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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning. [Entered at the Post Office, New York, N. Y., as second-class mail matter.]

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THE FINANCIAL SITUATION.

No important change is to be noted in the financial situation during the past week. The money market has shown very little life, the dividends which are being announced indicate in general a favorable result for the past six months, and commercial business continues fairly active for the season. At the same time there is a conservative, quiet tone prevailing among all classes, not encouraging purely speculative ventures, while some departments of trade are more or less depressed either by small profits, slackened demand, or the uncertainties respecting Congressional action on tariff and internal revenue measures. Altogether, therefore, though crops are unusually abundant, traffic returns of railroads very large, and the general condition sound, there is no special buoyancy and there is not likely to be any, at least until the new year is fully under way. The circumstance that foreign exchange has continued to show greater activity than for weeks back has been somewhat disappointing. This, though, as we explained in our last, is a special movement not likely to continue long. The demand a week ago was urgent by reason of the need for bankers' bills to remit for bonds imported. That requirement was supplied, and on Tuesday last the rate fell off half a cent. Wednesday, however, there was a recovery. This was owing in part to a demand for bills to remit for interest due abroad, and in part to the

easier money market here and closer money in London. After the first of January a larger supply of commercial bills is anticipated, especial Continental bills, which will directly affect francs and marks, and have an influence on sterling.

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The opinion still prevails, therefore, that next month gold will begin to move this way from Europe. This view is not only based upon the large surplus of our crops we have for shipment, but finds further support in the fact that trade being in a more quiet condition here, the demand for foreign goods is likely to be less urgent in 1883 than during the past year, so that imports will presumably be considerably smaller. Lately Europe has been sending us called bonds, but this movement practically ceased this week. It is believed that there are really very few of these securities now afloat in the London market. Indeed, so far as can be ascertained, comparatively small amounts of the extended 5s, which are now being called, were taken abroad, mainly for the reason that they were regarded at the outset as a short bond, and, further, because they bear only 1 of one per cent more interest than the British consols. The long United States bonds owned abroad are almost wholly held for investment, and very few of them are available for export. Our railroad mortgages and dividend stocks are for the latter reason also scarce in the European markets. Speculative stocks may be returned to us in an emergency, but even these will not go far towards relieving Europe from the necessity of liquidating with gold any balance which may be due us from time to time. It would thus seem that while there may at first be a movement of securities in lieu of gold, it will necessarily be light and insufficient to satisfy the demand.

Money on call has been in good supply during the week. A little increased activity is looked for in the near future, by reason of preparations for the semi-annual dividend and interest disbursements, but this it is expected will be only temporary. Called bonds will probably be presented at the Treas. ury more freely after the New Year, and the January disbursements for interest will be \$7,389,407 on the 4 per cents, and \$1,938,705 on the Currency 6s, making a total of \$9,328,112. The drain to the interior is very heavy just now, but the banks have a reserve unusually large for this period of the year. Last year and in 1880 and 1879 the spring movement West did not begin until the middle of February, and it continued until toward the close of April, when the tide turned in this direction again. The Sub-Treasury operations are still veiled in more or less obscurity, owing to the manner in which the new gold certificates are treated by the department, but if our under-

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standing of the returns is correct, it appears that the Sub-Treasury has lost during the week \$2,120,748. The following shows the interior movement.

Receipts at and Shipments from N. Y.	Received.	Shipped.	t
Gold	\$1,703,000 45,000	\$3,050,000 300,000	1
Total	\$1,750,000	\$3,350,000	

Last week's bank return was made on rising averages, the large payments by the Treasury only partially counting in the statement. Considering this fact, the following will indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net			\$2,120,743 *1,600,000
Total	\$3,870,748	\$3,350,000	\$520,748
* Loss.			

The Bank of America neither received nor paid out any gold on account of the associated banks during the week. The stock market has been comparatively quiet all the week. On Monday there was a demonstration against Denver & Rio Grande, and some pressure to sell the Omahas. Western Union was broken down on a report that the Attorney General of the State of Pennsylvania had been asked to commence proceedings to restrain the company from doing business in that State, on the ground that it had violated one of the laws of Pennsylvania, which prohibits consolidation with com-There was, however, a recovery in peting lines. the whole market in the afternoon. The next day a rise in Union Pacific was one of the leading features. This was influenced by the very encouraging statement made by Hon. Charles Francis Adams giving the results of his examination into the financial affairs of the com pany. On Wednesday the announcement of the death of Mr. Trenor W. Park caused a momentary flurry in the market, as also did an exaggerated report concerning the failure of the City Bank of Rochester, but there seemed to be a determination on the part of speculators for an advance to sustain prices, and the market rallied before noon, and it was steady in the afternoon, though closing a little On Thursday the opening was weak, followed by heavy. a recovery before noon and a strong market until the after. no on board. Then the speculation became tame, prices sagged off and the feature just before the close was a sharp -decline in New York Central, caused by a rumor that the report of the company to the State Engineer would be unsatis. factory. There is scarcely any outside trading in the market and the business from day to day is confined to the brokers in the room. Transactions have fallen off from about 600,000 shares to less than 200,000 per day, and any better business is not looked for at least until after the holidays. The dividend stocks are tolerably well sustained by the very satisfactory exhibits which most of them are now making of their business during recent months, but the support comes chiefly from the leaders, who are also more or less interested in maintaining the market value of the speculative properties which they are holding. Yesterday the market showed some decline at the opening, induced by the weakness of New York Central on its unfavorable exhibit for the late fiscal year, but at the close the tone was quite strong and a general recovery took place, though the volume of transactions was very small. The declaration of a 2 per cent dividend on both Michigan Central and Lake Shore had a favorable effect on the market.

	Dec	. 18.	Dec.	19.	Dec	. 20.	Dec.	21.	Dec.	22.
e	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. p r ices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y.
U.S.4s,c. U.S.3½s Erie 2d con. Ill. Cent. N. Y. C Reading Ont.W'n St. Paul.	119 [.] 92‡ 102 [.] 89 39 [.] 16 97 [.] 78 149 [.] 31 131 [.] 47 27 [.] 60+	1205% 103% 38% 97% 145% 131%	119·80‡ 102·89 39·64 97·30 145·70 131·71 27·60‡ 27·36 108·73	12058 10316 8934 9716 14576 13154	119·55‡ 102 78 39·60 97·20 146·77 131·70 27·57+ 26·97 108·62	12034 1035 3976 9754 146 13156	119°67: 102°89 39°16 97°30 145°70 131°11 27°48† 26°27 108°00		119.55 102.89 38.92 97.30 145.46 130.13 27.34 26.27 107.88	120% 103% 39% 97 145 129%
Exch'ge, cables.	1	361%	4.8	881%	4.8	6	4.	861%	4.8	361

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

The Bank of England return shows a gain of £46,500 bullion for the week, but there is a decrease of $1\frac{7}{8}$ in the proportion of reserve to liabilities. The Bank of France reports an increase of 1,850,000 francs gold and a decrease of 375,000 francs silver. The Bank of Germany, since our last, made a gain of 5,187,000 marks. The following indicates the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

۶	Dec. 2	L, 1882.	Dec. 2	, 1881.	
·	Gold.	Gold. Silver.		Silver.	
· · · ·	2		2		
Bank of England	20,897,770		20,751,205		
Bank of France	38,711,542	43,704,852	26,123,656	46,647,047	
Bank of Germany	6,932,087	20,796,263	6,633,000	19,899,000	
Total this week	66,541,399	64,501,115	53,509,861	66,546,047	
Total previous week	66.192,229	63,829.952	53.487.396	66.900.949	

Government bonds continue strong, and while the sales at the Boards are comparatively insignificant, the dealers who make a specialty of these securities report a good demand from institutions and private investors for the new 3 per cents.

The Assay Office paid \$855,624 through the Sub-Treasury for domestic and foreign bullion, and the Assistant Treasurer received the following from the Custom House.

100	1		1		Consis	ting of—	
Da	ite.	Duties.	-	Gold.	U.S. Notes.	Gold Certif.	Silver Oer- tificales.
Dec.	15	\$355,577	40	\$17,000	\$26,000	\$229,000	\$83,000
66	16	476,556		20,000	15,000	296,000	142,000
66	18	422,423	11	65,000	18.000	273,000	66,000
66	19	382,066	11	13,000	25,000	299,000	45,000
66	20.	367,023	64	21,000	15,000	275,000	55,000
66	21	452,707	72	19,000	29,000	328,000	77,000
1	Cotal.	\$2,456,354	11	\$155,000	\$131,000	1,700,000	\$468,000

THE NEW YORK CENTRAL REPORT.

The report of the New York Central reaches us so late in the week that we can at this time allude only to its more prominent features. The report covers the fiscal year ended September 30, which was probably the most unfavorable one in the company's history. It is somewhat monotonous to have to call attention so frequently to the rate war and the crop deficiency of the season of 1881-2, but the Central's statement, above all others, must be interpreted in the light of these influences. Any one who will look at a record of the freight shipments from Chicago eastward will see what a large proportion of that movement goes to the two Vanderbilt roads, the Michigan Central and the Lake Shore; indeed, it is necessary only to recall the percentage allotted these roads in the pool-451 per cent-to understand how important it is. Of course, not all of this passes over the New York Central, but at least the greatest part of it does. How largely this traffic fell off during the closing months of the crop year is now familiar to all. It is true that this is only one class of through freight, and that the shipments from other points in the West and Southwest

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Very little on foreign account is being done in securities and not much is for the present expected. The following shows relative prices in London and New York at the opening each day for leading properties.

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very likely did not diminish in equal degree; but it is probably just this Chicago traffic-meaning by that, freight through or from Chicago-that plays the greatest prominence in the Central's through business. Hence the loss in it would reflect more nearly the resulting loss from short crops to that company. Turning now to the report, we find that the east-bound through traffic (of every description) fell off fully one-quarter, or from 2,056,588 tons (actual tons, not ton miles) in 1880-1, to 1,523,907 tons in 1881-2. Even way east-bound traffic records a decrease, the number of tons transported in 1880-1 having been 5,484,370, against only 5,297,040 tons in 1881-2. On the other hand, as a partial offset to the diminution in these items, we find an increase in way west-bound freight from 3,613,424 tons in 1880-1 to 3,926,646 in 1881-2, and in through west-bound from 436,497 tons to 582,800 tons, these latter reflecting the activity and expansion in the general trade and business of the country. But the gain here could not wipe out the large loss from deficient crops, so the total tonnage this year aggregates only 11,330,393 tons, against 11,591,379 tons in 1881-2, a contraction of 260,986 tons, which, however, does not indicate the actual proportion of loss in the freight movement. The largest loss being on through traffic hauled the entire length of the company's line, the decrease on the basis of ton miles -reducing the tonnage to an equivalent of tons carried one mile-would be very much greater.

Still, this diminution in the volume of traffic would probably not have been so serious a matter had it not been combined with ruinous rates during by far the greater part of the year. The war was terminated before the close of the first third of the year, but it remained a highly unfavorable influence during the whole of the first nine months, and it was not confined to east-bound business but extended with equal severity to west-bound freight, which had always been a very profitable source of traffic. Hence it is not surprising to see that the average amount realized per ton per mile on all kinds of freight-through and local, whether east or west boundhas undergone a further diminution, being now but 73 hundredths of a cent-just one half of what it was only eight years ago (1.46) in 1873-74. Could there be any more striking evidence of the truth of the remark so frequently made by us, that paying rates are of greater consequence to the trunk lines than an increasing volume of traffic; and further what a flood of light this throws upon the whole subject of how these "grinding monopolies" hold our entire commerce in subjection by their "exorbitant and excessive charges." We are no advocates or defenders of monopoly in any shape, but we would like to see another industry that can show a similar result in a like period of time. It will be interesting here to note that on the Erie the rate was not materially different. On all freight its average is somewhat higherbeing 749 thousandths of a cent-but as it gets as much as 808 thousandths on its coal traffic, when we take merchandise alone we find the rate about one one-hundredth less than the rate on the Central, or 0.722 cent. All this is necessary to a correct understanding of the Central's exhibit of its income, but while it certainly explains how the present result was brought about, the fact that that result is unfavorable cannot be gainsaid. As in the extent of the adverse influences at work on its business the year was probably the worst in its history, in its effects upon the fiscal results it is certainly equally unmatched. In 1880-81 there was a surplus, after paying 8 per cent dividends and all other charges, of \$754,483; this year there is a deficit of \$1,401,609. But the former year was also affected by the rate war; compare, then,

with 1879-80. In that year there was a surplus of \$3,-427,707. That was an exceptionally favorable year, but as between it and the late fiscal year there is a difference. in net income of pretty nearly five million dollars-this in two years. As compared with the previous year, the present shows a decrease in earnings of \$1,700,000 (in freight alone the decrease is \$3,100,000, but there was,... on the other hand, an increase of about \$850,000 in passenger earnings and \$550,000 more on other items), and an increase of about \$400,000 in interest charges, expenses not being materially different in the two years, making together a loss of \$2,100,000, or just about the difference between the surplus of \$754,000 in 1880-81 and the deficiency of \$1,400,000 in 1881-2. The Central's showing is relatively very much worse than that of any other of the trunk lines. because (aside from the increase in passenger traffic and the fact that the company has such a large amount of through freight) it could not offset its loss in agricultural products. by gains elsewhere. Thus the Baltimore & Ohio profited by an increase in its coal business and by the activity in the manufacturing districts along some of its lines. The Erie benefited handsomely by the great development of its coal traffic. The Central had no such favorable influence, its coal traffic, in fact, having declined slightly.

There being a deficiency on the year's operations, the amount necessary to pay dividends had to be met to that extent either by the proceeds of bond sales or from accumulated surplus. As the surplus was all invested in the property, the former expediency was adopted. There has been some criticism as to the policy of doing this, but as during the two previous years the company added over four millions to its surplus account, we see no reason to doubt its propriety, especially if it was thought that in the current year the company would be able to make the deficiency good. The Central having suffered most from last. season's bad crops and rates, should naturally gain most from this season's good crops and rates, which would of course be a consideration in the matter of deciding whether dividends should be maintained at the regular rate or reduced. With such a stanch corporation, a circumstance of temporary duration would of course be of comparative'y little moment. And, indeed, there is every reason to regard this deficiency as being only temporary, for the first quarter of the current fiscal year already shows a gain of \$1,200,000 in gross earnings over the corresponding period of the previous year, according to official announcement. There has also been some unfavorable comment on the company's having further increased its bonded debt during the late year. As to this, it is only necessary to say that new improvements, additions, &c., to a company's plant are an. absolute necessity, if a road would not be left behind inthe race for business. To make such additions or improvements, money must be had, and the Central is only pursuing the usual course when it secures its funds by the issue of bonds. And there can be no objection to this, so long and so far as the money is applied to legitimate purposes.

WHAT RAILROAD DIVIDENDS SHOW.

In estimating railroad values, earning capacity as reflected in payments on stock for a series of years deserves and should receive first consideration. Barring one or two reactions of temporary duration, the stock market has moved steadily downward for a year and a half pastever since the eventful 2d of July, 1881—and even now some seem to question whether we have reached the lowest stage in the period of depression. Under such circumstances it is natural as well as important that extreme caution should be exercised in the purchase of

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railroad shares, and there is consequently greater inquiry than usual for facts bearing upon the actual status of corporations. In railroads as in everything else, estimates as to the future must be based largely upon the results of the past, and hence we have prepared and shall give in our next INVESTORS' SUPPLEMENT the table published by us once or twice before, but now brought down to the close of 1882, and showing the dividends raid for the last seven years on the railroad stocks dealt in at either the New York, the Boston, the Philadelphia, or the Baltimore Stock Exchange. The table will be found very useful not only to investors in this class of securities, but also as an index to the results of railroad operations within recent years. It is proposed at present only to anticipate that statement so far as to give a general idea of the results it presents.

While, as is natural, the table discloses widely different results upon different lines, according as they are in this section or that, upon the whole it makes a much more creditable showing than many have supposed. There is, in the majority of cases, improvement upon most other recent years. And that is a very important point, for it should be remembered that the depression in the stock market which has now existed so long is not wholly or even chiefly the work of manipulation by speculators. There was a basis for it in natural causes, affecting not only the whole business community but primarily the rail. roads. The severe winter of 1880-S1 witnessed the beginning of these adverse influences, first in the extra. ordinary expenses the storms entailed, and again, later on, when the effect was felt upon the movement of cattle, many having perished upon the plains by reason of the extremely cold weather that prevailed. Then came the failure of the winter wheat crop, followed soon after by the disastrous drought of the summer of 1881, with its blighting influence not only upon spring wheat but upon all cereals, corn alore sustaining a deficiency, as compared with the year preceding, of over 500 million bushels, while in the South the cotton crop fell one and an eighth million bales below the production of the previous season. Finally, we had the war of rates upon the trunk lines, unfavorable in its results not only to them but to all their connections, near and remote. The warfare was actively in progress for fully eight months, and in its influence was felt for fully twelve months. Thus the railroads have gone through a period of great trial-not alone in this section or that, but in all sections-and that they have borne if so well, that so few of them have fallen behind, while some have actually made strides forward, is not only a very strong argument in their favor but should also be a means of reassuring those whose faith in railroad property had begun to waver

Company.	1876.	1877.	1878.	1879.	1880.	1881.	1188
New York Central	8	8	8	8	8	8	8
Pennsylvania. Baltimore & Ohio. Lake Shore & Mich. South'rn Michigan Central. Canada Southern.	8 10 3 ¹ 4	312 8 2	2 88. 3 2	4 ¹ 2 † 8 5 ¹ 3 3 ¹ 3	7988	8 10 10 10 61,	6 *3 10 8

* 2 per cent in stock. † 4 per cent in stock. ‡ Increase due to change of dividend period.

It will be seen that on the trunk lines proper the show. ing here is very satisfactory, notwithstanding the rate war and the crop deficiency. The Central of course paid its regular 8 per cent, but the other lines also maintained their former figures. The Erie is down for 6 per cent in 1882 (the first since the reorganization) but this was paid early in the year; a short time ago another 6 per cent was declared payable in 1883, out of the earnings for the year ended September 30, 1882, making two altogether thus far. The Baltimore & Ohio is up to 10 per cent again, as formerly, and the Pennsylvania paid $8\frac{1}{2}$ per cent, though 2 per cent of this was in stock. The Michigan Central and Canada Southern show nothing for the current year, but as to the latter it is to be borne in mind that the dividend of 24 per cent last year is the only dividend ever paid by it, and as to both it should be said that they had not the local traffic necessary to offset the loss on through business. The improvement that has taken place during the last few months under the excellent crops of the present season, is shown in the statements of the Lake Shore and the Michigan Central submitted this week, and in the declaration of a 2 per cent dividend on the latter (that of the Lake Shore was received as a matter of course), payable next February.

But the group that is most significant of progress is that composed of the roads in the Northwest. In that, every leading line shows evidence of a profitable business. Not to speak of such companies as the St. Paul and Northwest, we have the St. Paul & Omaha and the St. Paul Minneapolis & Manitoba, formerly bankrupt concerns, both paying dividends, the former 7 per cent and the latter 8 per cent-the Manitoba road shows 9 per cent in the table because the dividend period was changed from $3\frac{1}{2}$ semi-annual to 2 per cent quarterly, so that actually 9 per cent was paid within the calendar year. As to the Rock Island and the Burlington & Quincy, their exhibits are especially noteworthy, because the stock has been so largely increased within recent years. [On the Rock Island the 7 per cent now paid is equivalent to 14 per cent upon the original stock, because this was doubled in 1880 by a stock dividend of 100 per cent. Below is the table.

Company.	1876.	1877.	1878.	1879.	1880.	1881.	1882
Chicago & Northwestern Do pref. Chicago Mil. & St. Paul	212	312	5 7	57	67	6 7	7.734
Do nref	* 3½ 10	31 ₂ 9	10 ¹ 2	212 7 8	7 7 194	778	7.
Chicago Burl. & Quincy Chic. Rock Island & Pac Chic. St. Paul Minn. & O., pf. St. Paul Minneap.& Manitoba	8	8	8	10	1842	777	777

because of the declining range of quotations. A conclusion drawn from such facts as these—giving a basis for actual values—is worth any number of deductions based upon the long period of depression ruling at the Stock Exchange.

In presenting briefly the results of our investigations, we may arrange the railroads in several groups, selecting a few representative roads from each. Thus the trunk lines affected by special influences, such as the railroad war, should naturally be separated from the roads in the Northwest, to which war was not common, and these in turn should be kept distinct from those in the South, or from those in the Southwest or those in the East. Ac. cordingly we make six distinct groups, and give below those embraced in the first, namely the great east-and-west trunk lines and their Western connections. It should be understood that the amount actually paid in any one year forms the basis of our comparison, so that the total for 1882 does not reflect the active business of the later months as a result of this season's excellent yield of cereals.

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* And 14 per cent in bonds. † And 20 per cent in stock. ; And 100 per cent in stock.

But if the showing of the Northwestern roads is satisfactory, that of the Southwestern roads and their northern connections is none the less so. It is not so long ago since the financial standing of the Atchison Topeka & Santa Fe was a very precarious one, yet now it is able to pay 6 per cent on a stock very heavily swelled by the absorption of new lines and also by the distribution last year of a 50 per cent stock dividend. The St. Louis & San Francisco, which underwent reorganization some years ago, now pays 7 per cent on its first preferred stock. The Missouri Pacific is another road that has greatly augmented its stock of late years, and still pays good dividends upon the enlarged total. In 1882 it paid $6\frac{1}{4}$, but the last dividend was at the rate of 7 per year.

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The Wabash, though it distributed 6 per cent last year, never earned it, so we need not consider it as an exception to the general rule of progress. The Chicago & Alton, the Illinois Central and the Hannibal & St. Joseph, are placed within this group, as they are in a measure dependent upon the condition of Southwestern traffic. The following are the figures.

Company.	1876.	1877.	1878:	1879.	1890.	1881.	1882.
Atch. Topeka & Santa Fe Chicago & Alton Do pref. Hannibal & St. Jos., pref Missouri Pacific St. Louis & San Fran., 1st pf. Wabash St. L. & Pac., pref			6	3 6 7 	8 ¹ 2 6 ¹ 2 7 3 6 1 ¹ 2	877	6 8 7 7 6 ¹ 4 7

* And 50 per cent in stock.

If we come now to the coal roads, we find that though the Central of New Jersey and the Philadelphia & Reading are still in the hands of receivers and paying nothing on their stock (mainly because of the large additions to their indebted ness after 1872-3) the Lehigh Valley, the Delaware Lackawanna & Western, and the Delaware & Hudson, are all coming to the front again, as the following table will show.

Company.	1,876.	1877.	1878.	1879.	1880.	1881.	1882.
Del. Lack. & Western Delaware & Hudson Lehigh Valley Central of New Jersey Philadelphia & Reading	9 9 5	512		4	1 ¹ 2	614 412 512	8 7 6 ¹ 2

Southern roads, perhaps, make relatively the least favorable showing, yet even here we are not without some encouraging signs of progress. The Louisville & Nashville was compelled to omit its August dividend because of the large liabilities incurred on its new acquisitions, and the Nashville Chattanooga & St. Louis deemed it advisable to pass the dividend due last October, but the Norfolk & Western (former Atlantic Mississippi & Ohio, so long in receivers' hands), is paying one per cent quarterly, and the Wilmington Columbia & Augusta and the Wilmington & Weldon may be mentioned as having paid increased percentages during the last year. The Columbia & Green. ville has paid 6 per cent for two years, and the Cincinnati New Orleans & Texas Pacific people paid 14 per cent early in the year, but nothing since. The Richmond & Danville distributed altogether 7 per cent during 1882, but the dividend due in November was omitted. The table is below.

1877. 1	1878. 1879	. 1880.	1881.	1882.
1 ¹ 2 1 ¹ 2	2 ¹ 2 3	*8 2	6 6 3 5	112 6 3 119 4 7 6
•		312 6 3		

* And 100 per cent in stock.

Eastern roads not only hold their own, but in many instances show quite an improvement. The Boston &

It is thus clear that though there are exceptions, taken altogether the railroads of the United States give evidence of increasing prosperity. It is true that very few roads are paying to-day what in 1872 was quite common-namely 10 per cent-but then rates on traffic are no longer what they used to be. What a tremendous reduction in rates has taken place on the trunk lines we all know. Other lines show scarcely less noteworthy reductions. Further it should be remembered that we are on a gold basis now, while then we were on a paper basis, so that the same percentages can hardly be expected. Besides, we are charging more to expenses than formerly. The old construction account, found so convenient then, is now no longer met with. Finally, in quite a few cases capital is larger than it formerly was, and in many others debt has been heavily increased. Bearing all these circumstances in mind, the comparison would be satisfactory even with the period before the panic.

GERMANY AND RUSSIA—THE PEACE PROSPECT.

Considerable interest has attached to the recent movements of M. de Giers, a Russian statesman high in council and strong in the confidence of his master. Since he left St. Petersburg, some weeks ago, his steps have been eagerly watched, and the public eye has been fixed upon him equally at Berlin and at Rome. It was evident from the first that whatever there was of pleasure or of recreation connected with his tour through Europe, it was not wholly unconnected with business.

But a few days ago it became known that matters of the utmost importance were the main cause of his visit to Rome, and that it had not been without satisfactory results. The Poles, who are devoted Catholics, have always been a kind of thorn in the side of Russia; and in times of trouble their half-hearted loyalty has been a source of weakness to the Empire. M. de Giers has effected a treaty of peace with the Vatican. The Pope has promised the Czar his friendship and sympathy, thus becoming responsible for Polish loyalty and obedience; and the Czar has restored to the Roman Pontiff the long-suspended right to nominate to vacant Polish Sees. It was a point gained in the interest of Russia; but it was doubtful how far the arrangement was to be regarded as a guarantee for the continuance of peace throughout Europe. More recently it has appeared that whatever was the original object of M. de Gier's visits to the German Court and to the Vatican, the immediate result is such as to justify the belief that the peace of Europe is for the present to remain undisturbed. The entente cordiale as between Russia on the one hand and Germany and Austria on the other continues; but Germany and Austria remain united in special bonds to resist aggressive efforts which threaten the interests of either, come from what source they may. To understand fully these recent movements, it is neces. sary to remember that several events have happened since 1878 which have had a disturbing tendency. It was, as is well known, with the utmost reluctance, and mainly through dread of a war with Great Britain, that Russia submitted to the arrangements of the treaty of Berlin. She had waged a costly and protracted war with Turkey; she had humbled her enemy; she was standing at the very gates of Constantinople, and she had concluded a treaty in every way satisfactory to herself. Yielding to outside pressure, she gave up all the direct benefits of the treaty of San Stefano. The integrity of the Ottoman dominions was not to be disturbed to her advantage. Since then however, some radical changes have taken place-changes

Albany might be included among the trunk lines, but as it is not as much affected as these, by reason of its shorter haul on through business, and as it is moreover a prominent road in New England, it has been put in the Eastern group. The Boston & Lowell and the Boston & Maine seem to be doing well compared with what they did say five years ago (in 1877), and the Rutland (pref.) and the Maine Central are welcomed as new additions to the list of dividend-paying roads, both having distributed 2 per cent this year. The whole group is shown in the following.

Company.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
Boston & Albany Boston & Lowell.	9	8	8	8	8	8	8
Boston & Providence	6	5 6	6	6 612	712 8	88	8
Fitchburg. Maine Central.	8	6 	7	6 	6 	7	6 2 61-
Old Colony Rutland, pref.	0	0	0		0	112	2

which, if they affect not the letter, do, in a certain sense, seem to affect the spirit of the Berlin treaty. Austria was entrusted with the temporary management of the unruly provinces of Bosnia and Herzegovina. In the four years which have elapsed, Austria has restored order in these provinces and made the law respected; but in place of making any attempt to restore, them to the Sultan, she strengthens her grip and shows very unmistakably that her final object is incorporation. So far, indeed, is Austria from retiring from Bosnia and Hezegovina that she presses closer and closer upon her southern and southeastern bor. ders. It is plain, in fact, that Austria has established herself in the very heart of the Balkan Peninsula, and that in the event of another uprising in that region she will be one of the principal parties in the final settlement of the struggle.

This is a state of things which, as has been pointed out before in these columns, is displeasing to Italy and very far from agreeable to Russia. The increasing power of Austria in the Balkans, opposed as it is to national ambition and to the inherited purposes and tendencies of the race, is and cannot but be a cause of irritation to the latter Power. This, however, is not all. The nominal power of the Sultan has been brought to an end in Tunis by France; and later we have seen Great Britain practically making herself mistress in Egypt. The Egyptian problem, it is true, is not yet completely solved; but, whatever be the final solution, the Sultan's power is likely to be weakened in that region. What then is the situation? Some five years ago the great Powers of Europe interfered and prevented Russia from despoiling Turkey; and now three of the Powers, who broke down the San Stefano arrangement and substituted that of Berlin, have done, and are still doing, what then they forbade Russia to do. In view of these facts, Russia feels irritated. Such is the situation.

It is not our business in this article to indicate where the right lies and where the wrong lies in the matter, or to say whether Russia has or has not just cause for displeasure. It is enough that we indicate the situation. Great movements and great results are not always determined by the balance scales of justice-by the mere question of right. We have to look at events and their tendencies in themselves. Rightly or wrongly, for good or for evil, Austria is a growing force in the Balkan Peninsula; and, with Germany at her back, fortune seems to be on her side. Rightly or wrongly, France has established her authority in Tunis, and by so much crippled Mussulman influence. Rightly or wrongly, England is in Egypt, and Egypt is practically lost to the Sultan. Rightly or wrongly, Russia feels sore; and we can not be permitted to doubt that if the circumstances were favorable, she would give expression to her feelings by force of arms. We are now in a position to understand M. de Gier's late mission. A new situation had arrived in consequence of the events in Egypt. Was Germany satisfied? Did she still regard the Treaty of Berlin as of binding force? What were the secret feelings at the German Court? Could Germany be counted upon as standing aloof, if Russia should make a fresh march to the south? Germany out of the contest, France standing aloof, and England sufficiently occupied with Egypt, Russia might again make herself mistress of the situation, and carry out some at least of her cherished plans in the direction of the Bosphorus.

with the action of Great Britain in Egypt. He approves of the course pursued by Austria in the Balkans; and any attempt to interfere with Austria in her present position will be resented by Germany. The dual alliance between the two German Powers, we are told, has been renewed. The renewal of this alliance, all the circumstances of the case being considered, we regard as a guaranty of peace. Peace is rendered all the more secure that there is an evident good understanding between Germany and England. It is not so long since Mr. Gladstone said to Austria, "Hands off;" but situations change and men sometimes change with them. At the present moment the British Prime Minister has no need to give expression to anti-Austrian sentiments.

DR. RICHARD S. FISHER .- Dr. Richard Swainson Fisher died in Brooklyn, Dec. 10, 1882. He was the son of the late William James Fisher, an officer in the British army, and was born in the city of Lancaster, England, in 1816. On arriving at the proper age he received a university education and took his medical degree, and was afterwards in the hospitals of London.

About 1840 he came to the United States, and entered the army as assistant surgeon, where he remained for about three years. After several years of devotion to his profession, he relinquished the labors of a physician for those of a literary man and statistician, which he continued to perform until his last illness. The past twenty-five years he had devoted almost entirely to statistical and geographical work-the first pub-lished result of these labors being the "Book of the World," which had a very large sale, and was followed by the "Gazetteer and Atlas," a standard work. The last years of his life were given to work on railroad publications, he having edited "Dins-more's Railroad Guide" during its existence, and for many years last past having been connected with "Poor's Railroad Manual." The deceased was a man of commanding presence and robust physique, a kind and generous friend in his family and social relations; and his capacity for close and unremitting work in compiling statistical matter for publication was almost unequaled.

Mouetary Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES. EXCHANGE AT LONDON-Dec. 9 EXCHANGE ON LONDON. Latest On-Time. Time. Rate. Rate. Rate. Amsterdam 3 mos. 12.538 @12.578 Dec. 9 Short. 12.115 Short. 3 mos. Amsterdam. 12.2 a12.3Short. Dec. 9 20.3412 Hamburg ... 20.34 Dec. Berlin . 9 20.3512 "" Frankfort... 66 Dec. $12.71_2 @ 12.10$ $231_{16} @ 233_{16}$ " 3 mos. 11 90 Vienna... Dec. $\begin{array}{c} 231_{16} & \overline{\vartheta} 233_{16} \\ 25\cdot214 & \overline{\vartheta} 25\cdot261_4 \\ 25\cdot724_2 & \overline{\vartheta} 25\cdot774_2 \\ 46 & \overline{\vartheta} 464_8 \\ 513_4 & \overline{\vartheta} 5115_{16} \end{array}$ St. Petersb'g " $23^{25}_{32}_{32}_{25\cdot 25}_{25\cdot 25}$ Dec. Paris Checks Checks Dec. 9 D.c. Genoa..... 3 mos. 9 9 Madrid..... 3 mos. 47.30. Dec. .. Lisbon 4.7912 New York... Dec. Short. 9 9578 18, 7516d. 18, 738d. 38, 2141. Alexandria Dec. 3 mos. 18. $7^{1}_{2}d$. 18. $7^{1}_{2}d$. 60 days 4 mos. Bombay Dec. 9 Calcutta ... Hong Kong. 9 60 days Dec. Dec. .. 9 . . . **. .** . Shanghai.. Dec. 9 .. 58. 1381. [From our own correspondent.]

LONDON, Saturday, December 9, 1882.

Happily for the peace of Europe, the Russian Minister did not find Germany in the mood desired. Prince Bismarck abides by the Berlin treaty. He has no cause of

The money market during the past week has been decidedly quiet. In the early part of it, owing to the improvement in New York exchange, and to the absence of any serious apprehensions respecting a demand for gold on American account, the rates of discount had a downward tendency, choice three months bank bills having been taken at as low a figure as 3¹/₄ per cent. That quotation was, however, exceptional, the more general rate being 3% to 3½ per cent. The decline in the value of money in this country has, however, had the usual effect of causing the exchanges to become less favorable to us, and the money market has, in consequence, assumed a firmer appearance during the last few days. The fact has to be recorded, nevertheless, that there are not at present any indications of money rising in value to any important extent, the market being entirely free from activity and excitement.

For the time money is, indeed, in rather considerable demand, which may be expected to continue during the remainder of the year; but trade demands are not likely to be augmented to any important extent. It is, perhaps, remarkable that, conquarrel with France about Tunis. He is not dissatisfied sidering the Bank return is a disappointment, and that the

DECEMBER 23, 1882.]

New York exchange has relapsed, so small an improvement should take place in the value of money, and evidence is therefore afforded of the scarcity of bills and of the limited requirements of the mercantile community. During the past week the liabilities of the Bank have increased, while there has been a small diminution in the reserve. The result is that the proportion of reserve to liabilities, which was last week 41.73 per cent is now 40.29 per cent. During the next few weeks the Bank statement will not prove so correct a guide with regard to money affairs as is usually expected from it; but as soon as the dividends are paid, early in January, it would occasion surprise if the rates of discount were otherwise than easy. The following are the present quotations for money :

IONO	Per cent.
Bank rate Open-market rates— 30 and 60 days' bills. 3 months' bills	3100350

Open market rates-Per cent. 4 months' bank bills.... $3^{1}2@3^{5}8$ 6 months' bank bills.... $3^{5}8@3^{3}4$ 4 & 6 months' trade bills. $4^{1}2@5$

The rates of interest allowed by the joint-stock banks and discount houses for deposits remain as under: Day day t

Carlo e e		er cent.
- thangog gt	call th 7 and 14 days' notice	$ \begin{array}{c} 4 \\ 3^{1}4 \\ 3^{1}2 \end{array} $

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years :

VIALOU L				10	
	1882.	1881.	1880.	1879.	
	ar cca cca	£	£ 26.029,470	27,058,950	
Circulation	25,666,660	25,445,380			Ĺ
Public deposits	4,523,947	4,905,614	6,209,917	3.645,433	
Other deposits	22,438,100	22.855,804	24,371,173	28,627.365	
Governm't securities.	11.381.002	13,243,961	14,365,019	15,649,459	1
Other securities	22,472,411	21,315,031	20.136.119	19,009,746	
Other securities.	10,962,610	11.089.657	13,982,775	15.550.654	Ĺ
Res've of notes & coin	10,002,010	11,000,001	20,00-,		Į.
Coin and bullion in	00 050 050	00 705 007	05 01 2 2 15	27,609,600	į.
both departments	20,879,270	20,785,007	25,012,245	21,000,000	Ŀ
Proportion of reserve				155	
to liabilities	4014	3958		4758	
Bank rate	5 p. c.	5 p. c.	3 p. c.	3 p. c.	
Consols	1007_8	9933		9714	
Eng. wheat, av. price	41s. 5d.		44s. 10d.	46s. 7d	
Elig. wheat, av. price	6d.	634d.		718(i.	
Mid. Upland cotton				10 1ad.	
No. 40 mule twist	10d.				
Clearing-House ret'n.	45,329,000	119,155,000	191,020,000	86,416,000	

There has been a moderate demand for gold this week on Continental accounts, but it has been supplied by the open market. As already stated, the New York exchange during the early part of the week was sufficiently high to allay all apprehensions regarding an export demand for gold for the United States; but the quotation has since declined, and it is stated that a small supply has been purchased in the open market for transmission to New York by to-day's steamer. The supply of silver offering has been small, and, there being a Continental inquiry, prices have been maintained. In the market for dollars the principal feature is that a large supply is expected next week. The following prices of bullion are from Messrs. Pixley & Abell's circular:

	rixley & Abell's circular:	The following were the				
	GOLD. s. d. s. d. Bar gold, fine	piece goods exported in	November, o	compared wit	h the corre-	
	Bar gold, fine	sponding month in the two	o preceding	years :		
	Spanish doubloonsper oz. 73 9120		1880.	1881.	1882.	
	South American doubloonsper oz. 73 8120	Exported to-	Yards.	Yards.	Yards.	
	United States gold coinper oz. 76 3120	Germany	2,559,900	2,845,300	3.155.100.	
	German gold coin	Holland	2,769,300	2,564,900	2,386,600	
	SILVER. d. d.	France	4,907,700	4,187,500	5,590,700	
	Bar silver, fine per oz. standard, nominal. 50340	Portugal, Azores & Madeira.	6,186,300	5,889,400	3,611,400*	
	Bar silver, contain'g 5 grs.gold per oz. standard. 51'8 @	Italy	6,060,300	6,248,100	4,098,400	
	Cake silver	Austrian Territories	596,200	1,084,100	602,600	
	Mexican dollars	Greece	3,472,100	8,672,500	2,872,800	
		Turkey	39,214,600	45,990,100	26,091,800	
	Quicksilver, £5 16s. 9d. Discount, 3 per cent.	Egypt	21,682,500	14,400,600	14,957,100 4,281,900	
	The following are the current rates for money at the lead-	West Coast of Africa (For.)	2,680,100	2,236,200 3,694,000	3,379,100	
	-	United States	2,696,300	5,800,100	7,430,500	ē
	ing foreign centres:	Foreign West Indies	8,224,800 4,179,500	4,659,700	4.874,700	
	Bank Open Bank Open	Mexico Central America	3.801.200	5,151,600	3.230.400	
	rate. market. rate. market.	United States of Colombia	4,441,600	4,482,900	4.106,200	
	Pr. ct. Pr. ct. Pr. ct. Pr. ct.	Brazil.	18,631,900	23,801,600	18,379,600	1
	Paris	Uruguay	3,293,500	2,979,100	3,184,700	
	Brussels $4^{1}2$ $4^{1}4$ Spanish cities $4^{1}2$ $4^{1}2$	Argentine Republic	7,156,000	6,233,100	7,474,900	
	Amsterdam	Chili.	3,239,700	8,002,500	5,633,600	
	Berlin	Peru	902,000	1,873,400	1,755,900	
	Hamburg	China and Hong Kong	30,715,900	42,197,800	30,043,300	
	Frankfort412Copenhagen5412Vienna55Calcutta1	Japan	6,940,200	5,109,100	2,009,800	
		Dutch Possessions in India	4,961,600	6.817,900	9,645,500 4,797,000	
	The rate of exchange on India continues to decline, and the	Philippine Islands	3,515,100	7,519,300 1,715,900	1,312,800	
	quotation fixed for bills by the India Council is now only 1s.	Gibraltar	2,647,400 5,620,900	3,003,300	2,202,500	
		Malta. West Coast of Africa (Brit.).	3,137,900	2,064,100	3,444,000	
	77-16d. per rupee. The amount offering each week is now about	British North America	606,900	1,183,800	1,217,700	
	£400,000. At Wednesday's sale tenders at the above minimum	British West India Islands &	000,000	1,100,000		
	main a second and the difference of the above minimum	Guiana	1,811,000	4,608,400	5,778,300	
	received 62½ per cent.	British Possessions in South				
	The railway traffic receipts continue satisfactory, notwith-	Africa	1,985,600	2,200,100	1,174,600	
Ł		British India—			F4 000 F00	
0	standing unfavorable weather, and reports that some branches	Bombay	61,590,100	55,288,800	74,632,500	
	of our trade are not in a satisfactory condition. During the	Madras	6,244,100	6,578,400 68,164,300	11,573,900 80,343,500	
	Week ended Desember 2 the total me internet 10 2021/ 11	Bengal.	$101,447,700 \\ 12,309,700$	7,893,100	10,806,900	
	week ended December 3 the total receipts on 13,280½ miles	Straits Settlements	2,877,400	2,126,500	2,941,800	
	amounted to £1,101,639 against £1,069,420 last year on 12,975½	Ceylon Australia	7,628,500	8,985,600	10,031,700	
	miles, showing an ingroup of 205 miles on 9:26 non cont and an	Other countries	21,922,600	20,168,300	21,603,800	
	miles, showing an increase of 305 miles, or 2.36 per cent, and an	-				
	increase of £32,219, or 3 per cent.	Total unbleached or bleached	291,276,400	291,311,900	277,175,500	

During the past week numerous events, chiefly, however. of Our communications, domestic interest, have taken place. both by railway and by telegraph have been seriously interrupted, owing to a snow storm, which has visited the midland . and northern counties with more than usual severity. We have also had some disastrous fires. One of our largest theatres was destroyed early in the week; but the conflagration in the city. which is only equaled by the great fire in Tooley Street many years ago, is of much more serious importance. The property of firms well known in the United States, such as Peter Rylands & Co., Foster, Porter & Co., limited, and many others, has been entirely destroyed, and the loss is estimated at as much as £3,000,000 sterling.

