

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36.

NEW YORK, MARCH 3, 1883.

NO. 923.

Financial.

AMERICAN
Bank Note Company,
142 BROADWAY, NEW YORK.
Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1879.

ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS,
LEGAL TENDER AND NATIONAL BANK
NOTES, of the UNITED STATES; and for
Foreign Governments.

ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES,
BONDS FOR GOVERNMENTS AND
CORPORATIONS, DRAFTS, CHECKS,
BILLS OF EXCHANGE, STAMPS, &c.,
in the finest and most artistic style

FROM STEEL PLATES,
With special safeguards to prevent COUNTERFEITING.
Special papers manufactured exclusively for use of the
Company.

SAFETY COLORS. SAFETY PAPERS.
Work Executed in Fireproof Buildings.
LITHOGRAPHIC AND TYPE PRINTING.

RAILWAY TICKETS OF IMPROVED STYLES.
Show Cards, Labels, Calendars.

BLANK BOOKS OF EVERY DESCRIPTION.
ALBERT G. GOODALL, President.

VICE-PRESIDENTS:
J. MACDONOUGH, A. D. SHEPARD,
W. M. SMILLIE, TOURO ROBERTSON.
G. H. STAYNER, Treas.

THEO. H. FREELAND, Sec'y.

Banque
Centrale Anversoise,
ANTWERP.

Paid-Up Capital, - - 9,000,000 Francs

BOARD OF DIRECTORS

FELIX GRISAR, President.
ALFRED MAQUINAY (GUTH & Maquinay), Vice-Pres.
J. B. VON DER BECKE (Von der Becke & Marsily).
OTTO GUNTHER (Cornellie-David).
EMILE DE GOTTAL.
AD. FRANK (Frank, Model & Cie.).
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DEHNIS (Michiels Loos).
JOH. DAN. FUHRMANN, Jr. (Joh. Dan. Fuhrmann).
LOUIS WEBER (Ed. Weber & Cie.).
JULIUS RAUTENSTRAUCH (C. Schmid & Cie.).

TRANSACTS A
GENERAL BANKING BUSINESS.

ASA P. POTTER, Presd. J. J. EDDY, Cashier.

Maverick National Bank,
BOSTON,

CAPITAL, - - - - - \$400,000
SURPLUS, - - - - - 400,000

Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Aug. T. Post, Banker,

25 NASSAU STREET,
BUYS AND SELLS

State, City and County Securities.
CORRESPONDENCE SOLICITED.

STOCK BROKER.

Lansdale Boardman,
NEW YORK, 80 BROADWAY & 5 NEW ST.,
Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING.
Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.
—
Alfred H. Smith & Co.,
182 Broadway, Cor. John St.,

IMPORTERS OF

Diamonds, Fine Rubies, Sapphires,
and other Precious Stones,

EXCLUSIVELY.

LONDON, 33 HOLBORN VIADUCT.

Members N. Y. and Philadelphia Stock Exchanges.

L. H. Taylor & Co.,

BANKERS,

S. W. Cor. Third and Chestnut Sts.,
PHILADELPHIA.

Deposits received subject to check at sight, and
interest allowed on daily balances.

Stocks, Bonds, &c., bought and sold on commission in
Philadelphia and other cities.
Particular attention given to information regarding
Investment Securities.

Private wire to New York, Baltimore and other places

Hatch & Foote,

BANKERS, No. 12 Wall Street, N. Y.

We make U. S. Bonds and Investment Securities a
specialty, execute orders in STOCKS and BONDS
for cash or carry the same on margin. We transact
a general BANKING business and ALLOW INTER-
EST ON DEPOSITS. Branch Offices, connected by
private wire, Norwich, Conn., Gloucester, Mass., and
131 Devonshire Street, Boston, Mass.

Gwynne & Day,

Established 1854.] No. 45 Wall Street.

Transact a general banking and brokerage busi-
ness in Railroad Shares and Bonds and Government
securities.

Interest allowed on deposits.
Investments carefully attended to.

DESK ROOM TO LET.

J. M. Gillespie

INSURANCE SCRIP, &c.,

No. 4 HANOVER ST., NEW YORK.
Member of N. Y. Produce and Maritime Exchanges.

E. S. BAILEY,

7 PINE STREET.

DEALING IN

INSURANCE STOCKS
A SPECIALTY.

Cash paid at once for the above securities; or they
will be sold on commission, at seller's option.

Car Trust Bonds.

WE MAKE A SPECIALTY OF THESE VERY
SAFE SECURITIES, AND BUY AND SELL SAME
AT MARKET PRICE.

WE OFFER A LIMITED AMOUNT OF DESIR-
ABLE CAR TRUST ISSUES, ADDITIONALLY
SECURED BY THE DIRECT OBLIGATION OF
THE RAILROAD EQUIPMENT COMPANY.

POST, MARTIN & CO.,

34 PINE STREET.

Financial.

JOHN S. KENNEDY,
J. KENNEDY TODD.

O. H. NORTHCOTE,
ALEXANDER BARKER,
Member N. Y. Stock Exch.

J. S. Kennedy & Co.,
No. 63 WILLIAM STREET,
BANKERS.

Act as Agents for Banks, Bankers and Railroad
Companies.
Issue commercial credits, also foreign and domestic
travelers' letters of credit in pounds sterling & dollars.

Offer Investment Securities.

Buy and sell bonds, stocks and securities in all Am-
erica, Canadian, British and Dutch markets, on Com-
mission.
Collect dividends, coupons and foreign and inland
Drafts.

Sell Bills of Exchange on
Melville, Evans & Co.; C. J. Hambro & Son, LONDON
and on H. Oyens & Sons, AMSTERDAM.

N. W. Harris & Co.,
INVESTMENT BANKERS,
No. 176 DEARBORN STREET,

CHICAGO, ILL.

BONDS, State, County, City, Town, School,
and Car Trust Bought and Sold.
The funding of entire issues receives special atten-
tion. Write us if you wish to buy or sell.

Seaboard Bank,

Organized under the State Laws of New York.
Welles Building, 18 Broadway, N. Y.
CAPITAL \$500,000.

W. A. PULLMAN, President.
S. G. BAYNE, Vice-President.
S. G. NELSON, Cashier.

DIRECTORS:

CHARLES WHEELER, D. O'DAY,
JOS. SEEP, N. MEHLEN,
W. A. ROSS, J. J. VANDERGRIFT,
L. H. SMITH, S. G. BAYNE,
W. A. PULLMAN.

Solicits deposits from banks, on which liberal inter-
est will be paid on daily balances. Makes collections,
transacts a general banking business. Makes call or
time loans on Oil Certificates, Produce Receipts, Bills
of Lading and other marketable securities.

Simon Borg & Co.,

No. 8 WALL STREET, NEW YORK,

DEALERS IN ALL KINDS OF

Railroad and Investment Securities.

SOUTHERN SECURITIES A SPECIALTY.

A. H. Brown & Co.,

BANKERS AND BROKERS,

7 Wall St., Cor. New, New York.

INVESTMENT SECURITIES.

Special attention to business of country banks.

Henry Bros. & Warfield,

BROKERS IN

STOCKS AND BONDS, UNLISTED SE-
CURITIES AND MINING STOCKS,
52 BROADWAY.

DOUGLAS HENRY, CHARLES SETON HENRY,
Member N.Y. Stock Ex. Member N.Y. Min. Stock Ex.
DANIEL WARFIELD.

Geo. H. Whipple,

No. 56 WALL STREET,
NEW YORK.

ELECTRIC LIGHT STOCKS.

EDISON, BRUSH, UNITED STATES, FULLER
STOCKS FOR SALE.

Foreign Exchange.

Drexel, Morgan & Co.,
WALL STREET,
CORNER OF BROAD, NEW YORK.

Drexel & Co., Drexel, Harjes & Co
No. 94 South Third Street 31 Boulevard Hausmann
PHILADELPHIA. PARIS.

DOMESTIC AND FOREIGN BANKERS.
Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF
Messrs **J. S. MORGAN & CO.,**
No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,
No. 59 WALL ST., N. Y.,
BUY AND SELL

BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.
Issue Commercial and Travelers' Credits IN STERLING.

AVAILABLE IN ANY PART OF THE WORLD.
And in France, in Martinique and Guadalupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY

BETWEEN THIS AND OTHER COUNTRIES.
MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,
33 NASSAU STREET.

BILLS OF EXCHANGE ON
SMITH, PAYNE & SMITH'S,
BANKERS, LONDON;
MANCHESTER & COUNTY BANK,
"LIMITED;"

MANCHESTER, PAYABLE IN LONDON;
ULSTER BANKING COMPANY,
BELFAST, IRELAND
AND ON THE
NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;

ALSO,
CABLE TRANSFERS AND LETTERS OF CREDIT

J. & W. Seligman & Co.,
BANKERS,

No. 23 BROAD STREET,
New York.

Issue Letters of Credit for Travelers,
Payable in any part of Europe, Asia, Africa, Australia and America.

Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

JOHN MUNROE & Co.,

No. 8 Wall Street, New York,
No. 4 Post Office Square, Boston.
CHEQUES AND CABLE TRANSFERS ON
MUNROE & CO., PARIS.

STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON

ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.
NEW YORK: LONDON: PARIS:
WILLIAM HEATH, W. RUSSELL WISE, T. E. DAVIS,
CHAR. E. QUINCEY.

William Heath & Co.,
(ESTABLISHED 1861.)

BANKERS AND BROKERS,

No. 80 BROADWAY, NEW YORK.
Members of New York Stock Exchange.
FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,
10 Throgmorton Ave., London, Eng.

Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

William Heath & Co.,
No. 19 Rue Scribe, Paris.

Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

Foreign Exchange.

August Belmont & Co.,
BANKERS,

Nos. 19 & 21 Nassau Street,

Issue Travelers' Credits, available in all parts of the world, through the

MESSRS. DE ROTHSCHILD
and their correspondents.

Also Commercial Credits and Transfers of Money on California, Europe and Havana.

Jesup, Paton & Co.,
BANKERS,

52 William Street, New York.

Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms. Dividends and interest collected and remitted. Act as agents for corporations in paying coupons and dividends; also as transfer agents. Bonds, stocks and securities bought and sold on commission, at the Stock Exchange or elsewhere. Sterling Exchange and Cable Transfers bought and sold.

DRAW ON
THE UNION BANK OF LONDON:
THE DEUTSCHE BANK, BERLIN, HAMBURG AND BREMEN:
ANDRE GIROD & CO., PARIS.

Kidder, Peabody & Co.,
BOSTON, MASS.,
Cor. Wall and Nassau Sts., New York.

FOREIGN BANKERS.

CABLE TRANSFERS, BILLS OF EXCHANGE AND
COMMERCIAL AND TRAVELERS' CREDITS.

CORRESPONDENTS:

BARING BROTHERS & CO., London.
PERIER FRERES & CO., Paris.
MENDELSSOHN & CO., Berlin.

Schulz & Ruckgaber,
BANKERS,

16 EXCHANGE PLACE, NEW YORK

CORRESPONDENTS OF THE

International Bank of London
(Limited) London.

Messrs. **John Herenberg, Gossler & Co.**
Hamburg.

Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

J. H. GOADBY & B. E. WALKER,
JOINT AGENTS

Canadian Bank of Commerce,

16 EXCHANGE PLACE,

BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.

ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD

James T. Bates & Co.,
(ESTABLISHED 1868.)

BANKERS AND BROKERS,
Mills Building, New York.

Members of the New York Stock Exchange.
Checks and Cable Transfers on **JAMES T. BATES & CO.,** Geneva, Switzerland.

J. W. Wilson & Co.,
27 & 29 BEAVER ST.,
NEW YORK.

Bills of Exchange and Letters of Credit on Mexico.

Anglo-Californian Bank
(LIMITED).

LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California St.
NEW YORK Agents, **J. & W. Seligman & Co.**
BOSTON Correspondents, Massachusetts N. Bk.

Authorized Capital, - - \$6,000,000.
Paid up and Reserve, - - 1,700,000.

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms. **FRED'K F. LOW,**
IGNATZ STEINHAART, } Managers
P. N. LILIENTHAL, Cashier.

Foreign Exchange.

Kountze Brothers,
BANKERS,
120 Broadway (Equitable Building),
NEW YORK.

LETTERS OF CREDIT AND CIRCULAR NOTES

Issued for the use of travelers in all parts of the world.

Bills drawn on the Union Bank of London and various places in the United States. Deposits received subject to check at sight, and interest allowed on balances. Government and other bonds and investment securities bought and sold on commission.

Canadian Bankers.

Imperial Bank of Canada.

CAPITAL (paid up), - - - \$1,300,000
RESERVE, - - - - - \$160,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier
HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency and Sterling Exchange.

Agents in London: Agents in New York:
BOSANQUET, SALT & CO., BANK OF MONTREAL,
73 Lombard Street. 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

Merchants Bank
OF CANADA.

Capital, - - - \$5,700,000 Paid Up.

President, **SIR HUGH ALLEN.**

Vice-President, **ROBERT ANDERSON, Esq.**

HEAD OFFICE, MONTREAL.

GEORGE HAGUE, General Manager.

J. H. PLUMMER, Assistant General Manager.

BANKERS:

LONDON, ENG.—The Clydesdale Bank (Limited.)

NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken.

New York Agency, 48 Exchange Place.

HENRY HAGUE, } Agents.
JOHN B. HARRIS, JR., }

Bank of Montreal.

CAPITAL, - - - \$12,000,000, Gold.
SURPLUS, - - - \$5,500,000, Gold.

C. F. SMITHERS, President.

W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, } Agents.
ALEX' R. LANG, }

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

AGENCY OF THE
BANK

OF

BRITISH NORTH AMERICA,
No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted.
D. A. McTAVISH, } Agents.
W. LAWSON, }

Gzowski & Buchan,
BANKERS AND STOCK BROKERS,
TORONTO, CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.
Correspondents—Bank of New York, New York; and Alliance Bank, London.

Foreign Bankers.

The City Bank,

(LIMITED.)
LONDON, ENGLAND.

Authorized Capital, - - - - £4,000,000
Subscribed Capital, - - - - 3,200,000
Paid-Up Capital, - - - - 300,000
Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.
BRANCHES:

Head Street, London, | Tottenham Court Road
Ludgate Hill, London, | London.
Knightsbridge, London, | Paddington, London.
Holborn, London, | Aldgate, London.
Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager,

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.

ESTABLISHED IN 1863.

Paid-Up Capital, 12,000,000 Guilders
(\$4,800,000 Gold.)

HEAD OFFICE IN AMSTERDAM.

Agencies in Batavia, Soerabaya and Samarang
Correspondents in Padang.

Issue commercial credits, make advances on ship
ments of staple merchandise, and transact other
business of a financial character in connection with
the trade with the Dutch East Indies.

BLAKE BROTHERS & CO.,

AGENTS FOR NORTH AMERICA,

18 WALL STREET, NEW YORK.

39 STATE STREET, BOSTON.

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.

UNDIVIDED PROFITS (including Guarantee and
Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 101
branches of the Bank in the Colonies of Queensland
New South Wales, Victoria, South Australia, Tasma-
nia, and New Zealand. Bills negotiated or sent for
Collection. Telegraphic transfers made. Deposits
received in London at interest for fixed periods or
terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary

Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up)..... \$5,000,000
RESERVE FUND..... 2,850,000
HEAD OFFICE, HONG KONG.

The Corporation grant Drafts, issue Letters of
Credit for use of Travelers, and negotiate or collect
Bills payable at Bombay, Calcutta, Singapore, Saigon,
Manila, Hong Kong, Foochow, Amoy, Ningpo
Shanghai, Hankow, Yokohama, Higo, San Francisco
and London.

A. M. TOWNSEND, Agent, 47 William St

Adolph Boissevain & Co.

BANKERS

AND

COMMISSION MERCHANTS

AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & CO.

Gerhard & Hey,

REVAL.

OFFICES AT

LEIPSIC, BERLIN, MOSCOW,

NIJNI-NOVGOROD, during the Fair

Commissioners & Forwarding Agents,

SHIP BROKERS.

Undertake to cash Bills, Advances and Freight-
Amounts; execute all orders in the line of Banking,
Commission and Forwarding Business on the most
moderate terms.
Ship-owners are requested to address vessels bound
for Reval unto the care of

GERHARD & HEY,

REVAL, RUSSIA.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.

Bank of Buffalo,

CAPITAL, - - - - - \$300,000.

BUFFALO, N. Y.

This bank has superior facilities for making col-
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States, Canada and Europe. Liberal terms extended
to accounts of bankers and merchants.

CORRESPONDENTS.—New York, National Shoe &
Leather Bank; London, Union Bank of London.

New England Bankers.

Brewster, Cobb & Estabrook,

BANKERS,

No. 35 CONGRESS STREET,

BOSTON.

MEMBERS OF THE NEW YORK AND
BOSTON STOCK EXCHANGES.

ALSO.

Dealers in Municipal, State, Railroad
and United States Bonds.

Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & Co.),

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No. 40 STATE STREET,

BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P. O.

BOSTON.

Interest on deposits subject to check.

Bonds and other investments bought and sold.

Correspondence invited.

Orders executed at Boston and New York Stock
Exchanges, of which we are members.

F. A. Hawley & Co.,

BANKERS.

Parker & Stackpole,

BANKERS,

No. 60 DEVONSHIRE STREET,

BOSTON.

JOSHUA WILBOUR, CHARLES H. SHELDON, JR.
BENJAMIN A. JACKSON, WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

BANKERS AND BROKERS,

52 WEYBOSSET STREET,

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Dealers in Commercial Paper, Government and
other first-class Bonds and Securities and Foreign
Exchange.
Private Telegraph Wire to New York and Boston.

C. E. Jackson & Co.,

MIDDLETOWN, CONN.,

Buy and sell Government, State, Municipal and
Railroad Bonds and Stocks. Investments for Sav-
ings Banks a specialty. Correspondence solicited.

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JOS. M. SHOEMAKER. ROBERT M. JANNEY.

Jos. M. Shoemaker & Co.

BANKERS AND STOCK BROKERS.

No. 134 SOUTH THIRD STREET,

PHILADELPHIA.

Dealers in all issues of United States Bonds. Invest-
ment Securities a specialty. Correspondence invited
and full information upon financial subjects furnished

E. W. Clark & Co.,

BANKERS,

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER IN-
VESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

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BANKERS AND BROKERS,

No. 207 WALNUT PLACE,

PHILADELPHIA.

Geo. B. Hill & Co.,

BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania
Securities. Correspondence solicited.

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J. W. MIDDENDORF, W. B. OLIVER, C. A. ALBERTI,
Members Baltimore Stock Exchange.

Middendorf, Oliver & Co.

BANKERS AND BROKERS,

S. W. Corner German & South Sts.,

P. O. Box 227.

BALTIMORE, Md.

Special attention given to the negotiation of For-
eign Bills of Exchange, Collateral Loans and Com-
mercial Paper.

INDICATORS AND TELEPHONE IN OFFICE.

John A. Hambleton & Co

BANKERS AND BROKERS,

No. 5 SOUTH STREET,

BALTIMORE.

Connected by Special Wire with New York and Phila-
delphia Correspondents.

Transact a General Banking Business.

Buy and Sell on Commission in this and other cities
all descriptions of Stocks, Bonds and Securities.

Special Attention given to Investments

Loans negotiated and advances made on approved
collaterals.

Deposits received subject to check at sight.

Collections on all points in U. S. and Canada.

Robert Garrett & Sons,

BANKERS,

No. 7 SOUTH STREET,

BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND
FOREIGN BANKING BUSINESS.

Wilson, Colston & Co.,

BANKERS AND BROKERS,

BALTIMORE.

INVESTMENT and VIRGINIA SECURITIES a
specialty.

Correspondence solicited and information fur-
nished.

N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.

THE CITY BANK OF HOUSTON,

CAPITAL, \$500,000,
Houston, Texas.

We give special attention to collections on all
accessible points.

DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice,
C. C. Baldwin, W. B. Botts, Robt Brewster, S. K.
McIlhenny, B. F. Weems.

B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

E. E. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,

WILMINGTON, N. C.

Collections made on all parts of the United States

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION.

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

R. H. MAURY & CO.,

STOCK BROKERS,

RICHMOND, VIRGINIA.

Buy and sell Government, State, Municipal and
Railroad Bonds and Stocks, &c. Virginia State Tax-
Receivable Coupons bought and sold. All orders
promptly attended to

New York Correspondent. VERMILYE & CO.

MERCHANTS' NATIONAL BANK,

RICHMOND, VIRGINIA.

Collections made on all Southern points on best
terms; prompt returns.

JOHN P. BRANCH, President.

JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

Thos. P. Miller & Co.,

BANKERS,

MOBILE, ALABAMA.

Special attention paid to collections, with prompt
remittances at current rates of exchange on day of
payment. Buy and sell State of Alabama and City
of Mobile Bonds.

Correspondents.—Bank of the State of New York,
New York; Louisiana National Bank, New Orleans;
Bank of Liverpool, Limited, Liverpool.

THOMAS BRANCH & CO.,

BANKERS AND COMMISSION MERCHANTS

RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act
passed by the last Legislature, for 1/4 per cent commis-
sion. New North Carolina 6 per cent bonds, secured
by lien on the State's stock in the North Carolina
Railroad, for sale.

Western Bankers.

Mortgages on Farms
AND
Kansas City Real Estate,
NETTING SEVEN PER CENT
Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned. Acknowledged to be the most SAFE and PROFITABLE form of investing money known.

In an experience of many years and loaning two million dollars, not one dollar lost.

We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors. FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE AND SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

H. P. MORGAN,
GENERAL AGENT FOR NEW ENGLAND

No. 3 Custom House Street,
PROVIDENCE, R. I.,

OR
JARVIS, CONKLIN & CO.,
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General Mortgage 5s.
Columbus & Toledo Railroad Co.—
Second Mortgage 7s.
Dayton & Michigan Railroad Co.—
Second Mortgage 7s.
Toledo Depot Second Mortgage 7s.
Indianapolis, Indiana—
School 6s.
Logansport, Indiana—
Funded Loan 6s.
Miami County, Indiana—
Gravel Road 6s.
Pittsburg Fort Wayne & Chicago Railway Co.—
First Mortgage 7s, Series "C."
Second Mortgage 7s, Series "I."
Equipment Mortgage 8s.
MARCH 8.
Blackford County, Indiana—
Winter's Gravel Road 7s.
MARCH 10.
Vermillion County, Indiana—
Gravel Road 7s.
MARCH 11.
Marion, Indiana—
Township 6s.
MARCH 15.
Mitchell, Indiana—
School 7s.
MARCH 18.
Vigo County, Indiana—
County 8s.
MARCH 25.
Adams County, Indiana—
Gravel 6s.

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OMAHA BRIDGE BONDS.

In accordance with the provisions of the above bonds, we, the undersigned, hereby give notice that the following numbers, viz.:

673	143	151	1845	2415	1624	1004	2199
2037	756	904	1190	1750	1111	1891	1374
656	1298	1002	1170	1725	297	868	843
2361	943	403	1213	2069	806	1527	519
1665	163	1811	1303	1454	453	1923	111
1233	1427	2237	963	763	2487	2132	720
1901	1435	1094	1379	23	2405	189	
1709	1331	1896	1255	1909	1004	1772	
2163	892	457	7	1072	1113	1833	
799	2074	171	723	603	157	1360	
422	2290	1100	1107	1053	50	916	

were this day designated by lot in our presence to be redeemed, together with the premium thereon, as provided in said bonds, at the London & San Francisco Bank, Limited, No. 22 Old Broad Street, London, E. C., England, or at the office of DREXEL, MORGAN & CO., in the City of New York, on the 1st day of April, 1888.

New York, Nov. 15, 1882.
J. PIERPONT MORGAN, } Trustees.
E. ATKINS.
J. HOOD WRIGHT, of Drexel, Morgan & Co.
[L. S.] Attest. WALTER B. HORN,
Notary Public, Kings County,
Certificate filed in New York County

OREGON IMPROVEMENT COMPANY,

NEW YORK, February 15, 1883.
The Board of Directors have declared the first SEMI-ANNUAL DIVIDEND of THREE AND ONE HALF PER CENT (3½ per cent), payable Mar. 15, 1883, at the office of the Farmers' Loan & Trust Co., to the stockholders of record March 5, 1883.
The transfer books close March 5 and re-open March 20, 1883.

T. H. TYNDAL, Secretary.

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St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
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Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Bonds.
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Desirable Texas Securities for investment constantly on hand.

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FREDERICK P. OLCOTT, Vice-Presidents.
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THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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The Chronicle.

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THE FINANCIAL SITUATION.

Ever since the new year began, and especially since the early part of February, the volume of mercantile transactions has been on the increase. The heavy snows and subsequently the destructive floods in the West, coupled with the abiding distrust felt as to Congressional action on revenue and currency questions, have to an extent suppressed the developing tendency; but the vast crops of last year only just now proving their extent, are finally, in spite of adverse influences, making their value felt by forcing activity in mercantile circles everywhere. Wheat, corn, cotton and provisions are being hurried to market—most of them as never before so late in the season—while money and goods in increasing amounts are moving from the East to meet the want they make. As a natural consequence, Wall street has become steadier in tone and values less easily influenced by every passing rumor.

The public seems to have settled down to the conviction that whatever Congress does or fails to do, will be of less harm to business interests than its continuance in session.

There is scarcely a hope now of its doing anything wisely during the few hours left it. If it passes a revenue bill at all, the sections which apply to internal taxes will take off about 42 millions of Government income, but whether the tariff provisions will lessen or increase the customs is a matter of great uncertainty. That relief is seriously needed, is shown with even more emphasis than heretofore, through the Government figures of receipts for the month of February, which have been kindly furnished us. The statement for the month and for the eight months to March 1st is as follows.

Receipts from—	February.		8 Mos. End'g with Mar. 1.	
	1883.	1882.	1883.	1882.
Customs.....	\$17,144,406	\$19,408,523	\$147,700,218	\$145,477,285
Internal revenue.....	9,467,564	8,093,340	96,371,370	95,531,850
Miscellaneous.....	5,084,010	3,395,023	26,048,422	23,937,168
Total.....	\$32,247,000	\$30,926,886	\$270,120,010	\$264,946,312

Here we have an actual increase in the total revenue for February of about 1½ millions, notwithstanding during the same time customs fell off 2½ millions. With the adjournment of Congress the receipts from internal taxes are likely to continue to show some expansion, while probably customs duties too will soon improve again, and if no bill is passed and none of those taxes are repealed, the reader can easily imagine how bond calls will progress next year, and what influence that is likely to have in forcing a contraction of bank currency. Even now, with the large appropriations of a year ago, debt reduction is making very rapid progress. The past month, with pension disbursements alone reaching nearly 10 million dollars, the debt of all kinds, less cash in the Treasury, has been reduced \$7,630,678, and since the first of July (eight months) the actual decrease in interest-bearing debt has been \$108,914,650, and the decrease less cash in the Treasury, \$102,638,346. That the reader may see the changes which have been made during those months and which are now making and the bonds left for call before the 3s are reached, we have prepared the following statement of the interest-bearing debt on the first of last July and the first of each of the last two months.

Funded Debt of the United States.	July 1, 1882.	Feb 1, 1883.	March 1, 1883
Three per cent bonds.....	\$	\$291,441,350	\$297,198,000
Sixes, extended at 3½.....	53,057,150		
Fives, extended at 3¼.....	401,508,000	81,328,750	84,330,850
Four and a-half per cent bonds..	250,000,000	250,000,000	250,000,000
Four per cent bonds.....	739,849,350	739,856,950	739,857,300
Navy pension fund (3s).....	14,000,000	14,000,000	14,000,000
Total.....	\$1,463,810,400	\$1,376,186,050	\$1,354,893,750

But it is useless to speculate on the results of a policy which, at the moment of writing, is in doubt, but which must become fixed by the action or non-action of Congress almost as soon as, and in many cases before, this reaches

the reader's eye. The statements we have given above, however, will indicate what the country must expect or what it has escaped, according as the event may be when Congress adjourns.

In the meantime, it is gratifying to know that there are great recuperative forces at work, the outcome of the abundant production of last year, which, if followed with plenty the present summer, even the worst our legislators may do, can only partially suppress. The latest evidence of this is seen in the decided movement in foreign exchange this week, for instead of the dull and featureless market which has so long prevailed, activity and lower rates have ruled. It is reported that the comparatively firm tone which characterized the market during February was largely due to the fact that shippers of cotton to a considerable extent held their bills off the market, being unwilling to sell at the current rates. The weakness last week served to alarm the holders of these cotton drafts, and early this week they threw them upon the market in such volume as for the moment to demoralize it, and these bills were sold at a large reduction from previous rates. Then came a pressure of bankers' bills, drawn against outgoing securities, and of commercial drafts which had been bought on speculation and had become equivalent to sight. Finally, the reduction of the Bank of England rate of discount to 3 per cent, caused a further decline in short sterling, and on Thursday morning the indications pointed to still weaker exchange.

But in the afternoon of the latter day there was a steadier tone, and on Friday a little more firmness early in the day, as was natural after so sharp a fall; but later the market became weaker again. Of course, the decline revives the discussion with regard to the probability of gold imports. That event depends mainly upon our money market and the free shipment of our productions, and yet it may be wholly controlled by the movement of securities. Now this movement is in our favor; but the London stock market has followed ours so closely that a further rise here may very likely tempt sales for European account, and such sales might be in sufficient amount to absorb all produce bills offering, especially if the supply of wheat for shipment is restricted by speculation. With the Bank of England rate at 3 per cent and gold bullion at its present price, exchange should sell—to cover all charges for insurance, commissions, &c.—at about 4 80½ for long and 4 82½ for short to make gold imports profitable. Some bankers, however, do not insure their gold, and pay no commissions for purchases on the other side; consequently they can make the transaction, even if exchange is a little less favorable. These statements suggest that there must be a further considerable drop in the rates before gold can be imported at a profit. Nevertheless, with the tone of the market heavy, and with indications of a further decline, gold might be ordered out from London on speculation even before the rates had touched the point given above.

Although, as stated, there has been a better feeling in the stock market this week, in sympathy with the improving commercial outlook, but little change for the better has taken place in values. Still, some events affecting special properties have transpired which were favorable. The decision of Judge Ingraham in the Western Union suit was so interpreted, for although he holds that the issue of new stock was unauthorized, he indicated that the only remedy now, was against the directors who consented to it, and that the stock could not be followed. The final discharge of the Reading receivers was also a favorable event, as it caused an advance in that

property, and the other coal shares sympathized with it. This resumption of operations by the Reading road is a well-earned triumph for Mr. Gowen, especially as the property takes its place to-day among solvent corporations with net income increased since 1880 from 5½ to 7½ millions, and with better prospects for new business than it ever before enjoyed. Its relations to and new connections with Mr. Vanderbilt's system of roads, so soon to be available, and a possible connection in the future with Jersey Central, open for this old corporation a wide field.

The Pennsylvania statement of earnings for January has also been issued this week, and was well received. The report shows very large gains over 1882 on the lines east of Pittsburg and Erie, exhibiting an increase of no less than \$556,036 in gross and of \$396,792 in net, while last year the loss in net was only \$132,595, and gross earnings actually recorded a gain. We annex a comparison of January gross earnings, operating expenses and net earnings back to 1879 of the lines east of Pittsburg and Erie.

January.	1879.	1880.	1881.	1882.	1883.
Gross earnings.....	\$2,548,424	\$3,083,551	\$3,189,215	\$3,373,821	\$3,920,857
Operating expenses.....	1,523,593	1,717,253	1,982,354	2,299,055	2,458,290
Net earnings	\$1,010,531	\$1,366,298	\$1,206,861	\$1,074,766	\$1,471,039

Both gross and net earnings, it will thus be seen, are larger than ever before. It is interesting to observe, however, that though gross earnings have increased since 1879 almost \$1,400,000, net earnings have increased but little more than \$450,000, showing how much heavier expenses are now than then. The figures west of Pittsburg and Erie are not furnished in the same form, but we are simply told what excess or deficiency there is after providing for all expenses and fixed charges (including interest and rentals). For January, 1883, this item is reported as a surplus of \$174,981, or \$132,233 more than in January, 1882. Looking back, we find that in both 1880 and 1881 the surplus was over \$300,000, so that the Western lines do not make as favorable an exhibit as the Eastern. Not having the details, we can not tell whether the decrease is due to a diminution of gross earnings, an increase of expenses, or higher interest charges, but it is probable that there was more or less loss from each of these causes.

Still another satisfactory event was Governor Cleveland's veto of the Elevated Railroad Five Cent Fare bill. As we have often said, this measure was wholly uncalled for, either by the people who use the roads or the circumstances which are connected with their operation. All who cannot afford to pay ten cents can ride at five now; and those whose habits and income permit them to take a later train, by giving the higher rate help to sustain the five cent hours and increase the facilities the public enjoy. Until it is proved beyond all doubt that the roads can be kept up to their present state of efficiency on a five cent fare, the first step towards establishing the wisdom of this proposed law has not been taken by those clamoring for such a reduction. The only argument in its favor we ever heard, was that the roads are blamable for their stock-watering operations, and to distress them now serves them right. This would perhaps be good reasoning, if in harming them we did not harm the public more.

The course of speculation in the stock market has not been influenced materially by the rates for money, for although the money market has been active this week it has been less so than was expected considering the low reserves of the banks. Dealers in commercial paper report an abundant supply of notes, but comparatively little inquiry for paper from the banks, which would indicate that the loanable funds of those institutions are now fully

employed. There appears to have been a steady demand for money from the interior this week. The inquiry from Chicago is mainly for gold coin, which cannot be obtained from the Sub-Treasury in that city for the reason that there is only a small supply there. The gold certificates in use at the Western banks are mostly redeemable at the office in this city, and some of these institutions have been obliged to send them hither to procure gold to supply the demands of banks in the interior. As food staples and hogs are now moving to the distributing centres in liberal proportions, and as cash is required for that purpose, it is probable that for the remainder of March at least the West will call for unusually large sums from this centre. There is also a good demand from Canada, where money is ruling at from 6 to 8 per cent, and this has compelled the temporary withdrawal of Canadian funds. So also the requirements for customs payments have been heavy, and in this way the Treasury is taking money from the banks, while they have been liberally parting with funds to the interior. On Thursday the payment of \$2,812,500 interest on the 4½s commenced, but this sum will be widely scattered, and only a small portion of it goes into our banks. The indications therefore point to active money in the near future, and as bond redemptions are at the moment insignificant, and cannot be large even if the payment of outstanding calls is anticipated, there appears to be very little prospect of relief except, indeed, from gold imports. These will of course be stimulated by high rates for money at this centre. The Treasury operations for the week appear to have resulted in a gain, which is a loss to the banks, of \$1,472,525. The interior movement was as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$1,036,000	\$1,760,000
Gold	101,000	1,902,000
Total	\$1,137,000	\$3,662,000

The Bank of America paid out \$525,000 gold during the past week on account of the associated banks.

Last week's bank statement was doubtless made up on declining averages for specie. Considering this fact, the following will indicate the character of this week's return.

	In'o Banks.	Out'of Banks	Net Loss.
Sub-Treasury operations, net...	\$.....	\$1,472,525	\$1,472,525
Interior movement.....	1,137,000	3,662,000	2,525,000
Total.....	\$1,137,000	\$5,134,525	\$3,997,525

There has been quite a trade in securities for European account during the week, and the following will show the probable profit in these transactions, the table indicating relative prices in London and New York at the opening each day.

	Feb. 26.		Feb. 27.		Feb. 28.		Mar. 1.		Mar. 2.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s.c.	119'31	119'36	119'31	119'36	119'31	119'36	119'06	119'36	119'06	119'36
U.S. 3½s	108'39	108'36	108'39	108'36	108'39	108'36	108'15	108'36	108'30	108'36
Erie.....	35'47	35'4	30'03	30	37'17	37'4	37'34	37'4	37'16	37'4
2d con.	93'25	93'4	93'22	93'4	93'71	93'4	93'63	93'4	97'12	93'4
Ill. Cent.	142'88	142'4	142'88	142'4	143'85	144'4	144'65	144'4	144'77	144'4
N. Y. C.	125'50	125'4	126'11	125'4	126'60	126'4	126'82	126'4	127'07	126'4
Reading	26'00†	51'4	26'11†	52'4	26'78†	52'4	26'67†	53	27'23†	54'4
Ont. W'n	25'63	25'4	25'27	25	25'63	25'4	25'91	25'4	25'70	25'4
St. Paul	99'39	99	99'67	100	101'81	101'4	101'69	101'4	102'09	101'4
Exch'ge. cables.	4'86		4'80		4'86		4'85		4'85	

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

The Bank of England return for the week shows an increase of £167,000 bullion and a decrease of 15-16 in the proportion of reserve to liabilities. The Bank of France reports a gain of 1,800,000 francs gold and a loss of 1,050,000 francs silver, and the Bank of Germany,

since the last return, shows an increase of 6,820,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date in 1882.

