export interest exerts an unfavorable influence on prices. Spirits turpentine is now quoted at 50½@51c. asked, with sales on the wharf at 50c. Common to good strained rosins wholly nominal at \$1 75@1 85. Refined petroleum was firm early in the week, but declined to-day to 70 test. Crude certificates opened Sc. for 110 and S¹/sc. for day at \$1 13, dropped to \$1 095%, and closed at \$1 105%. Ingot copper is steady, and 150,000 lbs. Lake were sold at 18@1814c.; Arizona and Baltimore quoted at 171/2@175%c. Steel rails have fallen to \$40 at the mills; this low price has developed fair negotiations. Lead has been active; 1,300 tons common domestic sold at 45%@434c., closing at 41/2@45%c. Wool is still very dull; holders, in their efforts to force business in domestic have broken prices 1@1½c. per lb.; foreign wools remain steady. Lard oil has declined to 94@95c. Hops are very dull; brewers are supplied for six weeks to come, and the easy London markets precludes an export interest; choice new State quoted at 95c.@ \$1; old, 85@90c.; Eastern, 85@90c.; California, 90@95c.; a few holders demand more, but these are the only figures at which sales could be effected. Ocean freight room is held at high rates, owing to the scarci-ty of tonnage here and at the outports. To-day grain to Liverpool by steam was taken at 7d. and at Baltimore at 8d.; cotton 15-64@5-16d.; bacon 30@35s.; cheese 35s.; flour 22s. 6d.; grain to London by steam 8d.; do. to Glasgow by steam quoted 8d.; de. by sail to Cork for orders quoted 6s.@6s. 3d per qr.; do. by ateamer from Baltimore (December) to do. 6s.; refined petroleum to the United Kingdom 3s. 6d.@4s., as to elearance; do. to Continant at 3s. 6d.@3s. 9d.

RASER

COTTON.

FRIDAY, P. M., December 1, 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 (Dec. 1) the total receipts have reached 255,097 bales, against 242,169 bales last week, 259,154 bales the previous week and 262,251 bales three weeks since; making the total receipts since the 1st of September, 1882, 2,442,337 bales, against 2,345,214 bales for the same period of 1881, showing an increase since September 1, 1882, of 97,123 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	6,010	10,274	2,170	3,678	5,002	5,505	32,669
Indianola, &c.						736	736
New Orleaus	14,837	12,139	16,242	5,168	17,113	8,835	74,354
Mobile	3,094	4,088	1,368	901	1,008	2,052	12,511
Florida					794	?	794
Savannah	4,709	7,788	5,450	5,192	4,531	6,096	33,7,66
Brunsw'k, &c.						219	219
Charleston	6,152	6,589	4,217	4,028	4,068	4,676	29,730
Pt. Royal, &c.					69	233	302
Wilmington	1,156	1,817	2,204	685	200	978	7,040
Moreh'd C.,&c						562	562
Norfolk	7,193	8,825	6,194	7,468	5,289	5,587	40,556
City Point, &c.						8,433	8,433
New York	132	670	1,299	416	1,202	131	3,850
Boston	991	1,110	1,124	735	1,835	513	6,308
Baltimore						628	
Philadelp'a, &c.	900	271	1,231	21		216	2,639
Totals this week				<u></u>	41,111	45,400	255,097

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:

Veek. 2,669 736 4,354 2,511 794 3,766 219 9,730 302 7,040 562 0,556 8,433 3,850 6,308 628 2,639	Since Sep. 1, 1882. 354,065 10,810 548,092 152,682 5,293 434,115 4,208 304,503 5,400 64,761 5,389 356,221 103,605 22,793 46,765 5,278 18,357	375 64,517 13,988 2,203 32,678 108 25,854 326 8,307 749 31,179 8,054 2,937 11,710 1,003	76,585 8,304 305,054 104,696 22,813 71,798 12,870	264,636 20,197 95,215 105,858 86 17,488 80,208 62,545 1,431	282,081 41,046 1,370 109,227 123,213 347 22,998 70,360 172,561 3,420
$\begin{array}{r} 2,669\\ 736\\ 4,354\\ 2,511\\ 794\\ 3,766\\ 219\\ 9,730\\ 302\\ 7,040\\ 562\\ 0,556\\ 8,433\\ 3,850\\ 6,308\\ 628\\ 2,639\\ \end{array}$	354,065 10,810 548,092 152,682 5,293 434,115 4,208 304,503 5,400 64,761 5,389 356,221 103,605 22,793 46,765 5,278	15,340 375 64,517 13,988 2,203 32,678 108 25,854 326 8,307 749 31,179 8,034 2,937 11,710 1,003	227,466 8.643 590,766 134,777 11,958 422,232 5,366 309,517 13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	107,235 264,636 20,197 95,215 105,858 86 17,488 80,208 62,545 1,431	92,381 282,081 41,046 1,370 109,227 123,213 347 22,991 70,360 172,561 3,420
736 4,354 2,511 794 3,766 219 9,730 302 7,040 562 0,556 8,433 3,850 6,308 6,308 6,308 2,639	$\begin{array}{c} 10,810\\ 548,092\\ 152,682\\ 5,293\\ 434,115\\ 4,208\\ 304,503\\ 5,400\\ 64,761\\ 5,389\\ 356,221\\ 103,605\\ 22,793\\ 46,765\\ 5,278\end{array}$	375 64,517 13,988 2,203 32,678 108 25,854 326 8,307 749 31,179 8,031 2,937 11,710 1,003	8.643 590,766 134,777 11,958 422,232 5,366 309,517 13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	264,636 20,197 95,215 105,858 86 17,488 80,208 62,545 1,431	282,081 41,046 1,370 109,227 123,212 347 22,991 70,360 172,561 3,420
4,354 2,511 794 3,766 219 9,730 302 7,040 562 0,556 8,433 3,850 6,308 6,308 628 2,639	$549,092 \\152,682 \\5,293 \\434,115 \\4,208 \\304,503 \\5,400 \\64,761 \\5,389 \\356,221 \\103,605 \\22,793 \\46,765 \\5,278 \\$	64,517 13,988 2,203 32,678 108 25,854 326 8,307 749 31,179 8,034 2,937 11,710 1,003	590,766 134,777 11,958 422,232 5,366 309,517 13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	261,636 20,197 95,215 105,858 86 17,488 80,208 62,545 1,431	41,046 1,370 109,227 123,213 347 22,991 76,360 172,561 3,420
2,511 794 3,766 219 9,730 302 7,040 562 0,556 8,433 3,850 6,308 6,308 6,28 2,639	$152,682 \\ 5,293 \\ 434,115 \\ 4,208 \\ 304,503 \\ 5,400 \\ 64,761 \\ 5,389 \\ 356,221 \\ 103,605 \\ 22,793 \\ 46,765 \\ 5,278 \\$	13,988 2,203 32,678 108 25,854 326 8,307 749 31,179 8,034 2,937 11,710 1,003	134,777 11,958 422,232 5,366 309,517 13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	20,197 95,215 105,858 86 17,488 80,208 62,545 1,431	41,046 1,370 109,227 123,212 347 22,994 7 9,360 172,561 3,420
794 3,766 219 9,730 302 7,040 562 0,556 8,433 3,850 6,308 6,308 628 2,639	5,293 434,115 4,208 304,503 5,400 64,761 5,389 356,221 103,605 22,793 46,765 5,278	2,203 32,678 108 25,854 326 8,307 749 31,179 8,034 2,937 11,710 1,003	11,938 422,232 5,366 309,517 13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	95,215 105,85 8 86 17,488 80,208 62,545 1,431	1,370 109,227 123,212 347 22,991 7 9,360 172,561 3,420
3,766 219 9,730 302 7,040 562 0,556 8,433 3,850 6,308 628 2,639	$\begin{array}{r} 434,115\\ 4,208\\ 304,503\\ 5,400\\ 64,761\\ 5,389\\ 356,221\\ 103,605\\ 22,793\\ 46,765\\ 5,278\end{array}$	32,678 108 25,854 326 8,307 749 31,179 8,034 2,937 11,710 1,003	422,232 5,366 309,517 13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	95,215 105,858 86 17,488 80,208 62,545 1,431	109,227 123,212 347 22,994 79,360 172,561 3,420
219 9,730 302 7,040 562 0,556 8,433 3,850 6,308 6,308 628 2,639	4,209 304,503 5,400 64,761 5,389 356,221 103,605 22,793 46,765 5,278	108 25,854 326 8,307 749 31,179 8,034 2,937 11,710 1,003	5,366 309,517 13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	105,85 8 86 17,488 80,208 62,545 1,431	123,211 347 22,991 7 9,36 0 172,561 3,420
9,730 302 7,040 562 0,556 8,433 3,850 6,308 628 2,639	304,503 5,400 64,761 5,389 356,221 103,605 22,793 46,765 5,278	25,854 326 8,307 749 31,179 8,034 2,937 11,710 1,003	309,517 13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	105,85 8 86 17,488 80,208 62,545 1,431	347 22,994 7 0,36 172,561 3,420
302 7,040 562 0,556 8,433 3,850 6,308 628 2,639	5,400 64,761 5,389 356,221 103,605 22,793 46,765 5,278	326 8,307 749 31,179 8,031 2,937 11,710 1,003	13,289 76,585 8,304 305,054 104,696 22,813 71,798 12,870	86 17,488 80,208 62,545 1,431	347 22,994 7 0,36 172,561 3,420
7,040 562 0,556 8,433 3,850 6,308 628 2,639	5,400 64,761 5,389 356,221 103,605 22,793 46,765 5,278	326 8,307 749 31,179 8,034 2,937 11,710 1,003	76,585 8,304 305,054 104,696 22,813 71,798 12,870	17,488 80,208 62,545 1,431	22,991 7 0,36 172,561 3,42
562 0,556 8,433 3,850 6,308 628 2,639	5,389 356,221 103,605 22,793 46,765 5,278	749 31,179 8,054 2,937 11,710 1,003	8,304 305,054 104,696 22,813 71,798 12,870	80,208 62,545 1,431	70,36 172,56 3,42
0,556 8,433 3,850 6,308 628 2,639	356,221 103,605 22,793 46,765 5,278	31,179 8,054 2,937 11,710 1,003	305,054 104,696 22,813 71,798 12,870	80,208 62,545 1,431	70,36 172,56 3,42
0,556 8,433 3,850 6,308 628 2,639	356,221 103,605 22,793 46,765 5,278	31,179 8,054 2,937 11,710 1,003	104,696 22,813 71,798 12,870	62,545 1,431	172,56
8,433 3,850 6,308 628 2,639	103,605 22,793 46,765 5,278	8,034 2,937 11,710 1,003	22,813 71,798 12,870	62,545 1,431	3,42
3,850 6,308 628 2,639	22,793 46,765 5,278	2,937 11,710 1,0 0 3	71,798 12,870	1,431	3,42
6,308 628 2,639	46,765 5,278	11,710 1,003	12,870	1,431	3,42
628 2,639	5,278	1,003	12,870		
2,639					
		_,	19,030	15,729	
5.097	2,442,337	222,170	2,345,214	785,035	966,59
ompai otals a	rison ma at leadin	y be ma g ports f	de with or six sea	other ye	ara, we
82.	1881.	1880.	1879.	1878.	1877.
3,405	15,715	22,198		31,208	22,45
1,354	61,517	44,501	55,017	77,421	53,20
2,511	13,983	17,222	18,906	24,981	19,06
3,766	32,678	38,828	34,165	21,887	27,11
0,032	26,180	33,179	22,680	19,768	23,35
7,602	9,056	7,014	6,073	4,991	10,38
		41,203	35,589	21,639	7,65
1,438	20,803	14,206	19,476	18,853	9,13
5,097	222,170	218,341	216,167	220,748	174,36
0 207	2315 211			1050 089	1673.88
	1,354 2,511 3,766),032 7,602 3,989 1,438 5,037	1,354 61,517 2,511 13,988 3,766 32,678 0,032 26,180 7,602 9,056 3,989 39,233 1,438 20,803 5,007 222,170	1,354 61,517 44,501 2,511 13,983 17,222 3,766 32,678 38,828 0,032 26,180 33,179 7,602 9,056 7,014 3,989 39,233 41,203 1,438 20,803 14,206 5,007 222,170 218,341	1,35461,51744,50155,0172,51113,98317,22218,9063,76632,67838,82834,1650,03226,18033,17922,6807,6029,0567,0146,0733,98939,23341,20335,5891,43820,80314,20619,4765,007222,170218,341216,167	1,35461,51744,50155,01777,4212,51113,98317,22218,90624,9813,76632,67838,82834,16521,8870,03226,18033,17922,68019,7687,6029,0567,0146,0734,9913,98939,23341,20335,58921,6391,43820,80314,20619,47618,853