Messrs. J. S. Morgan & Co. offer for sale, by public subscription, \$4,000,000 Northern Pacific Railroad Company six per cent general first mortgage bonds. The principal will be repayable the 1st of January, 1921, unless sooner redeemed by the operation of the sinking fund. The principal and interest is payable in New York in American gold coin of the present standard of weight and fineness, free of all United States taxes. The priceis 105½ per cent, at 4s. per dollar, or £211 per bond of \$1,000. The subscription list will be opened on Monday, December 11. and closed on the same day at 4 P. M.

Messrs. Morton, Rose & Co. announce that they are authorized to receive subscriptions for £\$08,800 6 per cent bonds of the-Argentine government. The price of issue is 92½ per £100 bond.

The Board of Trade returns for November, and the 11 months ended November 30 have been issued this week, and the results they show are less satisfactory. The adverse movements havenot been, however, of a very important character. The following are the leading particulars :

		1880.	1881.	1882.
	Imports in November	£38.429.382	£34,269,784	£34,901,910
)	Imports in 11 months	376,773,204	362,278,090	376.431,902
	Exports in November	18.864,700	20,713,164	20,292,980
3	Exports in 11 months	204,595,737	213,773,957	223,305,605
	Who following found n	Joto to the ol	aron months	andad 20th

The following figures relate to the eleven months ended 30th Novambar .

novemper:		*	e
anna a' a' Sharara ann a' A	IMPORTS.		
	1880.	1881.	1882.
Cottonewt.	12,975,275	13,534,252	13,796,425.
	EXPORTS.		×
	1880.	1581.	1882.
Cottonewt.	1,778,607	1,674,127	2,191,940
Cotton yarnlbs.	106.486.300	232,351,400	
Cotton piece goods yards.4		4,390,636,200	4,018,248,300
Iron and steeltons.	3,558,324	3,518,511	4,062,215
Jute piece goods yards.	165,925,900	187,523,800	194,877,500
Linen yarnlbs.	15,039,100	16,534,800	17,046,400
Linen piece goodsyards.	152,385,000	159,799,500	164,208,500
Silk manufactures£	1,844,102		2,502,488
British woollbs.	16,249,200		13,047,200
Colonial and foreign wool.lbs.	215,556,689		239,053,435
Woolen yarnlbs.	24,602,400		29,544,800
Wool fabricsyards.	46,108,900		81.981.700
Worsted fabricsyards.	174,699,100	175,417,300	137,625,600
Flannelsyards.	5,556,800		9,143.000
Carpetsyards.	8,911,500		10.643,100
Blanketspairs.	1,128,200	1,119,940	1,215,000

The following were the quantities of cotton manufactured

	Bar gold, contain'g 20 dwts. silverper oz. standard. 77 11 @	sponding month in the two	preceding.	years.		
	Spanish doubloons		1880.	1881.	1882.	
	South American doubloons	Exported to-	Yards.	Yards.	Yards.	
	United States gold coinper oz. 76 3120	Germany	2,559,900	2,845,300	3,155,100	
	German gold coin @	Holland	2,769,300	2,564,900	2,386,600	
	SILVER. d. d.	France	4,907,700	4,187,500	5,390,700°	
	Bar silver, fine	Portugal, Azores & Madeira.	6,186,300	5,839,400	3,611,400*	
	Bar silver, contain'g 5 grs.gold per oz. standard. 51'8 @	Italy	6,060,300	6,248,100	4,098,400	
	Cake silver	Austrian Territories	596,200	1,084,100	602,600	
	mexican dollars	Greece	3,472,100	8,672,500	2,872,800	
	Chilian dollars	Turkey	39,214,600	45,990,100	26,091,800 ~	
	Chilian dollars	Egypt	21,682,500	14,400,600	14,957,100	
	The following and the current rates for monoy at the load	West Coast of Africa (For.)	2,680,100	2,236,200	4,281,900	
	The following are the current rates for money at the lead-	United States	2,696,300	3,694,000	3,379,100	
	ing foreign centres:	Foreign West Indies	8,224,800	5,800,100	7,430,500	*
		Mexico	4,179,500	4,659,700	4,874,700	
		Central America	3,801,200	5,151.600	3,230,400	
	rate. market. Pr. ct. Pr. ct. Pr. ct. Pr. ct.	United States of Colombia	4,441,600	4,482,900	4,106,200	
	Paris 31_2 $31_8 a 31_4$ Madrid and other	Brazil	18,631,900	23,801,600	18,379,600	1
	Brussels $4^{1}2$ $4^{1}4$ Spanish cities $4^{1}2$ $4^{1}2$	Uruguay	3,293,500	2,979,100 6,233,100	7,474,900	
	Amsterdam	Argentine Republic	7,156,000		5,633,600	
	Berlin	Chili	3,239,700 902,000	8,002,500 1,873,400	1.755.900	
	Hamburg 41_0 Genoa. 5 5	Peru	30,715,900	42,197,800	30.043.300	
	Frankfort Ale Conenhagen 5 Ale	China and Hong Kong	6.940.200	5,109,100	2,009,800	
	Vienna	Japan Dutch Possessions in India.	4.961.600	6,817,900	9,645,500	
			3,515,100	7,519,300	4.797.000	
	The rate of exchange on India continues to decline, and the	Philippine Islands	2,647,400	1,715,900	1,312,800	
	quotation fixed for bills by the India Council is now only 1s.	Gibraltar Malta.	5,620,900	3,003,300	2,202,500	
		West Coast of Africa (Brit.).	3,137,900	2,064,100	3,444,000	
	77-16d. per rupee. The amount offering each week is now about	British North America	606,900	1,183,800	1,217,700	
	£400,000. At Wednesday's sale tenders at the above minimum	British West India Islands &	,	-,,-	and a second of Second Second	
	Provide a for the concession of the concession o	Guiana	1,811,000	4,608,400	5,778,300	
	received 62½ per cent.	British Possessions in South	- B ¹⁰⁰			
	The railway traffic receipts continue satisfactory, notwith-	Africa	1,985,600	2,200,100	1,174,600	
÷		British India—		· · · ·		
5	standing unfavorable weather, and reports that some branches	Bombay	61,590,100	55,288,800	74,632,500	
	of our trade are not in a satisfactory condition. During the	Madras	6,244,100	6,578,400	11,573,900	
	and all hot in a satisfactory condition. During the	Bengal	101,447.700	68,164,300	80,343,300	
	week ended December 3 the total receipts on 13,280½ miles	Straits Settlements	12,309,700	7,893,100	10,806,900	
	amounted to f1 101 620 against f1 060 490 last man 10 0001/	Ceylon	2,877,400	2,126,500	2,941,800	
	amounted to £1,101,639 against £1,069,420 last year on 12,975 1/2	Australia	7,628,500	8,985,600	10,031,700	
	miles, showing an increase of 305 miles, or 2.36 per cent, and an	Other countries	21,922,600	20,168,300	21,603,800	
	increase of £20 010 on 2 mon cont		001 070 400	001 211 000	277,175,500	
	increase of £32,219, or 3 per cent.	Total unbleached or bleached	291,270,400	291,311,900	211,110,000	

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THE CHRONICLE.

Total printed, dyed, or color Total mixed materials, cot	1890. T <i>ards.</i> red 132,420,900	1381. <i>Yards.</i> 113,068,000	1882. <i>Yards.</i> 120,433,700
predominating	1,993,800	2,049,700	3,056,400
Grand total Other manufactures	425,691,100 of cotton show		400,665,600
Lace and patent net Hosiery of all corts Thread for sewing	1880. 2 114,263 2 59,686 08. 1,060,300 2 87,225 2 5,702,199	1881. 187,608 75,533 1,451,182 91,677 5,551,947	$1882. \\167,879 \\83,357 \\1,358,430 \\94,159 \\5,569,270$
The movements in bu eleven months were as	follows :	November and	during the
20 a Reigija - Alijija Alijija - Alijija	Gold. 1880. 2	1881.	1882.
Imports in November Imports in 11 months Exports in November Exports in 11 months	1,494,269 8,661,199 2,634,234 9,109,243 8ILVER.	2 713,889 9,560,514 1,144,110 14,312,000	2. 453,065 13,954,630 433,780 11,365,648
Imports in November Imports in 11 months Exports in November Exports in 11 months	578,970 6,009,699 659,464 6,892,178	513,412 6,341,727 557,572 6,611,596	682,327 8,136,547 528,579 8,203,075
TOT	AL GOLD AND SEI 1820.	VER. 1881.	1832.
Exports in November	3,292,698	£ 1.227,301 15,902,271 1,701,682 21,423,598	£ 1,135,392 22,091,177 962,359 19,570,723

The exports of gold to the United States in November were only £38,000. During the eleven months they have been £71,439 against £7,264,913 in 1881, and £9,109,243 in 1880.

Snow has been general throughout the country, but it has not been so heavy in the southern counties as in the midlands and the far north. Agricultural work, however, as far as plowing and sowing are concerned, is checked, and as we have had a very wet autumn, the conclusion may be safely arrived at that the area of land under wheat cultivation is below the average. This fact, however, and the severity of the weather in the Baltic, exercise scarcely any influence on the wheat trade, which is slow at about previous quotations. There is scarcely any Indian corn here, and 39s. to 40s. per quarter is demanded for produce on the spot. For February shipments 28s. is the price. The following are the supplies of prcduce estimated to be afloat .

Wheat. Flour Indian corn	····· 216,000 59,000	165,000	Last year. $2,671,000$ 101,600 236,000
The following fig	ures show the e	stent of the	imports of

wheat and flour into the United Kingdom during the first three months of the season, compared with the corresponding period in the three previous seasons; the period included is from September to November, inclusive:

	in the second seco		has year. There has also been a return of rather more than
	WHEAT.		£200,000 in notes, and the total reserve has been augmented by
	From- 1882. 1881. Cwt. Cwt.	1880. 1879.	£488,605. The proportion of reserve to liabilities is now 41.73
	Russia 2519249 1400 C15	Cwt. Owt. 304,622 2,102,264	per cent, against 40.64 per cent last week and 36.75 per cent
	United States 11,492,752 9,040,530 9,8	,985,907 11,459,510	last year. The improvement during the last of the
	Germany 379 258 626 411	,816,435 2,476,929	last year. The improvement during the last four weeks has
	FT811C0 8 791 4 500	$\begin{array}{cccc} 72,799 & 758,338 \\ 1,235 & 5,985 \end{array}$	been fairly extensive, as the following statement shows:
	Turler & December 564,601 212,589	375,209 673,916	Nov. 29. Nov. 15. £25,462,010 £26,702.815
		$ \begin{array}{r} 6,405 \\ 268,194 \\ 875,446 \end{array} $	0 Uner securities
	British India 1,507,283 2,233,903 6 Australia 601,096 753,445 1.7	956,099 364,995	Bullion 9,209,961
	Other countries 001,036 753,445 1,7	775,815 2 010 710	Bullion 20,721,309 3,209,961 Bank rate 5 pr. ct. 5 pr. ct. Open market rate 4 pr. ct. 4 pr. ct. Proportion of reserve to liabilities 41.73 pr. ct. 34 pr. ct.
	Total		Open market rate
	Total 18,965,007 16,205,143 15,5	598,183 19,367,791	Proportion of reserve to habilities41.73 pr. ct. 34 pr. ct.
	FLOUR.		The money market, which was firm in the early part of the
	Germany	299,190 312,604	week, closes with a quiet appearance at the following quota-
	United States 2 291 208 1 540 410 1 -	78,230 79,048	tions:
	Other countries 161,660 149,588 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Per cent. Open-market rates- Per cent.
		634,684 539,204	bank rate
	Total	059,901 3,115,519	Open-market rates— 30 and 60 days' bills 378 24 4 & 6 months' bank bills 378 24 4 & 6 months' trade bills, 4 275
	The following statement shows the extent	of the importe	3 months' bills
	cereal produce into the United Kingdom duri	ing the fact c	The rates of interest allowed by the joint-stock banks and
	teen weeks of the season, compared with the	ing the arst four-	discount houses for deposits remain as follows:
r.	period in the three previous seasons:	the corresponding	
*			Joint-stock banks. Discount houses at coll
	IMPORTS. 1882. 1831. 1		
•	wheat	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Do with notice of withdrawal
	Oate 0,083,137 4,085,110 4,9	938,490 5.888,202	The following statement shows the present position of the
	102 204 000 000	754,803 5.277.166	Bank of England, the Bank rate of discount, the price of con-
	Beanst	963,368 769,072 593,730 853,667	sols, the average quotation for English wheat, the price of mid-
	Indian corn	342,800 6,491,385	dling upland cotton, of No. 40 mule twist, fair second quality, and
	SUPPLIES AVAILABLE FOR CONSUMPT	505,953 3,443,591	the Bankers' Clearing House return, compared with the three
	Impounds and 1882. 1881. 16	1880. 1970	previous years:
	Imports of flour 4,050,472 18,021,841 18,90	902,171 23,374,377	1882. 1881. 1880. 1879.
		505,953 3,443,591	
	produce12,125,510 11,622,100 10,43	51,000 5,670,000 1	Circulation
	Total	39.124 32.497.020	Other deposits 22,109,491 24,577,610 24,441,013 29,965,269
	Avige price of English wheat for season are dia da	00,101 00,201,008	Governm't securities. 10,381,057 13,244,014 14,865,019 16,348,678 Other securities 22,618,380 22,942,266 18,103,045 19,169,934
	4.8,	28. 5d. 47s. 10d.	Other securities 22,618,380 22,942,266 18,103,045 19,169,934 Res've of notes & coin. 11,009,299 10,798,913 14,722,561 15,143,596

1882. Visible supply of wheat in Unit'd St'sbush.21,200,000 Supply of wheat and	1881. 20,600,000	1380. 24,600,000	1879.
flour afloat to the Un'd Kingd'mbush. 2,135,000			~1,330,000

LONDON, Saturday, December 2, 1882.

VOL. XXXV

A prominet feature during the past week has been a renewal of anxiety with regard to the New York exchange on London. the impression having gained ground that gold would have to be sent to America in rather considerable amounts. A few small parcels have, it is understood, been already shipped, but they have been only trifling amounts, and very little effect has been produced. At one period the New York exchange was telegraphed at 4.79 and reports were current that an important amount of gold would be sent away by this week's steamers. The money market assumed, in consequence, a firmer appearance, and the discount houses refused business except at 414 per cent for the best three months bills. A subsequent improvement in the exchange has had a decidedly quieting effect, and best bills are now freely taken at 4 per cent.

Unless there should be an adverse movement in exchange, we may expect the discount toremain easy, as the recent apprehensions of dearer money have induced many to take additional precautions. The fact must, however, be borne in mind that the close of the year is rapidly approaching, and that the wants of the community for various purposes will be considerably enlarged. The open market rates of discount are likely, therefore, before long, to approach more closely the official quotation, and this is looked upon as an additional reason for believing that gold shipments to America will be small.

It is evident, however, that the London money market is in a very sensitive condition. The smallness of the reserve of the Bank of England is quite sufficient cause for this, and it was natural that when that item in the Bank return was under £10,000,000 (having been at one pericd, viz., on Nov. 1, only £9,209,961). the actual and prospective condition of the money market should exercise considerable effect in many departments of business. Merchants were therefore justified in their apprehensions; but it has happened thus far that these forebodings were more gloomy than necessary. Of late coin has been returning from Scotland in the usual manner, and during the current week the Bank of England has gained a fair accession of strength, chiefly from that cause. Rather more than £200,-000 in gold coin has been sent back, and the total supply of bullion held by the Bank has increased to the extent of £285,-040, making it £20,721.309, which compares with £20,588,703 last year. There has also been a return of rather more than

	Circulation	£95 160 010	Nov. 15.
	Uller securities	00 010 000	$\pounds 26,702,815$ 22,945,295
- 1	Reserve.	11 000 000	9,209,961
.1	Bullion. Bank rate	20 721 200	20,162,826
	Open market rate	· Ann ot	5 pr. ct. 4 pr. ct.
	Proportion of reserve to liabilities	41.73 pr. ct.	31 pr. ct.

ized for FRASER

DECEMBER 23, 1882.]

1882. 1881. 1880. Coin and bullion in & & & & & & & & & & & & & & & & & &	1879. £ 6 27,733,240
Proportion of reserve 41.73 363 4	9 453
Bank rat3	exd. 974
Mid. Upland cotton 0°16. 10 ⁵ 8d. 10 ¹ 20	

The demand for gold for export during the week has been upon the most limited scale. There has, however, been a small inquiry on Continental account, and about £50,000 in bars has been purchased in the open market on New York account. The silver market has been very dull, and prices have experienced a heavy fall. The demand for the means of remittance to the East has been small, and, the supply of Council drafts offering being large, the price of silver has declined to 51d. per ounce. Council drafts have also declined 3-16 or to 1s. 7½d. the rupee. The arrivals of Mexican dollars have been large, and the quotation has declined to 49%d. per ounce. The following prices of bullion are from Messrs. Pixley and Abell's circular:

	GOLD.	s. d.	.s. d.
Bar gold, fine Bar gold, cont. 20 dwts. silver Spanish doubloons	per oz. standard. per oz. standard. per oz. per oz.	77 9 ¹ 20 77 11 0 73 9 ¹ 20	
South American doubloons United States gold coin German gold coin	per oz. per oz.	73 9120 76 3120 Ø	·····
Bar silver, fine	lper oz. standa) per per	flat.51 a rd. 51 ³ 8 a oz. 55 a oz. 49 ⁵ 8 a oz a	

The following are the rates of discount at the leading Continental centres:

	Bank	Open	· ·	Bank	Open
	rate. Pr. ct.	Market. Pr. ct.	·	rate. Pr. ct.	Market. Pr. ct.
Paris. Berlin. Frankfort	31 ₂ 5	3^{1_8} 4^{3_4} 4^{7_8}	Brussels Madrid Vienna	412 412	414 413 4
Hamburg		43 <u>4</u> 4 ¹ 2	St. Petersburg	. 6	6 ¹ 2

The number of failures in England and Wales gazetted during the two months ending Nov. 25 was 1,663. The number in the corresponding period of last year was 1,794, showing a decrease of 131, being a net decrease in 1882 to date of 844. The failures were distributed among the following trades, and for comparison we give the number in each of the corresponding periods in 1880 and 1881:

	1982.	1881.	1880
Building trades	203	193	254
Chemists and druggists	9	18	21
Coal and mining trades	22	36	41
Corn and cattle	21	45	52
Drapery trades	139	136	133
Earthenware trades.	12		
Farmong	87	8	11
Farmers. Furniture and upholstery trades		146	211
Greenward manisian trades	30	33	33
Grocery and provision trades	352	345	422
Hardware and metal trades	62	39	45
Iron and steel trades	62	53	58
Jewelry and fancy trades	52	52	50
Leather and coach trades	95	92	109
Merchants, brokers and agents	193	168	173
Printing and stationery trades.	32	41	31
Wine, spirit and beer trades.	156	177	201
Miscellaneous	137	212	192
		~~~	104
Totals for England and Wales1,	663	1,794	2,057
Scotland	120	111	
Ireland.	1007		108
	27	36	40
Totala for Traited Trianda	200	1 0 1 1	
Totals for United Kingdo 11		1,941	2,185
The question of the importation of Am	arican	pork has	hoon
			Deen

and of hams, pork, &c., only about 3 per cent of the total national consumption; so that the difference could easily be made up by native breeders, or be derived from other States, such as Russia."

Messrs. J. S. Morgan & Co. has been instructed to notify the holders of the six per cent sterling bonds, series A, of the United States Mortgage Company, that it is intended to pay off the whole of that issue, amounting to £1,000,000, on the 1st March next, with accrued interest to that date, and to issue at par sterling bonds to the extent of £400,000, bearing interest at the rate of 5 per cent per annum. The 5 per cent bonds will be redeemable after five years and within forty years, at the option of the company, and will be secured by real estate mortgages of an equal amount, and by the capital of the company, of which \$1,000,000 are paid up. It is proposed to give preference to subscriptions from holders of the six per cent sterling bonds, series A, which will be received in exchange, bond for bond.

A prospectus has been issued of the United States Cattle Ranche Company, Limited, the capital being £250,000, in £5 shares. The company has been formed for the purpose of acquiring about 700,000 acres of land in the Northeastern portion of Colorado, upon which there are about 11,000 head of cattle. The price to be paid for the property is £60,000 in cash and 9,200 fully paid deferred shares.

The directors of the Bank of British North America announce a dividend of 30s. per share, being at the rate of 6 per cent per annum.

The working of the Indian railways evidently leads to profitable results. At the meeting of the East Indian Railway Company, to be held in January, the directors will recommend the payment of a dividend of £1 11s. per cent on the deferred annuity capital, in addition to the guaranteed interest of £2 per cent for the half-year.

Not much rain has fallen throughout the country during the past week, and farmers have been able, therefore, to make satisfactory progress with agricultural work. The season, however, is still backward; but the free employment of machinery enables farmers to speedily recover arrears, and this is now in progress. The trade for wheat during the week has been quiet, and, as far as London is concerned, business has been greatly interrupted by dense fogs. The tone has been firm, and there has been scarcely any movement in prices. There is very little Indian corn here, and the price is 40s. to 41s. per quarter -42s. is occasionally asked. The dearness of Indian corn has produced much firmness in the trade for oats, beans, peas and feeding barley, and a steady improvement in the value of those articles is looked forward to.

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom:

estimated to be anoat to the Onited Kingdom:	
Wheatqrs. 1,970,000         2,003,000         2,59           Flour	year. 1,000 0,000 1,000
The following return shows the extent of the imports of comproduce into the United Kingdom during the first thin weeks of the season, compared with the corresponding period.	teen
in previous seasons: IMPORTS.	. ¹
1882. 1881. 1880. 18	70
Wheatcwt.19,820,825 $17,139,390$ $17,460,805$ $21,010$ Barley $4,456,786$ $3,859,468$ $4.441,854$ $5.568$ Oats $3,551,298$ $2,956,405$ $3,574,647$ $4,936$ Peas $367,588$ $589,576$ $843,059$ $688$ Beans $350,112$ $446,316$ $475,286$ $776$ Indian corn $3,104,338$ $7,632,935$ $10,985,548$ $6,198$	
SUPPLIES AVAILABLE FOR CONSUMPTION.	
1882. 1881. 1880. 18	79.

from Darlin state [mports of wheat.cwt.19,820,825

that the following draft ordinance has been presented to the Federal Council:

"1. The importation from America (the United States) of pigs, pork, bacon and sausages of all kinds is forbidden until further notice. 2. The Imperial Chancellor is empowered to permit exceptions to this prohibitive rule, subject to the necessary measures of control. 3. The restrictive ordinance of the 25th of June, 1880, with respect to the importation of pork and sausages from America, is abolished. 4. The present ordinance comes into force 30 day after its promulgation."

In reference to the above the Berlin correspondent of the *Times* says:

"The prohibitive ordinance of June, 1880, above referred to, only applied to the importation of minced pork and sausages, but not to hams, &c., it being supposed that microscopic examination of the latter would secure the exclusion of unwholesome consignments. But it has been found impossible to exercise a rigorous surveillance in this respect; and, as it is known that American pigs suffer much more than the German from trichinosis, as well as from the infectious disease called "hog cholera," the German Government feels compelled to take effective measures against the introduction of the dreaded germs. It is argued that the commercial and financial importance of the measure is not considerable. Live pigs are not imported into Germany from America in very large numbers,

Sales of home-grown	2,961,489	3,190,752	3,233,893	
produce12,014,700	10,805,100	9,663,400	5,013,700	
Total	30,808,978	30,314,957	29,264,547	
Av'ge price of English wheat for season, qr. 41s. 1d.	48s. 4d.	42s. 3d.	47s. 11d.	
Visible supply of wheat in the U.S bush.20,200,000	20,600,000	24,200,000	29,800,000	
Afloat to United King- dom qr 2,047,000	2,550,000	1,973,000		

#### English Market Reports-Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending December 22:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Frs.
Silver, per ozd.	5038	50716	50716	5038	5038	5038
Consols for money	10058	100916	100918	10038	10012	1001316
	10078	1001318	10058	10012	1003	1001518
Fr'ch rentes (in Paris) fr.	79.00	78.90	79.25	79.3710	79.324	40
U.S. 5s ext'n'd into 31gs	10558	1033	106	106	105%	105%
	1165	116-2	11614	11614	1164	1164
U. S. 4s of 1907	12318	123	12214	1234	123	123
	11134	1111	112	11134	111	110%
Erie. common stock	4138	40	41	403	4018	4018
Illinois Central	1504	15038	150 .	15019	14978	1494
N. Y. Ontario & West'n.		2774	2818	2734	27	2748
Pennsylvania	62-9	624	6238	6214	62	
Philadelphia & Reading.	2858	2814	284	. 28.12	284	2818
New York Central	13614	1354	135%	1354	13438	133.4

Liverpool.	1	Sat.	M	on.	T	ues.	W	ed.	Th	urs.	F	ri.
1	8.	<i>d</i> .	8.	<i>d</i> .	8.	d.	8.	d.	8.	<i>d</i> .	8.	d.
Flour (ex. State)100 lb.	12	3	12	3	12	3	12	3	12	3	12	3
Wheat, No. 1, wh. "	8	9	8	9	8	8	8	8	8	8	8	8
Spring, No. 2, n. "	8	5	S	5	8	ō	8	5	8	5	8	5
Winter, West., n "	8	9	8	9	8	9	8	9	8	9	8	9
Cal. white "												
Corn, mix., West. "	6	10	6	910	6	10%	7	0	7	2	7	3
	90	õ	90	õ	89	0	88	Õ	87	ō	87	ŏ
Bacon, long clear, new	52	0	51	6	50	0	49	Ō	48	0	48	ŏ
			90	Õ	90	Ō	90	0	90	ŏ	90	ŏ
Lard, prime West. # cwt.			58	Ğ	58	Ğ	58	š	53	ŏ	58	ŏ
Cheese, Am. finest		ŏ	65	ŏ	65	ŏ	65	ŏ	65	ŏ	65	-ŏ

### Commercial and Miscellaneous News.

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

2,836—The First National Bank of Gainesville, Texas. Capital, \$250,-000. L. G. Cairns, President; Wm. Washam, Cashier.
2,837—The Ripley National Bank, Ohio. Capital, \$100,000. John T. Wilson, President; Washington T. Galbreath, Cashier.
2,838—The National Bank of Sandy Hill, N. Y. Capital, \$50,000. Nelson W. Wait, President; Charles T. Beach, Cashier.
2,839—The People's National Bank of Americus, Ga. Capital, \$50,000. Samuel H. Hawkins, President. No cashier.
2,840—The First National Bank of Grafton, Dakota Territory. Capital, \$50,000. F. T. Walker, President; John L. Cashel, Cashier.
2,841—The Centerville National Bank, Iowa. Capital, \$60,000. F. M. Drake, President; W. L. Selby, Cashier.
2,842—The Painesville National Bank, Ohio. Capital, \$200,000. Levi Kerr, President. C. D. Adams, Cashier.
2,843—The, Dakota National Bank of Sioux Falls, Dakota Territory.

2,843-The Dakota National Bank of Sioux Falls, Dakota Territory. Capital, \$50,000. Melvin Grigsby, President; Thomas H. Brown, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$11,825,539, against \$6,921,439 the preceding week and \$3,865,072 two weeks previous. The exports for the week ended Dec. 19 amounted to \$7,840,102, against \$7,611,040 last week and \$6,287,181 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 14, and for the week ending (for genera merchandise) Dec. 15; also totals since the beginning of first week in January :

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods Gen'i mer'dise	\$1,740,841 6,544,361		<b>\$1,683,546</b> 6,495,958	
Total Since Jan. 1.	\$8,285,202	\$7,408,335	\$8,179,501	\$11,825,539
Dry goods Gen'l mer'dise	\$88,815,199 239,318,831	\$116,448,963 341,504,994	\$107,094,749 314,500,081	\$127,369,351 352,983,523
Total 50 weeks	\$328,134,030	\$457,953,957	\$421.584.830	\$480.352.874

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 December 19, and from January 1 to date :

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week Prev. reported		\$6.632,474 391,506,987	\$10,176,412 355,865,335	\$7,849,102 325,704,505
Total 50 weeks	\$342,078,279	\$398,139,461	\$366,041,747	\$333,544,607

The following table shows the exports and imports of specie at the port of New York for the week ending Dec. 16, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YOR

Exports of Leading Articles of Domestic Produce.

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

	Weck ending Dec. 19.	Since Jan. 1, 1882.	Same time last ycar
shes, potsbbls.		736-	1,36
shes, pearlsbbls.	* • • • • •	64	19
Beeswaxlbs.		10,878	62,80
Breadstuffs	007 501	100-000	
Flour, wheatbbls.	207,501	4,067,339	4,330.87
Flour, ryebbls.	519	4,427	3.25
Corn mealbbls.	3,067	106,359	194. 6
Wheatbush.	514,076	36.022,952	41.124.13
Ryebush.	24,417	1,585,349	1,052.58
Oatsbush.		151,417	429.58
Barleybush.	350	7,116	15.47
Peasbush. Cornbush.	2,703	310,414	215,69
	420,761	8,261,283	31,135.62
andlespkgs.	383	39,745	53.94
oaltous.	1,486	65,755	67.18
otton	13,717	735,613	1 041.07
omesticspkgs.	2,892	136,244	135,96
laybales.	1,089 465	49,795	84,29
lopsbales. Iaval Stores—	. 405	49,090	34,28
		0.07	
Crude turpentine bbls.	100	265	17
Spirits turpentine bbls. Rosinbbls.	136	25,297	12,56
farbbls.	2,400	282,469	184,27
Pitchbbls.	$462 \\ 96$	12,195	10,58
Dil cakecwt.	25 055	6,158	5,08
bils-	35,035	2,129,738	2,478,79
Whalegals.	a	109.253	100
Sperm	824	228,076	163,55
Lardgals.	5,319	281.695	276,93
Linseedgals.	808	37.281	351,79
etroleumgals.	3,918,822	359,550,657	37,84
rovisions-	0,010,000	0.00,000,001	342,124,19
Porkbbls.	3,154	150,931	100.01
Beefbbls.	1.045	40.431	190,91
Beeftierces.	1,071	46.018	<b>4</b> 3,21 60,28
Cutmeatslbs.	7.034.945	214.153.581	370,432,56
Butter. lbs.	80,817	6.956.938	18,311,04
Cheeselbs.	942.561	91,963,034	126,159,02
Lardlbs.	942,531 5,317,871	168,792,898	217,581,27
licebbls.	. 581	19,267	22,28
allowlbs.	381,021	20,707.632	42,913,38
obacco, leafhhds.	1,570	100 8 2	33,86
obaccobales and cases.	1,339	49.526	53,07
obacco, manufactured. Ibs.	232,533	. 6:815.066	5.540.45
halebone		219,194	133,97

-At a meeting of the Board of Directors of the New Orleans Mobile & Texas Railroad Company, held at the office of the Louisville & Nashville Railroad Company, 52 Wall Street, N.Y. City. Dec. 21, Mr. Edward H. Green was elected President, in place of Mr. George C. Clark, resigned. A statement of the operations of this road for the four months of July, August, September and October was submitted, and shows as follows: Gross earnings, \$322,445; increase, \$27,741; operating expenses, \$182,571; decrease, \$13,028; net earnings, \$139,874; increase, \$40,769.

-Attention is called to the coupon notice of the East Tennessee Virginia & Georgia Railroad Company in the advertising columns of the CHRONICLE; also the interest payment on income bonds of the Peoria Decatur & Evansville Railroad Company.

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 Peoria & Bureau Valley 

21 Merchants' Ins. Co..... 103 5 Lugo Dynamo Elec. Co. 110

Shares. 50,000 Las Neuve Minas de Santa Maria Gold and Sil-ver Mining Co..... for \$25,000 5,000 Santa Maria Mill and

Water Co......for \$5,000 Bonds.

\$100 State of New Hamp-shire 6s, due 1892...115³4 & int.
\$3,000 Twenty-third St. Rail-112

way Co. 7s. due 1893.... 113

#### RANKING AND FINANCIAT

Gold.	Exp	ports.	Imports.		
uoiu.	Week.	Since Jan.1.	Week.	Since Jan.	
Great Britain	\$	\$29,652,492	\$	\$156,62	
France		2,526,150		40	
Germany		85,660	184,923	185,2:	
West Indies		6.098	225,158	3,097.73	
Mexico				207.66	
South America		264,650	4,877	343,98	
All other countries		1,302,414	931	92,47	
Tetal 1882	\$	\$33,837,454	\$415,389	\$4,084,11	
Total 1881	1,000	441.066	571,456	53,005,53	
Total 1880		2,237,523	3,018,613	64,237,55	
Silver.					
Great Britain	\$295,000	\$8,472,394	· \$	\$26,27	
France		1,314,950		1,20	
German7		228,500		140,17	
West Indics		25,266	1,537	1,202,65	
Mexico.			122,600	1,525,09	
South America All other countries	· ·····	2,118	8,563	133,26	
the outer countries		817,217	11,580	41,02	
Total 1882	\$298,000	\$10,860,443	\$144,280	\$3,069,70	
Total 1881	138,015	10,300,265	13,575	2,753.95	
Total 1880	193,000	6,041,639	34,429	5,407,04	

Of the above imports for the week in 1882, \$104,991 were American gold coin and \$8,543 American silver coin.

#### OFFICE OF FISK & HATCH,

NO. 5 NASSAU STREET,

NEW YORK, December 22, 1882.

To those persons seeking a good interest-paying 6 per cent investment at or about par, we would recommend the Chesapeake & Ohio 6 per cent, bonds, due in 1911, and the Elizabethtown Lexington & Big Sandy sixes, due in 1902.

Both of these bonds pay their interest regularly in New York city in gold. They are both First Mortgages on finished properties, with net earnings largely in excess of their interest payments, and both are listed at the New York Stock Exchange In this connection we have just published a little document "Concerning the Chesapeake & Ohio Railway," copies of which can be had at our office. FISK & HATCH.

#### DIVIDENDS.

The following dividends have recently been announced:

	1	· · · · ·	
Name of Company.	Per	When	Books Closed. (Days inclusive.)
Munice, company	Cent.	Payable.	(Days inclusive.)
Kailroads.			
nexton Revere Beach & Lynn	\$3	Jan. 1	Dec. 24 to
abiago Iowa & Neb	:\$4		Dec. 16 to
Chicago R. I. & Pacific (quar.)	134	Feb. 1	Dec. 29 to Jan. 25
chia St. P. Minn.& O., pref. (quar.)	134		Jan. 1 to Jan. 23
Thint & Pere Marquette, pret.	312	Jan. 15	Dec. 27 to Jan. 15
Tuinois Central leased line certs		Jan. 2	Dec. 24 to Jan. 2
Lake Shore & Mich. So. (quar.)	2225		Dec. 30 to Feb. 4
Michigan Central (quar)	<b>2</b>	Feb. 1	Dec. 30 to Feb. 4
<b>N V N.</b> Haven & Hartford	5	Jan. 2	
Northern Central	4	Jan. 15	Jan. 1 to
Southwestern (Ga.).	\$3 50		
Wilmington Col. & Aug.	3	Jan. 10	
Worcester & Nashua	\$1 50	Jan. 1	
Banks.	1		
Ponk of America.	4	Jan. 2	Dec. 23 to Jan. 9
Bank of New York	4	Jan. 2	Dec. 20 to Jan. 3
Bowery National	5	Jan. 2	
Central National	4	Jan. 2	Dec. 23 to Jan. 4
Chatham National	5	Jan. 2	Dec. 21 to Jan. 1
Chemical National	25	Jan.	
Eleventh Ward	4	Jan. 2	Dec. 20 to Jan. 1
Hanover National	312		Dec. 20 to Jan. 1
Importers' & Traders' National.	7		Dec. 17 to Jan. 1
Irving National.	4	Jan. 2	Dec. 19 to Jan. 1
Market National.	4	Jan. 2	Dec. 20 to Jan. 1
Mechanics' National	$\overline{4}$	Jan. 2	Dec. 20 to ball. 1
Mechanics' & Traders' National.	3	Jan. 2	
Mercantile National.		Jan. 2	Dec. 21 to Jan. 2
Merchants' National	312	Jan. 2	
Merchants' Exchange National	3		Dec. 16 to Jan. 9
Metropolitan National.	5	Jan8	Dec. 23 to Jan. 8
National Bank of Commerce		Jan. 8	
National Butchers' & Drovers'		Jan. 2	Dec. 21 to Jan. 1
National Citizens'		Jan. 2	Dec. 21 10 Jan. 1
National Park	4		Dec. 20 to Jbn. 4
National Shoe & Leather	4		Dec. 20 to Jbn, 4 Dec. 23 to Jan, 1
Ninth National.	312	Jan. 2	Dec. 22 to Jan. 1
Oriental	5	Jan. 2	
Third National		Jan. 2	
Tradesmen's National.		Jan. 2	
Wall Street National		Jan. 2	Dec. 20 to Jan. 2
Miscellaneous.	0	Jan. 2	Dec. 20 to Jan. $2$
Brooklyn Trust	4	Ton 0	Dec. 21 to Jan. 3
Central Trust.			
Mercantile Trust			Dec. 23 to Jan. 2
mercantile irust	4	Jan. 2	Dec. 27 to Jan. 2

#### NEW YORK, FRIDAY, DEC. 22, 1882-5 P. M.

The Money Market and Financial Situation.—The general characteristics of the market this week are simply those which ordinarily precede the holiday season. The main feature is inactivity, and the general account is the same on every side, that legitimate commission business is small.

There remains but one more week of the year 1882, and from all the signs yet apparent we shall enter upon the year 1883 with a healthy outlook for railroad stocks. The net results of he past year have now been pretty thoroughly developed and there have been not a few surprises-including the New York Central & Hudson report issued to-day. It had been well known that the year ending Sept. 30 was a poor one for the trunk lines, but, it was hardly supposed that N. Y. Central & Hudson would show so large a deficit on the year's income as \$1,400,000 after payment of interest and dividends. On the other hand, the effect of this exhibit is partly neutralized by the Auditor's statement that for the first three months of the current fiscal year-October, November and December-the increase in gross earnings over the same

period in 1881 will be \$1,200,000. The Lake Shore and the Michigan Central brief statements for the year 1882 (December being partly estimated), on which the dividends of 2 per cent on each stock were declared to-day, are tolerably favorable in comparison with last year, as will be seen in the following tables:

		0			
Gross earnings Operating expenses Perc'tge of earn'gs.	1882. \$18,275,000 11,125,000	Shore. 1881. \$17,971,391 11,278,429 (62.76)	<u>Michigan</u> 1882. \$8,950,000 6,525,000 (72 [.] 90)	Central. 1881. \$9,934,332 6,732,096 (75.35)	
Net earnings Interest and rentals	\$7,150,000 2,990,000	\$6,692,962 2,725,375	\$2,425,000 1,800,000	\$2,202,236 1,692,926	
Balance Equals per share Dividends (-)	\$4,160,000 (\$8 37) 3,957,320	\$3,967,586 (\$8 02) 3,957,320	\$625,000 (\$3 33)	\$509,310 (\$2 72)	
Surplus	\$202,680	\$10,266			

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

			A 1997 1997 1997 1997	-
a	1882. Dec. 18.	Differ'nces fr'm previous week.	1881. Dec. 17.	1880. Dec. 18.
Loans and dis. Specie Circulation Net deposits . Legal tenders.	$\begin{array}{c c} 57,856,500 \\ 18,059,100 \\ 288,412,300 \end{array}$	Dec. 324,000 Inc. 5,888,500	55,222,200 20,127,800 284,927,600	55.677,800 18.474,400 267.629,900
Legal reserve. Reserve held.		Inc. \$1,472.125 Inc. 2,448.800	\$71.231.900	\$66.907,475
Surplus	\$6,079.925	Inc. \$976,675	Def \$271,200	\$2.088,725

Exchange.-Foreign exchange has been quite firm the past few days, and bankers' bills are higher. The demand for bills naturally coming at the close of the year has a temporary effect in stiffening rates. To-day on actual business bankers' prime 60 days bills sold about 4 811/4 and demand 4 851/2, with cables 4 86¹/₂. Continental exchange was quoted as follows : Francs, 5  $23\frac{1}{8}$ @5  $22\frac{1}{2}$  and 5 20@5  $19\frac{3}{8}$ ; reichsmarks, 94³/₈@ 94¹/₂ and 95¹/₈@95¹/₂; guilders 39⁵/₈@39³/₄ and 39⁷/₈@40.

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

Dec. 22.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	$\begin{array}{c} 4 & 79^{3} \\ 4 & 79 \\ 5 \\ 23^{3} \\ 4 \\ 39^{1} \\ 9 \\ 39^{1} \\ 9 \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^{3} \\ 39^$	$\begin{array}{c} 4 85 & @4 86 \\ 4 83 3 4 @4 84 1 4 \\ 4 83 & @4 83 1 2 \\ 5 20 5 8 @5 17 1 2 \\ 39 7 8 @ 40 1 8 \\ 95 1 4 @ 95 1 4 \end{array}$
Napoleons	ons in gold for er ¹ 4s and ¹ 2s. — e francs — xicar. dollars	99340 par. 92 0 - 95

X X Reichmarks. 4 73 @ 4 77	Mexicar. dollars 84 2 0 - 85 2
X Guilders 3 96 @ 4 00	Do uncommerc'l 84 @ - 85
Span'h Doubloons.15 55 @15 70	English silver 4 75 @ 4 83
Mex. Doubloons15 50 @15 65	Prvs. silv. thalers. $-68  \overline{0} - 70$
Fine silver bars 1 08127 1 0914	U. S. trade dollars - 994 @ - 995
Fine gold bars par@4 prein.	U. S. silver dollars - 993 @ par
Dimes & 12 dimes 99580 par	

United States Bonds .- There has been a very active buslness in government bonds, particularly in the way of changing off one issue for another, and the demand for low-premium bonds has been quite marked. The exchange of 31/2 for 3 per cents will be suspended at the Treasury Department during January, but bonds for exchange will be received during that month and filed in the order of their receipt, to be exchanged on the opening of the books in February.

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

	Interest Periods.		Dec. 18	Dec. 19.	Dec. 20.	Dec. 21.	Dec. 22.
58, continued at 3 ¹ 2 ¹ 28, 1891 reg. ¹ 28, 1891 coup.	QMar. QMar.	$^{*1131_{2}}_{1131_{2}}$	$^{+1133}_{+11338}$	$^{41133}_{*11338}$	11338 *1134	*1134 1134	*113 11348
4s, 1907 reg. 4s, 1907 coup. 3s, option U. Sreg. 5s, cur'cy, 1895reg.	QJan. Q -Feb.	$*1207_{8}$ $*1033_{4}$	12058 1034	*12058 *10331	*12034 10334	*120 ⁵ 8 103 ⁵ 8	*12012
Ss, cur'cy, 1896reg. Ss, cur'cy, 1897reg. Ss, cur'cy, 1898reg.	J. & J. J. & J.	*129 *130	*129 *130	*129 *130	*129 *130	*129 *130	*129 *130 *132

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

State and Railroad Bonds.-State bonds have sold moderately at the Board, and to-day Tennessee 6s passed at 451/2, compromise bonds at 49 and Virginia 6s old at 3534. Railroad bonds have generally been firmer, and have shown

quite a well distributed demand from investment purchasers.

Railroad and Miscellaneous Stocks.-Stocks have generally been fairly steady this week on a very moderate volume of business. There does not seem to be much probability of our having an active market before the opening of the new year, but sometimes it happens that heavy operators will choose their time for a striking movement just when the public least expects it, and we have known the dog-days of August or the last week of December to show an activity in the stock market that made everything snap-but that was

The passenger, mail and express business on Lake Shore shows a gain The passenger, mail and express business on Lake Shore snows a gain of \$300,000. Operating expenses include the cost of 12,014 tons steel rails, and all other outlay for the maintenance and improvement of the property. Nothing has been charged to construction account this year. On Michigan Central the balance of \$625,000 for 1852 was appropri-ated as follows, viz.: Dividend of 2 per cent Feb., 1853, \$374,764; con-struction, \$190,000; surplus, \$60,236; total, \$625,000.

The money market is abundantly supplied with funds, and rates are very easy. Stock brokers have paid 4@6 per cent for call loans, and government bond dealers 3@4 per cent. Prime commercial paper sells at 51/2@6 per cent.

The Bank of England on Thursday showed a gain of £46,-500 in specie for the week, and the proportion of reserve to liabilities was  $39\frac{1}{2}$ , against  $41\frac{3}{8}$  last week; the discount rate remains at 5 per cent. The Bank of France gained 1,850,000 francs gold and lost 375,000 francs silver.

The New York City Clearing-House banks in their statement of Dec. 16 showed an increase of \$976,675 in their surplus reserve, the total surplus being \$6,079,925, against \$5,103,250 Dec. 9.

quite exceptional.

The annual reports now coming out are the subject of much comment, and as a guide for estimating the true condition of a company and the prospects for its future business, the importance of these reports can not be over-estimated. We have not found it usual that annual reports are "cooked," but on the contrary they generally throw light on any uncertainty which may have prevailed during the year. It is true, however, that many of the reports are meagre and suppress facts and explanations that ought to have been given. The abstracts of railroad reports given from week to week on another page should be carefully studied.

The reports of the Vanderbilt roads published to-day seem to be well received, if we may judge by the firmness of the stocks at the close. The rest of the market was also firm, and the Wabash stocks showed considerable animation, advancing nearly 1 per cent each in the last hour.

There was a report circulated some time since that Mr. Dillon said in Chicago that the Union Pacific stock outstanding was \$65,372,155. This was incorrect, and the true report should have been that the Union Pacific stock was \$60,854,-105; the branch lines stocks \$31,256,650; of which the U. P. owns \$26,738,600, leaving \$4,518,050 of these outstanding. This latter amount added to the Union Pacific stock makes the total of both outstanding \$65,372,155.

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## THE CHRONICLE.

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

DAILY HIGHEST AND LOWEST PRICES.											
STOCKS.	Saturday, Dec.10.	Monday, Dec. 18.	Tuesday, Dec. 19.	Wednesday, Dec. 20.		Friday, Dec. 22.	Sales of the Week, Shares.	Lowest.	Jan1, 1882. Highest.	Year Low.	
RAILROADS. Atchison Topeka & Santa Fe		7912 7912						84 Nov.21	9512 Sept. 4		High .
Boston & N. Y. Air Line, pref. Burlington Cedar Rap. & No Canada Southern	6934 7112	*81 84	$\begin{array}{cccc} 80 & 80 \\ 82 & 82 \\ 70 & 70^{7} 8 \end{array}$	79 ¹ 2 79 ¹ 2 69 ⁷ 8 70 ³ 8	. 80 80	$\begin{array}{cccc} *81 & 83 \\ 683_8 & 693_4 \end{array}$	405 250 35,800	60 Jan. 6 67 June10 44 Feb. 23	80 2 Sept. 9 85 2 Feb. 2 73 Nov. 13	.69	71
Cedar Falls & Minnesota Central lowa Central of New Jersey	33 33 7218 7319	$\begin{array}{cccc} 32 & 32 \\ 715_8 & 721_4 \\ 973 & 975 \end{array}$	72 725 8739 8778	724 723	30 30 7248 7238	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	503 22,650	14 Nov. 27 27 July 19 634 Nov. 22	30 July 24 374 Jan. 4 97 b Feb 20	16 31	90 403 45
Central Pacific Ohesapeake & Ohio Do 1st pref	*24 25 ¹ 2 35 ¹ 4 35 ¹ 2	*23 24 ¹ 2 33 33	24 ¹ 4 24 ³ 4 35 ¹ 2 35 ¹ 2	*35 36	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*23 23 ¹ 2 *34 ¹ 2 35 ¹ 2	15,361 700 1,059	8238 Nov. 22 19 5 Mar. 9 27 4 Apr. 18	97 ¹ 8 July 28 27 July 22	80 12	112 1027 337
De 2d pref Ohicago & Alton Ohicago Burlington & Quincy.	$134^{1}2134^{1}2$ 129 1293	$134 1341_4$ $1271_2129$	*264 27	$^{*251_2} 28$ $1341_2 1343_4$	*25 28 124 ¹ 2 134 ¹ 2 128 ¹ 6 128 ¹ 4	$^{*25}_{*133}$ $^{25}_{12914}$	1,244 5,254	21 Mar. 9 127 Mar 11	29 Sept.15	23	481
Chicago Milwaukee & St. Paul Do pref Chicago & Northwestern	1 122 2 123 2	$\begin{array}{r} 1075_{g}1083_{4} \\ 1221_{2}1221_{2} \\ 138 & 1383_{4} \end{array}$	108 ¹ / ₂ 109 122 ¹ / ₄ 122 ¹ / ₂ 138 ¹ / ₂ 139 ³ / ₈	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$107 \frac{1}{2} 108 \frac{1}{6}$ 122 122 $138 \frac{1}{2} 139$		131,435 3,178	1	1414 Sent 8	10112	1294
Do pref Chicago Rock Isl. & Pacific Chicago St. L. & New Orleans.	1564 107 -		$\frac{156  {}^{1}\!_{2} 156  {}^{3}\!_{4}}{129  {}^{3}\!_{4} 130}$	$\frac{156}{129} \frac{1}{4} \frac{156}{129} \frac{1}{2}$	155% 155%	155 18 155 38		136 Apr. 10 122 Nov. 24	175 Aug. 16 1404 Aug. 11	117 131 18	100
Chicago St. Paul Minn. & Om.	$55^{12}$ $57^{3}$ $114^{12}$ $115^{3}$	53 12 55 38 112 12 114 34	$53^{5_8}$ $55$ 114 1157 ₈	5334 5478 114 12 115 18			75,749 20,401 1,800	97 2 Feb. 24	84 Feb. 1 584 Dec. 14 117 Dec. 14	40 331 ₂ 91	88 51 1091
Cleveland Col. Cin. & Ind Cleveland & Pittsburg guar Columbia & Greenville, pref	834 84	$     \begin{array}{r}       82^{1_2} & 83^{1_2} \\       139 & 139     \end{array}   $	83 1 ₂ 83 7 ₈	8234 8234	*82 83	*82 ¹ ₂ *139 ¹ 140	2,200 890	44 Mar. 9 65 ¹ 2June 7 133 Jan. 7	9234 July 24	41 3	681
Columbus Chic. & Ind. Central Columbus Hocking Val & Tol. Delaware Lackawanna & West	1000	4 4 ¹ / ₂ 1297 ₈ 1315 ₆	$\frac{4^{1}8}{131^{1}4}\frac{4^{1}8}{132^{3}6}$	4 4 130 ¹ 2 131 ³ 4	4 4 130 - 8 130 78	$\begin{array}{cccc} 4 & 4 \\ 66 & 67 \\ 129^{3}\!_{4}  130^{5}\!_{8} \end{array}$	3,093	$\begin{array}{c ccccc} 30 & 0.001 & 13 \\ 4 & Dec. 18 \\ 66 & Dec. 22 \end{array}$	104 Feb. 2 21% Jan. 7 68 Oct 26	82 1834	9518 327
Denver & Rio Grande Dubnque & Sionx City	43 1 46 2	42 4312	$\begin{array}{rrrr} 43 & 44^{1}_{4} \\ 88^{1}_{2} & 88^{1}_{2} \end{array}$	4278 44 *89	4258 4314 8912 8912	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	155,270 410	82 Apr. 15	74 % Jan. 20	66 .	131 1134 88
East Tennessee Va. & Ga Do pref. Evansville & Terre Haute	1814 181		10 10 ¹ 0 18 18 ¹ 4	10 10 18 18	9 ¹ 2 9 ³ 4 *17 ³ 4 18 ¹ 2	*1712 1812		8 June 12 15 June 7 68 May 12	16 Jan. 14 26 5 Jan. 18 863 Oct. 13	13 23 64	21 33 64
Fort Worth & Denver City Green Bay Win. & St. Paul Hannibal & St. Joseph	30 ¹ 8 30 ⁷ 8	$77_8$ $77_8$ *45 52	$   \begin{array}{ccccccccccccccccccccccccccccccccccc$	45 45		* 45	1,000 400 100	29 ¹ 2 Dec. 12 6 Nov.23 45 Dec. 20	425 Oct. 16		
Do pref Houston & Texas Central Illinois Central		$\begin{array}{rrr} 77  {}^{5}\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$	76 \s 76 \s 76 \s 79 79 145 \s 145 \s 145 \s 78 165 \s 78 165 11000000000000000000000000000000000	$77\frac{1}{2}$ 78 ¹ / ₄ 145 ⁵ 146	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*78 82 14434 14434	910 900 5,076	72 Dec. 2 61 Mar. 11	111 Jan. 9 92 July 25 150 July 25	94 63	121 108 1461
Indiana Bloom'n & Western Lake Erie & Western Lake Shore	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrr} 357_{6} & 357_{e} \\ 314 & 313_{4} \\ 1167_{6} & 1173_{4} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$1,600 \\ 7,810 \\ 60,100$	30 Nov. 21 23 'a June 12	49 5 Sept. 15 45 July 26 120 8 Mar. 30	385	5719
Long Island Louisville & Nashville Louisville New Albany & Chic	5334 55	$53^{1}_{8}$ $54^{7}_{8}$ 55 67	54 ¹ 8 55 ³ 4 *60 66	5878 5878 5438 55	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$587_8$ $587_8$ $531_2$ $541_8$	350 57,335 700	49 9 160. 21	65 Sept. 15 1003 Jan. 3	44 79	63 110 4
Manhattan Dc 1st prof Do common	*84 86	45 45	*14 46 *84 86 *44 46	*44 46 *84 86 *44 45	*44 46 *83 8412 *44 46	*44 46	100	40 Oct. 19 82 Dec. 8 40 Oct. 19	60 % Feb. 11 98 4 Jan. 28	15 4	117+2 59 ¹ g
Manhattan Beach Co Memphis & Charleston Metropolitan Elevated	46 46	19 ³ 8 19 ¹ 2	18 ¹ ₂ 18 ¹ ₂ *83 85	19 19 *83 86	*19 21 *83 86		845 200	15 Nov. 24 42 ¹ 4 Nov. 25	37 Mar. 30 82% Jan. 18	18	59% 93
michigan Central Milwaukee L. Sh.& Western Do pref.	$101 \frac{1}{2} 103 \frac{1}{2} \times 17  18$	$ \begin{array}{c} 101  {}^{1}_{2}  102  {}^{1}_{2} \\  {}^{*}17 \\ 50 50  {}^{7}_{8} \end{array} $	$\begin{array}{rrrr} 102{}^{5}\!8103{}^{7}\!8\\ 17&17\\ 51{}^{3}\!8&51{}^{5}\!8\end{array}$	$102_{8} 103_{8} $ *16 18 *51 512	10278 10358 *16 18		40,298 100 1,600	77 Nov. 9 77 Apr. 18 13 Dec. 8	21 Nov. 6	8434	126 126 4
Minneapolis & St. Louis Do pref Missouri Kansas & Texas	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	30 ¹ 2 30 ³ 4 *69 69 ¹ 2	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		4,900 4,225	413, Mar. 11 19 Mar. 6 59 Feb. 25	3634 Sept. 7 77 Sept.11	23	64 78 30 12 70 58
Missouri Pacific Mobile & Ohio Morris & Essex	1015810578 *1812 20		10478 10538	$+102_{4}^{3}105_{4}^{1}$ $+18_{2}^{1}19_{2}^{1}$	1023 103 *18, 20	$102\frac{3}{8}102\frac{5}{8}$ *122 123 ¹ / ₂	49,955 28,010 200 720	12 June 6	112 2 Sept.12	85	11449
Nashville Chattanooga & St. L. New York Central & Hudson . New York Chie. & St. Louis	54 2 55	$54^{3}_{4}$ $55^{3}_{4}$ $130^{7}_{8}$ $131^{3}_{4}$	$55^{3}_{4}$ $56^{-2}_{-2}$ $131^{-6}_{-6}$ $132^{-1}_{-4}$ 15 $15$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 56 & 56^{1} \\ 129^{3} 4 & 131 \\ 143 & 15 \end{array}$	$55 56^{1}_{2}$ $128^{1}_{2}129^{7}_{8}$	$730 \\11,600 \\37,293$	1235 May 1	87 ¹ 2 Jan. 14 138 Ang. 4	63	102
Do pref. New York Elevated New York Lake Erie & West.		324 324	33 33 ¹ 8 *90 105	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$14^{1}2$ $14^{1}2$ *32 *90 $105$	4,565 5,640	10 ¹ ₂ May 25 27 May 27 100 May 15	17 ³ 4 Oct. 27 37 ⁵ 8 Aug. 30 109 5 Jan. 27		1304
New York & New England New York New Haven& Hart.	88 83 50 ¹ 8 50 ¹ 8	87 8734	39 ⁵ 8 40 ¹ 4 87 ¹ 4 88 ¹ 4	$     \begin{array}{r}       391_{4} & 397_{8} \\       871_{4} & 875_{8}     \end{array} $	39 39 ¹ 2 87 ³ 8 87 ³ 8	49 49	$204,310 \\ 5,000 \\ 100$	33 ¹ 4 June 7 67 Mar. 8 45 Nov. 23	4334 Oct. 10 8814 Dec. 19 6015 Sept. 8	3934 805 60	527
New York Ontario & Western. Norfolk & Western Do pref	$   \begin{array}{ccccccccccccccccccccccccccccccccccc$	2658 27 ¹ 8			$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	*175 180 $25_{34}$ 26	7,463	168 Feb. 17 20 ¹ ₂ June 9 16 Oct. 31	186 Nov. 20 31 ⁷ July 28 24 Feb. 27	1644	190 4312 261
Northern Pacific Do pref	8314 8634	$51\frac{1}{4}$ $51\frac{1}{2}$ $44\frac{7}{8}$ $45\frac{1}{2}$ $84\frac{1}{4}$ $85\frac{1}{4}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3,075 33,612 29,977	44 ¹ 4 Mar. 8 28 ³ 4 Mar. 9 66 ³ 4 Feb. 23	60 Sept.12 54 % Sept.13 100 % Sept.14	53	70 51 88 1
Ohio Central Ohio & Mississippi Ohio Southern	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$14_{18}^{1} 14_{38}^{3} 33_{58}^{5} 34_{14}^{1}$	1414 1412	14 14 33 ³ 4 34 ¹ 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$     \begin{array}{ccccccccccccccccccccccccccccccccc$	4,512 1,750	1138 June 7 27 Feb. 23 12 June 3	25 % Jan. 14 42 July 18 23 % Jan. 16	21 .35 18	37 7 60 37 4
Oregon & Trans-Continental Panama, Trust Co. certificates Peoria Decatur & Evansville	85 ¹ 4 86 26 ¹ 2 27 ⁷ 8	84 12 85 2 3 14 26 12	8478 85 2614 2612	8434 85 26 264	+8334 8538 2512 2512	$83 83_8$ $251_4 251_2$	8,710	60 Jan. 30 165 July 28	9834 Sept.25 204 May 9 3934 July 26	64 190	83 200 57 -
Philzdelphia & Reading Pitteburg Ft. Wayne & Chic Renf zelzer & Saratoga	139 139	5478 5558	55 ¹ 8 55 ⁵ 8 139 139 ¹ 2	55 55 2	5434 5514 x3334134 12	$5334 5478 \\ 1344 1314 2$	47,520 95	46 ³ 4 Nov. 22 130 June 27 131 ¹ 2 July 20	67 ½ Jan. 7 139 Sept. 9	50 127	7434 142 146
Rich & Allegh, st'ck trust ctfs. Rich nond & Danville Richmond & West Point	5912 6014 2612 2612	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	58 59 25 23 ¹ 2	* <b>55</b> 61 25 25 ¹ 8	1,100 1,500 1,500	13 Dec. 19 52 Nov. 21	40 Jan. 5 250 Feb. 7 263 Feb. 15	35 99 1 ₂	80 171 174 ¹ 9
Rochester & Pittsburg Rome Watertown & Ogdensb. St. Louis Alton & Terre Haute	21 ¹ 8 22 49 48 ¹ 4	20 ³ 8 21 ¹ 2 *45 47	21 21 ¹ 2 *46 48	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2034 21 45 45	$\frac{1}{2034}$ $\frac{1}{21}$	39,499 100 1,400	17 ¹ ₂ Nov. 22 20 Jan. 3 20 ¹ ₂ Mar. 8	36 ¹ 2 Mar. 22 40 July 25	22 22	50 50 50 50 77 52