	March 1, 1883.		March 2, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	23,142,922	4,360,217	21,780,989	4,330,220
Bank of France.....	39,601,362	23,262,000	33,291,623	20,800,500
Bank of Germany.....	7,754,000	60,622,217	6,035,306	60,136,720
Total this week.....	70,588,281	68,521,492	61,150,210	66,637,577
Total previous week.....	70,302,065			

The Assay Office paid \$332,694 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Feb. 23...	\$696,728 54	\$38,000	\$30,000	\$478,000	\$150,000
" 24...	874,511 00	55,000	43,000	623,000	148,000
" 26 ..	687,719 69	26,000	28,000	461,000	168,000
" 27...	962,994 45	33,000	49,000	746,000	130,000
" 28...	391,675 37	20,000	27,000	284,000	63,000
Mar. 1...	287,767 19	8,000	13,000	236,000	30,000
Total.	\$3,004,396 24	\$180,000	\$190,000	2,836,000	\$695,000

THE CENTRAL PACIFIC'S INCOME IN 1882.

A statement has this week appeared in the Boston papers, purporting to give the receipts and disbursements of the Central Pacific for the late calendar year. As the company does not issue its pamphlet report until about August or September, and as there is at the moment more than the ordinary call for information about the company's affairs, this statement is deserving of notice, especially as it bears evidences of having been prepared by some one having access to the official statistics, though without doubt it contains errors, typographical and otherwise. The exhibit, just as published, but arranged in tabular form, is as follows.

Receipts.		Disbursements.	
Gross earnings	\$25,662,757 12	Legal expenses....	\$216,751 41
Earnings of steamer division.....	2,485,291 00	Civil engineering...	15,479 65
Interest on sinking funds.....	281,260 00	Taxes.....	448,005 60
Total receipts....	\$25,964,502 41	Land department expenses.....	23,700 78
		Interest.....	3,443,413 32
		Co.'s sink. fund and interest paid U.S.	1,100,000 00
		Total.....	\$22,679,940 24
Operat'g expenses. \$16,067,133 67		Surplus	3,284,562 17
General expenses.. 330,616 72			

On application at the company's office in this city to have these figures corrected, we found that the company could not furnish us a complete exhibit of all the particulars at present, and therefore that they were unwilling to indicate how far the above was right. That there are errors in the figures is seen at a glance. For instance, the receipts foot up about 28½ millions, instead of about 26 millions as given. Taking the items separately, however, we find the first one, which covers gross earnings, to be correct, as it agrees with our own totals made up from the company's monthly reports; so also in all probability is the item of interest on sinking funds, for it tallies pretty well with the amount derived from this source in previous years. The second item, on the other hand,—earnings of steamer division—is evidently anything but correct, and consequently readily accounts for the difference in the total. It is simply impossible that the company should have realized pretty nearly 2½ millions net on its steamer and barge transportation lines. In 1881 these entailed a small loss (\$1,702 63) and in 1880 a small profit (\$3,527 52), and the surplus or deficiency on their operation is never great. We notice that if from \$2,485,291 we drop the last figure and put a cipher after the two in thousands, we get \$20,485 29,

which when inserted in the table makes the total as above given correct; and that sum as the result of the steamer account for the year, is reasonable and without much doubt the exact figure.

The discrepancy in the expenses is not so easily explained. The aggregate of the items given is only \$21,645,181, while the total states it at \$22,679,940 24. We incline to the opinion that either some item has been omitted, or else the error is in the amount under the head of "company's sinking fund and interest paid U. S.," which looks rather small. In 1881 the company paid \$948,845 on account of its own sinking funds, and \$1,038,935 24 to the United States Government (\$960,162 84 of the latter being paid by transportation), or together \$1,987,780—being pretty nearly \$900,000 more than the \$1,100,000 in the table above. The accuracy of no other item, we think, will be called in question (since all agree so well with last year's figures), except possibly the first—operating expenses—and that appears right, as it agrees with the total of the monthly figures received at the New York office.

With, then, these revisions, and leaving out the item of amount paid for sinking funds, we find the results of the year's operations in 1882, compared with 1881, to be as follows.

	1882.	1881.
Gross earnings.....	\$25,662,757	\$24,094,101
Operating expenses.....	16,067,184	13,859,307
Net earnings.....	\$9,595,573	\$10,234,794
Interest on sinking funds.....	281,260	262,500
Steamer division.....	20,485	Loss 1,703
Total revenue.....	\$9,897,318	\$10,495,591
Less—		
General expenses.....	\$330,647	\$239,607
Legal expenses.....	216,751	167,595
Civil engineering.....	15,480	16,008
Taxes.....	448,006	264,033
Land department expenses.....	23,701	30,826
Interest.....	3,443,413	3,508,292
Total.....	\$4,477,998	\$4,226,711
Balance.....	5,419,320	6,268,880

The first three items in the above, which are known to be correct, show the course of the company's business during the year, and tell us that though gross earnings of road increased a million and a half, expenses increased over 2 1-5 millions, leaving net earnings \$600,000 below those of 1881, on mileage say about 400 miles greater than in that year. The increase in expenses is ascribed to lower rates on traffic and to the larger amount required for rentals of leased roads, which rentals are included in expenses. The other items of disbursements, if reliable, give an increase of \$250,000, so that the balance remaining, after all the payments mentioned, would be \$5,419,320, as against \$6,268,880, a diminution of \$850,000. The amount required for the six per cent dividends upon the stock is \$3,556,530; the balance, then, would be amply sufficient for that purpose, and leave besides a large surplus. But in that of course we do not allow for any deductions on account of sinking funds and the debt due the United States, which two items, as stated above, aggregated in 1881 \$1,987,780. Should these be the same in 1882 as in 1881, the balance would fall about \$125,000 short of the sum necessary for dividends.

Such shortage, however, would probably be more apparent than real, for the revenue in the table above does not, as the company's officials say, include anything on account of receipts from miscellaneous sources, which were in 1881 \$612,656—\$20,000 for "dividends Wells, Fargo & Co.," and \$592,656 "contract with Wells, Fargo & Co., stock sold." It is possible, too, that something might be realized from the Land Department, over and beyond the amount used in bond redemptions. Further, it is not certain that the total to be paid for sinking funds and to United States, will be

as large for 1882 as for 1881. The sum due the Government may not be materially changed, but the amount paid for company's sinking funds in 1881 (\$948,845) is unusually large, and may have embraced something on that account for previous years; we do not, of course, know that it did, but merely throw out the suggestion for what it may be worth.

Finally, it is not by any means an established custom with railroads to use net earnings in payment of funded debt; moreover, the policy is open to the objection that present stockholders lose by the operation, while future holders must gain by it, which is, of course, scarcely fair to the former. There are some roads that adhere to the practice of providing for sinking funds in this way, but one or two of the larger companies have recently abandoned it. In the case of the Central Pacific, the debt due to the Government may perhaps be placed in a somewhat different category, but as regards the sinking funds for its own debt the company occupies precisely the same position that every other railroad does.

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO MARCH 1.

By means of the telegraph we are enabled to-day to bring down our overland movement to March 1. The figures, covering as they do the first six months of the season, present a pretty safe basis upon which, within certain limits, to estimate the year's yield.

OVERLAND MOVEMENT TO MARCH 1, 1883.

Compared with the two preceding years there has been a still further increase during February in the marketing of cotton by rail, notwithstanding the interruption the flood caused during a portion of the time. The *gross* movement for the month was 113,155 bales, against 56,147 bales last season and 92,301 bales in 1881; for the six months the difference in favor of 1882-83, as compared with 1881-82, is 61,125 bales, and with the preceding season 142,866 bales. The figures of *net* also show a decided excess, the increase for the six months over the corresponding period of last season being 173,201 bales, and over 1880-81 being 111,509 bales. The details for the first six months of the season this year, and the two previous years, are as follows.

OVERLAND FROM SEPTEMBER 1 TO MARCH 1.

	1882-83.	1881-82.	1880-81.
<i>Since September 1, shipped—</i>			
From St. Louis.....	307,917	256,136	257,978
Over Illinois Central.....	*15,100	4,549	35,256
Over Cairo & Vincennes.....	164,014	121,351	64,773
Over the Mississippi River, above St. L.....	*97,100	89,036	124,088
Over Evansville & Terre Haute.....	13,766	14,176	17,168
Over Jeffersonville Mad. & Indianapolis.....	40,627	68,062	58,709
Over Ohio & Mississippi Branch.....	50,777	13,915	29,236
Over Louisville Cincinnati & Lexington.....	41,619	81,099	33,659
Receipts at Cincinnati by Ohio River.....	23,281	45,666	27,043
Receipts at Cincinnati by Cin. South'n.....	59,156	105,681	62,975
Over other routes.....	65,000	11,710	20,072
Shipped to mills, net included above.....	4,837	10,938	9,731
Total gross overland.....	883,494	822,369	740,629
<i>Deduct—</i>			
Receipts overland at N. Y., Boston, & Co.	318,077	357,634	260,116
Shipments between (or South from) Western interior towns.....	7,241	5,013	10,232
<i>Shipments inland (not otherwise deducted) from—</i>			
Galveston.....	50	10,924	790
New Orleans.....	37	14,445	524
Mobile.....	18,443	70,200	42,031
Savannah.....	.....	.....	.....
Charleston.....	.....	.....	.....
North Carolina ports.....	735	3,465	3,892
Virginia ports.....	2,355	7,393	7,896
Total to be deducted.....	356,938	469,014	325,581
Leaving total net overland.....	526,556	353,355	415,047

* This month's movement estimated.

† This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 20,433 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

As fully shown in our weekly statements, there has been a further increase in the port receipts during the month. The total for the six months is now 829,357 bales in excess of the corresponding period of last season, and 264,370 bales greater than in 1880-81, the month's receipts being 595,598 bales, against 291,992 bales in 1882 and 572,728 bales in the preceding year. The excess in foreign exports now reaches 930,696 bales, and port stocks are 105,110 bales less than last season. Our usual table of receipts, exports, &c., is given below.

Movement from Sept. 1, 1882 to March 1, 1883.	Receipts since Sept. 1, 1882.	Receipts since Sept. 1, 1881.	EXPORTS SINCE SEPT. 1, 1882, TO—				Stocks Mar. 1.
			Great Britain*	France.	Continent.	Total.	
Galveston.....	660,455	370,943	210,253	31,577	111,173	392,333	81,357
Indianola, &c..	15,327	18,011	.....	.....	.....	.....	.....
New Orleans....	1,337,651	1,000,227	504,503	207,490	206,701	1,008,793	344,138
Mobile.....	235,737	230,143	21,242	5,423	.....	20,065	40,111
Florida.....	14,100	20,418	.....	.....	.....	.....	.....
Savannah.....	708,005	657,008	83,930	25,655	200,453	315,050	85,351
Brunswick, &c.	5,508	6,904	.....	.....	.....	.....	.....
Charleston.....	502,546	440,233	109,557	24,775	144,533	275,805	74,490
Port Royal, &c.	18,800	21,541	.....	.....	.....	.....	8,955
Wilmington....	116,051	125,518	45,778	.....	1,500	47,278	14,230
Morehead C. &c.	17,017	25,064	.....	.....	.....	.....	.....
Norfolk.....	650,607	514,774	284,629	.....	10,229	294,858	79,190
West Point, &c.	180,958	170,013	29,184	.....	.....	29,184	.....
New York.....	100,490	192,779	323,512	22,102	110,788	456,402	183,433
Boston.....	125,790	150,027	103,517	.....	343	108,800	4,630
Baltimore.....	36,657	19,056	111,006	8,410	84,307	149,092	32,447
Philadelphia, &c.	64,200	51,281	50,195	.....	1,688	51,883	10,223
Total.....	4,862,598	.....	2,012,425	920,753	881,715	3,214,893	950,508
Total 1881-82....	.....	4,033,541	1,486,907	246,205	550,995	2,284,107	1,064,618
Total 1880-81....	.....	4,698,623	1,888,885	377,909	668,925	2,935,719	860,122

* Great Britain exports include to the Channel.

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

	1882-83.	1881-82.	1880-81.
Receipts at the ports to March 1.....bales.	4,862,598	4,033,541	4,598,528
Net shipments overland during same time	526,556	353,355	515,047
Total receipts.....bales.	5,389,154	4,386,896	5,113,575
Southern consumption since September 1.	200,000	155,000	135,000
Total to March 1.....bales.	5,589,154	4,541,896	5,248,575

The increase in the amount of cotton marketed during the first six crop months of 1882-83 is thus seen to be 1,047,558 bales over 1881-82 and 440,879 bales over 1880-81. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to March 1, 1883, as above.....bales.	5,589,154
Stock on hand commencement of year (Sept. 1, 1882)—	
At Northern ports.....	98,392
At Southern ports.....	21,830—120,722
At Providence, &c., Northern interior markets ..	3,510—124,232

Total supply to March 1, 1883.....	5,713,686
Of this supply there has been exported	
to foreign ports since Sept. 1, 1882..	3,214,893
Less foreign cotton included	2,516—3,212,377
Sent to Canada direct from West.....	29,438
Burnt North and South.....	1,309
Stock on hand end of month (March 1, 1883)—	
At Northern ports.....bales	236,753
At Southern ports.....	722,755—959,508
At Providence, &c., Northern interior markets..	17,853—4,220,485

Total takings by spinners since September 1, 1882.....	1,493,201
Taken by Southern spinners	200,000
Taken by Northern spinners since September 1, 1882	1,293,201
Taken by Northern spinners same time in 1881-82.....	1,212,515

Increase in takings by Northern spinners this year..bales. 80,686

The above indicates that Northern spinners had up to March 1 taken 1,293,201 bales, an increase over the corresponding period of 1881-82 of 80,686 bales, and a decrease from the same months of 1880-81 of 32,770 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on March 1, compared with a

year ago. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the three years on March 1 to be as follows.

	1882-83.	1881-82.	1880-81.
Total marketed, as above.....bales.	5,589,154	4,541,896	5,148,575
Interior stocks in excess of Sept. 1	300,000	313,000	284,000
Total in sight.....bales.	5,489,154	4,854,896	5,432,575

This indicates that the increased movement up to this date of the present year is 1,034,558 bales as compared with 1881-82, and 456,879 bales as compared with 1880-81. The marketing, however, during the latter year has hitherto most closely compared with the present season. Hence it may be of interest to add the increase already indicated to the actual crop of that year. By doing so it appears that the total production this season would be 7,046,000 bales;—that is to say, the yield would reach that figure if there is no further increase or decrease in the movement for the remaining months of this season compared with the same months of 1880-81.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to March 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time in the two previous seasons.

	Six Months ending March 1, 1883.			Same period in 1881-82.	
	Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.	Average Weight.
Texas.....	681,782	354,553,911	520.04	506.20	514.31
Louisiana.....	1,337,651	650,125,139	486.02	465.30	480.00
Alabama.....	285,737	141,011,449	504.00	495.00	512.00
Georgia.....	728,582	332,087,252	483.25	471.63	482.75
South Carolina.	521,436	246,493,226	472.72	462.42	479.00
Virginia.....	816,565	402,821,021	475.83	470.89	478.95
North Carolina.	133,068	62,675,023	471.00	465.90	478.00
Tennessee, &c..	1,054,633	532,589,565	505.00	478.00	500.00
Total.....	5,589,154	2,745,356,693	491.17	473.83	488.62

* Including Florida.

It will be noticed that the movement up to March 1 shows an increase in the average weight as compared with the same periods of the last two years, the average this year being 491.17 lbs. per bale, against 473.83 lbs. per bale for the same time in 1881-82, and 488.62 in 1880-81.

THE COTTON GOODS TRADE IN FEBRUARY.

was of very fair proportions, though the demand was interrupted at times by the difficulties attendant upon transportation. Plain cottons were relatively more active than colored fabrics, and the best qualities were more freely distributed than the lower grades. Stocks continue in good shape, and prices are firm on all such goods as govern the market.

FEBRUARY.	1883.			1882.			1881.		
	Cott'n low mid-dling.	Print-ing cloths, 64x64.	Sheet-ings, stand-ard.	Cott'n low mid-dling.	Print-ing cloths, 64x64.	Sheet-ings, stand-ard.	Cott'n low mid-dling.	Print-ing cloths, 64x64.	Sheet-ings, stand-ard.
1.....	9 11 16	3.69	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
2.....	9 11 16	3.73	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
3.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
4.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
5.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
6.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
7.....	9 11 16	3.79	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
8.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
9.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
10.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
11.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
12.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
13.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
14.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
15.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
16.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
17.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
18.....	9 11 16	3.81	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
19.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
20.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
21.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
22.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
23.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
24.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
25.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
26.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
27.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2
28.....	9 11 16	3.75	8	11 16	3 13 16	8 1/2	11 16	4 1/2	8 1/2

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

FINANCIAL REVIEW OF FEBRUARY, 1883.

The month of February was one of comparative depression and sluggishness in commercial and financial affairs. One of the main causes for this was found in the great cloud of uncertainty thrown over affairs by the pendency in Congress of the bill for altering the tariff and internal revenue laws, and as many branches of mercantile business would be greatly affected by changes in these laws, the uncertainty operated as an unavoidable damper on trade.

The money market worked very easily in February, and rates on call ranged at 4@6 per cent to borrowers on stock collaterals and 2@3 per cent to the large dealers in government bonds. But the city bank reserves were declining under the demand for money from the country, and the surplus reserve on February 24 was down to \$1,209,000. Therefore in the last days of the month rates for money advanced and closed at 5@6 per cent on stocks.

At the Stock Exchange there was a lack of animation and generally depression. The blockades of snow in the Northwest had a bad effect on the earnings of railroads in that section, and although in other quarters the railroad prospects were good, prices of stocks did not respond, and the prevailing atmosphere at the Board was one of cloudiness and dissatisfaction by those who were carrying stocks. There was an active effort made by the bears to depress stocks, and this was more or less successful, as there was no such hearty support given by the prominent operators as would support prices under the attack of the bears. The uncertainty of commercial affairs caused by the discussions in Congress, as noted above, also had much effect in preventing any active movement in stocks, and there was a general looking forward to the spring months for a better movement in the market. In the last few days of February prices became firmer, and the month closed with a better outlook.

Foreign exchange ruled firm in the first part of February, although the exports of produce increased in volume, and the tendency was also towards a reduction of imports. It appeared as if the outward movement of stocks and bonds was smaller than usual, and there were some considerable amounts which came home from foreign markets. Towards the close of the month rates became easier.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of March, 1881, 1882 and 1883.

STATISTICAL SUMMARY ON OR ABOUT MARCH 1, 1881, 1882 AND 1883.

	1881.	1882.	1883.
New York City Banks—			
Loans and discounts.....	\$316,584,400	\$325,034,900	\$325,391,000
Specie.....	58,074,200	55,753,800	58,504,300
Circulation.....	16,181,600	20,066,700	16,498,700
Net deposits.....	296,547,300	297,790,300	309,275,200
Legal tenders.....	15,048,000	17,260,700	20,023,500
Legal reserve.....	74,136,825	74,447,575	77,318,800
Reserve held.....	73,122,200	73,014,500	78,527,800
Surplus reserve.....	defl., 914,625	1,433,075	1,209,000
Money, Exchange, Silver—			
Call loans.....	4@6+1/8 p. d.	3@6+1/8 p. d.	3@8
Prime paper, sixty days.....	Nominal.	5 1/2 @ 6	5 1/2 @ 6
Silver in London, per oz.....	52 7/8 d.	52 d.	51 d.
Prime sterling bills, 60 days.....	4 80 1/2	4 86	4 82 1/2
United States Bonds—			
3s, registered, option U. S.....	104	104	104
6s, currency, 1898.....	128 1/2	123 1/2	130
5s, 1881, (continued at 3 1/2).....	100 3/8	102	103 1/4
4 1/2s, 1891, coupon.....	111 1/8	113 1/4	112 1/2
4s of 1907, coupon.....	112 1/2	118	119 1/2
Railroad Stocks—			
New York Central & Hud. Riv.....	144 1/2	130 7/8	126 1/2
Erie (N. Y. L. E. & W.).....	45 7/8	37 1/2	37 1/2
Lake Shore & Mich. Southern.....	124	114 1/2	109
Michigan Central.....	112	81 1/2	93 1/2
Chicago Rock Island & Pacific.....	133 1/2	131 1/2	122 1/2
Illinois Central.....	129 1/2	133 1/4	144 1/2
Chicago & Northwestern, com.....	121 1/2	131	132 1/2
Chicago Milw. & St. Paul, com.....	106 1/2	103 1/4	101 1/8
Delaware Laok. & Western.....	119 1/4	124 1/2	122 1/2
Central of New Jersey.....	103	94 1/2	71 1/4
Merchandise—			
Cotton, Middl'g Uplands, @ lb.....	11 1/8	11 1/8	10 1/2
Wool, American X.X., @ lb.....	88 @ 45	37 @ 45	37 @ 47
Iron, Amer. pig, No. 1, @ ton.....	24 50 @ 25 50	26 00 @ 27 00	24 50 @ 25 50
Wheat, No. 2 red win. @ bush.....	1 19 1/2-1 20	1 32 1/2-1 33 1/2	1 23 1/4-1 24 1/4
Corn, Western mixed, @ bush.....	55 1/2 @ 57 1/2	65 1/2 @ 69 1/2	61 1/2-71
Pork, mess, @ bbbl.....	16 00 @ 18 25	17 75 @	19 50 @ 19 75

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

NEW YORK CITY BANK MOVEMENTS IN FEBRUARY.

N. Y. City Bank Statements.	Feb. 3.	Feb. 10.	Feb. 17.	Feb. 24.
Loans and discounts.....	\$316,460,800	\$321,491,200	\$323,352,100	\$325,391,000
Specie.....	61,605,200	62,462,500	59,999,300	58,604,300
Circulation.....	16,645,200	18,483,700	18,548,000	16,498,700
Net deposits.....	307,182,200	311,110,400	310,712,700	309,275,200
Legal tenders.....	23,030,400	21,794,800	21,357,700	20,023,500
Legal reserve.....	\$78,795,550	\$77,777,800	\$77,478,175	\$77,318,800
Reserve held.....	84,835,600	84,197,300	81,353,000	78,527,800
Surplus.....	\$7,840,050	\$8,419,700	\$8,874,825	\$1,209,000
Range of call loans.....	2 @ 5	2 @ 5	2 @ 5	2 @ 5
Rate of prime paper.....	5 @ 5 1/4	5 @ 5 1/4	5 @ 5 1/4	5 @ 5 1/4

CLOSING PRICES OF GOVERNMENT SECURITIES IN FEB., 1883.

Feb.	5s, con- tin'd at 3 1/2	4 1/2s, 1891, coup.	4s, 1907, coup.	3s, opt'n reg.	6s, Cur., 1898, reg.	Feb.	5s, con- tin'd at 3 1/2	4 1/2s, 1891, coup.	4s, 1907, coup.	3s, opt'n reg.	6s, Cur., 1898, reg.
1.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	18.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
2.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	19.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
3.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	20.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
4.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	21.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
5.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	22.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
6.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	23.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
7.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	24.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
8.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	25.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
9.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	26.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
10.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	27.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
11.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	28.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2
12.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	Open	x 3 7/8	113 1/2	118 1/2	104 1/4	104 1/2
13.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	High	103 7/8	113 1/2	120	104 1/4	104 1/2
14.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	Low	103 7/8	113 1/2	118 1/2	104 1/4	104 1/2
15.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2	Clos.	103 7/8	113 1/2	118 1/2	104 1/4	104 1/2
16.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2						
17.....	103 1/2	113 1/2	118 1/2	104 1/4	104 1/2						

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

Feb.	Consols for money.	5s ext. at 3 1/2.	4 1/2s of 1891.	4s of 1907.	Feb.	Consols for money.	5s ext. at 3 1/2.	4 1/2s of 1891.	4s of 1907.
1.....	102 1/2	105 1/2	116 1/2	122 1/2	19.....	102 1/2	106 1/2	115 1/2	123 1/2
2.....	102 1/2	105 1/2	116 1/2	122 1/2	20.....	102 1/2	106 1/2	115 1/2	123 1/2
3.....	102 1/2	105 1/2	116 1/2	122 1/2	21.....	102 1/2	106 1/2	115 1/2	123 1/2
4.....	102 1/2	105 1/2	116 1/2	122 1/2	22.....	102 1/2	106 1/2	115 1/2	123 1/2
5.....	102 1/2	105 1/2	116 1/2	122 1/2	23.....	102 1/2	106 1/2	115 1/2	123 1/2
6.....	102 1/2	105 1/2	116 1/2	122 1/2	24.....	102 1/2	106 1/2	115 1/2	123 1/2
7.....	102 1/2	105 1/2	116 1/2	122 1/2	25.....	102 1/2	106 1/2	115 1/2	123 1/2
8.....	102 1/2	105 1/2	116 1/2	122 1/2	26.....	102 1/2	106 1/2	115 1/2	123 1/2
9.....	102 1/2	105 1/2	116 1/2	122 1/2	27.....	102 1/2	106 1/2	115 1/2	123 1/2
10.....	102 1/2	105 1/2	116 1/2	122 1/2	28.....	102 1/2	106 1/2	115 1/2	123 1/2
11.....	102 1/2	105 1/2	116 1/2	122 1/2	Opening	102 1/2	105 1/2	116 1/2	123 1/2
12.....	102 1/2	105 1/2	116 1/2	122 1/2	Highest	102 1/2	105 1/2	116 1/2	123 1/2
13.....	102 1/2	105 1/2	116 1/2	122 1/2	Lowest	102 1/2	105 1/2	115 1/2	122 1/2
14.....	102 1/2	105 1/2	116 1/2	122 1/2	Closing	102 1/2	106 1/2	115 1/2	123 1/2
15.....	102 1/2	105 1/2	116 1/2	122 1/2	S'ce Jan. 1	102 1/2	106 1/2	115 1/2	123 1/2
16.....	102 1/2	105 1/2	116 1/2	122 1/2	Highest	102 1/2	106 1/2	116 1/2	123 1/2
17.....	102 1/2	105 1/2	116 1/2	122 1/2	Lowest	100 7/8	101 1/2	115 1/2	122 1/2
18.....	102 1/2	105 1/2	116 1/2	122 1/2					

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of January and February, 1883.

RANGE OF STOCKS IN JANUARY AND FEBRUARY.

RAILROADS.	Dec. 30.	January.		February.			
		Low.	High.	Jan. 31.	Low.	High.	Feb. 28.
Albany & Susqueh.....	*125				128	131	
Allegheny Central.....		10	10				
Atch. Top. & San. Fe.....					78½	79	
Bost. & N.Y. Air L. pt.....		79	82		80	81½	80½
Burl. Ced. Rap. & No.....	*82	82	83		80½	82	80¾
Canadian Pacific.....					58½	61½	59
Canada Southern.....	67	65	71½	68½	63¾	68¾	66
Cedar Falls & Minn.....		14	15		12	14	
Central Iowa.....		25	28				
Central of N. Jersey.....	69½	68½	76½	72½	68½	73½	71½
Central Pacific.....	86½	88½	88	83¾	79	83½	81
Clos. & Ohio.....	*22	22	23½	*23	20½	23	*21
Do 1st pref.....	33½	30½	35½	*33	23½	32½	30
Do 2d pref.....	24½	23½	27	24½	22½	25½	23½
Chicago & Alton.....	134	134½	137½	135	130	137	133
Do pref.....		120	125½	123½	140	145	
Chic. Burl. & Quincy.....	105½	103¼	108½	106¼	115½	122½	116½
Chic. Mil. & St. Paul.....	120½	119½	122	120½	97½	106¼	101½
Do pref.....	120½	119½	122	120½	116½	120½	119½
Chic. & Northwest.....	*135	130	136¼	131½	128½	133½	132½
Do pref.....	150½	145½	151½		143	147½	145½
Chic. & Rock Island.....	125½	123	127¼	124	118	123½	121½
Chic. St. L. & N. Orleans.....		80	80				
Chic. St. P. Minn. & O.....	52½	48½	55	49½	44½	49	45½
Do pref.....	113½	107½	113¼	108¼	102½	108½	107
Cin. San. & Clev.....		77	84	80	46	46	
Clev. Col. Cin. & Ind.....	*80				68½	79½	73
Clev. & Pittsb., guar.....	*139	139	142	*140	140½	141	*139
Col. & Groenv., pref.....		34	4½	*4	31	34	34
Col. Chic. & Ind. Cent.....		70½	70½		4	6	6
Danbury & Norwalk.....	128	124¾	129¼	125½	118½	125½	122¾
Del. Laok. & West'n.....	41½	39½	51½	48	42½	48¼	44¾
Denver & R. Grande.....		89	89½	*86½	87½	87½	*86
Dubuque & Sioux C.....	10	9¼	10¼		8½	9½	8½
East Tenn. Va. & Ga.....	18	16¾	18¼	17	14½	16½	15¼
Do pref.....		75	75		70	75	
Evansv. & Terre H.....	80	33¾	31	30	31½		
Fort W. & Denver C.....		6	6½		5	6	
Green B. Wm. & St. P.....	150	42½	46¾	42½	40	44	41½
Hambal & St. Jo.....	*71	72	87¾	86	80	86½	81¼
Do pref.....		193	200		200	200	200
Houst. & Tex. Cent.....		75	79	*73	73	73	*72
Illinois Central.....	142¼	141½	147	147	\$111½	146¼	\$144
Do L'sed Line & p.c.....		78	81		77	80	
Indiana Bl. & W.....	33¾	32	35	*32½	27	31½	29½

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

RAILROADS.	Dec. 30.	January.		February.	
		Low.	High.	Low.	High.
Joliet & Chicago.....	30 3/4	29 1/4	33 1/4	29 1/4	33 1/4
Lake Erie & West.....	111 3/4	110 1/4	114 1/4	110 1/4	114 1/4
Lake Shore.....	60	58 1/4	62 1/4	58 1/4	62 1/4
Long Island.....	53	51 1/4	55 1/4	51 1/4	55 1/4
Louisville & Nashv.....	47	45 1/4	49 1/4	45 1/4	49 1/4
Louisv. N. A. & Chic.....	47	45 1/4	49 1/4	45 1/4	49 1/4
Manhattan.....	47	45 1/4	49 1/4	45 1/4	49 1/4
Do 1st pref.....	46	44 1/4	48 1/4	44 1/4	48 1/4
Do com.....	46	44 1/4	48 1/4	44 1/4	48 1/4
Manhattan Beach Co.....	13	11 1/4	15 1/4	11 1/4	15 1/4
Mar'tta & Cin. 1st pf.....	11	9 1/4	13 1/4	9 1/4	13 1/4
Memphis & Chas'ton.....	83	80 1/4	86 1/4	80 1/4	86 1/4
Metropolitan Elev.....	98	96 1/4	100 1/4	96 1/4	100 1/4
Michigan Central.....	17 1/4	16 1/4	18 1/4	16 1/4	18 1/4
Mil. L. Sh. & W.....	119	117 1/4	121 1/4	117 1/4	121 1/4
Do pref.....	119	117 1/4	121 1/4	117 1/4	121 1/4
Minneapolis & St. L.....	63 1/4	61 1/4	65 1/4	61 1/4	65 1/4
Do pref.....	63 1/4	61 1/4	65 1/4	61 1/4	65 1/4
Mo. Kans. & Texas.....	32 1/4	30 1/4	34 1/4	30 1/4	34 1/4
Missouri Pacific.....	101 1/4	100 1/4	102 1/4	100 1/4	102 1/4
Mobile & Ohio.....	17 1/4	16 1/4	18 1/4	16 1/4	18 1/4
Morris & Essex.....	123	122 1/4	124 1/4	122 1/4	124 1/4
Nashv. Chatt. & St. L.....	57 1/4	55 1/4	59 1/4	55 1/4	59 1/4
N. Y. Cent. & Hud. R.....	126	125 1/4	127 1/4	125 1/4	127 1/4
N. Y. Cent. & St. Louis.....	14 1/4	13 1/4	15 1/4	13 1/4	15 1/4
Do pref.....	32 1/4	30 1/4	34 1/4	30 1/4	34 1/4
New York Elevated.....	98	96 1/4	100 1/4	96 1/4	100 1/4
N. Y. Lake Erie & W.....	38 1/4	37 1/4	39 1/4	37 1/4	39 1/4
Do pref.....	80 1/4	79 1/4	81 1/4	79 1/4	81 1/4
N. Y. & New Eng'd.....	48	46 1/4	50 1/4	46 1/4	50 1/4
N. Y. N. H. & Hartf'd.....	169	167 1/4	171 1/4	167 1/4	171 1/4
N. Y. Ontario & W.....	26	25 1/4	27 1/4	25 1/4	27 1/4
Norfolk & Western.....	18	17 1/4	19 1/4	17 1/4	19 1/4
Do pref.....	48	46 1/4	50 1/4	46 1/4	50 1/4
Northern Pacific.....	47 1/4	46 1/4	48 1/4	46 1/4	48 1/4
Do pref.....	85 1/4	83 1/4	87 1/4	83 1/4	87 1/4
Ohio Central.....	13 1/4	12 1/4	14 1/4	12 1/4	14 1/4
Ohio & Mississippi.....	32 1/4	31 1/4	33 1/4	31 1/4	33 1/4
Do pref.....	11 1/4	10 1/4	12 1/4	10 1/4	12 1/4
Ohio Southern.....	11 1/4	10 1/4	12 1/4	10 1/4	12 1/4
Oregon Short Line.....	25	24 1/4	26 1/4	24 1/4	26 1/4
Oregon & Trans-Con.....	82 1/4	80 1/4	84 1/4	80 1/4	84 1/4
Pac. Deent. & E'ville.....	26	25 1/4	27 1/4	25 1/4	27 1/4
Phila. & Reading.....	53 1/4	52 1/4	54 1/4	52 1/4	54 1/4
Pittsb. Ft. W. & C. Guar.....	135	133 1/4	136 1/4	133 1/4	136 1/4
Do Special.....	133 1/4	131 1/4	135 1/4	131 1/4	135 1/4
Rensselaer & Saratoga.....	139 1/4	137 1/4	141 1/4	137 1/4	141 1/4
Rich. & Al. ex't. tr. et.....	20 1/4	19 1/4	21 1/4	19 1/4	21 1/4
Richmond & Danville.....	56	54 1/4	57 1/4	54 1/4	57 1/4
Richmond & West Pt.....	23 1/4	22 1/4	24 1/4	22 1/4	24 1/4
Rochester & Pittsb.....	20 1/4	19 1/4	21 1/4	19 1/4	21 1/4
Rome Wat. & Ogd.....	32	30 1/4	33 1/4	30 1/4	33 1/4
St. L. Alton & T. H.....	47	45 1/4	49 1/4	45 1/4	49 1/4
Do pref.....	39 1/4	37 1/4	41 1/4	37 1/4	41 1/4
St. L. & S. Francisco.....	32	30 1/4	34 1/4	30 1/4	34 1/4
Do pref.....	51 1/4	49 1/4	53 1/4	49 1/4	53 1/4
Do 1st pref.....	95 1/4	93 1/4	97 1/4	93 1/4	97 1/4
St. Paul & Duluth.....	39	37 1/4	40 1/4	37 1/4	40 1/4
Do pref.....	95 1/4	93 1/4	97 1/4	93 1/4	97 1/4
St. Paul Minn. & Man.....	143	141 1/4	145 1/4	141 1/4	145 1/4
South Carolina.....	25	24 1/4	26 1/4	24 1/4	26 1/4
Texas & Pacific.....	39 1/4	37 1/4	41 1/4	37 1/4	41 1/4
Tol. Delphos & Bur.....	10	9 1/4	11 1/4	9 1/4	11 1/4
Union Pacific.....	102 1/4	100 1/4	104 1/4	100 1/4	104 1/4
United Co's of N. J.....	187 1/4	185 1/4	189 1/4	185 1/4	189 1/4
Virginia Midland.....	20	19 1/4	21 1/4	19 1/4	21 1/4
Wab. St. L. & Pacific.....	34 1/4	32 1/4	36 1/4	32 1/4	36 1/4
Do pref.....	54	52 1/4	56 1/4	52 1/4	56 1/4
Warren.....	118	116 1/4	120 1/4	116 1/4	120 1/4
TELEGRAPH.					
Amer. Tel. & Cable.....	65 1/4	63 1/4	67 1/4	63 1/4	67 1/4
American District.....	30	28 1/4	31 1/4	28 1/4	31 1/4
Bankers' & Merch'ts.....	128	126 1/4	130 1/4	126 1/4	130 1/4
Gold & Stock.....	96 1/4	94 1/4	98 1/4	94 1/4	98 1/4
Mutual Union.....	24	22 1/4	25 1/4	22 1/4	25 1/4
West Union, ex etis.....	91 1/4	89 1/4	93 1/4	89 1/4	93 1/4
EXPRESS.					
Adams.....	130	128 1/4	131 1/4	128 1/4	131 1/4
American.....	91	89 1/4	92 1/4	89 1/4	92 1/4
United States.....	63	61 1/4	65 1/4	61 1/4	65 1/4
Wells, Fargo & Co.....	123	121 1/4	125 1/4	121 1/4	125 1/4
COAL AND MINING.					
Cameroon Coal.....	17 1/4	16 1/4	18 1/4	16 1/4	18 1/4
Cent. Arizona Min.....	27 1/4	26 1/4	28 1/4	26 1/4	28 1/4
Colorado Coal & Iron.....	23	21 1/4	24 1/4	21 1/4	24 1/4
Consolidation Coal.....	17 1/4	16 1/4	18 1/4	16 1/4	18 1/4
Homestake Mining.....	10	9 1/4	11 1/4	9 1/4	11 1/4
Maryland Coal.....	14	13 1/4	15 1/4	13 1/4	15 1/4
New Central Coal.....	34 1/4	32 1/4	36 1/4	32 1/4	36 1/4
Ontario Silver Min'g.....	270	268 1/4	272 1/4	268 1/4	272 1/4
Pennsylvania.....	8	7 1/4	9 1/4	7 1/4	9 1/4
Quicksilver Mining.....	37 1/4	35 1/4	39 1/4	35 1/4	39 1/4
Do pref.....	5 1/4	4 1/4	6 1/4	4 1/4	6 1/4
Standard Cons. Min'g.....	109	107 1/4	109 1/4	107 1/4	109 1/4
Del. & Hud. Canal.....	136	134 1/4	138 1/4	134 1/4	138 1/4
Ore'n R'y & Nav. Co.....	41 1/4	39 1/4	43 1/4	39 1/4	43 1/4
Pacific Mail.....	123 1/4	121 1/4	125 1/4	121 1/4	125 1/4
Pullman Palace Car.....	117	115 1/4	119 1/4	115 1/4	119 1/4
Sutro Tunnel.....	14	13 1/4	15 1/4	13 1/4	15 1/4

* Prices bid. † Asked. ‡ Ex priv. § Ex div. ¶ Sold under the rule.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR FEB., 1883.