Wilming on includes Morehead City, &c.; Norfolk includes City. Foint, &c. The exports for the week ending this evening reach a total of 175,969 bales, of which 93,473 were to Great Britain, 9,835 to

France and 72,558 to the rest of the Continent, while the stocks as made up this evening are now 785,035 bales. Below are the exports for the week and since September 1, 1882.

	We	ek Endi Export		1.	From Sept. 1, 1832, to D:0. 1, 1882. Exported to-				
Exports from—	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.	
Jalveston	1,650	3,092	4,417	9,189	91,478	18,581	32,410	147,467	
New Orleans	20,813	4,518	20,055	45,388	160,661	\$5,798	116,734	363,216	
Mobile								******	
Florida									
Savannah	15,048		19,641	32,689	93, 180	16,828	103,683	153,491	
Charleston *	8,890	1,588	18,660	29,135	40,271	9,446	60,403	110,120	
Wilmington	3,039			3,039	12,193		1,500	13,699	
Norfolkt	23,889		1,750	25,689	140.718		3,618	144,836	
New York				16,517	190,214	17,052	72,217	279,513	
Boston				5,714				53,131	
Bultimore			1,602			1.291	23,708	71,442	
Philadelp'a,&c				3,300			750	\$7,73	
Total	93,473	9,833	72,658	175,989	800,811	149,79	414,041	1,363,154	
Total 1881	89 898	10,249	31 669	81.240	849.495	118,851	285 421	1,058.770	

* Includes exports from Port Royal, &c. + Includes exports from West Point, &c. 640

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

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

	01	On Shipboard, not cleared—for								
DEC. 1, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock				
New Orleans	73.583	13,043	20,366	3.765	110.757	153.879				
Mobile	1,300	1.000	None.	None.	2,300	17,897				
Onarieston	8.600	3.240	10,350	1.050	23,240	86,618				
Savannah	~ 8,100	2.500	14,400	4.800	29,800	65,415				
Galveston	21,790	3.688	6.146	4.596	36,220	71.015				
Norfolk	47,422	None.	1.404	None.	48,826	31.382				
New York.	5.500	300	2.500	None.	8.300	54.245				
Other ports	4,000	200	1,100	None.	5,300	43 841				
Total 1882	170,295	23,971	56,266	14,211	264,743	520,292				
Total 1881	75,503	44.558	48,619	18.033	186.713	779.885				
Total 1880	145,707	26,176	90,416	20,763	283,062	618,398				

The speculation in cotton for future delivery has been fairly active the past week, but at variable prices, and the tone some what unsettled. The opening on Saturday last was dealer, on a fresh movement toward a "corner" on November contracts, which carried up deliveries for the month to 10.58c. and strengthened the whole market. But on Monday a slight further advance was followed by depression, and on Tuesday November declined to 10.41c., with the whole market lower. On Wednesday there was a further and material decline, December going nearly down to the lowest figure of the season. There has been some buying on Southern orders on each decline, "following the market down," as the phrase is; nevertheless the close on Wednesday was at the lowest figures of the day.- Yesterday was a close holiday, and the Exchange was closed. To-day there was a variable market, closing slightly dearer. Cotton on the spot declined 1-16c. on Tuesday and again on Wednesday. The demand has been small, whether for export or home consumption. In fact, we have no stock to attract buyers. To-day the market was quiet and unchanged.

The total sales for forward delivery for the week are 429,900 bales. For immediate delivery the total sales foot up this week 4,237 bales, including 1,930 for export, 2,307 for consumption, - for speculation and - in transit. Of the above, 150 bales were to arrive. The following are the official quotations and sales for each day of the past week:

Nov. 25 to	Ū	PLANI	08.	NEW	ORLE	ANS.	1	EXAS	
Dec. 1.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tue
Ordin'y. % 1	8	8	71516	814	S14	8316	814	814	8316
Strict Ord	8716	8716	838	81116	S1116	858	81116	81116	808
Good Ord	94	94	9316	912	912	9716	912	912	9716
Str. G'd Ord	91116	91116	958	\$15 ₁₆	91516	978	91516	91516	978
Low Midd'g	1048	1018	10116	1038	1038	10016	1038	$10^{3}8$	10516
Str.L'w Mid	$10^{3}8$	1038	10516	10916	10916	1012	10916	10916	1012
Middling	10916	10916	1019	1034	1034	101116	1034	1034	101116
Good Mid	101316	101316	1034	11	11	101516	11	11	101516
Str. G'd Mid	11	11	101516	113_{16}	11316	1118	11316	113 _{1e}	1118
Midd'g Fair	1112	1112	11716	111116	11:118	1158	111110	1111116	1158
Fair,	124	12 ¹ 4	12316	12718	12716	$12^{3}8$	12716	12716	$12^{3}8$
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. % D	778	:	7.78	818	:	818	818		818
Strict Ord	S516		8516	8916		8916	8916		8916
Good Ord	918		918	938		938	938		938
Str. G'd Ord		5	9916	91316	· ·	91316	91316		9131
Low Midd'g	10	8	10	104	a	104	104	a	104
Low Midd'g Str. L'w Mid	104	id	104	10716	Holiday	10716	10716	id	10716
Middling	10716	0	10716	1058	0	1008	1058	0	1058
Good Mid	101118	.Holiday	101116	1078	E	1078	1078	.Holiday	1078
Str. G'd Mid	1078	:	1078	11116	:	11116	11116		11116
Midd'g Fair	1138	:	1138	11916	:	11918	11918	:	11916
Fair	1218		1248	12516		12516	12516		12016
S	TAINE	D.	88	Sat.	Mon		Wed	Th.	Fri.
			40 Th	758	758	7916	712		712
Good Ordin	OPT								
Good Ordin	ary	 rv	•••¶8 10.	87.0	87.0	830	8510	Holi-	85.0
Strict Good	Ordina	ry		8716	8716	838	8516	Holi-	8516
Good Ordin Strict Good Low Middlin Middling	Ordina	ry		$ 87_{16} \\ 91_8 $	8716 918	838 9116 10	8 ⁵ 16 9 9 ¹⁵ 16	day.	$ \begin{array}{c} 8^{5} 16 \\ 9 \\ 9^{15} 1 \end{array} $

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

Sales since Sep.1.'82+	Total sales this week. Average price, week.	Friday, Dec. 1– Saləs, total Prices paid (range) Closing	I'hursday, Nov. 30– Sales, total Prices paid (range) Closing	Wednesd'y, Nov.29- Lower. Aver. Sales, total. 123.200 10.18 @11.00 10.25 @10.27 Prices paid (range) Easy. -	Tuesday, Nov. 28- Sales, totalLower. 93,900Prices paid (range)10.28 @ 11.05 Quiet.	Monday, Nov. 27- Variable Aver 10.58 Aver 10.34 Aver 19.35 Aver 10.47 Aver 10.47 Sales, total. 71,000 10,800 5,200 17,400 8,700 1 Prices paid (range) 10.33@11.14 10.54@10.61 10.33@10.34 10.34@10.40 10.45 @10.50 10.56 Closing. Easier. 10.57-19.58 10.33@-10.34 10.34@10.45 10.45 10.56	Saturday, Nov. 25- Higher. Aver 10.51 Aver 10.31 Sales, total. 59,600 1,600 8,100 Prices paid (range) 10.30 @11.12 10.49 @10.54 10.3 @310.34 Closing. Firm. 10.38 - 10.59 10.33 - 10.34	FUTURES.	Market, Prices and
8.210.600	429,900	Variable. 82,200 10-14@11-06 Firmer.		Lower. 123.200 10·18@11·00 Easy.		Variable 71,000 10·33 @ 11·14 Easier.	Higher. 59,600 10·30@11·12 Firm.	Total Sales.	Markel,
731.00.1	17.000 10.53	Aver	8		Aver 10·49 4,600 10·41@10·56 10·40-10·41	Aver 10.58 10,800 10.54@10.61 10.57-19.58	Aver 10.51 1,600 10.49@10.54 10.58-10.59	November.	
962.700	42,300 10 [.] 27	Aver 10.19 9,800 10.14 @10.25 10.26 -		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c cccccccc} Aver10.51 & Aver10.31 & Aver10.35 & Aver10.45 \\ 1,600 & 8,100 & 16,900 & 6,200 \\ 10.49 & 10.54 & 10.3 & 310.34 & 10.33 & 310.38 & 10.44 & 10.48 \\ 10.58 & -10.59 & 10.33 & -10.34 & 10.37 & -10 & 38 & 10.44 & -1 & -1 \\ \end{array}$	December.	
1,622 000	92,100 10 ⁻ 29	Aver 10.21 17.000 10.17@10.28 10.29-10.30		Aver10.22 Aver10.24 Aver. 12,700 20,400 10 10.18@10.26 10.21@10.26 10.31@ 10.17-10.18 10.21 10.31@	Aver 10·30 Aver 10·40 Aver 20,400 10.300 10 10·28@10·33 10·39@10·43 10·50 10 29-10·30 10·39-10·40 10·50	Aver 19·35 17,400 10·34 @10·40 10·35-10·36	Aver 10-35 16,900 10-33@10-38 10-37—10-38	January.	
745,600	48 300 10 39	Aver 10-31 6,900 10-28 @10-41 10-40-10-41		Aver. 10.34 Aver. 16,200 10.31@10.36 10.43 10.31-10.32 10.42	Aver 10.40 10,300 10.39@10.43 10.39—10.40	Aver 10.47 8,700 10.45 \$10.50 10.45-10.46		February.	DAILY PH
872.300	71,000 10-51	Aver 10.43 12,300 10.39@10.49 10.50-10.51	, .	Aver 10.45 22,400 10.43@10.47 10.42—10.43	Aver 10.51 20,700 10.50@10.54 10.50 -10.51		Aver 10.57 4,300 10.55@10.59 10.59—10.60	March.	PRIOES AND
572,200	47.500 10.61	Aver 10.53 12,400 10.50@10.61 10.61-10.62	Holi y	$\begin{array}{c} \text{Aver} & .10.56 \\ 13,800 \\ 10.53 \\ 10.53 \\ 10.54 \end{array}$.10.51 Aver10.62 0.700 9,900 010.54 10.60@10.65 -10.51 10.61	Aver 10.68 3,000 10.66 @10.73 10.67	Aver10.67 8,400 10.66@10.70 10.69—10.70	April.	SALES OF
676.700	48,900 10 ^{.72}	Aver10.64 8,400 10.61 @10.71 10.72-10.73		∆ver10.67 15,000 10.65 <i>a</i> 10.69 0.64 −10.65	Aver 10.73 9,100 10.71 @10.76 10.72-	Aver 10.81 5,000 10.77 ø10.34 10.77-10.78	Aver 10.77 11,400 10.75 @10.81 10.90-10.81	May.	FUTURES
403,900	29,000 10.84	Aver10.64 Aver10.76 8,400 10.61 @10.71 10.73 @10.86 10.72-10.73 10.85-10.86		Aver 10.78 10,800 10.76 <i>a</i> 10.80 10.76 <i>a</i> 10.80	Aver 10.83 6,800 10.82 <i>a</i> 10.85 10.82–10.83	Aver 10.91 2.800 10.89 210.95 10.88-10.89	Aver . 10.91 600 10.88 <i>æ</i> 10.93 10.91–10.92	June.	FOR EAOH
157,600	13,100 10 ^{.94}	Aver 10.86 2.300 10.85@10.87 10.95—10.96	1	Aver10.88 3,800 10.87@10.91 10.57—10.88	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver11.01 3,900 11.00 @11.05 10.99-11.00	Aver11.01 900 11.00@11.03 11.02-11.03	July.	H MONTH.
120,800	20,200 11.04	$\begin{array}{c} A \mathrm{ver} 10\cdot 19 \\ A \mathrm{ver} 10\cdot 21 \\ 9,800 \\ 10\cdot 14 \\ 0 10\cdot 25 \\ 10\cdot 17 \\ 0 10\cdot 29 \\ 10\cdot 20 \\ 10\cdot 29 \\ \textbf$	6,	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver11.10 2,900 11.09@11.14 11.08-11.09	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	August.	
		Aver		Aver	Aver	Aver	Aver	September.	
		Aver		Атег	Aver	Aver	Aver	October.	