Do pref. St. Louis & San Francisco Do pref	* $943_4$ 35 35 $1_2$ 55 55 $1_2$	92 92 5434 5434	92 1 93 *34 35 54 8 55 12	$     \begin{array}{r}             1 \\             35^{1}_{4} \\             55^{1}_{8} \\             55^{3}_{8}     \end{array}     $	*34 ¹ 2 35 ¹ 2 *54 55	*8812 8912 *34 3512 *34 55	$1,200 \\ 700 \\ 2,100$	55 Apr. 20 31 Nov. 24	50 Sept.14 94 ¹ ₂ Dec. 15 46 ⁷ ₈ Jan. 25	85	14334
bo lst pref. St. Paul & Duluth Do pref	$\begin{array}{c} 99 & 100 \\ 40^{1} & 40^{3} \\ 97 & 97 \\ \end{array}$	*39 40 ¹ 2 96 ¹ 2 96 ¹ 2	*99 100 ¹ / ₄ *39 41 ¹ / ₂	100 100 3978 3978	*98 99 *30 40 *96 98	*98 99 *38 ¹ 2 40 *95 97	1,070 1,700	26 Feb. 15	66 2 Jan. 26 106 2 Jan. 17 423 Uec. 15	26	814 1154 424
St. Paul Minneap. & Manitoba Texas & Pacific	$\begin{array}{c} 144 {}^{7}_{6} 145 {}^{7}_{6} \\ 40 & 42 {}^{1}_{6} \end{array}$		144 144 4034 4112	*96 2 98 144 144 2 * 40 8 40 8		143 143	625 3,680 59,450	68 Jan. 19 108 ¹ ₂ Jan. 26 31 Nov. 24	994 Dec. 14 664 Sept.12 55 July 28	88 ¹ ₂ 41 ¹ ₂	8919 11334 7359
Union Pacific Wabash St. Louis & Pacific Do pref.	10338105 3418 3518 5518 5658	$\begin{array}{r}102_{3_{4}}^{3}103_{5_{6}}^{5}\\33_{2}^{1}2_{3}4\\54_{4}^{1}55_{4}^{1}\end{array}$	$\begin{array}{c}103{}^{5}\!_{8}105{}^{3}\!_{8}\\34{}^{1}\!_{8}35{}^{1}\!_{8}\\555{}^{5}\!_{5}{}^{7}\!_{5}\end{array}$	343 35	$\frac{103^{1}_{4}\ 103^{7}_{6}}{3\frac{1}{2}^{1}_{8}\ 35}$	$\begin{array}{c}103  {}^{1}_{6}  103  {}^{3}_{4}\\34  {}^{1}_{2} \ 35  {}^{3}_{4}\end{array}$	207,319 35,039	9814 Dec. 11 2358 June 10	397 ₈ Aug. 2	105 b 33 4	60
MISCELLANEOUS. American Tel. & Cabie Co Bankers' & Merchants' Tel	66 66 ¹ 2	66 66		5478 5538 6612 6612	54 5478 6712 68	54 ¹ 4 55 ⁵ 8	39,400 930	4578 June 9 65 Nov. 25	7158 Jan. 14 74 Sept.29		964
Oolorado Coal & Iron Delaware & Hudson Canal Mutual Union Telegraph	1102 111 1	$     \begin{array}{c}       31 & 31 \\       109      109      109      34     \end{array} $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 125  {}^{1}_{2}  125  {}^{1}_{2} \\ 31 & 31 \\ 108  {}^{3}_{4}  109  {}^{1}_{2} \end{array}$	10814 109	$\begin{array}{ccc} 30 & 31 \\ 108  {}^1\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$	1,400 8,170	25 Nov. 20 1023 Mar. 13	26 Dec. 14 5378 Mar. 30 1934 Aug. 15	35 895	67 115 4
Oregon Railway & Nav. Co	423. 48	$   \begin{array}{r}     19^{7} & 197_{8} \\     154 & 154 \\     43^{1}4 & 45 \\     755 & 1075   \end{array} $	20 ¹ 8 20 ¹ 8 44 ¹ 8 45 ¹ 8	101	140 $14043^{1}4 43^{1}2$	$\begin{array}{cccc} *21 & 22 \\ 140 & 140 \\ 42 & 43 \end{array}$	274	1976 Dec. 18 128 Jan. 31 3234 Nov. 24	63 48 Sept. 25 48 4 July 11	134 39	190 624
Pullman Palace Car	81 ³ 8 83 ⁵ 8	80 2 81 4	81 ⁵ 8 83 ³ 8	124 125 12 180 76 83 12	$125 \ 125 \ 81 \ 82$	$^{*124  1_2}_{81  5_8}  {}^{125}_{82  1_8}$	$1,760\\148,248$	117 June 5 76 ¹ 6 Mar. 11 ¹ 8 Nov. 27	933 Sept. 15	77	151 94 2 ¹ 2
Adams American United States.	$\begin{array}{cccc} 136 & 136 \\ 93 & 93 \\ *65 & 70 \end{array}$	921 921	134 138 92 ¹ 8 92 ¹ 8	137 137 137 12 92 12 92 12	134 138 *91 93	134 137 93 93	35	133 Dec. 13 90 Feb. 18	49½ Jan. 10 97% Feb. 25	120	153 98
Wells, Fargo & Co COAL AND MINING. Consolidation Coal			130 131	*65 70 130 130 *	$\begin{array}{ccc} 66 & 66 \\ 130 & 132 \end{array}$	*64 68	81 81	62 Nov.27 125 Feb. 24	80 ² 4 Jan. 26 32 Sept. 6	$\frac{51^{1_2}}{112}$	79 142
Little Pittsburg Mining Mariposa Land & Mining		*2734	*2812 32	*23 31	*28 31 17 17	*29 31 17 17	100	27 ¹ 2 Nov. 22 15 ⁵ 8 Jan. 17 1 ¹ 8 June 8	1934 Feb. 4 214 Mar. 27	14	43 294 84
Ontario Silver Mining			*16 19	*16 19 35 ⁵ 8 35 ⁵ 8	*16 18	*16 19		1 ¹ ₄ June 6 13 May 2 33 Jan. 16	2 ¹ ₂ J22. 25 26 Jan. 20 40 Aug. 14	1734 3212	35 384
Quicksilver Mining	*9 1012	9 ¹ 2 9 ¹ 2	*9 10 *40 44	*8 10 *40 44	*8 10 *40 44	*8 10 *40 44	100	40 Jan. 17 S Oct. 3 40 Oct. 17	45 Jan. 16 14 Jan. 14	240   12   12	
Standard Consol. Mining Cameron Coal. Central Arizona Mining				6 5			262	4 ¹ ₂ Oct. 12 18 Oct. 2 ¹ ₂ Aug. 12	1934 Apr. 5 374 July 13 15 Jan. 4	1734 25 1	27 45%
Desdwood Mining Excelsior Mining New Central Coal Robinson Mining Silver Cliff Mining. S ormont Mining		*16 19	*16 18	19 18	*16 197	*15 0 17 1	200	4 Nov. 8 4 Jan. 17 13 May 20	6 ³ ₄ Feb. 3 2 ⁷ ₈ Apr. 4 23 Sept.15	418	14 7 3514
Silver Cliff Mining						10-2 11-2		1 June 24 2 Mar. 2	23 Sept. 15 2 Jan. 28 23 Jan. 5 1 5 Feb. 6	28	1378 7 4
* These are the prices bid	and sales d						!	112 Feb. 6	1-3 F 80. 0)	1 -21	

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

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† Lowest price is ex-dividend.

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SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama Class A, 3 to 5, 1906 Class A, 3 to 5, small Class B, 5s, 1906 Class B, 5s, 1906 Class C, 4s, 1906 6s, 10-20s, 1900 7s, L. Rock & Ft. S. iss. 7s, Memp.& L. Rock RR 7s, L. R. P. B. & N.O. RR 7s, Miss. O. & R. R. RR 7s, Miss. O. & R. R. RR 7s, Arkansas Cent. RR. Connecticut-6s, 1885 7s, new, 1886 7s, gold, 1890 Louisiana- 7s, consol., 1914 7s, small	$\begin{array}{c} 102\\ 87\\ 108\\ 22\\ 17\\ 20\\ 20\\ 20\\ 103\\ 107^{1}_{2}\\ 107\\ 107\\ 114\\ 68^{1}_{2}\\ 65\end{array}$	27 25 11 110 110	Missouri- 68, due 1882 or 1883 68, due 1886 68, due 1887 68, due 1889 68, due 1889 68, due 1889 68, due 1889 68, due 1890 4890 68, due 1889 68, due 1890 68, due 1887 68, gold, reg., 1887 68, loan, 1883 68, loan, 1891 68, loan, 1892	117 103 1083 110 111 112 115 120 109 109 	· · · · · · · · · · · · · · · · · · ·	No. Carolina RR., J.&J. Do A.&O. Do coup. off, J.&J. Do coup. off, A.&O. Funding act, 1866-1900 Do 1868-1898 New bonds, J.&J., '92-8 Do A.&O Chatham RR. Special tax,class 1, '98-9 Do class 2 Do class 3 Consol. 4s, 1910	$28 \\ 155 \\ 155 \\ 130 \\ 130 \\ 10 \\ 15 \\ 15 \\ 4 \\ 6^{1}2 \\ 6^{1}2 \\ 78 \\ 75 \\ 107 $		non-fundable, 1888. Brown consol'n 6s, 1893 Tennessee-6s, old, 1892-8 6s, new, 1892-8-1900 6s, new, series, 1914 Cmp'mise, 3-4-5-6s, 1912 Virginia-6s, old. 6s, new, 1866 6s, new, 1867 6s, consol. bonds. 6s, ex-matured coupon 6s, consol. bonds. 6s, deferred. District of Columbia- 3-65s, 1924	45 ¹ 8 443 ₄ 44 36 36 36 36 36 36 36 36 36 36 36 36 36	48 50 64 14 111
EX-maturet cour			· · F	BAIL	ROA	D BONDS.					

### Railroad Bonds.

Railroad Bonds. (Stock Exchange Prices.) Ala.Central-1et, 68, 1918 Alleg'y Cen.-1st, 68, 1922 Atch. T.&. S.Fe-4¹2, 1920 Sinking fund, 68, 1911. Atl. & Pac.-1st, 68, 1910 Balt.& O.-1st, 68, Prk. Br. Bost. Hartf. & E.-1st, 78 Guaranteed..... Bur.C.Rap. & No.-1st, 58 Minn.&St.L. -1st, 78, 9 C.Rap.1a F.&N.-1st, 68 1st, 58, 1921.... . . . . . . .....  $\begin{array}{c} 94 \, {}^{1}_{2} \\ 116 \, {}^{1}_{2} \, 117 \\ 49 & 49 \end{array}$ 100 120

Min'l Pt. Div., 5s, 1910. C.& L. Sup; Div., 5s, 1921 C. & N'west.—S.fd, 7s, 1833 Consol. bonds, 7s, 1883 Consol. bonds, 7s, 1883 Consol. bonds, 7s, 1883 Consol. bonds, 7s, 1883 Coupon, gold, 7s, 1902... Reg., gold, 7s, 1902... Sinking fund, 6s, 1929. Sinking fund, 7eg... Sinking fund, reg... Escan'a & L.S.—1st, 6s, 1929

**RAILRO** 

 Del. & H.—Continued—
 *110¹2

 Alb. & Susg.—1st, 7s...
 *106¹4

 .2d, 7s, 1885
 *106¹4

 * 1st, cons., guar. 7s, 1906
 *120

 Rens. & Sar.—1st, coup.
 136

 1st, reg., 1921
 *136

 Denv. & Rio Gr.—1st, 1900
 136

 1st consol., 7s, 1910
 *136

 Denv. So. P. & Pac.—1st, 7s.
 *108¹2

 Denv. So. P. & Pac.—1st, 7s.
 *100

 1st consol., 7s, 1910
 93¹2

 Denv. So. P. & Pac.—1st, 7s.
 *100

 Det. Mac. & Marq.—1st, 6s
 92.7

 Land grant, 3¹29, S. A.
 92.1

 E.T. Va. & G.—1st, 7s, 1900
 114¹2

 1st, cons., 5s, 1930
 75¹2

 Divisional 5s, 1930
 92¹2

 Eliz. Lex. & Big S.—6s...
 90

 Science-1st, extended, 7s...
 *124¹2

 2d, extended, 5s, 1919
 102³8</sup> 102³8

 3d, 7s, 1883
 102³8</sup> 102³8

 4th. extended, 5s, 1920
 102³8</sup> 102³8

 100 . . . . . .... 49 10012 .... 106 112

9278  $\begin{array}{c} 68, 1887 \\ 68, real estate, 1883 \\ 68, subscription, 1883 \\ N.Y.C. & H.-1st, cp., 7s \\ 18t, reg., 1903 \\ Hudis, R.-7s, 2d, s.f., '85 \\ 18t, reg., 1903 \\ Hurlem-1st, 7s, coup. \\ 18t, 7s, reg., 1900 \\ 18t, 7s, reg., 1900 \\ 1712 \\ 18t, 7s, reg., 1900 \\ 18t, 7s, 1900 \\ N.Y. Elevid \\ -1st, 7s, 1900 \\ N.Y.C. & N.-Gen., 6s, 1910 \\ Trust Co., receipts \\ N.Y. & New Eng.-1st, 7s \\ 1st, 6s, 1905 \\ N.Y. \\ 18t, 6s, 1905 \\ N.Y. \\ 18t, 6s, 1905 \\ N.Y. \\ 18t, 7s, 1805 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 001 \\ 00$ 1st, 6s, 1905 N.Y.C.&St.L.-1st,6s,1921  $\begin{array}{c} 96^{1}_{4} & 96^{1}_{2} \\ 103 & 104^{3}_{4} & 103^{1}_{2} \end{array}$ N. Pac.—G. I. g., 1st, 6s, 1921 N. Pac.—G. I. g., 1st, cp.6s Registered, 6s, 1921.... N.O. Pac.—1st, 6s, g., 1920 Norf. & W.—G'l, 6s, 1931. Ohio & Miss.—Consol. s. f. Consolidatad 7s, 1808  $\begin{array}{r} 86^{3}_{4} \\ 86^{3}_{4} \\ 100 \\ 118^{3}_{4} \\ 120 \\ 101 \\ 120 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 100 \\ 1$ N.O. Pac.—1st, 6s, g., 1920
Norf. & W.—G'I, 6s, 1931.
Ohio & Miss.—Consol. s. f.
Consolidated 7s, 1898...
2d consolidated 7s, 1898...
2d consolidated 7s, 1911
1st, Springfield Div., 7s
113¹
Ohio Central—1st, 6s, 1920...
91
1st Ter'I Tr., 6s, 1921...
Ohio So.—1st, 6s, 1921...
Oreg'n&Cal.—1st, 6s, 1920...
Pac. RRs.—Cen. P.—G., 6s
State Aid bds., 7s, '84
Land grant bonds, 6s.
Vest. Pac.—Bonds, 6s
So. Pac. of Cal.—1st, 6s.
Union Pacific—1st, 6s, '931.
Registered 8s, 1893...
Collateral Trust, 6s., 103⁴
Sinking funds, 8s, '93.
Registered 8s, 1893...
Collateral Trust, 6s...
Io8 Den. Div., 6s, as'd, '99
Io7 1st, 6s, 1896....
Io8 Den. Div., 6s, as'd, '99
Io7 1st, c6s, 1896....
Io8 Den. Div., 6s, as'd, '99
Io7 1st, c6s, 1896....
Io8 Den. Div., 6s, as'd, '99
Io7 1st, c6s, 1896....
Io8 107⁴
Land grants, 7s, '100³
St. C.&P.—1st, 6s, 1905
At. J. Co. &W.—1st, 6s
Io8 107⁴
Io8 107⁴  $\begin{array}{c} & 1 \\ 121 \\ 121 \\ 113 \\ 2 \\ 04 \\ 12 \\ 115 \\ 04 \\ 12 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\ 115 \\$ *11034 99¹₂ 100¹₄

 $95_{2}$ 94

80 12

105

104.

11612

106

106 ....

. . . .

 Rich. & Danv.-Cont'd-Debenture 6s, 1927....
 63¹2

 Atl.&Ch.-1st, p., 7s., '97
 .....

 Scioto Val.-1st, cons., 7s.
 .....

 Scioto Val.-1st, cons., 7s.
 .....

 Scioto Val.-1st, cons., 7s.
 .....

 Arkansas Br.-1st, 7s...
 104¹2

 Cairo & Fulton-1st, 7s.
 105¹2

 Cairo & Fulton-1st, 7s.
 104¹2

 Gen. r'y&l. gr., 5s, 1931
 73³4

 St. L. Alton & T. H.-1st.
 109

 2d, pref., 7s, 1894.....
 109

 2d, income, 7s, 1894.....
 *100

 Bellev. & S. III.-1st, 8s
 '100

 St. P. Minn.& Man.-1st, 7s
 104

 St. P. Minn.& Yang, 100
 '106

 6312  $104 \ {}^{1}_{2} \ ... \ 105 \ {}^{1}_{2} \ ... \ ...$  $\begin{array}{c}100 \\ 110 \\ 104 \\ 1_2 \\ 104 \\ 73 \\ 3_4 \\ 74 \\ 2 \\ 115 \\ 2 \\ 118 \end{array}$  

 St. P. Minn. & Man. - 1st, 7s
 110

 2d, 6s, 1909.....
 Dakota Ext. - 6s, 1910...

 Dakota Ext. - 6s, 1910...
 106

 Min's Un. - 1st, 6s, 1922....
 106

 St. P. & Dul. - 1st, 5s, 1931
 106

 So. Car. Ry. - 1st, 6s, 1920
 *100

 2d, 6s, 1931
 90

 Tex. Cen. - 1st, s. f. 7s, 1909
 1031

 st. mort., 7s, 1911
 *1031

 Tol. Del. & Bur. - Main, 6s
 *103

 1st, Dayt. Div., 6s, 1910
 *103

 1st, Ter'l trust, 6s, 1910
 .....

 Ya. Mid. - M. inc., 6s, 1927
 .....

 1034 *10312 ..... 1 st, Dayt. Div., 6s, 1910 1 st, Ter'l trust, 6s, 1910 1 st, Ter'l trust, 6s, 1910 Va. Mid.-M. inc.,6s, 1927 Wab. St.L. & P.-Gen'l,6s Chic. Div.-5s, 1910 .... Hav. Div.-6s, 1910 .... Tol. P.&W.-1st,7s,1917 Iowa Div.-6s, 1921.... Cairo Div.-5s, 1931.... Wabash-M., 7s, 1909... Tol. & W.-1st, ext.,7s 1 st, St. L. Div., 7s, '89 2d, ext., 7s, 1893.... Eqnip. b'ds, 7s, 1883... Consol. conv., 7s, 1907 Gt. West.-1st, 7s, '88 2d, 7s, 1893.... Q. & T.-1st, 7s, 1890. Han.& Naples-1st, 7s Ill.&So.Ia.-1stEx.,6s St.L.K.C.&N.-R.e.7s Om. Div.-1st, 7s... Clar'da Br.-6s,1919 St. Chas. Br.-1st, 6s No. Missouri-1st, 7s, '80 Mut. Un. Tel.-1900, cp. 1900, reg...... Nw. Telegraph-7s,1904 Mut. Un.T.-S.F.,6s,1911 Spring Val.W.W.-1st, 6s INCOME BONDS. 79 82 10712 1081 *91 . . . . . *82 9712 ..... 10714 9712 ..... 101 107-2 *120 66 INCOME BONDS. 81

731

65 95

.....

.....

101

11012

109 10612

110 102 .....

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50

56

80 891,

92

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1073

99

98

99

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100 95

128

1;

11511478 11514 714 10814 110 

 1108-2
 Interest payable if earned.)

 1108
 (Interest payable if earned.)

 1113
 Ala. Cent.—Inc. 6s, 1918.

 110
 Alleg'y Cent.—Inc., 1912.

 110
 Alleg'y Cent.—Inc., 1912.

 108
 Atl. & Pac.—Inc., 1910....

 108
 Atl. & Pac.—Inc., 1910....

 109
 Scott C. & I. C.—Int. 7s, '90

 93
 Reorga'n Tr'st Co. Cert.

 2100¹4
 Ch.St.P.&M.—L.g. inc., 6s

 2101
 Bay W.& St.P.—2d. inc., 1931

 2101
 E.T.V.&Ga.—Inc., 6s, 1931

 2114¹2</sup>
 G. Bay W.& St.P.—2d. inc.

 3113
 Consol., Inc., 6s, 1921...

 314
 Dec. & Spr'd—2d inc

 315
 Trust Co. certificates...

</tabul> ..... ..... 85 53 *61 70 . . . . . .... .... .... ..... .... 40 39 10 20 50 4912

	Escan'a & L.S1st, 68.	Louisv. & NCons.7s,'98	115	4-6s, class B., 1906	92 93	Ind's Dec.& Spr'd-2d inc	60
	Des M. & Min's-1st, 78	. 2d ,7s, gold, 1883	100				
	10wa Midland-1st, 88 *128 [13]	Cecilian Br'ch-78, 1907	105	Equipment, 78, 1895		Leh. & Wilkesb. Coal-'88 75	
	Peninsula-1st, conv. 7s 120	11 37 12 0 35 -1 1 4 0 1000				Lake E. & WInc.7s, '99	
	Chicago & Mil1st, 78. 121 124	2 E. H. & N1st.6s.1919		1 m. o m. 1 + 0 100*		Sand'ky fivInc., 1920 *38	
	Win.& St. P1st,7s,'87 10612'110	General, 6s, 1930		Consol., 6s, 1905	91 93	Laf.Bl.&MunInc.7s,'99 *40	
	2d, 7s, 1907	Pensac'la Div68, 1920		Income & Ld. gr., reg.	584 59		12
	Mil.&Mad1st,68,1905 * 114	11 St. L. Div1st. 68.1921	<100 lal	1st, Rio G. Div., 68, 1930		Mob. & O1st prf. deben. 80	
	C.C.& Ind's-1st, 78, s.f. *12058					2d pref. debentures 45	
	Consol. 78, 1914	I Nashy & Dec1st. 79		Pa. Čo's gu r. 4 ¹ 28,1st c.	*9512	3d pref. debentures 34	
	C.St.P.M.&OConsol.,68 10812			Domatonal 1001		4th pref. debentures 30	
	U.St.P.&M1st,68,1918 *11112	Leban'n-Knox-68.1931		Pitt.C.&St. L1st. c.7s		N.Y.Lake E.&WInc.6s 75	
	N. Wis.—1st. 6s. 1930*110	.11 Lonisv.C.& L68, 1931		11 1-4 man 7- 1000		N.Y.P.&O1st inc.ac78	57
	St.P.&S.C1st.68.1919 1117 113	L. Erie &W1st, 6s,1919		2d, 78, 1913		Ohio CentIncome, 1920 31	. 32
	Chic.&E.Ill1st.s.f., cur.   *95   98	Sandusky Div68,1919	98	Pitts. Ft. W. & Ch1st		Min'l DivInc. 78,1921	
	Uol.& Green1st.68.1916 *100	. Laf. Bl.& M1st.68,1919	96 994	2d, 78, 1912		Ohio So2d inc., 68, 1921	25
	20, 68, 1926	Louisv.N.Alb.&C1st.6s	$104 \frac{1}{2} 105$	3d, 7s, 1912		Ogdens.&L.CInc., 1920	
r.	Col. H. Val. & Tol1st. 58 *	Manhat. B'chCo78,1909		Clev. & PittsCons. s.f.	124	Small	
	Del. L.&W78, conv.,'92 11712	N.Y.&M.B'h1st,78,'97		4th, sink. fd., 6s, 1892.	112 114	PeoriaD.&EvInc.,1920 *	
	Mortgage 78, 1907	Marietta & Cin1st, 78.		Col.C.&I.C1st, consol.	130	Evans. DivInc., 1920 *	20
	Syr.Bing.&N.Y1st,78 *120	1 1st. sterling	1	2d consol., 7s, 1909			12
	Morris & Essex1st,78 13512	Metr'p'lit'n El1st,1908	101 1013	1st, Tr'stCo.ctfs.,ass'd		Rome W. & OgInc., 7s. 45	
	20, 78, 1891		87	2d, Tr'st Co.ctfs., ass'd			12 57
	Bonde, 7s, 1900	Mex. Cen1st, 78, 1911.		1st, Tr't Co.ctfs. suppl.		St. Louis I. Mt. & So	1.1.1
	78 of 1871, 1901 +121	Mich. CenCon., 78,1902	123 125	St.L.V.&T.H1st,g.,78		1st, 7s, pref., int. accum. 99	
	1st, consol., guar., 78. 12134 122	2 Consolidated 58, 1902	*103 107	11 2d: 7s. 1898		2d, 6s, int. accum'lative *74	
	Del. & H1st, 78, 1884.   107  107	2 Equipm't bds., 8s, 1883.				St'gI.&RySer.B.,inc.'94	
	78,1891 116 116	68, 1909		Pitts. B.& B1st,6s,1911	1 78	Plain incomes, 68, 1896	
	1st, ext., 7s, 1891 *	Coupon, 58, 1931	100	Rome W. & OgCon. 1st,	7518 7514		
	Coup., 78, 1894 115 116	Registered, 58, 1931	101	Roch.& Pitt1st,6s,1921	105	St.L.A. & T.HDiv. bds 57	
	Reg., 78, 1894 114			Rich. & Al1st, 7s, 1920		Tol. Del.&BInc.,68,1910 10	15
	1st, Pa. Div., cp., 7-, 1917 123	. Mil. & No1st, 6s, 1910.	91 95	Rich.& DanvCons.g.,6s	98 9812	Dayton Div68, 1910	
	Pa. Div., reg., 78, 1917. 124	•				Tex.&st.LL.g., inc. 1920	
			• • •	P			

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

### New York Local Securities.

### Quotations in Boston, Philadelphia and Baltimo

New TOTA Local Securities.				Quotations in B	oston	, Phi	iladelphia and Balt	imor	·e.
Bank Stock List.	Insurance Sto [Prices by E. S. Bail	ock List.	C+ 1	SECURITIES.	Bid.			1	
COMPANIES. PRICE.	[Inces by E. S. Dan	1					SECONTILES.		Ask.
Marked thus (*) are Par	COMPANIES.		ICE.	BOSTON.			Cam. & Ambov-6s, c.,'83 6s, coup., 1889	$     \begin{array}{c}       101 \\       105     \end{array}   $	
not National. Bid. Ask.	COMPANIES.	Par. Bid.	Ask.	Atch. & Topeka–1st, 7s. Land grant, 7s.		114	Mort., 6s, 1889 Cam. & Atl1st,7s,g.,'93	11134	11212
America* 100 156 160		50 146	155	Atlantic & Pacific-6s			Cons., 6 p. c	102	
Amer. Exchange         100         120         130           Bowery         100          1		$\begin{array}{c cccc} 00 & 105 \\ 25 & 190 \end{array}$	110 200	Boston & Maine-7s			Catawissa—1st. 7s. con. o	·····	
Broad way	Broadway Brooklyn	25 160	$175 \\ 190$	Boston & Albany-7s 6s			New 78, reg. & coup		117
Central	Citizens' City		$150 \\ 120$	Boston & Lowell-7s 6s	1		Chart'rs V.—1st, 7s, 1901 Connect'g 6s, cp., 1900-04	118	
Chatham         25         130            Chemical         100	Clinton 1	00 120	12712	Boston & Providence-7s Burl. & MoLd. gr., 7s.	115	1154	Delaware for ru & on W	116	
Citizens' 25	Continental 10		$\frac{100}{230}$	Nebraska, 6sEx. Nebraska, 6s	11212		Del & Bound Br -1st, 7s East Penn1st, 7s, 1888	$125 \\ 106$	12612
Commerce 100 151	Empire City	00 80	220 85	Nebraska, 4s. Chic.Burl.& QD.Ex	8234	83	Easton&Amb'y-5s, 1920 El & Wmsp't-1st,6s, 1910		
Continental         100           Corn Exchange*         100           150		30 90 50 117	$\frac{100}{125}$	Conn. & Passumpsic-7s.			5s, perpetual. Harrisb'g-1st, 6s, 1883. H.&B.T -1st, 7s, g., 1890		100
<b>Eleventh</b> Ward*	Firemen's Firemen's Trust	$   \begin{array}{c cccccccccccccccccccccccccccccccccc$	$90 \\ 105$	Connotton Valley–6s 5s.	$     \begin{array}{c}       30^{1} \\       30     \end{array} $		0018.08.16.0	001	
Fifth 100		00 1115	$\frac{120}{190}$	California Southern-6s. East'rn, Mass4 ¹ 2s, new		11014	Ithaca&Ath1st, gld,7s Junction-1st, 6s, 1882	· · · · · · ·	8912
Fourth	Germania	50 140	$147 \\ 120$	Fort Scott & Gulf-7s Hartford & Erie-7s	11012		2d, 6s, 1900 LehighV.—1st,6s,rog.,'98		1151
<b>Fulton</b>		25 250	280	K. City Lawr. & So,-5s K. City St. Jo. & C. B7s	$104 \\ 113 $		1st, 6s, coup., 1898 2d, 7s, reg., 1910	11910	120
Gorman American*. 75	Hamilton	15 115	70 120	l ittle R. & Ft. S7s, 1st Mass. Central-6s		108	Cons. 6s. reg., 1923	$133 \\ 1191_2$	1201
Germania* 100	Hoffman	$\begin{array}{ccc} 50 & 135 \\ 50 & 80 \end{array}$	$\begin{array}{c} 140 \\ 85 \end{array}$	Mexican Central—7s N. Y. & N. England—6s	7478	75	Cons. 6s, cp., 1923 Little Schuylkill–1st, 7s	$119_{2}^{1}$	120
Hanover 100 135	Home	50 80	$\begin{array}{c} 145 \\ 85 \end{array}$	7s. N. Mexico & So. Pac.—7s	115 12	116	N. O. Pac.—1st, 6s, 1920. No. Penn.—1st, 6s, cp.,'85	87     10512	88
Imp. & Traders'         100         210           Irving         50	Irving	$   \begin{array}{c cccccccccccccccccccccccccccccccccc$	80 80	Ogdensb.& L.ChCon 6s			Gen., 7s, ref., 1903	119 $1241_2$	1901
Island City*			$145^{-4}$ 210	Income Old Colony—7s			Debenture 6s. reg	$1241_{2}$ 105	
<b>Man</b> hattan*		$40   72^{1}2$	$\frac{80}{75}$	6s. Pueblo & Ark. Val.—7s	113	114	Norfolk & West.—Gen.,68 Oil Creek—1st, 6s, coup	$   \frac{100}{102_{14}} $	
Market	Long Isl'd (B'klyn) Lorillard		$\frac{110}{60}$	Rutland-6s, 1st Sonora-7s	10412	10434	PennsylvGen., 6s, reg. Gen., 6s, cp., 1910	124	125
Mechanics'& Trads' 25 Mercantile 100	Manufac. & Build. 10 Manhattan	00 107	112	T. Cinn. & St. L-1st, 6s. Income	3734		Cons., 6s, reg., 1905 Cons., 6s, coup., 1905		$125 \\ 119 $
Merchants' Exch	Mech. & Traders' :	25 120	57 130	Dayton Division Main line		·····	Cons. 58. reg., 1919		106
Metropolis         100           Metropolitan         100         168         170	Mechanics' (Bklyn) Mercantile	50 65	$140 \\ 75 \\ 115$	STOCKS. Atchison & Topeka	863		Pa. & N. Y. C.—78, 1896. 7, 1906	126	$125 \\ 127$
Murray Hill*	Merchants' Montauk (Bklyn.)	50 107	115	Boston & Albany Boston Clinton & Fitchb.	173	174	Perkiomen-1st, 6s, cp, '87 Phil & Erie-2d, 7s, cp, '88	$\frac{101}{115^{1}2}$	$103 \\ 116$
<b>New</b> York	Nassau (Bklyn.) National	37 12 100	$150 \\ 106 \\ 150$	Boston & Lowell Boston & Maine	$*99 \\ 14834$		Cons., 68, 1920. Cons., 58, 1920.	10212	$112 \\ 103$
Ninth	N. Y. Equitable 3 N. Y. Fire 10	00 90 1	$\begin{array}{c} 150 \\ 95 \end{array}$	Boston & Providence Cheshire, preferred	*160	161	Phila. Newt. & N.Y1st Phil. & R1st, 6s, 1910.		
North Rivers	N. Y. & Boston 10 New York City 10	00 60	$\begin{array}{c} 10 \\ 65 \end{array}$	Chic. & West Michigan Cinn. Sandusky & Cleve.		051	Cons., 18, 102., 1911	$119 \\ 122$	1193
Pacific* 50 150	Niagara North River	25  103	$\frac{180}{108}$	Concord	101 2	25 ¹ 4	Cons., 68, g., 1.R.C.1911	$121\frac{1}{2}$ $110\frac{1}{2}$	122
Park. 100 154 157 People's*	Pacifie	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$175 \\ 125$	Conn. & Passumpsic	t65 91	92	1mp., 6s, g., coup., 1897 Gen., 6s, g., coup., 1908	96	96
Phenix         20          100           Produce*         50          100	Peter Cooper		$175 \\ 120$	Connotton Valley Eastern, Mass.	35		Income, 7s, coup., 1896 Debenture coup., 1893		$100 \\ 65$
Republic         100         130         140           St. Nicholas         100         100         110         110	Phenix		145 67	Eastern, New Hampsh Fitchburg	*	$126 \frac{1}{2}$	Deb. coup. off, 1893 Serip, 1882.	95	9512
Second	Republic	$\begin{array}{c c} 00 & 75 \\ 25 & 130 \end{array}$	$\frac{85}{145}$	Flint & Pere Marquette. Preferred.	1023	$103^{1}$	Conv., 7s, R. C., 1893‡ Conv. 7s, coup. off, 18931	7112	73
Shoe & Leather 100 State of New York* 100 140	Standard	50 100	$\frac{110}{75}$	Common	80	85	Phil. Wil, & Balt4s, tr.ct Pitts.Cin.& St. L7s, reg	$933_{4}$ 118	
Third         100            Tradesmon's         40	Sterling 10 Stuyve-ant 2	00 50	$\frac{60}{125}$	Iowa Falls & Sioux City. Little Rock & Ft. Smith.	89	$\frac{90}{49}$	7s, coup., 1900 Pitts. Titus. & B7s,cp.	92	120 94
United States 50 155 150	Tradesmen's 2	25 75	$\frac{80}{135}$	Maine Central Manchester & Lawrence.			Rich.& DanCons.int.6s Shamokin V. & Potts7s		
Wall Street	Westchester 1	10 120	$\frac{126}{260}$	Marq. Hought'n & Onton Preferred			Sunbury & Erio-1st, 7s. Sunb. Haz. & W1st, 5s	88	$\frac{125}{\dots}$
Gás and City Railros	ad Stocks and Bone	ds.	c.	Nashua & Lowell. N. Y. & New England	$144 \\ 4914$		2d, 6s, 1938. Syr.Gen.& Corn1st, 7s.	25	30
[Gas Quotations by Prentiss & S	Staples, Brokers, 11 Wa	all Street.	]	Northern of N. Hampsh. Norwich & Worcester			Texas & Pacific-1st,6s,g. Rio Gr. Div1930	104	105
GAS COMPANIES. Par. Amou	unt. Period	. Bid.	Ask.	Ogdensb. & L. Champlain Old Colony	*134	35	Cons, 6s, gold, 1905 Inc. & L. Gr., 7s, 1915.	9112	9112
				Portland Saco & Portsm. Pullman Palace Car Putland Broformed	125	$25_{2}^{1}$	United N. JCons.6s,'94	$\frac{92}{111}$	
Brooklyn Gas-Light 25 2,000	,000 Var's 5 Nov.,		112 -	Rutland—Preferred Revere Beach & Lynn			Warren & F1st, 7s, '96 West Chester-Cons. 7s.	$1121_{2}$ 117	115
Bonds 1,000 315	,000 A. & O. 312 Oct.,		$\begin{array}{c} 75\\110\end{array}$	Tol. Cinn. & St. Louis Verm't & Massachusetts		4-2			
Jersey City & Hoboken 20 750	,000 J. & J. 712 July,		95 160	Worcester & Nashua Wisconsin Central		58	1st, 7s, 1899 Cons. 6s, 1909	$\begin{array}{c}121\\112\end{array}$	113
Metropolitan 100 2,500	,000 J. & J. 5 Dec., ,000 M.& S. 6 Aug.,	'82 180	$\frac{215}{181}$	Preferred			W.Jersey&Atl.—1st,6s,C. Western Penn.—6s, coup.		110
Muthal (N. Y.) 100 3,500	.000 Quar. 21. Oct.	'82 104	$\frac{110}{106}$	PHILADELPHIA,					
Nassau (Bklyn.)	,000 M.&N. 6   1982 ,000 Var's 3 Sept.,	'81 50	$\begin{array}{c}104\\.55\end{array}$	RAILROAD STOCKS, † Allegheny Valley	7		CANAL BONDS. Ches. & Del.—1st, 6s, 1886		
Scrip         Var's         700           Nèw York         100         4,000           People's (Bklyn.)         10         1,000	000 M.&N. 5 Nov.,		$\begin{array}{c} 95\\113\end{array}$	Buffalo Pittsb. & West'n Preferred	$\frac{183}{21}$	$\frac{183_4}{25}$	Lehigh Nav6s.reg'84.		89
Bonds 1,000   375	.000 M.& N. 34 Nov.		48 105	Preferred		25 52	Mort. RR., reg., 1897 Cons., 7s, reg., 1911 Greenw'd Tr., 7s, reg	11578	
Central of New York 50 466	,000 Var's 3 Oct., ,000 F. & A. 3 Aug.	282 87 282 75	$\frac{92}{85}$	Calawissa 1st preferrede	$\frac{23}{53}$	25 1	Morris-Boat Loan rg., 85	· · · · · · · ·	
Bonds 1,000 1.000	,000 Quar. 1 ¹ ₂ Feb., ,000 A. & O. 3 Oct.,	'82 50 '82 100	$\begin{array}{c} 55\\ 102 \end{array}$	2d preferred Delaware & Bound Brook	53	54	Pennsylv6s, cp., 1910 Schuylk. Nav1st,6s,rg.	$     \begin{array}{c}             87 \\             105^{1} 2         \end{array}         $	
Metropolitan (Bklyn.)         100         1,000           Municipal         100         3,000         3,000           Bonds         750         750	$\begin{array}{c} 000 \\ 000 \\ 000 \\ 000 \\ 000 \\ 000 \\ 000 \\ 000 \\ 000 \\ 0 \\ 000 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\$		$\frac{80}{175}$	East Pennsylvania Elmira & Williamsport	5112.		2d, 6s, reg., 1907	89	• • • • •
100 11,500	,000		110 70	Preferred. Har. P. Mt. Joy & Lanc r	58	75	BALTIMORE. RAILR'D STOCKS. Par		
[Quotations by H. L. Gran	t, Broker, 145 Broadwa	ay.]		Huntingd'n & Broad Top Preferred	$\frac{14}{30}$	17	Baltimore & Ohio100		201
Bl'eker St. & Fult.FStk 100 900.	,000 J. & J. 34 July,	'82 24	27	Lehigh Valley	6318	$32 \\ 63^{1}2$	2d pref.	12312	
Br dway & 7th AvSt k. 100 2.100	000 J. & J. 7 July, 19 000 Q - J 2 0ct	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$112 \\ 149 \\ 5 \\ 149 \\ 5 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1$	Little Schuylkill	$581_{2}$	60	Wash. Branch 100 Parkersburg Br 50	8	
Brooklyn City-Stock 1,000 1,500 2,000	.000 Q F. 34 Nov	184 109 11	$\begin{bmatrix} 49 & 2 \\ 103 \\ 215 \end{bmatrix}$	Nesquehoning Valley		53	Northern Central50 Western Maryland50	$57\frac{1}{2}$ $15\frac{1}{2}$	575
Br'dway (Bkln.)—Stock. 100 200.	000 M.&N. 7	102 1	215 110 205	Norfolk & West'n-Com. Preferred.			Central Ohio-Com50 Pittsburg & Connellsville	50	
1st mort, bonds 1000 200	000 QJ. 6 Oct., 000 QJ. 6 Oct., 000 QJ. 7 1888		200	North Pennsylvania	6334	5738 64	RAILROAD BONDS. Atlanta & Charl1st	10334	
Cen'. Pk. N. & E. Riv. $-S'k = 100 + 500$	000 J. & J. 6 Oct.	'82,150	50	Pennsylvania Philadelphia & Erie	60 - 20 -	$\frac{601_4}{201_2}$	Inc. Balt.&Ohio-6s,'85,A.&O	104	80
Consol. mort. bonds 1.000 1.200.	UUULI. W. D. 7 THEE 19	102 113 11	50 17 19	Phila. Ger. & Norristown Phila. Newtown & N.Y	108 12 1	09	Columbia& Greenv1sts 2ds.	$102\frac{1}{2}$ $73\frac{1}{4}$	103 2
Bonds	$\begin{array}{c} 000 \text{ F. & A. } 2^{1}2 \text{ Aug.} \\ 000 \text{ J. & J. } 7  1898 \\ 000 \text{ Q.}-\text{F. } 4  \text{ Nov.} \end{array}$	$ \begin{array}{c} 02 \\ 108 \\ 106 \\ 1 \end{array} $	$12 \\ 12 \\ 70$	Phila, & Reading Phila, & Trenton	$273_8$	27 10	N.W.Va3d, guar., J&J.	104 4.	123
Lighth Av.—Stock 100, 1000	000 J. & D. 7 June.	'93 116 11	270 18	Phila. Wilm. & Balt Pittsb. Cin.& St. LCom	01			10512.	117
42d & Gr nd St.F'ry-Stk 100 748	000 QJ. 3 Oct., 000 I. & J. 7 Jan., 000 I. & Y. 6	'81 100 1	10	St. Paul & Duluth-Com. Preferred.			6s, gold, 1900, J. & J Cen. Ohio.—6s, 1st. M. & S.	117 .	
1st mort	000 M.&N. 6 Nov., 9 000 A. & O. 7 April, 9	'82 250 '93 110  1	15	United N. J. Companies.	188 1	88   1	W.Md6s, 1st, g., J. & J.		
1.81 mort. 1,000 200,	000 M.&N. 7 Nov19	$\begin{array}{c c} & 78\\ 004 & 103 & 1 \end{array}$	81 1	West Jersey & Atlantic	$40^{1}2$	- 1	2d, guar., J. & J		
18t mort 500 500.	000. 000 J. & J. 7 July, '	94 108 i	12	CANAL STOCKS. Lehigh Navigation	· 3878	301	2d, guar, byW.Co.,J.&J.		
3d mort	500 J. & J. 4 July, ' 000 A. & O. 7 April, '	282180 1 285103	85	Pennsylvania			Mar.&Cin78, '91, F.&A.		130
Extension	000 M.&N. 7 Nov., 7 000 M.& S. 7 Sept., 7	88 107 1 83 180	08-2	RAILROAD PONDS			8s, 3d, J. & J.	$\frac{100 t_2}{55 7_8}$	56
Third Av Stock 1,000 500,0	000 J. & J. 7 July.	$282   240     2 \\ 290   110   1 $	55 15	Allegh. Val7 3-10s, '96		2321		96	
1st mort 1,000 2,000,	000 QF. 5 Nov., ' 000 J. & J. 7 July, '			Inc. 7s. end., coup., '94 Belvid'e Del.—1st,6s,1902	48	49	Virginia & Tenn6s	10234	
18t mort	000 F. & A. 4 Aug., ' 000 M. & N. 7 May. '	282 154  1  293 11310 1	58		104 .		Wil. & Weldon-Gold, 78.	118	
* This column shows last dividend on s	stocks, but date of matur	ity of bond	8.	* Ex-dividend.		Per she	Wilm. C. & Aug6s	1064	

New TOTA L	ocal Securities.		Quotations in B	oston,	Ph	iladelphia and Balt	timor	A
Bank Stock List.	Insurance Stock [Prices by E. S. Bailey,	List. 7 Pine St 1	SECURITIES.	1 1			1	
COMPANIES. PRICE.		PRICE.	BOSTON.			Cam. & Amboy-68 c '89	Bid.	Ask.
Marked thus (*) are Par. Bid. Ask.	COMPANIES. Par			120		Mort & 1889	$105^{-2}$ $1113_{4}$	1191
America* 100 156 160	American	146 155	Land grant, 7s Atlantic & Pacific-6s	113	114	Cam. & Atl1st,7s,g.,'93 2d, 6s, 1904 Cons., 6 p. c.	100	
Amer. Exchange         100         120         130           Bowery         100         100         1.00         1.00         1.00	Amer. Exchange 100 Bowery	105 1110	Boston & Maine-7s			Cam. & Burl. Co6s, '97. Catawissa -1st, 7s, con. c.		
Broad way	Broadway	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Boston & Albany-7s 6s.	1		Chat. M., 108, 1888. New 78, reg. & coup		117
Central	Citizens'	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Boston & Lowell-7s 6s.			Connect'g 6s. cp 1900 04	11000	
Chemical 25 130	Clinton	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	Boston & Providence-7s Burl. & MoLd. gr., 7s.	115 1	$115\frac{1}{2}$	Del & Bound Br _1st 76	10000	1001
Citizeus'	Continental 100 Eagle	$\begin{array}{ccc} 220 & 230 \\ 210 & 220 \end{array}$	Nebraska, 6sEx. Nebraska, 6s Nebraska, 4s	10212		Easton&Amb'v_5, 1888	106	12612
Commerce         100         151           Continental         100            Corn Exchange*         100	Empire City 100 Exchange	$     80 85 \\     90 100 $	Chic.Burl.& QD.Ex Conn. & Passumpsic-7s.	8234	84	5s. perpetual	115	
Corn Exchange*         100          150           Fast River         25         110          150           Eleventh Ward*         25          1	Farragut 50 Firemen's 17	$\begin{array}{cccc} 117 & 125 \\ 85 & 90 \\ 90 \end{array}$	Connotton Valley-6s 5s.	3012		Harrisb'g-1st, 6s, 1883. H.&B.T -1st, 7s, g., 1890		
Fifth 100 Fifth Avenue* 100	Firemen's Trust 10 Franklin & Emp 100 German-American 100	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	California Southern-6s. East'rn, Mass4 ¹ 2s, new		11014	Cons. 5s, 1895 Ithaca&Ath.—1st, gld, 7s Junction—1st, 6s, 1882	8812	8912
Fourth	Germania	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Fort Scott & Gulf-7s Hartford & Erie-7s	11012		2d, 6s, 1900 LehighV —1st,6s,rog.,'98		1151
Fulton         30           Gallatin         50	Greenwich	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	K. City Lawr. & So,-5s K. City St. Jo. & C. B7s	$113_{2}$		1st, 6s, coup., 1898 2d, 7s, reg., 1910	11912	120
German American*. 75 German Exchange* 100	Hamilton 15 Hanover 50	$\begin{array}{cccc} 115 & 120 \\ 135 & 140 \end{array}$	l ittle R. & Ft. S7s, 1st Mass. Central-6s	26	108	Cons. 6s, reg., 1923 Cons. 6s, cp., 1923	$     \begin{array}{c}       133 \\       119^{1}2 \\       119^{1}2     \end{array}   $	1201
Germania*	Hoffman	$\begin{array}{c c} 80 & 85 \\ 140 & 145 \end{array}$	Mexican Central—7s N. Y. & N. England—6s 7s	$747_8$ $1043_4$	105	N. O. Pac.—1st. 6s 1990		· ·
Hanover         100         135            Imp. & Traders'         100         210            Irving         50          50	Howard	$   \begin{array}{c cccccccccccccccccccccccccccccccccc$	78. N. Mexico & So. Pac78 Ogdensb.& L.ChCon 68	$115 \frac{1}{2}$		2d, 7s, cp. 1896	$105^{1}2$ 119	1061
Irving         50           Island City*         50           Leather Manuf'rs'         100	Irving	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Old Colony-7s.			Gen., 7s, rer., 1903 Gen., 7s, cp., 1903	$124 \frac{1}{2}$ $124 \frac{1}{2}$	
Manhattan*         50           Marino         100	Kings C'nty (Bkn.). 20 Knickerbocker 40 Lamar 100	$     \begin{array}{c cccccccccccccccccccccccccccccccc$	6s. Pueblo & Ark. Val7s	113		Debenture 6s, reg Norfolk & WestGen.,6s Oil Creek-1st, 6s, coup	$\frac{105}{100}$	
Market	Long Isl'd (B'klyn) 50 Lorillard	$\begin{array}{c ccc} 70 & 75 \\ 105 & 110 \\ 53 & 60 \end{array}$	Rutland-6s, 1st	10412	10434	Pennsylv.—Gen., 6s, reg. Gen., 6s, cp., 1910		125
Mechanics'& Trads' 25 Mercantile 100	Manufac. & Build 100 Manhattan 100	$     \begin{array}{cccc}       35 & 00 \\       107 & 112 \\       50 & 57 \\     \end{array} $	T. Cinn. & St. L-1st, 6s. Income	$37^{3}_{4}$	934	Cons., 68, reg., 1905 Cons., 68, coup., 1905		125 1191 ₂
Merchants' Exch 50 x128	Mech. & Tradets' 25 Mechanics' (Bklyn) 50	$\begin{array}{cccc} 120 & 130 \\ 130 & 140 \end{array}$	Dayton Division Main line.		·	Pa. & N. Y. C78, 1896		$\frac{106}{125}$
Metropolis*         100           Hetropolitan         100           Murray Hill*         100	Mercantile	$   \begin{array}{c cccccccccccccccccccccccccccccccccc$	STOCKS. Atchison & Topeka Boston & Albany		87	Perkiomen-1st. 6s.cp. '87	126 101	$127 \\ 103$
Murray Hill* 100 Nassau*	Montauk (Bklyn.) 50 Nassau (Bklyn.) 50 National	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Boston Clinton & Fitchb. Boston & Lowell	1		Cons., 6s, 1920	$115^{1}2$	$116 \\ 112$
N. Y. Nat. Exch 100 Ninth	National	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Boston & Maine Boston & Providence	14834	149 161	Cons., 5s, 1920. Phila. Newt. & N.Y1st Phil. & R1st, 6s, 1910.	$102_{2}$	
North America* 70	N. Y. & Boston 100	$     \begin{array}{c cccccccccccccccccccccccccccccccc$	Cheshire, preferred Chic. & West Michigan	62		2d, 7s, coup., 1893 Cons., 7s, reg., 1911	$119 \\ 122$	
Oriental*	Niagara 50 North River 25	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Cinn. Sandusky & Cleve. Concord	101 2	2514	Cons., 78, coup., 1911 Cons., 6s, g., 1.R.C.1911	12112	122
Park	Pacific	$\begin{array}{c ccccc} 170 & 175 \\ 115 & 125 \\ 160 & 175 \end{array}$	Connecticut River Conn. & Passumpsic Connotton Valley	91	92	Imp., 6s, g., coup., 1897 Gen., 6s, g., coup., 1908	06	96
Phonix.         20         100           Produce*         50         100         130         140	Peter Cooper 20 People's 50	117 120	Eastern, Mass. Eastern, New Hampsh	35 .		Income, 7s, coup., 1896 Debenture coup., 1893	94 1	100 65
St. Nicholas 100 140 Seventh Ward 100	Phenix         50           Relief         50           Republic	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	Flint & Pere Marquette.	*]	$\frac{126 t_2}{23 t_2}$	Deb. coup. off, 1893 Scrip, 1882 Conv., 7s, R. C., 1893‡		9512
Second	Rutgers'	$\begin{array}{ccc} 130 & 145 \\ 100 & 110 \end{array}$	Preferred. Fort Scott & Gulf-Pref.	$102_{4}$	103	Conv. 7s, coup. off, 1893 Phil. Wil,& Balt4s, tr.ct	$\frac{71}{2}$ $\frac{93}{4}$	