Feb.	60 days.	De-mand.	Feb.	60 days.	De-mand.	Feb.	60 days.	De-mand.
1.....	4 83 1/2	4 87	12.....	4 83 1/2	4 87	23.....	4 83	4 86
2.....	4 83 1/2	4 87	13.....	4 83 1/2	4 87	24.....	4 83 1/2	4 86 1/2
3.....	4 83 1/2	4 87	14.....	4 83 1/2	4 87	25.....	4 83 1/2	4 86 1/2
4.....	4 83 1/2	4 87	15.....	4 83 1/2	4 87	26.....	4 83 1/2	4 86 1/2
5.....	4 83 1/2	4 87	16.....	4 83 1/2	4 87	27.....	4 83 1/2	4 86 1/2
6.....	4 83 1/2	4 87	17.....	4 83 1/2	4 87	28.....	4 83 1/2	4 86 1/2
7.....	4 83 1/2	4 87	18.....	4 83 1/2	4 87	29.....	4 83 1/2	4 86 1/2
8.....	4 83 1/2	4 87	19.....	4 83 1/2	4 87	30.....	4 83 1/2	4 86 1/2
9.....	4 83 1/2	4 87	20.....	4 83 1/2	4 87	Range	4 81	4 87
10.....	4 83 1/2	4 87	21.....	4 83 1/2	4 87	High	4 82 1/2	4 85 1/2
11.....	4 83 1/2	4 87	22.....	4 83 1/2	4 87	Low.	4 82 1/2	4 85 1/2

THE DEBT STATEMENT FOR FEBRUARY, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of February, 1883:

INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Period.	Amount Outstanding.	
				Registered.	Coupon.
5s of 1881.....	'70 and '71	May 1, '81	Q.-F.	\$54,339,850	\$.....
3s of 1882.....	July 12, '82	At option.	Q.-A.	297,198,600	.....
4s of 1891.....	'70 and '71	Sept. 1, '91	Q.-M.	190,461,500	59,538,560
4s of 1907.....	'70 and '71	July 1, 1907	Q.-J.	574,706,350	164,265,500
4s, ref. etis. Feb. 26, '79.....				\$1,116,706,300	\$223,803,500
3s, navy p.f.d. July 23, '68.....				\$355,950	14,000,000
Aggregate of interest-bearing debt.....				\$1,354,895,750	

* Continued at 3 1/2 per cent.

On the foregoing issues there is a total of \$1,088,217 interest over-due and not yet called for. The total current accrued interest to date is \$3,713,035.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$13,311,945 principal and \$405,889 interest. Of this interest, \$27,894 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$369,950; do 1864, \$50,400; do 1865, \$70,250; consols of 1865, \$353,500; do 1867, \$780,300; do 1868, \$240,050; 10-40s of 1864, \$279,600; funded loan of 1881, \$514,500; 3s certis, \$5,000; 6s of 1861, continued at 3 1/2 per cent, \$1,213,450; 6s of 1863, continued at 3 1/2 per cent, \$1,006,650; 5s of 1861, continued at 3 1/2, \$7,103,500.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes.....	July 17, '61; Feb. 12, '62.....	\$59,180
Legal-tender notes.....	Feb. 25, '62; July 11, '62; Mar. 3, '63.....	346,681,016
Certificates of deposit.....	June 8, '72.....	11,310,000
Gold certificates.....	March 3, '63; July 12, '82.....	74,850,740
Silver certificates.....	February 23, '78.....	73,295,970
Fractional currency.....	July 17, '62; Mar. 3, '63; June 30, '64.....	\$15,392,432
Less amt. est'd lost or destr'yed, act J'e 21, '79.....		8,375,934
Aggregate of debt bearing no interest.....		\$513,243,404
Unclaimed Pacific Railroad interest.....		4,619

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3 1/2.....	\$54,339,850	
Bonds at 4 1/2 per cent.....	250,000,000	
Bonds at 4 per cent.....	738,971,350	
Bonds at 3 per cent.....	297,198,600	
Refunding certificates.....	385,950	
Navy pension fund.....	14,000,000	
Total interest-bearing debt.....	\$1,354,895,750	\$10,681,254
Debt on which int. has ceased since maturity.....	13,311,945	405,889
Debt bearing no interest—		
Old demand and legal-tender notes.....	346,740,196	
Certificates of deposit.....	11,340,000	
Gold and silver certificates.....	148,146,710	
Fractional currency.....	7,016,498	
Total debt bearing no interest.....	\$513,243,404	
Unclaimed Pacific Railroad interest.....	4,619	
Total.....	\$1,881,451,099	\$11,091,763
Total debt, principal and interest, to date.....		\$1,892,542,863
Total cash in Treasury.....		306,266,748
Debt, less cash in Treasury, March 1, 1883.....		\$1,586,276,114
Debt, less cash in Treasury, Feb. 1, 1883.....		1,593,906,792
Decrease of debt during the past month.....		\$7,630,678
Decrease of debt since June 30, 1882.....		\$102,633,346
CURRENT LIABILITIES—		
Interest due and unpaid.....		\$1,963,217
Debt on which interest has ceased.....		13,311,945
Interest thereon.....		405,889
Gold and silver certificates.....		149,146,710
U. S. notes held for redemption of certificates of deposit.....		11,340,000
Cash balance available Feb. 1, 1883.....		131,093,956
Total.....		\$306,266,748
AVAILABLE ASSETS—		
Cash in the Treasury.....		\$306,266,748

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation
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Fund for redemption of notes of national banks "failed," "in liquidation," and "redneing circulation".....	\$39,138,990 32
Undistributed assets of failed national banks.....	421,402 09
Five per cent fund for redemption of nat'l bank notes.....	14,042,614 29
Fund for redemption of national bank gold notes.....	299,459 00
Currency and minor-coin redemption account.....	9,128 08
Fractional silver-coin redemption account.....	108,225 39
Interest account, Pacific Railroads and L. & P. Canal Co	3,900 00
Treasurer U.S., agent for paying interest on D. C. bonds	191,565 10
Treasurer's transfer checks and drafts outstanding.....	9,505,633 13
Treasurer's general account—	
Interest due and unpaid.....	\$4,812,997 62
Matured bonds and interest.....	703,050 65
Called bonds and interest.....	12,227,000 29
Old debt.....	787,779 08
Gold certificates.....	74,850,740 00
Silver certificates.....	73,295,970 00
Certificates of deposit.....	11,340,000 00
Balance, including bullion fund.....	128,944,472 30
Total Treasurer's general account	\$306,962,014 94
Loss unavailable funds.....	695,266 16
	\$306,266,748 78
	\$404,082,207 58

ASSETS, MARCH 1, 1883.	
Gold coin.....	\$125,446,070 52
Gold bullion.....	52,215,560 34
Standard silver dollars.....	100,261,444 00
Fractional silver coin.....	27,507,275 78
Silver bullion.....	3,974,114 04
Gold certificates.....	32,296,270 00
Silver certificates.....	5,268,550 00
United States notes.....	32,744,817 28
National bank notes.....	6,761,527 43
National bank gold notes.....	10,499 50
Fractional currency.....	14,671,846 43
Deposits held by national bank depositaries.....	532,865 29
Minor coin.....	1,885,000 00
New York and San Francisco exchange.....	126 00
One and two-year notes, &c.....	210,000 00
Redeemed certificates of deposit, June 8, 1872.....	184,154 47
Quarterly interest checks and coin coupons paid.....	1,563 70
United States bonds and interest.....	109,442 80
Interest on District of Columbia bonds.....	1,030 00
Speaker's certificates.....	
Pacific Railroad interest paid.....	
	\$404,082,207 58

Monetary: Commercial English News

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

EXCHANGE AT LONDON—Feb. 10.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam.....	3 mos.	12-43 @ 12-54	Feb. 10	Short.	12-00
Amsterdam.....	Short.	12-14 @ 12-24			
Antwerp.....	3 mos.	25-47 1/2 @ 25-52 1/2	Feb. 10	Short.	25-24
Hamburg.....	"	20-62 @ 20-66	Feb. 10	"	20-43
Berlin.....	"	20-62 @ 20-66	Feb. 10	"	20-43
Frankfort.....	"	20-62 @ 20-66	Feb. 10	"	20-43
Copenhagen.....	"	18-40 @ 18-45			
St. Petersburg.....	"	23-4 @ 23-5			
Paris.....	Short.	25-20 @ 25-27 1/2	Feb. 10	Short.	25-21
Paris.....	3 mos.	25-42 1/2 @ 25-47 1/2	Feb. 10	Checks	25-22 1/2
Vienna.....	"	12-10 @ 12-12 1/2	Feb. 10	Short.	11-95
Madrid.....	"	46 @ 46 1/2			
Genoa.....	"	25-70 @ 25-75			
Lisbon.....	"	51 1/2 @ 51 1/2			
New York.....	"		Feb. 10	Short.	4-82 1/2
Alexandria.....	"		Feb. 7	3 mos.	96 7/8
Bombay.....	60 days	18. 75 1/2 d.	Feb. 10	4 mos.	18. 75 1/2 d.
Calcutta.....	"	18. 75 1/2 d.	Feb. 10	"	18. 75 1/2 d.
Hong Kong.....	"		Feb. 10	"	38. 8 1/2 d.
Shanghai.....	"		Feb. 10	"	58. 1 d.

[From our own correspondent.]

LONDON, Saturday, February 10, 1883.

The features of interest of encouragement in the commercial and financial world during the week just closed have been exceedingly few. In fact, business generally has been of the quietest description, and the variations in the prices of securities and commodities have been exceedingly trifling. The weather remains as unpropitious as it can be for the agricultural interests, the fall of rain having again been heavy. The days are mild and occasionally bright, there having been heavy falls of rain at night, and vegetation is in a more forward state than it should be at this season of the year. The work of sowing cereals continues at a standstill, and it is difficult to say when it will be resumed. The agricultural prospect is certainly a poor one, and the production of wheat this season can scarcely approach an average. Political affairs have shown no new development, but hopes are entertained that the period of lawlessness in Ireland is reaching its termination. Parliament meets next Thursday, and the country is promised—what it much desires—domestic legislation, the neglect of which is now being felt considerably.

In the discount market during the week much quietness has prevailed, and the rates of discount have had a downward tendency. The quotation for three months' bank bills is 3 1/4 @ 3 3/4 per cent. Money for short periods has, however, been in demand, and the rate is 3 1/4 @ 4 per cent. This is attributed to the fact that the leading railway companies will be distributing their dividends next week, and preparations are now being

made to facilitate the operation. The foreign exchanges remain favorable to us, and no immediate change in the value of money is expected to take place. The following are the present rates of discount:

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

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

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

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

	1883.	1882.	1881.	1880.
Circulation.....	25,165,975	25,347,205	26,312,905	27,385,805
Public deposits.....	4,071,790	5,173,975	6,666,070	4,631,851
Other deposits.....	22,298,975	21,052,665	24,595,406	27,832,640
Government securities.....	11,885,107	12,511,986	14,353,300	16,801,788
Other securities.....	19,905,870	25,766,851	21,203,232	18,061,381
Reserve of notes & coin	12,700,071	9,175,182	14,146,292	15,827,487
Coin and bullion in both departments..	22,116,016	18,772,337	25,450,197	23,213,292
Proportion of reserve to liabilities.....	47-80	31 1/2	41 1/2	43 1/2
Bank rate.....	4 p. c.	6 p. c.	3 1/2 p. c.	3 p. c.
Consols.....	102	99 3/4	98 3/4	98 1/2
Eng. wheat, av. price	40s. 4d.	46s. 3d.	42s. 6d.	45s. 3d.
Mid. Upland cotton.....	5s. 6d.	6s. 1d.	6s. 1d.	7s. 1d.
No. 40 mule twist.....	9s. 4d.	10s. 1d.	10s. 5d.	11s. 1d.
Clearing-House ret'n.....	132,105,000	161,307,000	144,606,000	149,301,000

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

	Bank rate.	Open market.		Bank rate.	Open market.
	Pr. cl.	Pr. cl.		Pr. cl.	Pr. cl.
Paris.....	3 1/2	3 3/8	Brussels.....	4	3 3/8
Berlin.....	4	3 1/8	Madrid and other		
Frankfort.....	3 1/2	3 3/4	Spanish cities.....	4 1/2	4 1/2
Hamburg.....	3	3	Vienna.....	4 1/2	4 1/4
Amsterdam.....	5 1/2	5 1/4	N. Y. call money.....		2 @ 3

The revenue is now being rapidly collected, and the Treasury balance at the Bank of England has during the past week been augmented to the extent of £1,715,412. This large increase in the liabilities of the Bank has caused the proportion of reserve to liabilities to decline to 46 1/2 per cent. At this period last year the proportion was only 33 1/2 per cent and the Bank rate was 6 per cent. The total supply of bullion is £22,395,827, against £19,301,065, while the reserve of notes and coin is £12,955,652 and £9,935,710 in 1882. It is quite clear that the financial position is much more satisfactory than it was a year ago, and there is every reason for believing that until next autumn considerable ease will prevail. Tenders for £1,820,000 Treasury bills were opened on Tuesday at the Bank of England. The amounts allotted were as follows, viz.: In bills at three months, £1,420,000 and at six months £400,000. Tenders for bills at three months, at £99 6s. 2d., will receive about 53 per cent, and above in full; and for bills at six months at £98 13s. and above in full. These allotments represent a discount rate of £2 15s. 4d. and £2 14s. per cent per annum respectively.

The movements in gold during the week have not been important, but coin has been returning in considerable quantities from provincial circulation. The silver market has been dull, the price of fine bars being 50 1/2 d. to 50 3/4 d., and of Mexican dollars 49 3/4 d. per ounce.

Tenders were received at the Bank of England on Wednesday for £500,000 in India Council bills. An average rate of 1s. 7 3/4 d. was obtained. Tenders on all Presidencies at 1s. 7 3/4 d. received in full. Since the commencement of the financial year these bills have realized a sum of £11,331,562.

The movements in bullion in the United Kingdom during the month were as follows:

	1881.	1882.	1883.
Imports of gold.....	482,018	293,234	510,276
Imports of silver.....	1,106,906	2,397,004	223,392
Exports of gold.....	503,325	493,584	903,570
Exports of silver.....	944,622	732,061	980,051

TOTALS OF GOLD AND SILVER.

Imports.....	990,313	791,818	1,413,846
Exports.....	2,051,528	3,129,125	1,206,443

The following figures relate only to the United States:

	1881.	1882.	1883.
Imports of gold.....	8,053	675	
Exports of gold.....	600,880	31,160	
Imports of silver.....	289,874	157,765	390,815
Exports of silver.....	2,000	88	2,350

The Secretary of the British Iron Trade Association has issued a statement showing the extent of the "make" of pig iron in 1882 in the United Kingdom, and also the stocks at the close of each of the last two years. The prominent feature is that the whole of the production has been consumed, and that the stocks have decreased to the extent of 159,368 tons:

PRODUCTION OF PIG IRON FOR THE YEAR ENDING DEC. 31, 1882.

Districts.	Half-year ending—		Total Production for 1882.
	June 30, 1882.	Dec. 31, 1882.	
Cleveland..... tons.	1,332,543	1,356,107	2,688,650
Scotland.....	556,600*	569,400	1,126,000
West Cumberland.....	472,038	529,141	1,001,181
South Wales.....	470,536	400,769	883,305
North Wales.....	25,672	23,011	48,713
South Staffordshire.....	190,442	208,001	398,443
North Staffordshire.....	157,386	159,731	317,117
Lincolnshire.....	102,861	98,700	201,561
Lancashire.....	392,688	390,071	782,759
Northamptonshire.....	90,475	101,640	192,115
West and South Yorkshire.....	151,008	128,157	279,233
Derbyshire and Notts.....	228,633	217,082	445,735
Shropshire.....	39,275	41,200	80,475
Gloucestershire, Wiltshire, &c.	25,000	23,000	48,000
Totals.....	4,241,245	4,252,042	3,493,257

* Estimated

Stocks of pig iron held by makers and in warrant stores in the United Kingdom at December 31, 1882, with increase or decrease as compared with December 31, 1881:

Districts.	Stocks at—		Increase or decrease.
	31st Dec., 1882.	31st Dec., 1881.	
Cleveland.....	266,179	374,170	111,991
Scotland.....	836,000	940,000	110,000
West Cumberland.....	101,356	68,051	*33,305
South Wales.....	78,519	53,238	*25,281
North Wales.....	8,740	10,740	17,000
South Staffordshire.....	38,802	46,500	17,698
North Staffordshire.....	47,523	28,707	*18,816
Lincolnshire.....	8,200	23,814	115,614
Lancashire.....	60,218	57,856	*2,362
Northamptonshire.....	18,720	14,916	*3,805
West and South Yorkshire.....	54,180	49,070	*5,110
Derbyshire and Notts.....	37,757	26,680	*11,071
Shropshire.....	21,500	34,005	12,505
Gloucestershire and Wiltshire...	4,200	4,500	1300
Totals.....	1,576,894	1,736,262	119,368

* Increase.

† Decrease.

The following is a summary of the movements of the year:

The stocks of pig iron on December 31, 1881, amounted to..	1,736,262
The production of pig iron in 1882 was.....	8,493,287
Total.....	10,229,549
Deduct stocks on December 31, 1882.....	1,576,894
Total consumption of pig iron in 1882.....	8,652,655
As against a consumption in 1881 of.....	8,182,513

Being an increase of..... 470,142

NOTE.—The stocks at December 31, 1882, are equal to 18·2 per cent, or 9·4 weeks of the consumption of that year, as against 21 per cent, or 11 weeks of the consumption of 1881, represented by the stocks on Dec. 31 of that year.

The exports of cotton piece goods in January last, compared with the two previous years, were as follows:

Exported to—	1881.	1882.	1883.
	Yards.	Yards.	Yards.
Germany.....	4,059,100	4,003,000	3,962,500
Holland.....	5,237,300	4,650,600	4,257,100
France.....	6,120,500	8,120,400	5,252,700
Portugal, Azores & Madeira.....	5,727,600	4,431,000	5,264,800
Italy.....	8,010,900	5,886,300	8,983,600
Austrian Territories.....	532,800	703,800	865,300
Greece.....	3,878,700	4,330,900	2,645,600
Turkey.....	44,835,600	35,718,800	25,052,200
Egypt.....	18,225,700	7,940,400	20,348,900
West Coast of Africa (For.)..	772,000	2,876,600	3,513,400
United States.....	7,441,100	12,603,300	8,550,000
Foreign West Indies.....	5,161,600	5,313,600	7,686,100
Mexico.....	2,997,200	2,654,400	3,341,500
Central America.....	1,971,200	2,596,800	2,515,000
United States of Colombia..	2,792,900	4,026,800	3,509,600
Brazil.....	15,867,000	16,630,500	15,068,900
Uruguay.....	3,789,700	3,070,200	3,808,700
Argentine Republic.....	9,044,700	5,433,800	7,813,300
Chile.....	3,183,800	12,298,700	4,754,300
Pern.....	881,100	2,181,600	941,900
China and Hong Kong.....	38,933,000	44,198,200	36,147,300
Japan.....	5,288,300	4,711,500	2,627,300
Dutch Possessions in India..	4,309,100	8,823,200	7,288,500
Philippine Islands.....	5,236,400	6,499,600	4,461,000
Gibraltar.....	2,223,300	1,681,300	912,700
Malta.....	3,160,200	2,364,800	2,352,200
West Coast of Africa (Brit.)..	3,064,000	2,869,300	3,161,900
British North America.....	5,927,100	7,255,000	8,029,100
British West India Islands & Guiana.....	3,117,500	4,239,300	3,900,000
British Possessions in South Africa.....	1,982,500	2,410,600	1,422,500
British India—			
Bombay.....	50,431,900	49,139,800	60,787,200
Madras.....	6,759,500	6,900,700	6,619,400
Bengal.....	91,562,700	53,053,500	84,357,500
Straits Settlements.....	13,836,000	5,733,600	10,184,200
Ceylon.....	2,463,700	1,357,500	1,730,600
Australasia.....	5,281,400	7,010,900	7,233,200
Other countries.....	17,261,200	16,816,100	18,809,200
Total unbleached or bleached	288,451,700	251,647,300	284,617,200
Total printed, dyed, or colored	120,818,500	115,996,400	123,445,700
Total mixed materials, cotton predominating.....	2,097,900	3,004,000	2,730,500
Grand total.....	411,371,100	370,647,700	410,793,400

The weather having been very unfavorable, and the deliveries of British farmers light and in poor condition, the trade for wheat during the week has been firm, especially for good dry produce. An advance of about 1s. per quarter has taken

place in the quotations. Considering, however, how poor is the agricultural prospect in this country at the present time, the upward movement in prices is decidedly slow. The quantity of wheat afloat to the United Kingdom is estimated at 2,134,000 quarters; flour, 240,000 quarters, and Indian corn, 231,000 quarters.

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

	IMPORTS.			
	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	29,669,622	27,922,777	27,907,825	30,958,605
Barley.....	9,081,238	6,801,873	7,065,134	8,174,107
Oats.....	6,822,439	1,310,539	5,117,264	7,067,701
Peas.....	1,028,835	867,962	1,281,205	1,163,929
Beans.....	1,046,129	759,123	1,091,078	1,309,974
Indian corn.....	6,156,237	10,012,460	15,570,093	10,361,717
Flour.....	7,115,857	3,560,055	6,076,754	5,403,916

SUPPLIES AVAILABLE FOR CONSUMPTION.

	1882-83.	1881-82.	1880-81.	1879-80.
Imports of wheat.cwt.	29,669,622	27,922,777	27,907,825	30,958,605
Imports of flour.....	7,115,857	3,560,055	6,076,754	5,408,916
Sales of home-grown produce.....	19,500,160	18,558,400	13,744,100	11,020,620

Total.....	56,315,639	50,041,232	40,728,070	47,029,141
Avg'g price of English wheat for season.qrs.	41s. Od.	47s. Od.	42s. 5d.	47s. 1d.
Visible supply of wheat in Unit'd St's..bush.	21,900,000	17,800,000	23,000,000	29,594,000

The following return shows the extent of the imports of wheat and flour into the United Kingdom during the first five months of the season, viz., September to January, inclusive, compared with the corresponding period in the three previous years:

From—	WHEAT.			
	1882-83.	1881-82.	1880-81.	1879-80.
Russia.....	3,702,193	3,130,904	622,931	3,014,081
United States.....	10,241,098	13,289,658	15,523,534	17,401,222
Brit. N. America.....	1,500,180	1,694,307	2,011,406	2,977,388
Germany.....	1,083,330	1,310,249	243,973	1,237,647
France.....	0,773	4,786	1,288	5,985
Chile.....	728,252	378,410	445,754	891,713
Turkey & Roumania.....	563,771	54,247	156,540	86
Egypt.....	19,043	234,540	434,414	1,347,363
British India.....	2,864,053	1,835,203	1,893,351	804,003
Australia.....	610,511	829,247	2,120,944	891,190
Other countries.....	327,239	40,850	50,686	

Total.....	27,768,502	23,808,399	23,513,024	23,566,512
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From—	FLOUR.			
	1882-83.	1881-82.	1880-81.	1879-80.
Germany.....	971,761	723,555	541,045	516,853
France.....	71,100	103,570	144,909	134,085
United States.....	4,331,557	2,480,823	3,453,693	3,398,791
Brit. N. America.....	180,501	161,417	313,946	254,435
Other countries.....	1,125,700	687,257	1,150,971	804,603

Total.....	6,710,525	4,159,622	5,601,564	5,168,799
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The following return shows the estimated value of the imports of cereal produce into the United Kingdom during the first five months of the season, viz.: from September to January inclusive, compared with the corresponding period in the three previous years:

	1882-83.	1881-82.	1880-81.	1879-80.
	£	£	£	£
Wheat.....	213,005,669	214,787,893	212,420,092	216,703,459
Barley.....	3,248,638	2,737,976	2,842,835	3,547,777
Oats.....	2,121,840	1,528,627	1,623,138	2,360,561
Peas.....	402,936	338,751	502,900	451,324
Beans.....	375,071	253,727	423,386	510,951
Indian corn.....	2,113,611	3,261,264	4,280,106	2,914,821
Flour.....	5,352,295	3,516,028	4,568,930	4,354,648
Total.....	227,522,460	226,427,272	220,660,607	230,882,547

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 March 2:

London.	Sat. Mon. Tues. Wed. Thurs. Fri.					
	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51	51	51	51	51	51
Consols for money.....	102½	102½	102½	102	102½	102½
Consols for account.....	102½	102½	102½	102½	102½	102½
£100 rentes (in Paris) fr.	80·25	80·47½	80·70	81·05	81·35	81·92½
U. S. 5s ext'd in 3½s	106½	106½	106½	106½	106½	106½
U. S. 4½s of 1891.....	115½	115½	115½	115½	115½	111
U. S. 4s of 1907.....	122½	122½	122½	122½	122½	122½
Chic. Mil. & St. Paul	103	102½	103	104½	101½	105
Erie, common stock.....	36½	36½	37½	38½	38	39½
Illinois Central.....	147½	146½	147½	148½	148½	149½
N. Y. Ontario & West'n.	26½	25½	26½	26½	26½	20½
Pennsylvania.....	61½	61½	61½	62½	63½	63½
Philadelphia & Reading.	26½	26½	27½	27½	27½	28
New York Central.....	129½	129½	130	130½	130½	139½

Liverpool.	Sat. Mon. Tues. Wed. Thurs. Fri.					
	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.

Commercial and Miscellaneous News
BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank

depositories on Mar. 1. We gave the statement for Feb. 1, in CHRONICLE of Feb. 3, page 128, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Mar. 1, 1883, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.....	\$8,291,000	\$197,923,300	\$206,214,300
Currency 6s.....	20,000	3,526,000	3,546,000
5 per cents.....		15,000	15,000
4½ per cents.....	910,500	36,905,200	37,815,700
4 per cents.....	6,871,000	105,030,950	111,901,950
5s, ext. at 3½.....	595,000	14,017,650	14,612,650
6s, ext. at 3½.....	111,500	745,700	857,200
Total.....	\$16,799,000	\$359,163,800	\$374,962,800

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

National Bank Notes—		
Amount outstanding February 1, 1883.....		\$361,459,151
Amount issued during February.....	\$1,272,780	
Amount retired during February.....	2,165,551	892,771
Amount outstanding Mar. 1, 1883*.....		\$360,566,380
Legal Tender Notes—		
Amount on deposit to redeem national bank notes Feb. 1, 1883.....		\$40,228,823
Amount deposited during February.....	\$2,663,532	
Amount reissued & bank notes retired in Feb. 1, 1883.....	2,115,551	547,981
Amount on deposit to redeem national bank notes Mar. 1, 1883.....		\$40,776,804

* Circulation of national gold banks, not included above, \$754,009.

According to the above the amount of legal tenders on deposit Mar. 1 with the Treasurer of the United States to redeem national bank notes was \$40,776,804. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	Nov. 1.	Dec. 1.	Jan. 1.	Feb. 1.	Mar. 1.
Insolvent bks.....	\$1,035,030	\$1,035,030	\$1,095,391	\$1,103,512	\$1,097,794
Liquidat'g bks.....	9,924,482	10,284,782	11,349,272	11,766,715	16,091,683
Reduc'g und'r act of 1874.....	27,122,158	27,070,302	27,435,649	27,358,596	*23,677,327
Total.....	\$38,081,670	\$38,390,114	\$39,940,815	\$40,228,823	\$40,776,804

* The large decrease in the deposits of lawful money under the Act of June 20, 1874, and the corresponding increase in the deposits of liquidating banks, is occasioned in part by the transfer of \$4,001,268 from the former to the latter account.

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of February, 1883:

Denomination.	Pieces.	Value.
Double eagles.....	97,140	\$1,948,800 00
Eagles.....	40	400 00
Half eagles.....	40	200 00
Three dollars.....	40	120 00
Quarter eagles.....	40	100 00
Dollars.....	1,240	1,240 00
Total gold.....	98,840	\$1,950,860 00
Standard dollars.....	2,400,000	\$2,400,000 00
Dimes.....	610,000	61,000 00
Total silver.....	3,010,000	\$2,461,000 00
Five cents.....	2,224,000	111,200 00
One cent.....	2,530,000	25,300 00
Total minor.....	4,754,000	\$136,500 00
Total coinage.....	7,862,840	\$4,548,360 00

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and in general merchandise. The total imports were \$6,927,115, against \$9,719,967 the preceding week and \$10,019,397 two weeks previous. The exports for the week ended Feb. 27 amounted to \$5,909,490, against \$6,963,690 last week and \$6,157,092 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Feb. 22 and for the week ending (for general merchandise) Feb. 23; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$2,325,900	\$1,633,407	\$4,190,820	\$2,149,123
Gen'l mer'chise..	5,522,977	7,273,939	6,934,432	4,777,992
Total.....	\$7,848,877	\$8,907,346	\$11,175,252	\$6,927,115
Since Jan. 1.				
Dry goods.....	\$21,374,149	\$19,280,842	\$25,359,115	\$22,572,461
Gen'l mer'chise..	48,246,657	40,919,933	51,100,938	47,152,140
Total 8 weeks.....	\$69,620,806	\$60,200,775	\$76,459,053	\$69,725,601

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 February 27, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week....	\$5,293,449	\$8,528,255	\$5,963,154	\$5,909,490
Prev. reported..	42,451,665	49,944,040	45,288,056	49,168,623
Total 8 weeks.....	\$47,745,114	\$58,472,295	\$51,253,210	\$55,078,113

The following table shows the exports and imports of specie at the port of New York for the week ending Feb. 24, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$.....	\$.....	\$.....
France.....				190
Germany.....				393,991
West Indies.....			4,575	
Mexico.....		32,865		55,494
South America.....		80,785		6,500
All other countries.....	29,500			
Total 1883.....	\$29,560	\$63,650	\$4,575	\$456,075
Total 1882.....	1,525,000	6,828,998	40,701	332,582
Total 1881.....		115,960	13,796	4,722,483
Silver.				
Great Britain.....	\$354,138	\$2,066,692	\$.....	\$.....
France.....	28,000	116,345		
Germany.....			145,995	163,757
West Indies.....			177	38,133
Mexico.....			123,803	365,686
South America.....				13,610
All other countries.....		1,266		2,400
Total 1883.....	\$382,138	\$2,184,243	\$269,975	\$583,586
Total 1882.....	181,563	1,960,743	41,767	255,742
Total 1881.....	177,200	1,787,770	51,615	562,468

Of the above imports for the week in 1883, \$634 were American gold coin and \$146,172 American silver coin. Of the exports during the same time \$29,500 were American gold coin.

STATE OF GEORGIA DEPOSITORY.—The *Atlanta Constitution* of February 21st states that Governor Stephens on the previous day issued an order continuing the Fourth National Bank of New York as the fiscal agent of the State of Georgia in the settlement of financial business in New York, in paying the principal and interest on the public debt. The last session of the Legislature ordered the sale of \$160,000 worth of United States bonds, held by the State, and received as part payment of the purchase money of the Macon & Brunswick Railroad. With regard to this matter Governor Stephens ordered that when the bonds are sold the money be placed in the State depository in New York, and not brought to Atlanta. We understand that the bonds were sold in this city on Wednesday for about \$180,000, and the proceeds deposited as directed.

—Mr. A. M. Townsend, the agent of the Hong Kong & Shanghai Banking Corporation, states that the profits for the half-year ending Dec. 31 last were about \$800,000, of which the following disposition is made: The dividend is increased from £1 10s. to £2 per share, and a bonus of 10 shillings per share in addition is also paid. A further addition of \$150,000 is made to the regular reserve fund, raising that fund to \$2,500,000, and \$100,000 is placed to a new reserve fund, to be used for the purpose of equalizing dividends; \$50,000 are written off premises account, and \$60,000 are carried forward to credit of next half-year's account. The last quotation for the shares (\$125 paid) is \$362 50, or 190 per cent premium. It has been decided to increase the capital, and accordingly the new capital will be payable in instalments from March to December of this year, amounting to \$4,250,000.

—It is stated that the new Welles Building is so thoroughly fire-proof that it is deemed unnecessary to have any insurance. Mr. M. M. Vail calls attention in another column of the CHRONICLE to the offices which he has to rent in this building. Among the many great buildings which have been erected during the last few years in the lower part of New York for office purposes, the Welles Building situated on Broadway and Beaver Street, opposite Bowling Green, is conspicuous.

—Attention is called to the card of the National Park Bank Safe Deposit Vaults, which will be found in another column. The high standing of the bank under whose management these vaults are conducted, gives an additional guarantee of safety which holders of securities will appreciate.

—Messrs. Denslow, Easton & Herts have removed from the Mills Building to 70 Exchange Place, corner Exchange Court.

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.	Shares.
54 American Exch. Nat. Bk. 126½	55 Hamilton Fire Ins. Co. 112
5 Newrk & Bloomfield BR.	40 Tradesmen's Fire Ins. Co. 70
Co. guar. 6 p. c. by Del.	100 Accessory Transit Co. for \$10
Lack. & Western..... 120½	
5 Home Ins. Co. 145	
25 Brooklyn Ins. Co. 174	
14 Star Fire Ins. Co. 70	
20 Lafayette Fire Ins. Co. 90	
5 Eagle Fire Ins. Co. 242	
25 N. Y. Equit. Fire Ins. Co. 149	
	Bonds.
	\$1,000 Ohio & Miss. Ry. Co.
	consol. mort. 7 p. c. bond.
	due 1893..... 115
	\$500 So. Br'klyn & Bergen St.
	RR. Co. mortg. bond, for \$10

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Atlanta & Charleston Air Line...	2½	Mch. 5	Feb. 11 to —
Red River (quar.)	1	Mch. 6	—
Missouri Pacific (quar.)	1½	April 2	Mch. 23 to April 2
West Jersey (in scrip)	3	Mch. 15	—

NEW YORK, FRIDAY, MARCH 2, 1883—5 P. M.

The Money Market and Financial Situation.—The money market is working rather more closely, and this is regarded in some quarters as a good rather than a bad sign. It indicates a better demand for money in channels of business apart from stock speculation, and this shows an increased activity in the movements of merchandise, which is one of the things most desired to improve the commercial situation.

Congress will adjourn to-morrow, and there is much hope from present indications that a tariff and revenue bill will be passed. At all events, the suspense will be relieved, and this in itself will remove an incubus from the commercial world. It may be observed in regard to the deliberations of Congress, that it is inevitable, while an important economic measure is pending, that it should have a prejudicial effect upon business, and comments upon this fact should not be construed as hostile and indiscriminate criticism of our national legislators.

In regard to the situation at the Stock Exchange, there has been a decidedly stronger and more confident feeling, which, so far, goes to support the views heretofore expressed in this report—that the causes of depression were of a temporary character. But there is one suggestion that should be made in this connection, and that is, that since many persons have been looking forward to the 5th of March as a period when a rise was likely to take place in the stock market, some of the heavy operators may have prepared for such a contingency. It might happen that with a strong market next week a large amount of long stock would be fed out by certain distinguished operators with the natural result of causing a sharp reaction immediately afterward. This suggestion may go for what it is worth, but the transaction has occurred so frequently before—on the celebrated “spring opening” of 1882 for one recent example—that we can hardly forbear a passing remark upon the subject.