MARKET AND SALES

1		SALE	FUTURES.					
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.		Tran- sit.	Total.	Sales.	Deliveries.
Mon . Tues . Wed .	Quiet and steady Firm Quiet at ¹ ₁₆ dec. Quiet at ¹ ₁₆ dec.	1,380	222 613 577 577			472 1,993 727 727	59,600 71,000 93,900 123,200	500 200 500 500
Thurs Fri	Dull and easy	•••••	318	day		318	82,200	3,700
Total	·	1,930	2,307			4,237	429,900	5,400

The daily deliveries given above are actually delivered the day pre-vious to that on which they are reported.

* Includes sales in September, 1882, for September, 500,200; September-October for October, 815,600.

Transferable Orders-Saturday, 10.60c.; Monday, 10.35c.; Tuesday, 10.30c.; Wednesday, 10.20c.; Thursday, ----c.; Friday, 10.30c.

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

The following exchanges have been made during the week:

19 pd. to exch. 300 Jan. for Nev. 33 pd. to exch. 1,000 Mar. for June. 44 pd. to exch. 1,500 Jan. for May.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the 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 (Dec. 1), we add the item of exports from the United States, including in it the exports of Friday nly.

ITOM MIC CARGO AND				
Dimensional for	1882.	1981.	1880.	1879.
Stock at Liverpoolbales.	505.000	435,000	441.000	339.000
Stool at LIVOL POOL	75.300	39,600		
Stock at London	10,000	33,000	43,700	53,594
Total Great Britain stock	580,500	474.600	484,700	392.594
mont at Havre	116,000	126,000	84,600	73.790
Stock at Marseilles	2.700	3.500	6.860	809
Stock at Barcelona	30.000	13.800	32.400	7.540
Stock at Hamburg.	2.600	22.000	2.400	1,400
BLOOR BI LIBILIDULA.	21.900	48.700	20,500	
Stock at Bremen				11,840
Stock at Amsterdam	\$8,500	12,700	11,800	16,700
Stock at Rotterdam	7.00	970	1.740	1,329
Stock at Antworp.	1,400	2,090	981	
Stock at other conti'ntal ports.	14.400	7.850	5.830	2,754
BROOM at Ornor Contri Hear Portor			5,000	-, 10 L
matel continental netta	201,200	237.610	157.111	116.162
Total continental ports	201,200	207,010	157,111	110.102
	721 700	710.010	051.215	
Total European stocks	781.700	712.210	651,811	508,756
India cotton afloat for Europe.	87,000	70,000	41,000	67,861
Amer'n cotton afloat for Eur'pe	523,000	398,000	459,000	619,920
Egypt, Brazil, &c., afit for E'r'pe	57.000	44.000	38.000	52.371
Stock in United States ports	785.035	966.598	900.909	700.603
Stock in U. S. interior towns	236.008	350.364	248.865	287.109
GLOUK III U. S. INCOLICI COWINS				
United States exports to-day	5,500	14,400	31,000	14,000

Total visible supply......2,475,243 2,555,572 2,370,585 2,250.620 Of the above, the totals of American and other descriptions are as follows:

American-	*			
Liverpool stock	252,000	327,000	321,000	227,000
Continental stocks	87,000	108,000	99,000	48.000
American afloat for Europe	523,000	398,000	459,000	619,920
United States stock	785.035	966,598	900,909	700,603
United States interior stocks	236,008	350,364	248,865	287,109
United States exports to-day	5,300	14,400	31,000	14,000
Total American	1,888,543	2,164.362	2,059,774	1,896.632
East Indian, Brazil, dc				
Liverpool stock	253,000	108.000	120.000	112.000
London stock	75,500	39.600	43,700	53.594
Continental stocks	114,200	129,610	68,111	68,162
India afloat for Europe	87,000	70,000	41,000	67,861
Egypt, Brazil, &c., afloat	37,000	44,000	38,000	52.371
Total East India, &c	586,700		310.811	353.988
Total American1	,888,543	2,164,362	2,059,774	1,896,632

Total visible supply2,475,2432,555,5722,370,5952,250,6206d. $611_{16}d.$ $611_{16}d.$ $615_{16}d.$ Price Mid. Upl., Liverpool The imports into Continental ports this week have been

88,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 80,329 bales as compared with the same date of 1881. an increase of 104,658 bales as compared with the corresponding date of 1880 and an increase of 224,623 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:

To	HBLIORR	To	Che Che Contraction of the Che Che Che Che Che Che Che Che Che C		
tal, new towns	wherry, S. C thersburg, Va nusville, Ky ttle Rock, Ark. enham, Tex juston, Tex	tal, old towns.	ngusta, Ga olumbus, Ga acon, Ga una, Ala emphis, Tenn ashville, Tenn allas, Tex* tferson, Tex* creveport, La. creveport, La. reveport, La. r	TOWNS.	1
38,383	1,164 1,793 1,715 2,093 3,002 3,002 27,816	130,618		Red	М Ло
469,231	$12,368 \\ 28,271 \\ 10,811 \\ 29,434 \\ 20,615 \\ 22,572 \\ 365,160 \\$	1,131,975	$\begin{array}{r} Sept.1, 82.\\ Sept.1, 82.\\ 96, 759\\ 61, 286\\ 85, 462\\ 55, 8462\\ 205, 8462\\ 205, 8462\\ 205, 8462\\ 15, 517\\ 16, 8462\\ 26, 8472\\ 16, 366, 716\\ 36, 716\\ 36, 716\\ 36, 716\\ 97, 643\end{array}$		Movement to
39,676	1,1642,2471,2731,9023,40190228,787	112,800		mo	Dec. 1, 1
39,692	$\substack{1,320\\1,119\\1,329\\1,329\\1,870\\1,870\\32,333}$	236,008			1882.
30,875	$\begin{array}{c}922\\3,951\\1,918\\1,823\\1,715\\1,384\\19,162\end{array}$	128,148	<i>This</i> <i>week</i> . 8,391 4,863 2,297 2,705 2,705 2,705 1,264 4,473 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,218 2,216 2,218 2,216 2,218 2,2	Re	M
328,570	9,617 33,524 16,464 13,838 16,448 16,448 16,448 223,542	1,216,553	04		Movement to
29,310	×	103,687		naa	Dec. 2, 1
42,722	4,052 6,923 3,845 2,210 20,602	350,364	1	-	1881.
	469,231 39,676 39,692 30,875 328,570 29,310 42,722	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$

the same towns have been 2,470 bales more than the same week last year. and since September 1 the receipts at all the towns are 56,083 bales more than for the same time in 1881.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS .- In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending	CLOS	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-									
Dec. 1.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.					
Galveston New Orleans. Mobile Savannah Charleston Wilmington Norfolk Boston Baltimore Philadelphia. Augusta Memphis St. Louis Cincinnati	$ \begin{array}{c} 10\\ 10\\ 97_8\\ 91^5_{16}\\ 10^{1_4}\\ 10^{1_8}\\ 10^{7_8}\\ 10^{3_8}\\ 10^{3_8}\\ 9^{5_8}\\ 9^{3_4}\\ 9^{7_8}\\ 10\\ 0 \end{array} $	$ \begin{array}{r} 10 \\ 10 \\ 978 \\ 978 \\ 978 \\ 915 \\ 10^{1}_{4} \\ 915 \\ 16 \\ 10^{7}_{8} \\ 10^{3}_{8} \\ 10^{3}_{8} \\ 10^{3}_{8} \\ 10^{3}_{8} \\ 958 \\ 934 \\ 978 \\ 10 \end{array} $	$ \begin{array}{c} 10\\ 10\\ 978\\ 978\\\\978\\ 10116\\ 1078\\ 1038\\ 1038\\ 958\\ 934\\ 978\\ 10\\ 958\\ 934\\ 978\\ 10\\ 958\\ 934\\ 958\\ 934\\ 978\\ 10\\ 958\\ 958\\ 958\\ 958\\ 958\\ 958\\ 958\\ 958$	$\begin{array}{c} 9^{7_8} \\ 10 \\ 9^{5_4} & 7_8 \\ 9^{5_4} \\ 10 \\ 9^{7_8} \\ 10 \\ 10^{5_4} & 3_8 \\ 10^{5_4} & 3_8 \\ 10^{5_4} & 9^{5_4} \\ 9^{5_4} \\ 9^{7_8} \\ 10 \end{array}$	Holiday	978 978 934 934 10 934 10 10 10 10 10 4 10 34 928 928 928 958 958 958					
Louisville	97 ₈ @10	978210	978@10	978@10	:						

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.