State of New York*         100         140           Third         100         100         140           Tradesmon's         40         100         100	Star	$\begin{array}{c c} 70 & 75 \\ 50 & 60 \end{array}$	Common Iowa Falls & Sioux City. Little Rock & Ft. Smith.	89	85 90	Pitts.Cin.& St.L78, reg 78, coup., 1900 Pitts. Titus. & B78,cp.		120
Union	Stuyve-ant 25 Tradesmen's 25	$egin{array}{c c} 115 & 125 \\ 75 & 80 \\ 100 \end{array}$	Maine Central Manchester & Lawrence.		4912	Rich & Dan Cons. int. 6s		94
Wall Street         100          150           West Side*         100          1	United States 25 Westchester 10 Williamsburg City. 50	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Marq. Hought'n & Onton Preferred	68 .		ShamokinV. & Potts7s Sunbury & Erio-1st, 7s. Sunb. Haz. & W1st, 5s		125
Gas and City Railro	ad Stocks and Bonds.		Nashua & Lowell N. Y. & New England			2d, 6s, 1938. Syr.Gen.& Corn1st, 7s.		30
[Gas Quotations by Prentiss &	Staples, Brokers, 11 Wall	Street.]	Northern of N. Hampsh. Norwich & Worcester Ogdensb. & L. Champlain			Texas & Pacific-1st,6s,g. Rio Gr. Div1930	104	105
GAS COMPANIES. Par. Amo	ount. Period to Date.	Bid. Ask.	Old Colony	*134 1	35	Cons, 6s, gold, 1905 Inc. & L. Gr., 7s, 1915.	2416	
Procking Con Light	\$ p.c.		Pullman Palace Car Rutland—Preferred		$25_{2}^{1}$	United N.JCons.6s,'94 Warran F. Lat. 78.	$92 \\ 1111_2 1$	112
Cluzens, Gas-L. (Bklyn.) 20 1,200	0,000 Var's 212 July, '82	$egin{array}{cccc} 107 & 112 & -70 & 75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 & -75 $	Revere Beach & Lynn Tol. Cinn. & St. Louis	43.		Warren & F.—1st, 7s, '96 West Chester—Cons. 7s. West Jersey—6s, deb. cp.	$1121_{2}1_{117}1_{117}1_{117}1_{117}1_{117}$	119
Harlem 50 1,850 Jersey City & Hoboken 20 750	0,000 F. & A 3  Aug., '82	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Verm't & Massachusetts Worcester & Nashua Wisconsin Central	$\frac{131}{57^{1}2}$ .		1st, 6s, coup., 1896 1st, 7s, 1899	121	
Manhattan	0,000 J. & J. 5 Dec., '82	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Preferred	$15^{14}$ .		Cons. 6s, 1909. W.Jersey&Atl. [*] 1st,6s,C.		113
<b>Bonds</b> 500 750 <b>Mutual (N. Y.)</b> 100 3,500	0,000 F. & A. 3 0,000 Quar. 2 ¹ ₂ Oct '82	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	PHILADELPHIA,			Western Penn.—6s, coup. 6s. P. B., 1896	1	107
<b>Domis</b> 1,000 1,500	0,000  M.&N. 6 = 1982		RAILROAD STOCKS. † Allegheny Valley	7		Gen., 7s, coup., 1901 CANAL BONDS. Ches. & Del.—1st, 6s, 1886	-	
<b>People's</b> (Bklyn.)	0,000 M.&N. 5 Nov., '82	$\begin{array}{c ccc} 90 & 95 \\ 110 & 113 \\ 44 & 48 \end{array}$	Buffalo Pittsb. & West'n Preferred		$\frac{1834}{25}$	Lehigh Nav.—6s,reg., '84. Mort. RR., reg., 1897	103 115	116
Bonds	5,000 M.&N. 3 ¹ 2 Nov., 282 5,000 Var's 3 Oct. 282	103 105	Preferred		52	Cons., 7s, reg., 1911 Greenw'd Tr., 7s, reg	115781	
Williamsburg	6,000 F. & A. 3   Aug., '82 0,000 Quar. 12 Feb., '82	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Catawissa 1st preferred 2d preferred	53	54 12	Morris-Boat Loan rg., 85 Pennsylv6s. cp., 1910	87	89
Bonds         1,000         1,000           Metropolitan (Bklyn.)         100         1,000           Municipal         100         3,000	0,000 A. & O. 3 Oct., -'82 0,000 M. & N. $2^{1_2}$ July, '82	$[ \begin{array}{ccc} 100 \\ .78 \\ .78 \\ .80 \\ \end{array} ] \\ [ \begin{array}{c} 102 \\ .80 \\ .80 \\ \end{array} ]$	Delaware & Bound Brook East Pennsylvania	125		Schuylk. Nav.—1st,6s,rg. 2d, 6s, reg., 1907	$\begin{bmatrix} 105 \\ 89 \end{bmatrix}$ .	107
Bonds	$\begin{array}{cccccccccccccc} 0,000 & M.\&N. & 2^{1_2} (July, 822,0000) & & 7 & Nov. 822,0000 & & 6 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 1888 & 18888 & $	$     \begin{array}{cccc}       172 & 175 \\       106 & 110 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\      50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\       50 \\      50 \\       50 \\       50 \\       50 \\       50 \\       50 \\      5$	Elmira & Williamsport Preferred	10		BALTIMORE.		
[Quotations by H. L. Gran	nt, Broker, 145 Broadway.	]	Har. P. Mt. Joy & Lanc r Huntingd'n & Broad Top	$14^{1}2$	17	RAILR'D STOCKS. Par Baltimore & Ohio100	199 2	201
Bl'eker St. & Fult.FStk 100 900	0,000 J. & J. 34 July, '82	1	Preferred Lehigh Valley	6318	$32 \\ 63^{1}2$	1st pref. 2d pref.	$\frac{129}{123^{1}2}$ 1	130
166 BIOI 1.000 694	4,000 J. & J. 7 July, 1900 0.000 QJ. 2 Oct. '82	107 112	Little Schuylkill Minehill	5812	60 65	Wash. Branch 100 Parkersburg Br 50 Northern Central 50	8 .	
10 2,000	),000 QF. 3 ¹ 2 Nov., '82	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Nesquehoning Valley		53	Western Maryland 50 Central Ohio–Com 50	FO	16
Br dway (Bkln.)-Stock. 100 200 Bklyn. Crosstown-Stock 100 400	0,000 M.&N. 7 0,000 QJ. 6 Oct., '82 0,000 QJ. 6 Oct., '82	190 205	Preferred Northern Central	57	573	Pittsburg & Connellsville RAILROAD BONDS	13	
Bushw'kAy, (Bkln)-S''k 100 500	0,000 QJ. 7 1888	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	North Pennsylvania Pennsylvania	$\begin{array}{c} 633_{4}\\ 60\end{array}$	$64 \\ 601_4$	Atlanta & Charl1st	$\frac{10334}{75}$ .	80
Consol. mort. bonds 1,000 1,200	0,000 QJ. 6 Oct., '82 0,000 J. & D. 7 Dec., 1902	$     \begin{array}{cccc}       147 & 150 \\       115 & 117     \end{array} $	Philadelphia & Erie Phila, Ger. & Norristown Phila, Newtown & N.Y	$     \begin{array}{c}       20 \\       108 \\       1_2       1     \end{array} $	2112	Balt.&Ohio-6s,'85,A.&O Columbia& Greenv1sts	$   \begin{array}{c}     104 \\     102^{1}2   \end{array} $	0312
Bonds 1,000 250	$0.000   F. \& A.   2^{1}_{2}   Aug., '82$ 0.000   J. & J.   7   1898	$\begin{array}{ccc} 108 & 112 \\ 106 & 112 \end{array}$	Phila, & Reading		271 ₂	2ds N.W.Va.—3d, guar.,J&J. Pittsh & Con'ells —7s I& I	$73^{1}_{4}$ 104 (	
1st mort., consol 500&c. 900	0.000 QF. 4 Nov., '82	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Phila. Wilm. & Balt Pittsb. Cin.& St. LCom	01			$105^{1}2$ .	23
42d & Gr nd St. F'rv-Sik 100 749	.00011. & J. 7 Jan. '81	$\begin{array}{c} 250 \\ 100 \\ 250 \\ 100 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 110 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\$	St. Paul & Duluth-Com. Preferred.			6s, gold, 1900, J. & J Cen. Ohio6s, 1st, M.&S.	117 .	
Central Crosstown-Stk 1,000 236	,000 M.&N. 6 Nov., '82 ,000 A. & O. 7 April, '93 ,000	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	United N. J. Companies.	188 18	88	W.Md6s, 1st, g., J. & J. 1st, 1890, J. & J.	1	17
Houst-W.St.&P.F'y-Stk 100 250	,000 M.&N. 7 Nov.,1904	$     \begin{array}{c cccccccccccccccccccccccccccccccc$	West Jersey & Atlantic. CANAL STOCKS.	4012	50	2d, guar., J. & J 2d. pref.		
Becond AvStock 500 500 100 1,199	,000 J. & J. 7 July, '94 ,500 J. & J. 4 July, '82	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Lehigh Navigation	387 ₈ 3	39 ¹ 8	6s, 3d, guar., J. & J		30
Consol. conv		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Schnylkill Navigation			2d	1 () () 1	30 56
SIAth Av.—Slock         100         750           1st mort         1,000         500	.000 M.&N. 5 Mar., '82 .000 J. & J. 7 July, '90	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	RAILROAD BONDS. Allegh, Val7 3-10s, '96	12212 12	23 2 1	Richm. & DanvGold, 6s Union RR1st, gua.J&J	96	99 
100 2,000 1st mort 1,000 2,000	,000 QF. 5 Nov., '82 ,000 J. & J. 7 July, '90	270	78, E. ext., 1910	$118 \\ 48 4$		Canton endorsett	10234	
Ist mort         100         600           1st mort         1,000         250	.000 F. & A. 4 Aug., '82 .000 M. & N. 7 May. '93	154   158   113   113   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115   115	2d, 6s, 1885. 3d, 6s, 1887.		21	8s. Wil. & Weldon-Gold, 7s	118	
* This column shows last dividend on	stocks, but date of maturity	of bonds.	* Ex-dividend.		er ch	Wilm. C. & Aug68	106 4	

This column shows last dividend on stocks, but date of maturity of bonds.

* Ex-dividend.

† Per share.

‡ In default.

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## DECEMBER 23, 1882.]

or FRASER

## THE CHRONICLE.

**RAILROAD EARNINGS.** The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross latest date are given below. The statement includes the gross

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Dec. 16:

The late latest date	The latest railroad earnings during the statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below. The statement includes the grosplatest date are given below.						week ending at the commencement of business on					0:
earnings o	f all rainoada	Earnings Rep		Jan. 1 to 1		Banks.	Capital.	Loans and		Legal	Net dep'ts	Circula-
Roads.		1	1881.	1882.	1881.			discounts.	Specie.		than U. S.	tion.
			\$	\$ 761.915	\$ 702,475	New York	2,000,000	9,760,000	2,182,000	316.000	\$ 9.252,000 6.591,000	455,090
Ala.Gt.Sout	hern November S.Fe October &W. October zNo. 2d wk De- Jouis November Jo.R October	98;097	78.257 1,263,023	$11.814,821 \\741,080$	9.822.371 559.366	Manhattan Co Merchants Mechanics'	2,050,000 2,000,000 2,000,000	7,229,000 6,437,600 7,211,000	$1,801,000 \\ 1,528,700 \\ 907,000$	<b>812,00</b> 578,400 699,000	5,189,700	360,000
Buff. Pittsh.	&W. October No. 2d wk De	$ \begin{array}{c} 92,015\\ 52,597\\ 92,120 \end{array} $	$68.189 \\ 52,473 \\ 36.187$		2,129.321 386,267	Union America Phœnix	1,200,000	4,078 700 8,487,500	740,200 867,700	<b>324,60</b> 0 397,200	3,2-2.400 5.620,400	1,100
Cairo & St. I. Ced. Rap. & M	ouis November Io.R October Pac. 2d wk De November	36.160 312,525 20.012	356,642	023 050	016 107	Phœnix City Tradesmen's	1.000, 444	$ \begin{array}{c} 3,005,000\\ 6,032,100\\ 2,786,100 \end{array} $	419,000 2,911,000 316,000	56,000 846,000 79,200	2,403,000 6,822,700 1,532,800	267,600 793,300
Cent.Br.Un. Central of G	Pac. 2d wk De a November	29,042 411,500	419,554	23.703.176	21.868.920	Fulton Chemical Merch'nts' Exch.	1,000,000 000,000 300,000	1,516,700 13,605,200	293,300 3,239,600	109.3 kt 652 900	1.144.300 13.669.900	
Central Pac Charl.Col.&	Pac. 2d wk Dec a November sific. November Aug. 2 wks Dec blio. 2 wks Dec lton 2d wk Dec	129,792	†21,568 91,904	3,190,166	2,589,743			2,843,700	432,900 376 000 262,100	852,400 186,900 155,600	2,512 900 2,090,300 1,456,000	281,700 773,300 242,493
Chesap. & O Chicago & A	lton 2d wk Dec	$ \begin{array}{c} 185,133\\ 2,270.444 \end{array} $	180.255 2.031.001			Mechanics' & Tr.	300,000 250,000 200,006	$\begin{array}{r} 1,526,500 \\ 918,000 \\ 991,700 \end{array}$	104,000 21,500	112,000 171,000	\$99,000	128.009
Chic. Bur. & Chic. & East	Full to the The	31.902 55,761	35,172 36 308	1,707,002 2.157.221	1,568,810 1,493,983	Butchers'& Drov. Mechanics' & Tr. Greenwich Leather Man'f'rs Seventh Ward State of N. York.	600.000 300.000	3,657,000 1,093,100	4:8,600 245,100	145.800 89.800	<b>2,232,600</b> <b>1,213,100</b>	533,500 22,400
Chic. & Gr. Th Chic. Mil. & S	11. In Wk.Dec.14 Punk Wk.Dec.14 St. P. 2d wk Dec. thw. 2d wk Dec. AO. 2d wk Dec. Iich. 1st wk Dec. AC. November outh November	$\begin{array}{c} 434.000\\ \pm 569.351\end{array}$	$415,525 \\ 424,916$	19,303.000 22,897,747	20,846.530		800.000 5,000.000 5,000.000	3.845,500 12.720,000 15,980,200	557,800 9,212,000 2,651,000	2;8.800 512,000 791,300	10,488 000	980 400
Chic. & Nor Ch.St.P.Min	. &O. 2d wk De	e 81,028 26,212	90.680 24,890	4,764,619 1,396.419	1,228,044	Commerce Broadway. Mercantile	1.000.000	5,328.600 5,581,700	749,000 841 500	201.600 6 9.100	$     3,922,100 \\     5,255,800 $	8 8 300 714 500
Cin.Ind.St.L.	&C. November	$\begin{array}{c} 219.732 \\ 242.932 \end{array}$	$211,014 \\ 225,937$	2.418,174 2,334,542	2,199,563	Pacific Republic Chatham People's. North America. Hanover	422.700 1,500,000	2,031,700 5,426,400 3,425,400	278,800 440,000 531,900	268.500 192 500 853.300	2,255,400 2,819,900 3,633,900	1,120,200
Clev.Akrond	action of the second se	e 8,389 e f19.211	8,812 12,463	484,368	403,242	People's	$\begin{array}{r} 450.000 \\ 200.000 \\ 700.000 \end{array}$	1,330,9.)( 2,542,2)(	162.400 245.000	123,600 184,000	1.692.50(-2.453.000	5,400
Col. Hock.V.	&T. 2d wk Des	59,075 14,051	57,975	2,751,315		Hanover Irving	0.00.000	8,308,500 2,995,000	1,489,100 449,200	738 500 400.400 526,000	8,590,600 2,864,40 9,223,006	450.000 440.000 3.231.00
Danbury & Deny & Rio	AT. 2d wk De- val. 3 wks Nov Nor. October Gr. 2d wk De- r W November	$\begin{array}{c} 20.510 \\ 104,700 \end{array}$	17,588 140,800	6,131,158	5,651,665	Irving Metropølitan Citizens' Nassau	3,000.000 600,000 500,000	11,323.00 2,353.80 2,074.900	1,949,00 456,200 156,900	264,100' 223.330	2 645,000 2,536,000	265,500
Denv. a n.o	D list wk Dee	5.929	8.347	324,686 1,522,202	$374,984 \\ 1,303,964$	Market St. Nicholas	500,050 500,000	2,747,90( 2,914.60(	455,200 383,000	130,300 159,900	2,328.50C 2,428,000	445.000 444,800 450,000
Dot Lon A	No 2d wk Dee x C. 1st wk Dee November	20.100	$23,811 \\ 26,549 \\ 27,549 \\ 26,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 27,549 \\ 2$	1,077,366 3,162,828	1,030,463 2,939,107	Market St. Nicholas Shoe & Leather Corn Exchange Oriental	500,000 1,000,000 1,000,000	3,169,006 4,3556)6 6,039,900	495.000 235.400 1,584.400	245,000 238,000 170,000	3,16).306 6,510,100	4.300
			273,067 142,730	421,041		Unicilian	0.00.000	2,035,30( 3,405,00(	74.900	899.700 183,000	2 024.100 3 864.600	270.000
Eliz. Lex. & Evansy. & 1	B.S. October	$\begin{array}{c c} 58.289 \\ 13.448 \\ 46.396 \end{array}$	$12,249 \\ 38,350$	1,997,155	1,744,676	Marine Importers' & Tr Park	1,500,000 2,000,000 500,000	$\begin{array}{c} 18,726,000 \\ 18,467,100 \\ 1,561,200 \end{array}$	5,810,300 4,645,500 189,40	276,100 981,300 174,200	20.520.000	1,154,400 45,000
Flint & P. M Ft.W. & Den	ver. 2d wk Dec	$ \begin{array}{c} 40.390 \\ 6,900 \\ 347,108 \end{array} $	303,169			Park Wall St. Nation'l North River East River.	240,000	1,454,500 1,053,800	16.500 90.300	153,4-0 120 4 10	1,543,300 848,400	222.300
Grand Trun Gr.BayW.&S	B.S. October '. H. 2d wk Dec arq. 1st wk Dec ver. 2d wk Dec k* Dec. 9 st.P. 2d wk Dec n.Fe 1st wk Dec	8,075 57,414	$10,672 \\ 31,027$	1,444,881	951,146	East River Fourth National. Central Nat	3,200.000 2,000,000	15,537,800 7,071,000	<b>3,316-3</b> 00 399,000 420,000	$802,000 \\ 1,559,000 \\ 469,000$	15 579,400 7.203,000 3.394,000	539,90 297,000 90,000
	t.Jo 2d wk Dec Tex November		44,023 18,487	2,171,932 240,790	$\begin{array}{c}2,150,\!941\\143,\!886\end{array}$	Central Nat Second Nation'l Ninth National First National Third National N. Y. Nat. Exch Bornory, National	300.000 750,000 500,000	2,954,000 5,495,800 14,301.300	757.400 3.390 900	443.300 267.60	5.075.900	597.00 444.20
Hone & Tex	Cen Novémber (Ill.) November	1 410.000	$343,857 \\ 572,540$		6.150,870	Third National N. Y. Nat. Exch	1,000,000 300,000	5,071,900 1,839,100	620.000 142.200	865,400 118 006 268,100	971.700	268.000 223.000
-Do (10	wa) November & W. 2d wk Dee	1 112,120	$164,677 \\ 44,826$	1,762,455 2,535,377	2,393,806	N. York County .	250,000 200,000 750,000		186.300 18 800 873.600	515.700	2,009,300	180,000
Int & Gt. No	orth. 2d wk Dee 1November	91.443	70,066 91,573	3,124,035 1,062.949	$2,629,069 \\ 865,491$	Germ'n Americ'n Chase National Fifth Avenue	3 0.600 100.000	4,508,200	873.200 323.400	\$45.600 149,506	4 828 400 1.985.4 0	91,800
K.C.Ft.S.& L. Erie & We	Gulf 1st wk Dee st'n 2d wk Dee	$     \begin{array}{c}       36.563 \\       24.621   \end{array} $	$34,988 \\ 25,172$	1,619,678 1,405,994	$1.429.451 \\ 1,321,373$	German Exch Germania	200,000	1,49.,3)( 1,569,00( 4,337,400	$40,000 \\ 54,700 \\ 1,269,400$	165 000 271,800 187,600	1,700.6.0 1.82,000 4,821.000	148.700
L.R. & Ft.Si L.Rk.M. Riv.	nith November & T. November	$ \begin{array}{c} 90,346 \\ 44,910 \end{array} $	$\begin{array}{c} 65,366\\ 32,036 \end{array}$		1,905,192	U. S. Nat Lincoln Nat	500,000 300,000	1,459,300	311,300	112 600	1,678,700	45 000
Long Island Louisv. & Na	1 2d wk Dec shy  2d wk Dec	$   \begin{array}{c}     35.750 \\     289,135   \end{array} $		2,220,114 12,322,349	10,731,055	Total The deviatio						
Louis. N.A.& Mar. Hough.	& Ch.  October & O.  November	90,891	$99,571 \\ 66,051$	1,184,724	884,519	Loans and discour Bpecie	T-n A	<b>DO 00 1 400</b>	i Not don			D.). () ~
Do So	nt. 3d wk Nov Div 3 wks Nov	12.087		887,773		Legal tenders	·····	. 011.000		1		-
Mil. L.Sh.&V	t'l., November Vest 2d wk Dec	18,234	$13.820 \\ 138.094$	845,691	586,243	The followin	is. Spe	cie. L. Ten	ders. De	posits. Civ		
Mo. Kan. & '	ouis October Tex. 2d wk Dec	161,498	122,426 141,430	6.074,697 7.650,886	5.172,879 6.344,302	1882. Dec. 9304.204 16307,143	400 58,319 800 57 85	* 9,600 19,414 6 500 20.326	.600 293. 500 283.	523.800 18 412.300 18	3,353,100 9 5,039,100 100	0.981.59 1.731.91
Mobile & Ol	ific. 2d wk Dec no. November dev. 20 dys Dec	. 295,110	262,986 154,340	$1.876.135 \\ 2.632.762$	2,144,408 2,448,869	Boston Ban	ksFol	llowing ar	e the to	tals of t	he Boston	banks:
N.Y. Elevat	ed., 20 dys Dec St.L November	214,880	171,129 152.059	3,269,157 1,746,695	2,835,704 1,902.131	Loan	s. Spc	cie. L. Ten	ders. Der	onsits.* Ci	rculation. A	yo. ( lear.
N. Y.& N. Et	igl'd 2d wk Dec est. 2 wks Dec	(0,400)	$55,807 \\ 92,380$	3,257,549	2,689,910 2,153,969	D ₁ c. 11 148,079 18 145,183	,000 5,77	3,000 4,110	,000 00,		0,137,700 0,161,800	71,520,163
Northern Ce	nt. October cific 2d wk Dec	550,225	$     \begin{array}{r}             449.664 \\             78,970         \end{array}     $	4,971,502 6,791,400	4,479,915 3,878,439	* Including the	item "due	to other ba	nks."	the Ph	iladelohi	banks
Ohio Central	I 1st wk Dec November	21,698 343,793	17,679 266.425	984,562	639,659	Philadelph are as follows:	ia mank					
Ohio Southe Oregon Imp	rn 2d wk Dec .Co. October	9,97 435,668	8,631	366,175 2,801.908	4 000 605	1999	Loans.	L. Tender \$ 16.245.08	rs. Depo	81ts. Cu 6.151 9	culation. 4	53,992,670
Oregon R.&N Oregon & Ca	N.Co November d November	. 465,800	463,284	4,679,600	4,029,895	D.c. 11 18	13,000,100	10,010,10		6,700 8	9,790,800	50,020.214
Peoria Dec. 3	a October zEv. 1st wk Dec	11,417	13,061	40,548,832 719,291 2 206 218	640,623 2,887,459	Unlisted Se	curities.	.—Followi id. Asked.	r		Bia	Asked
Phila.& Read	Erie October ding October	2,229,513	292,392 1,989,948	3,306,318 17,782,478 12,371,461	16,909,623	Atch. Col. & Pac Bost. H.& ENo	cific	78 1	N.Y. Su 1st m	ort	Stk 5	10 2 76
Richm.& Da	k Ir. October nv. 2 wks Dec	. 1137,100	$^{+126,400}_{-25,824}$	3.472,572	$3,332,304 \\ 157,394$	Old		1 ₂ 1	Deber No. Riv	ntures . Const.—	-80p.c104	2 10112
St. L.Alt. &	L.C. Septemb'r F.H. 2d wk Dec chs.) 2d wk Dec	24,053	-21,530 16.798	1,310,926 831,456	1,370,928 711,503	Seriy stock 1st mort	do do	5	N.Y.L.	kW5p.0	equip. 91 o.g.stk 823	
St.L.Iron Mt	.&S. 2d wk Dec ran. 2d wk Dec	174,314	$161,852 \\ 69,454$	7,158,259 3,406,006	3,009,551	Buff. N. Y. & Pl Chic. & Can. Sou	h.—1st 9	$\begin{array}{ccc} 100\\ 1 & 6 \end{array}$	N.Y.&	Gr L18	st inc. 25	
St. Paul & D	M. 2d wk Dec & M. 2d wk Dec	21,777	17,718 105.433	1,062,712 8,357,899	692,519 4,535,149	1st mort Contin't'l Cons	-S5 pc 4	5 60	NY Pa	.& Ohio		
Scioto Valle	y 2d wk Dec ina. November	-10,585	9,871 134.309	512,820 1,164.736	$423.134 \\ 1.119,224$	Den.& R.G.R'y- Der.ver & Rio. G	-Cons. 8 r.West 2	$   \begin{array}{cccc}       91_{2} & 91 \\       0 & 22 \\       0 & 12   \end{array} $	1 lst m	ort.	m't 813 911	9 92 9 92
Texas & Pac Tol Cin & S	ifie. 2d wk De		89,430	4,799,529 898,774	659,283	1st mort Flint & Pere Ma	arqu'e.	5.58 69	erec	Sh. Line When isa	sued105	• • • • • • •
Union Pacifi Utah Centra	lNovember	2,821,070 132,935	2,723,608 137,650	1,200,211	27,471,981	Georgia Central Guar, 1st		1-3 114	Subs.	ex-bd. &	st'k	
Vicksb'rg& 1 Va. Midland	Mer. November	59.598 133,894	58,745	417,529	1,246,069	Grand Rap. &	bt 9 Ind	8 15	Or.Tran	ns-CSb.	60p c 89	90
Wab.St.L.&. West Jersey	Pac. 2d wk De October.	e 337,233 83,137	71,839	16,065,072 963,092	13,809,534 861,714	Ind. Dec. & Spr 1st mort. fund	1	100	Or.Ry.	&NavR	ights. 10 v. 1st. 60	13 61
* Includes	ent. 1st wk De Great Western	Road since	26.483 Aug. 12.	† Freight	earnings.	Intern'l Imp. 80 Lehigh & Wilke	sb. Co		Pitts.	omes z Western	15 n.—1st	16
U. S. Su	h-Treasury	The follo	wing tabl	le shows th	ne receipts	Little Rk & Ft. 1st mort Mexican. Nat			rensac	. & Atlan	10	. 81
and payme	ents at the Sr the same, for	ib-Treasury	r in tais	city, as w	chi do the	Pref 1st mort		343	Rich.&	D.Ext.su & West	bs.70% 10	. 60° 12
				Balances		Subsidy bond Mich.&O Sub	IS	75	St. Jo	mort	ic 1st. 62	30
Date.	Receipts.	Payments.	00	oin.	Currency.	Newb. Dutch & Pref	conn.		Kans 2d	. & Neb., mort	1st 61 19	25
Dec. 16	\$ 1,719,956 00	\$ 1,365,418 3	3 114 34	\$ .768 31 4	\$38,950 67	Incomes N. J. & N. Y	1		Tex.&(	Col. Imp ond	-60p.e 90	100
" 18.	$1,719,556\ 00$ $1,298,409\ 92$ $1,614,622\ 24$	2,047,552 1 1.366.005 7	1 113,640 76 113,926	$0.932 11 4 \\ 3.666 87 4$	797,644 60	Pref		100	1st n	nort., M.&	8	
" 20. 1 " 21.	1,859,726 05 845,297 87	1,001,502 8 1,495,533 5	3 114,830 3 114.121	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	714,955 56	N Y.W.Sh.&Bu del.wh.iss.on	ff.—Stk	9 31	Tol. Ca	n. So. & I	0 Det	
" 22.	1,693,341 86	1,328,253 7	73 114,14:	2,891 19 5	,117,377 55	58 58 ex-Jan. '83	coup. 7	238 7212	2d n	z Merid. s lort		
Total   19	9,031,353 94	8.601,266 2	29	l		Subs. O. & W.	,65 p.e 7	2	Incon	nes	•••••	

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VOL XXXV.

Investments	The balance sheet for two years, in detail, is as follows	
STATE, CITY AND CORPORATION FINANCES.	Cost of road and equipment	1-82. 756,936
The INVESTORS' SUPPLEMENT contains a complete exhibit of the	Other lines owned	157,904
Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last	Conora Line BD Conora Line	845,776
Baturday of every other month-viz., February, April, June, August, October and December, and is furnished without extra	Advances on Harlem construction 1,173,500	073.500
sharge to all regular subscribers of the CHRONICLE. Single copies	Stock in other roads	303,125 184,200
wire sold at \$2 per copy.	Troy Union	15,000
ANNUAL REPORTS	Merchants' Dispatch	12,685 317,475
ANNUAL REPORTS.	Pittsburg & Lake Erie	00.000
New York Central & Hudson River Railroad.	Westinghouse Air-Brake Co	28,100
(For the year ending Sept. 30, 1882.)	Morris Run Coal & Man. Co Fuel and supplies on hand	18,750
The annual report of this company for the fiscal year ending Sept. 30 has just been issued. Taken altogether it is one of	Coch on hand 2.	96,135 43.980
the most interesting railroad documents that has ever been published, and shows some remarkable comparisons with the	Connecting railroad and other balances 316,075 United States	374,820 298,746
<b>ngures for previous vests.</b> In this record, the tables compiled	Sundry open accounts	716,731 101,394
below. for the CHRONICLE, showing the statistics for four years together, will be found much more instructive than the usual	Total assets	33,269
newspaper reports with a comparison of two years only	Total assets	
The frankness of this annual report is refreshing, as it is almost unheard of that a report should come out squarely with	Hundad dabt	28,800
he statement that there was a deficiency in earnings for the year, and that bonds were therefore sold and the proceeds applied to	Datance, surplus 14,752,664 15,3	25 <b>1,3</b> 70 41.056
he payment of dividends. The bunded debt was increased the	Total liabilities	96.759
past year by \$5,000,000, and the increase is thus accounted for:	The above income balance in 1880-81 and 1881-82 is ma as follows :	ide.up
For \$5,000,000 first mortgage bonds issued		1-82.
Total		52,665
Construction increased N. Y. C \$2,666,718 Construction increased Harlem 25,611-\$2,692,329 Permanent investments increased	Fronts on sales of securities	90,000
	Kental Sar. & Hudson River RR	00,000
Liabilities decreased	29.818	42,665
The policy of paying 8 per cent dividends for the year when not fully earned is supported by a reference to the surplus		01,609
earned in previous years, and the following statement is made.		41,056
Additions to cost of road and equipment for 7 years ending Sep- ember 30, 1882, were \$16,401,161. The increase in funded debt	Long Island Railroad.	. 6
or seven years ending September 30, 1882, was \$8,469,365 and	(For the year ending Sept. 30, 1882.) From advance sheets of this company's report to the	
the premium on bonds issued same period \$3,039,706, making a total of \$11,509,072. The average profit from earnings each	I Ork State Engineer. the following statistics are obtained	The
vear for 7 years ending September 30, 1882, was 8.64 per cent. The dividends paid each year for 7 years ending September 30,	striking increase in gross and net earnings in 1882 wi observed in the comparison below:	ll be
1882, were 8 per cent. The profit per share of stock in 1881 was 1882 and in 1882 it was \$6 42.	Slock and Debt- 1882. • 1881. 18	80.
The prosperity of the trunk line railroads in the current	Number of stock holdon: 10,000,000 9,960,700	•••••
iscal year, beginning with October 1, 1882, which has so often been referred to in this column, is thoroughly confirmed by the	Funded debt	13,672
act announced in the Central report, that the gross earnings	Av. rate of int. on funded debt. 6.05 p. c. 7 p. c.	23,794
or October, November and December, 1882, being the first uarter of the new year, will show a gain of \$1,200,000 over		Miles.
ne same quarter for last year.	173 175	
The statistics of traffic, earnings, income, &c., are shown in he following tables:	Aggregate	
OPERATIONS AND FISCAL RESULTS.	Number of passengers carried 8,878,453 6,512,270 6,22 Miles traveled by passengers 83,867,296 64,714,422 53,00	28,292 39,827
<b>Operations</b> 1878-9. 1879-80. 1880-81. 1881-82. Passengers carried 8,130,543 8,270,857 8,900,249 10,308,979	Miles, one ton, treight carried 14,558,981 12,280,205 10,40	20,837
Assenger mileage290,953,253 330,802,223 373,768,980	Passenger	39,404
reight (tons) moved 9.015.753 10.533.038 11.591.379 11.330.393 r'ght (tons) mile'ge*2295827387 2525139145 2616814.098	Express	31,367 31,928
v. rate p. ton p. mile 0.79 cts. 0.87 cts. 0.78 cts. 0.73 cts.		79,149
" EXCLUSIVE OT COMPONIT'S friends		and the second se

* Exclusive of company's freight.

	Earnings-	pany s rreign	it.			Total
	Passenger	5,953,102	6 61 1 ^{\$} 1 FO	\$	\$	$\psi^{2}$
	Freight.	18,270,250			7.816,519	Expenses, including renewals and taxes— Maintaining road, &c
	Car service	1,023.037			17,672,252	
	Mail and telegraph	501,169	989,739	1,009,836	1,067,114	Exhanges of anomating
	und terestupi		518,111	617,908	693,911	Expenses of operating 1,109,872 921.946 854,518
	Total earnings	25.747.538	30,318,974	29,322,531	07.010.500	
	Operating expenses-	-	00,010,074	45,344,031	27,249,796	
	Mainten'e of way. &c.	2.845.740	3,134,466	3,434,635		Net earnings
	Maint'ce of equipm't.	2,763,717	3,611,825	4,273,623		Charges against net earnings-
	Transp'tion exp'nses	8,548.191	8.351,074	8,889,457	•••••	Interest, rentala, &c
	Car service	1,763,156	1,658,208	1,674,504		· · · · · · · · · · · · · · · · · · ·
	Miscellaneous	202,269	94,300	1,192, 516		Richmond & Danville.
	Total (inc. taxes).	16 102 072	17.040.000	10.101.000		(For the year ending September 30, 1892.)
	Not comin at	10,123,073	17,849,893	, ,	19,395,974	In the Current of Dec 10 and the boy to be, 10.2.)
	Net earnings*	9,624,485	12,469,081	9,857,745	7,853,822	In the CHRONICLE of Dec. 16, on page 707, an extract from the
	* See income accourt	t'halam fan			., .,	annual report of President Buford was published at some
	* See income accoun			•		1 length. 100 Damphlet report is now at hand and additional
		INCOME	ACCOUNT.			information is obtained, including the figures compiled below.
		1878-79.	1879-80.	1880-81.	1881-82.	Nothing is said in the report, however, in regard to the floating
	Receipts-	\$	\$	8	\$	debt (bills nevable) of the company in regard to the hoading
	Net earnings.	9,624,485	12,469,031	9,857,745	7,853,822	debt (bills payable) of the company, amounting to \$1,214,063 on
	Rentals and interest.		1,711,718	1,552,129	1,578,434	Sept. 30, except the single fact that it has been reduced by
	Use of road Other receipts	227,427	237,748	266,640	291,424	about \$350,000 since the close of the fiscal year. But as to the
	outer receipts	829,265	907,499	1,207,093	1,509,128	purposes for which the debt was run up and the relations
	Total income	12,273,510	15 200 000	10.000.000	11.000.000	between the R. & D. Company and the Georgia Pacific, which
	Disbursements-	\$	15,326,026	12,883,609	11,232,808 :	was supposed to be built from other resources than R. & D.
	Rentals paid	1.929.264	1.922,279	1.926.513	1 000 000	monorpoint to be built from other resources than K. & D.
	Interest on debt	2,749,761	2,822,879	2,849,591	1.937,528	money, the report is singularly silent. The company
	Taxes on earn'gs and	-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-,044,010	2,010,001	3,250,101	passed its dividend in November, which stockholders res-
	capital stock		11,640	214,678	301,274	sonaply expected would be paid, and the stock which sold
	Dividends (8 per ct.).	7,139,528	7,141,512	7,138,343		at 250 Feb. 7, 1882, ran down to 52 on Nov. 21. In view
2		-,===;===		1,100,040	7,145,513	of this rather striking fluctuation, and the passing of the
	Total dishints	11 010 510				dividend it would have have ution, and the passing of the
	Total disb'nts Balance, surplus,	11,818,553	11,893,312		12,634,416	dividend, it would have been satisfactory to have some explana-
	deficit	454,957	3,427,714	754,481		tion of the inancial policy of the company, and some sugges-
					1,401,608	tion as to its future course, and how far it is proposed to use
	lander von Allenande			1		
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the R. & D. funds, or to obligate that company, for advances to the Georgia Pacific constructors, or for other new enterprises. On the company's newly acquired lines the heaviest charge is for rental to the Atlanta & Charlotte Air-Line. which is \$467,000 per annum, but there is nothing given in the report to show what this road earned in the year, or how large was the deficit in net earnings which the R. & D. Company, as lessee, had to pay to make up the rental. That road had never earned more than \$365,000 net, which it did in the remarkable year 1879-80, and in the previous year to that only \$251,620; but the R. & D. managers when they took the lease in 1881 obligated their company to pay \$462,000 per year, without regard to what the net earnings might be.

Taken altogether, the report is so meagre on all the main financial points which the public desire to have explained, that the conclusion is unavoidable that the management has purposely touched upon these matters very lightly.

posely touched upon these matters very lightly. Following are the statistics of earnings, income, &c., for the whole line, 744 miles, (not including branches):

#### ROAD AND EQUIPMENT.

	1881-82.
Miles owned. Miles leased and controlled	140 604
Total operated	744
OPERATIONS AND FISCAL RES	
Operations - Op	erating Expenses-
Passengers carried 629.811 Main	nten'ce of way, &c. \$646,565
Passenger mileage 34,738,058   Main	itenance of cars 167,951
Freight (tons) moved*. 1,210,267 [Tran	eportat'n expen's 702,363
Freight (tons) mileage.119,126,853 Moti Av. rate p. ton p. mile. 195 cts. Taxe	ve power
Earnings-	es
Passenger	
	tal \$2,353,038
Mail. expr'ss. rents. &c 326.603	
Ne	t earnings \$1,298,035
Total gross carnings. \$3,651,073	
* Does not include express freight, 9,000	) tons.
INCOME ACCOUNT, 1	881-82
"Descipto (Into	rest on funded dit. 1 \$339,679
Net earnings \$1,298.035   Inter	est on float'g debt 104.620
Rentals, int. & prents. 575,770 Divid	lends 380,000
Rentals, int. & pretts. 575,770 Divid Other receipts	ellancous 74,518
and the state of t	al diabungamenta DI 772 445
	al disbursements. \$1,772,447
Rentals paid	nce, surplus \$124,658
GENERAL BALANCE SEP	r. 30, 1882.
	bilities—
	, common \$5,000,000
ment, &c \$6,660,877 Fund	ed debt (see Sup-
Betterments and equip-	MENT) 5.814.500
ment-leased roads. 478,895 Bills	payable 1,214,063
Stocks & bonds own'd, cost.*	ther dues & acets. 632,024
cost.*	State of Va 89,050 nd dividends due. 198,925
Materials, fuel, &c 380,497 No. C	nd dividends due. 198,925 arolina RR. rent. 64,502
Cash on hand 434.404   Profit	and loss 1,034,495
Piedmont RR. Co 168.722	
Miscellaneous 51,664 Tota	al liabilities\$14,047,559
Total\$14,047,559	

* Stocks and bonds owned as follows: Piedmont RR. stock. \$1,494,300; N. W. N. C. stock and bonds, \$289.631; M. & S. N. G. RR. stock and bonds, \$36.827; Elberton A.-L RR. stock, \$12,252; Greenville Co. bonds, \$12,850; R. & West Point Ter. RR. stock, \$3,510,000, and bonds, \$90,000.

#### Richmond & West Point Terminal Railway & Warehouse Company.

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

This company is well known as the auxiliary corporation by which the Richmond & Danville Railroad Co. controls 1,541 miles of railroad lines tributary to its own system of roads. At the annual meeting of the stockholders of the Richmond & West Point Terminal Railway and Warehouse Company in Rich-mond, Va., the President said: "The gross earnings of the roads controlled by your company for the months of October and November shows an increase of 22 per cent. The report of the General Agent shows the capital stock paid in is as follows: \$7,500,000, less \$8,600, the amount \$7,500,000 being 30,000 shares, at par, \$3,000,000; 20,000 shares at par, \$2,000,000; 100,-000 shares at \$25 per share, \$2,500,000-making 150,000 shares at an average of \$50 per share, \$7,500,000-par value, \$15,000,-000. Thus the capital stock of the company consists of 150,000 shares, of the par value of \$100 each, and was issued full-paid stock, as authorized by its charter as amended February 21, 1882. Of this the Richmond & Danville Railroad Company owns 75,100 shares and other stockholders 74,900 shares. The company has no bonded debt and no fixed charges, its railroads and properties being held by ownership either of all or a majority of the capital stocks of the several companies. The general agent's report gives a list of the railroad properties owned, controlled and operated by the Terminal Company, the total mileage being 1,541. The properties include the Virginia Midland, the Western North Carolina, the Charlotte Columbia & Augusta, the Columbia & Greenville and the Georgia Pacific, 150 miles of the latter being in operation. The present financial status of the company, as shown by a summary from the Auditor's statement, is as follows: Cash in treasury, bills receivable, stock subscriptions, amounts due by individuals and companies, and amounts to be returned to the treasury, either in cash or securities, from the construction companies, when the work undertaken by them is completed..... Less all indebtedness, including bills payable, indorsed bills, bills rediscounted, deforred payments of \$589,461 on purchase of Virginia Midland Railway, amounts due individuals and companies \$2,674,976 individuals and companies..... 1,877,963

### Adding expenditures and investments, as follows :

Expenses			\$48.770	
Wharf property. co	mpress. &c		113 252	
Other property, pa	artial construc	tion. &e.	83,701	
Stocks, bonds and	securities		6:457.263-	6.702.987