The money market has shown an advance in rates, as the bank reserves have been declining for some weeks past, and the demand for money in the country just prior to the opening of navigation is naturally on the increase. Stock borrowers have paid 5@6 per cent for money, and in exceptional cases brokers had to pay 7, 8 or 9 for loans near the close of business hours. Government bond dealers are not offered so much money as they were a short time ago, and they pay now about 3@4 per cent. Prime commercial paper is quoted at 5½@6 per cent.

The Bank of England weekly statement on Thursday showed a gain of £167,000 in specie, and the percentage of reserve to liabilities was 43, against 41.1-16 last week; the discount rate was reduced to 3 per cent from 3½ per cent. The Bank of France gained 1,800,000 francs gold and lost 1,050,000 francs silver.

The New York City Clearing-House banks in their statement of Feb. 24 showed a decrease of \$2,465,825 in their surplus reserve, the total surplus being \$1,209,000, against \$3,674,825 the previous week.

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

	1883. Feb. 24.	Differences from previous week.	1882. Feb. 25.	1881. Feb. 26.
Loans and dis.	\$325,391,000	Inc. \$2,038,900	\$325,091,900	\$316,594,400
Specie	58,504,300	Dec. 1,495,000	55,753,800	58,071,200
Circulation	16,498,700	Dec. 44,300	20,068,700	10,181,000
Net deposits	30,275,200	Dec. 1,437,500	29,790,300	29,517,300
Legal tenders	20,023,500	Dec. 1,330,200	17,260,700	15,018,000
Legal reserve	\$77,318,800	Dec. \$359,375	\$74,447,575	\$74,130,825
Reserve held	73,327,800	Dec. 2,925,200	73,014,500	73,122,200
Surplus	\$1,209,000	Dec. \$2,465,825	\$1,433,075	\$1,014,625

* Deficit.

Exchange.—The tendency of exchange has been towards easier rates, and this was helped, as to short sterling, by the reduction in the Bank of England rate. There is apparently a better demand for stocks and bonds on foreign account. To-day prime bankers' 60-days' sterling sold at 4 81¼; demand, 4 81¼; cables, 4 84¼. Continental bills were as follows, viz.: Francs 5 23¼@5 22¼ and 5 21¼@5 20; reichsmarks, 94¼@94¼ and 91¼@91¼; guilders 39¾ and 40¼.

In domestic bills New York exchange was quoted as follows at the places named: Savannah buying ½, selling par to ½ prem.; Charleston buying par@½ dis.; selling ½@¼ prem.; New Orleans com., 50@75 dis.; bank, 100 prem.; St. Louis, 75 dis.; Chicago, 80 dis.; Boston, par@15c. dis.

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

March 2.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 81¼ @ 4 82¼	4 84 @ 4 85
Prime commercial	4 80¼ @ 4 81	4 83 @ 4 83½
Documentary commercial	4 80 @ 4 80½	4 82½ @ 4 83
Paris (francs)	5 23¼ @ 5 21¼	5 21¼ @ 5 18¼
Amsterdam (guilders)	39¾ @ 40	40 @ 40¼
Frankfort or Bremen (reichsmarks)	94¼ @ 94¾	94¾ @ 95¼

United States Bonds.—The government bond market has still been kept rather unsettled by the discussions in Congress, and the volume of business in all classes of these bonds has been restricted.

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

	Interest Periods.	Feb. 21.	Feb. 20.	Feb. 27.	Feb. 23.	Mar. 1.	Mar. 2.
5s, continued at 3½..	Q.-Feb.	*103¾	*103¾	*103¾	*103¾	*103¾	*103¾
4s, 1891.....reg.	Q.-Mar.	112¾	112¾	112¾	112¾	112¾	112¾
4s, 1891.....coup.	Q.-Mar.	*113¾	*113¾	*113¾	*113¾	*113¾	*113¾
1s, 1907.....reg.	Q.-Jan.	119¾	119¾	119¾	119¾	119¾	119¾
1s, 1907.....coup.	Q.-Jan.	*119¾	*119¾	*119¾	*119¾	*119¾	*119¾
3s, option U. S.....reg.	Q.-Feb.	*103¾	104¾	104¾	104	104	104
6s, cur'cy, 1895..reg.	J. & J.	128	128	128	128	128	128
6s, cur'cy, 1896..reg.	J. & J.	129	129	129	129	129	129
6s, cur'cy, 1897..reg.	J. & J.	130	130	130	130	130	130
6s, cur'cy, 1898..reg.	J. & J.	130	130	130	130	130	130
6s, cur'cy, 1899..reg.	J. & J.	130	130	130	130	130	130

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

State and Railroad Bonds.—There have been but few transactions in State bonds, and to-day the Ark., & L. R. P. B. & N. O. issue, sold at 45; the Miss. Oua. & Red River issue 45; Virginia 6s. consol. 58. The last-named bonds have advanced sharply of late, on the prospect of a decision from the U. S. Supreme Court in favor of Va. bondholders. Tennessee bonds are unsettled by the pending or proposed legislation at Nashville, and must remain unsettled till something definite is known as to the measures which will be adopted.

Railroad bonds have not been conspicuous for activity, but prices are generally firmer throughout most of the list. The Texas Pacific incomes have advanced to 60@61, on quite active buying.

Railroad and Miscellaneous Stocks.—The stock market has developed a perceptibly stronger tone this week, and in various classes of stocks the feeling is better. A comparison of the closing prices to-day with those of last Friday shows a material gain in the prices of many of the active stocks on the list. The time is approaching when the earnings should show the largest gain over those of last year, as in the period from March 1 to August 1, before the crops of 1883 can begin to move, the tonnage this year should largely exceed that carried in the same months of 1882. The receipts of cotton from week to week are now much in excess of last year, and the grain receipts (corn included) are also showing a considerable increase. On the other hand, it may be well to note that there is a good deal of stock to be disposed of by parties who have been carrying for a long time with the intention of selling on the first good chance, and, aside from the supply furnished by the few great operators, it would not be surprising if a moderate rise in the market should bring out a good deal of long stock.

The Vanderbilt stocks share in the general improvement, and a fast freight line over the Nickel-Plate road, in connection with Del. Lack. & Western, is one of the new features reported. The coal stocks have been stronger on the large buying of Del. Lack. & West. and the delivery of Reading from the hands of her receivers of 1880. The Gould stocks have shared in the improvement, and the Wabashes have recovered from the decline which took place on the announcement of the equipment bond decision. To-day the Northern Pacific and the Oregon-Transcontinental were the most buoyant of the list, and advanced sharply in the last hour of business; the general feeling was also strong, and at the close stocks were, as a rule, near the highest point of the day.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR WEEK ENDING MAR. 2, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1883.		For Full Year 1882.	
	Saturday, Feb. 24.	Monday, Feb. 26.	Tuesday, Feb. 27.	Wednesday, Feb. 28.	Thursday, March 1.	Friday, March 2.		Lowest.	Highest.	Low.	High
RAILROADS.											
Boston & N. Y. Air-Line, pref.	80 80 $\frac{1}{4}$	80 80	80 80	80 $\frac{1}{2}$ 80 $\frac{1}{4}$	80 80	80 $\frac{1}{2}$ 80 $\frac{1}{2}$	830	79 Jan. 3	82 Jan. 17	60	80 $\frac{1}{2}$
Burlington Cedar Rap. & No.	80 80	80 80	80 80	80 $\frac{1}{2}$ 80 $\frac{1}{2}$	80 80	80 $\frac{1}{2}$ 80 $\frac{1}{2}$	40	80 $\frac{1}{2}$ Feb. 15	83 Jan. 5	87	85 $\frac{1}{2}$
Canadian Pacific	58 $\frac{1}{2}$ 58 $\frac{1}{2}$	58 $\frac{1}{2}$ 58 $\frac{1}{2}$	58 $\frac{1}{2}$ 59	59 59	59 59	58 $\frac{1}{2}$ 58 $\frac{1}{2}$	2,000	58 $\frac{1}{2}$ Feb. 23	61 $\frac{1}{2}$ Feb. 12	57	61 $\frac{1}{2}$
Canada Southern	64 $\frac{1}{2}$ 65 $\frac{1}{2}$	64 $\frac{1}{2}$ 65 $\frac{1}{2}$	65 $\frac{1}{2}$ 66	65 $\frac{1}{2}$ 66	66 66	63 $\frac{1}{2}$ 60 $\frac{1}{2}$	18,800	63 $\frac{1}{2}$ Feb. 19	71 $\frac{1}{2}$ Jan. 19	44	73
Cedar Falls & Minnesota	12 12	12 12	12 12	12 12	12 12	12 12	609	12 Feb. 27	15 Jan. 3	14	30
Central of New Jersey	69 $\frac{1}{2}$ 71 $\frac{1}{2}$	69 $\frac{1}{2}$ 70 $\frac{1}{2}$	70 $\frac{1}{2}$ 71 $\frac{1}{2}$	70 $\frac{1}{2}$ 71 $\frac{1}{2}$	71 $\frac{1}{2}$ 72 $\frac{1}{2}$	71 $\frac{1}{2}$ 71 $\frac{1}{2}$	40,010	68 $\frac{1}{2}$ Jan. 8	76 $\frac{1}{2}$ Jan. 18	63 $\frac{1}{2}$	97 $\frac{1}{2}$
Central Pacific	79 $\frac{1}{2}$ 81	79 $\frac{1}{2}$ 80 $\frac{1}{2}$	80 80 $\frac{1}{2}$	80 $\frac{1}{2}$ 81	80 $\frac{1}{2}$ 81	80 $\frac{1}{2}$ 81 $\frac{1}{2}$	18,887	79 Feb. 7	88 Jan. 5	82 $\frac{1}{2}$	97 $\frac{1}{2}$
Chesapeake & Ohio	20 $\frac{1}{2}$ 21	21 21	21 21	21 21	22 22	22 22	533	20 $\frac{1}{2}$ Feb. 28	23 $\frac{1}{2}$ Jan. 20	19 $\frac{1}{2}$	27
Do 1st pref.	29 $\frac{1}{2}$ 30	29 $\frac{1}{2}$ 30 $\frac{1}{2}$	29 $\frac{1}{2}$ 31	30 30	29 $\frac{1}{2}$ 31	30 $\frac{1}{2}$ 31	792	29 $\frac{1}{2}$ Feb. 24	35 $\frac{1}{2}$ Jan. 20	27 $\frac{1}{2}$	41 $\frac{1}{2}$
Do 2d pref.	23 $\frac{1}{2}$ 23 $\frac{1}{2}$	22 $\frac{1}{2}$ 22 $\frac{1}{2}$	22 $\frac{1}{2}$ 23	23 23	24 $\frac{1}{2}$ 24 $\frac{1}{2}$	24 $\frac{1}{2}$ 24 $\frac{1}{2}$	309	22 $\frac{1}{2}$ Feb. 26	27 Jan. 22	21	29
Chicago & Alton	130 $\frac{1}{2}$ 131	130 130	131 131	133 133	131 $\frac{1}{2}$ 131 $\frac{1}{2}$	133 133	697	130 Feb. 20	137 $\frac{1}{2}$ Jan. 22	127 $\frac{1}{2}$	145 $\frac{1}{2}$
Do pref.	117 117	117 117	117 $\frac{1}{2}$ 118	116 $\frac{1}{2}$ 118	117 118	117 $\frac{1}{2}$ 118	11,953	115 $\frac{1}{2}$ Feb. 10	145 Feb. 14	130 $\frac{1}{2}$	146
Chicago Burlington & Quincy	98 $\frac{1}{2}$ 100 $\frac{1}{2}$	99 100	99 $\frac{1}{2}$ 101 $\frac{1}{2}$	100 $\frac{1}{2}$ 101 $\frac{1}{2}$	101 $\frac{1}{2}$ 102	101 $\frac{1}{2}$ 101 $\frac{1}{2}$	181,449	97 $\frac{1}{2}$ Feb. 20	108 $\frac{1}{2}$ Jan. 20	96 $\frac{1}{2}$	128 $\frac{1}{2}$
Chicago Milwaukee & St. Paul	118 118	118 118	118 $\frac{1}{2}$ 119 $\frac{1}{2}$	119 $\frac{1}{2}$ 119 $\frac{1}{2}$	120 120	120 120	1,040	116 $\frac{1}{2}$ Feb. 7	122 Jan. 9	114 $\frac{1}{2}$	141 $\frac{1}{2}$
Chicago & Northwestern	129 $\frac{1}{2}$ 130 $\frac{1}{2}$	129 $\frac{1}{2}$ 131 $\frac{1}{2}$	131 132 $\frac{1}{2}$	131 $\frac{1}{2}$ 132 $\frac{1}{2}$	132 $\frac{1}{2}$ 133	132 $\frac{1}{2}$ 132 $\frac{1}{2}$	38,810	128 $\frac{1}{2}$ Feb. 7	136 $\frac{1}{2}$ Jan. 4	124	150 $\frac{1}{2}$
Do pref.	144 $\frac{1}{2}$ 144 $\frac{1}{2}$	143 $\frac{1}{2}$ 144 $\frac{1}{2}$	144 $\frac{1}{2}$ 145 $\frac{1}{2}$	145 $\frac{1}{2}$ 145 $\frac{1}{2}$	145 $\frac{1}{2}$ 146 $\frac{1}{2}$	145 $\frac{1}{2}$ 146 $\frac{1}{2}$	4,495	143 Feb. 20	151 $\frac{1}{2}$ Jan. 5	136 $\frac{1}{2}$	175
Chicago Rock Isl. & Pacific	120 121	120 120 $\frac{1}{2}$	121 $\frac{1}{2}$ 122 $\frac{1}{2}$	121 $\frac{1}{2}$ 122 $\frac{1}{2}$	122 $\frac{1}{2}$ 123	122 $\frac{1}{2}$ 122 $\frac{1}{2}$	8,284	118 Feb. 21	127 $\frac{1}{2}$ Jan. 5	122	140 $\frac{1}{2}$
Chicago St. Paul Minn. & Om.	106 108	106 106 $\frac{1}{2}$	106 $\frac{1}{2}$ 108 $\frac{1}{2}$	107 108	107 $\frac{1}{2}$ 108 $\frac{1}{2}$	107 $\frac{1}{2}$ 107 $\frac{1}{2}$	12,106	102 $\frac{1}{2}$ Feb. 19	113 $\frac{1}{2}$ Jan. 5	87 $\frac{1}{2}$	117
Do pref.	70 $\frac{1}{2}$ 70 $\frac{1}{2}$	70 71 $\frac{1}{2}$	72 73	73 73	73 73	73 73	814	68 $\frac{1}{2}$ Feb. 20	81 Jan. 5	85 $\frac{1}{2}$	92 $\frac{1}{2}$
Cleveland Col. Clin. & Ind.	139 139	139 139	139 139	139 139	139 139	139 139	1,200	139 Jan. 11	142 Jan. 26	133	140
Cleveland & Pittsburgh gnar.	5 5	5 5	5 5	5 5	5 5	5 5	1,370	31 Feb. 26	36 Mar. 2	50	104
Columbia & Greenville, pref.	120 $\frac{1}{2}$ 121 $\frac{1}{2}$	120 $\frac{1}{2}$ 122	121 $\frac{1}{2}$ 122 $\frac{1}{2}$	121 $\frac{1}{2}$ 122 $\frac{1}{2}$	122 123	122 $\frac{1}{2}$ 123	356,600	118 $\frac{1}{2}$ Feb. 16	129 $\frac{1}{2}$ Jan. 4	116 $\frac{1}{2}$	170
Columbia Chic. & Ind. Central	43 $\frac{1}{2}$ 44 $\frac{1}{2}$	43 $\frac{1}{2}$ 43 $\frac{1}{2}$	43 $\frac{1}{2}$ 44	43 $\frac{1}{2}$ 44	44 $\frac{1}{2}$ 45	44 $\frac{1}{2}$ 45	42,900	39 $\frac{1}{2}$ Jan. 2	51 $\frac{1}{2}$ Jan. 20	38 $\frac{1}{2}$	74 $\frac{1}{2}$
Denver & Rio Grande	48 $\frac{1}{2}$ 48 $\frac{1}{2}$	48 $\frac{1}{2}$ 48 $\frac{1}{2}$	48 $\frac{1}{2}$ 48 $\frac{1}{2}$	48 $\frac{1}{2}$ 48 $\frac{1}{2}$	48 $\frac{1}{2}$ 48 $\frac{1}{2}$	48 $\frac{1}{2}$ 48 $\frac{1}{2}$	1,306	48 $\frac{1}{2}$ Feb. 21	49 $\frac{1}{2}$ Jan. 12	82	96 $\frac{1}{2}$
Dubuque & Sioux City	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	1,920	15 $\frac{1}{2}$ Feb. 20	18 $\frac{1}{2}$ Jan. 2	15	28 $\frac{1}{2}$
East Tennessee Va. & Ga.	8 $\frac{1}{2}$ 8 $\frac{1}{2}$	8 $\frac{1}{2}$ 8 $\frac{1}{2}$	8 $\frac{1}{2}$ 8 $\frac{1}{2}$	8 $\frac{1}{2}$ 8 $\frac{1}{2}$	8 $\frac{1}{2}$ 8 $\frac{1}{2}$	8 $\frac{1}{2}$ 8 $\frac{1}{2}$	100	70 Feb. 12	75 Jan. 28	68	80 $\frac{1}{2}$
Do pref.	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	15 $\frac{1}{2}$ 15 $\frac{1}{2}$	200	30 Jan. 2	33 $\frac{1}{2}$ Jan. 18	29 $\frac{1}{2}$	42
Evansville & Terre Haute	81 $\frac{1}{2}$ 82 $\frac{1}{2}$	81 $\frac{1}{2}$ 82	82 82	81 81	81 $\frac{1}{2}$ 84	81 $\frac{1}{2}$ 84	1,100	81 Feb. 9	84 Jan. 10	6	110
Fort Worth & Denver City	71 74	71 $\frac{1}{2}$ 75	71 $\frac{1}{2}$ 75	72 75	72 75	72 75	3,300	72 Jan. 3	87 $\frac{1}{2}$ Jan. 30	72	111 $\frac{1}{2}$
Green Bay Winona & St. Paul	142 142	142 $\frac{1}{2}$ 142 $\frac{1}{2}$	142 $\frac{1}{2}$ 143	143 $\frac{1}{2}$ 144	144 $\frac{1}{2}$ 144 $\frac{1}{2}$	144 $\frac{1}{2}$ 144 $\frac{1}{2}$	71	141 $\frac{1}{2}$ Jan. 3	147 Jan. 30	127 $\frac{1}{2}$	160 $\frac{1}{2}$
Hannibal & St. Joseph	79 80	80 80	80 80	80 80	80 80	80 80	6,042	77 Feb. 17	81 Jan. 22	30	49 $\frac{1}{2}$
Houston & Texas Central	107 $\frac{1}{2}$ 109	107 $\frac{1}{2}$ 108 $\frac{1}{2}$	108 $\frac{1}{2}$ 109 $\frac{1}{2}$	108 $\frac{1}{2}$ 109 $\frac{1}{2}$	109 109	108 $\frac{1}{2}$ 109 $\frac{1}{2}$	44,445	106 $\frac{1}{2}$ Feb. 16	114 $\frac{1}{2}$ Jan. 18	98	120 $\frac{1}{2}$
Illinois Central	52 $\frac{1}{2}$ 53 $\frac{1}{2}$	52 $\frac{1}{2}$ 53	52 $\frac{1}{2}$ 54	53 $\frac{1}{2}$ 54	54 54	53 $\frac{1}{2}$ 54	35,100	51 $\frac{1}{2}$ Feb. 19	58 $\frac{1}{2}$ Jan. 20	46 $\frac{1}{2}$	100 $\frac{1}{2}$
Do leased line.	47 49	47 48	44 46	45 45	46 46	46 46	1,000	45 Feb. 28	53 $\frac{1}{2}$ Feb. 9	40	60 $\frac{1}{2}$
Indiana Bloom'g & Western	88 88	85 88	85 88	85 88	85 88	85 88	160	84 $\frac{1}{2}$ Jan. 3	90 Jan. 18	82	88 $\frac{1}{2}$
Lake Erie & Western	48 48	47 48	44 46	44 46	44 46	44 46	300	48 Feb. 24	53 Feb. 10	40	58
Lake Shore	15 15	15 15	15 15	15 15	15 15	15 15	420	15 Feb. 21	19 Jan. 6	16	37
Long Island	37 38	39 39	39 39	39 39	39 39	39 39	1,600	36 Feb. 19	55 Jan. 8	42	82 $\frac{1}{2}$
Louisville & Nashville	90 $\frac{1}{2}$ 92 $\frac{1}{2}$	91 $\frac{1}{2}$ 92 $\frac{1}{2}$	91 $\frac{1}{2}$ 93	92 $\frac{1}{2}$ 93	93 $\frac{1}{2}$ 94	93 $\frac{1}{2}$ 94	35,575	80 Jan. 26	85 Jan. 8	77	105
Louisville New Albany & Chic	15 15	15 15	15 15	15 15	15 15	15 15	1,000	15 Feb. 28	18 Jan. 4	13	20
Manhattan	43 $\frac{1}{2}$ 43 $\frac{1}{2}$	42 $\frac{1}{2}$ 42 $\frac{1}{2}$	42 $\frac{1}{2}$ 42 $\frac{1}{2}$	42 $\frac{1}{2}$ 42 $\frac{1}{2}$	42 $\frac{1}{2}$ 42 $\frac{1}{2}$	42 $\frac{1}{2}$ 42 $\frac{1}{2}$	1,400	42 $\frac{1}{2}$ Feb. 27	48 $\frac{1}{2}$ Jan. 20	41 $\frac{1}{2}$	58 $\frac{1}{2}$
Do 1st pref.	24 25	25 25	25 25	25 25	25 25	25 25	1,600	22 Feb. 20	30 $\frac{1}{2}$ Jan. 18	19	36 $\frac{1}{2}$
Do common.	56 56	55 56	57 57	57 57	57 57	57 57	600	52 Feb. 20	64 $\frac{1}{2}$ Jan. 18	59	77
Manhattan Beach Co.	30 30	29 $\frac{1}{2}$ 30	29 $\frac{1}{2}$ 30	30 30	30 30	30 30	35,112	29 $\frac{1}{2}$ Feb. 24	34 $\frac{1}{2}$ Jan. 18	28 $\frac{1}{2}$	42 $\frac{1}{2}$
Mammoth & Texas	98 $\frac{1}{2}$ 100 $\frac{1}{2}$	97 $\frac{1}{2}$ 99 $\frac{1}{2}$	98 $\frac{1}{2}$ 99 $\frac{1}{2}$	99 $\frac{1}{2}$ 100	99 $\frac{1}{2}$ 100	100 101	89,178	97 $\frac{1}{2}$ Feb. 26	105 $\frac{1}{2}$ Jan. 19	86 $\frac{1}{2}$	112 $\frac{1}{2}$
Mobile & Ohio	15 20	15 18	15 18	15 18	15 18	15 18	235	15 Feb. 16	19 Jan. 5	12	33 $\frac{1}{2}$
Morris & Essex	120 121	122 122	122 122	120 122	123 123	123 123	120	120 Feb. 15	124 Jan. 9	119 $\frac{1}{2}$	128
Nashville Chattanooga & St. L.	57 $\frac{1}{2}$ 58	57 57	56 56	56 56	56 56	56 56	5,000	55 $\frac{1}{2}$ Jan. 3	64 $\frac{1}{2}$ Jan. 22	47	87 $\frac{1}{2}$
New York Central & Hudson	125 $\frac{1}{2}$ 126	125 $\frac{1}{2}$ 125 $\frac{1}{2}$	125 $\frac{1}{2}$ 126	1							

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.	Jan. 1 to Latest Date.			
	Week or Mo.	1883.	1882.	1883.	1882.
Ala. Gt. Southern	January...	\$ 81,131	\$ 60,574	\$ 81,131	\$ 60,574
Bar. C. & N. O.	3d wk Feb.	40,594	40,133	332,244	425,014
Central of Ga.	January...	311,200	332,786	311,200	332,786
Central Iowa...	January...	77,309	93,031	77,309	93,031
Central Pacific	January...	1,718,000	1,839,469	1,718,000	1,839,469
Cheap. & Ohio	January...	214,142	208,746	214,142	208,746
Chicago & Alton	3d wk Feb.	153,927	144,782	1,068,825	1,003,557
C. & Ind. H.	3d wk Feb.	23,228	29,181	217,470	242,654
C. & M. Trunk	3d wk Feb.	50,787	35,170	305,857	260,015
Chic. & N. W.	3d wk Feb.	331,000	319,096	2,233,000	2,498,035
Chic. & Northw.	3d wk Feb.	328,600	332,700	2,271,300	2,748,730
Ch. St. P. Min. & O.	3d wk Feb.	71,400	78,400	498,000	562,100
Ch. & N. W.	3d wk Feb.	21,515	28,784		
Ch. Ind. St. L. & C.	January...	191,826	218,599	101,826	218,599
Clev. Akron & C.	3d wk Feb.	8,992	7,942	60,524	56,927
Col. Rock. V. & T.	3d wk Feb.	46,212	37,189	367,166	345,843
Deur. & R. O. Gr.	4th wk Feb.	117,800	109,100	831,700	895,000
Den. & R. G. W.	2d wk Feb.	6,500		29,500	
Des. Mo. & Ft. D.	2d wk Feb.	8,833		39,316	43,540
Det. Lan. & N. O.	1st wk Jan.	34,460	39,447	109,655	112,839
Dub. & Sioux C.	2d wk Feb.	19,655	29,336	95,650	149,886
Eastern	3 wks Feb.	210,381	150,615	457,415	375,210
E. Tenn. Va. & Ga.	3 wks Feb.	239,959	171,007	503,200	423,609
Eliz. Lex. & B. S.	January...	47,330	23,710	47,330	23,710
Evauy. & T. H.	3 wks Feb.	40,875	44,181	93,046	100,397
Flint & P. Marq.	3d wk Feb.	40,095	40,837	310,078	289,587
Ft. W. & Denver	4th wk Jan.	6,500		25,000	
Grand Trunk...	Wk. Feb. 17	295,249	284,715		46,205
Gr. Bay W. & S. P.	3d wk Feb.	7,638	5,621	39,527	46,205
Gulf Coast S. P.	3 wks Feb.	68,872	43,117	230,887	144,053
Hannibal & St. L.	3d wk Feb.	44,241	38,171	314,444	240,114
Hous. E. & W. Tex.	January...	21,849	18,246	18,286	
Illinois Cen. (H. I.)	January...	531,262	583,261	531,262	583,261
Do (Iowa)	January...	110,948	153,493	119,948	158,493
Do So. Ind.	January...	407,410	272,709	407,410	272,709
Ind. H. & W.	3d wk Feb.	59,135	44,216	410,909	340,616
K. C. & S. & Gulf	2d wk Feb.	28,233	31,888	218,325	200,766
L. Erie & West'n	3d wk Feb.	25,098	19,890	208,000	204,221
L. N. & F. Smith	2 wks Feb.	18,208	18,340	73,579	55,953
L. N. & F. Smith	2 wks Feb.	13,960	11,318	49,367	33,918
Long Island...	3d wk Feb.	35,005	33,264	234,895	213,639
Louis. & Nashv.	3d wk Feb.	225,225	242,412	1,853,775	1,690,071
Memp. & Charl.	January...	112,996	101,115	112,996	101,115
Mexican Cent.	1st wk Feb.	27,720		173,408	
Do No. Div.	2 wks Feb.	7,894		23,481	
Mexican Nat'l.	2d wk Feb.	11,011		75,640	
Min. L. Sh. & West	3d wk Feb.	17,515	15,010	112,124	114,533
Missouri Pacific	3d wk Feb.	143,089	106,631	1,160,029	892,444
Central Ry. H.	3d wk Feb.	25,475	12,876	182,400	106,115
Int. & Gt. No.	3d wk Feb.	74,734	47,705	547,076	379,783
Mo. Kan. & T.	3d wk Feb.	119,810	77,275	902,858	657,949
St. L. R. M. & S.	3d wk Feb.	118,119	133,493	1,046,242	875,390
Tex. & Pacific	3d wk Feb.	100,896	70,281	828,863	527,959
Whole System	3d wk Feb.	582,124	448,324	4,668,071	3,439,643
Mobile & Ohio...	February...	172,000	158,589	388,809	318,265
Nash. Ch. & S. L.	January...	197,388	170,753	197,388	170,753
N. Y. & N. Eng'd	January...	258,266	213,941	258,266	213,941
Norfolk & West.	3 wks Feb.	125,303	102,466	325,790	271,038
Northern Cent.	January...	499,252	407,368	499,252	407,368
Northern Pacific	3d wk Feb.	87,648	67,200	660,688	440,969
Ohio Central...	3d wk Feb.	20,798		131,775	
Ohio Southern...	3d wk Feb.	10,574	5,633	64,836	52,023
Oregon R. & N. Co.	January...	378,600	393,389	378,600	393,389
Pennsylvania...	January...	3,929,357	3,373,321	3,929,357	3,373,321
Pee. Dec. & Eve.	3d wk Feb.	9,453	12,207	81,152	112,417
Phila. & Read.	January...	1,609,775	1,503,075	1,609,775	1,503,075
Do C. & Iron	January...	951,219	948,391	951,219	948,391
Philadelph. & Erie	January...	319,720	252,727	319,720	252,727
Richm. & Danv.	3d wk Feb.	174,600	158,900	476,257	466,028
Ch. Col. & Ang.	3d wk Feb.	119,440	113,670	1,260,387	1,01,342
Columb. & Gr.	3d wk Feb.	120,293	115,344	129,526	114,796
Va. Midland...	3d wk Feb.	116,664	111,683	145,428	106,370
West No. Car.	3d wk Feb.	15,340	12,612	35,185	10,677
St. L. A. & T. H.	3d wk Feb.	29,489	25,538	208,582	183,842
Do (breha)	3d wk Feb.	14,210	13,398	115,400	112,025
St. Louis & Cairo	2d wk Feb.	5,784	7,359	42,599	48,116
St. L. & San Fran.	3d wk Feb.	57,789	56,016	448,884	439,947
St. Paul & Dul.	3d wk Feb.	17,019	13,550	118,445	100,243
St. P. Min. & M.	3d wk Feb.	97,278	85,687	768,575	711,631
Scioto Valley...	3d wk Feb.	7,252	8,739	59,200	62,542
Tel. Clin. & St. L.	January...	80,002	69,433	80,002	69,433
Union Pacific...	3 wks Feb.	1,142,000	1,351,000	2,874,000	3,314,000
Utah Central...	January...	99,181	109,989	99,181	109,989
Vicksburg & Mer.	January...	51,138	47,309	51,138	47,309
Wab. St. L. & Pac.	3d wk Feb.	314,274	276,615		
Wisconsin Cen.	3d wk Feb.	37,099	35,159		

1 Freight earnings. \$ All lines included.

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

Sovereigns...	\$4 93	23 87	Silver 1/2 and 1/4...	99 1/2 par.
Napoleons...	3 83	3 87	Five francs...	92 @ 95
X & K Reichmarks...	4 73	4 77	Mexican dollars...	80 1/2 @ 86 1/2
X Guilders...	3 96	4 00	Do uncommenced...	85 @ 86
Span'ld Doubloons...	15 55	15 75	English silver...	4 75 @ 4 83
Mex. Doubloons...	15 50	15 65	Prus. silv. thalers...	68 @ 70 1/2
Fine silver bars...	1 10 1/2	1 11 1/4	U. S. trade dollars...	99 1/2 @ 99 5/8
Fine gold bars...	par	1/4 prem	U. S. silver dollars...	99 1/2 @ par
Dimes & 1/2 dimes...	99 1/2	par		

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

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Feb. 24...	1,692,869 36	704,182 62	121,456,731 39	6,304,740 92
" 26...	1,503,148 28	1,056,398 38	122,038,307 57	6,229,318 64
" 27...	1,705,222 20	705,332 86	122,089,830 49	6,278,235 05
" 28...	2,168,015 96	705,398 97	123,388,605 49	7,293,127 05
Mar. 1...	798,966 13	1,615,255 14	122,939,157 83	6,922,285 70
" 2...	1,369,914 51	1,586,044 64	122,435,401 18	6,579,912 40
Total....	9,290,136 44	6,703,612 61		

* Includes \$1,000,000 U. S. notes received from Washington.