BECEIPTS FROM PLANTATIONS.

endino		Receip	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ne		
		1880.	1880. 1881.		1880.	1881.	1882.	1880.	1881.	1889.	
Sept.	15	102,693	94,052	49,512	51,674	75,452	19,115	115,087	112.094	52.10	
**	22	136,413	112,293	77,223	77,868	103,779	29,985	162,607	140,620	88,09	
**	29	172,221	134,756	136,479	96,931	124,526			155,309		
Oct.	6	199,094	174,810	179,883	126,509	155.559			205,843		
	13	210,367	191,056	206,136	147.913	196,561			232,058		
**	20	236,341	192,531	242,329	179,792	228,785	125,039	268,220	224,755	271,69	
44		254,830									
Nov.		251,768									
**.	10	215,842	233,320	282,251	363.258	322,161	211,740	238,538	265.341	298.89	
5.		256,615									
66	24	205,192	232,216	242,169	281,476	367, URO	259,175	208,105	253,570	257.98	
Dec.	1	218,841	222,170	255,097	287,717	393,086	275,700	221.582	248.196	271.62	

The above statement shows-1. That the total receipts from the plantations since September 1, in 1882 were 2,701,552 bales; in 1881 were 2,692,875 bales; in 1880 were 2,786,936 bales.

2. That, although the receipts at the out-ports the past week were 255,097 bales, the actual movement from plantations was 271,622 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 248,196 bales and for 1880 they were 221,582 bales.

AMOUNT OF COTTON IN SIGHT DECEMBER 1.-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 December 1 bales.	2,442,337	2,345,214
Interior stocks in excess of Sept. 1 on Dec. 1	259,215	347.661
Total receipts from plantations	2,701,552	2,692,875
Net overland to November 1	93,857	126,083
Southern consumption to November 1	59,000	45,000
Total in sight December 1	2,854,409	2,863,958

to-night, as compared with last year, is 9,549 bales.

This year's figures estimated.

ASER

The above totals show that the old interior stocks have in-The above totals show that the old interior stocks have in-ereased during the week 17,818 bales, and are to-night 114,356 bales less than at the same period last year. The receipts at

WEATHER REPORTS BY TELEGRAPH.—There has been rain in the greater portion of the South the past week, and in most sections there have been killing frosts, but the rain has not in general been heavy, and the frosts are too late to do harm. Otherwise conditions have been favorable, and the crop is being marketed very freely.

Galveston, Texas.-We had rain on three days the early part of the past week, but the latter portion has been clear and pleasant. The rainfall reached forty-three hundredths of an inch. Picking has been interrupted, but is now re-sumed. The plant is killed by frost nearly everywhere, but it will not diminish the yield at all, as more cotton is already open than will ever be picked. The thermometer has ranged from 39 to 69, averaging 54. During the month of November the rainfall reached ninety hundredths of an inch.

Indianola, Texas.-It rained on three days during the early part of the past week, but the balance of the week has been clear and pleasant. The rainfall reached one inch. The roads are in a bad condition. Average thermometer 50, highest 69, lowest 38. Rainfall for the month of November three inches and thirty-nine hundredths.

hundredths. We have had killing frosts on four nights. The thermometer has averaged 40, the highest being 55, and the lowest 24. During the month of November the rainfall reached four inches and twenty-five hundredths.

Brenham, Texas.-It has rained hard on three days of the ast week, but the remainder of the week has been pleasant. The rainfall reached two inches and seventy-five hundredths. We have had killing frosts on two nights. The roads have been had, but are now improving. The thermometer has averaged 1; ranging from 34 to 67. Rainfall for the month of November five inches and five hundredths.

Palestine, Texas.-We have had rain on four days of the wast week, but the weather is again clear. The rainfall reached two inches and seventy-nine hundredths. We have had killing firosts on three nights. The thermometer has ranged from 26 to 55, averaging 41. During the month of November the rainfall reached seven inches and thirty-nine hundredths.

Huntsville, Texas.-We had hard rain on four days the early part of the past week, but the latter portion has been clear and pleasant. The rainfall reached two inches. We have had killing frosts on two nights. Average thermometer 42, highest 58, lowest 50. Rainfall for the month of November six inches.

Weatherford, Texas.-It has rained on three days of the past week, the rainfall reaching one inch and fifty hundredths. We had killing frost and ice on four nights of the week. Snow fell here during the week to the depth of one inch. Picking has been interrupted but is now resuming. The thermometer-has averaged 38, ranging from 24 to 52. During the month of November the rainfall reached three inches.

Belton, Texas.-We had hard rain on three days during the early part of the part week, and the latter portion has been clear and pleasant. The rainfall reached two inches and five hundredths. The roads are in a bad condition. We have had killing frosts on two nights of the week. The thermometer has averaged 45, the highest being 60 and the lowest 31. The rainfall during the month of November reached three inches.

Luling, Texas.-It rained on three days during the early part of the past week, but the remainder of the week has been clear and pleasant. The rainfall reached one inch. There have been killing frosts on two nights of the week. The thermometer has ranged from 32 to 60, averaging 47. Rainfall for the month of November two inches and fifty hundredths.

New Orleans, Louisiana.-It has rained on three days of the past week, the rainfall reaching one inch and seven hundredths. The thermometer has averaged 57.

Shreveport, Louisiana.-The weather has been cloudy during the past week, with heavy rains, followed by clear weather. The rainfall reached four inches and seventy-five hundredths. The thermometer has ranged from 29 to 60.

Vicksburg, Mississippi.-We had rain on four days during the early part of the past week, but the latter portion has been clear and pleasant.

Columbus, Mississippi.-We have had rain on three days of the past week, the rainfall reaching two inches and fiftysix hundredths. Average thermometer 43, highest 58, lowest 26. During the month of November the rainfall reached six inches and four hundredths.

Little Rock, Arkansas.-It has been cloudy on four days of the past week, with rain on three. The rainfall reached The thermometer one inch and twenty-two hundredths. Vhas averaged 39, ranging from 23 to 48. During the month of November we had rain on nine days, and the rainfall reached "four inches and eighty-three hundredths. The thermometer averaged 49, and ranged from 23 to 73.

Memphis, Tennessee.-It has rained on four days of the past week, the rainfall reaching two inches and fifteen hun-iredths. We had the first snow of the season on Wednesday. Planters are marketing their crop freely. The thermometer has averaged 40, the highest being 52, and the lowest 29.

Nashville, Tennessee .- We have had rain on four days of the past week, the rainfall reaching one inch and fifteen hundredths. Snow fell here during the week. The thermometer has ranged from 27 to 53, averaging 40.

Mobile, Alabama.-It rained severely on two days the early

week, the rainfall reaching one inch and three hundredths, The thermometer has averaged 46, ranging from 30 to 60. Rainfall for November three inches and three hundreaths.

Savannah, Georgia.-It has rained on two days of the past week, and the remainder of the week has been pleasant. The rainfall reached eighty-four hundredths of an inch. The thermometer has ranged from 34 to 72, averaging 54.

Augusta, Georgia.—We had heavy general rain on two days the early part of the past week, but the latter portion has been clear and pleasant. The rainfall reached ninety-nine hundredths of an inch. About sixty-five per cent of the crop has been picked and marketed, and the planters are still marketing freely. The thermometer has averaged 46, the highest being 63 and the lowest 34. During the month of November the rainfall reached three inches and eighty-six hundredths.

Atlanta, Georgia.-It has rained on one day of the past week, the rainfall reaching ninety-six hundredths of an inch. We had a light fall of snow on Wednesday. The weather is now clear. Average thermometer 40, highest 57 and lowest 26.

Charleston, South Carolina.-We have had rain on two days during the past week, the rainfall reaching one inch. The thermometer has averaged 48, ranging from 35 to 65.

JUTE BUTTS, BAGGING, &c .- The market has not shown any great activity during the week, and business is still moderate. Buyers are indifferent, and beyond small orders transactions are limited. Prices are fairly steady and are about as last quoted, but little shading being done, and at the close the figures are 7¹/₄c. for 1¹/₂ lbs, 7¹/₂@7³/₄c. for 1³/₄ lbs., 8¹/₄c. for 2 lbs. and 9¹/₄c. for standard qualities. Butts are in fair demand for small buyers, but in a large way the inquiry is light. The orders continue fair in amount, and the lots, though small, are taking considerable stock to fill them. This keeps the market steady, and sellers continue to quote 27-16@25%c. for paper grades and 2 11-16@23/4c. for bagging qualities.

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 We first give the inaccuracy and keep the totals correct. Bombay statement for the week and year, bringing the figures down to November 30.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.			Shipm	ents since	Receipts.		
Year	Great Brit'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan.L.
1882	4,000	2,000	6,000	785,000	626,000	1,411,000	14,000	1,697,000
1881 1880	3.000	10.000	13.000	345.000 365,000 256,000	583,000 518,000	883,000	10,000	1,137,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 5,000 bales, and a decrease in shipments of 8,000 bales, and the shipments since January 1 show an increase of 483,000 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.

	Shipme	nts for th	e week.	Shipments since January 1.			
e *	Great Britain.	Conti- nent.	Total.	Great Britain.	Conli- nent.	Total.	
Calcutta- 1852 1881	100		,100	109.400 115,000	39,500 39,000	147,900 154,000	
Madras- 1882 1881	500 200		$500 \\ 2 \cup 0$	63,100 23,500	8,500 600	71,600 24,100	
All others- 1852 1881		100	100	$54,900 \\ 25,500$	19,100 6,500	74,000 32,000	
Total all— 1382 1881	500 300	100	500 400	227,400 164,000	66,100 46,100	293,500 210,100	

part of the past week, but the latter portion has been clear and pleasant. The rainfall reached one inch and forty-nine hun-dredths. Ice formed in this vicinity on Tuesday and Wednesday nights, but no serious damage was done. About ninety per cent of the crop has been marketed. Average thermometer 51, highest 66, lowest 29. During the month of November the rainfall reached two inches and sixty-seven hundredths.

Montgomery, Alabama.-We had rain on four days the early part of the past week, and the latter portion has been clear and pleasant but cold, with frost and ice on three nights. The rainfall reached eighty-one hundredths of an inch. The thermometer has averaged 47, ranging from 28 to 67. Rainfall for the month of November one inch and ninety-one hundredths.

Selma, Alabama.-It has rained on two days of the past week, the rainfall reaching one inch and four hundredths. Ice formed in this vicinity on two nights of the week. The thermometer has averaged 44, the highest being 60 and the lowest 26.