"Inasmuch as the projects of the company are numerous, and several in active operation, it is impossible to state exactly outstanding obligations not yet reported—as, for instance, work done by the 'American Construction Company' upon the Northeastern Railroad of Georgia and upon the Richmond and Mecklenburg Railroad. But a full estimate of such amounts to be paid would, in my opinion, not exceed \$47,000, which would leave, after amounts are returned as above, \$750,000 of the capital yet to be invested."

#### Columbia & Greenville (S. C.)

### (For the year ending September 30, 1882.)

The Charleston News and Courier gives the following report of the operations of this company for the fiscal year ending September 30, 1882. The revenue and expenses of the lines operated were as follows:

			. `
Earnings. Operating expenses.	COLUMBIA AND GREENVILLE RE	8. 	er i i Stri
Balance dencit	funded debt, \$180,000, an debt, \$13,827		.\$29,641
Earnings	RTANBURG UNION & COLUMBIA	RR. . \$101.470	
			í a
Net earnings Deduct rental S. U. & Balance deficit	z C. RR	. \$11,100 . 50,000-	20 000
	LAURENS RAILWAY.		. 00,099
Operating expenses		36 848-	
1			\$3,803
			\$72,344
expended the sum erty made during t	e deficit of \$72,344 there h of \$111,468 in betterments the year :	ave been s to prop-	
COL	UMBIA & GREENVILLE BAILBOA	D.	
Construction Equipment		\$52,296 31,169	
		\$83,465	
Construction	TANBURG UNION & COLUMBIA	\$25,655	- · ·
· *	LAURENS RAILROAD	25,700	•
Construction	LAURENS RAILROAD.	. 2,303-	111,468
Making a total def	ficit of	\$	183,813
Our gross revenu a decrease in receip	e as compared with the pre ots as follows :	vious year	shows
Columbia & Greenvill Spartanburg Union &	e Railroad	n .	
Laurens Railway	e Railroad Columbia Railroad Division		\$46,650 6,412 6,903

Which decrease arises from the short crop of this year.

The increase in expenses is largely due to the necessary repairs to the roadway over the ordinary operating expenses of a road in good condition, and increase in taxes. The physical condition of the company's property has been greatly improved during the past year by large repairs and replacement of what was worn, and addition in the roadway, equipments and machinery department.

The good results to follow this expenditure will be greater safety, facilities to handle our business economically, and a decrease in the operating expenses in the future.

Our floating debt has been increased by the purchase of 2,000 tons of steel rails, a portion of which has not yet been put in track.

Leaving balance unexpended.....

With the abundant crops of the past season and the general prosperity of the country, we anticipate a considerable increase in revenue this year over that of the last.

#### Maine Central.

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

The report says that the larger proportional increase in pasreak odds all or a ies. The properties only the Virginia Columbia a Pacific, financial he Audit-2,674,976 1.877,963 1.877,963 1.877,963 1.877,963 1.877,963 The report says that the larger proportional increase in passenger earnings indicates the increased travel to Maine by tourists and pleasure seekers. "Owing to local reasons, our freight earnings did not exhibit last year as large a proportional increase as in years preceding, but the freight business at the present time is only limited by our ability to supply rolling stock. It was intimated in our last annual report that the directors had determined that the main line must be laid with steel during the next two years. In accordance with this policy, there were laid in the year ending Sept. 30, 1882, 4,505 tons of steel rails, and since that time sufficient steel has been received to complete the track from Portland to Bangor via Augusta, leaving only so much of the main line in iron as extends from a point near Greene to Waterville, a distance of about 40 miles. The steel for this distance is under contract, and our main lines will be all of steel by June 1, 1883." * * "The European & North American Railway has been leased to this company, perpetually, at an annual rental of \$125,000, from April 1, 1882, and we have also assumed the outstanding liabilities of that road, including \$1,000,000 of bonds of the City of Bangor, due Jan. 1, 1894, and bearing interest at 6 per cent,

-

and \$19,000 of E. & N. A. R. R. bonds, due August 1, 1883, at the same rate of interest. We did not actually enter into pos-session of the property until Oct. 1, 1882, and the accounts of that company have no place in our earnings and expenses for the year ending Sept. 30." * * "In assuming the liabilities of that corporation, we also became entitled to their cash and other assets, and our accounts for the following year will exhibit the amount received by us from carnings of the European & North American Railway prior to October 1, 1882, and from which we paid the semi-annual rental to that company on that day." * *

"At the terminus of our road at Vanceboro, at the St. Croix River, which separates the United States from the Dominion of Canada, we connect with the St. John & Maine Railway to St. John & Fredericton, and with the New Brunswick Railway to St. Andrews, St. Stephen, Woodstock, Grand Falls and Ed-mundston, in New Brunswick, and to Houlton, Fort Fairfield, Caribou and Presque Isle in Maine."

The following statistics for two years have been compiled for the CHRONICLE :

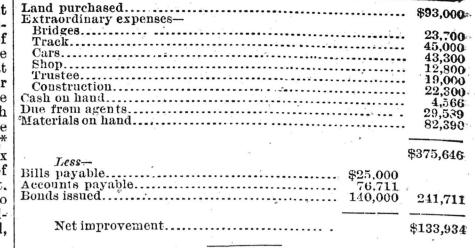
ROAD OWNED AND OPERATED.

	1880-8	1. 1881-82.
Miles owned	305	310
Miles leased and controlled	46	46
Mines reased and controlled mentioned	10	10
Total operated	351	356
-		
OPERATIONS AND FISCAL	RESULIS.	
Passengers carried	760,444	934,738
Passenger mileage	28,544,233	34,947,396
Rate per passenger per mile	2.7 cts.	2.56 cts.
Freight (tons) moved	515,946	556,166
Freight (tons) mileage	36,695,243	38,900,518
Rate per ton per mile	2.74 cts.	2.75 cts.
	274 018.	275 018.
Earnings-		
Passenger	\$772,833	\$895,989
Freight	1,003.854	1,067,716
Mail, express, &c	100,392	113,389
man a la ser la se	A1 055 050	
Tetal gross carnings	\$1,877,079	\$2,077.094
Operating expenses, including taxes	1,229,357	1,359,373
Not comming	0017 700	0717 701
Net earnings	647.722	\$717,721
INCOME ACCOUN	Т.	
Receipts-		1
Net earnings	\$647,722	\$717,721
Other receipts	8,656	5,368
·		
Total income	\$656,378	\$723,089
Disbursements—	1	4,
Rentals paid	\$54.000	\$54,000
Interest on bonds	570,466	569,542
Dividends		71,822
• Total disbursements	\$624,466	\$695,364
Balance	\$31,912	\$27,725
GENERAL BALANCE SEPT. 30,		
	1001 AND 188	2.
Assels-		
Deilneed buildings for	1851.	1882.
Railroad, buildings, &c	\$10,016,612	\$10,044.878
Equipment. Androscoggin Railroad lease	1,652,141	1.651.991
Androscoggin Kanroad lease	768.333	763,333
Stocks and bonds owned.	20,000	24,700
Bills and accounts receivable		65,618
Materials, fuel, &c	188,336	262.219
Cash on hand	15.554	10,070
Total	#10 751 107	ALO 035 000
	φ12,701,107	\$12,827,809
Liabilities-		5
Stock, common	3,603,300	3,603,300
Bonds (see SUPPLEMENT)	8,720,023	8,719,391
All other dues and accounts.	53.051	362,152
Profit and loss	374,793	142,966
(Doto)	010 884 4 55	
Total	\$12,751,167	\$12,827,809

#### Hariford & Connecticut Western.

(For the period of 14 months-Aug. 1, 1881, to Sept. 30, 1882.)

The report exhibits the business of the company from the date of the reorganization-August 1, 1881, to September 30, 1882, and the condition of the accounts at the close of business on the last-named date. The excess of earnings over operating expenses was \$22,503. The property was surrendered by the bondholders to the trustee on April 28, 1880, who continued in the management of it until August 1, 1881. The directors found that during that time the income of the property had been economically handled and invested, and that marked improvements had been made in all that pertains to permanent way and tends to reduce the cost of repairs, etc. Evidently more than \$100,000 in betterments had been added to the property. The directors, appreciating that the best interests of the property were such as to demand still further renewals and expenditures, have issued bonds as was provided in the act of this company's incorporation, for the purpose, as therein stated, of completing and equipping the same. One hundred and forty thousand dollars have been disposed of to date. These bonds, which are to run from five to twenty years, at the option of the company, were placed at five per cent. The company have purchased in Hartford the real estate which was formerly rented for freight and other terminal facilities, and paid for it \$93,000. Its title to other real estate, encumbered, has also been per-fected. The purchase of the Rhinebeck & Connecticut Railroad was made, and the transfer of that property perfected on July 1, 1882. The terms of purchase, as by the authority of the meeting of May 25, 1882, were \$800,000 of the stock of this com-pany. Permanent improvements have been made during the fourteen months this report covers that are noticeable to all that have occasion to use the road.



GENERAL INVESTMENT NEWS.

Atlantic & Pacific.-Atlantic & Pacific blocks have advanced from 101 to 103. The company has secured all the funds necessary for its completion to the west bank of the Colorado River, where the Southern Pacific is under engagement to meet it with a branch from Mojave, May 1, 1883; both companies have the ability to be there at that time. The Atlantic & Pacific has called 5 per cent from its subscribers because it needs about \$1,000,000 to meet engagements during this month. The block subscribers will furnish \$330,000 of this money, and the syndicate the remainder. With this five per cent paid in, subscribers will have furnished 35 per cent, or \$2,310,000, and the syn-dicate 52½ per cent, or \$3,465,000. This, with \$825,000 which it is expected will be furnished from the syndicate, will complete the payment to the company of the entire subscription of \$6,600,000. 87½ per cent now having been paid, only 12½ per cent more can be called from Atlantic & Pacific block holders. -Boston Herald.

Baltimore & Ohio Telegraph.-The following is from the Baltimore American of Dec. 17:

"The officials connected with the Baltimore & Ohio telegraph service in this city were yesterday busily engaged in preparing to take possession of their headquarters in the central office. corner of Baltimore and Calvert streets, in anticipation of opening for general business to-morrow. The company was actively engaged for some time in the extension of its lines of telegraph to New York, last week succeeding in getting seven wires, which were tested yesterday and found to be in fineworking order. The line, beginning at the main office of the company in Baltimore, extends eastwardly within the city to Bay View, from which point, by a most direct line, it runs through Havre de Grace, Elkton, Newark, Wilmington, Chester, until it reaches Philadelphia. Crossing the Delaware by cables, it proceeds almost by an air line from Camden to New York, through Pemberton, Hightstown, Amboy and Staten. Island, following directly along the line of the Pennsylvania Railroad and that of the Staten Island Railroad in such a manner as to be always easily and quickly accessible for repairs. It reaches Brooklyn at the Narrows by cable, landing at Forts Hamilton and Richmond. From Brooklyn it passes over the suspension bridge into New York. * * * By the completion of this line to New York the Baltimore & Ohio system now reaches seven of the most important cities of this country, namely, New York, Philadelphia, Baltimore, Washington, Chicago, Cincinnati and St. Louis, and intermediate points from which emanate not less than 60 to 75 per cent of the whole telegraph business of the country. Ample provision has been made forthe Baltimore & Ohio telegraph lines in all the produce, stock and cotton exchanges in all these large centres. The unprece-dented promptness and dispatch rendered by this company in its service between Baltimore and the various Western exchanges it is now expected will be extended also to New York. and Philadelphia."

Canada Southern.-The following statement was presented for 1882, December being partly estimated :

met result of fourteen months' business :

Gross earnings. Operating expenses and taxes. Percentage.	1882. \$3,452,795 2,553,997 (73.97)	1881. \$3,369,259 2,672,346 (79°31)	
Net earnings.	\$898,797	\$696,912	
Receipts, other sources		9,656-	
Total net receipts	\$906,735	\$706,569	3
Interest on bonds	679,088	678,624	
Balance.	\$227,646	\$27,944	
Equals, per share of stock	(1·52)	(0·19)	

The balance for 1882 was appropriated as follows; Construction-New side tracks, \$35,487; new buildings and bridges, \$43,238; new cars, \$10,347; other purposes, \$15,265; total., \$104,338; surplus, \$123,308. Included in operating expenses are the following items of renewals—Ties and rails, \$77,310; cars built and rebuilt, \$87,070.

Charlotte Columbia & Augusta.—In his annual report to the stockholders of the Charlotte Columbia & Augusta Railroad Company, after making a statement of the earnings and expenses of the read during the last fiscal year, and showing that the earnings of the road fell short of the expenses by \$56,904 54, President Haskell says: "The loss of money by Statement showing improvements and betterments as the the year's work is due to the low rates of freight charged in consideration of the impoverishment brought upon the country

by the memorable drought of the preceding year. Realizing the condition of our people, we worked at reduced rates to enable the producers to obtain the supplies which had become absolutely necessary. The result is that while there was an actual increase of freight to the amount of 2,361 70-100 tons, or 1,136,943 mile tons, over that of the preceding year, the earnings from freight have fallen short by \$23,483 89, or in other words, if the same average rate per ton per mile had been charged as in the preceding year, the increase of our freight earnings would be \$29,607 07, making our total earnings \$631,232 10, instead of the actual sum of \$601,624 86.—*Charles*ton News and Courier.

Chicago St. Paul Minneapolis & Omaha.-The control of this road was turned over to the Vanderbilt & Chicago and Northwestern party. There was a meeting of the old board of directors of the Omaha in Exchange Court in the forenoon, at which the following resigned: H. R. Bishop, J. M. Fiske, H T. Wells, R. R. Cable, E. F. Drake, H. H. Porter, Benjamin Brewster and A. Kountze. The following were chosen to take their places in the order named: Wm. K. Vanderbilt, Cornelius Vanderbilt, Augustus Schell, H. McK. Twombly, Albert Keep, John C. Spooner, Marvin Hughitt and M. L. Sykes. Of the old board David Dows, R. P. Flower, Philetus Sawyer, W. D. Washburne and A. H. Wilder remained. The new board organized by choosing Mr. Hughitt President, in place of Mr. Porter, and Mr. Sykes Vice-President in place of Mr. Sawyer. The office of Second Vice-President, held by A. R. Flower, was abolished. Mr. Sykes was also made Treasurer and Assistant Secretary. C. W. Porter was continued as Secretary. The Executive Committee was made up of William K. Vanderbilt, Cornelius Vanderbilt, Mr. Keep, Mr. Schell, Mr. Sykes and Mr. Spooner. The quarterly dividend of 134 per cent on the preferred stock, payable Jan. 20, was declared. There had been a story that the Omaha was to be leased to the Northwestern, but Mr. Hughitt said there was no plan to make it anything but an independent corporation. The control of the road was not seeured by the Northwestern, but by individuals.

Denver & Rio Grande.—A press dispatch from Denver, Dec. 19, said: "The track of the Denver & Rio Grande Railread, Utah Branch, reached the western line of Colorado this morning, leaving but 98 miles of track to be laid from the east end to make the connection to Salt Lake City, to which point the line will be completed and open for business on the 15th of February next."

Dubuque & Sioux City.-Holders of Dubuque & Sioux City first mortgage (first division) bonds, maturing January 1, 1883, are notified that they will be cashed on presentation at the office of Messrs. Jesup, Paton & Co., No. 52 William Street, New York, on January 2, 1883. Interest will cease January 1.

Keokuk & Des Moines.-The Keokuk & Des Moines Railroad Company will pay no dividend on stock for the last fiscal year. The Treasurer's statement shows that the gross earnings were \$564,838 80, and the net earnings applicable for dividends \$3,709 70, which, with the balance remaining over from last year, would afford a dividend of only about 27 cents on each share of the preferred stock. The road has been leased since October, 1878, to the Chicago Rock Island & Pacific Railway Company at an annual rental of 25 per cent of the gross earn-ings. It was provided in the lease that the rental should not fall below the interest charges, which amcunt to \$137,500. The Rock Island Railway, in other words, is obliged to pay this interest on the bonded debt, while any surplus cf earnings above this amount goes each year to the credit of the stockholders. In the four years that the road has been leased to the Rock Island Company small dividends on the preferred stock have been paid for two years. Last year the dividend amounted to 1³/₄ per cent on the preferred stock.—N. Y. Tribune.

Marietta & Cincinnati.-At Chillicothe, O., Dec. 19, the Court of Common Pleas confirmed the sale of the Marietta & Cincinnati Railroad.

Nashville Chattanooga & St. Louis.—The following is an official statement of receipts and expenses for November and for the five months of the fiscal year from July 1 to November 30. This company makes the best monthly report that is published by any railroad company, giving not only the expenses and net earnings, but the proportion of interest charges, &c., which belong to the period for which the report is made. One report of this kind made regularly and accurately goes farther to solve the question of what the railroad companies might do in making satisfactory returns of their income and expenses, than any quantity of nebulous discussion over the subject between railroad officers and State authorities.

arrears for some time, but all that was due, except what had been refunded into interest-bearing scrip, was paid up in full.

Messrs. Knight, Lewis and Lippincott, the committee appointed to act with President Gowen in formulating the new financial plan for taking the Reading Railroad out of the hands of the receivers reported to the board of managers Dec. 20. The managers unanimously approved the plan of reorganization submitted by Mr. Knight's committee, after consultation with the leading bondholders and stockholders of the company. After the meeting was over, President Gowen said the details of the plan would not be published for a week, and perhaps not before January 1. It is said, however, that the plan, in its general features, is the same as that outlined heretofore, by which the holders of securities junior to the general mortgage will be invited on some terms to exchange them for the new 5 per cent mortgage bonds. As these holders have no mortgage security now, and as they would then have a positive lien on the property, giving them legal priority over the stock and deferred income bondholders, together with the right of foreclosure, it is not easy to see why their position would not be improved.

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

Atlantic & Pacific.-Extended west to Chino Canon, Arizona, 27 miles

Belleville & Carondelet .-- Completed from Belleville, Ill., west to East

Belleville & Carondelet.—Completed from Belleville, Ill., west to East Belleville & Carondelet.—Completed from Belleville, Ill., west to East Carondelet, 17 miles. Denver & Rio Grande.—Track on the Utah extension is extended from Grand Junction, Col., west to the Utah line, 37 miles. Gauge 3 ft. Northern Pacific.—Extended from Livingston, Montana, west 25 miles. The Fargo & Southwestern branch is extended from Sheldon, Dakota, northwest to Lisbon, 15 miles. Pittsburg Bradford & Buffalo.—Extended from Frost's Mills, Pa., northeast to Sheffield Junction, 10 miles. Gauge 3 feet, St. Paul Minneapolis & Manitoba.—The Larimore branch is extended from Larimore, Dakota, northwest to Bartlett, 20 miles. This is a total of 151 miles of new railroad, making 9,799 miles thus far this year, against 7,808 miles reported at the corresponding time in 1881, 5,967 miles in 1880, 3,643 miles in 1879, 2,263 miles in 1878, 2.919 miles in 1877, 2,278 miles in 1876, 1,333 miles in 1875, 1,844 miles in 1874, 3,630 miles in 1873 and 7,160 miles in 1872.—Rail-road Gazette. road Gazette.

St. Louis Alton & Terre Haute.-Take it all in all, the Pennsylvania comes out ahead in the disposal of the Indianap-olis & St. Louis. The road was entirely unnecessary to the Pennsylvania system, for the Vandalia, which was a much better route, was acquired soon after that was secured, and was worked to so much better advantage that the Pennsylvania gave up the pooling arrangement between the two roads. The deficit on its operations last year was \$636,831. for half of which the Pennsylvania was responsible, and then there was also \$534,368 back rental claimed to be due the St. Louis Alton & Terre Haute. It is true that the Bee Line, which had been the natural connection of the Indianapolis & St. Louis, and was in the Vanderbilt interest, needed the latter; in other words, Vanderbilt had to have what the Pennsylvania has had for so long, a St. Louis connection of his own. When the Pennsylvania parted with its interest, which had been so onerous a tax upon the earnings of its other lines for years, it was entirely relieved from all liability accruing from the lease of the Alton & Terre Haute, amounting to almost half a million already, with a chance of its being much greater in the future. A bond of indemnity was given by the Cleve. Col. Cin. & Ind. The lease has now been transferred to the new purchasers as at date November 1. The old lease was executed in 1867, and was to continue for ninety-nine years. By its terms the Indianapolis & St. Louis was to pay as rental 30 per cent of the gross income if it did not exceed \$2,500,000. If the earnings went above that sum it was to pay 20 per cent of the additional amount. The lease will be changed so that the lessee will pay a rental of \$450,000 if the earnings do not exceed \$1,750,000, and 20 per cent on any excess.-Philadelphia Press.

St. Louis Iron Mountain & Southern. -R. S. Hayes, First Vice-President of the St. Louis Iron Mountain & Southern Railway Company, in a circular says that the Iron Mountain Company has purchased the road from Forest City to Helena, Ark., and that from and after December 15 it will be operated as a part of the Iron Mountain Road.

	Nore	mber.	-July 1 to	
Receipts-	1882.	1881.	1882.	1881.
Passage	\$46,316	\$14,846	\$234.567	\$232.959
rreight.	123.278	95.479	566,540	549.850
Malls	3 623	3,623	18,119	18,119
Rents and privileges	3,116	8,10)	40,722	21,977
Total	\$181,333	\$152,059	\$559,919	\$822,907
Operating expenses	99,615	96,641	495,298	507,590
Net earnings.	\$81,720	\$55,417	\$364,651	\$315,316
Int. on bonds and taxes	\$46,592	\$45,422	\$232,261	\$228,051
P hiladelphia & R	eading	It has been	officially a	nnounced
that the half-yearly				
bonds of the R				
a ne para witen				
receivers, and the in	iterest is t	o be paid of	at of the pr	ofits. Up
to July last interest				
and any mot interest	on the g	Scattar my	18430 Hau	NOCH INT

Western Union Telegraph.-The application to the Attorney-General for the bringing of an action to vacate the charter of this company was argued at length by counsel. Another suit has been begun in the Superior Court by J. C. Reiff, who has an office with Charles F. Woerishoffer & Co., at No. 54 Exchange Place, against the Western Union Telegraph Company, to restrain it from issuing any bonds or other form of obligation for the purpose of taking up the \$15,000,000 additional stock issued to the stockholders at the time of the consolidation with the Atlantic & Pacific and the American Union Telegraph companies. Notice of motion for an injunction, to be heard on December 26, was served upon Norvin Green, President of the Western Union Company.

Wisconsin Central.—The last rail on this company's Milwaukee extension was laid Dec. 11, and the road will very soon be opened for traffic. It is 65 miles long, from Neenah, Wis., south through Oshkosh and Fond du Lac to Schlesingerville, where it connects with the Chicago Milwaukee & St. Paul. An agreement has been made under which trains will use that company's track for the remaining 30 miles to Milwaukee. * * The road has been built under an organization known as the Milwaukee & Lake Winnebago Company, which is controlled by the Wisconsin Central.-Railroad Gazette.

### THE CHRONICEE

## The Commercial Times.

#### COMMERCIAL EPITOME.

FRIDAY NIGHT, DEC. 22, 1882.

Trade partakes largely of a holiday character, and there is nothing of importance to note in general mercantile affairs. The pending tax and tariff bills before Congress are a disturbing element, though the prospect is rapidly diminishing of any action upon at least the tariff at the present session, which expires on the 4th of March next. The weather has continued quite wintry. The prospects are good for the spring trade when Congress shall have adjourned.

The speculation in lard has been very fair and generally in the interest of those desiring lower prices. The advices from the West have not been encouraging, and a free selling movement is reported. Here pork was sold on the spot to-day at \$18 62½@\$18 75 for uninspected mess, and \$14 10 for extra prime. Bacon was quoted at 9% c. for long clear. Lard opened lower but partially recovered, and the feeling later was quite steady; prime western was sold on the spot at 10.65c.; refined to the Continent was quoted 10.87½c. for December and January; South America sold at 11.15c.; for future delivery contract western sold for December at 10.65@10.67½c.; January, 10.65@ 10.67, 2c.; February, 10.75@10.77, 2c.; March, 10.82, 2c.; April, 10.90c.; May, 10.95@11c.; June, 11c. Beef quiet at \$25@\$27 50 for city extra India mess. Beef hams quiet at \$18@\$18 50 for western. Tallow very firm at 8c. for prime. Stearine dull at 11@11¼c. for prime and 9½@9¾c. for oleomargarine. Batter and cheese are firm and higher for the better grades.

Rio coffee has been firmer, closing at 81/4c. for fair, with a moderate demand; options, at one time weak, have latterly been advancing, owing to a rise at Rio de Janeiro; where the receipts have been smaller; to-day 4,000 bags sold at 6.10c. for January, 6.15c. for February, 6.20c. for March, 6.25@6.30c. for May, ^{~35}c. for July and 6.30c. for September; mild grades have been rm, and Maracaibo has sold quite freely on the quoted basis f 8¾@9c: for good Cucuta. Tea has been slightly lower at the uction, with the exception of Japan, which has advanced a ifle. Rice has been firm, owing to scarcity, but the demand has not been brisk. Spices have been quiet. Foreign fruits have been fairly active and steady. New Orleans molasses hadeclined, and latterly 60c. has been the highest price obtaint able for fancy; foreign has been dull. Raw sugar has sold, at times, quite freely, especially centrifugal, but the close is quiet at 7c. for fair refining and 7%c. for 96-degrees test centrifugal.

0				
	Hhds.	Boxes.	Baas.	Melado.
Receipts since Dec. 1	20,138	593	259,325	411
Bales since Dec. 1	19.574		204,438	411
Stock Dec. 20, 1882	29.874	8,452	519.318	
Stock Dec. 21, 1981	31,245	7.836	369,952	51

Refined sugar has been quiet and lower; granulated is quoted at 834c., crushed 91/2094c. and powdered at 9094c.

Kentucky tobacco has been fairly active for export. Sales for the week 1,200 hhds export, and 80 hhds home trade; total, 1.280 hhds. Prices are somewhat firmer; lugs 51/2063/4c. and leaf 7@101/2c. Seed leaf continues quiet, and sales for the week were only 850 cases, as follows: 150 cases, 1881 crop, New England, 12½@30c.; 100 cases, 1881 crop, Pennsylvania, 6@ 11c.; 300 cases, 1880 crop, Pennsylvania, 7@14c.; 50 cases, 1881 crop, State Havana seed, private terms; 150 cases, 1881 crop, Ohio, 33/2@7c., and 100 cases, 1881 crop, Wisconsin Havana seed fillers, 3½c. Also 500 bales Havana, 80c.@\$1 171/2.

### COTTON.

FRIDAY. P. M., December 22, 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. 22) the total receipts have reached 258,170 bales, against 262,015 bales last week, 247,017 bales the previous week and 255,097 bales three weeks since; making the total receipts since the 1st of September, 1882, 3,209,539 bales, against 3,032,489 bales for the same period of 1881, showing an increase since September 1, 1882, of 177,050 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	4,176	11,259	2,931	5,207	3,622	10,451	37,700
Indianola, &c.						711	711
New Orleans	9,026	16,742	9,370	11.589	10,822	9,313	66,862
Mobile	3,923	1,876	1,633	778	4,336	2,665	15,261
Florida						1,183	1,183
Savannah	6,228	6,021	6,515	6,736	5,185	5,917	36,602
Brunsw'k, &c.						250	250
Charleston	3,498	3,080	4,751	3,374	2,818	4,696	
Pt. Royal, &c.						422	422
Wilmington	1,517	1,625	1,125	1,169	1,483	963	
Moreh'd C.,&c						1,900	-,
Norfolk	5,314	5,733	4.457	5,600	5,175	4,946	
City Point, &c.						13,187	13,187
New York	1,371	1,784	2,600	1,291	596		
Boston	1,177	914	960	2,514	1,242		
Baltimore						1,487	1,487
Philadelp'a, &c.	1	835	1,001	895	511	834	4,077
Totals this week	36,531	49,869	35,313	39,243	35,840	61.344	

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.

and the same	1					y call.	
Receipts to	1	882.		381.	Slock.		
Dec. 22.	This Week.	Since Sep 1, 1882.		Since Sep. 1, 1881.	1882	1881.	
Galveston	37,706	453,749	16,985	288,665	123,828	109,019	
Indianola,&c	. 711	12,899	128	10,043			
New Orleans	66,962	753,161	59,947	788,185	290,521	351,240	
Mobile	15,261	192,618	3 12,039	180,662	36,476	55,133	
Florida	1,183	8,333	2 1,110	17,471		99	
Savannah	36,602	540,73	31,698	523,842	118,429	117,843	
Brunsw'k, &c	250	4,908	118	5,984			
Charleston	22,217	330,478	3 17,848	372,177	107,825	106,814	
Pt. Royal, &c	. 422	7,083	459	14,376	72	245	
Wilmington	7,882	84,82	5,936	98,440	24,876	18,560	
M'head C., &	1,900	8,82	1,038	11,412			
Norfolk	. 31,225	462,699	26,743	390,281	70,485	77,517	
West Point,&	13,187	140,920	6,291	125,569			
New York	8,678	48,528	8 12,113	50,729	93,953	229,765	
Boston	. 8,520	67,78	11,173	108,013	2,910	5,200	
Baltimore	1,487	9,450	578	16,606	14,553	52,581	
Philadelp'a,&c	4,077	27,50	2,651	30,034	9,273	23,254	
Total	258,170	3,209,539	206,855	3,032.489	893.201	1.147,320	
In order the give below th	t compa ne totals	rison ma at leadin	ay be ma ig ports i	de with tor six sea	other y	ears, we	
Receipts at-	1882.	1881.	1880.	1879.	1878.	1877.	
Galvest'n,&c.	38,417	17,113	29,123	15,573	19,386	25,885	
New Orleans.	66,862	59,947	62,504	69,941	73,650		
Mobile	15,261	12,039	23,644	19,636	19,184	. 22,955	
Savannah	36,602	31,698	31,956	30,458	25,793	29,106	
Charl'st'n, &c	22,639	18,307	26,302	19,603	16,598		
Wilm'gt'n, &c	9,782	6,974	5,179		3,906		
Norfolk, &c	44,412	33,034	39,794		20,176	and the second second second	
All others	24,195	27,743	19,478		20,988		
Tot.this w'k.	258,170	206,855	237,989	207,601	199,991	224,634	
Since Sent. 1.	3209.539	3032.489	3257,661	3012.549	2576.136	2332.915	

Galveston includes Indianola; Charleston includes Port Royal, &c., Wilmington includes Morehead City, &c.; Norfolk includes City. Foint, &c.

The exports for the week ending this evening reach a total

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Rosins have been very quiet and common to good strained has dropped to \$1 65@\$1 75. Spirits turpentine closed steady at 52c. in yard in view of the full Southern advices. Refined petroleum for export has been dull and weak but was to-day better at 74c. for 110 and 7%c. for 70 test; crude certificates have been badly broken, the failure of the Rochester City Bank, which had been carrying about 800,000 barrels, having a very poor effect; to-day the market opened at 8434c. and sold down to 815%c., closing 81@31%c. Sales 8,171,000 bbls. Oils are still dull but in the main about steady. Hops rule almost nominal in the absence of export and home interest, choice new State 93@95c. Ingot copper is lower at 17%@18c. for Lake. Steel rails are in active demand at \$39@\$40 at the mills. Wools are dull except Montevideo, 300,000 lbs. of which were sold on the basis of 30c.; domestic grades are weak and quite neglected.

Ocean freight-room was stronger and a better business was done in oil charters. The offerings of tonnage are light. Grain to Liverpool, by steamer, 7d.; flour, 20s. per ton; cotton, 7-32d.; bacon, 32s. 6d @40s.; cheese, 40s.; gain to London, by steamer, 7½d.; do. to Glasgow, by steamer, 8d.; do. by steamer from Baltimore (February) to Cork, for orders, 5s. 9d. Case oil hence to Anjiers, for orders, 40@41c.; do. to Vianna (Portugal), 25c.; do. in bbls. to Antwerp, 3s. 10¹/₂d.; do. to Lussinpiccolo, for orders, 4s. 6d.

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of 172,145 bales, of which 124,399 were to Great Britain, 14,005 to France and 33,741 to the rest of the Continent, while the stocks as made up this evening are now 893,201 bales. Below are the exports for the week and since September 1, 1882.

Exports	Week Ending Dec. 23. Exported to—				From Sept. 1, 1882, to Dec. 22, 188 Exported to-			
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston	\$7,287		5,710	32,977	147,493	22,945	40,422	210,560
New Orleans	34,416	13,703	7,770	55,891	283,742	116,616	150,205	553,533
Mobile								
Florida								
Savannah	3,637		12,930	16,877	44,751	21,158	143,937	209,849
Charlestan *	9,633		2,125	11,761	e0,470	15,889	\$2,823	169,182
Wilmington	1.674			1.674	18,491		1,500	19.094
Norfolkt	23,473			28,478	223,131		2.778	225,909
New York	10,714	300	4,542	15.558	221,666	17,531	87,838	827,355
Boston	3,603		314	3.917	66,893		814	67,209
Baltimore	2 519		300	2,819	68,599	1,294	28,199	96,092
Philadelp'a,&c	2,400			2,490	33,045		1,458	36,533
Total	124,899	14,003	83,741	172,145	1,173,269	165,733	547,521	1,916,546
Total 1881	51 462	20.558	17.582	89 880	855.313	178 786	878.001	1,408,100

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

#### DECEMBER 23, 1852.

#### THE CHRONICLE

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	n Shipboo	ard, not c	lectred-	for	-
DEC. 22, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.
New Orleans Mobile Onarieston Savannah Galveston Norfolk New York Other ports	49,044 9,200 10,600 14,200 34,430 27,608 6,500 5,000	25,004 2,600 2,378 2,300 3,280 None. None. None.	31,440 None. 7,600 13,400 9,997 None. 2,200 1,500	2,567 None. 1,550 3,700 6,032 940 None. None.	108,055 11,800 22,128 33,600 53,739 28,548 8,700 6,500	182,466 24,676 85,697 84,829 70,089 41,937 85,253 43,184