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 Feb. 24:

Banks.*	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
New York.....	2,000,000	\$ 9,088,000	\$ 1,474,000	\$ 469,000	\$ 9,032,000	\$ 400,000
Manhattan Co.....	2,000,000	9,068,000	1,393,000	529,000	9,068,000	500,000
Merchants.....	2,000,000	7,732,000	1,100,000	572,000	7,621,000	850,000
Mechanics.....	2,000,000	7,553,000	1,130,000	474,000	7,124,000	.....
Union.....	1,000,000	4,474,000	670,000	813,000	3,661,000	.....
American.....	800,000	9,001,000	624,000	454,000	6,744,000	1,100
Phoenix.....	1,000,000	2,590,000	458,000	91,000	2,140,000	267,500
City.....	1,000,000	8,375,500	825,100	416,000	8,173,000	.....
Tradersmen's.....	1,000,000	3,122,700	331,000	94,000	1,936,000	779,600
Fulton.....	600,000	1,545,500	476,200	84,000	1,070,000	.....
Chemical.....	800,000	12,814,109	3,489,000	405,000	12,753,700	.....
Merch'nts' Exch.....	1,000,000	8,414,300	414,000	343,000	8,007,000	281,700
Gallatin Nat'l.....	1,000,000	4,411,800	610,300	114,000	2,676,000	760,000
Bathurst & Drov.....	800,000	1,701,300	328,100	107,800	1,511,800	240,600
Mechanics' & Tr.....	800,000	640,000	101,000	91,000	576,000	124,000
Greenwich.....	200,000	1,032,200	217,700	104,000	812,000	6,000
Leather Man'frs.....	800,000	2,601,000	291,700	148,000	2,340,000	580,000
Seventh Ward.....	800,000	1,180,400	157,800	118,000	1,195,200	21,000
State of N. York.....	860,000	4,180,900	480,900	114,800	3,993,700	.....
American Exch.....	5,000,000	12,700,000	2,188,000	666,000	10,143,000	.....
Commerce.....	5,000,000	14,644,400	2,904,500	712,400	10,165,700	914,900
Broadway.....	1,000,000	5,419,500	834,300	203,100	4,494,400	184,000
Mercantile.....	1,000,000	6,889,000	824,000	594,000	6,010,000	765,700
Peconic.....	422,700	2,372,000	624,700	172,000	2,117,700	.....
Republic.....	1,500,000	2,020,500	284,000	329,000	3,815,100	900,000
Chatham.....	450,000	8,608,200	857,300	184,300	4,727,100	45,000
People's.....	200,000	1,541,900	114,400	10,500	1,426,900	5,400
North America.....	700,000	2,063,100	225,000	102,000	1,614,400	.....
Hanover.....	1,000,000	7,941,300	1,708,900	608,400	8,093,300	150,000
East River.....	500,000	5,493,400	473,400	311,000	2,994,000	430,000
Metropolitan.....	3,000,000	12,678,000	1,938,000	818,000	9,725,000	2,224,000
Citizens'.....	800,000	2,368,800	434,300	264,000	3,094,600	569,400
Nassau.....	500,000	2,185,200	211,700	244,000	2,511,700	.....
Market.....	500,000	2,814,100	698,800	160,800	2,014,500	443,000
St. Nicholas.....	500,000	2,422,500	220,900	76,800	2,012,100	.....
Shoe & Leather.....	500,000	2,631,000	519,000	215,000	2,150,000	4,000
Corn Exchange.....	1,000,000	4,447,800	1,614,000	171,000	3,252,900	6,500
Continental.....	1,000,000	5,697,500	1,097,800	148,000	6,225,200	450,000
Oriental.....	800,000	2,110,400	91,000	372,900	1,165,500	.....
Marine.....	400,000	3,418,000	695,000	120,000	1,439,000	270,000
Importers' & Tr.....	1,500,000	10,933,400	5,180,000	624,000	22,426,000	1,325,000
Park.....	2,000,000	18,429,800	4,348,500	1,102,000	22,414,000	43,000
Wall St. Nat'l.....	500,000	1,020,700	180,500	100,200	1,592,500	.....
North River.....	400,000	1,534,000	130,000	245,000	1,525,000	.....
East River.....	250,000	1,188,200	95,400	151,500	90,400	221,000
Fourth National.....	3,800,000	17,014,000	3,518,100	707,300	17,340,400	539,900
Central Nat'l.....	2,000,000	7,650,000	713,000	1,292,500	8,440,000	.....
First National.....	2,000,000	3,940,000	414,000	148,000	3,478,000	80,000
Ninth National.....	750,000	6,432,200	1,800,000	458,700	6,151,000	671,500
First National.....	1,000,000	10,309,000	2,442,200	845,900	19,927,000	44,900
Third National.....	1,000,000	6,070,900	1,202,600	617,200	6,590,000	.....
N. Y. Nat. Exch.....	800,000	1,403,000	20,000	117,000	1,223,000	204,300
Bowery National.....	250,000	2,036,200	220,400	2,400	1,976,200	228,000
N. York County.....	200,000	1,815,000	240,000	510,000	2,000,000	190,000
First American.....	2,000,000	2,590,100	203,500	60,000	2,159,300	.....
Chase National.....	3,000,000	3,341,500	1,614,700	492,800	6,484,100	45,000
Fifth Avenue.....	100,000	2,042,800	344,400	152,700	2,110,000	.....
German Exch.....	200,000	1,062,700	45,000	178,000	1,180,800	.....
Germania.....	100,000	1,701,000	81,000	164,100	1,835,800	.....
N. J. S. Nat.....	500,000	4,945,400	1,383,500	97,000	6,919,000	410,500
Lincoln Nat.....	800,000	1,554,000	289,600	155,300	1,725,100	45,000
Total.....	40,982,700	325,391,500	54,504,500	20,023,500	309,275,200	16,493,700

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz: "M." for mortgage; "g." for gold; "g'd." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.				CITY SECURITIES.		CITY SECURITIES.			
	Bid.	Ask.							
UNITED STATES BONDS.									
5s, 1881, continued at 3 1/2 reg.	Q-F	103 3/4		Virginia—(Continued)—				Jersey City—6s, water, long, 1895.	104
4 1/2 s, 1891. reg.	Q-M	112 1/2	112 3/4	6s, deferred bonds.		14		7s, water, 1899-1902.	J & J
4 1/2 s, 1891. coup.	Q-M	112 1/2	112 3/4	10-40s, new.		43	45	7s, improvement, 1891-94.	Var.
4 1/2 s, 1907. reg.	Q-J	118 1/2	118 3/4	Tax-receivable coupons.				7s, Bergen, long.	J & J
4s, 1907. coup.	Q-J	119 1/2	119 3/4					Hudson County, 6s.	A & O
3s, option U. S.	reg. Q-F	104	104 1/2	CITY SECURITIES.				do 7s. M&S and J&D	J & J
6s, Currency, 1895.	reg. J&J	128		Albany, N. Y.—6s, long. Various	110			Bayonne City, 7s, long.	J&J
6s, Currency, 1896.	reg. J&J	129		7s long.	125			Lawrence, Mass.—6s, 1894.	A & O
6s, Currency, 1897.	reg. J&J	130		Allegheny, Pa.—5s, op. '83-97.	Var.	160	105	6s, 1900.	A & O
6s, Currency, 1898.	reg. J&J	130		4 1/2 s, coup. 1893-1901.	Var.	102	105	Long Island City, N. Y.—Water, 7s, '95	
6s, Currency, 1899.	reg. J&J	130		4s, coup. 1901.	Var.	100		Louisville, Ky.—7s, long dates.	Var.
6s, Currency, 1899.	reg. J&J	130		Allegheny Co., 5s, cp., 1913.	J&J	105	106	7s, short.	Var.
STATE SECURITIES.									
Alabama—Class "A," 3 to 5, 1906.		82 3/8	84	4s, riot loan, 5-10s.		99	100	6s, long.	Var.
do small.		85		4s, do 10-20s.		99	100	6s, short.	Var.
Class "B," 5s, 1906.		100 1/4		5s, do 5-10s.		101	101 1/2	5s, 1890-1900.	M&N
Class "C," 4s, 1906.		83		5s, do 10-20s.		103	104	Lowell, Mass.—6s, 1890, W. L. M&N	J & J
6s, 10-20, 1900.	J & J	105		Atlanta, Ga.—7s.		108	112	Lynchburg, Va.—6s.	J & J
Arkansas—6s, funded, 1899.	J & J	10	25	Do. 8s.		110	115	8s.	J & J
7s, L. R. & Ft. S. issue, 1900.	A & O	35		Waterworks.		110		Lynn, Mass.—6s, 1887.	F&A
7s, Memphis & L. R., 1899.	A & O	35		Augusta, Me.—6s, 1887, mun. F&A		103	106	Water loan, 6s, 1894-96.	J&J
7s, L. R. P. & N. O., 1900.	A & O	50		Augusta, Ga.—7s.	Various	107		5s, 1905.	M&N
7s, Miss. O. & R. Riv., 1900.	A & O	35	43	Austin, Texas—10s.		110	115	Macon, Ga.—7s.	
7s, Ark. Central RR., 1900.	A & O	17 1/2	19	Baltimore—6s, City Hall, 1884.	Q-J	101 1/2	102 1/2	Manchester, N. H.—5s, 1883-85.	J&J
7s, Levee of 1871, 1900.	J & J	6	9	6s, Pitts. & Con'v. RR., 1888.	J&J	108 1/2	108	6s, 1891.	J&J
California—6s, civil bonds, '93-95.		106		6s, consol., 1890.	Q-J	113 1/2	114	6s, 1902.	J&J
Connecticut—6s, 1884-5.	J&J	102		6s, Balt. & O. loan, 1890.	Q-J	113 1/2	114	6s, 1911.	J&J
Delaware—6s.	J&J	103		6s, Park, 1890.	Q-M	113 1/2	115	Memphis, Tenn.—6s, C.	J&J
Dist. Col.—Cons. 3-6s, 1924, cp. F&A		108 1/4	109 1/4	6s, bounty, 1893.	M & S	115	120	6s, A. & B.	J&J
Consol. 3-6s, 1924, reg.		108 1/4	109 1/4	6s, do exempt, 1893.	M & S	113	125	6s, gold, fund., 1900.	M & N
Funding 5s, 1899.	J&J	114 1/2		5s, water, 1894.	J&J	113 1/2	114	6s, end. M. & C. RR.	
Perm. imp. 6s, guar., 1891.	J&J	118		6s, 1900.	J&J	121	125	6s, consols.	J&J
Perm. imp. 7s, 1891.	J&J	118		6s, West. Md. RR., 1902.	J&J	126 1/2	128	Milwaukee, Wis.—5s, 1891.	J & D
Wash.—Fund. loan (Cong.) 6s, g., 1921.		114 1/2		5s, consol., 1885.	Q-J	101	102 1/2	7s, 1896-1901.	Var.
Fund. loan (Leg.) 6s, g., 1902.	Var.	122 1/2		6s, Valley RR., 1888.	A & O	106 1/2	109	7s, water, 1902.	J&J
Market stock, 7s, 1892.		130		5s, 1916.	M&N	122	123 1/2	Mobile, Ala.—3-4-5s, funded.	M&N
Water stock, 7s, 1901.		130		4s, 1920.	J&J	110	111	Montgomery, Ala.—New 3s.	J & J
do 7s, 1903.		130		Bangor, Me.—6s, RR., 1890-94.	Var.	110	112	5s, new.	
Florida—Consol. gold 6s.	J & J	103	110	6s, water, 1905.	J&J	122	123	Nashville, Tenn.—6s, old.	
Georgia—6s, 1886.	F & A	104		6s, E. & N. A. Railroad, 1894.	J&J	112	113	6s, new.	
7s, new bonds, 1886.	J & J	108 1/2		6s, B. & Piscataquis RR., '99.	A & O	114	116	Newark—6s, long.	Var.
7s, endorsed, 1886.	J&J	108 1/2		Bath, Me.—6s, railroad aid.	Var.	102 1/2	103	7s, long.	Var.
7s, gold bonds, 1890.	Q-J	114		5s, 1897, municipal.		103	104	7s, water, long.	Var.
8s, '76, '86.	A & O	105	109	Belfast, Me.—6s, railroad aid. '95.	J&J	103 1/2	103 1/2	New Bedford, Mass.—6s, 1900.	A & O
Kansas—7s, long.	J&J	73	74	Boston, Mass.—6s, cur, long, 1905.	Var.	123	130	5s, 1900, Water Loan.	A & O
Louisiana—New cons. 7s, 1914.	J&J	73	74	6s, currency, 1894.	Var.	121	122	N. Brunswick, N. J.—7s, various.	
Ex matured coupon.		64 1/2		5s, gold, long.	Var.	110 1/2	119 1/2	6s.	
Maine—4s, 1888.	F&A	102	103	4 1/2 s, 1908.	A & O	110	112	New Orleans, La.—Premium bonds.	
War debts assumed, 6s, '89.	A & O	113 1/2	114	4s, currency, long.	J&J	105 1/2	106	Consolidated 6s, 1892.	Var.
War loan, 6s, Mar. 1, 1883.	M&S	100	100 1/4	Brooklyn, N. Y.—7s, short.	J&J	103	103	Nowport—Water bonds 7-30s.	
Maryland—6s, defense, 1883.	J&J	102 3/8	102 3/8	7s, Park, long.	J&J	140	145	New York City—7s, short.	
6s, exempt, 1887.	J&J	110 1/2	111	7s, Water, long.	J&J	137	140	7s, long.	
6s, Hospital, 1882-87.	J&J	106	111	7s, Bridge, long.	J&J	140	149	6s, short.	
6s, 1890.	Q-J	107	112	6s, Water, long.	J&J	120		6s, long.	
5s, 1880-90.	Q-J	100	105	6s, Park, long.	J&J	130	135	6s, gold (consolidated), 1896-1901.	
Massachusetts—5s, July, 1883.	J&J	100	100 1/4	6s, Bridge, long.		126	130	5s, long.	
5s, gold, 1890.	A & O	108	110	5s, Bridge, long.		112	117	4s, long.	
5s, gold, 1894-1895.	Var.	115	115 1/2	Kings Co. 7s, 1882-89.	M & N	102	114	Newton—6s, 1905, water loan.	J&J
5s, g., sterling, 1891.	J&J			do 6s, 1882-86.	M & N	101	110	5s, 1905, water loan.	J&J
do do 1894.	M&N			Buffalo, N. Y.—7s, 1895.	Var.	110	110	Norfolk, Va.—6s, reg. stk., 78-85.	J&J
do do 1888.	A & O			7s, water, long.	Var.	116		8s, coup., 1890-93.	Var.
Michigan—7s, 1890.	M&N	114		6s, Park, 1926.	M & S	107		8s, water, 1901.	M & N
Minnesota—New 4 1/2 s.	J & J	100		Cambridge, Mass.—5s, 1889.	A & O	106	107	Norwich, Ct.—5s, 1907.	A & O
Missouri—6s, 1886.	J & J	107		6s, 1894-96, water loan.	J&J	120	121	7s, 1905.	J&J
Funding bonds, 1894-95.	J & J	118		6s, 1904, city bonds.	J&J	127 1/2	128	Orange, N. J.—7s, long.	
Long bonds, '89-90.	J & J	111		Charleston, S. C.—6s, at k., 76-98.	Q-J	78		Oswego, N. Y.—7s, 1887-89.	J&J
Asylum or University, 1892.	J & J	114		7s, fire loan bonds, 1890.	J & J	30		Paterson, N. J.—7s, long.	Var.
Hannibal & St. Jo., 1886.	J & J	108		7s, non-tax bonds.		107		6s, long.	
do do 1887.	J & J	108		4s, non-taxable.		78		6s, long.	
N. Hampshire—5s, 1892.	J & J	112		Chelsea, Mass.—6s, '97, water l. F&A		121	123	Petersburg, Va.—6s.	J&J
War loan, 6s, 1892-1894.	J&J	120		Chicago, Ill.—7s, 1892-99.		118		8s.	J&J
War loan, 6s, 1901-1905.	J & J	127		4s, 1895.		110		8s, special tax.	
War loan, 6s, 1884.	M&S	103	103 1/2	4 1/2 s, 1900.		106 3/4	107 1/4	Philadelphia, Pa.—5s, reg.	J&J
New Jersey—6s, 1897-1902.	J&J			3-6s, 1902.		100	102	6s, old, reg.	J&J
6s, exempt, 1896.	J&J			Cook Co. 7s, 1892.		118		6s, new, reg., due 1895 & over.	J&J
New York—6s, gold, reg., '87.	J&J			Cook Co. 5s, 1899.		108		4s, new.	
6s, gold, 1891.	J & J			Cook Co. 6s, 1900.		106 1/2	107 1/2	Pittsburg, Pa.—4s, coup., 1913.	J&J
6s, gold, 1892.	A & O			West Chicago 5s, 1890.		103 1/2	104 1/2	5s, reg. and coup., 1913.	J&J
6s, gold, 1893.	A & O			Lincoln Park 7s, 1895.		106	106 1/2	6s, gold, reg.	Var.
No. Carolina—6s, old, 1890-98.	J&J	30 1/2	32 1/2	West Park 7s, 1890.		112 1/2	114	7s, water reg. & cp., '93-'98.	A & O
6s, old.	A & O	30 1/2	32 1/2	South Park 6s, 1899.		105	107	7s, street imp., reg., '83-86.	Var.
6s, N. C. RR., 1883-5.	J & J	155		Cincinnati, O.—6s, long.	Var.			Portland, Me.—6s, Mun., 1895.	Var.
6s, do.	A & O	155		6s, short.	Var.			6s, railroad aid, 1907.	M&S
6s, do 7 coupons off.	J&J	130		7-30s, 1902.		130	130 1/2	Portsmouth, N. H.—6s, '93, RR.	J&J
6s, do 7 coupons off.	A & O	130		do 6s, g., 1902.	M&N	131		Poughkeepsie, N. Y.—7s, water.	
6s, Funding act of 1866 1900.	J&J	10	12	do Cur. 6s, 1903.	F&A	119	120	Providence, R. I.—5s, g., 1900-5.	J&J
6s, do 1868, 1898 A & O		10	12	do 8 1/2 s, fd. 5s, 1910.	M&N	110	111	6s, gold, 1900, water loan.	J & J
6s, new bonds, 1892-8.	J&J	15		Cleveland, O.—6s, long. Various				6s, 1885.	M & S
6s, do.	A & O	15		7s, short.	Var.			Richmond, Va.—6s.	J&J
6s, Chatham RR.	A & O	5		5s, long.	Var.			8s.	J & J
6s, special tax, class 1, 1898-9A & O		5 1/2		4s long.	Var.			Rochester, N. Y.—6s.	Var.
6s, do class 2.	A & O	5 1/2		Columbus, Ga.—7s.	Var.			7s, water, 1903.	J & J
6s, do W'n N. C. RR. A & O		5 1/2	7	Covington, Ky.—7-30s, long.		102		Rockland, Me.—6s, '89-99, RR.	F&A
4s, new, cons., 1910.	J & J	78 3/4	80	7-30s, short.		103	110	St. Joseph, Mo.—Comp'miss 4s, 1901.	F&A
4s, new, small.		77		Water Works.		115 1/2	116	St. Louis, Mo.—7s, 1885.	F&A
Ohio 6s, 1886.	J & J	108		Dallas, Texas—8s, 1901.		101 1/2	107 1/2	6s, short.	Var.
Penn.—5s, new, reg., '92-1902.	F&A	117	118 1/2	10s, 1883-96.		105	110	6s, long.	Var.
6s, 15-25, reg., 1882-92.	F & A			Water, 6s, 1910.		97 1/2	102 1/2	5s, long.	Var.
4s, reg., 1892-1901.				Detroit, Mich.—7s, long.	Var.	110		5s, 10-20.	Var.
4s, reg., 1912.	F & A		116 3/4	7s, water, long.	Var.	114	117	St. L. Co.—6s, gold, 1905.	A & O
Rhode Isl.—6s, 1893-9, coup.	J&J	116		Elizabeth,					

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.				RAILROAD BONDS.				RAILROAD BONDS.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
Wilmington, N.C.—Cs.	93		Charl'to Col. & A.—Cons., 7s, '95 J&J	103			Clev. & Pitts.—4th M., 6s, 1892 J&J	109			
5s, gold, cou. on.	104	107	2d mort., 7s, 1910.	102 3/4	103		Consol. S. F., 7s, 1900.	125	126		
Worcester, Mass.—Cs, 1892.	110 1/2	117	Cheraw & Darl.—1st M., 8s, '83 A&O	110			Clev. & M. Val.—1st, 7s, g., '93 F&A				
5s, 1905.	113	115	2d mort., 7s.	103			Columbia & Greenv.—1st, 6s, 1916	95			
4s, 1905.	104	106	Ches. & Ohio—Pur. money fd., 1898	114			2d mort., 6s, 1924.	70 1/2			
Yonkers, N. Y.—Water, 1903.			Series A, 1903.	105	107		Columbus Chic. & Ind. Cent.—				
RAILROAD BONDS.				6s, gold, series B, int. def. 1903.	90 3/4	91 1/2	1st consol. mort., 7s, 1908.	140 1/2			
Ala. Cent.—1st M., 6s, 1918.	95	100	6s, currency, int. deferred, 1918.	51 1/2	52		2d mort., 7s, 1909.				
Income 6s, 1918.		70	6s, 1911.		100		Income 7s, 1890.				
Ala. Gt. Southern—1st mort., 1908	109	111	Cheshire—6s, 1896-98.	110	110 1/2		Reorgan'n Trust Co. cert's.	62 1/2	63		
Alb'y & Susq.—1st M., 7s, '88 J&J	111		Chic. & Alton—1st M., 7s, '93 J&J	119			Chic. & Gt. East., 1st, 7s, '93-95.	100			
2d mortgage, 7s, 1895.	100		Sterling mort. 6s, g., 1903 J&J	117	110		Col. & Ind. C., 1st M., 7s, 1901 J&J	115			
Consol. mort., 7s, 1906, guar. A&O	126	128	Hds. Kan. C. Inc., 6s, g., 1903 M&N		114		do 2d M., 7s, 1904 M&N	110			
Allegheny Cent.—1st M., 6s, 1922.	100		Miss. Riv. Bridge, 1st, 8s, f., 6s, 1912				Un. & Loganap., 1st, 7s, 1905 A&O	113	116		
Income, 1912.		100	Louis'n & Mo. R., 1st, 7s, 1900 F&A	116 1/2			T. Loganap. & L., 7s, 1884 F&A	100	103		
Allegh. Val.—Gen. M., 7-3-10s. J&J	122 1/2	124 1/2	do 2d, 7s, 1900 M&N	110			Cin. & Chic. A., 1s, 1880-90.	100			
East. exten. M., 7s, 1910.	120		St. L. Jacks'n & C., 1st, 7s, '94 A&O	118			Col. Hook. Val. & Tol.—Consol. 5s.	80	83		
Income, 7s, end., 1894.	45	48	do 1st guar. (561) 7s, '91 A&O	115			Col. & Hook. V.—1st M., 7s, '97 A&J	114	116 1/2		
Atch'n & Neb.—1st, 7s, 1907 M&S	119 1/2	120	do 2d M. (360) 7s, '98 J&J				do 2d M., 7s, 1892 J&J	107			
Atch. Top. & S. F.—1st, 7s, g., '99 J&J	120	120 1/2	do 2d guar. (189) 7s, '93 J&J				Col. & Toledo—1st mort. bonds.	115	117		
Land grant, 7s, g., 1902.	112 1/2	113	Chicgo & Atlantic—1st mort.	97			do 2d mort.	109	114		
Sinking fund, 6s, 1911.	100		Chic. R. & Q.—Consol., 7s, 1903 J&J	125 1/2	126 1/2		Col. Springf. & C.—1st, 7s, 1901 M&S				
Guaranteed 7s, 1909.	111 1/2	112	Bonds, 5s, 1895.	101	101 1/2		Conn. & Xenia—1st M., 7s, 1890 M&S	110			
5s, 1909 (1st mort.)	95 1/2	96	5s, 1901.	103			Conn. & Passump.—M., 7s, '93 A&O	117	118		
5s, plain bonds, 1920.	85	86	5s, 1919, Iowa Div.	100			Massawippi, g., 6s, gold, '89 J&J	105 1/2	108		
4s, 1920.	80	80 1/2	4s, 1919, do	87 1/2			Conn. Val.—1st M., 7s, 1901 J&J	90	100		
Florence & El Dorado, 1st, 7s, A&O	105 1/2	106	4s, Denver Div., 1922.	82 1/2	93		Conn. West.—1st M., 7s, 1900 J&J	25	32		
K. C. Topeka & W., 1st M., 7s, g., J&J	117	118	4s, plain bonds, 1921.	79	81		Connecting (Pblla.)—1st, 6s.	113	122		
do income 7s A&O	105	106	Bur. & Mo. R., 1st M., 7s, '93 A&O	115 1/2	116		Cumberland & Penn.—1st mort.				
N. Mex. & So. Pac., 1st, 7s, 1909 A&O	112 1/2	113	do Conv. 8s, '91 ser. J&J				2d mort.				
Pleas't Hill & De Soto, 1st, 7s, 1907	106	107	Bur. & Mo. (Neb.), 1st, 6s, 1918 J&J	113	113 1/2		Cumberl. Val.—1st M., 8s, 1904 A&O				
Pueblo & Ark. V., 1st, 7s, g., 1903.	112	113	do Cons., 6s, non-ex. J&J	104	104 1/2		Dakota Southern—7s, gold, '94 F&A	105	106		
Southern, 1st, 7s, 1910, guar. J&J	103 1/2	103 3/4	do 4s, (Neb.), 1910 J&J	81	81 1/2		Dayton & Mich.—Consol. 5s.	103	103 1/2		
Wichita & S. W., 1st, 7s, g., 1902	103	106	do Neb. RR, 1st, 7s, A&O	114	114 1/2		2d mort., 7s, 1894, now 1st M&S	101			
Atlanta & Charlotte Air L.—1st, 7s	105		do Om. S. W., 1st, 8s, J&J	121 1/2	124		3d mort., 7s, 1898, now 2d A&O	107	108		
Income, 6s.	75 1/2		Pl. Grand Tr., 1st, 8s, '90.	112 1/2	113 1/2		Dayt. & West.—1st M., 6s, 1905 J&J	109	110		
Atlantic & Pac.—1st 6s, 1910 J&J		94	Dixon Pco. & H., 1st, 8s, 1899 J&J	111	113		1st mort., 7s, 1905.	118			
Income, 1910.	17		Q. Osw. & Fox R., 8s, 1900 J&J	123	125		Delaware—Mort., 6s, guar. '95 J&J				
Baltimore & Ohio—6s, 1895. A&O	101 1/2	105	Quincy & Warr's W., 1st, 8s, '90 J&J	115 1/2	117		Del. & Bound Bk.—1st, 7s, 1905 F&A	117	125		
Sterling, 5s, 1927.	108	110	Chic. & Can. So.—1st, 7s, 1902 A&C	26	35		Del. Laok. & W.—Conv. 7s, 1892 J&J	117	119		
Sterling, 6s, 1895.	115	117	Chic. C. Dub. & Minn.—7s, 1910 J&J	103 3/4	104		Mort., 7s, 1907.	125 1/2			
Sterling mort., 6s, g., 1902 M&S	101	121	Chic. & East Ill.—1st mort. 6s, 1907	95 1/2			Den. & Rio G.—1st, 7s, g., 1900 M&N	108 1/2	109 1/2		
do 6s, g., 1910 M&N	122	124	Income bonds, 1907.	80			1st consol. mort., 7s, 1910 J&J	85 1/2	91		
Parkersburg Br., 6s, 1910.	114	114 1/2	Chic. & Gr. Trunk—1st mort., 1900	99	102		Den. & R. G. West.—Bonds.	60 1/2	63		
Balt. & Pot'o.—1st, 6s, g., 1911 J&J	116	118	Chic. & Iowa—2d M., 8s, 1901 J&J	100			Den. S. P. & Pac.—1st, 7s, 1905 M&N	93	97		
1st, tunnel, 6s, g., d, 1911 A&O	114	116	Chic. Pa. & Neb.—2d M., 8s, 1893.	100	100 1/2		Des M. & Ft. D.—1st, 6s, 1905 J&J		100		
Baldvoro Del.—1st, 6s, g., 1903 J&J	120	121 1/2	Chic. & Mich. L. Sh.—1st, 8s, '89 M&S	113	113 1/2		1st Inc., 6s, 1905.		73		
2d mort., 6s, 1895.	104		Chic. Mil. & St. Paul—				Detroit & Bay C.—1st, 8s, 1902 M&N	100			
3d mort., 6s, 1897.	105 1/2		P. du C. Div., 1st, 8s, 1898 F&A	130			1st M., 8s, end. M. C., 1902 M&N	112	113		
Boston & Albany—7s, 1892 F&A	122 1/2	123	P. D., 2d M., 7-3-10s, 1898. F&A	120 1/2	122		Det. G. Haven & M.—Equip. 6s, 1918	118	120		
6s, 1895.	116	118	St. P. & Chic., 7s, g., 1902 J&J	123			Con. M., 5s till '84, after 6s, 1918	117	119		
Bost. Clint. & F.—1st M., 6s, '84 J&J	101	102	Mil. & St. P., 2d M., 7s, 1884 A&O	103 1/2	105		Det. L. & North.—1st, 7s, 1907 J&J	117 1/2	118		
1st M., 7s, 1899-90.	112 1/2	115	La. C., 1st M., 7s, 1893.	113	120		Det. Mack & M.—1st, 6s, 1921 A&O		91		
B. C. F. & N. B., 5s, 1910 J&J	109	110	I. & M., 1st M., 7s, 1897.	119 1/2			Land grant, 7s, 1911.				
N. Bedford RR., 7s, 1894 J&J	122	124	I. & M., 1st M., 7s, 1897.	120			Income, 1921.				
Equipment, 6s, 1895.	103		Chic. & Dak., 1st M., 7s, 1899 J&J	117	118		Dub. & Dak.—1st M., 6s, 1919 J&J	117			
Framingham & Lowell—1st, 5s, '91	90	93	Chic. & Mil., 1st M., 7s, 1910 J&J	123			Dub. & S. City—1st, 2d Div., '94 J&J	100			
Bost. Con. & Mon.—S. F., 6s, '89 J&J	106	107	1st mort. consol., 7s, 1905 J&J	121	123		Dunk. A. V. & P.—1st, 7s, g., 1890 J&J	100			
Consol. mort., 7s, 1893.	113 1/2	114	1st M., I. & D. Ext., 7s, 1903 J&J	121			East Penn.—1st M., 7s, 1898 M&S	117	118		
Bost. Hart. & E.—1st, 7s, 1900 J&J		50	1st M., 6s, 8th West Div. 1903 J&J	108 1/2	110		E. Tenn. Va. & Ga.—1st, 7s, 1900 J&J	112	113		
1st mort., 7s, guar.			1st M., 5s, La C. & Dav. 1919 J&J	96			1st mort. consol., 5s, 1930 J&J	72 1/2	73		
Boston & Lowell—7s, '92.	119	119 1/2	So. Minn. 1st 6s, 1910.	105 1/2	106 1/2		Income, 6s, 1931.	34	35 1/2		
6s, 1896.	110 1/2	111 1/2	Chic. & Pac. Div. 6s, 1910.	103 1/2			Divisional, 5s, 1930.	92			
New 5s, 1899.	104 1/2	105	do West. Div. 5s, 1921 J&J	91 1/2	92		E. Tenn. & Ga., 1st, 6s, '83-86 J&J	100			
Boston & Maine—7s, 1893-91 J&J	123	124	Mineral P. Div., 5s, 1910.	91			E. Tenn. & Va., end. 6s, 1886 M&N	100			
Bost. & Providence—7s, 1893 J&J	123	124	Chic. & L. Sup. Div., 5s, 1921.				Eastern, Mass.—6s, g., 1906.	109 1/2	109		
Bost. & Revere B'h.—1st, 6s, '97 J&J	113	114	Wis. & Minn. Div., 5s, 1921 J&J	91 1/2	91 1/2		Sterling debts, 6s, g., 1906 M&S	104	106 1/2		
Bradford Bord. & K.—1st, 6s, 1892		85	Chic. & N. W.—Sunkt., 1st, 7s, '85 F&A	105			Eltz City & Nor.—S. F. deb., 6s, A&O				
Brad. Eld. & Canb.—1st, 6s, 1923 J&J			Interest mort., 7s, 1893 M&N	103 1/2	104		1st mort., 6s, 1920.	84	95		
Bklyn Bath & C.I.—1st, 6s, 1912 F&A			Consol. mort., 7s, 1915.	131	132		Elizab. Lox. & Blg S.—6s, 1902 M&S	115			
Brooklyn Elevated—Bonds.	30	44	Exten. mort., 7s, 1895.	104 1/2	105		Elmira & W'mapst.—1st, 6s, 1910 J&J	100			
Buff. Brad. & P.—Gen. M., 7s, '96 J&J	100		1st mort., 7s, 1895.	105			5s, perpetual.	100			
Buff. N. Y. & Erie—1st, 7s, 1916 J&J			Consol. gold, 7s, op., 1902 J&J	121 1/2	125		Eric & Pittsb.—2d, now 1st.	107	111		
Buff. N. Y. & Phil.—1st, 6s, g., '96 J&J	97 1/2	97 3/4	do do reg.	121 1/2	125		Cons. mort., 7s, 1899.	110	112		
2d mortgage, 7s, g.			Sinking fund, 6s, 1929.	111	111 1/2		Equipment, 7s, 1890.	103	106		
Buff. Pittsb. & West.—6s, 1921 A&O											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.				RAILROAD BONDS.				RAILROAD BONDS.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
Ind. Bloom. & West.—(Contin'd)—			Michigan Central—(Continued)—				Northeast, S.C.—1st M., 8s, '99, M&S	123			
East Div., 1st mort.	91		Air Line, 1st M., 8s, guar. M&N	111	112		2d mort., 8s, 1899. M&S	119			
do income.		43	Equipment bonds, 8s, '83. A&O				North'n Cent.—2d mort., 6s, 85, J&J	103½	105		
Income, 1919.			Gd. Riv. V., 1st 8s, guar. '86, J&J	1108	109		3d mort., 6s, 1900. A&O	117½	118		
Ind'polis D. & Sp'd.—1st, 7s, 1906 A&O	100	102	6s, 1909. M&S				Con. mort., 6s, g. coup., 1900, J&J				
2d mort., 5s, 1911. J&J			5s, comp., 1931. M&S		100½		6s, g. reg., 1900. A&O				
2d mort., income, 1906. J&J		60	5s, reg., 1931. M&S				Mort. bds., 5s, 1926, series A J&J	100	101		
Trust Co. cert.			Kalamazoo & S.H., 1st, 8s, '90, M&S				do series B.	95	95½		
New 1st mort., 6s, funded.	108		J.L. & Sag. 1st, 8s, '85, "wh. bds." J&J				Con. mort., 6s, g., 1901. J&J	104	106		
Ind'polis & St. L.—1st, 7s, 1919, Var.	109	114	J.L. & Sag. North Ext., 8s, '90, M&S				Northern, N.J.—1st M., 6s, '88, J&J	100	102		
Ind'polis & Vin.—1st, 7s, 1903, F&A	109		do Cons. M., 8s, '91. M&S				Norw'h & Wore'r.—1st M., 6s, '97, J&J	116	118		
2d mort., 6s, g. guar., 1900, M&N	93		do 8s, 1891. M&S				North. Pac., P. D'O Div.—6s, M&S.				
Int. & Gt. North.—1st, 6s, 1919, M&N	105½	106	Joliet & N. Ind., 1st, 7s (guar. M.C.)	120	125		Mo. Div. 6s, 1919. M&N	103½	103½		
Coup. 6s, 1909. M&S	82	82½	Michigan & Ohio—1st mort.	60			Gen'l. g., 1st, 6s, 1921. J&J	103			
2d mort., income, 8s, 1909. J&J	110	112	Mil. L.S. & W.—1st M., 6s, 1921, M&N	98	98½		Gen'l. g., 1st, 6s, reg. J&J	102			
Ionis & Lansing.—1st 8s, '89. J&J	110		1st incomes.				Ogd'nsh'g & L.Ch.—1st M., 6s, '93, J&J	103	103½		
Iowa City & West.—1st, 7s, 1909, M&S	112		Mil. & No.—1st, 6s, 1910. J&D		95		S. F., 8s, 1890. M&S	102	103		
Ia Falls & Sioux C.—1st, 7s, '99 A&O	120½	120½	Minn. & St. L.—1st M., 1927. J&D	119	120		Consol., 6s, 1920. M&S	95	96		
Jefferson—Hawley Br. 7s, '87. J&J	110		1st M., Iowa City & W., 1909, J&D	112½			Income, 1920. J&J	34	35		
1st mort., 7s, 1889. J&J	110		2d mort., 7s, 1891. J&J	100	105		Ohio Cent.—1st mort., 6s, 1920, J&J	88	90		
Jeff. Mad. & Ind.—1st, 7s, 1906, A&O	112	114	Southwest Ext., 1st, 7s, 1910. J&J	111	11½		Incomes, 1920. J&J	25	26		
2d mort., 7s, 1910. J&J	113	115	Pacific Ext., 1st, 6s, 1921. J&J	101½	102		1st Ter'l Trust, 6s, 1920. J&J				
Junction (Phil.)—1st, 4½s, 1907 J&J	110		Miss. & Tenn.—1st M., 8s, series "A"	120	125		Mineral Div., inc. 7s, 1921. J&J				
2d mort., 6s, 1900. A&O	110		8s, series "B". J&J	107			River Div., 1st.	59½	59½		
K.C. Ft. Scott & G.—1st, 7s, 1903 J&D	112	112½	Mo. K. & T.—Cons. ass., 1904, 6 F&A		105		do income.	13	13½		
Kansas C. Lawr. & So. 1st, 5s, 1909	104½	105	Consolidated 6s, 1920. J&D	78	80½		Ohio & Miss.—Cons. S. F. 7s, '98, J&J	116			
K.C. St. Jos. & C.B.—M., 7s, 1907. J&J	112	112½	1st, 6s, g., 1899. (U. P. S. Br.) J&J				Cons. mort., 7s, '93. J&J	116½			
Kansas & Nebraska—1st mort.	55	65	2d mort., income, 1911. A&O	54	56		2d mort., 7s, 1911. A&O	121½			
2d mort.	15	20	General mortgage.				1st mort., Springt. Div., 1905 M&N	119½			
Kentucky Central—6s, 1911. J&J	95		Boonev's B'ge, 7s, guar., 1906, M&N				Ohio Southern—1st 6s, 1921. J&D	80½	80½		
Keokuk & Des M.—1st, 5s, guar. A&O	102½	105	Han. & C. Mo., 1st, 7s, g., '90, M&N	103	106		2d income, 6s, 1921. J&J	28	30		
L. Erie & West.—1st, 6s, 1919, F&A	98	99	Mo. Pac.—1st mort., 6s, gld, '88, F&A	102½	102½		Ohio & W. Va.—1st, s.f., 7s, 1910, M&N	111	114		
Income, 7s, 1899. F&A	36		Consol. 6s, 1920. M&N	112			Old Colony—6s, 1897. F&A	117	117½		
Sandusky Div., 6s, 1919. F&A		95	2d mort., 7s, 1891. J&J	112	102½		6s, 1895. J&D	116½	117		
do income, 1920. J&J		43	Car. B., 1st mort., 6s, g. '93, A&O	111½	112		7s, 1895. M&S	121	125		
La. B. & M.—1st, 6s, 1913, M&N	93	100	3d mortgage, 7s, 1906. M&N				Oreg. & Cal.—1st 6s, 1921. J&J				
do income, 7s, 1899. J&J	40		Income, 7s, 1892. M&S				Oregon Short Line—1st mort.	94	97		
Lake Shore & Mich. So.—			Mob. & Ala. Gr. Tr.—1st, 7s, gld, '95				Oregon & Transcont.—6s, 1922. J&J	93	93½		
M. So. & N.I., S.F., 1st, 7s, '85, M&N	106½	106½	Mobile & O.—1st pref. debentures.	80			Osw. & Roue.—1st M., 7s, 1915, M&N	120			
Cleve. & Tol., 1st M., 7s, '85, J&J			2d pref. debentures.		51		Panama—Sterl'g M., 7s, g. '97, A&O	117	119		
do 2d M., 7s, 1886, A&O	107½		3d pref. debentures.	33			Sinking fund sub. 6s, 1910, M&N	106	105		
Cl. P. & Ash., new 7s, 1892. A&O	113		4th pref. debentures.		30		Subsidy bonds, Eng. issue, 6s.	106	108		
Buff. & E., new bds., M., 7s, '98, A&O	120		New mortgage, 6s, 1927. J&J	107			Paris & Dec't'r.—1st M., 7s, g. '92, J&J	20	45		
Buff. & Stato L., 7s, 1886. J&J	122		Calro Extension 6s, 1892. J&J				Penna.—Gen. M., 6s, cp., 1910 Q.—J	125			
Det. Mon. & Tol., 1st, 7s, 1906. J&J	122		Morg'n's La. & Tex., 1st, 6s, 1920, J&J	106			Gen'l mort., 6s, reg., 1910. A&O	125	126		
Jamest. & Frankl., 1st, 7s, '97, J&J			Morris & Essex—1st, 7s, 1914 M&N	135			Cons. mort., 6s, reg., 1905. Q—M	119	120		
do 2d M., 7s, '94, J&D			2d mort., 7s, 1891. F&A	112½			do 6s, comp., 1905. J&D	119	119½		
Kalamazoo Al. & Gr. R., 1st, 8s, J&J			Bonds, 7s, 1900. J&J				Penn. Co., 6s, reg., 1907. Q—J	107			
Kal. & Schoolcraft, 1st, 8s, '87, J&J			General mort., 7s, 1901. A&O	121½			do 1st M., 4½s, 1921, J&J	95½			
Kal. & W. Pigeon, 1st, 7s, '90, J&J	100		Consol. mort., 7s, 1915. J&D	121½	122½		Penn. & N.Y.—1st, 7s, '96 & 1906, J&D	121	126		
Dividend bonds, 7s, 1899. A&O	123½		Nashua & Low.—6s, g., 1893, F&A	112½	113½		Pensacola & Atlantic—1st m. M&S		80		
L. S. & M. S., cons., op., 1st, 7s, J&J	125	126	5s, 1900. J&J	104	105		Peoria Dec. & Ev.—1st, 6s, 1920, J&J	104			
do cons., reg., 1st, 7s, 1900, Q—J	125		Nashv. Ch. & St. L.—1st, 7s, 1913 J&J	115			Incomes, 1920. J&J	98	99½		
do cons., op., 2d, 7s, 1903, J&D	118½		2d mort., 6s, 1901. J&J				Evansville Div., 1st 6s, 1920, M&S				
do cons., reg., 2d, 7s, 1903, J&D	121½		1st, Tenn. & Pac., 6s, 1917. J&J				do income, 1920.				
Lawrence—1st mort., 7s, 1895, F&A	121½		1st, McM. M. W. & A., 6s, 1917, J&J				Peoria & Pekin Union.				
Lehigh & Lack.—1st M., 7s, '97, F&A	121½		Nashv. & Decat'r.—1st, 7s, 1900, J&J				Perkdomen—1st M., 6s, 1887. A&O	103½			
Lehigh Val.—1st, 6s, coup., '98, J&D	120		Natchez Jack. & Col.—1st, 7s, 1910				Cons. mort., 6s, 1913, sterling.	91	94		
1st mort., 6s, reg., 1898. J&D	134		Nevada Cen.—1st 6s, 1904. A&O	103			Petersburg—Class A.	88	89		
2d mort., 7s, 1910. M&S	101	105	Newark & N. Y.—1st, 7s, 1887, J&J	105			Class B.	72	73		
Gen. M., s. f., 6s, g., 1923. J&J	90	93	Newk's set & S.—1st, 7s, g., '99, M&N	104			Phila. & Erie—2d M., 7s, 1888, J&J	112	112½		
Delaware Ld Co. bds, end., 7s, '92, J&J	104		Newburg D. & Conn.—income.	15			Gen. M. guar., 6s, g., 1920. J&J	115	117		
L. Miami—Renewal 5s, 1912. M&N	115		N'burgh & N.Y.—1st M., 7s, 1888, J&J	102			Sunbury & Erie, 1st M., 7s, '97, A&O	120	121		
L. Rock & Ft. S.—1st, 6s, '95, J&J	90	93	New Jersey & N. Y.—1st mort.	102			Phila. & Reading—2d, 7s, '93, A&O	120	121		
Little Schuylkill—1st, 7s, '82, A&O	118½		N. J. Southern—1st M., new 6s, J&J	94	98		Debiture, 1893. J&J	125			
Long Island—1st M., 7s, 1898, M&N	97½	98	N. O. Pac.—1st, 6s, gold, 1920, J&J	87½	87½		Consol. mort., 7s, 1911. J&D	112	126		
1st consol. 5s, 1931. Q—J	102		N. Y. & Can.—2d M., 6s, g., 1904, M&N	109	111		Consol. mort., 6s, 1911. J&D	105	107		
2d mort., 7s, 1918. M&S	102		N. Y. Central & Hudson—				Improvement mort., 6s, 1897. J&J	96½	96½		
South Side, 1st, 7s, 1887. M&S	115		Mort., 7s, comp. 1903. J&J	129½			Gen'l mort., 6s, 1903. J&J	74			
Newtown & Ft., 1st, 7s, 1891. J&J	115		Mort., 7s, reg., 1903. J&J	101½			Convertible, 7s, 1893. J&J	100	104		
N. Y. & Rockaway, 7s, 1901, A&O	105		Subscription, 6s, 1883. M&N	102			Deferred income.	28			
Smith'n & Pt. Jeff., 7s, 1901, M&S	105		Sterling mort., 6s, g., 1903. J&J	107			Coal & L., guar. M., 7s, '92. M&S		76		
L.I. City & Flushing—1st, 6s, 1911	105		N. Y. C., premium, 6s, 1883, M&N	101½			Income mort., cons. 7s, '96, J&D	110	112		
do Incomes.	115	116	do 6s, 1887. J&D	101			Phila. Wil. & Balt.—6s, 1892. A&O	113	115		
Lou'v. C. & Lex.—1st, 7s, '97, J&J (ex)	107	108	do real est., 6s, 1883. M&N	107			6s, 1900. A&O	104	106		
2d mort., 7s, 1907. A&O	106		Hud. R., 2d M., 7s, 1885. J&D	106½			5s, 1910. J&J		80		
Lou. & Nashv.—Con. 1st, 7s, '98, A&O	103½		N.Y. Chic. & St. L.—1st, 6s, 1921, J&D	86½	86½		Pittsb. Brad. & B.—1st, 6s, 1911, A&O	120	121		
2d mort., 7s, g., 1883. M&N	101		Equipment bonds.	101			Pittsb. C. & St. L.—1st, 7s, 1900, F&A	</			