Medison, Florida.-It has rained on one day of the past week. We had killing frost and ice on Thursday night. Average thermometer 45, highest 50, lowest 38. Macon, Georgia.—We have had rain on two days of the past week. The weather has been cold, with ice. The ther-

imometer has ranged from 28 to 71, averaging 49.

Columbus, Georgia.-It has rained on one day of the past of the previous two years.

The above totals for the week show that the movement from the ports other than Bombay is 100 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.

	. 18	382.	18	381.	1880.	
Stioments to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay All other p'rts.		1,411,000	14,000	210,100		233,100
Total	6,500	1,704,500	14,400		and the second sec	1,116,100

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

Alexandria, Egypt, November 30.	1882.		1.	881.	1880.		
Receipts (cantars*)- This week Since Sept. 1		70,000 46,000		00,000 27,530	1	150,000 ,985.500	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	13,000 5,000		11,000 8,006		10.000 3,557	63,000 29,154	
Total Europe	12.000	68.000	19.006	97.429	13.537	89 151	

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Nov. 30 were 170,000 cantars and the shipments to all Europe were 18,000 bales.

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

		1882.		1881.				
	32s Cop. Twist.	814 lbs. Shirtings.	Oott'n Mil Upl /s	32s Cop. Iwist.	84 lbs. Shirtings.	Ooil'n Mid. Uplds		
" 13 " 20 " 27 Nov. 3 " 10 " 17 " 24	9518-91116 938 @ 934 938 @ 94 938 @ 94 934 @ 94 9316 @ 94 9316 @ 94 9116 @ 94 378 @ 94	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6 ³ 16 6 ⁴ 8 6 ¹ 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6918		

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

Monthly	Year Beginning September 1.								
Receipts.	1882	1881.	1880.	1879.	1878.	1877.			
Sept'mb'r October Novemb'r	326,656 980,584 1,089,697	853,195			689,264	583,637			
Perc'tage	2,396.937 of tot. port Nov 30.	2,257,015 47 [.] 81	2,433,297	2,164,407 43·27	1,737,347 39 [.] 51	1,499,517			

This statement shows that up to Nov. 30 the receipts at the ports this year were 139,922 bales more than in 1881 and 36,360 bales less than at the same time in 1880. By adding to the above totals to Nov. 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

					A REAL PROPERTY OF A REAL PROPER	and the second se		
)		1882.	1881.	1880.	1879.	1878.	1877.	
	Tot. Oc.31	1,307,240	1,282,972	1,426,796	1,222,13	978,111	678,959	1
	Nov. 1	36,792	29,104					
	" 2	38,060	27,151	37,897		21,848		1
	" 3	41,574	35,93:	33,538			33,775	ł
	" 4	38,904	48,836					I
	" 5	8.	31,603	53,661				I
	" 6	49,216	8.	29,924				1
	" 7	42,475	46,365	8.	49,319		1	I
	" 8	37,582	31.301	40,193				I
	" 9	36,297	40,389	35,842		27,281		
	" 10	57,777	33,590	31,966			22,876	L
	" 11	33,651	47,06 9	26,138				ł
	" 12	а.	29,130	51,779				
	" 13	52,090	s.	38,451	36,503			
	" 14	33,366	36,748	8.	43,410		/ / /	I
	" 15	32,175	35,669	49.862	35,631			
	" 16	47,217	41,244	41,557	S.	26,421		ł
0	" 17	55,455	25,136	31,53 5	38,465		31,603	
	" 18	38.822	65,535	34,094	39,097			
	" 19	· S.	30,309	61,119	27,553			
	" 20	46,630	S .	28,335	26,113		23,008	1
	" 21	36.19	60.435	8.	51,249			
	" 22	31,330	36,803	40,619	26,574		23,318	l
	" 23	36,045	32,590	31,391	8.	21,906		ł
	" 24	53,111	27,534	26,970	60,920		18,906	
	" 25	45,224	44,440	27.748	35,470	36,610	8.	
	* 26	в.	33,317	47,126	33,349	31,536		
	" 27	53,571	- S.	39,460	41,607		25,902	1
	" 28	41,49.	37,111	S.	51,232	24,329		
	" 29	28,292	33,699	41,559	29,409	32,773	27,911	1
	" 30	41,111	29,544	32,562	8.	27,115	24,358	
	Tot.Ny.30	2,396.937	2 937 015	9 499 00-	0.101.40-			1
	Dec. 1	45.100	36,867	26,617	2,104,40,	1,757,349	1,499,517	
• •	-		-		52,475	8.	21,387	•
	Total	2,442,337	2,293,382	2,459,941	2,216,886	1,757,349	1,520,904	
-	-010011102	OF LOLA	5 D	ł		-		
,	1010 100 0	ts Dec. 1.	48.59	41.88	44.32	39.51	34.99	f
							the second s	

I

3

This statement shows that the receipts since Sept. 1 up to to-night are now 143,455 bales more than they were to the same day of the month in 1881 and 17,607 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 December 1 in each of the years named.

SHIPPING NEWS .- The exports of cotton from the United States the past week, as per latest mail returns, have reached 132,279 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 Thursday night of this week:

	rotal	baist
NEW YORK-To Liverpool, per steamers Catalonia 9717		
Ulty of Drussels, 018, Helvetia, 1.960 Haraphol of	01	,
To Havre, per steamers Hermod, 100Labrador, (ad	••••	9,375
tional) 65Pereire, 477.	di-	
To Bremen, per steamer Werra, 1,840.	•••	64
TO MAILOURS, DEP SLEADIARS POLIPIA 500 - Suggia 501		1,840
TO BIRStel'dam, Der steamers Pollux (additional) 170		A TANK
Stella, 459		GBE
Stella, 459	·11-	
To Genoa, per steamer Vincenz > Florio, 1,0 5		1,960
MAW URLEANS-10 LAVEPOODL DEP SLEEMARS MINIMUM 9.470		1,035
NORTHANDON, 3.519 DEPAND I C Robertson 9414		
per bark Romanoff, 3,669.	1	4,381
per bark Romanoff, 3,669. To Havre, per barks Prince Rupert, 4,529Venice, 2,10	0.	8,629
To Bremon, per bark Themis, 3.325 To Rotterdam, per steamer Prinz Fridrich Carl, 2,849		3,326
To Reval. per steamer L ddesdale, 5,100.	••	2,849
TO Barcelona, per park lacow Aall, 1,70.)		5,100
		1,131
CHARLESTON-FO Liverpool, per bark Mary Graham, 2,111 U land and 90 Sea Island. To Breune, per steamer Hawardon, 5,100 Haland	Jp-	
Tana and 90 Sea Island	'	2,201
To Bremen, per steamer Hawarden, 5,100 Upland. SAVANNAH-To Liverpool, per steamer Katie, 5,511 Upland.		5,100
10 Havre, per steamer Panama, 5.010 linking	· * ,	5,511
10 Barceloua, per steamer Ravensheugh, 5,50) Unland		5,500
To Palma de Malorea, per 1.550 Holand		1,550
To Genoa, per steamer Boyne, 6,024 Upland		6,024
TEXAS-To Liverpool, per steamers Deepdale, 7,725Juar 2,821per barks Konkordia, 1,445Najaden, 756.	la,	
Tamora, 1.727		4.474
To Vera Craz, per steamers James A. Gary, 443	it-	36 786 Ta:
ney, 1,325		1,700
Tamora, 1,727 To Vera Craz, per steamers James A. Gary, 443Wi ney, 1,325 WILMINGTON-To Liverpool, per barks Emma Crook, 1,140. Hidur. 1,111		
Hildur, 1,111 NORFOLK—To Liverpool, per steamers Chilian, 4,976Swa		2,251
dale, 4.942 ver ship Kinburn, 4.731 ner barka Ha	11-	T
$\mathbf{H}_{\mathbf{A}\mathbf{A}}$ D $\mathbf{H}_{\mathbf{A}\mathbf{A}}$ H $\mathbf{H}_{\mathbf{A}\mathbf{A}\mathbf{A}$ H $\mathbf{H}_{\mathbf{A}\mathbf{A}\mathbf{A}}$ H $\mathbf{H}_{\mathbf{A}\mathbf{A}\mathbf{A}\mathbf{A}\mathbf{A}$ H $\mathbf{H}_{\mathbf{A}\mathbf{A}\mathbf{A}\mathbf{A}\mathbf{A}\mathbf{A}\mathbf{A}\mathbf{A}\mathbf{A}A$	0	1,556
DALJIMOKE-10 LAVEPDOOL DEP STEAMER Dougti 1 270		1,270
To Havre, per steamer La Chatelier, 994. To Bremen, per steamers Hermann, 400Koln, 3,671	'	1 964
Boston-To Liverpool, per steamers Cephalonia, 1,502V	3'	4,071
		1,548
PHILADELPHIA-To Liverpool, per steamer Lord Gough, 1,800	·!	1.800
		- 3-3-4-
Total	19	2 270
		1 3 M & B & B & S

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

			Rot'dan	n,	Barco-		
		Bremen	n Ams-		lonn &	Geno	X
Liver-		& Ham	- terd'm	de .	Palma d	e & Sal	-
pool.	Havre.	burg.	Antw'p.	Reval.	Majorea	. ernq.	Tola
	642	2,841	2,607			1.055	16.617
	6,629	3,326	2,849				35.114
							7,301
					7,030	6,024	23.395
							16.248
			· · · · •				2,251
			-				
		-,					6.335
1,800							1.542
x ,000							1,000
74,382	13,275	15,333	5,456	5,100	8.750	9,210	132,27
	pool. 9,372 14,381 2,201 5,511 14,474 2,251 21,580 1,270 1,542 1,800	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Liver- pool. Havre. burg. 9,372 642 2,841 14,381 6,629 3,326 2,201 5,100 5,511 5,010 14,474 2,251 21,580 1,270 994 4,071 1,542 1,800	Bremen Ams- & Ham-terd'm pool. Havre. burg. Antw'p. 9,372 642 2,841 2.607 14,381 6,629 3,526 2,849 2,201 5,100 5,511 5,010 14,474	Liver- pool. Havre. burg. Antw'p. Reval. 9,372 642 2,841 2,607 14,381 6,629 3,326 2,849 5,100 2,201 5,100 14,474 2,251 21,580 1,270 994 4,071 1,542 1,800	Bremen Ams- & Ham-terd'm & Palma d pool. Havre. burg. Antw'p. Reval Majorca 9,372 642 2,841 2.607 14,381 6,629 3,326 2,849 5,100 1.700 2,201 5,100 7,030 14,474 7,030 14,270 994 4,071	Bremen Ams- & Ham-terd'm & Palma de & Sal pool. Havre. burg. Antw'p. Reval Majorca. erno. 9,372 642 2,841 2.607 1,055 14,381 6,629 3.326 2,849 5,100 1,700 5,511 5,010 7,050 6,024 14,474 7,050 6,024 1,542

Included in the above totals are, from Galveston to Vera Cruz, 1,763 bales.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

ROTARY, steamboat, of the Roanoke Norfolk & Baltimore Steamboak Company, was barned on Wednesday night, Nov. 22, at Astoria, on the Roanoke River. About 210 bales of cotton, besides some general freight, were destroyed or damaged by being thrown over-board. The fire is supposed to have originated in the fire-room.