Total 1882	156,582	35,562	66,137	14,789	273,070	620,131
Total 1881 Total 1880	73,167 147,366	35,973 41,632	39,957 73,210	20,717 23,080	169,814 285,288	977,506 648,894

The speculation in cotton for future delivery has been quite small during the past week. Prices have fluctuated slightly from day to day, but the general tendency has been downward. There was a slight advance on Tuesday, due to a demand to cover contracts. The market still lacks support from speculative purchasers. There is little confidence apparent in the future of prices. Foreign and Southern markets have been drooping, and receipts at the ports are now beginning to show a considerable excess over last year. To-day the market was dull and closed weak. Cotton on the spot has been very dull: the demand has been small for home consumption, and almost nothing from any other direction. Quotations were reduced 1-16c. on Thursday. To-day the market was quiet and nominally unchanged; middling uplands, 10 5-16c.

The total sales for forward delivery for the week are 351,700 bales. For immediate delivery the total sales foot up this week 1,717 bales, including --- for export, 1,701 for consumption, 16 for speculation and -- in transit. Of the above, 209 bales were to arrive. The following are the official quotations and sales for each day of the past week:

Dec. 16 to	U	PLANI	<b>)8</b> .	NEW	ORLI	CANS.		TEXAS	l.
Dec. 22.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin' J. WD	71316	71316	71316	8116	8112	Sila	8116	8116	8116
Strict Ord	84	84	84	849	812	. 810	810	813	812
Good Ord	9116	9116	9118	9518	9516	9310	9516	9516	9516
Str. G'd Ord	943	940	942	934	934	1 19 24	934	934	934
Low Midd'g	9151A	91516	91516	10316	10316	10316	10316	10318	10316
Str.L'w Mid	10316	1031A	10310	1030	1034	1038	1038	1038	103a
Middling	1038	1038	1038	10916	10916	10918	10916	10918	10916
Good Mid	1058	1058	10%	101310	101316	101316	101316	101310	1013,
Str. G'd Mid	101318	101316	101318	11	11	11	11	11	11
Midd'g Fair	11016	11018	11516	1112	1119	1112	114	114	1119
Fair	12116	12118	12118	124	124	124	124	1214	124
	Wed		1 Toral	Wed	1 70.	Fri.	Wod	Th.	Fri
			E.T.S.	weu		ETT.	weu		. FIL
Ordin'y. 91	71316	734	734	8116	8	8	8116	8	8
strict Ord	1 34	8316	8316	819	8716	8716	849	8716	. 8716
Hood Ord		9	9	9516	94	94	9516	94	94
Str. G'd Ord	940	9718	9716	934	91116	91116	932	91116	91ī ₁
low Midd'g	91516	9%	97A	10316	104	104	1031R	104	1048.
tr. L'w Mid	10310	104	104	1038	10516	10518	1038	10516	10516
Middling	1038	1051A	10510	10916	1012	1012	10916	1042	1012
lood Mid	1050	109.0	10916	101316	1034	1034	101316	10%	1034
ltr. G'd Mid	101310	1034	104	11	101316	101516	11	101516	10151
lidd'g Fair	11016	114		1112	11718	11716	11-2	11710	11718
Fair	12116	12	12	124	12316	12316	124	12316	12316
. 82	TAINE	D.	1	Sat.	Mon	Tues	Wed	Th.	Fri
lood Onding	-							<b>F</b> 2	F
Hood Ordina	andin-		- 10.	7716	7716	7718	7716	738	738
trict Good (	ruma	y		814	84	84	814	8318	8316
ow Middling	ð			81516	81516	81316	81516	878	878
fiddling				978	978	978	978	91316	91316

	· · · ·												
00	Market, Prices and Sales of	Market, Range and			* * * *	DAILY P	PRICES AND	SALES OF	FUTURES	FOR RACH	9 MONTH.		
	FUTURES.	Total Sales.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	28 U
	Baturday, Dec. 16- Bales, total. Prices paid (range) Closing.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} A  \mathrm{ver}   10{\cdot}29 & A  \mathrm{ver}   10{\cdot}33 & A  \mathrm{ver}   10{\cdot}43 & A  \mathrm{ver}   10{\cdot}56 & A  \mathrm{ver} \\ 6{,}400 & 8{,}700 & 14{,}800 & 12{,}600 \\ 10{\cdot}27  \textbf{@}  10{\cdot}34 & 10{\cdot}3{\textbf{@}}  \textbf{@}  10{\cdot}35 & 10{\cdot}41  \textbf{@}  10{\cdot}47 & 10{\cdot}54  \textbf{@}  10{\cdot}59 & 10{\cdot}10{\cdot}10{\cdot}54 \\ 10{\cdot}27{-}10{\cdot}28 & 10{\cdot}31{-}10{\cdot}32 & 10{\cdot}42{-}10{\cdot}43 & 10{\cdot}55{-}10{\cdot}56 & 10{\cdot}10{\cdot}56 & 10{\cdot}10{\cdot}10{\cdot}56 & 10{\cdot}10{\cdot}10{\cdot}56 & 10{\cdot}10{\cdot}10{\cdot}10{\cdot}10{\cdot}10{\cdot}10{\cdot}10{\cdot}$	Aver 10.33 8,700 10.30~@10.35 10.31-10.32	Aver 10.43 14,800 10.41 @10.47 10.42-10.43	Aver .: 10.56 12,600 10.54@10.59 10.55-10.56	Aver 10.69 10,500 10.66@10.71 10.67-10.68	Aver 10-81 8,300 10-79@10-84 10-80-10-81	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver : 11'04 2,700 11'03@11'06 11'03	Aver . 11.14 2,900 11.13711.15 11.12-11.13	11	Aver
:	Monday, Dec. 18- Bales, total Prices paid (range) Closing	18- 75,500 (range) 10.23 #11.10 Easy.	$\begin{array}{c cccccccccccc} \mathbf{Aver} &10.24 & \mathbf{Aver} &19.27 & \mathbf{Aver} &10.38 & \mathbf{Aver} &10.51 & Aver$	Aver 19.27 10.900 10.26@10.29 10.26—10.27	Aver 10·38 9,000 10·36 210·41 10·38-10·39	Aver 10.51 18,000 10.49@10.53 10.50-10.51	Aver 10.63 7,400 10.61@10.65 10.62-10.63	Aver 10.76 13,200 10.74 ø10.79 10.76	er 10.63 Aver 10.76 Aver 10.88 Aver 10.99 Aver 11.09 $7,400$ 13,200 5.300 3,400 3,400 4,100 $61@10.65$ 10.74@10.79 10.86@10.90 10.97@11.00 11.07@11.09 4,100 62-10.63 10.76- 10.87-10.88 10.98-10.99 11.08-11.09	Aver . 10.39 3,400 10.97 211.00 10.98-10.99	Aver 11.09 4,100 11.07@11.10 11.08-11.09	Ауег Ауег	
	Tuceday, Dec. 19- Sales, total		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver10.29 Aver10.41 13,000 10.25@10.32 10.36@10.44 10.30-10.31 10.42	Aver10.41 8,800 10.36@10.44 10.42	Aver 10.52 Av 10.900 10.49@10.55 10. 10.5410.55 10.	Aver 10.64 7,100 10.81@10.68 10.66—10.67	Aver 10.76 5,700 10.73 @10.80 10.79—10.80	$\begin{array}{c} \mathrm{er} \ldots 10.64 \ \mathrm{Aver} \ldots 10.76 \ \mathrm{Aver} \ldots 10.87 \ \mathrm{Aver} \ldots 11.00 \ \mathrm{Aver} \ldots 11.10 \\ 7,100 \ 7,700 \ 5,700 \ 3,500 \ 1,400 \ 1,400 \ 1,100 \\ 81 \ 10.68 \ 10.73 \ 10.80 \ 10.85 \ 10.92 \ 10.96 \ 11.02 \ 11.06 \ 11.12 \\ 66 \ -10.67 \ 10.79 \ -10.80 \ 10.91 \ -10.92 \ 11.02 \ -1.12 \end{array}$	Aver11.00 1,400 10.96211.02	Aver11.10 1,100 11.06@11.13 11.11-11.12	Атег	Aver
ور میک کارک می والد می کارد. مربوع کارک کارک می والد می کارد کارد	Wednesd'y, Dec. 20- Sales, total		Aver 10.23 4,800 10.22@10.25 10.21-10.22	Aver . 10.27 Aver . 9,700 8 10.25@10.29 10.37@ 10.25-10.26 10.36-	Aver 10.33 8,000 10.37æ10.40 10.36—10.37	Aver 10.51 11,600 10.49@10.53 10.49— —	Aver 10.63 6,900 10.62@10.64 10.61@10.62	Aver 10.76 Aver 10.88 4.800 3.900 10.74 \$\$\$10.77 10.96 \$\$10.99 10.73 -10.74 10.85 10.86	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Aver. 10.99 Aver. 11.08 400 10.98 20.99 11.07 211.09 10.96 - 10.97 11.06 - 11.07		Aver	Aver
	Thursday, Dec. 21- Sales, total Prices paid (range) Closing	Variable. 40,900 10-19@11-07 Steady.	Aver 10.22 1,900 10.19@10.23 10.21	Aver .: 10.24 5,900 10.23@10.26 10.25	$\begin{array}{c ccccccccccc} & A  ver &10.24 & A  ver &10.35 & A  ver &10.48 \\ \hline A  ver &10.24 & A  ver &10.35 & A  ver &10.48 \\ \hline 10.23 &5,900 &5,900 &5,900 \\ \hline 10.23 &5,900 &5,900 &5,900 \\ \hline 10.25 & .$	Aver 10-48 6,900 10-47@10-49 10-48-10-49	Aver 10.60 4,300 10.60210.61 10.60-10.61	Aver 10.72 10,400 10.71@10.73 10.72-10.73	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver 10.95 900 10.94@10.95 10.95-10.96		Aver	Aver
	Friday, Dec. 22– Saləs, total. Prices paid (range) Closing	Dull. 52,100 10-29@11-20 Nominal.	Aver10.22 Aver10.25 3,200 7,800 10.21.010.23 10.23.010.26 10.2110.22 10.23.010.26	Aver :: 10.25 7,800 10.23@10.26 10.23—	Aver 10.36 8,000 10.33 @10.37 10.3310.34	Aver10.48 10,000 10.46@10.49 10.46—10.47	Aver 10.60 6,500 10.59@10.61 10.58-10.59	Aver 10.71 4,700 10.70@10.73 10.71-10.72	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Aver 10.96 2.100 10.94@10.96 10.93-10.94		Aver	Aver
	Average price, week.	351,700	27.500 10-24	56,000 10:28	52 500 10:39	70,000 10:51	42,700 10.63	47,100 10.75	29,400 10.87	10.900	15.600 11.09		
	Bales since Sep. 1, 82*	9.620.000	1,093,800	1,904,400	927,400	1,177,600	726,400	854,000	504,700	191,700	162,700	500	
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#### MARKET AND SALES

		SALE	S OF S	POT AN	ID TRA	NSIT.	FUTU	RES.
.:/	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- eries.
Sat Mon .	Dull and easy		191 290	16		267 290	72,700 75,300	400
Wed .	Dull and easy	• • •	$340 \\ 269$			346 269	58,500 52,000	700
Tung	Dull at 113 dec Dull and easy		$\begin{array}{c} 314 \\ 291 \end{array}$		·	$\begin{array}{c} 314 \\ 291 \end{array}$	$\begin{array}{r} 40,900\\52,100 \end{array}$	300 200
Total			1,701	16		1,717	351,700	2,600

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

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

		1	1		2	0	1
	Aver	Aver	Aver	Aver	Aver	Aver	November.

* Includes sales in September, 1882, for September, 500.200; Septem-ber-October for October, 815,600; September-November for November, 731,000.

Transferable Orders-Saturday, 10.30c.; Monday, 10.25c.; Tnesday, 10.30c.; Wednesday, 10.25c; Thursday, 10.25c.; Friday; 10.25c. Short Notices for December-Monday, 15.20@10.21c.; Tuesday, 10.19 @10.22c.; Thursday, 10.16c.

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

24 pd. to exch. 200 Jan. for Mar. 60 pd. to exch. 100 Jan. for June. 04 pd. to exc. 100 Dec. S. N. for reg. 23 pd. to exch. 1,500 Jan. for Mar. '36 pd. to exch. 3,500 Jan. for April. '38 pd. to exch. 1,000 Feb. for May. '49 pd. to exch. 600 Jan. for May. '50 pd. to exch. 500 Jan. for May. 24 pd. to exch. 500 Jan. for Mar.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figur of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's retarns, and consequently

brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Dec. 22), we add the item of exports from the United States, including in it the exports of Friday only.

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.

			A	
Stock at Liverpoolbales. Stock at London	1882. 556,000 70,900		1880. 465,000 36,600	1879. 366,000 45,299
Total Great Britain stock	626,900	508.000	501,600	411.299
Stock at Havre	131,000		90,000	41,690
Stock at Marseilles Stock at Barcelona	2.500 35.000		6,800 33,300	913 6.356
Stock at Hamburg.	3,700	18,000	2,300	1,800
Stock at Bremen	23.700		19,400 9,300	10,550 11,500
Stock at Amsterdam Stock at Rotterdam	6.800 1.300		4.190	1,006
Stock at Antwerp	1,000	2.090	900	
Stock at other conti'ntal ports.	15,600		5,470	1.358
Total continental ports	220,600	228,580	171,660	75,173
Total European stocks	847,300		673,260	485,472
India cotton afloat for Europe.	113,000		59.000	79,719
Amer'n cotton afloat for Eur'pe Egypt.Brazil.&cafit for E'r'pe	651,000 73,000		€89,000 41.000	693,220 45,804
Stock in United States ports	893,201	1,147.320	933.683	852,910
Stock in U. S. interior towns	295,607	406,661	310.015	364,926
United States exports to-day	30,400	8,800	49,000	300

Total visible supply.......2,903,708 2,925,361 2,754,963 2,523,351 Of the above, the totals of American and other descriptions are as follows:

American—				· · · · ·
Idverpool stock	308,000	344.000	357,000	230,000
Continental stocks	109,000	102,000	96,000	25,000
American afloat for Europe	651,000	480,000	689,000	693,220
United States stock	893.201	1,147,320	933,638	852,910
United States interior stocks	295,607	406,661	310,015	361,926
United States exports to-day.,	30,400	8,800	49,000	300
Total American	2,287,208	2,483,781	2,434,703	2,186,356
East Indian, Brazil, &c				
Liverpool stock	248.000	127,000	108.000	116.000
London stock	70,900	37.000	36,600	45.299
Continental stocks	111,600	126,580	75,660	50,173
India afloat for Europe	113,000	103.000	59,000	79,719
Egypt, Brazil, &c., afloat	73,000	43,000	41,000	45,804
Total East India, &c	616,500	436.380	320,260	336.905
Total American2	2,287,208	2,488,781	2,434.703	2,186,356
-	Contractory of the local data and the		termine and the second s	

Total visible supply......2,903.708 2,925,361 2,754,963 2,523.351 Price Mid. Upl., Liverpool ....  $5^{13}_{16}$ d.  $6^{11}_{16}$ d.  $6^{11}_{16}$ d.  $6^{11}_{16}$ d.  $6^{15}_{18}$ d. The imports into Continental ports this week have been 45,000 bales

The above figures indicate a decrease in the cotton in sight to-night of 21,653 bales as compared with the same date of 1881, an increase of 148,745 bales as compared with the corresponding date of 1880 and an increase of 380,357 bales as compared with 1879.

AT THE INTERIOR TOWNS the movement-that is the receipts tor 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:

Augusta, Ga       8.312       120,185         Columbus, Ga       5,663       77,454         Macon, Ga       2.421       45,637         Montgom'ry, Ala       7,233       145,637         Selma, Ala       5,225       73,534         Macon, Ga       28,616       287,511         Memphis, Tenn.       28,616       287,511         Jefferson, Tex       3,973       24,214         Jefferson, Tex       3,963       24,214         Jefferson, Ga       4,820       58,454         Shreveport, La       5,013       25,610         Jefferson, Ga       4,820       58,454         Schme, Ga       1,969       22,006         Atlanta, Ga       6,855       101,758         Rome, Ga       23,836       102,768         Charlotte, N. C       23,836       244,016         Charlotta, old towns.       131,794       1,532,359         Newberry, S. C*.       2,106       35,106         Petersburg, Ya       1,543       143,976         Louisville, Ky       1,543       14,939         Jotal, new towns       1,78,919       2,124,076         Total, al	TOWNS. This Since week. Sept. 1, '82.	3
HI HI		Recei
$\begin{array}{c} 120\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ 1102\\ $	Sin Sept. 1,	cei
1120,185 $77,454$ $173,5637$ $173,5637$ $173,5637$ $173,5637$ $173,5637$ $124,5637$ $25,610$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $252,1554$ $25$	.82.	t to
$\begin{array}{r} 5,449\\ 3,769\\ 4,1861\\ 2,451\\ 2,451\\ 2,451\\ 2,853\\ 4,752\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1,255\\ 1$	This week.	Dec. 22, 1 Shipm'ts
$\begin{array}{r} 23,272\\ 19,621\\ 10,316\\ 8,610\\ 91,499\\ 5,612\\ 3,122\\ 3,122\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732\\ 6,732$	Stock Dec. 22.	1882.
9,316 5,581 2,143 17,684 17,684 2,423 2,684 2,684 2,684 2,684 2,684 2,684 2,684 2,684 2,684 1,626 2,301 1,967 3,550 1,967 3,557 1,967 2,520 1,423 1,234 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,233 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,235 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,255 1,25	This week.	Re
$\begin{array}{r} 121.328\\80,263\\51.345\\80,263\\51.345\\80,725\\22,375\\22,375\\22,375\\41.827\\94.478\\97,236\\67,236\\67,236\\67,236\\67,236\\67,236\\252,067\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,671\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672\\183,672$	Since Sept.1,'81.	Movement to 1 Receipts.
8,005 4,149 2,082 2,730 9,5156 2,123 1,400 1,218 2,123 1,400 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,309 1,218 1,218 1,218 1,218 1,309 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218 1,218		Dec. 23, 1 Shipm'ts
457,024 * This year's figured estimated.	Strick Dec. 23.	1881.

Week ending	CLOS	ING QUOT	ATIONS FO	R MIDDLIN	G COTTON	ON-
Dec. 22.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston New Orleans. Mobile Savannah Charleston Wilmington Worfolk Boston Boston Baltimore Philadelphia. Augusta St. Louis Cincinnati Louisville	$10^{16}$ $10$ $9^{3}_{4} a^{7}_{8}$ $9^{3}_{4}$ $10$ $9^{15}_{16}$ $9^{7}_{8}$ $10^{3}_{4}$ $10^{3}_{4}$ $10^{3}_{4}$ $9^{3}_{8}$ $9^{3}_{4}$ $9^{3}_{8}$ $9^{3}_{4}$ $9^{7}_{8}$	$ \begin{array}{c} 10^{1}8 \\ ^{+}10 \\ 93_{4} @ 7_{8} \\ 93_{4} \\ 10 \\ 97_{8} \\ 97_{8} \\ 103_{4} \\ 10^{1}4 \\ 103_{4} \\ 93_{6} @ 7_{16} \\ 93_{4} \\ 93_{4} \\ 97_{8} \\ 97_{8} \\ 97_{8} \\ 97_{8} \end{array} $	$\begin{array}{c} 10\\ 915_{16}\\ 93_{4}\\ 911_{16}\\ 97_{8}\\ 93_{4}\\ 97_{8}\\ 97_{8}\\ 103_{4}\\ 103_{4}\\ 103_{4}\\ 93_{8} @ 7_{16}\\ 93_{4}\\ 93_{4}\\ 93_{4}\\ 93_{4}\\ 93_{5}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_{8}\\ 97_$	10 978 934 959 978 934 913 (6278 1034 1014 1059 936 934 911 16 934 978	10 578 958 958 978 934 91316 1012 103168 936 934 934 934 934 934 934	978 91316 958 978 958 978 934 91316 1018 1018 1058 958 958 91116 958

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

#### RECEIPTS FROM PLANTATIONS.

	Veek	Receip	ts at the	Ports.	St'k at	Interior	Towns.	Rec'pts	from P	lant'ne
en	ding-	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
Oct.	6	199,094	174,810	179,883	128,509	135.559	76,882	2 39,272	2)5,848	210,129:
	13				147.913		95.675	231,771	232,058	224.949*
**	20	236,341	192.531	242,329	179,792	228.7-5	125,039	268,220	224,755	271.693:
**	27	254,890	210,587	241,789	209,375	251,532	189,317	284,613	233,834	256.016-
Nov.		251,788	225,285	256,623	240,582	290,140	175,092	282,755	263,893	293.398 -
٠	10	215,842	233,320	262,251	263.258	322,161	211,740	238,558	265.341	298.899
•	17	256,615	233,462	259,154	281,562	345.700	244,123	274.022	251,007	291.537
**	21	205,192	232,216	242,169	281,476	367,080	259,175	208,106	253,570	257.221
Dec.	1	218,341	222,170	253.097	287,717	393,080	275,700	221,582	248,196	271.622-
**	8	213,137	238,844	247,017	303,003	415,599	291.376	258,423	261.357	282.593-
**	15	238,490	241,576	262,015	336,852	445.586	299.528	272,319	271,513	270,167
**	22	237,980	206.855	258.170	353,487	457,024	336,993	254,635	218,343	295.635.

The above statement shows—1. That the total receipts from the plantations since September 1, in 1882, were 3,530,047 bales; in 1831 were 3.444,088 bales; in 1880 were 3,572,313 bales.

3. That, although the receipts at the out-ports the past week were 258,170 bales, the actual movement from plantations was-295,635 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 218,343 bales and for 1880 they were 254,635 bales.

AMOUNT OF COTTON IN SIGHT DECEMBER 22.-In the table belowwe give the receipts from plantations in another form, and add to them the net overland movement to December 1, and also the takings by Southern spinners to the same date, so as togive substantially the amount of cotton now in sight.

	1882.	1881.
Receipts at the ports to December 22bales.	<b>3,209,539</b>	3,032,489
Interior stocks in excess of Sept. 1 on Dec. 22.	320,508	411.599
Total receipts from plantations	3,530.047	3,444.088:
Net overland to December 1	244.112	220,910×
Southern consumption to December 1	59,000	70,000
Total in sight December 22	3 864 159	3 734 998

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 129,161 bales.

WEATHER REPORTS BY TELEGRAPH. - There has been rain in: most sections of the South during the latter part of the week, but in general the rainfall has not been heavy. Satisfactory progress continues to be made in picking.

zed for FRASER

The above totals show that the old interior stocks have increased during the week 29,619 bales, and are to-night 111,054 bales less than at the same period last year. The receipts at the same towns have been 25,897 bales more than the same week last year, and since September 1 the receipts at all the towns are 127,192 bales more than for the same time in 1881.

Galveston, Texas.-It has rained hard on three days of the week, but there have been only light showers in the interior. The rainfall reached two inches and forty-hundredths. Good progress is being made in picking. Average thermometer 52, highest 70, lowest 34.

Indianola, Texas.—We have had a shower on one day of the week, the rainfall reaching sixteen-hundredths of an inch. Picking makes excellent progress. The thermometer has ranged from 32 to 75, averaging 54.

Dallas, Texas.-We have had no rain during the week, but the weather has been quite cold. Picking is making good progress. The thermometer has averaged 46, the highest being; 73 and and the lowest 18.

Brenham, Texas.-We have had a drizzle on one day of the week, the rainfall reaching one hundredth of an inch. Picking is making good progress, and is nearly completed. The thermometer has averaged 55, ranging from 34 to 76. Palestine, Texas.—It has been showery on three days of the

week, the rainfall reaching forty-one hundredths of an inch. Good progress is being made in picking. Average thermometer 47, highest 70 and lowest 23.

Huntsville, Texas.-It has rained hard on two days of the week, and picking has been partially interrupted. The rainfall reached one inch and twenty hundredths. The thermometer has ranged from 25 to 73, averaging 49.

1.5

### THE CHRONICLE.

Weatherford, Texas.-We have had no rain during the week, but the weather has been cold and cloudy. Good progress is making in picking. The thermometer has averaged

45, the highest being 72 and the lowest 19. Belton, Texas.—It has been showery on one day of the week, the rainfall reaching forty-seven hundredths of an inch. Picking is making good progress, but the fields are still white with unpicked cotton. The weather is cold. The thermometer has ranged from 18 to 73, averaging 46.

Luling, Texas.-We have had a drizzle on one day of the week, the rainfall reaching one hundredth of an inch. Good progress is being made in picking. Average thermometer 50, highest 72 and lowest 28.

New Orleans, Louisiana.-It has rained on four days of the week, the rainfall reaching two inches and twenty-one hundredths. The thermometer has averaged 55.

Shreveport, Louisiana.—Telegram not received. Vicksburg, Mississippi.—The early part of the week was clear and pleasant, but during the latter portion we have had rain on two days, and it is now cloudy.

Columbus, Mississippi.—We have had rain on two days of the week, the rainfall reaching two inches. The thermometer has averaged 45, ranging from 18 to 70.

Little Rock, Arkansas.-It has been clear on two days of the week. We have had snow on one day and rain on three -days, the rainfall reaching one inch and twenty-seven hun-

dredths. Average thermometer 41, highest 59, lowest 18. Memphis, Tennessee.—We have had light rains on three days of the week, the rainfall reaching sixty-one hun-dredths of an inch. Planters are marketing their crop freely. The thermometer has ranged from 18 to 63, averaging 44.

Nashville, Tennessee.-It has rained on two days of the week, the rainfall reaching fifty-seven hundredths of an inch. The thermometer has averaged 38, the highest being 60 and the lowest 16.

Mobile, Alabama.—The early part of the week was clear and pleasant, but during the latter portion it has rained severely on three days, the rainfall reaching four inches and twenty-three hundredths. The tributary rivers are higher.

The thermometer has averaged 49, ranging from 26 to 73. Montgomery, Alabama.—The early part of the week was clear and pleasant, but during the latter portion we had rain on three days, and it is still raining. The rainfall reached two inches and forty-one hundredths. We have had killing frost during the week. Planters are marketing their crop freely. Indications are that the receipts during this season will be not less than 130,000 bales. The thermometer has ranged from 22 to 60, averaging 43.

Selma, Alabama.-It has rained on three days and the remainder of the week has been cloudy. The rainfall reached two inches and seventy-three hundredths. The thermometer has averaged 41.

Madison, Florida.-The early part of the week was clear and pleasant, but during the latter portion we had rain on three days. We are having too much rain. We had killing frost on Sunday night. Ice formed in this vicinity during the week. The thermometer has averaged 52 ranging from 32 to 72.

Macon, Georgia.—We have had rain on three days of the week, and it is now cloudy. Average thermometer 43, highest **62** and lowest 19.

Columbus, Georgia.-It has rained on two days of the week, the rainfall reaching four inches and fifteen hundredths. The thermometer has ranged from 30 to 59, averaging 46.

Savannah, Georgia.-We have had rain on four days and the remainder of the week has been cloudy. The rainfall reached sixty-six hundredths of an inch. The thermometer has averaged 48, the highest being 69 and the lowest 27.

Augusta, Georgia.—The early part of the week was clear and pleasant, but during the latter portion we had general rain on four days, the rainfall reaching one inch and thirty-two hundredths. The thermometer has averaged 41, ranging from 20 to 62.

Atlanta, Georgia-We have had rain on three days of the week, the rainfall reaching two inches and twenty-four hundredths. The thermometer has ranged from 16 to 51, averaging 34. Charleston, SouthCarolina.-It has rained on two days of the week, the rainfall reaching sixty-six hundredths of an inch. Average thermometer 45, highest 67 and lowest 25. The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock December 21, 1882, and December 22, 1881.

India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to December 21.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipme	ents this	s week.	Shipm	ents sinc	e Jan. 1.	Re	ceipts.
Year	Great Brit'n.	Continent.	Total.	Great Britain	Qonli- nent.	Total.	This Week.	Since Jan. L.
				799,000 370,000		1,447,000		1,755,000
1880 1879	7,000	8,000	15,000	375,000 262,000	334,000	909,000	18,000	1,186.00 \$68.00

According to the foregoing, Bombay appears to show decrease compared with last year in the week's receipts of 11,000 bales, and a decrease in shipments of 6,000 bales, and the shipments since January 1 show an increase of 467,000 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	he week.	Shipment	s since Jan	uary 1.
	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.
Calcutta- 1882	1.800		1,800	112.500	38,500	151.000
1881 Madras—	500		500	117,000	*36,400	153,400
1882 1881 All others—	2,500 500		2,500 500	69,500 24,000	8,500 *3,000	78,000 27,000
1882 1881	600		600	56,200 26,400	19,100 *9,300	75,300 35,700
Total all— 1882	4.300		4.300	238,200	66,100	304,300
1881	1,600		1,600	167,400	48,700	216,100

* Revised.

The above totals for the week show that the movement from the ports other than Bombay is 2,700 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.

Stipments	1	882.	1	881.	1880.		
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
Bombay All other p'rts.		1,447,000 304,300	23,000 1,600				
Total	21,300	1.751.300	24,600	1.196.100	16.000	1.146.800	

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

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

Alexandria, Egypt, December 21.	18	82.	. 18	381.	1880.		
Receipts (cantars*)— This week Since Sept. 1		60,000 36,000	1,8	60,000 47,550	120,000 1,505,300		
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent	<b>11,000</b> 5,000	101,000 24,000				106, <b>0</b> 00 35,343	
Total Europe	16,000	125,000	21,170	153.521	17,351	141,343	

	Dec. 2	1, '82.	Dec. 2	2, '81.
New OrleansBelow high-water mark MemphisAbove low-water mark. NashvilleAbove low-water mark. ShreveportAbove low-water mark. VicksburgAbove low-water mark.	11 $3$ $4$ $19$	Inch. 11 11 8 7 1	Feet. 8 19 21 12 23	<i>Inch.</i> 1 5 11 10 1

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

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 I

This statement shows that the receipts for the week ending Dec. 21 were 160,000 cantars and the shipments to all Europe were 16,000 bales.

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

	1			18	82.		5				189	11.	. r	2
	32s Oop. 814 lbs. Twist. Shirtings.		Oott'n Mill Upl /s	328 Uop.		814 lbs. Shirlings.			Oott'n Mid. Uplds					
Nov. 3 " 10 " 17 " 24 Dec. 1 " 8 " 15	94 0 93160 93160 91160 378 0 878 0	4.34.39.99.99.99.99.99 9.35.99.99.99.99.99 9.35.99.49.99.99.99.99 9.49.99.99.99.99.99.99.99	63566666	3	07 07 07 07 07 07	d 976 66 999 712 712	$\begin{array}{c} 6^{3} 16 \\ 6^{1}8 \\ 6^{1}8 \\ 6^{1}8 \\ 6 \\ 5 \\ 5^{15} 16 \\ 5^{15} 16 \end{array}$	9 ¹ 4 9 ³ 8 9 ³ 8 9 ³ 8 9 ³ 8	2 978 2 10 2 10 2 10 2 10 2 10 2 0 10 2 0 10 10 2 0 10 2 0 10 2 0 10 2 0 10 2 0 10 10 2 0 10 10 10 10 10 10 10 10 10 1	0000000	d. 66666666666666	5. @3 @8 @8 @8 @8 @8 @8 @8 @8 @8 @8 @8 @8 @8	d. 0 0 112 114 114 114 0 0	6 ⁹ 16 6 ¹ 2 6 ¹¹ 1

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

for FRASER

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	326,656 930, <del>58</del> 4 1,094,627	853,195	the second second second second second	333,643 888,492 942,272	689,264	95,272 583,687 822,493				
Totalyear Pero'tage		2,257,015 47·81	2,433,297 41·42	2,161,407 43·27	1,757,347 39·51	1,499,517 34·50				

This statement shows that up to Nov. 30 the receipts at the ports this year were 144,922 bales more than in 1881 and 31,360 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.

	1882.	1881.	1880.	1879.	1878.	1877.
Tot.Nv.30	2.401.937	2,257,015	2,433,297	2,164,407	1,757,349	1,499,517
Dec. 1	40,400			52,479	8.	21,387
** 2	30,603				39,978	8.
# 3	S.	31,006		28,110	40,891	40,703
** *4	50,747	8.	30,346	25,675	23,532	27,179
. 5	40,832	54,131	· · 8.	49,608	30,939	
" 6	41,373	31,799	63,166		58,291	36,219
# 7	27,721	30,136	36,174	8.	23,563	28,111
" 8	55,741	40,863	29,263			22,781
" 9	40,286	47,901	25,055			8.
" 10	.8,	39,377	59,133			
* 11	48,904	8.	.41,993			35,846
" 12	34,208	50,059	ð.	50,014	30,614	25,895
# 13	40,107	30,942				
* 14	37,112	32,913	30,630		26,923	31,300
" 15	61,398	36,960	\$3,332		8.	32,893
* 16	36,531	51,325	40,452			
" 17]	8.	28,929	49,541			
" 18	49,869	8.	39,649			
• 19	35,313			42,430		
* 20	39,243					
* 21	35,840				27,899	
** 22	61,344	35,119	25,775	46,158	8	31,722
Total.	3,200,539	2,986,658	3,165,802	2,882,930	2,404,034	2,140,003
Percentas						
port reo's	ots Dec. 22	63.27	53.39	57 61	54 06	49.24

This statement shows that the receipts since Sept. 1 up to to-night are now 222,881 bales more than they were to the same day of the month in 1881 and 43,737 bales more 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 22 in each of the years named.

CROP ESTIMATES.-Messrs. Latham, Alexander & Co. of this city have issued a very comprehensive statement, in pamphlet form, respecting the year's cotton production. The report contains estimates from more than 2,000 merchants, first as to yield in each one's own locality and next the opinion of each as to the total crop of the United States. The highest estimate given for the whole country is 7,480,000 bales, and the lowest 5,000,000 bales, the average of all the estimates being 6,413,186 bales. Taking the percentage estimates by States the production reached is very nearly the same, being 6,416,614. The pamphlet is certainly a good indication of the opinions of Southern merchants on the 5th of December (the date of the estimates) as to this year's crop.

THE COTTON CROP-AGRICULTURAL DEPARTMENT.-The follow-

make 66,000 bales. The serious injury justly apprehended from lateness and vigor of growth, did not occur. Killing frosts were everywhere later than usual, yet the loss of immature bolls, in some districts estimated at 10 per cent, resulted in parts of North Carolina, Tennessee, Arkansas and Northern Texas; and in less degree in other States of the cotton belt. In northern Mississippi frost was reported twenty to thirty days later than average years. The weather has been generally favorable for picking, at many points exceptionally. The reverse has been true in portions of Louisiana and northern Texas, in some counties of Arkansas and other parts of the Southwest from continued wet weather. Losses from the boll worm continue to be reported, mainly west of the Mississippi. This insect has probably caused as much damage as the caterpillar this season.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 15,556 bales, against 13,449 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year:

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1. 1882.

		Week e	mding-	-		Same
Exported to-	Nov. 30.	Dec. 7.	Dec. 14.	Dec. 21.	Total since Sept. 1.	period previ'us year.
Liverpool Other British ports	9,372	13,356 600	6,752	10,514 200	218,340 3,326	
TOTAL TO GREAT BRITAIN	9,372	13,956	6,752	10,714	221,666	124,528
Havre Other French ports	642	73	306 100	300	17,731 100	14,310
TOTAL FRENCH.	642	73	406	300	17,831	14,310
Bremen and Hanover Hamburg Other ports	1,840 1,001 2,607	912 948 <b>3,1</b> 86	683	365 1,109 2,083	20,913	10,25
TOTAL TO NORTH. EUROPE	5,448	5,046	5,591	3,556	81,182	25,90
Spain, Op'rto, Gibralt'r, &c All other	1,055		700	548 438		73
TOTAL SPAIN, &c	1,055		700	986	6,676	73
GRAND TOTAL	16.517	19,075	13,449	13,556	327,355	165 47

THE FOLLOWING ARE THE GRO3S RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

The index	New	York.	Bo	ston.	Philad	lelphia.	Baltimore.		
Receipts from—	This week.	Since Sept. 1.							
N. Orl'ans Texas	4,931	93,580 95,005		5.005			*****		
Savannah			2,316		260	8,773	1,328	47,041	
Mobile Florida	969	5,201		·**	62	5 6 6 0	465	13.470	
S.Car'lina N.Car'lina	4,104	31,535					1,165	7,233	
Virginia North.pts		109,553	5,913	25,130 57,636		27,572	5,291	59,446 203	
Tenn., &c. Foreign	8,678	48.528	5,879	59,537	2,681	23,419	1,739	7,963	
This year.	48,972	600,885	16,999	179,946	4,359	65,424	9,990	135,358	
Last year.	50,997	609,673	21,535	192,788	3,015	41,251	8,860	1.19,516	

SHIPPING NEWS .- The exports of cotton from the United States the past week, as per latest mail returns, have reached 204,850 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:

Total bales.

ing statement, showing the extent of the cotton crop, was issued by the Department of Agriculture, December 15:

"The cotton returns mailed to the Department of Agricul-ture on December 1, relate to the product in comparison with production of last year. There will be one more return at the close of the season, estimating the actual number of bales and acres of the present crop. Last month's return of yield per acre indicated 6,636,600 bales, of 460 net pounds of lint each. The December report makes an aggregate approximating 6,700,000 bales. It is not presented as the statistician's estimate of the crop, but the result of a careful revision and consolidation of county estimates. The influence of December upon views of correspondents may somewhat increase or decrease this figure. The estimated increase in Florida, 8 per cent, making in round numbers, 58,000 bales; Mississippi, 8 per cent -or 961,000 bales; North Carolina, 10 per cent-or 421,000 bales; Alabama, 10 per cent—or 768,000 bales; Georgia, 11 per cent each—or 885,000 bales; Louisiana, 20 per cent—or 571,000 bales. Tennessee, 22 per cent—or 329,000 bales; South Carolina, 26 per cent-or 625,000 bales; Texas, 52 per cent-or 1,322,009 bales, and Arkansas, 60 per cent-or 685,000 bales. In South Carolina, Texas and Arkansas last year's product was greatly reduced, which accounts for the large percentage of increase. Virginia, Missouri, Indian Territory and other districts may I

NEW YORK-To Liverpool, per steamers Celtic, 1,465....Erin, 1,831....Germanic, 2,034....Lake Champlain, 1,385.... ....Ecythia, 2,666....Wisconsin, 1,133..... To Hull, per steamer Othello, 200 200 To Havre, per steamer France, 300..... To Bremen, per steamer Salier, 365..... 300 To Bremen, per steamer Salier, 365..... To Hamburg, per steamers, Bohemia. 703...Frisia, 400.... To Rotterdam, per steamer P. Caland, 1,183.... To Antwerp, per steamer Pennland, 900.... To Genoa, per steamer Archimede, 548.... To Naples, per steamer Archimede, 438.... 365 1,108 1,183 900 548 438 Naples, per steamer Archimede, 438......