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

RAILROAD BONDS.				RAILROAD STOCKS.				RAILROAD STOCKS.			
	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		Bid.	Ask.
St. L. & Iron Mt.—(Continued)—			Wabash—(Continued)—			Chicago & West Michigan.....	100	61			
2d 6s, luc. int. accumulative.....	118		Cons. mort., 7s, 1907, con. ex. F&A		97	Chn. Hamilton & Dayton.....	100	85			
Ark. Br. I. gr. M., 7s, g., '93 J&D	108	110	1st. St. L. div. 7s, 1889, ex. F&A	100 1/2	101 1/2	Chn. Indianapolis, St. Louis & Chic. 100		90	92		
Calif. Ark. & P., 1st, 7s, g., '97 J&D		110	Gt. West., Ill., 1st, 7s, '88, ex. F&A	104		Chic. Cincinnati & Milford.....	100	103			
Calif. & Pac., 1st, 7s, g., '91 J&D	107 1/2		do do 2d, 7s, '93, ex. M&N	100	100	Chic. Cincinnati N. O. & Tex. Pac. 100		85	87		
Gen. con. r'y & l. g., 5s, 1913 A&O	70	77	Ill. & St. Pa., 1st, 7s, '82, ex. F&A	99	103	Chn. Sandusky & Cleveland.....	50	45	48		
St. L. & San F.—2d M. class A, '00 M&N	70	100	St. L. K. C. & N. (rest. & K.), 7s, M&S	95		do do Prof., 4.50	40	40	50		
2d M., class B, 1900.....	93	91	do Om. Div., 1st, 7s, 1919 A&O	109 1/2		Clev. Col. Clin. & Indianapolis.....	100	73	74		
do class C, 1906.....	93 1/2	91 1/2	do Clar. Div., 6s, 1919 F&A	109		Clev. & Pittsburgh, guar., 7.....	50	130			
South Pacific—1st M., 1888 J&J	103	103 1/2	do No. Mo., 1st, 1895 J&J	110 1/2	120	Col. Chic. & Indiana Central.....	100	6			
Pierre C. & O., 1st, 6s.....		104 1/2	do St. Chas. Bridge 6s, 1904	95		do Reorgan. Tr. Co. cert. 20		20			
Equipment 7s, 1895.....	99	99 1/2	Wab. Fund, 1907—Var. 7s F&A			Columbus & Xenia, guar., 8.....	50	150 1/2			
General mort., 6s, 1911 J&J	113 1/2		do Various 6s.....			Col. Hoek. Val. & Tol.....	100				
St. L. Vand. & T. H.—1st M., 7s, '97 J&J			Warren (N.J.)—2d M., 7s, 1900.....	110		Columbia & Greenville.....	100	29 1/2	31		
2d mort., 7s, 1898.....			W. Jersey & At. 1st M., 6s, 1910 M&S	110		do do Prof.....	100	101	101 1/2		
2d, 7s, guar., '03.....			W. Jersey—Dabent. 6s, 1883 M&S	100		Concord.....	50	115	120		
St. P. & Duluth—1st, 6s, 1931 F&A	103 1/2	109	1st mort., 6s, 1896 J&J	115		Concord & Portsmouth, guar., 7 100		89	90		
St. P. Minn. & Man.—1st 7s, 1909 J&J	103 1/2	110	1st mort., 7s, 1899.....	123		Connecticut & Passumpsic.....	100	103 1/2	165		
2d 6s, 1909.....	108 1/2	108 1/2	Consol. mort., 7s, 1909.....	A&O		Connecticut River.....	100	163 1/2			
Dak. Exp., 6s, 1910.....	108 1/2	108 1/2	West'n Ala.—1st M., 6s, '88.....	110	114	Connotton Valley.....	50	50			
Minn's U., 1st, 6s, 1922 J&J	108 1/2	110	2d mort., 8s, guar., '90.....	110	114	Danbury & Norwalk.....	50	70	73		
Sandusky Minn. & N.—1st, 7s, 1902	112	115	West. Md.—End., 1st, 6s, 90.....	115	122	Dayton & Michigan, guar., 3 1/2.....	50	57	60		
Savannah Florida & West.....			1st mort., 6s, 1890.....	112	113	do do Prof., guar., 8.50	143	145			
At. & Gulf, cons., 7s, 1897 J&J	107		End., 2d mort., 6s, 1890.....	115	122	Delaware & Bound Brook.....	100	130	135		
1st mort., 6s, 7s.....	105		2d mort., pref., 6s, 1895 J&J	110	111	Delaware Luck. & Western.....	50	122 1/2	122 1/2		
S. Ga. & Fla., 1st M., 7s, 1899, M&N	110	115	2d, end. Wash. Co., 6s, 1890 J&J	115	122	Denver & New Orleans.....	100	50			
Seclote Val.—1st M., 7s, sink'g fund	100	102	3d, end., 6s, 1900.....	126	130	Denver & Rio Grande.....	100	44 1/2	44 1/2		
2d mort., 6s, 1931.....	155	95	West'n Penn.—1st M., 6s, '93 A&O	109		Denver & Rio Grande Western.....	20	28			
Consol. 7s, 1910 J&J	90	95	Pitts. Br., 1st M., 6s, '96 J&J	106		Des Moines & Fort Dodge.....	8				
Selma Rome & Dalton—1st mort.			Wheeling & L. Erie—1st, 6s, g., 1910	109 1/2	110 1/2	do do do Prof.....	17				
2d mort.....			Wm. Columbia & Augusta, 6s.....	120	125	Det. Lansing & Northern, con. 100		78	78 1/2		
Incomes.....			Wil. & Weldon—S. F., 7s, g., '96 J&J	106 1/2	108	do do do Prof.....	100	113	113 1/2		
Shenandoah Val.—1st 7s, 1909 J&J	103	103	Wm. & Pot. Pot.—1st M., 7s, '87 J&J	125		Dubuque & Sioux City.....	100	85	88		
General mort., 6s, 1921.....	A&O		2d mort., 7s, 1907.....	80		East Tennessee Virginia & Ga. 100	85	83			
Sioux C. & Pac., 1st M., 6s, '98 J&J	102	103	Wis. Cent.—1st, 7s, coup. n. fund.	170	70 1/2	do do do Prof.....	15	15 1/2			
So. Carolina—1st M., 6s, 1920.....	92 1/2		1st series, now.....	49	49 1/2	Eastern (Mass.).....	100	45	45 1/2		
2d mort., 6s, 1931.....	57		2d series, new.....	101	101	Eastern in N. H.....	100	89 1/2	90		
Bonds, 7s, non-mort.....	104 1/2	104 1/2	Wis. Valley—1st, 7s, 1909 J&J	112 1/2	112 1/2	Eel River.....	100	65	67		
Income 7s, 1931.....	87	95	Wor. & Nashua—5s, '95 Var.....	100	101	Elmira & Williamsport, 5.....	50	640			
So. Con. (N.Y.)—1st mort., 5s.....	23	30 1/2	Nash. & Roch., guar., 5s, '94 A&O	100	101	do do do Prof., 7.50	50	558	58 1/2		
So. Pac. Cal.—1st, 6s, g., 1905-12 J&J	103	103 1/2	RAILROAD STOCKS. Par.				Erie & Pittsburgh, guar., 7.....	50	98	104	
Southwestern (Ga.)—Conv., 7s, 1896	105 1/2	108	Ala. Gt. South.—Lim. A., 6s, prof.....	104 1/2	103 1/2	Evansville & Terre Haute.....	100				
Summit Br.—1st, 7s, 1903 J&J	94	95 1/2	Lim. B., com.....	14 1/2	5 1/2	Fitchburg.....	100	118	119		
Sum. Haz. & W. R.—1st, 5s, 1923 M&N	103		Ala. N. O. & Pac., &c., pref.....	15 1/2	8	Flint & Pere Marquette.....	100	23 1/2	27		
2d mort., 6s, 1938.....	129	103	do do do def.....	11 1/2	2 1/2	do do do Prof.....	98	98	98 1/2		
Susp. R. & Erie Junc.—1st M., 7s.....	105 1/2	108	Albany & Sasqueh., Guar., 7.....	125		Fort Wayne & Jackson.....	100				
Syr. Bing. & N. Y.—consol. 7s, '06 A&O	104 1/2	104 1/2	Allegany Central.....	2	5	do do do Prof.....	100	30	30		
Tex. Cent.—1st, 6s, 1911 J&J	94	95 1/2	Allegany Valley.....	78 1/2	78 1/2	Fort Worth & Denver C.....	100	35 1/2			
Texas & Pac.—1st, 6s, g., 1905 M&S	57 1/2	58	Atchison Col. & Pacific.....	62 1/2	63	Galv. Harrisb. & San Antonio.....	100	145	148		
Consol. mort., 6s, gold, 1905 J&D	80 1/2	80 1/2	Atchison Topoka & Santa Fe.....	90		Georgia Railroad & Bank's Co. 100	9	20			
Inc. and land gr., reg., 1915 July	67	68 1/2	Atlanta & Charlotte Air Line.....	199	200	Grand Rapids & Indiana.....	100	5	5		
1st (Rio Gr. Div.), 6s, 1930 F&A	.....	.....	Augusta & Savannah, leased.....	122	125	Grand River Valley, guar., 5.....	100				
Texas & St. Louis—1st, 6s, 1910 J&D	.....	.....	Baltimore & Ohio.....	129	130	Green Bay Winona & St. Paul.....	100				
Land grant, incomes, 1920.....	.....	.....	do do 1st pref., 6.....	100		do do do Prof.....	100	41			
Mo. & Ark. Div., 1st, 6s.....	41	.....	Balt. & Ohio, 2d, prof.....	200		Hannibal & St. Joseph.....	100	80	82		
Tol. Clin. & St. Louis—1st mort.....	51	.....	Washington Branch.....	8	9 1/2	Harrisburg P. Mt. J. & L., guar., 7.50	70	72	75		
Income.....	14 1/2	.....	Parkburg Branch.....	175 1/2	175 1/2	Houston & Texas Central.....	100	12	14 1/2		
Tol. Del's & B.—1st main, 6s, 1910	.....	.....	Boston & Albany.....	55	55 1/2	Huntingdon & Broad Top.....	50	57	29		
do 1st Dayton div., 6s, 1910	.....	.....	Bost. Clint. Fitchb. & New Bed. 100	133	135	do do do Prof.....	100	143 1/2			
do 1st Ter'l trust, 6s, 1910	.....	.....	do do do Prof 100	26	27	Illinois Central.....	100	80	80		
Income, 6s, 1910, main lino	.....	.....	Best. Con. & Montreal, new.....	110 1/2	111	do do leased line, 4 p. c. 100	29 1/2	30			
Dayton Div. Inc., 6s, 1910	.....	.....	do do Prof., 6.....	110 1/2	111	Indiana Bloomington & West'n 100	3	6 1/2			
Tonawanda Val. & C.—1st, 6s, 1931	.....	.....	Boston Hartford & Erie new.....	90	91	Indian. Decatur & Sp., com.....	100	85	86		
United Co's N.J.—Cons., 6s, '94 A&O	112	114	do do do old.....	152	152 1/2	do do do Prof.....	100	135			
Sterling mort., 6s, 1894.....	115	115 1/2	Boston & Lowell.....	80	80	Iowa Falls & Sioux City.....	100	78	870		
do do 6s, 1901.....	120	122	Boston & Maine.....	161	162	do do do Prof.....	100	120	120 1/2		
Cam. & Amb., mort., 6s, '89 M&N	113 1/2	113 1/2	Boston & New York Air L.....	115 1/2	116	Kentucky Central.....	100	27 1/2	27 1/2		
Union Pac.—1st, 6s, g., 1890-99 J&J	109	109 1/2	do do do Prof.....	61	66	Lake Erie & Western.....	100	109 1/2	109 1/2		
Land Grant, 7s, 1887-9.....	115	115 1/2	Boston & Providence.....	25		Lake Shore & Mich. So.....	100	61 1/2	65 1/2		
8ink. F., 8s, 1893.....	120	124	Boston Revere Beach & Lynn.....	100		Lehigh Valley.....	100	30			
Om. Bridge, sterl. 8s, g., '96 A&O	.....	.....	Brooklyn Elevated, assess'm't paid.....	50		Little Rock & Fort Smith.....	100	148 1/2			
Reg. 8s, 1893.....	104	.....	Brooklyn & Montauk.....	100		Little Schuylkill, leased, 7.....	50	61 1/2	60		
Collateral trust, 6s, 1908 J&J	.....	.....	Buff. N. Y. & Erie, leased.....	15 1/2	16	Long Island.....	50	61 1/2	63		
Colorado Cent., 1st, 8s, g., '90 J&D	108 1/2	.....	Buffalo Pittsburg & Western.....	24 1/2		Louisiana & Mo. Riv., com.....	100	54	54 1/2		
Denver Pac., 1st M., 7s, g., '99 M&N	109	.....	do do do Prof.....	50		do do do Prof., guar.....	100	55	60		
Kans. Pac., 1st, 6s, 1895.....	107 1/2	108 1/2	Burlington C. Rapids & North.....	50		Louisville New Albany & Chic. 100		83	86		
do 1st M., 6s, 1896 J&D	.....	.....	Cairo & St. Louis.....	50		Macon & Augusta.....	100	105	107		
do 1st R. L. G. D., '99 M&N	.....	.....	Cairo & Vincennes, pref.....	50		Manhattan Beach Co.....	100	44	46		
do Inc., No. 11, 7s, 1916 M&S	107 1/2	108 1/2	California Pacific.....	11	15	do do 1st pref.....	100	85	88		
do Inc., No. 16, 7s, 1916 M&S	.....	.....	Camden & Atlantic.....	50		do do common.....	100	44	46		
do Donv. Div., 6s.....	99	99 1/2	Canada Southern.....	50	56	Marietta & Cincinnati, 1st pref.....	50	11	11		
do 1st cons. M., 6s, 1919 M&N	.....	.....	Catawissa.....	50	56	do do 2d pref.....	100	56 1/2	57		
Atoh. Col. & Pac.—1st, 6s, 1905 Q.—F	90	90	do 1st pref.....	50	54	Marq. Houghton & Ont.....	100	112 1/2	113		
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GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

CANAL BONDS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.
RR. STOCKS.				CANAL BONDS.				TRUST CO.'S				STOCKS.			
CONTINUED.				Chesap. & Delaware—				Am. Loan & Trust.		102 1/2	106	Everett (Mass.)		120	121
N. Lond. N. & S.	100			1st mort., 6s, '83 J&J	85			Brooklyn Trust.		25	170	Fall Riv. Iron W.		100	
N. O. Mob. & Tex.	100			Ches. & O.—6s, '70 Q-J	28	32		Central		100		F. R. Machine Co.		100	
N. Y. C. & Ind. Riv.	100	126 3/4	127	Del. Div.—6s, '98 J&J	114			Equitable		100	45	F. R. Merino Co.		100	
N. Y. Ch. & St. L., cm.	100	10 1/2	11	Col. & H.—7s, '91 J&J	114			Farmers' Loan & Tr.		25	335	Flint Mills (F. R.)		100	
do Prof.	100	24 3/4	26 1/2	1st ext., 1891—M&N	102	116		Mercantile		100		Franklin (Me.)		100	109 1/2
N. Y. Elevated	100	100	107	7s, 1884—J&J	102			Metropolitan		122		Gibbs (F. R.)		100	
N. Y. & Harlem	50	195		Conn. 7s, 1894—A&O	116	117		N. Y. Guar. & Ind.		100	141	Granite (F. R.)		1000	
do Prof.	50	85	86	Reg. 7s, 1894—A&O	115 1/2			N. Y. Life & Trust		100	400	Great Falls (N. H.)		100	85
N. Y. Lack. & W. & G.	5.100	37 1/4	37 3/4	1st Pa. D. ep., 7s, M&S	127			Union		100	295	Hamilton (Mass.)		1000	1020
N. Y. L. & E. & West.	100	76	76	Leh. N.—6s, rg., '84 Q-J	102 3/4	103		United States		100	450	Hartf. Carpet (Ct.)		100	245
do Prof.	100	45 3/4	46	RR. 6s, reg., '97 Q-F	115							Hill (Me.)		100	97 1/2
N. Y. & N. England	100	172		Conv 6s, rg., '94 M&S	111 1/4							Holyoke W. Power		100	220
N. Y. N. H. & Hartf.	100	25 1/2	25 1/2	6s, cp, rg., '97 J&D	118	118 1/2						Jackson (N. H.)		1000	1165
N. Y. Ont. & West.	100	80	83	Cons. M., 1911 7 1/2 J&D	118							King Philip (F. R.)		100	
do Prof.	100	1 1/2		Morris—Boat loan, '85								Laconia (Me.)		400	545
N. Y. Penn. & Ohio	100	148	152	Now mort.	85	87						Lancaster M. (N. H.)		400	550
do Prof.	100	12	15	Penn.—6s, comp., 1910	85							L'et Lac Mills (F. R.)		1000	1625
N. Y. Prov. & Bost.	100	10	10	Schuykill Nav.	107 3/4	107 3/4						Lawrence (Mass.)		1000	710
N. Y. Susq. & Western.	100	30	32 1/2	1st M., 6s, 1897 Q-M	89	89 1/4						Lowell (Mass.)		690	715
do Prof.	100	10	15	2d M., 6s, 1907 J&J	86	90						Lowell Bleachery		200	235
N. Y. West Shore & B.	100	39 1/4	40	Mort. 6s, cp., '95 J&J	70	80						Lowell Mach. Shop		500	945
Norfolk & West., com	100	65	67	6s, imp., cp., '80 M&N	71							Lyman M. (Mass.)		100	103
do Prof.	100	54	55	6s, bt&car, 1913 M&N	70							Manchester (N. H.)		100	125
No. Pennsylvania	50	110 1/2	111	7s, bt&car, 1915 M&N	71							Mechanics' (F. R.)		100	1300
Northern Central	50	48 1/2	48 1/2	Susq.—6s, cp., 1918 J&J	71							Merchants' (F. R.)		100	130
North'n N. Hamp.	100	83 1/2	83 1/2	7s, comp., 1902 J&J	71							Merrimack (Mass.)		1000	1190
North'n Pac., com.	100	159	160	Union—1st 6s, '83 M&N	107 3/4	107 3/4						Metacomb (F. R.)		100	220
do Prof.	100	27	23	Cal. & Chi. Can. & Dock	81							Middlesex (Mass.)		100	635
Norw. & Worcester	100	11 1/2	11 1/2	do Prof.	100							Narragansett (F. R.)		100	1000
Ogd. & L. Champ.	100	33	33 1/2	Del. & Hudson	100							Nashua (N. H.)		500	90
Ohio Central	100	13	13	Del. Div. leased, 8. 50	100							Naumkeag (Mass.)		100	480
Ohio & Miss.	100	135	135 1/2	Lehigh Navigation, 50	100							N. E. Glass (Mass.)		375	1305
Ohio Southern	100	118	118	Morris, guar., 4. 100	100							Newmarket		1000	1125
Old Colony	100	22	22	do pf., guar. 10. 100	100							Pacific (Mass.)		1000	1303
Oregon & Calif.	100	82 3/4	83	Pennsylvania 50	100							Pepperell (Me.)		500	1125
do Prof.	100	130	130	Schuykill Nav. 50	100							Pocasset (F. R.)		100	
Oregon Short L. ne.	100	10	10	Susquehanna 50	100							Rich. Bord'n (F. R.)		1000	
Oregon Trans-Cont.	100	60	60 1/2		100							Robeson (F. R.)		1000	
Oswego & Syr., guar.	100	21	21 1/4	MISCELLANEOUS	100							Sagamore (F. R.)		100	340
Panama	100	519	520	BONDS.	100							Salmon Falls (N. H.)		300	341
Paris & Decatur	50	61 1/2	62	Balt. Gas Light 6s.	100	103						Sandwich Glass (Mass.)		80	49 1/2
Pennsylvania RR.	50	10	10	Canton (Balt.)—E 6s, g.	108 3/4	110						Shove (Fall Riv.)		100	
Pensacola & Atlantic	100	15	15	Mort. 6s, g., 1904 J&J	103 1/2	110						Slade (Fall Riv.)		100	
Peoria Dec. & E.	100	135	135 1/2	Un. RR. 1st, end, 6s.	117	120						Stafford (Fall Riv.)		100	
Phila. & Erie	50	10	10	do 2d, end, 6s, g. M&N	104							Stark Mills (N. H.)		1000	1400
Phila. & Reading	50	135	135 1/2	Col. Coal & Iron—1st, 6s	103	80						Tecumseh (F. R.)		100	1000
do Prof.	50	129	129	Cov. & Cinn. Br., 6s.	100	102						Thorndike (Mass.)		1000	1050
Phila. & Tren., 10 100	61 1/2	62		Gold & Stock Tel.	100							Tremont & S. (Mass.)		100	149
Phila. Wilm. & Balt.	50	10	10	Iron Steamboat, 1st.	100							Troy C. & W. (F. R.)		500	
Pitts. Cin. & St. L.	50	135	135 1/2	Mariposa—7s, '86	84	81 1/4						Union C. M. (F. R.)		100	60
Pitts. & Con., l'eed. 50	15	16	20	Mutual Union Tel. 6s.	100							Wampanoag (F. R.)		100	
do Prof.	100	112 1/4	112 3/4	Northw. Tel.—7s, 1904	100							Washington (Mass.)		100	
Pitts. Ft. W. & C. guar. 7	32	33		Oreg. R. & N. 1st, 6s, J&J	107 1/2							Weed Scw. M'f. (Ct.)		25	
do Special 7.100	128	130		Pull'm Palace Car—	107	109						Westmore (F. R.)		100	
Pittsburg & Western	100	10	10	3d series, 8s, '87 F&A	110 1/2	116						William's Lincen (Ct.)		25	
Port. Saco & Ports, lsd 6	32	33		4th do 8s, '92 F&A	110 1/2	116						York Co. (Me.)		750	970
Port. Royal & Augusta	100	128	130	Deb'ture, 7s, '88 A&O	103	105						COAL & MISCEL.			
Ports. G. L. F. & Con. 100	10	10		St. L. Bridge & Tun—	122	124						MINING STOCKS.			
Prov. & Worcester 100	10	10		1st, 7s, g., 1929 A&O	100							American Coal Co.		100	
Rens. & Saratoga 100	10	10		Sp. Val. W. W.—1st, 6s	100							Caribou Con. Min'g		10	
Rich. & Alleg. stock.	51	53		Sterling Iron & Ry.—	37							Cent. Arizona Min.		100	32 1/2
Richmond & Danv. 100	69	69		Series B., l'ne., 1894.	100							Colorado Coal & I.		100	32 1/2
Rich. F. & P., com. 100	129	129		Plain Income 6s, '96.	100							Consol. Coal of Md.		100	25
do Guar. 7.100	110	110		Western Union Tel.—	115							Homestake Min'g		100	16 1/2
do do 6. 100	21 1/2	23		7s, r. & c., 1900 M&N	100							Lehigh & Wilkes		9	19
Richmond & West Point	100	19	19 1/4	Sterl'g 6s, 1900 M&S	100							Mariposa L. & M. Cal		100	
Richmond York R. & C.	100	10	10	MISCELLANEOUS	100							do Prof.		100	
Rochester & Pitts. 100	10	10		STOCKS.	100							Maryland Coal		100	15
Rome W. & Ogd. 100	10	10		Amer. Bell Teleph. 100	100							New Central Coal		100	13
Rutland 100	10	10		Amer. Bank Note Co.	100							Ontario Sil. Min'g		100	20
do Prof. 7.100	10	10		Aspluwall Land	10	4 1/2						Pennsylvania Coal		50	
St. Joseph & Western.	100	10	10	St. Paul Land	10	5 1/2						Quicksilver Min'g		100	8
St. Louis Alt. & T. H. 100	96	99		Boston Water Power	3 1/2	3 3/4						do Prof.		100	42 1/2
do Prof. 100	29	30		Brookline (Mass.) L'd 5	2 1/2	2 1/2						GOLD & SILVER			
St. L. Jack. & Chic. 100	48	49		Brush Illuminat'g	100							MINING STOCKS.			
do Prof. 100	29	30		Canton Co. (Balt.) 100	100							(N. Y. & SAN. FRAN.)			
St. Louis & San Fr. 100	49	50		Cov. & Cinn. Bridge, pf.	183							Alce.		100	3 1/2
do Prof. 100	89	90		Edison Electric Illum.	400	500						Alpha Consol G. & S.		100	10
do 1st pref. 100	2	2		Fuller Electric Light	100							Alta Montana		100	10
St. L. Van. & I. H. 100	35	35		do Prof.	100							American Flag		10	
St. Paul & Duluth 100	94	95		Iron Steamboat Co.	7	8 1/2									

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

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

MINING STOCKS.			BANK STOCKS.			BANK STOCKS.			INSURANCE STOCKS.		
Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		Bid.	Ask.	
Moose.....10			Suffolk.....100	118½	119	Leather Manufgts. 100	150		Shoe & Leather.....100	80	83
Moose Silver.....			Third Nat.....100	87½	89	Manhattan.....50	165		Washington.....100	136	137
Mono.....100			Traders'.....100	84	85	Marino.....100	140	145	CINCINNATI.		
Navajo.....100	4 00		Tremont.....100	118	119	Market.....100	130		Amazon (new stock) 20	37	100
Northern Belle.....	9 50	10 50	Union.....100	144½	146	Mechanics'.....25	145		Aurora.....20		90
Ophir.....10	3 00		Washington.....100	120½	128	Mechanics' & Tr. 25	108	112	Chicinnati.....25		150
Potosi.....100	1 25		Webster.....100	100½	110	Moreantle.....100		117	Citizens'.....20	123	125
Rappahannock.....1			BROOKLYN.			Moreantle.....50	125		Commercial.....25	183	100
Red Elephant.....10	04	07	Atlantic (State).....	180	185	Merchants' Exch'ge 50		97	Enterprise.....20	105	110
Rising Sun.....5	03	08	Brooklyn.....123	127		Motropolitan.....100	160	163	Eureka.....20	170	173
Robinson Consol. 50	1 05	1 10	First National.....	255	270	Nassau.....100	130		Firemen's.....20	150	
Sierra Grande.....2 70			Fulton.....125	130		New York.....100	149		Germania.....20	103	109
Sierra Nevada.....100	3 80	4 25	City National.....	260	280	N. Y. Nat. Exch'ge 100			Globe.....20		100
Silver Cliff.....50	41	42	Commercial.....115	120		New York County 100			Merchants' & Manuf 20	154	160
South Hite, new.....25		11	Long Island.....110	115		Ninth National.....100	120		Miami Valley.....50	98	100
South Pacific.....06	08		Manufacturers'.....96	100		North America.....70	103		National.....100	150½	
Spring Valley.....1	2 30		Mechanics'.....200	205		North River.....50	124		Security.....100	113	115
Standard.....100	6 00	6 50	Nassau.....180	190		Orlando.....25	135		Union.....20		80
Tip Top.....100	1 75		Brooklyn Trust.....165	175		Pacific.....50	150		Washington.....20	123	128
Tuscarora.....100			CHARLESTON.			Park.....100	160		Western.....25	133	155
Unadilla.....03	04		B'k of Chas. (NBA) 100	97		People's.....25	130		HARTFORD, CONN.		
Union Consol.....100	4 00	5 50	First Nat. Chas.....100	150		Phenix.....20	100		Etina Fire.....100	227	229
BOSTON MINING			People's National 100	126		Republie.....100	130		Connecticut.....100	120	125
STOCKS.			CHICAGO.			Second National 100			Hartford.....100	245	290
Algonzo.....25	2½	2½	Chicago Nat.....100	120		Seventh Ward.....106	106		National.....100	122	126
Atlantic.....25	13	14	Commercial Nat.....100	260		Shoe & Leather.....100			Orient.....100	90	95
Blue Hill (Me.).....10			First National.....100	170		State of N. Y.....100	130		Phenix.....100	180	185
Brusaw's Antimony 5	15	16	Hide and Leather.....130			Tradesmen's.....40	110		Steam Boiler.....40	80	90
Calumet & Hecla.....25	241½	243	Home National.....100	69		United States Nat.....50	150		LONDON.		
Catalpa Silver.....10	600	650	Merchants' Nat.....100	325		Wall Street Nat.....50	101		Commercial Union 25	21½	22½
Central.....20	20	23	Nat. B'k of Illinois 100	145		PHILADELPHIA			Guardian.....50	66	68
Copper Falls.....50	1½	2	Northwestern Nat 100			B'k of N. America 100	290		Imperial Fire.....25	130	142
Dana.....5	750	800	Union National.....100	300		Central National 100			Lancashire E. & L. 25	6½	7
Douglas (Me.).....5	750	800	Un. Stock Y'ds Nat 100			City National.....50	112	120	London Ass. Corp. 12½	58	60
Dunbar Silver.....20	12½	12½	CINCINNATI.			Commercial Nat.....50	59	60	Liv. & Lond. & Globe 2	20½	21
Franklin.....25	56c	75c	Citizens' National.....145	150		Commonwealth Nat 50	34		North's Fire & Life 5	29	31
Harshaw Silver.....25	1½	1½	Commercial Bank.....103	108		Consolidation Nat. 30			Queen Fire & Life.....1	2½	3½
Huron.....25	25c	50c	Exchange Nat. Bank.....103	108		Corn Exchange Nat. 50	63		Royal Insurance.....3	28	29
Meadard.....25	1½	1½	First National.....125	130		Elgin Nat.....100	225		NEW ORLEANS.		
Minnesota.....25	1½	1½	Fourth National.....125	130		First Nat.....100	140		Crescent Mutual.....117½	120	
National.....25	30½	31	Gorman National.....130	135		Farmers' & Mech. N. 100	139½	85	Factors' and Traders' 121	121½	
Oscoda.....25	8½	9	Merchants' National.....125	130		Girard National.....40	84½	85	Firemen's.....77½		
Pewabic.....25	49½	50	Metropolitan Nat.....125	130		Kensington Nat.....50	75		Germania.....117½	122½	
Phenix.....25	5½	5½	Nat. Lat. & Bk. of Com. 190	200		Manufacturers' Nat. 25	27½	28½	Hibernia.....117	118½	
Quincy.....25	5½	5½	Second National.....146	146½		Mechanics' Nat.....100	120		Horne.....38½	39½	
Ridge.....25	7	7	Third National.....124	125		Merchants' Nat.....50			Hope.....101		
Silver Islet.....25	5	5	Union Nat.....107	107½		Nat. B'k Commerce 50			Lafayette.....55	58	
Sullivan (Mo.) Silver 10	5	1	Western German Bank 107½			Nat. B'k Germant'n 50			Merchants' Mutual.....120½	121½	
Winthrop.....25			HARTFORD.			Nat. B'k N. Liberties 50	160		Mechanics' & Traders' 120	121½	
BANK STOCKS.			Etina Nat.....100	125	130	Nat. B'k Republic.....100	135	135½	New Orleans Ins. Ass'n 30	38	
BALTIMORE.			American Nat.....50	70	75	Penn National.....50	63	65	New Orleans Ins. Co.....65½	67	
Bank of Baltimore 100	137	140	Charter Oak Nat.....100	136	142	People's.....100			People's.....31½		
Bank of Commerce 25	17½	17½	City Nat.....100	88	91	Philadelphia Nat.....100	220	221	Sun Mutual.....130		
Citizens'.....10	17	17½	Connecticut River 50	50	51	Second Nat.....100			Tontonia.....131		
Com. & Farmers' 100	118	119	Far. & Mech. Nat. 100	135	140	Seventh Nat.....100			NEW YORK.		
Farmers' B'k of Md. 30	31	35	First Nat.....100	118	121	Sixth Nat.....100			American.....50	145	150
Farmers' & Merch. 40	49½	50	Hartford Nat.....100	175	177	Southwark Nat.....50	120	127	American Exch. 100	103	110
Farmers' & Planters 25	41½	43	Mechanics' Nat.....100	125	130	Spring Garden.....100			Bowery.....25	130	170
First Nat. of Balt. 100	134	135½	Mercantile Nat.....100	125	130	22d Ward.....50			Broadway.....25	173	180
Franklin.....60	96½	99	National Exchange 50	70	75	Third Nat.....100			Brooklyn.....17	165	175
German American.....110			Phenix Nat.....100	166	170	Underground.....70			Citizens'.....20	140	150
Howard.....1	10½	11	State.....100	103	110	Union Nat.....50	93	98½	City.....70	110	118
Marine.....30	34	35	LOUISVILLE.			Western Nat.....50	93	98½	Clinton.....100	120	125
Mechanics'.....10	12½	12½	Bank of Kentucky 100	147	148	West Philadelphia 100	115		Commercial.....50	90	100
Merchants'.....100	134	136	Bank of Louisville 100	88		PORTLAND, ME.			Continental.....100	230	240
National Exch'ge 100	118	120	Citizens' National 100	126	127	Cumberland Nat.....40	59	60	Eagle.....40	230	245
People's.....25	20	21	City Nat.....100	125	126	Canal Nat.....100	169	170	Empire City.....100	70	80
Second National 100	149	152	Falls City Tobacco 100	89	90	Casco Nat.....100	166	167	Exchange.....30	90	95
Third National 100	109	112	Farmers' of Ky.....100	105		First Nat.....100	164	165½	Farragut.....50	117	125
Union.....75	83½	84½	Farmers' & Drov. 100	103		National Traders' 100	159	160	Firemen's.....17	70	80
Western.....20	29½	30½	First Nat.....100	162	163	City Bank.....26	27		Frank & Emp'um.....115	120	
BOSTON.			German Ins. Co.'s 100	106		First Nat.....100	135	136	Gorman American 100	180	190
Atlantic.....100	151	152	German.....100	112	113	Merchants' Nat.....75	118	120	Germania.....50	133	140
Atlas.....100	121½	122	German National 100	135		National Traders' 100	159	160	Globe.....50	110	115
Blackstone.....100	105½	105½	Kentucky Nat.....100	146	147	City Bank.....26	27		Greenwich.....25	240	270
Boston Nat.....100	118	120	Louisv. Banking Co. 40	218	220	First Nat.....100	135	136	Guardian.....100	60	65
Boylston.....100	118½	119	Masonic.....100	126	127	Merchants' Nat.....100	110		Hamilton.....15	113	116
Broadway.....100	108	112	Merchants' Nat.....100	136	137	Nat. Bk of Virginia 100	91½	91	Hanover.....50	130	135
Bunker Hill.....100	181	182	Northern of Ky.....100	111		Planters' Nat.....100	116		Hoffman.....50	80	88
Central.....100	60	70	Second Nat.....100	105	106	State Bank of Va. 100	105		Horne.....50	80	88
City.....100	116½	117	Security.....100	149	150	ST. LOUIS.			Home.....100	140	145
Columbian.....100	126	127	Third National.....100	120	120	B'k of Commerce.....100	460		Howard.....50	73	78
Commerce.....100	120	121	Western.....100	110		Commercial.....100	320	325	Importers' & Trad. 50	80	85
Commonwealth.....100	107½	108	West. Floan. Corp. 100	111	112	Confidential.....100	185		Irryng.....100	60	70
Continental.....100	115½	117	NEW ORLEANS.			Fourth National.....100	155		Jefferson.....30	133	133
Eagle.....100	113	113½	Casal & Banking.....100	131	136	International.....100	100		Kings Co. (B'klyn) 20	180	200
Ellet.....100	124	124½	Citizens'.....100	118	122½	Mechanics'.....100	105½		Knickerbocker.....30	75	80
Exchange.....100	126½	127	Germania Nat.....100	134½	149	Merchants' Nat.....111			Lafayette (B'klyn) 50	90	95
Everett.....100	112½	113	Hibernia Nat.....100	125	140	St. Louis National 100	113		Lamar.....100	70	75
Faneuil Hall.....100	127	128	Louisiana Nat.....100	125	127	Third National.....100	82½		Long Isld (B'klyn) 50	110	115
First National.....100	197	200	Metropolitan.....100	103	112	Valley National.....100	100		Lorillard.....25	55	65
First Ward.....100	112	114	Mutual Nat.....100	120	125	SAN FRANCISCO.			Manuf. & Builders 100	108	113
Fourth National.....100	114	115	New Orleans Nat.....100	190	200	Bank of California.....100	162½	165	Mech. & Traders' 25	120	130
Freemans'.....100	115	117	People's.....50	58½	62	Clay Street.....100	110		Mechanics' (B'klyn) 50	130	145
Globe.....100	106	107	State Nat.....100	136	142½	First Nat. Gold.....100	127		Moreantle.....50	60	70
Hamilton.....100	120	121	Union Nat.....100	140	141	Nat. Gold Bank & Tr. Co 100			Merchants'.....50	100	110
Hide & Leather.....100	112½	113	NEW YORK.			Pacific.....122			Montank (B'klyn) 50	105	110
Howard.....100	123½	124	America.....100	151	152	FIRE INSURANCE			Nassau (B'klyn) 50	140	150
Manufacturers'.....100	99½	100	American Exch'ge 100	125	130	STOCKS.			National.....37½	83	95
Market.....100	90	100	Broadway.....25	252½		Associate Firemen's 5	6				