Cotton freights the past week have been as follows:

4.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1470516	14@516	140516	14 @ 516		140520
Do saild.						
Havre, steamc.	9 ₁₆ *	9 ₁₆ *	916*	916*		918*
Do sailc.						
Bremen, steamc.	9 ₁₆ *	9 ₁₆ *	916*	916*		6.938"
Do sailc.				••••	у.	
Hamburg, steam.d.	1532@12*	1532@12*	1532 @ 12.	1532@12+	Holiday	1582 6 1
Do saild.					oli	
Amst'd'm, steam.c.	916@58*	9 ₁₆ @58*	916@58*	9 ₁₆ @58*	H	9169 4
Do saild.						
Baltic, steamd.	³ 8*	3 ₈ *	· 38*	. 3.*		n 28
Do sailc.						
Barcel na, steam.c.	84*	34*	34*	34		3
Do sailc.					I	

* Compressed.

LIVERPOOL -By cuble from Live pool, we have the fellowing statement of the wesk's sales, stock, &c., at that port:

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•	Nov. 10.	Nov. 17.	Nov. 24.	Dec. 1.
Bales of the weekbales.	65,000	69.00 0	84,000	62,000
Of which exporters took	7,400			9,400
Of which speculators took	1.650			1,180
Sales American	42,500	45,000		41.000
Actual export	7,600			11,000
Forwarded	14,000			18,000
Total stock -Estimated	461,000			505,000
Of which American-Estim'd	191,000			252,000
Total import of the week	76,000			101.000
Of which American.	63,000			91,000
Amount afloat	284,000			289.000
Of which American.	197 000	210,900	225,000	235,000

The tone of the Liverpool market for spots and futures each day of the week ending Dec. 1, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Ihursd'y.	Friday
Market, { 12:30 P.M }	Fair demand freely met	Fair demand freely met	Easier.	Dull and easier.	Easier.	Easier.
Mid. Upl'ds Muh. Orl'ns Sales Spec.& exp.	6 ³ 8 10,000	6 ¹ 8 6 ³ 8 12,000 2,000	6 ¹ 8 6 ³ 8 10,000 1,000	6 ¹ 16 6 ⁵ 16 8,000 1,000	$\begin{array}{c} 6 \\ 6^{3} 16 \\ 10,000 \\ 2,000 \end{array}$	$\begin{array}{c} 6 \\ 6^{3} 16 \\ 10,000 \\ 1,000 \end{array}$
Futures. Market, (12:30 P.M.)	Quiet.	Flat.	Steady.	Flat.		Dull.
Market, { 5 P. M.	Duill.	Steady.	Weak.	Weak.	Firm.	Quiet.

THE FLUCTUATIONS.—The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given bolow. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d.

	-	Saturday.				Monday.				Tuesday.		
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	<i>d</i> .	d.	d.	d.	<i>d</i> .	d.	d.	d.	d.	d.	d.	d.
November.	6 06	6 07	6 06	6 06	6 06	6 07	6 04	6 04	6 04	6 04	5 63	5 63
NovDec	5 61	5 61	5 61	5 61	5 60	5 61	5 59	5 59	5 59	5 59	5 56	5 56
DecJan	5 60	5 60	5 60	5 60	5 59	5 59	5 58	5 58	5 58	5 58	5 56	5 56
JanFeb	5 61	5 61	5 60	5 60	5 59	5 60	5 58	5 58	5 58	5 58	5 56	5 56
TebMar	5 61	5 61	5 81	5 61	5 60	5 60	5 59	5 59	5 59	5 59	5 57	5 57
MarApril	5 63	5 63	5 62	5 62	5 62	5 62	5 60	5 61				
April-May .	6 00	6 00	6 00	6 00	6 00	6 00	5 62	5 62	5 62	5 62	5 61	5 61
May-June	601	6 04	6 03	6 03	6 02	6 02	6 00	6 01	6 01	6 01	5 63	5 63
June-July	6 05	6 05	6 05	6 05	6 01	6 04	6 03	6 03	6 03	8 03	6 02	6 02
July-Aug	6 08	6 08	6 08	6 08	6 07	6 07	6 06	6 06	6 06	6 08	6 04	6 04
AugSept.,					6 10	6 10	6 09	6 09	6 08	6 08	6 08	6 08
SeptOct						••••				••••		

	W	Vedno	esday	7.		Thursday.				Friday.		
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	<i>d</i> .	d.	<i>d</i> .	d.	d.	d.	d.	d.	<i>d</i> .	<i>d</i> .	d.
November.	5 62	5 62	5 62	5 62	557	5 60	5 57	5 60				
NovDec.	5 55	5 55	5 52	5 53	5 53	5 55	5 52	5 55	5 52	5 52	5 52	5 52
DecJan	5:4	5 54	5 52	5 52	5 52	5 53	5 52	5 53	5 53	5 53	5 51	5 51
JanFeb	5 55	5 55	5 52	5 52	5 52	5 54	5 52	5 54	5 54	5 54	5 52	5 52
FebMar	5 56	5 56	5 53	5 53	5 54	5 56	5 54	5 56	5 54	5 54	5 53	5 53
Mar A pril	5 58	5 58	5 55	5 55	5 55	5 58	5 55	5 58	5 58	5 58	5 55	5 55
April-May	5 59	5 59	5 57	5 57	5 58	5 60	5 58	5 60	5 60	5 60	5 57	6 57
May-June	5 62	5 62	5 60	5 60	5 60	5 62	5 60	5 62	5 62	5 62	5 59	5 59
June-July	800	6 00	5 62	5 62	5 62	6 00	5 62	6 00	6 00	6 00	5 62	5 62
July-Aug	6 02	6 02	6 00	6 01	6 02	6 04	6 02	6 04	6 01	6 01	6 01	6 01
AugSept	6 04	6 04	6 04	6 04	6 07	6 07	6 07	6 07				
SeptOct												

BREADSTUFFS.

FRIDAY, P. M., December 1, 1882. Flour has advanced for the lower grades, for which a fair de-

ing that the foreign advices have been favorable. The depression is, at least in part, attributable to the slowness of the export trade. To-day the market was irregular, opening $\frac{1}{20}$ $\frac{1}{20}$ lower and afterward recovering the decline, and advancing $\frac{1}{20}$ lc.; No. 2 red sold at \$1 08 $\frac{1}{20}$ 109 $\frac{3}{20}$ for December; \$1 11 $\frac{10}{12}$ for January; \$1 13 $\frac{1}{40}$ 14 $\frac{1}{20}$ for February and \$1 15 $\frac{1}{20}$ 1 15 $\frac{3}{4}$ for May.

Indian corn has been quiet on the spot owing to scarcity. Prices have again advanced and sales of No. 2 mixed have taken place at \$1 10, at which most of the November contracts were settled, though a protest in one case will call for a decision by the Board of Managers of the Produce Exchange as to whether this is to be regarded as a fictitious price or not. The later deliveries have been declining during the last few days though in the for part of the week they at Chicago The large receipts were quite firm. latterly, however, have rendered the shorts much less anxious to cover for December, and this month, as well as the 1883 deliveries, have accordingly declined 3/4c. to 1c. The Chicago market has also been dull and weak of late. There has been a light trade in new corn here, owing partly to the irregularity in the quality and partly to the fact that the supply has been only moderate, though there has really been compara-tively little inquiry for it. To day the market was irregular, cash being lower, owing to the breaking of the corner, and options, though at one time 1@2c. higher, losing considerable of the advance later on, the fluctuations being due to variations in the Chicago market. The speculative sales of the week have reached a very fair aggregate. No. 2 mixed sold to-day at 81% @81% c. for old for December, 72c. for new do. and 66% c. for January, though later January was quoted at 65%4@66c., with February offered at 64c. and 63%2c. bid, and May obtainable at 625%c., with 621/4c. bid. New corn is quoted on the spot, 40@77c. for yellow and white, as to quality.

Rye has been quiet and about steady. Barley has sold fairly at somewhat easier prices. Oats have been rather quiet and somewnat depressed, though to-day the market was firmer; No. 2 mixed sold at 43@43¹/4c. for December and 44¹/₂@44¹/₄c. for January.

The following are closing quotations:

FLOUR. No. 2 spring ... % bbl. \$2 350 3 00 City shipping extras. \$5 300 575 No. 2 winter 2 75 @ 3 55 5 30 0 6 75 4 25 0 5 20 3 85 3 75 3 350 Superfine..... Spring wheat extras.. 3752 Rye flour, superfine... Corn meal— 5 000 6 00 3 400 3 85 5 50 Western, &c..... 4 000 420 Brandywine, &c.... 4 300 440 Buckw't flour, 100 lbs. 3 000 340 6 25 Winter shipp'g extras. 385a Patents, spring...... 600a 4 30 7 50 | Patents, spring 6 00 a Patents, winter 5 25 a 7 25 GRAIN

					CTRAIN.				
	Wheat-				Rye-Car lots	70			
-	Spring.per bush.	98		. 09	Boat loads	70	a	73	
	Spring No. 2			09	Oats-		-		
	Red winter	90	@1	09	Mixed	40		44	
2	Red winter, No. 2	1 08	21	09	White	43			
1	White	80		13	No. 2 mixed.			434	1
2	White No. 1	1 07		08	No. 2 white		. 0	46	
	Corn-West. mixed	40	Ø	8,	Barley-	N.			
3	West. mix. No. 2.	84	ð	87	Canada No. 1	95			
5	White	40	æ	75	Canada bright	1 00		1 01	
7	Yellow	40	Ø	77	Canada No. 2	85			
9	Buckwheat	73	a	75	State, 4-rowed	90			
0	Daolan Louister				State. 2-rowed	83	0	85	

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

Receipts of flour and grain at Western lake and river ports

••	for the week ending Nov. 25, 1882 :	
	Flour, Wheat, Corn, Oats, Barley,	Rye,
	bbls. bush. bush. bush. bush.	bush.
	At- (196 lbs.) (60 lbs.) (56 lbs.) (32 lbs.) (48 lbs.)	
	Ohicago	
	Milwaukee 112.689 218,640 14,690 53,891 185.683 Toledo 10,178 260,854 109,171 43,542 833	
	Loloud	
- 2	Detroit	
-	St. Louis 59,779 418,217 433,775 116,370 102.293	
n	Peoria 1,120 900 335,000 174,525 10,800	
	Duluth	
n		94,394.
S	Total	
	Same time '81. 124,212 596,585 1,076,310 447,445 390.655	
-	Rail shipments from Western lake and river ports	for the
n	weeks ended :	
h	1882. 1881. 1880.	1879. Week
	Week Week Week	Nov. 29.
d	Nov. 25. Nov. 26. Nov. 27.	123,777
	Flourbbls. 240,804 86,398 155,098	
	Wheatbush. 469,363 227,772 229,296	102.173
e	Corn. 807,622 780,882 424,753	187,470
d	Oata 569.906 171.425 451.078	121,322
	Barley 181.181 130.338 97,987	107,766
-	Rye 43,556 40,858 56,489	16,898
e	Total 2.071.628 1.351.275 1.259.603	535,628
e	Total	
	Rail and lake shipments from same ports for last four v	Teeks.
n	Week Flour, Wheat, Oorn, Oats, Barley,	10409
g	ending- ools. bush. bush. bush. bush.	bush.
	Nov. $25285,857$ 961,638 1,419,995 629,726 181,16	43,556
0		128.307
ι,		191,777
~		
S	Fot., 4 w. 1,097,799 4,888,696 5,467,542 3,135,185 987,05	497,818
n	Amples 01 619 202 9 693 177 7 023 315 1 622 510 657.320	240,000
	Receipts of flour and grain at seaboard ports for the	ie week
У	Receipts of nour and grain at seanoard ports for a	
- 1	ended Nov. 25:	۰,

mand has prevailed, while the supply, though ample, has been by no means burdensome. It is noticeable that the proportion of the higher grades in the receipts is much larger than has been the case for some years, this fact being due to improvements in the methods of manufacture. The scarcity of ocean freight room and the high rates current have interfered with **xport** trade. The higher grades have been plentiful, dull and **rather weak**. To- day the market was dull for all grades.