NEW ORLEANS—To Liverpool, per steamers City of Lincoln, 6,723....Discoverer, 4,959....Gleadowe, 6,445...Gov-ernor, 6,783,...Jesmond, 4,203...Nemesis, 6,500....St. Dunstan, 5,485....per ship Ile Martha, 4,527.....
To Havre, per steamers Chancellor, 6,070....Ixia, 5,400.... per bark Alphonse & Marie, 1,695..... 45,625 13,165 To Bremen, per steamer Altonomer, 3,272....per bark Frei-handel, 2,281. To Genoa, per bark Engelbrecht, 2,350 Upland..... 2,350

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Toi	al bales
TEXAS-To Liverpool, per steamers Adangorm, 4.467 Bene-	
dict 2.499Frogmore, 4,189Spark, 3,500per Dark	
Tinkel Brasig, 869	15.524
To Havre, ner bark Cadoxton, 4.364	4.364
WILMINGTON-To Liverpool, per barks Flid, 1,232 Ivos. 1,775	3.007
NORFOLK-To Liverpool, per steamers Juliet, 5,700Linhope,	0,001
6.355per ship Peter Young. 3,421per barks Aneroid,	
3,660Lepreaux, 2.988Ziba, 1,009	23,133
To Barcelona, per brig Maria, 910.	910
To Barcelona, per pilg laria, 510.	510
BALTIMORE-To Liverpool, per steamers Nessmore, 4,160	0.003
Polynesia, 2,306Texas, 3,522	9,983
To Bremen, per steamer America, 780 (additional)	780
BOSTON-To Liverpool, per steamers Bulgarian, 1,892Glam-	
organ, 45Kansas, 2,905Pavonia, 2.472	7,221
PHILADELPHIA-To Liverpool, per steamers Lord C.ive, 2,500	
Ohio, 500	3,000
To Antwerp, per steamer Vaderland, 600	600
Total.	204.930

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

· · · ·			Bre-A	ms'dar	n Goth-			
			men I	tol'dan	r en-			
	Liver-	1	& Ham-	& Ant-	burg &	Sebas-	Barce-	
	1000L.	Havre.			Bergen.		lona	Total.
New York	10,514	300	1,473	2.083				15,556
N. Orleans.		13,165	5,553			10,761		75.101
Charleston.	5,045		3,910		8,710	4,720	4.005	26.390
Savannah	3,400		2,720	5,100			5,700	19.270
Texas	15,524	4,364						19.888
Wilmington	3,007							3.007
Norfolk	23,133						910	24.013
Baltimore	9,998		780					10.768
Boston	7,224							7.224
Philadelp'a	3,000			600				3.600

Total...126.460 17,829 14,436 7.783 8,710 15,481 10,615 204,850 Included in the above totals are, from New York to Hull. 200 bales; to Genoa, 548 bales and to Naples, 438 bales; from Savannah to Genoa, 2,350 bales.

Below we add the clearances of all vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

mail dates:
GALVESTON-For Liverpool-Dec. 15--Steamers Consul, 3,128.... Maritana, 4,958...Dec. 16-Steamer Benan, 2,949; barkentine Geo. W. Sweeney, 2,316...Dec. 19-Steamer Jenny Otto, 3,651. For Cork-Dec. 19-Bark Lidskjalf, 1,589.
For Bremen-Dec. 15-Steamer Halcyon, 4,360.
NEW ORLEANS-For Liverpool-Dec. 16-Steamers Maugerton, 5,062; Pascal, 4,457...Dec. 19-Steamer Lenturia, 4,577.
For Havre-Dec. 16-Steamer Rossend Castle. 4,498; bark Lussi-gnano, 1,491...Dec. 18-Bark Prince Patrick, 3,666...Dec. 20-Ship Scotia, 4,050.
For Bremen-Dec. 15-Steamer Eglantine, 3,635.
For Barcelona-Dec. 20-Ship Angelita, 2,600.

For Bremen-Dec. 15--Steamer Eglantine, 3,635.
For Barcelona-Dec. 20-Ship Angelita, 2,690.
For Genoa-Dec. 18-Bark Domenico Lanata, 1,535.
SAVANNAH-For Liverpool-Dec. 18-Ship Leviathan, 3,637.
For Bremen-Dec. 19-Steamer Shadwan, 4,810.
For Barcelona-Dec. 20-Brig Clotilde, 900.
CHARLESTON-For Liverpool-Dec. 15-Bark Maud Scammell, 1,800.... Dec. 20 -Steamer Hughenden, 4,829.
For Barcelona-Dec. 15-Brig Pronto, 500....Dec. 19-Bark Sunrise, 1,625.

- For Barcelona-Dec. 15-Brig Pronto, 500....Dec. 19-Data Suurrise, 1,625.
  WILMINGTON-For Liverpool-Dec. 16-Bark Saga. 1,674.
  NORFOLK-For Liverpool-Dec. 16-Steamer Tower Hill, 10,468; bark Niphon, 4,365....Dec. 18-Ship Esther Roy. 5,780....Dec. 19-Steamer Deronda, 4,160; bark M. & E. Cann. 3,703.
  WEST POINT-For Liverpool-Dec. 14-Steamer Liscard, ----.
  BOSTON-For Liverpool-Dec. 18-Steamer Sardinian. 493...Dec. 15-Steamer Missouri, 3,115....Dec. 18-Steamer Iberian, ----.
  For Autwerp-Dec. 13-Steamer Helvetia, 314.
  BALTIMORE-For Liverpool-Dec. 19-Steamer St. Bernard, 1,482.
  For Rotterdum -Dec. 16-Steamer George Heaton, 300.
  PHILADELPHIA-For Liverpool-Dec. 15-Steamer Pennsylvania, 900...
  Dac. 19-Steamer British Crown, 1,503.
  Ralow we give all news received to date of disasters to vessels

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

- ASHBROOKE steamer (Br.). Taylor, before reported, from Galveston, on fire at Havre, had about 400 bales cotton damaged by fire and water, not 200 as previously reported.
- CENTRAL CITY, steamboat, caught fire at Monroe, La., Dec. 19. She had on board 900 bales cotton which would have been destroyed but for the prompt action of officers and crew. Only a few bales were damaged.
- were damaged.
  CLANDON, steamer, from New Orleans via Halifax, N. S., Nov. 28, for Bremen, with 5,660 bales cotton, stranded at Petten, Holland, Dec. 15, but came off without assistance on the 16th and pro-ceeded for destination, where she arrived Dec. 19.
  KATE KINNEY, steamboat, with 1,875 bales cotton, was burned at Shreveport, La., Dec. 15; vessel and cargo a total loss.
  LIDDESDALE, steamer, before reported ashore at St. Shotts.—Bales of cotton on Dec. 14 were driving ashore at St. Johns, N. F., from the wreck of steamer Liddesdale (Br.). ashore at St. Shotts. Steamers
- wreck of steamer Liddesdale (Br.), ashore at St. Shotts. Steamers Nimrod, Panther and Cabot were endeavoring to save as much as possible, but owing to the violent gales and heavy sea raging on bales of cotton of the deckload of the steamer washed ashore Dec. 6.

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

	Dec. 1.	Dec. 8.	Dec. 15.	Dec. 22.
Sales of the weekbales.			61.000	55,000
Of which exporters took	9,400		6,300	5,200
Of which speculators took Sales American			3,100	1,840
Actual export.	41.000		40,000	40,000
Forwarded.	18.000		5,700 19,000	11,500
Total stock -Estimated	505.000		537.000	20,000 556.000
Of which American-Estim'd	252,000		282.000	308.000
Fotal import of the week	101,000		98.000	99.000
Of which American.	91,000		70,000	84.000
Amount afloat	289,000	313,000	369,000	399,000
Of which American.	235,000)	260.000	322,000	348,000

The tone of the Liverpool market for spots and futures each day of the week ending Dec. 22, and the daily closing prices of spot cotton, have been as follows:

prover and a statements					1	
Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, }	Eisier, but not quota- bly lower.	Mod. inq. freely supplied	Tending down.	Dull and easier.	Dull and easier.	Dull and easter.
Mid. Upl'ds Mid. Orl'ns		51516 618	578 6115	578 6116	578 6	51316_6
Sales Spec.& exp.	8,006	10,000	10,000 1,000	10,000 1,000	\$,000 1,000	8,000 1,000
Futures. Market, 12:30 P.M.	Quiet.	Quiet.	Steady.	In buyers' favor.	Flat.	E Dull.
Market, }	Steady.	Steadier.	Quiet.	Dull and easier.	Flat.	Weak.

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

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.

		Satu	rday	•		Mon	day.			Tae	sday.	
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	đ.	d.	d.	d.	đ.	·d.	d.	d.	d.	đ.	a.
December	5 54	5 55	554	5 54	5 54	5.55	5 52	5 58	5 53	5 53	5 52	5 52
DecJan	5 51	5 54	551	5 54	5 53	5 53	5 53	5 53	5 53	5 52	5 51	5 51
JanFeb	5 53	5 54	5 53	5 54	5 53	5 53	5 52	5 52	5 52	5 52	5 51	5 51
FebMar	5 54	5 55	5 54	5 55	5 53	5 54	5 52	5 52	5 53	5 53		5 52
MarApril	5 53	5 57	5 55	5 57	5 55	5 53	5 54	5 55	5 54	5 54	5 53	5 53
April-May .	5 58	5 59	5 53	5 59	5 58	5 58	5 57	5 57	5 58	5 56	5 56	5.56
May-June	5 61	5 62	5 61	5 63	5 61	5 61	5 60	5 60	5 61	5 61	5 60	5 60
June-July	6 01	603	6 01	6 02	6 00	6 01	6.03	6 00	6 00	6 00	5 63	5.63
July-Aug	6 04	6 04	6 04	6 04					6 04	8 04	6 632	
AugSept									6 07	8 07	6 06	6 06
SeptOct				·								
			1.1	44			× 1		1	••••		
			1 t.	.*				· .				
	W	Tedn	esday	7.		Chur	sda.y	· .		Frid	lay.	
	Open	High	Low.	Clos.	Open	High	Loin	Clos.	anan	High	Lom	Clos.
								0000.	(Optine)			
	d.	đ.				a.						
December.	<i>d</i> . 5 52	<i>d.</i> 5 52	đ. 5 52	đ.	<i>a</i> .	d. 5 51	đ.	đ.	d.	<i>d</i> .	<i>d</i> .	đ.
December DecJan			đ.			<i>d.</i> 5 51 5 50	đ. 5 50	d. 5 59	d. 5 50	d. 5 50	d. 5 49	5 49
	5 52	5 52.	đ. 5 52	đ. 5 52	<i>d.</i> 5 51	5 51	đ.	<i>d.</i> 5 59 5 49	d. 5 50 5 50	<i>d</i> . 5 50 5 50	d. 549 549	5 49 5 49
DecJan	5 52 5 72	5 52. 5 52.	<i>d</i> . 5 52 5 51	đ. 5 52 5 51	<i>d.</i> 5 51 5 50	5 51 5 50 5 50	<i>d.</i> 5 50 5 49 5 49	<i>d.</i> 5 59 5 49 5 49	<i>d</i> . 5 50 5 50 5 50	<i>d.</i> 5 50 5 50 5 50	d. 549 549 548	5 49 5 49 5 48
DecJan JanFeb FebMar	5 52 5 22 5 51	5 52. 5 52. 5 51	<i>d</i> . 5 52 5 51 5 51	đ. 5 52 5 51 5 51 5 5ì	<i>d</i> . 5 51 5 50 5 50 5 51 5 51	5 51 5 50	<i>d.</i> 5 50 5 49 5 49 5 50	<i>d</i> . 5 59 5 49 5 49 5 50	<i>d</i> . 5 50 5 50 5 50 5 50 5 50	<i>d</i> . 5 50 5 50 5 50 5 50 5 50	d. 549 549 548 548 548	5 49 5 49 5 48 5 49
DecJan JanFeb FebMar MarApril	5 52 5 72 5 51 5 52	5 52 5 52 5 51 5 53	<i>d</i> . 5 52 5 51 5 51 5 52	<i>d.</i> 5 52 5 51 5 51 5 52	<i>d</i> . 5 51 5 50 5 50	5 51 5 50 5 50 5 51 5 52	<i>d.</i> 5 50 5 49 5 49 5 50 5 51	<i>d</i> . 5 59 5 49 5 49 5 50 5 51	<i>d</i> , 5 50 5 50 5 50 5 50 5 50 5 52	<i>d</i> . 5 50 5 50 5 50 5 50 5 50 5 52	d. 549 549 548 548 549 551	5 49 5 49 5 48 5 49 5 51
DecJan JanFeb FebMar	5 52 5 72 5 51 5 52 5 54	5 52 5 52 5 51 5 53 5 54	<i>d.</i> 5 52 5 51 5 51 5 52 5 53	<i>d</i> . 5 52 5 51 5 51 5 52 5 53	<i>d.</i> 5 51 5 50 5 50 5 50 5 51 5 52 5 55	5 51 5 50 5 50 5 51 5 52 5 55	<i>d.</i> 5 50 5 49 5 49 5 50 5 51 5 55	<i>d</i> . 5 59 5 49 5 49 5 50 5 51 5 55	<i>d</i> , 5 50 5 50 5 50 5 50 5 50 5 52 5 55	<i>d</i> . 5 50 5 50 5 50 5 50 5 50 5 52 5 53	d. 549 549 548 548 549 551 551	5 49 5 49 5 48 5 49 5 51 5 54
DecJan JanFeb FebMar MarApril April-May May-Jane	5 52 5 72 5 51 5 52 5 54 5 56	5 52 5 52 5 51 5 53 5 54 5 56 5 60	<i>d.</i> 5 52 5 51 5 51 5 52 5 53 5 53 5 56	<i>d.</i> 5 52 5 51 5 51 5 52 5 52 5 53 5 56 5 59	<i>a</i> . 5 51 5 50 5 50 5 51 5 52 5 55 5 55 5 59	5 51 5 50 5 50 5 51 5 52 5 52 5 55 5 53	<i>d.</i> 5 50 5 49 5 49 5 50 5 50 5 51 5 55 5 58	<i>d</i> . 5 59 5 49 5 50 5 50 5 51 5 55 5 55	<i>d</i> . 5 50 5 50 5 50 5 50 5 52 5 55 5 59	<i>d</i> . 5 50 5 50 5 50 5 50 5 50 5 52 5 55 5 59	d. 549 549 548 548 549 551 551 551 559	5 49 5 49 5 48 5 19 5 51 5 54 5 58
DecJan JanFeb FebMar MarApril April-May May-Jane June-July	5 52 5 52 5 51 5 52 5 54 5 56 5 6)	5 52 5 52 5 51 5 53 5 54 5 56 5 60 5 63	<i>d.</i> 5 52 5 51 5 51 5 52 5 52 5 53 5 56 5 59 5 62	<i>d.</i> 5 52 5 51 5 52 5 52 5 53 5 56 5 59 5 68	<i>d</i> . 5 51 5 50 5 50 5 51 5 52 5 55 5 55 5 59 5 68	5 51 5 50 5 50 5 51 5 52 5 55 5 55 5 59 5 62	<i>d.</i> 5 50 5 49 5 49 5 50 5 51 5 55 5 58 5 62	<i>d.</i> 5 59 5 49 5 50 5 50 5 51 5 55 5 55 5 55 5 62	<i>d</i> . 5 50 5 50 5 50 5 50 5 52 5 55 5 59 5 62	<i>d</i> . 5 50 5 50 5 50 5 50 5 52 5 53 5 59 5 62	d. 549 549 548 549 551 551 551 559 563	5 49 5 49 5 48 5 49 5 51 5 54 5 58 5 68
DecJan JanFeb FebMar MarApril April-May May-Jane June-July July-Aug	5 52 5 72 5 51 5 52 5 54 5 56 5 6) 5 68 6 02	5 52 5 52 5 51 5 52 5 54 5 56 5 60 5 63 6 03	<i>d</i> . 5 52 5 51 5 51 5 52 5 53 5 56 5 59 5 62 6 02	<i>d</i> . 5 52 5 51 5 52 5 52 5 53 5 56 5 59 5 68 6 03	<i>a</i> . 5 51 5 50 5 50 5 51 5 52 5 55 5 55 5 59 5 62 6 02	5 51 5 50 5 50 5 51 5 52 5 55 5 55 5 55 5 62 6 02	<i>d.</i> 5 50 5 49 5 50 5 51 5 55 5 58 5 62 6 02	<i>d</i> . 5 59 5 49 5 50 5 51 5 55 5 55 5 55 5 62 6 02	<i>d</i> , 5 50 5 50 5 50 5 50 5 52 5 55 5 59 5 62 6 02	<i>d</i> . 5 50 5 50 5 50 5 52 5 52 5 55 5 59 5 62 6 93	<i>d</i> . 5 49 5 49 5 48 5 51 5 51 5 55 5 63 6 0 <i>3</i>	5 49 5 49 5 48 5 19 5 51 5 54 5 58 5 68 6 02
DecJan JanFeb FebMar MarApril April-May May-Jane June-July	5 52 5 72 5 51 5 52 5 54 5 56 5 6) 5 63	5 52 5 52 5 51 5 53 5 54 5 56 5 60 5 63	<i>d.</i> 5 52 5 51 5 51 5 52 5 52 5 53 5 56 5 59 5 62	<i>d.</i> 5 52 5 51 5 52 5 52 5 53 5 56 5 59 5 68	<i>a</i> . 5 51 5 50 5 50 5 51 5 52 5 55 5 55 5 59 5 62 6 02	5 51 5 50 5 50 5 51 5 52 5 55 5 55 5 59 5 62	<i>d.</i> 5 50 5 49 5 49 5 50 5 51 5 55 5 58 5 62	<i>d.</i> 5 59 5 49 5 50 5 50 5 51 5 55 5 55 5 55 5 62	<i>d</i> . 5 50 5 50 5 50 5 50 5 52 5 55 5 59 5 62	<i>d</i> . 5 50 5 50 5 50 5 50 5 52 5 53 5 59 5 62	d. 549 549 548 549 551 551 551 559 563	5 49 5 49 5 48 5 49 5 51 5 54 5 58 5 68

#### BREADSTUFFS

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d. Do saild.	783@1904	732@1964	732@19e4	732@1984	7 ₃₃ @19 ₆₄	738@1964
Havre, steam c.	12*	1 ₉ *	12*	1 ₂ *	194	12*
Do sailc. Bremen, steamc.		9 ₁₆ *	9 ₁₆ *			
Do sailc.			·	916*	916*	9 ₁₆ *
Hamburg, steam.d. Do saild.		1 ₂ *	73,	3 ⁸ 4	19*	294
Amst'd'm, steam.c.	58*	58*	⁵ 8*	58*	58*	58'
Baltic, steamd.	3 ₈ *	3 ₈ *	38*	 38*	38*	38+
Do sailc. Barcelona, steam.c.	716*	7 ₁₆ *	7 ₁₆ *	7*	7*	7*
Genoa, steamd.	3 ₁₆ *	3 ₁₆ *	3 ₁₈ *	7 ₁₆ * 3 ₁₆ *	7 ₁₆ * 3 ₁₆ *	716* 316*

* Compressed.

FRIDAY, P. M., December 22, 1882. Flour, as a rule, has not changed materially in price during the week. The demand has been only moderate, but prices have nevertheless in most cases ruled about steady. To-day the market was dull and rather depressed. A large percentage of the flour arriving here from the West is for export on through bills of lading.

Wheat has been in fair export demand latterly, with a moderate speculation. Prices have declined about one cent in sympathy with a lower market at Chicago. The receipts here have been rather moderate, but at the West there has been some increase. To-day the market was firm for cash, but slightly lower for options; No. 2 red sold at \$1 08% @\$1 09% for December, \$1 111/4@\$1 111/2 for February, \$1 131/4@\$1 181/2 for March, and \$1 14@\$1 141/4 for May.

Indian corn has advanced for cash and December, partly owing to scarcity of corn immediately available, and partly, a one time, owing to reports of an attempt to corner this month. Latterly, there has been some reaction, owing to a falling off in the demand here, and larger receipts and some depression

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744		8 	T	HE C	HRONI	CLE.	
at Chicago. The vance, part of dull and ½@1c. cember, 65 ³ / ₄ c. for May. Rye and bar Oats have been ket latterly sho a light trade an at 46½@46 ⁵ / ₈ c. The following No. 2 spring ⁹ No. 2 winter Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfine. Superfi	which has l lower. No. for January eley have b in fair dema owing some ad options w for January gare closing bbl. \$2 300 are closing are closing bbl. \$2 300 are closing bbl. \$2 300 are closing bbl. \$2 300 are closing are closing are closing are closing are closing bbl. \$2 300 are closing are closing are closing are closing bbl. \$2 300 are closing are c	atterly been 2 mixed sol y, 64½c. for een moderation nd and at irr depression. ere rather end quotations: FLOUR. 2 75   City ship 3 35   Souther 3 80   family 4 50   Souther 3 80   family 5 25   Rye flour 5 25   Buckwit 7 25   Buckwit 7 00   GRAIN.	lost. The r ld at 70@70 ¹ r February cely active a regular price 'To-day the asier; No. 2 pring extras. bakers' and brands skip'g extras. r, superfine al- m, &c	narset was s. for D and 625% and stead s. the ma re was on mixed so \$5 250 5 5 300 6 4 252 5 3 350 3 3 500 3 3 800 3 3 000 3	as week ende e- At New York Boston Portland Montreal Philadelph r- Baltimore. New Orleas Id Total week The to Dec. 26, years: Flour 85 85 85 85 87 87 80 87 80 87 80 87 80 87 87 87 87 87 87 87 87 87 87	Flor bbl 176,2 80,00 9,8 1a. 20,0 25,6 ns. 13,5 9k. 326,1 81. 184,0 tal receip 1881, to J .bbls. 12 .bush. 86, 33, 26, 	5, foll ar, follow for the second state
Wheat- Spring.per bush Spring No. 2 Red winter Bed winter, No. White White No. 1 Corn-West. mixe West. mix. No. White Yellow Buckwheat From the Ne the following fi	105 21 89 21 90 21 90 21 107 21 ed 58 2 2 70142 65 2 63 2 75 2 w York Procestory	07State07Oats-14Mixed1014White12No. 208No. 267Barley-7112Canad70Canad75State,1uceExchangefirsttable g	& Canada mixed white a No. 1 a bright 1 a No. 2 4-rowed 2-rowed ze Weekly w ives the rece	70 0 70 45 0 49 47 0 5 46 2 40 48 0 97 0 9 01 01 0 86 0 8 90 0 9 81 0 8 re make 1 ipts of flo	D ¹ 2 Dec. 16, 1 <i>Exports</i> <i>from</i>	882, are s Flour. Bbls. 208,682 46,494  7,380 6,450 310	who           Whe           Bus           643           167           19           125           593           27
At- (11 Ohicago Milwaukee Detroit Cleveland St. Louis	882: Flour, When bbls. bus. 96 (bs.) (60 lb 54,238 392, 84.110 238, 1,049 121, 5,423 178. 691 36, 36.545 230,	d, Oorn, h. bush. s.) (56 lbs.) 694 1,261,329 675 43.990 341 81,466 350 24,489 000 35,020	Oats, Bar bush. bu (32 tbs.) (48 453,289 157 59,650 195 11,804 3 20,715 16 6,320 78,867, 85	rley, Rye (sh. bus, lbs.) (56 li (.978 37,9 ),391 11.7 (.200 2,5 ),807	Big         S'me time           h.         1891           bs.         The de           583         correspon           541 <i>Exports</i> 687         to	86,051 estination dding peri Flow 1882. Week, Dec. 10.	690 of t od of
Peoria Duluth Total 1 fame time '81. 1 The total re Dec. 16, 1882, in Flour	125, 23.821 1,327, 44,174 785. ceipts at sence of the	432 2,013,229 176 1,418,403 189 ports f four years is 1880-81. 8,557,975 53,616,015	774,470 477 749,852 509 rom Dec. 2 shown in th 1879-80. 6,803,082 85,103,367	7,537 66,1 3,370 63,0 6, 1881, e followin 1878-7	61 028 Contin'nt to 828 Contin'nt 8.& C.Am W. Indies Brit. Col's 9. 0th.c'nt's 74 Total	Bbls. 204,442 29,971 8,347 15,954 10,412 190 269,316 ing this v	<i>Bbl</i> 45, 14, 12, 13, 86,
Corr. Gats Barley Bye Total grain The compare from July 31, previous three	78.079,177 44,753,865 12,541,790 3,433,114 212,170,744 ative receipt 1882, to D years, are se	s (crop mov ec. 16, 1882, et out below:	as compared	$\begin{array}{r} 30,084,5\\ 10,109,6\\ 4.678,0\\ \hline 247,802,2\\ \text{same point of with t} \end{array}$	995     have the       552     season an       267        rts     Exports sin       he     Sept. 1, to-	following d last sea - Sept. 1 to Dec. 16.	state son. lour. 188 Sep De
Flourbbls. Wheatbush. Carn Oats Barley Sys Total grain	48.018.144 28.883.101 22.703.980 7.723.282 2,219,415	6.986,483 2,584,812	$\begin{array}{r} 1880.\\ 3,533,720\\ \hline 52.158,643\\ 59,218,779\\ 20,530,013\\ 7,458,366\\ 2,406,815\\ \hline 141,772,616\end{array}$	$     187     3,064,3     \overline{)}     59,939,1     39,778,7     13,022,5     7,670,9     2,765,5     120,176,8     120,176,8 $	335         Un. Kingdo           105         Continent.           759         S. & C. Am.           331         West Indie           915         Brit. Col'nie           910         Oth. countr	244,20 220,77 s. 310,44 es 246,97 's 13,80	7 2 2 2 8 2 7

Total grain... 109,552,912 106,322,299 141,772,616 120,176,920 The comparative shipments of flour and grain from the same ports from Dec. 26. 1881, to Dec. 16, 1882, inclusive, for four years, show as follows:

こうちょうかい ちょうちょう ちょうちょう ちょうちょう しょうちょう しょうちょう しょうしょう しょうしょう ちょうちょう ちょうちょう ちょうちょう しょうちょう しょうちょう しょうちょう しょうちょう しょうしょう しょうしょう しょうしょう しょうしょう しょうしょう しょうしょう しょうしょう しょうしょう しょうしょう しょうしょう

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ed for FRASER .stlouisfed.ord

1881-82, 1880-81, 1879-80, 1878-79	ports, and in transit of the data data to the
	I TOHOWS:
Flourbbls. 8,574,876 8,391,187 5,828,425 7,308 81	Wheat, Oorn. Oats, Barley, Rye,
	In store at_ bush bush. bush. bush. bush.
<b>Wheat</b> bush. 53.178,606 47,368.051 68,289,543 77,398,70	1 11/ 20/ 00 117 024 510
	New 1018 0,839,822 1,252,000 1,121,000 100 100 100 000
	DO. 811084 (CSU.) 700,000 270,000 112,000 00000
	Albany 21,000 50,200 100,000 40147
<b>Sarley</b>	1404586 $46472$ $32.199$ $467.079$ $42.147$
<b>Bro</b> 3,141,197 2,296,759 3,059,946 4,040,92	300 000 98,000
	4 156 000 9 150 814 381 361 299.888 318.779
Total grain 162,326,214 195,974,227 231,970,686 192,324,38	Since 9. 4,430,300 2,130,011 1,020 170,702 42,078
Below are the rail shipments from Western lake and rive	Duluth
	1 101000 193.130 100.742 11,000 1,000
ports for four years:	Detroit 370 480 28.629 47.183 20.384 905
1882. 1881. 1880. 1879.	
Week Week Week Week	Dewogu 220,000 10,000 15,007 77 306 35,609
Dec. 16. Det. 17. Dec. 18. Dec. 20	1 5t. LOUIS 510,034 838,015 143,071 94,695 1,998
	1 BOSTOIL
Fictr	1 1050050
	Montreal 253.253 8.000 60,530 25,949 2,000
Wheatbush. 247,044 252,121 299,734 284.63	Philadelphia 428.600 58.821 88.893
<b>Cott</b> 997,483 857,915 576,250 645,57	Finadolphia 11,000 165,089 5,888 82,721
Oats 345,462 310,922 376,351 195,00	Feoria
	Indianapolis 215,700 04,200 0,985 9,930 19043
00.00F 45.050 50.014 4.0.	<b>Kaneas</b> City 527,901 501,070 0,000
38,235 45,273 58,014 45,85	Reltimore 1.175.704 140.487
	Down Mississippi 56 500 4.931
Total. 1,826.757 1,647,134 1,427,618 1,261,53	On rail
The rail and lake shipments from same ports for last fou	Tot. Dec. 16, '82, 19, 781, 437 7, 407, 700 2, 909, 462 3, 092, 084 1, 277, 996
weeks were:	
. Week Flour, Wheat, Oorn, Oals, Barley, Rye,	Tot. Dec. 2, '82.19,993,959 6,460,699 3.312,152 3,278,333 1,199,192
anding— ools, bush, bush, bush, bush, bush, bush,	1 m at a of 100 00 110 540 A 670 511 3.497.843 3.331.000 1,100,404
Dec. 16207.596 303,544 997,591 352,168 198,583 38,23	1
Dec. 9226,112 444,836 928,978 396,583 219,326 42,98	100. R07. 13, 02.20, 146, 502 17, 032, 268, 2, 589, 090, 2.854, 627, 1, 323, 911
	Tot. Nov. 18, 82.20,216,624 4,350,388 2,589,090 2,854,627 1,323,911 Tot. Dec. 17, '81.18,246,593 17,932,268 2,589,090 2,854,627 1,323,911
Dec. 2324,569 680,405 1,332.356 633,994 182,644 50,35	The following statement prepared by the Bureau of Dialis-
<b>Nov. 25285,857</b> 964,638 1,449,995 629,726 181,181 43,55	The tonowing betweened, propulate by location from the
	tics, will show the exports of domestic breadstuffs from the
<b>24.</b> 4w.1,044,134 2,393,423 4,708,920 2,012,471 781,734 175,12	they may be a set of the design the month of Nov-
<b>4. 1. 81477,857</b> 1,332,841 4,504,444 1,154,861 669,063 177,40	undermentioned customs districts, during the month of Nov-

and grain at the seaboard ports for the llow:

week end	ed Dec. 1	6, 10110W:				
At New York Boston Portland Yontreal Philadelph Baltimore. New Orlea	80,0 9,8 ia 20,0 25,0	ls. bus 210 20.3 201 57, 5 300 19, 1 316 5, 9 312 111, 4 333 320, 7	h. bus 500 619,5 320 177,7 150 4,2 900 150 110,6	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	L. bush 32 59,323 25 26,823 00 48 2,000 00 9,600 00	bush. 5 44,200 5 500 0 3,500
Oor. week		015 617,1	520 1,200,8 159 1,090,9 e same po	98 275,5	08 97,750 87 113,090 the perio	<b>40,090</b>
Dec. 26.	1881. to	Dec. 16,	1882, con	pare as	follows i	for four
years:						Loui
Flour	bbls. 1	1881-82. 2,423,498	1880-8 12,242,90		9-80. 8,230 10	1878-79. 0,923,847
Wheat Corn Oats Barley Rye	$\begin{array}{c} 33\\ 26\\ 5\\ \ldots \\ 2\\ \end{array}$	,030,452 ,082,250 ,682,847 ,606,772 ,094,766	87,926,23 101,681,79 26,311,48 5,464,90 2,106,48	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3,613.837 3,646,763 1,629.369 3,205,758 4,678,162
The ext	norts from	n the sev	223,490,89 eral seabo the anne	ard port	s for weel	9,773,980 k ending
2001 201 -						
Exports from—	Flour.	Wheat.	Oorn.	Oats.	Rye.	Peas.
New York Boston Portland. Montreal. Philadel Baltim're N.Orl'ns. Total w'k.	Bbls. 208,632 46,494 7,380 6,450 310 -269,316	Bush. 643,630 167,165 19,150 125,257 593,098 27,740 1,576,040		Bùsh. 1,180 40   1,220	Bush. 42,230   42,230	Bush. 2,452 18,538  20,990
8'ine time 1891	86,051	690.811	484,090	1,493	····.	17,529
	,	1000 C				

these exports is as below. We add the of last year for comparison:

	Flo	ur.	Wh	eat.	· Corn.		
Exports for week to—	1882. Week, Dec. 10.	1881. Week, Dec. 17.	1882. Week, Dec. 16.	1881. Week, Dec. 17.	1882. Week, Dcc. 16.	1881. Week, Dec. 17.	
Un.King. Contin'nt S.& C.Am W. Indies Brit. Col's	8,347 15,954	163 14,819 12,033	768,285		Bush. 588,997 54,512 1,681 14,602 8,000	Bush. 434,695 39,134 994 4.232 4,985	
Oth.c'nt's		100					
Total	269,316	86,051	1,576,040	690,811	667,792	484.090	

's movement to our previous totals we tement of exports since September 1, this

						in the second seco	
.	Flo	ur.	Wh	eat.	Corn.		
Exports since Sept. 1, to—	1882-83. · Sept. 1 to Dec. 16.	1881-82. Sept. 1 to Dec. 17.	1882-83. Sept. 1 to Dec. 16.	1881-82. Sept. 1 to Dec. 17.	1882-83. Sept. 1 to Dec. 16.	1881-82. Sept. 1 to Dec. 17.	
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.	
Un. Kingdom	2,040,999	939,373	18,347,198	15,407,017	1,979,850	11,555,560	
Continent	244,207	65,067	14,779,592	5,315,283	258,566	2,308,859	
S. & C. Am	220,777	228,789	44,800	2,880	78,850	179,961	
West Indies.	310,442	200,290	20,879	10,642	137,215	169,575	
Brit. Col'nies	216,978	213,398	7,796	·	40,183	57,868	
Oth. countr's	13,807	14,410	185,445	170,068	17,866	21,949	
Total	3.077,210	1,659,327	33,385,710	20,905,890	2,5:2,530	14,293,772	

The visible supply of grain, comprising the spocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Dec. 16, 1882, was as

Flourbbls. 8,574,876 8,391,187 5,828,425 7,308 815	Wheat, Oorn, Oais, Barley, Rye,
Wheat bush. 53,178,606 47,368.051 68,289,543 77,398,707	In store at— bush.
<b>65,562,345</b> 108,597,755 125,418,189 84,159.075	New 1018 0,839,322 1,232,000 1,114,000 205 000 108 000
<b>35.182.423 32.955.680 30.969.704 21.194.079</b>	Do. anoat (est.) 700,000 270,000 100,000 223,000 38,000
<b>5.261.643</b> 4,755,982 4,172,304 5,531,592	$R_{10}$
<b>BF6</b>	" affaat 300,000 98,000
	Chicago 4.456.900 2,150,814 381,361 299,888 316,779
Total grain 162,326,214 195,974,227 231,970,686 192,324,381	Milwaukee 453,385 31,874 15,860 170,703 42,078
Below are the rail shipments from Western lake and river	Duluth
ports for four years:	101000
1882. 1881. 1880. 1879.	Detroit
Week Week Week Week	Dewego 223,000 100,000 15,007 77 306 35 609
Dec. 16. Dop. 17. Dec. 18. Dec. 20	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Fieur	Toronto 184,829 2,172 182,172 3,249
	Montreal 253.253 8,000 60,530 25,949 2,008
Wheatbush. 247,044 252,121 299,734 284.632 997,483 857,915 576,250 645,574	Philadelphia 428.600 58,821 88,893
<b>Cets</b>	Peoria
Barley 198,533 180,903 127,269 90,474	Indianapolis 213.700 04.200 0.985 2.230 19.043
38,235 45,273 58,014 45,850	Kansas City 327,501 Sol,010
	Down Mississippi $56500$ $4.931$
Total	Down Mississippi. 56,500 On rail
The rail and lake shipments from same ports for last four	Tot. Dec. 16. '82.19.781.437 7.407.700 2.909.462 3.092.084 1.277.996
weeks were:	
Week Flour. Wheat. Oorn, Oals, Barley, Rye,	
ending- ools. bush. bush. bush. bush. bush.	m - 17 - 05 100 00 110 540 A 670 511 3 497,843 3.301.000 1.100,402
Dec. 16207.596 303,544 997.591 352,168 198,583 38,235	10' 10 00 010 COL A 208 888 3 809 909 3 0/0.400 1,441,710
<b>Des.</b> 9226,112 444,836 928,978 396,583 219,326 42,981	Tot Dec 17, 81 18.246.593 17.332.208 2,585,050 2,001,011 -10101
<b>Dec.</b> $2324,569$ $680,405$ $1,332.356$ $633.994$ $182,644$ $50,351$	The following statement, prepared by the Bureau of Statis-
Nov. 25285,857 964,638 1,449,995 629,726 181,181 43,556	The following statement, prepared by the
Tet. 4w.1.044,134 2,393,423 4,708,920 2,012,471 781,734 175,123	tics, will show the exports of domestic breadstuffs from the
<b>4 8 1477,857 1,332,841 4,504,444 1,154,861 669,063 177,401</b>	undermentioned customs districts, during the month of Nov-
The statistics	

1882, a with th	nd for	r the e respond	leven mo	onths oths o	ended of the p	the san revious	ne, as com year:	pared
Total, Nov., 1882* Total, Nov., 1881* Total, 11 mos. ended Nov. 30, 188 Total, 11 mos. ended Nov. 30, 188	5	*	New York. Boston Philadelphia Baltimore	Customs Districts.	Total, Nov., 1882* Total, Nov., 1881* Total, 11 mos. ended Nov. 30,1882* Total, 11 mos. ended Nov. 30,1881*		New York Boston Philadelphia Baltimore New Orleans San Francisco	Customs Districts.
8,825,845 9,707,510 100,345,387 109,814,650		207,633 3,426,260 1,635	Bushels. 2,957,186 123,768 413,351 1 159 507	Wheat.	62,531 46,567 102,339 76,383 294,034 213,622 207,435 134,610		62.631 40.567	Barley. Bushels. Dollars.
9,334,753 11,577,373 14,441,885 28,318,378		218,194 3,459,573 1,635	1		$\begin{array}{c} 77 & 634,189 \\ 3 & 4,189,382 \\ 2 & 13,057,940 \\ 70,263,464 \end{array}$		2.85,548 13,117 40,329 2.854 10,128 8,138	Bus
862,831 6,392,059 6,311,659 37	29,697 1		390.785 2,3 165,944 1,1 32,608 1 49,717 9	alj	525,234 2,912,805 9,944,652 42,266,154		336,627 11,001 33,076 2,553 8 8 8,403	Indian corn. hels. Dollars.
5,131,936 3,161,753 38,961,737 37,186,700	193,031 37,293	83,416	Douars. A 2,339,715 1,149,514 188,460 979,520		$18,166 \\ 29,410 \\ 213,752 \\ 376,462$	::	7,996 105 105 105 105	Indian e Barrels
\$15,306,494	203,824 47,223	4,103,658 108,937 7,133	Aov., 1882. \$6,188,480 1,328,885 678,140 1 513 379	al valu	$71,423 \\106,435 \\819,814 \\1.151,252$	1,000 121 2,325	196	corn meal. Dollars.
18,025,880	1 .		Nov., 1881. \$7,430,804 974,098 924,068 924,068		$\begin{array}{c} 25,570\\ 22,389\\ 265,726\\ 499,194 \end{array}$	4.200	11,417     510     500     419     20     8,774	Oats. Bushels. D
\$.	1			Total	14,460 12,008 154,731 231,021		5,863 265 221 5,181	0
	2,797	6,289,671 33,175,120 3,730,975 569,204	30. 82. 802 ,452,951 892 ,246,921 14 ,142,448 16 ,142,448 16	values for the e months ended	249,175 173,035 1,264,851 968,860		249,175	R Bushels.
\$	2,335,554 16,738 1,355,790	9,746,797 28,763,692 3,199,506 376,294	31. 81. 483,991 ,367,062 ,086,610	leven	$182,121 \\179,123 \\1,070,252 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,030,317 \\1,$		182,121	ye. Dollars.
New Ha	ded in wen, F	the for	regoing	nd, W	illamett	reports e and Yor	from Milw ktown, the	details
Barley- Bushe Value	ls	Milwau- kee.	New Haren		Port- land.	Rich- mond.	Willa- metle.	York- town.
ndiau c Bushe Value	ls	•••••			••••• [′]	••••	•••••	• • • • • •

through the medium of orders by mail and wire—a sure indication that seasonable merchandise is rapidly passing into the channels of consumption. The retail branches of the trade have been active, though perhaps not more so than in previous years at a like period.

Domestic Cotton Goods -The exports of cotton goods comprised 2,892 packages, of which 1,283 were sent to Great Britain, 661 to China, 199 to U.S. of Colombia, 148 to Central America, 94 to Santo Domingo, &c. There was a large business in brown sheetings, owing to a reduction of from 4@2c. per yard on such makes as Lawrence LL, Booth, Massachusetts, Mystic River, Tremont CC, Indian Orchard, &c. Bleached cottons were in moderate request, and there was an improved demand for certain makes of colored cottons. At the decline the market. has shown more steadiness, and stocks of plain and colored cotons, wide sheetings, corset jeans, &c., are now so well in hand that some descriptions will probably undergo a slight advance before the end of January, by which time a large influx of wholesale buyers may reasonably be expected in the market. Print cloths were in moderate demand and steady at 3 11-16c for 64x64s and 31/4@3 5 16c. asked for 56x60s. Shirting prints met with considerable sales, but other calicoes ruled quiet, and ginghams were slow of sale.

DOMESTIC WOOLEN GOODS.—There was a very moderate call for men's-wear woolens at agents' hands, and the jobbing tradewas devoid of animation. Spring cassimeres and worsted coatings continued to move steadily on account of back orders, but. new business was comparatively light, and little if any improvement in the demand is looked for until after the holidays. Cloakings have been mostly quiet, and sackings were less active. For flannels and blankets the demand was restricted to such small parcels as are needed for the renewal of assortments, and Kentucky jeans and satinets were dull, as were shawls and skirts. Dress goods ruled quiet as regards seasonable fabrics, but some very fair orders were placed for both worsted and cotton goods adapted to the spring trade.

FOREIGN DRY GOODS were jobbed in small lots to a moderate amount, but the demand at first hands continued sluggish, as usual between seasons. Orders are being placed cautionsly in the European markets, owing in a measure to the uncertainty in regard to contemplated legislation upon the tariff.

#### Importations of Dry Goods.

The importations of dry goods at this port for the week ending Dec. 21, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

Total at the port	Total Ent'd forcousumpt.	Wool. Cotton. Silk. Flax Miscellaneous	formfortunou of 1	Total on market	Total Ent'd forconsumpt.	Flax Miscellaneous	Wool Cotton	WI	Total	Miscellaneous	Sille	Wool		and 2) with a start of the star
9,725	$3,510 \\ 6,215$	245 304 127 2,348	3	7,074	859 6,215	208 318	174 91	THDRA	6.215	1,207	1,208	774	Pkgs.	Week
9,725 2,474.684	499,667	119,238 95,662 110,360 89,323 82,079	NTERED FO	7,074 2,227,261	252,244	46,635	73,926 38,635	WN FROM	1.975,017	156,168	751,218	291,905	Value.	Week Ending Dec. 22, 1881.
451.487	150,873 300,614	$16,315 \\11.093 \\7,156 \\22,327 \\93,982$	R WAREH	479.512	178,898 300,614	25,287	20,706 13,000	WAREHOU	300,614		46,031		Pkgs.	Since Ja
451,487 109,559,433	21,721,014 87,835,419	8,567,329 3,658,440 4,960,483 4,021,941 2,515,821	ENTERED FOR WAREHOUSE DURING	479.512 112.788.714	24,953,295 87,835,119	4,825,837 2,397,377	8,179,066 4,299,206	ITHIDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.	87,835,419	8,218,814	29,128,626	17,536,412	Value.	Since Jan. 1, 1881. Dec. 21, 18
-	1,676 4,012	230 283 743 67	SAME		$1,384 \\ 4,012$		127	WN INT	4,012		1.295	4	Pkas.	Week Dec.
5.688 2.030.452	531,068 1,499,384	100,030 142,976 199,078 70,353 18,631	PERIOD.	5,396 1,810.306	310,922 1,499,384	54,917 34,034	89,419 73,728	O THE MAE	4,012 1,499.384	115,132	457.194	253,198	Value.	82.
528.456	171,629 316,827	21,627 13,849 9,837 23,621 102,695		512,484	155,657 356,827	21,744 93,217	19,690	IKET.	356,827	81,056 98,863	70.271 54.769	51.868	Pkgs.	Since Ja
528.456 129.399.805	26,304,76J 103,095,042	8,629.86; 4,266.34( 6,754,324 4,137,74( 2,516,494		126,798.50	23 693.46 103,095,04	2,298,56	7,861,25		103,095.04	13.585.02 3,887,16	22,904,49	22,023,2	Value.	3 AND 1881. Since Jan. 1, 1882

	Value\$		×					
	Rye-						487	
	Bushels						13	
	Value \$						1 = 1	
	Wheat-						09	
	Bushels				<b>536,</b> ã <b>0</b> 3		5	1
	Value\$				513,339		59,	
	Wheat flour-	,					10	1
	Barrels		800	12,700	22,622	15,544	433	
:	Value\$		5,000	74.108	103,310	92,654	1 20 1	1
	Total values-	,				e .	1=	-
	Nov., '82.\$		5,000	74.108	616,699	92,654	01	. 1
	Nov., '81.\$	6,005		152,770	1,084,259		,688	1
	11 months—	,			,,		00	1
	1882\$ 240.51	6 58,558	160.185	887.374	4.827.714	643,091		-
	1881\$ 638.01		910,741		4,599,565		2,00	
		00,100	010,114	_,	_,,,		18!	

### THE DRY GOODS TRADE.

FRIDAY, P. M., December 22, 1882. There has been a large movement in certain makes of brown cotton goods the past week as the result of reduced prices, anp a fair business in shirting prints, dress goods and some other spring fabrics was done by the commission houses, but in other respects the market has presented the quiet appearance that usually precedes the holidays. The jobbing trade was restricted in volume as far as regards personal selections, but there was a steady call for small parcels of staple and department goods

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Value . .\$ Indian corn meal-Barrels . . . . Value . .\$

Oats-Bushels

[VOL. XXXV



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