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

Philadelphia & Erie Railroad.

(For the year ending December 31, 1882.)

The report says that the item of \$46,835 found in the statement of expenditures embraces the taxes upon loans and bonded indebtedness from the passage of the present tax law, on the 7th of June, 1879, until the first Monday of November, 1881, about two years and a half. After the passage of this act, a doubt arose as to its legality in so far as it required the company to retain the tax on loans and bonded indebtedness, and in the fall of 1881 the Pennsylvania Railroad Company, for itself and companies in which it was interested, effected an arrangement with the State authorities by which certain matters of dispute, as to the amounts properly returnable if the law was valid, were adjusted. The tax was paid under a written stipulation signed by the Board of Public Accounts, providing in substance that if the courts should decide the act to be inapplicable, then the amount so paid should be credited on other and valid taxes accruing first after the date of such decision.

Litigation with other companies upon this question has resulted in decisions in the Court of Common Pleas of Dauphin County holding the act invalid, and an appeal is now pending in the Supreme Court from the judgment of the lower court aforesaid. Should the decision of the lower court be sustained, the company will be entitled to a credit on subsequent yearly taxes.

"The anthracite coal tonnage decreased 2.4 per centum. The bituminous coal traffic has maintained the large increase of the previous year, and added 11.3 per centum thereto. The oil traffic shows an increase of 17.7 per centum, recovering the loss of the year 1881, and showing an increase of 15.6 per centum over 1880. The tonnage of agricultural products (grain, &c.) shows a reduction of 9.5 per centum. On freight the receipts per ton per mile were 6 1-10 mills, an increase per ton per mile of 61-100 of a mill, aggregating on the whole tonnage the sum of \$311,364. The cost per ton per mile was 4 3-10 mills, an increase of 15-100 of a mill per mile."

The statistics of traffic, earnings, income, &c., have been compiled for the CHRONICLE as follows:

	1879.	1880.	1881.	1882.
Miles owned.....	287	287	287	287
OPERATIONS AND FISCAL RESULTS.				
<i>Operations—</i>	1879.	1880.	1881.	1882.
Passengers carried ..	449,102	598,570	775,549	1,047,594
Passenger mileage.....	11,562,653	14,792,169	18,274,493	22,292,765
Rate ϕ pass. ϕ mile.....	2.95 cts.	2.912 cts.	2.954 cts.	3.001 cts.
Freight (tons) mov'd* ..	4,130,121	4,661,463	5,277,056	5,579,353
Freight (tns) mil'ge* ..	505.918,017	539.280,067	595.395,306	510.433,376
Av. rate ϕ ton ϕ mile ..	0.51 cts.	0.56 cts.	0.554 cts.	0.615 cts.
<i>Earnings—</i>				
Passenger	\$ 310,367	\$ 430,756	\$ 539,817	\$ 699,011
Freight.....	2,589,030	3,130,835	2,746,609	3,138,456
Mail, express, &c.....	162,411	166,142	167,883	203,947
Total gross earn'gs.	3,061,808	3,727,733	3,454,309	4,041,414

* Does not include company's freight.

	1879.	1880.	1881.	1882.
<i>Operating expenses—</i>				
Maintenance of way, &c.	\$ 605,796	\$ 616,534	\$ 651,890	\$ 691,173
Mot. power & equip.	838,690	977,002	997,170	1,037,322
Transportation exp'ns.	665,773	763,917	777,999	871,039
Total (incl. taxes) ..	2,110,259	2,358,353	2,430,059	2,599,534
Net earnings.....	961,549	1,369,380	1,024,250	1,441,880
P.e. of op. ex. to earn.	68.90	63.20	70.30	64.80

	1879.	1880.	1881.	1882.
<i>Receipts—</i>				
Net earnings.....	\$ 961,549	\$ 1,369,380	\$ 1,024,250	\$ 1,441,880
Rents.....	2,292	4,840	4,835	3,586

	1879.	1880.	1881.	1882.
<i>Disbursements—</i>				
Interest on debt	\$ 1,093,750	\$ 1,093,790	\$ 1,077,995	\$ 1,062,270
Interest on equip'mt.	163,049	162,200	165,345	160,410
Extraordinary expen.	.....	106,567	135,278	.....
Miscellaneous.....	39,410	37,506	45,710	95,087
Total disbursements.	1,296,179	1,399,793	1,424,328	1,317,767
Balance, deficit.....	332,338	25,573	395,213	Sur. 97,699

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.	1882.
<i>Assets—</i>				
R.R., bldgs, equip., &c.	\$ 26,176,101	\$ 16,189,698	\$ 26,186,163	\$ 26,186,163
Stocks & b'ds owned.	5,373	4,566	5,678	6,936
Cash on hand	14,365	15,017	14,844	1,397
Profit and loss	1,438,224	2,415,954	3,973,244	2,971,068
Miscellaneous items.	.....	.....	4,000	1,000
Total assets.....	27,629,063	28,625,235	29,283,929	29,166,564
<i>Liabilities—</i>				
Stock, common.....	\$ 6,053,700	\$ 7,014,700	\$ 7,013,700	\$ 7,015,000
Stock, preferred	2,400,000	2,400,000	2,400,000	2,400,000

	1879.	1880.	1881.	1882.
Funded debt (sec. SUR- PLEMENT)	\$ 17,656,000	\$ 17,656,000	\$ 17,923,000	\$ 17,919,000
Unpaid coups. & int.	1,508,459	1,534,034	1,829,264	1,831,584
Miscellaneous.....	10,904	21,501	17,965	1,000
Total Liabilities ..	27,629,063	28,625,235	29,283,929	29,166,564

New York Ontario & Western Railway.

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

The report of operations as made to the State Engineer and Surveyor for the fiscal year ending Sept. 30, 1882, are presented in a pamphlet report:

"The earnings from freight and passengers show an increase of 25 per cent over the previous year. The improvement of the road and equipment, in anticipation of increased traffic to result from the extension of the operations of the company from Middletown to New York, has been, during the whole of the past year, steadily and vigorously prosecuted." The expectation that the railway building between Middletown and Weehawken would be in operation before the close of the fiscal year was not realized, but the difficulties in construction have been overcome and the track was about completed on the first of March, 1883.

The construction of the new line is of a most substantial character, and when opened for business can be operated at a lower cost than if it was poorly constructed. Terminal facilities at Weehawken, said to be equal to those of any of the trunk lines terminating at New York harbor, are being provided, and will be ready for use when the connection is made and the road opened for traffic.

Under the head of "cost of road and equipment" for the year 1881-2 are embraced the following expenditures: Grading and masonry, \$103,076; bridges, \$99,904; superstructure, \$113,036; passenger and freight stations, buildings and fixtures, \$66,308; engine and car houses, machine shops, machinery and fixtures, \$16,740; land, land damages and fences, \$53,960; locomotives, engines and fixtures, \$42,384; passenger and baggage cars, \$10,503; freight and other cars, \$198,051; making a total in the year of \$703,967. In 1880-81 the expenses on same account were \$495,377. The road and equipment were purchased by this company on the reorganization, and paid for in the common and preferred stock of the company, issued pursuant to the plan and agreement inserted in the certificate of incorporation filed in the office of the Secretary of State for a sum amounting to \$51,010,778, making the total nominal cost to Sept. 30, 1882, \$52,210,122.

Following are the statistics of operations and earnings, and the general balance for two years:

	1880-81.	1881-82.
ROAD AND EQUIPMENT.		
Miles owned and operated.....	345	345
Locomotives.....	73	73
Passenger, mail and express cars.....	60	60
Freight cars.....	1,042	1,138
Coal and all other cars.....	437	674
OPERATIONS AND FISCAL RESULTS.		
<i>Operations—</i>	1880-81.	1881-82.
Passengers carried.....	326,670	391,458
Passenger mileage.....	7,251,209	8,392,445
Freight (tons) moved.....	348,513	469,526
Freight (tons) mileage.....	19,511,452	30,687,350
<i>Earnings—</i>		
Passenger.....	\$180,152	\$211,789
Freight.....	469,156	605,478
Mail, express, &c.....	275,737	219,297
Total gross earnings.....	\$925,045	\$1,036,564
<i>Operating expenses—</i>		
Maintenance of road and real estate.....	\$204,658	\$250,740
Maintenance of machinery and cars.....	141,388	171,277
Transportation expenses.....	361,455	425,656
Total.....	\$707,501	\$848,273
Net earnings.....	\$217,544	\$188,291
GENERAL BALANCE AT END OF EACH FISCAL YEAR.		
<i>Assets—</i>	1880-81.	1881-82.
Cost of road and equipment.....	\$51,506,155	\$52,210,123
Cost of other lines owned.....	4,865,917	7,903,934
Cash and demand loans.....	3,591,150	621,497
Individual accounts.....	212,999	85,488
Other railroad companies.....	3,255	2,330
Rails, fuel and supplies on hand.....	525,698	731,068
	\$60,705,274	\$61,554,440
<i>Liabilities—</i>		
Capital stock, common.....	\$58,113,983	\$58,113,983
Capital stock, preferred.....	2,000,000	2,000,000
Pay rolls and accounts unpaid.....	326,210	881,647
Other railroad companies.....	3,938	6,136
Individual accounts.....	290	17,129
Profit and loss.....	260,853	535,545
	\$60,705,274	\$61,554,440

GENERAL INVESTMENT NEWS.

Albany & Susquehanna.—The Delaware & Hudson Canal Company, the lessee of this railroad, in its application to the New York Stock Exchange, makes the following statement:

In April, 1876, the company executed a first consolidated mortgage on its entire property and franchises, to secure bonds to the extent of \$10,000,000; principal and interest guaranteed by the Delaware & Hudson Canal Company; guarantee endorsed thereon. Bonds dated April 1, 1876, payable April 1, 1906, each \$1,000.

These bonds were listed at the Exchange May, 1876, as "7 per cents."

Nos. 1 to 3,000 inclusive, amounting to \$3,000,000, have been issued at 7 per cent interest.

Nos. 3,001 to 6,000 inclusive, amounting to \$3,000,000 more, are issued and to be issued at 6 p. c. interest. Coupons April and Oct. ber.

The present application is to have the \$3,000,000 of 6 per cent bonds placed upon the list.

—A resolution was adopted at a meeting of the board of directors of the Albany & Susquehanna Railroad to publish the

fact that counterfeiters of the second mortgage bonds of the company had been detected. The whole issue of the second mortgage bonds amounts to \$3,000,000, and there are outstanding \$1,700,000. The board of directors decided to ask the holders to present them for verification. Holders who desire will receive par and interest for their bonds, or the consolidated first mortgage bonds will be issued in place of them. All classes of bonds bear 7 per cent interest. The second mortgage, amounting to \$2,300,000, falls due in 1885; the first mortgage, \$1,000,000, in 1885, and the consolidated first mortgage, \$3,000,000, issued to take the place of the other two classes, in 1906. By this arrangement the second mortgage bonds can be entirely paid off and trouble from counterfeiters avoided. There are several discrepancies in the counterfeiters, including the color of the paper, and the signatures. President Dickson of the Delaware & Hudson Canal Co. said no coupons of the counterfeiters had been offered.

Arlington Topeka & Santa Fe.—Application was made to place on the regular list of the New York Stock Exchange the second issue (first series) of 6 per cent sinking fund secured bonds of this company. These bonds are numbered 5,001 to 6,500, of \$1,000 each, in all \$1,500,000; dated Dec. 1, 1881, payable Dec. 1, 1911; bearing interest coupons payable semi-annually on June 1 and Dec. 1, at 6 per cent per annum. They are secured by the indenture of trust with the Boston Safe Deposit & Trust Company, trustee, referred to in the application of this company dated June 30, 1882, for listing Nos. 1 to 5,000; adopted Sept. 27, 1882.

By vote of directors the period of the second issue of bonds under said indenture was fixed at thirty years; the rate of interest at 6 per cent per annum; and the maximum price at which said issue of bonds shall or may be purchased by the sinking fund, and the rate at which they shall, if drawn, be redeemed by the sinking fund, and also the maximum purchasing price under the provisions of section 4 of said indenture, at \$1,050 for every \$1,000 par value, that is to say, at a premium of 5 per cent. By vote of directors the amount now applied for, \$1,500,000, was authorized to be executed and negotiated."

Boston Clinton Fitchburg & New Bedford—Old Colony.—The proposed terms of consolidation between this road and the Old Colony are on the basis of one share of Old Colony for one share of Boston Clinton Fitchburg & New Bedford preferred and one share of Old Colony for 2½ shares of Boston Clinton Fitchburg & New Bedford common, the whole to be placed on the same dividend basis. These terms have been agreed upon by committees representing a majority of the interests, and it only remains for the stockholders to confirm the agreement. Special meetings of both companies to vote on consolidation have been called at the United States Hotel March 3 and 5, the New Bedford road meeting on the earlier date. Said consolidation is authorized by the act of March 16, 1882, on such terms and conditions, and with such guarantees, as may be mutually agreed upon by said corporations at meetings of the stockholders thereof duly called for that purpose, and, with this view, the former (Old Colony) corporation is further authorized to purchase and hold the stock of the Boston Clinton Fitchburg & New Bedford corporation, provided, however, that the assent of the Boston Clinton Fitchburg & New Bedford Railroad Company to such union shall be given by a majority interest of the holders of preferred stock and a majority in interest of the holders of the common stock. The capital stock of the Old Colony company, at the time of said union, is limited by the same act to the amount of the authorized capital stock of the said two corporations, but after the union it is empowered to increase its stock to \$12,000,000, the new stock to be issued in accordance with existing laws, and the proceeds to be applied to the reduction of the company's debt, to providing additional equipment and improvements of its railroad and other property.—*Boston Herald.*

Buffalo New York & Philadelphia.—This company has listed at the Stock Exchange its consolidated first mortgage forty-year gold bonds. These bonds are an issue of \$11,000,000, and are secured by a mortgage executed to the United States Trust Company as trustee. "These bonds are dated July 1, 1881; interest 6 per cent, payable January 1 and July 1; principal due July 1, 1921; numbered 1 to 11,000, each \$1,000; interest and principal payable in New York. Four million dollars of these bonds are reserved by the said United States Trust Company for the retirement of a like amount of outstanding divisional bonds, which are a prior lien on 120 miles of old road from Buffalo to Emporium, which has been in operation since 1873. The consolidated mortgage is a first mortgage on 205 miles of road exclusive of sidings, and upon the redemption of said \$4,000,000 divisional bonds, will be a clean first mortgage on the entire road of 325 miles (or 372 miles with sidings). This mortgage covers also the Buffalo Coal Company's very large and valuable property of 16,000 acres of coal lands and the improvements thereon."

Central Pacific.—The following statement of income account for 1882 was first published in Boston. Some of the items are said by the officers in New York to be inaccurate, but the main figures, those for gross earnings and operating expenses are correct. The statement is as follows:

Gross earnings.....	\$23,602,757
Earnings steamer div.....	2,435,291
Interest on sinking fund.....	281,260
Total.....	\$25,964,502
Expenditures—	
Operating expenses.....	\$16,067,183
General expenses.....	330,646

Legal expenses.....	\$216,751
Civil engineering.....	15,170
Taxes.....	448,065
Expenses land department.....	23,700
Interest.....	3,443,413
Company's sinking fund and interest paid U. S. ..	1,100,000
Total.....	\$22,070,940

Surplus available for dividends.....	\$4,284,562
Miles operated.....	3,291

The capital stock of the company amounts to \$59,275,500.

Charlotte Columbia & Augusta—Columbia & Greenville.—At Columbia, S. C., Feb. 24, the directors of the Charlotte Columbia & Augusta and the Columbia & Greenville railroads, which are controlled by the Clyde syndicate, met and consolidated the management of the two roads and their branches under one administration. The following officers were elected: President, A. C. Haskell, of Columbia; Assistant General Manager, Peyton Randolph, of Richmond; Auditor and Secretary, John Craig, of Columbia; Treasurer, John C. B. Smith, of Columbia. This consolidation embraces 486 miles of broad-gauge and 85 miles of narrow-gauge track.

Chesapeake & Ohio.—The results of the year's business on the Chesapeake & Ohio Railroad show the effect of the opening of its Western rail connections and extension to Newport News, on Chesapeake Bay. It will be seen that while the gross earnings show an increase of nearly \$630,000 over the year 1881, the expenses increased but \$35,000, making an increase of \$594,588 in net earnings. The connections and extension were not fully opened for revenue traffic until about July 1. The net earnings for the year, \$1,032,528, show a surplus over interest charges of over \$300,000. The following is the statement in detail:

EARNINGS.				
	1881.	1882.	Increase.	Decrease.
Freight.....	\$2,106,591	\$2,600,538	\$493,947	
Passengers.....	504,204	624,598	120,393	
Express.....	31,392	31,434	42	
Mails.....	36,927	51,959	15,132	
Miscellaneous.....	26,327	26,446	118	
Totals.....	\$2,705,343	\$3,334,976	\$629,633	

EXPENSES.				
Transportation.....	\$342,039	\$1,164,365	\$221,426	\$.....
Maintenance of way, &c.....	740,447	531,549	208,897	
Maintenance of equip.....	408,588	425,701	17,113	
General expenses.....	174,928	180,831	5,903	
Totals.....	\$2,267,403	\$2,302,448	\$35,045	

Net earnings.....	\$137,939	\$1,032,528	\$594,588	
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Columbus Chicago & Indiana Central.—Judge Drummond has directed Master in Chancery Fishback to make the Union Trust Company of New York the depository for \$405,789 75 paid by William L. Scott, Charles J. Osborn and John S. Kennedy, upon the first mortgage consolidated bonds of the Columbus Chicago & Indiana Central Railway Company, and has authorized the Master to distribute to holders of bonds and coupons the amounts due them. The purchase money to be distributed will pay the coupons and interest and \$773 15 on each unrepresented bond in addition, leaving \$221 84 of the principal unpaid.—*New York World.*

Columbus & Hocking Valley Coal & Iron Company.—A press dispatch from Columbus, Ohio, March 1, said: "Parties representing the Columbus & Hocking Valley Coal & Iron Company consolidation have been in session for two days, closing up the business and getting ready for operations. The capital stock of the company is \$5,000,000, with an estimated cash basis of over half that amount. The consolidation elected a board of directors, which organized as follows: Samuel Thomas of New York, President; T. Longstreth and Walter Crafts of Columbus, and J. R. Buchtel of Akron, Vice-Presidents; S. Churchill, Treasurer, and H. D. Turney, Secretary. J. S. Farlow of Boston is a member of the board of directors. The company represents over half the working force of the entire Hocking Valley."

Evansville City.—A meeting of the bondholders of the city of Evansville was held to-day at the Morse Building, No. 140 Nassau Street. The meeting was convened for the purpose of getting an expression of opinion upon a letter from Mayor Bridwell, of Evansville, which stated that the people of that city could no longer bear the burden of the present rate of interest upon their bonded indebtedness, and asking for a reduction from 7 per cent to 4 per cent. Mayor Bridwell and Mr. J. E. Williamson, counsellor, appeared for the people and advocated their cause, stating the total bonded indebtedness of Evansville to be \$1,651,000. More than half the amount of bondholders was represented, and the general feeling appeared to be that Evansville was rich enough and prosperous enough to pay its just debts in full. After considerable discussion the bondholders declined to accede to the arrangement asked of them without further consideration. They agreed to meet the Mayor, after they had duly consulted with one another, at some future date.—*Evening Post, Feb. 27.*

Hannibal & St. Joseph.—The case of the Hannibal & St. Joseph Railroad, versus the State of Missouri, in connection with the \$3,000,000 bond case, about which there has been so much litigation during the past year, was before Judge J. K. Cravens, Master in Chancery, in Kansas City, on the 21st. Judge J. F. Dillon and Elihu Root of New York, and Wood Easley of Hannibal, represented the railroad, and Attorney-General McIntyre the State. James Cravens, as referee, will report to United States Judge McCrary in March, and upon his report a decision will be rendered.

Kentucky Central.—The Cincinnati *Commercial* reports that negotiations were perfected for the sale of \$1,800,000 thirty-year bonds, the full amount of additional bonds to be placed upon the market. The amount realized from the sale of the new bonds will put sufficient money in the treasury to liquidate that part of the bonded debt, amounting to \$780,000, which is payable March 1, and will leave a balance of cash on hand sufficient to complete the road to connect with the Knoxville extension of the East Tennessee Virginia & Georgia system.

Lawrence.—The report of the directors for the year 1882 showed that the road carried 934,350 tons, as against 735,773 in 1881, and 59,269 passengers, as against 41,936 in 1881. The receipts from the carriage of passengers and freight were \$226,910, as against \$193,100 in 1881. After providing for all expenses, a dividend fund of \$30,114 is left, equal to 14 per cent. The assets of the company are \$917,234 and the liabilities \$806,945.

Louisville & Nashville.—The comparative statement of earnings and expenses is as follows:

	1881-82		1882-83	
	Gross Earnings.	Net Earnings.	Gross Earnings.	Net Earnings.
July 1 to Dec. 31.....	\$5,866,845	\$2,241,049	\$6,860,533	\$2,672,071
January.....	964,527	343,196	*1,116,000	*400,720

* Approximate.

Manhattan Elevated—Metropolitan Elevated.—Judge Barrett, in his recent decision, declared void the so-called merger agreement entered into by the directors of the three elevated railway companies, and suggested to the counsel of the opposing companies that they should agree upon some form of an order which would enable the Manhattan Company to pay to the other companies the rental due them, but which would at the same time be incapable of any construction favorable to the validity of the merger agreement. The counsel presented orders to Judge Barrett which were entirely antagonistic, and Justice Barrett decided simply to grant the injunction against the carrying into effect of the merger agreement as asked for by the Metropolitan Company. The company was required to give \$50,000 additional security.

Mexican Central.—In Boston it was reported, March 1, that the subscriptions received from shareholders of the Mexican Central Railroad insured an excess of the \$6,000,000 asked for.

Mutual Union Telegraph.—Justice Barrett, in the Supreme Court, Chambers, rendered a decision that the recent application of the Attorney-General for leave to bring an action in the name of the people for the forfeiture of the charter of the Mutual Union Telegraph Company should be granted. The substance of Justice Barrett's opinion is as follows:

If the allegations against the company be true—and they are not denied—the company's charter should be annulled and the Attorney-General would be derelict in his duty if he failed to proceed with the suit. The company, it is alleged, unlawfully increased its capital stock from \$600,000 to \$10,000,000. It is also charged that nearly the whole of this \$10,000,000 of stock was turned over to the construction company—whose services were worth about \$4,500,000—for the purpose of evading the law requiring the capital stock to be paid up, and to enable these contractors to divide the stock among the directors of the company who were interested in the construction contract. If these charges are true, public policy demands that the Attorney-General proceed with the suits. The Attorney-General has nothing to do with the motives of the relators, Gould and others.

The *Times* reports that Mr. John G. Moore, the President of the Mutual Union Telegraph Company, said the decision of Judge Barrett granting the application to bring suit to annul the charter of the corporation would not interfere with the lease of its lines to the Western Union Company. The property would remain if the charter were annulled. The rental in the shape of dividends on the stock, interest on the bonds, &c., was to be paid to the stock and bondholders of the Mutual Union, or successor company. The aggregate amount which should be paid was stipulated, and a reorganization could be effected. If the stock should be reduced the dividends would be increased proportionately, so nothing would be lost by the holders of the securities. The wording of the lease itself provided for such a contingency. Dr. Norvin Green, the President of the Western Union Company, did not regard the opinion of Judge Barrett as a serious matter. By a reorganization of the Mutual Union, in the event that its charter should be declared invalid, the arrangement between the two companies would be unimpaired.

New York Lackawanna & Western.—This company presented the following statement to the New York Stock Exchange Committee on application to list its securities:

"The road extends from the city of Binghamton to the city of Buffalo, and to the International Bridge 213½ miles of road, double track, steel rails. The company was organized August 24, 1880, and leased to the Delaware Lackawanna & Western Railroad Company October 2, 1882. The capital stock is 100,000 shares at a par value of \$100 each. Farmers Loan & Trust Company, registrar and trustee of mortgage. There are 12,000 first mortgage bonds, \$1,000 each; Nos. 1 to 12,000; dated December 1, 1880, payable January 1, 1921; interest 6 per cent coupons January and July; secured by a first mortgage upon the property. By the terms of the lease to the Delaware Lackawanna & Western Railroad Company, the lessees guarantee during the continuance of the charter and all renewals thereof, quarterly interest at the rate of 5 per cent per annum upon the stock, and semi-annual interest at the rate of 6 per cent per annum upon the bonds. The lessees company assume all liabilities of the New York Lackawanna & Western Railway Company, including the principal of the above bonds. The lease was ratified by the stockholders of both companies at their annual meeting on Feb. 20, 1883."

—The New York Lackawanna & Western Railroad has just been opened through to Buffalo for local passenger business, though freight has been carried over the entire length of the line for some time. President Sloan said that it was not intended to make the extension a general passenger line, as there were enough such lines already, but to employ its facilities for handling freight. There had been a traffic arrangement between the Lackawanna and the Nickel Plate, but in a few weeks the two would start a fast freight line. Each company was to provide 500 cars for the service between New York and Chicago, which would be known as the Lackawanna Fast Freight Line. Similar arrangements had been made with other roads, but President Sloan declared the many published reports of combinations to make up through railroad lines untrue. The Lackawanna, he said, would remain an independent line under conservative management. It had been asked to join the pool, but it preferred to remain outside. It would, however, maintain pool rates and keep good faith with the other roads.

New York Pennsylvania & Ohio.—The arrangements for the lease of this road to the New York Lake Erie & Western are reported to have been virtually completed. Mr. Charles E. Lewis, representing the English trustees of the New York Pennsylvania & Ohio Road, has been for some time perfecting the lease and arranging its terms. The *Wall Street News* reports the agreement as follows:

The Erie company agrees to work the N. Y. P. & O. at 68 per cent of its gross receipts up to \$6,000,000; over that sum at a rate which would be equal to 65 per cent of gross earnings.

The Erie company agrees to send over the N. Y. P. & O. 65 per cent of all its west-bound business and 50 per cent of all east-bound business; or it guarantees to pay for this amount, whether it carries it or not.

The Erie company agrees to lend any money the N. Y. P. & O. may require for improvements at 5 per cent interest.

—In London the directors of the Atlantic First Leased Lines Rental Trust, Limited, have issued their annual report, and state that the rent payable by the N. Y. Penn. & Ohio Railway Company to the Cleveland & Mahoning Valley has been punctually paid during the year, and a further portion of the reserve funds in the hands of the Cleveland Company having been released, that company has been enabled to pay the same dividend as last year. The full interest on the debenture issue at 4 per cent for the year having been provided for, and an interim dividend of £1 10s. per cent on the stock having been paid in August last, it is proposed at the ensuing meeting to declare a dividend of 2 per cent, making 3½ per cent for the year. An undivided balance of £6,279 will remain to be carried forward.

Norfolk & Western.—The monthly statement of earnings and expenses for January, 1882 and 1883 is as follows:

	1883.	1882.
Gross earnings.....	\$200,487	\$168,572
Expenses.....	122,603	100,529
Net earnings.....	\$77,884	\$68,042

Northern Central.—The following is a comparative statement of gross earnings and expenses for the month of January 1882 and 1883:

	1883.	1882.
Gross earnings.....	\$499,252	\$107,369
Operating expenses.....	\$282,925	\$277,265
Extraordinary expenses.....	58,108	37,493
Total expenses.....	\$341,033	\$314,759
Net earnings.....	\$158,219	\$92,608

Oregon & California.—"It will be remembered that the company issued \$6,000,000 of six per cent mortgage bonds two years ago, for the purpose of building and equipping 170 miles of new road from Roseburg to the northern terminus of the Oregon branch of the Central Pacific Railroad; but, as \$1,700,000 of that capital was required to pay off the "Prior Lien Bonds" which the company issued in 1879, there was only \$4,300,000 of six per cent mortgage bonds available for the purpose of constructing the proposed southern extension which we have mentioned; and, owing to the costly nature of a portion of the new road, which runs through two ranges of mountains, and also to the original extremely low estimate of its probable cost, it has been found necessary to raise additional capital in order to accomplish the necessary junction of the Oregon & California Railroad with the Central Pacific Railroad by means of the new southern extension now in course of construction. * * *

"Mr. Henry Villard, who is the President of the Oregon & Transcontinental Company (which controls the Northern Pacific and Oregon Railway & Navigation companies), as well as of the Oregon & California Railroad, has, in this matter, proved to be a sincere and faithful trustee of the interests of the Oregon & California Railroad shareholders. He has offered, on behalf of the Oregon & Transcontinental Company, to find the whole of the money necessary to fully complete the building of, and to equip with rolling-stock, the southern extension of the Oregon & California road, so as to insure beyond all doubt its completion and its consequent conversion from a merely local road into a great highway connecting San Francisco with the Eastern ports of the United States. * * *

"The preference shareholders, who have undoubtedly a very valuable property in their hands, have reason to confide in the good faith of their President, who, at a difficult time like the present, has succeeded in finding means to raise them out of a serious difficulty by his undertaking on behalf of the Oregon & Transcontinental Company to subscribe for the whole of the bonds which will have to be issued to provide for the entire

completion of the new line. But this is not all by any means, for the Oregon & Transcontinental Company agrees to operate the old road during construction at a rental that will suffice to secure a dividend of 2½ per cent per annum to the preference shareholders for three years to come; that is to say, they will receive a dividend of 2½ per cent out of the earnings of the year 1882, which will be payable very shortly; and they will receive a dividend out of the guaranteed rental at the same rate for 1883 and 1884. At the end of that time the Southern extension of the company will be fully completed, and the road will be in full working order as a 'through' line 480 miles in length, and in possession of a valuable land grant of upwards of 4,000,000 acres. This important scheme is to be formally proposed to the preference shareholders at a meeting which is shortly to be convened in London for that purpose; and it only requires their ratification to be carried into effect. As we fully explained in this journal last March, the preference shareholders have the entire control of the management of this valuable line, for 'no new capital can be raised, nor any lease or transfer of the property made by the directors, without the previous consent of an absolute majority of the preference stock has first been obtained.'—*London Money Market Review.*

Oregon Improvement Company.—This company in its application to the Stock Exchange makes the following statement as to its bonds and stock:

BONDS.—Five thousand bonds for \$1,000 each, Nos. 1 to 5,000, in all \$5,000,000 of its first mortgage bonds, dated December 1, 1880, due December 1, 1910 (unless previously redeemed or paid by virtue of the sinking fund and other provisions contained in the mortgage securing said bonds); bearing 6 per cent interest, payable semi-annually on the 1st days of June and December, in New York, at the Farmers' Loan & Trust Company. Principal and interest payable in gold coin of the present standard. Under the operation of said sinking fund fifty-four of the bonds have been retired and canceled.