Wheat has been rather quiet as a rule, the export trade being quite moderate most of the time, owing to the continued scarcity of ocean freight room, as well as some further advance in the rates; while the transactions in options have likewise been limited to a moderate aggregate. There are comparatively few grain vessels in port, and so scarce is room in the regular ocean steamers that outside steamers are being laid on the berth. Quite a number of grain vessels to arrive at Philadelphia and Baltimore have already been chartered, but few or none have been thus engaged at this port. Prices showed some advance at one time, largely owing to a rise in Chicago, where the receipts have been moderate, but latterly the course of this market has been downward, notwithstand-

NOVEMBER 2, 1882.]

THE CHRONICLE.

	Flour,	Wheat,	Oorn,	Oats,	Barley,	
At-	bbls.	bush.	bush.	bush.	bush.	bush.
New York		1,348.800	774,346		326,000	
Boston.	119,966	83,950	139,375	77,100	55,825	1,425
Portland	800		6,200	32,000		••••
Montreal	17.752	43,424		22.737	11.582	1,037
Montolanhia	28,571	142.950	35.800	64.975	53,600	2.000
hiladelphia	28.130	366,700	56,400	18.411		6,000
altimore		279.885	57.345	16,090		15.994
lew Orleans	27,810	410,000	01,010	10,000		10,005
-	100 500	0.007 500	1 000 000	P== 110	117 007	001 550
Total week	400,520	2,265,709	1,069,666		447,007	
or. week '81	207,197	1,187,039	1,610,269	390,643	514,980	161.270
Total receip			D. D	. 00 10	01 4 N	· · · ·

1982 as compared with the previous three years :

Flourbbls.	1881-82.	$1880-81 \\ 11,636,231$	1879-80. 10,026,526	187°-79. 10,187,620
Wheat bush. Corn Oats Barley. Rye	29,470,833 25,796,714 5,072,147	$\begin{array}{r} 85,825,247\\ 98,322,690\\ 25,480,419\\ 4,771,101\\ 1,930,315\end{array}$	$\begin{array}{c} 122,\!342,\!806\\ 132,\!875,\!144\\ 21,\!963,\!186\\ 5,\!157,\!594\\ 2,\!619,\!952 \end{array}$	$\begin{array}{r} 139,287,055\\98,525,243\\20,661.026\\5,318,618\\4,383,443\end{array}$

Total grain143,145,419 216,329.772 284,958,682 268,175,385 Exports from United States seaboard ports for week ending Nov. 25, 1882, have been as follows:

Exports from -	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	126,075	887,511	109,205	3,005	59,021	5,358
Boston	27,254	126,077	5,074			
Portland .	330]	
Montreal.	15,879	140,952	5,785	6,375		153,476
Philadel.	19,900	167.748	250			
Baltim're	18,798	226,031				
N.Orl'ns .	963	55,219	6,250	. 10		
Total w'k.	209,199	1,602,538	126,564	9,390	59,021	158,834
8'me time 1881	123,295	885,905	1,257,189	27,791	5,980	89,536

The destination of these exports are given in the table below. We add the corresponding period of last year for comparison :

	Flo	ur.	Wh	cat.	Corn.						
Exports for week to—	1882. Week, Nov. 25.	1881. Week, Nov. 26.	1882. Week, Nov. 25.	1881. Week, Nor. 26.	1882. Week, Nov. 25.	1881. Week, Nov 26.					
Uo.King. Contin'nt S.& C.Am W. Indies Brit. Col's	$22,843 \\ 13,434$	-3,007 24,726 8,986		Bush. 630,162 634,131 570	Bush. 109,944 596 9,697 5,074	Bush. 807,666 443,061 720 3,580 128					
Oth.c'nt's Total		865	$\frac{3,585}{1.603,538}$	21,042		$\frac{2,034}{1,257,189}$					

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

.	Flo	ur.	Whe	eat.	Corn.						
Exports since	1882-83.	1881-82.	1882-83.	1881-82.	1882-83.	1881-82.					
Sept. 1, to-	Sept. 1 to										
· .	Nov. 25.	Nov. 26.	Nov. 25.	Nov. 26.	Nov. 25.	Nov. 36.					
· .	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.					
Un. Kingdom	1,544,769	804,520	16,159,185	13,701,725	1,051,847	10,018,944					
Continent	181,715	62,318	13,139,237	4,604,296	169,276	1,972,963					
S. & C. Am	189,485	183,764	26,502	2,250	74,250	171,895					
West Indies.	249,599	153,701	20,879	10,062	115,321	130,403					
Brit. Col'nies	211,501	172,018	23		32,060	42,248					
Oth. countr's	12,409	11,438	137,684	42,602	13,379	20,829					
Total	2,389,478	1,387,759	29,533,510	18,360,935	1,456,133	12,357,282					

follows:						01	911	H00001	E	ωι	0 1 1	HOGUN	A	01	-ww	~ #*		. 4	00
	Wheat,	Corn.	Oats,	Barley.	Rye,	-	1		NTE	-1			W					,E	UMPTION
In store at-	hush.	bush.	bush.	bush.	bush.	,101,6	829	ດບາດດະບຸ	E	0	802	00H400	Z	80	1128	14	Value.	End: 1, 18	AP .
New York	6,033,415		1,569,002	60.483	128,708	2	23	9010 TN	RE	30,	10,7	6196 601	Y	N	NODOLO	DUIH	13	382	
Do. afloat (est.)	1.300.000	320.000	16 4,000	304.000	236,000	.0	100	001100	B	4	0 31	0.410.0.2	ROM	,92	082	- 00	Le	ing 81.	5
Albany	13.600	16,500	122.600	256.000	53,500	16	IJN	214-21		449	218	$164 \\ 164 \\ 164 \\ 164 \\ 161 $	M	21	3301	340	•	. ~	
Buffalo	1.055.573	38,101	34,999	423,476	51,631	6	P- 01	00 00 01 10 10	0	<u></u>	-01								2
" afloat	428,000	712,000			68,000				2	. 1	121	-	N.	10				70	FOR
Chicago	3.858,598	458,201	189.009	272,383	261.383	432,633	14	90 HH	8	46	1282	00 -00	WAREHOUS	00	0-1+1-0	4.0	Pkgs	Since	
Milwaukee	190.510	1,769	968	154,765	29,238	12	65			-1	6.4	04-100	E	6	1-100		0	e	E
Duluth.	350.000	1,705	000	10 1,100		6	20 00	C-101-01-01	AREHO	10	00 00	,20 ,50 ,48	H	00	21-31	4.00	30	e	THE
Toledo	553,033	58,776	54.031	4.500	9.318	3	28	9409520 409120	BH	20	12:1	394162	12	28	991	00		Jan.	
Detroit	209.927	645	9.682	9,679	906	-			5	-1	1			1				n	E
Oswego	286,000	115.000	1.500	900.000	44.000	0	0010		US	07	0010	54040	E	00	112				WEEK
St. Louis.	512,101	191.304	28.089	112.558	29,252	4	ωo	23430 230043	E		40	2,36,019	AN	5	,000		7	1,	
Boston.	168,244	4,035	172,999	13,858	1,428	04,19	517	805-131	0	.09	25	0-1-100	E	-	-1-1	$\omega \mapsto \varphi$	12	18	
Toronto.	191.965			244.693	2,491	4	04	000H-1	a	ω	94	မင္ကာထားတဲ့	H	9	$\infty \omega \odot$	0,0	Value	88	AND
Montreal	271.608	10.000	63,343	27,665	2,488	4,095	40	00.400	RING	808	401	41000	H	445	99	51			
Philadelphia	333.661	37.284	90.460		-,	9	450	554125	Z	8	15	049 04	HRO	51	5977	0.0			3
Peoria	5,475	70,825	181.874	10,623	82,881	-			1 1								1 1		SINCE
Indianapolis	212,800	24,200	70.900	20,020	17.700		ωH		SA	4	ωH		WN	S			Phas.	-	
Kansas City	272.520	150,428	14.667	141	15,809		10	ANTHO	M	31	-00	40HHW	1		com on	507	0	Nov.	C
Baltimore	1.374.248	29.668	11,007			4,447	407	4995406	B	1	40	86631	INTO	10	21712	-12	S	eek	JAN
Down Mississippi.	130.926	20,000	3.220					041004	P			-0.00	TC		0. 110			C.7	
On rail	909 910	1.053.168	669,906	181,181	43.556	1,418,9	1.	40	E	-	1	-			μco	2-4		30,	AR
On lake	696.489	834.176	56,594	101,101		4	,00	00107104	RIO	31	003	NOLION	TH	00	00 1 21	1-63	a	-5	RY
On canal	866.000	33.000		375,000	81,000	ã	-6	24440	0	-	10	001-00	Œ.	-	-1000	9 # #	2	303	
	800,000					9	60	-00000	5	21	010	000400	1	.929	,814		Value.	Ending 30, 1882.	1.
Tot. Nov. 25, '82.	20 118 542	4,679,511	3.497.843	3.351.005	1.159.294	16	287	000040		165	29	901462 90162	MAR	31	4-9	30			
10t. Nov. 18 '89	20 216 624	4 396 888	3,809,909	3.070.439	1.221,470						1		RK	1			1		a
100. NOV. 11. '82	19 189 168	4,067,168	3.772.154	2.856.957	1,138,023	4	2			14	ωμ			33			m	2	22
101. NOV. 4 '82	17 742 853	4,003,364	4.175.772	2.572.329	1.084.018	49	SUC	010 H13		48	000	90^{10}	ET.	35	89-12	F 49		in	
10t. Oct. 28, '82	16 078 308	3 669 145	4.186.410	2.139.919	948,793	1,	60	00000		6,	6,2	0.000-100	1	12	00.4		Pkgs.	Since	AND
Tot. Nov. 26, '81.	19,816,284	20 634 050 9	2,912,186	3.339.027	1,399,000	,41	19 21	1972		44	-10	,95589 ,90354		-	62	5	1	4	
			_,,	.,		Ú.	1- x	000000		01	00-11	010000		30 1	1001	13		Jan.	121
			-			-		1		51	010	*		:0	μωı	SNO			188
~	0017	COOD	C TD	ADE		23	924	<u>າ</u> ນພອບໝ		11	aii	NEWERWA		86	CONH		-1	-	-
THE	E DRY	GOOD	S TR	ADE.		,07	.46	weinon		-1	F-1	1-1500	·	4	4933		2	-	
· .		FRIDAT	r. P. M., D	ecember 1	. 1882.	75	478	3148733		82	47	7301167	11	17.62	257	300	Value.	88	
The								2000 200 200 200 200		2,41	6.7			6	00-1-10	1-1	e	22	
The movement	in dry go	ods has be	en compa	ratively i	ignt the	,78	61		1 1	-	10:01	SSC 21		N	4000	JU R		•	

by the recurrence of a holiday. The demand at first hands was chiefly of a hand-to-mouth character, package buyers having shown very little disposition to anticipate future wants, save in the case of a very few spring fabrics for which some fair orders were placed for future delivery. The jobbing trade has been fairly satisfactory for the time of year, the growing activity in the retail branches having been reflected in a constant demand for small reassortments by personal selection and through the medium of orders by mail and telegraph. The failure of a small jobbing house in this city caused some surprise in the trade, but no uneasiness, and the financial condition of dry goods merchants generally is considered sound.

DOMESTIC COTTON GOODS .- The exports of domestics for the week were 2,915 packages, including 1,358 to Great Britain, 950 to China. 146 to Argentine Republic, 129 to Central America. 117 to Venezuela, 86 to United States of Colombia, &c. There was very little improvement in the demand for plain and colored cottons at first hands, and selections by jobbers were chiefly confined to such moderate lots as are required for immediate distribution. Some fair-sized parcels of tickings were, however, disposed of by means of lower prices, and a few large lots of brown and colored cottons were taken by investors and manufacturers. Prices are easier along the whole line, but quotations are nominally unchanged by agents, save on a few makes of tickings, which are marked down from ½c. to 1c. per yard. Print cloths have been fairly active, and prices are firm at a slight advance, viz.: 3 11-16c. for 64x64s and 3 5-16c. for 56x60s. Prints were mostly quiet with agents, but a fair business was reported by leading jobbers.

DOMESTIC WOOLEN GOODS .- There was a steady movement in clothing woolens on account of former orders, but new business in this connection was comparatively light. Heavy cassimeres were sought for in small lots for the renewal of broken assortments, and some additional orders were placed for spring cassimeres and worsteds; but transactions were strictly moderate in the aggregate. Cloakings ruled quiet, but there was a steady call for sackings. Kentucky jeans, doeskins and satinets were slow of sale, and prices are, as a rule, unsatisfactory to manufacturers. For flannels there was a steady reassorting demand at both first and second hands, and a moderate business was done in blankets. Soft wool dress fabrics continue to move steadily on account of back orders, but worsted dress goods were quiet, aside from such spring materials as nun's veilings, lace buntings, &c., for which some liberal orders were placed for future delivery. Carpets were generally quiet, and there was only a moderate call for shawls, skirts, knit underwear and hosiery.

FOREIGN DRY GOODS have continued very quiet with importers as usual between seasons, but a pretty good business was done by jobbers in fancy holiday goods, &c. Plushes are selling low, but desirable colored velvets are steady and in light supply, Silks and staple dress goods are mostly held at unchanged prices, but fancy dress goods are irregular.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Nov. 30, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

			D . 1	Dut	Duch	Duch													
The IV	Bbls.	Bbls.	Bush.	Bush. 13,701,725	Bush. 1.051.847	Bush. 10,018,944	T	Đ	à an A	12	5	Ð	S-made	11		S-month	2		
Un. Kingdom	1,544,769		a second s			1,972,963	Total	Total Ent'd for	Tanufactures Wool Cotton Silk Flax fiacellaneous		fotal	Total	Vanufactures Wool Cotton Silk Flax Viscellaneous		н	Wool Cotton Silk Flax fiscellaneous	5		· .
Continent	181,715	1°				171,895		d 6	EX FEOL			Total	nufact 700l 0tton ilk lax lax		Total	cell	1		
S. & C. Am	189,485	1	and the second second second			130,403	at	or			0n	al	ar		al	a: n	2		
West Indies.	249,599		1		32,060	42,248	the	<u>e</u> .	ne: tu		B	3:	ture			6	ŧ.	4	Ĕ
Brit. Col'nies	211,501				13,379	20,829		ě.	ou		ar		ne re			e i i	0		E
Oth. countr's	12,409						port	consum	52 52	1	market		a a		:	<i>a</i> 2	2		ENTERED
Total	2,389,478	1,387,759	29,533,510	18,360,935	1,456,133	12,357,282	4	<u>B</u> :	of			1:	S. S.		:				
The visib	:	ot	::::!			÷!	:::: <u>:</u>	5	:	:::::			FOR						
at the prin	te suppl	y of gran	, compris	ation at la	ka and a	aboard		ယယ	2		110	1 40	ယ	F	w-		P	1	
at the pri	ucipai p	oints of	acculutura	ton Nov	05 1990	Wag as	6,1			-	NiC	3,1		ITHDRA	3,039	4441-00	Pkgs.	Week Dec.	2
ports, and	in trans	it by rai	and wa	ter, nov.	40, 1004	, was as	,170	,131,039	$145 \\ 156 \\ 383 \\ 371 $		13 8	394	212 65 76 390 431	R	39	454 463 473 861	8.	c.	X
follows:			~	Onto	Daulas	Para						1					1		
In store at		Wheat,	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.	1,101,6	0010		IE	olo	SIS		WN	00	112834	A	Ending 1, 1881.	X
		bush. 033,415	520 431	1,569,002	60,483	128,708	2	02	69 55 60 55 60 7 55 7 8 9 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7	RI	30	027	6196 601	M	02	NOCOCOUN	Value *	88	F
Do. affoat	(est.) 1.	300,000	320.000	16 4,000	304,000	236,000	6	1.001	00000	B		001	0.410.0.2	FROM	,921	08124	ue	1.0	E
Albany		13.600	16.500	122.600	256,000	53,500	16	1225	7885722	FO	449	228	$13 \\ 16 \\ 16 \\ 16 \\ 16 \\ 16 \\ 16 \\ 16 \\ $	A	21	335125	1.		
Buffalo	1.	055,573	38,101	34,999	423,476	51,631	-	1		OR	1	1		5.	1		1	1	FOR
" afloa		428,000	712,000	100.000	272,383	68,000 261,383	4	NH				282	102 12	E	12	0-1404	P	Si	×
Chicago Milwaukee.		858,598 190,510	$458,201 \\ 1,769$	189,009 968	154.765	29,238	432	845				6.4	64-100	RE	86,	1-1000	Pkgs.	Since	THE
Duluth		350.000	1,703	000	10-2,700		.633	20,00	,7999 ,280 ,280	AREHOUSE		800	45060	AREHOUS	,828	40010-11-000		0	E
Toledo	σ	553.033	58,776	54,031	4,500	9.318	33	28	40920	HE	210	000	844162	a	00 I	00-00	1	Jan.	5
Detroit		209,927	645	9,682	9,679	906		1		2	21	0010		SE	00	HNHH			WEEK
Oswego.		286,000	115,000	1,500	900,000	44,000	1.4	820	00400	SI	11	34	1-4040	AN	33.5	21100	-	1.	EK
St. Louis		512,101	191,304	28,089	112,558	$29,252 \\ 1,428$	i	00			c.	21-1	01000	ND	51	0000.000	4 2	-	
Boston Toronto		168,244	4,035	172,999	13,858 244.693	2,491	94	194	953131	a	w l	40	00140000	1 1	9	0.00000	Ya!ue	00	AND
Montreal		$191,965 \\ 271,608$	10.000	63,343	27,665	2,488	104,194,095	46	00.400	RI	808	.363	,049 ,089 ,770 ,404	EH	,445	819,710 536,606 570,977 818,957			
rniladelphia	1	333,661	37,284	90,460			95	445	55472	DURING	8	53	40199	K	51	10100	1	1	3
Peoria		5.475	70,825	181,874	10,623	82,881	=	1						THROW			1-	1	SINCE
Indianapolia	1	212,800	24,200	70,900		17,700	4	-100		SAT		ώΗ		Z	3	8000-00	340	2=	
Kansas City		272,520	150,428	14,667	141	15,809	4,447	,307	206 161 195 298 444	ME	511	371	$331 \\163 \\130 \\266 \\481$	12	110	3112242	Pkas.	Week	JANU
Baltimore Down Missie	1,	$374,248 \\ 130,926$	29,668	3,220				1 6 -1	0410041	P	and the second second		-0.031	INTO	01	01-110-10		100	Z
On rail			1.053,168	669,906	181,181	43,556	1,418	15		E		1,03				HONH	_	Ending 30, 1882.	E
On lake.		696.489	834.176	56,594			41	416	00000 m	RIO		∞	80708	THE	00	843694	Value.	12	ARY
On canal		866,000	33,000		375,000	81,000	00	- 6		8		19	404100		5	Actorian	E it	882	-
Tet M					0.051.007	1 150 004	,916	929	180800	•	.165	236	962 137 137 190	MAR	.929	1719933	1.0	100	
Tot. Nov. 2	5, '82.20,	118,542 4	4,679.511	3,497.843	3,351,005	1,159,294	6	1-0-1	000000		C1 1	<u>ອຍ</u>	010010	TR	31	#-0100			1882
Tot. Nov. 1 Tot. Nov. 1	8, 82.20,	216,624	4,396,888	3,809,909	3.070.439	1,221,470					1	en 14		17	2		1	05	a
Tot. Nov.	1, 82.19.	749 853	4,007,108	4,175,772	2,870,329	1.084.018	49	33	901 901 901 901 901 901 901 901 901 901		186	150,	$ \begin{array}{c} 118 \\ 208 \\ 90 \end{array} $	ET.	336	$\begin{array}{r} 49,819\\ 66,457\\ 52,441\\ 77,509\\ 89,962 \end{array}$	DK	Since	
10t. Oct. 2	8. '82 16.	078.308	3.669.145	4.186.410	2.139.919	948,793	1.	100	0-000		6.	5.0	0.001-10	1.1	2	0014400	86	ce	AND
Tot. Nov. 2	6. '81.19.	816.284 20	0.634.050	2,912,186	3,339,027	1,399,000	1,415	197	,726 ,960 ,140 ,873 ,498		445	218	06536 06536	+	18	Q0401		4	D.
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ML		-					RC,	1,700		1		41	000000		7.62	81100	e.	82	
The mov	ement in	dry goo	ds has be	en compa	ratively l	ight the	,78	616	ALOUU	- 1	41	.62	05001		NI	100004		1	

past week, operations having been interrupted to some extent

PASER



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