STOCK.—70,000 shares, par value \$100 each, total \$7,000,000; of which amount 50,000 shares, amounting to \$5,000,000, has been paid in and certificates for which are now actually outstanding.

The Farmers' Loan & Trust Company of New York is the trustee of the mortgage securing said bonds, the company's transfer office and registry of its stock.

The Oregon Improvement Company was organized in October, 1880, under and by virtue of the acts of the Legislature of the State of Oregon.

The properties of the company include, among other things, the first-class passenger and freight steamships, State of California and Queen of the Pacific, and four steam colliers: The Willamette, Umatilla, Walla Walla and Missisippi. The company also owns 150,000 acres of improved and unimproved agricultural lands and 18,000 acres of timber lands, with saw mills and tanneries for the transportation of lumber, in Oregon and Washington Territory. Also 30,000 acres of coal lands in western Washington Territory; valuable docks in Portland, Oregon; large improved docks and coal bunkers in San Francisco.

The company also owns: The whole of the capital stock of \$1,000,000 of the Seattle Coal & Transportation Company, including the Newcastle Coal Mine in Washington Territory, with all improvements and appurtenances. The railroad and appurtenances of the Columbia & Puget Sound Railroad Company, formerly the Seattle & Walla Walla Railroad Company, 24 miles in length, with full equipment of motive power and rolling stock, from Seattle in Washington Territory to the said Newcastle Mine; said appurtenances comprising wharves, coal docks, coal bunkers, a saw mill and large amount of real estate in said town of Seattle.

19,699 shares of the 20,000 shares of the capital stock of the Pacific Coast Steamship Company, owning and operating steamships on the Pacific coast, running to all important ports on the northern and southern coasts of California, and to Portland, Oregon, British Columbia and Alaska, including the fully equipped narrow-gauge railroad of the Pacific Coast Railway Company, from Port Harford in California to Los Alamos, a distance of 63 miles, together with extensive wharves and warehouses at Port Harford and elsewhere upon its line.

LIABILITIES NOV. 30, 1882.		
Capital stock.....	\$5,000,000	
Bond account.....	4,973,000	
Floating indebtedness for purchases, &c.....	1,583,017	
Balance of all other accounts.....	304,995	
Net earnings for two years.....	1,609,215	

Total.....\$13,438,227

Total earnings for the year ending Nov. 30, 1882.....\$3,361,277

Total expenses, including taxes and insurance.....2,255,813

Net earnings.....\$1,095,664

Officers.—President, Hon. J. N. Dolph, Portland, Oregon; Vice-President, Artemas H. Holmes, New York; Treasurer, Horace White, New York.

Pennsylvania Railroad.—The gross and net earnings in January 1882 and 1883, are specially compiled for the CHRONICLE in the table below. In January, 1883, there was an increase of \$556,036 in gross earnings and an increase of \$396,792 in the net earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.				
—Gross Earnings.—		—Net Earnings.—		
1883.	1882.	1883.	1882.	
JANUARY.....	\$3,929,357	\$3,373,321	\$1,471,053	\$1,074,266

As to the lines west of Pittsburgh and Erie, the monthly report issued in 1882 and for the current year show the results below. The company's report, however, states a gain for January, 1883, over the same month in 1882, of only \$132,233.

ALL LINES WEST OF PITTSBURG AND ERIE.			
Net Surplus over all Liabilities.		Inc. or Dec. in	
1883.	1882.	1883.	1882.
January.....	\$174,981	\$9,741	Inc.. \$163,240

Peoria & Pekin Union.—The official statement of this company to the New York Stock Exchange had the following:

The Peoria & Pekin Union Railroad Company was organized on Oct. 1, 1880, under the act of the Legislature of the State of Illinois. Its property and its location are upon both sides of the Illinois River between the cities of Pekin in Tazewell County, Illinois, and the city of Peoria in Peoria County, Illinois, and in said cities of Pekin and Peoria, its main track being about 10 miles on each side of the river, and crossing the Illinois River upon its own bridge at Pekin, and also upon its own bridge at Peoria, and making 20 miles of main track, and its second or side tracks being 30 miles, all of which is upon its own lands, being in all 50 miles of track. Its equipment consists of 12 locomotives, 106 coal and flat cars and 1 coach. Its business is in carrying coal, and the local freight and passenger business between Peoria and Pekin; and in doing all the terminal business in Peoria for the Wabash St. Louis & Pacific Railway; the Indiana & Bloomington & Western Railway; the Peoria Decatur & Evansville Railway, and the Peoria &

Jacksonville Railway, now known as the Pekin division of the Wabash St. Louis & Pacific Railway; and considerable terminal business for all other railroads in Peoria. Each of the above named roads, besides paying the terminal charge for handling their business and cars in Peoria, pays an annual rental of \$22,500 for the use of the main track of the Peoria & Pekin Union Railway Company, on each side of the river, and this rental is pledged to the payment of the quarterly interest on the first mortgage bonds of the Peoria & Pekin Union Railway Company. Its liabilities are \$1,500,000 first mortgage gold bonds of \$1,000 each, Nos. 1 to 1,501, at 6 per cent interest, payable quarterly, February, May, August and November, at the Metropolitan National Bank in the City of New York, and dated February 1, 1881, maturing February 1, 1921. Trustee, Central Trust Company. Also, \$1,500,000 of income mortgage gold bonds, of \$1,000 each, non-cumulative; 4 per cent interest, dated February 1, 1881, and due February 1, 1921. Trustee, Central Trust Company. And \$1,000,000 of capital stock, divided into 10,000 shares of \$100 each. The capital stock is held in equal proportions by the roads above mentioned and is untransferable by either without the consent of all. It is not a reorganization of any old railroad. President, A. L. Hopkins; Vice-President, John B. Cochrane.

Philadelphia & Reading.—The receivers of the Philadelphia & Reading R.R. and Coal & Iron Companies on Feb. 23 formally surrendered to the officers of the companies the control of the property of those corporations. This surrender is made in accordance with the decree of February 14, 1883. President Gowen issued a circular of instructions to officers announcing that the company had resumed possession and control of its property and business, and that, subject to a few changes, all officers, agents and employees of the receivers would be retained in the service of the company. George DeB. Keim is appointed Vice-President of the company and relieved of the duties of General Solicitor. The shops, foundry, &c., at Reading formerly of the Philadelphia & Reading Railroad Company are placed in possession of the Philadelphia & Reading Coal & Iron Company. The President of the Union Trust Company (Philadelphia) paid the last instalment of the \$2,000,000 of the car trust loan to the directors of the Philadelphia & Reading Railroad, which was the main condition precedent to the relief of the receivers.

Railway Construction in the United States in 1882.—The *Chicago Railway Age* has finished its compilation of railroad mileage constructed in the year 1882, and reaches a grand total of 11,343 miles. The *Age* has given much attention to the subject, and has pursued a method, which is greatly to be commended, in giving the details for every road on which new track has been laid. There is so much guessing and estimating on railroad statistics that a compilation made in this way, after a genuine effort to get at the facts, is the more highly to be esteemed. The *Age* says: "In the last issue for 1882, this journal published a summary by States of the miles of new track laid during that year of which it then had obtained record, showing a total of 10,831 miles. Since that time we have revised every item in the record, making a number of additions and corrections. * * * The total as now given shows 521 miles more than the total in our December report. While this is not surprising, yet in justice to our own records we wish to state that after that report went to press it was discovered that an item of 303 miles belonging to Texas which had been properly transcribed was by some unaccountable means omitted by an assistant employed to make certain footings. Had this error not occurred the aggregate as given in December would have fallen only 221 miles short of that now given.

"As nearly as we can now ascertain, new railway track—main line only considered—was laid during 1882 in 45 out of the 47 States and Territories, upon 342 different lines, to the aggregate extent of 11,343 miles. This surpasses by about 2,000 miles, or over 20 per cent, the remarkable work of the preceding year, which in turn exceeded by some 2,000 miles, or over 27 per cent, any previous year in the history of the country. Never before has the work of railway building been carried on so generally throughout the country, new track having been added last year in every State except little Rhode Island and Delaware, and in every one of the vast new territories. For convenience of investigation the States have been divided in the summary into groups.

"The following is our corrected

SUMMARY OF TRACK LAID DURING THE YEAR 1882.					
New England States.		Southern States.		No.	
States.	Lines.	States.	Lines.	States.	Lines.
Maine.....	3	Virginia.....	10	Nebraska.....	5
N. Hamps.....	1	W. Virginia.....	7	Kansas.....	8
Vermont.....	1	N. Carolina.....	10	Indian Ter. 1.....	1
Mass.....	2	S. Carolina.....	3	Texas.....	21
Rhode Isl.....	0	Georgia.....	7	Colorado.....	12
Conn.....	1	Florida.....	9	Colorado Belt.....	22
Middle States.		Alabama.....	3	Montana T. 4.....	382-50
New York.....	22	Mississippi.....	3	N. Mex. T. 3.....	21-68
N. Jersey.....	7	Tennessee.....	9	Utah Ter. 2.....	152-80
Penn.....	30	Kentucky.....	3	Wyom. T. 1.....	25-00
Maryland.....	2	Louisiana.....	6	Pacific Belt.	
Delaware.....	0	Missouri River Belt.		Arizona.....	3
Middle Western States.		Minnesota.....	12	California.....	7
Ohio.....	17	Iowa.....	24	Idaho Ter. 2.....	231-00
Michigan.....	10	Arkansas.....	8	Nevada.....	1
Indiana.....	10	Missouri.....	15	Oregon.....	5
Illinois.....	20	Arkansas.....	8	Wash'n T. 1.....	5-00
Wisconsin.....	10	Kansas Belt.			
		Dakota.....	14		
RECAPITULATION.					
States.	No. Lines.	Miles.	States.	No. Lines.	Miles.
5 N. Eng'd States.....	8	53-10	5 Colorado Belt.....	22	1,184-93
4 Middle States.....	61	1,315-37	6 Pacific Belt.....	19	1,119-94
5 Mid. West. States.....	80	2,077-53			
11 Southern States.....	70	1,490-43			
4 Mo. River Belt.....	59	2,053-43			
5 Kansas Belt.....	49	2,157-23			
			Totals in 45 States		
			and Territories...J42 11,312-05		

* Where, as in several cases, the same line has been built in two or more States, it is counted as but one line in the grand total, so that the footing under the column "No. of lines"—342—is less by 26 than the actual sum of the number of lines taken separately by States and Territories.

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

New Orleans & Northeastern.—Extended from Enterprise, Miss., southward to Arata, 16 miles. Track is also laid from Lake Ponchartrain, La., northward 8 miles.

Northern Pacific.—Track on the western end is extended eastward to near the third crossing of Clark's Fork in Idaho, 15 miles.

Rochester & Pittsburgh.—Extended southward to Dubois, Pa., 13 miles.

This is a total of 52 miles, making 220 miles thus far reported for 1883, against 452 miles reported at the corresponding time in 1882, 199 miles in 1881, 497 miles in 1880 and 97 miles in 1879.—*Railroad Gazette.*

St. Paul & Duluth.—This railroad company reports for 1882: Gross earnings of railroad, \$1,109,840, an increase of 51.49 per cent on 1881; operating expenses, betterments and repairs, \$798,594, an increase of 29.32 per cent; net earnings of railroad, \$311,246; receipts of land department, net, \$25,597; net income for year, \$538,843; deducting from this the interest on bonds, 5 per cent, \$50,000, and the dividends on preferred stock, 7 per cent, \$358,641—408,641—there remains a balance of income for 1882 of \$130,202; the balance of income from 1881 having been \$175,634, there remains a balance of income, January 1, 1883, \$305,836. To this is added the balance of deferred income, January 1, 1883, \$305,074, making the total \$610,910. The improvement, construction and equipment expenditures in 1882, paid for out of earnings and proceeds of bonds sold, and added to the cost of the property, amounted to \$251,198.

Scioto Valley.—This railroad company in Ohio has executed a mortgage to the Metropolitan Trust Company, of New York, for the sum of \$7,500,000. This road is about to extend its line northwest from Columbus to Fort Wayne, from whence it will have an outlet to Chicago. A survey has now been made of the entire line, together with estimates of the cost of construction, and it is expected that work on the proposed extension will begin as soon as spring opens.

Tennessee Debt.—A bill for the settlement of the State debt was introduced in the Legislature Feb. 26. The bill was perfected by the Democratic caucus, and will probably pass. The State debt proper (\$2,118,000 principal) is funded in full with the contract rate of interest, four years interest being deducted. Bonds held by educational institutions in the State and by Mrs. President Polk are funded on the same terms, the balance being funded at fifty cents on the dollar, with 3 per cent interest.

Wabash St. Louis & Pacific.—In the case for the old equipment bondholders, Mr. C. W. Hassler, the attorney, telegraphs from Indianapolis, Feb. 28: "Decree entered for 70 per cent interest, with right of further order for principal if not paid by the first of May; the total amount, over one million dollars, being a lien on the road in Ohio and Indiana, prior to the lien of the consolidated bonds of 1867. No appeal has yet been filed."

Western Union Telegraph.—Judge Ingraham, in the Supreme Court, Chambers, rendered a decision in which he denied the motion to continue the temporary injunction recently obtained by William S. Williams restraining the Western Union Telegraph Company from allowing any of the \$15,526,590 of illegal stock of the company to be transferred on its books. Judge Ingraham says, in his opinion, that the first thing to determine is what the General Term actually decided in regard to the \$15,000,000 of stock. The General Term, as he understood it, decided that the increase of the capital stock of the Western Union Company to \$80,000,000 was legal, but that the distribution of the \$15,000,000 of stock among the shareholders of the company was illegal. The \$15,000,000 of stock ought to have remained in the treasury of the company as a part of its assets, and could only have been parted with for value. Between the judgment of the Special Term and that of the General Term, the greater part of the \$15,000,000 of stock had been transferred to innocent purchasers by the persons to whom it had been originally issued. On this state of facts it is still undetermined what relief the plaintiff will in the end be entitled to, and this question must be determined in the plaintiff's favor to the effect that the \$15,000,000 must be delivered up and canceled before he can be entitled to an injunction restraining the transfer of this stock on the books of the company. The opinion says:

It follows, therefore, that the relief to which the plaintiff will be entitled, if he succeeds in this action, will be the judgment given by the statute violated, viz., that the directors who were present at the meeting at which the stock was directed to be distributed and did not cause their dissent to be entered on the minutes, pay to the telegraph company the full amount of the capital stock so divided, and that the corporation or the plaintiff be restricted to such a judgment. It does not appear, therefore, that plaintiff is entitled to judgment against the defendant; that the stock issued should be canceled, or that the company should not transfer it, and the motion for an injunction to restrain such transfer must therefore be denied. Although putting the decision of the motion on the ground above stated, I do not think that the necessary or proper parties are before the court to entitle plaintiff to have the stock canceled and its transfer enjoined. This stock in question has passed into the hands of persons other than the parties to this action. It is in their hands property; an assignment of the title of the transfer to the transferee, and, although it was stock issued illegally and without consideration, still I do not see how a court can declare that it is void and order it to be canceled without having the holders of such stock before the court and giving them a chance to be heard. The condition of affairs is very different now from what it was at the time of the first trial. Then no stock had been issued, and the rights of no one except the parties before the court would be affected by the judgment asked for. But now the stock has been issued and a considerable portion of it has been sold and transferred. Under such circumstances I think that before the court should direct the stock to be canceled or restrain its transfer, the holders thereof must be in some way before the court."

By resolution of the board of directors the transfer-books of the Western Union Telegraph Company were reopened.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 2, 1883.

The weather has become more spring-like, and the floods continue to abate. Congress is in the last hours of its session, and the question of the reduction of the tariff is remitted to the tender mercies of the protectionist leaders, with very little prospects of any satisfactory results. Failures have continued among the iron trade.

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

	1883. March 1.	1883. Feb. 1.	1882. March 1.
Pork.....bbls.	29,951	24,922	65,520
Beef.....tes. and bbls.	1,769	1,846	4,114
Lard.....tes.	40,104	48,258	73,628
Tobacco, domestic.....bales.	16,541	18,230	40,323
Tobacco, foreign.....bbls.	29,939	35,181	30,749
Coffee, Rio.....bags.	25,845	73,081	72,583
Coffee, other.....bags.	17,762	45,191	34,577
Coffee, Java, &c.....mats.	60,094	112,690	136,257
Sugar.....bbls.	19,470	29,320	77,389
Sugar.....boxes.	5,459	8,286	6,515
Sugar.....bags, &c.	511,330	511,000	369,774
Molasses, foreign.....bbls.	1,141	824	327
Molasses, domestic.....bbls.	3,000	4,000	4,000
Hides.....No.	213,000	256,900	267,000
Cotton.....bales.	183,433	147,396	339,777
Rosin.....bbls.	37,923	44,367	30,662
Spirits turpentine.....bbls.	4,523	3,950	4,634
Tar.....bbls.	1,409	1,240	652
Rice, E. I.....bags.	25,150	26,400	17,400
Rice, domestic.....bbls. and tes.	2,300	2,020	1,940
Linseed.....bags.	47,500	47,500	65,220
Balticetre.....bags.	12,500	14,500	11,750
Jute.....bales.	2,300	600	2,600
Jute butts.....bales.	52,228	31,228	26,700
Manila hemp.....bales.	26,064	24,800	14,615
Sisal hemp.....bales.	18,629	20,296	15,000

Lard has been on the downward turn lately, and to-day appeared the culmination. The advices from Chicago approve of a selling movement. Pork has been in fair sale on the spot, but quiet so far as speculation is concerned; there were sales on the spot to-day at \$19 40@19 50; there was no business in the options. Lard sold on the spot at 11 55c. for Western, cost and freight, and 11 60c. free; Continent, refined, 11 60c.; South America 11 85c.; for future delivery sales of March at 11 63@11 63c.; April 11 75@11 71c.; May 11 86@11 73c.; June 11 88@11 76c.; July 11 76@11 79c. Bacon was steady at 10 4c. for long clear; half-and-half 10 5c. Beef hams steady at \$1 50@22. Beef firm; city extra India mess \$25@27. Tallow steady at 8 1/2c. for prime. Stearine dull at 11 3/4c. for prime; oleomargarine 9 7/8@10c. Butter and cheese were steady, while eggs were weak and quiet.

Rio coffee has advanced to 9 1/4c. for fair cargoes and sold to a fair extent on that basis to-day. Options have been variable, but advanced 10 to 25 points to-day, with sales of 19,000 bags. The trading during the week has been less active, and the close to-night is barely steady for No. 7 at 7 45c. for March, 7 65c. for April, 7 75c.; May, 7 95c. for June and 8 10c. for July. Mild grade have been firm, and Java has sold fairly at an advance, sales of coffee from the December Batavia auction being made at 17 1/4c. Rice has been moderately active and steady. Spices have been quiet. Foreign fruits have sold moderately, at generally unchanged prices. Molasses has been firm but rather quiet; 30c. has been bid for 50 deg. test Cuba on the spot and 32c. asked; 22c. has been bid for the same grade to arrive on the basis of cost and freight, and at one time there were rumors of large sales at this price, but they have not yet been confirmed. Tea has been quite firm at the auctions, and large sales of Oolong have been made by the brokers. Raw sugar has been quiet of late, pending the action of Congress on the tariff question, but the market has been firm, and early in the week there was a good business in Centrifugal at 7 1/4c. for 96 degrees test; fair refining at the close is salable at 7c.; refined, at one time weak, closes strong; powdered, 9@9 1/4c.; crushed, 9 1/4c.; cut loaf, 9 1/4@9 3/4c.; standard "A," 8 3/4c.

Kentucky tobacco was quiet and unchanged. Lugs, 5 1/2@6 1/4c.; leaf, 7@11 1/2c. The underdone at the close was a trifle better. Seed leaf was in fair demand at well-supported prices. Sales for the week are 1,600 cases, as follows: 1,200 cases 1880-81 crops Ohio, 5 1/4@10 1/4c.; 200 cases 1881 crop New England, 16@25c.; and 200 cases 1880 crop Pennsylvania, 6 1/2@15c. Also, 400 bales Havana, 88c.@1 15c.

Naval stores have been quiet of late; spirits turpentine has declined to 51 1/2@52c. in yard. Rosins rule at \$1 65 for ordinary and \$1 70 for good strained. Refined petroleum has remained steady, although slow, at 7 1/2c. for 110, and 8c. for 70, test. Crude certificates have been fairly active at lower prices; to-day the market fell off from 98 1/4c. to 97c. Ingot copper is easy; sales 200,000 lbs. Lake at 17 1/4@17 1/2c. and 250,000 lbs. Baltimore at 15 1/4@16c. Wool is still in demand; stocks are reduced and all prices are firm. Hops quiet, but in the main steady.

Ocean freight has been more active at lower rates, at the close the feeling is irregular. Grain to Liverpool by steam quoted 5 1/2d.; flour 15@17s. 6d.; bacon 25s.; cheese 27s. 6d.@30s.; cotton 11-64d. Grain to London by steam quoted at 6 1/4@6 5/8d.; do. to Glasgow by steam 5 1/4d.; do. to Hull by steam 6d.; do. to Antwerp by steam 4 1/2d.; do. to Marseilles by steam 4s. 3d. per qr. Refined petroleum to London or Liverpool 2s. 10 1/2d. Grain to Cork for orders 5s. per qr.

COTTON.

FRIDAY, P. M., March 2, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (March 2) the total receipts have reached 135,321 bales, against 134,448 bales last week, 146,130 bales the previous week and 165,868 bales three weeks since; making the total receipts since the 1st of September, 1882, 4,901,714 bales, against 4,058,488 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 843,226 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston....	2,415	3,231	2,199	5,069	3,030	2,140	18,134
Indianola, &c.	.....	.....	.....	.....	.....	106	106
New Orleans...	4,502	14,626	11,001	5,735	2,726	6,826	46,610
Mobile.....	765	1,130	123	273	251	722	3,264
Florida.....	.....	.....	.....	102	.....	169	361
Savannah....	2,567	3,149	2,304	1,428	1,726	2,243	13,417
Brunsw'k, &c.	.....	.....	.....	.....	.....	.....	.....
Charleston....	1,610	3,217	1,590	1,413	1,759	2,146	11,705
Pt. Royal, &c.	.....	.....	.....	289	.....	1,690	1,978
Wilmington...	419	494	232	224	408	334	2,110
Moreh'd C., &c.	.....	.....	.....	.....	.....	250	250
Norfolk.....	3,319	3,652	3,897	3,450	3,886	3,897	22,111
West Point, &c.	.....	.....	.....	3,312	.....	2,600	5,912
New York.....	375	201	135	351	152	125	1,339
Boston.....	1,449	490	902	1,129	311	730	5,011
Baltimore....	.....	.....	.....	.....	.....	200	200
Philadelp'a, &c.	691	472	591	611	239	60	2,714
Totals this week	18,471	30,692	23,867	23,475	14,589	21,248	135,321

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

Receipts to March 2.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston....	18,134	671,675	4,466	373,852	72,271	52,228
Indianola, &c.	106	15,433	77	13,118	.....	.....
New Orleans...	46,619	1,347,203	13,254	1,072,119	334,956	353,914
Mobile.....	3,264	286,710	2,638	230,958	40,445	31,121
Florida.....	361	14,278	368	26,607	.....	37
Savannah....	13,417	712,931	7,240	660,869	79,496	68,155
Brunsw'k, &c.	.....	5,508	.....	6,964	.....	.....
Charleston....	11,795	506,451	4,762	418,113	65,703	49,633
Pt. Royal, &c.	1,978	20,580	91	21,632	4,126	3,779
Wilmington...	2,110	116,793	1,472	126,176	13,563	6,925
Moreh'd C., &c.	250	17,267	299	25,103	.....	.....
Norfolk.....	22,111	664,390	8,430	521,267	82,535	45,084
West Point, &c.	5,912	192,558	1,308	170,826	.....	.....
New York.....	1,339	109,707	3,099	133,875	184,055	339,616
Boston.....	5,011	126,831	3,900	161,442	5,135	10,827
Baltimore....	200	36,857	.....	13,956	32,601	37,095
Philadelp'a, &c.	2,714	56,549	570	51,611	12,937	14,565
Total.....	135,321	4,901,714	51,980	4,058,488	926,973	1,013,234

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

Receipts at—	1883	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	18,240	4,543	16,492	6,485	8,292	7,390
New Orleans...	46,619	13,254	50,305	33,623	36,346	41,335
Mobile.....	3,264	2,638	8,321	3,469	6,148	7,820
Savannah....	13,417	7,246	17,390	7,279	4,691	9,421
Charl'st'n, &c.	13,773	4,353	10,816	4,226	4,413	6,218
Wilm'n'g't'n, &c.	2,360	1,771	2,207	906	1,279	1,121
Norfolk, &c.	23,023	9,738	17,631	8,013	10,729	8,740
All others....	9,625	7,937	10,766	14,150	11,336	8,877
Total this w'k.	135,321	51,980	133,931	73,451	83,266	93,617

Since Sept. 1, 4,901,714 4,058,488 4,670,083 4,280,271 3,919,830 3,670,001

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

The exports for the week ending this evening reach a total of 126,675 bales, of which 52,417 were to Great Britain, 11,947 to France and 62,311 to the rest of the Continent, while the stocks as made up this evening are now 926,973 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Mar. 2.				From Sept. 1, 1882, to Mar. 2, 1883.			
	Great Brit'n.	France	Conti-nent.	Total Week.	Great Britain.	France	Conti-nent.	Total.
Galveston....	7,825	.....	11,998	10,323	251,185	51,977	115,892	399,051
New Orleans...	15,310	9,206	27,506	52,022	591,017	207,409	293,513	1,055,929
Mobile.....	3,750	.....	.....	3,750	21,243	5,423	.....	26,665
Florida.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah....	2,450	.....	7,935	9,085	91,380	25,868	205,983	323,033
Charleston....	2,298	.....	13,931	15,401	103,557	24,775	158,889	288,221
Wilmington...	1,188	.....	.....	1,188	40,966	.....	1,500	48,466
Norfolk.....	7,975	.....	.....	7,975	316,646	.....	10,249	326,877
New York....	8,095	1,111	2,011	12,137	335,654	92,102	111,279	459,035
Boston.....	2,143	.....	.....	2,143	101,600	.....	343	103,093
Baltimore....	528	1,633	.....	2,153	111,666	5,410	84,307	149,602
Philadelp'a, &c.	.....	.....	.....	.....	53,185	.....	1,658	54,843
Total.....	52,417	11,947	62,311	126,675	2,021,379	320,758	918,029	3,260,166
Total 1881-82	62,178	1,637	44,747	108,562	1,514,491	247,565	587,070	2,349,126

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

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.

MAR. 2, AT—	On Shipboard, not cleared—for					Leaving Block.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans....	27,432	12,600	39,933	1,049	81,064	252,802
Mobile.....	3,500	2,500	1,200	2,100	9,300	31,145
Charleston....	9,486	None.	4,100	2,034	15,640	60,063
Savannah....	3,209	None.	10,100	3,100	25,400	54,686
Galveston....	20,957	1,433	10,259	683	33,332	38,939
Norfolk.....	20,757	None.	2,407	2,232	25,396	67,139
New York....	3,750	None.	1,000	None.	4,750	170,305
Other ports....	3,000	None.	1,000	None.	4,000	63,522
Total 1883	92,082	16,533	70,049	11,218	199,882	728,091
Total 1882.....	87,737	10,255	37,976	4,343	140,311	872,973
Total 1881.....	97,584	24,427	60,606	15,188	197,805	662,787

The speculation in cotton for future delivery has been fairly active the past week, but prices steadily gave way down to the opening of Wednesday's business, when an advance set in, which continued with some vigor down to the close of Thursday; the recovery from the lowest figures amounted to 10 @ 12 points for this crop and 5 @ 7 for the next. The removal of all danger of a serious overflow of the Mississippi River, large receipts at the Southern ports and interior towns and better weather at the South for field work quite discouraged operators for the rise, and many of them sold out early in the week. The improvement afterwards was due to a demand to cover contracts, stimulated (on Thursday) by somewhat stronger advices from Liverpool. But to-day there was a sharp decline again. Liverpool made no response to the advance here, and Manchester reported a weak market for yarns. Of course these advices were very disappointing and caused some pressure to realize. Cotton on the spot was unchanged till yesterday, when the high grades advanced $\frac{1}{8}$ ¢. To-day the market was quiet, middling uplands closing at 10 3-16¢.

The total sales for forward delivery for the week are 477,000 bales. For immediate delivery the total sales foot up this week 3,560 bales, including — for export, 2,346 for consumption, 214 for speculation and 1,000 in transit. Of the above, 500 bales were to arrive. The following are the official quotations for each day of the past week.

Feb. 24 to March 2.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. P. B.	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Strict Ord.	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Good Ord.	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$
Str. G'd Ord.	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Low Midd'g.	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Str. L'w Mid	10	10	10	10	10	10	10	10	10
Middling...	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Good Mid.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Str. G'd Mid	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Midd'g Fair	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$
Fair.....	12	12	12	12	12	12	12	12	12
	STAINED.								
	Wed.	Th.	Fri.	Wed.	Th.	Fri.	Wed.	Th.	Fri.
Ordin'y. P. B.	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Strict Ord.	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Good Ord.	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$
Str. G'd Ord.	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Low Midd'g.	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Str. L'w Mid	10	10	10	10	10	10	10	10	10
Middling...	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Good Mid.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Str. G'd Mid	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Midd'g Fair	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$	11 $\frac{1}{4}$
Fair.....	12	12	12	12	12	12	12	12	12
	STAINED.								
	Sat.	Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Mon.	Tues.
Good Ordinary..... P. B.	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Strict Good Ordinary.....	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Low Middling.....	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$
Middling.....	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add

At the interior towns the movement—that is the receipt's for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

TOWNS.	Movement to March 2, 1883.			Movement to March 3, 1882.		
	Receipts.	Shipments.	Stock week.	Receipts.	Shipments.	Stock week.
Augusta, Ga.	3,788	192,818	5,482	21,133	1,264	151,338
Columbus, Ga.	1,389	99,996	1,186	9,882	1,61	97,816
Mercon, Ga.	604	54,768	609	6,882	1,61	57,776
Montgomery, Ala.	1,133	125,157	1,791	8,674	1,61	91,778
Seale, Ala.	815	98,914	554	8,740	1,61	70,343
Memphis, Tenn.	9,831	428,875	15,213	7,764	2,811	303,263
Nashville, Tenn.	1,504	39,461	1,203	7,177	405	6,062
Dallas, Tex.	1,409	35,323	1,262	1,612	25	24,513
Jefferson, Tex.	1,00	83,107	1,25	75	50	12,675
Shreveport, La.	2,968	83,622	2,567	8,328	333	57,750
Vicksburg, Miss.	4,824	99,685	5,618	7,641	2,710	128,174
Columbus, Miss.	289	36,262	1,981	2,072	331	26,845
Eufrata, Ala.	250	40,637	435	1,705	186	46,037
Griffin, Ga.	200	25,040	192	1,200	169	30,585
Rome, Ga.	2,177	129,932	2,969	21,865	1,139	115,296
Atlanta, Ga.	1,764	76,642	4,497	10,622	2,279	76,652
Charlotte, N. C.	1,430	42,400	1,730	1,000	829	24,185
St. Louis, Mo.	11,317	367,952	11,363	59,070	3,398	323,441
Chincinnati, O.	5,880	256,446	6,620	11,602	4,569	281,659
Total, old towns	50,656	2,222,510	64,402	273,191	20,281	1,969,736
Newberry, S. C.	330	20,147	320	206	100	13,843
Raleigh, N. C.	1,073	41,800	1,249	2,516	1482	49,393
Leesville, Va.	1,021	20,202	734	3,074	236	23,871
Louisville, Ky.	660	27,101	745	5,514	590	23,769
Little Rock, Ark.	887	44,357	768	3,300	167	25,460
Brenham, Tex.	303	29,946	217	1,883	37	21,033
Houston, Tex.	9,114	623,607	8,766	12,702	3,432	364,366
Total, new towns	13,408	807,160	12,699	29,226	6,085	520,758
Total all	64,064	3,029,670	77,101	308,417	26,366	2,490,494

This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 13,716 bales, and are to-night 29,234 bales less than at the same period last year. The receipts at the same towns have been 30,405 bales more than the same week last year, and since September 1 the receipts at all the towns are 539,176 bales more than for the same time in 1881-2.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (March 2), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	965,000	731,000	711,000	521,000
Stock at London.....bales.	77,700	56,000	44,700	27,346
Total Great Britain stock	1,042,700	787,000	755,700	548,346
Stock at Hamburg.....bales.	3,200	2,200	4,200	3,200
Stock at Bremen.....bales.	33,600	39,300	29,400	16,133
Stock at Amsterdam.....bales.	21,000	20,600	33,000	30,032
Stock at Rotterdam.....bales.	2,400	412	1,083	2,392
Stock at Antwerp.....bales.	800	1,100	834	420
Stock at Havre.....bales.	149,000	152,000	125,000	54,430
Stock at Marseilles.....bales.	3,100	3,750	5,000	1,132
Stock at Barcelona.....bales.	61,000	43,000	28,300	28,747
Stock at Genoa.....bales.	9,200	4,500	3,000	800
Stock at Trieste.....bales.	4,200	4,418	3,910	758
Total continental stocks...	292,500	271,580	234,774	133,124
Total European stocks...	1,335,200	1,058,580	990,474	686,470
India cotton afloat for Europe.	175,000	304,000	163,000	130,117
Amer'n cotton afloat for Europe	446,000	381,000	626,000	542,039
Egypt, Brazil, &c. afloat for Europe	40,000	47,000	23,000	35,280
Stock in United States ports	926,973	1,013,284	800,652	922,384
Stock in U. S. interior towns.	279,191	308,425	288,546	303,279
United States exports to-day.	32,600	10,200	24,000	3,000
Total visible supply.....	3,231,964	3,122,489	2,975,672	2,622,569

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

	1883.	1882.	1881.	1880.
Liverpool stock.....bales.	704,000	527,000	537,000	336,000
Continental stocks.....bales.	193,000	174,000	150,000	132,000
American afloat for Europe.....bales.	446,000	381,000	626,000	542,039
United States stock.....bales.	926,973	1,013,284	800,652	922,384
United States interior stocks.....bales.	279,191	308,425	288,546	303,279
United States exports to-day.....bales.	32,600	10,200	24,000	3,000
Total American.....bales.	2,586,764	2,413,909	2,516,193	2,288,702

East India, Brazil, &c.—

	1883.	1882.	1881.	1880.
Liverpool stock.....bales.	261,000	204,000	174,000	135,000
London stock.....bales.	77,700	56,000	44,700	27,346
Continental stocks.....bales.	94,500	97,580	54,774	6,124
India afloat for Europe.....bales.	175,000	304,000	163,000	130,117
Egypt, Brazil, &c. afloat.....bales.	40,000	47,000	23,000	35,280
Total East India, &c.....bales.	643,200	708,580	450,474	333,867
Total American.....bales.	2,586,764	2,413,909	2,516,193	2,288,702

Total visible supply.....3,231,964 3,122,489 2,975,672 2,622,569
Price Mid. Up. Liverpool 59 1/2d. 63 1/2d. 63 1/2d. 73 1/2d.

The imports into Continental ports this week have been 59,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 112,475 bales as compared with the same date of 1882.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market Prices and Sales of FUTURES.	Range and Total Sales.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.
Saturday, Feb. 24— Sales total..... Prices paid (range)..... Closing.....	Dull. 46,000 10-18@10-19 Dull.	Aver. 10-19 Aver. 10-20 Aver. 10-20@10-22 10-23@10-21	Aver. 10-20 Aver. 10-20@10-22 Aver. 10-23@10-21 10-24@10-21	Aver. 10-24 Aver. 10-24@10-26 Aver. 10-27@10-24 10-28@10-24	Aver. 10-27 Aver. 10-27@10-29 Aver. 10-30@10-27 10-31@10-27	Aver. 10-31 Aver. 10-31@10-33 Aver. 10-34@10-31 10-35@10-31	Aver. 10-35 Aver. 10-35@10-37 Aver. 10-38@10-35 10-39@10-35	Aver. 10-39 Aver. 10-39@10-41 Aver. 10-42@10-39 10-43@10-39	Aver. 10-43 Aver. 10-43@10-45 Aver. 10-46@10-43 10-47@10-43	Aver. 10-47 Aver. 10-47@10-49 Aver. 10-50@10-47 10-51@10-47	Aver. 10-51 Aver. 10-51@10-53 Aver. 10-54@10-51 10-55@10-51	Aver. 10-55 Aver. 10-55@10-57 Aver. 10-58@10-55 10-59@10-55	Aver. 10-59 Aver. 10-59@10-61 Aver. 10-62@10-59 10-63@10-59
Monday, Feb. 26— Sales total..... Prices paid (range)..... Closing.....	Weak. 76,000 10-14@10-18 Lower.	Aver. 10-17 Aver. 10-17@10-18 Aver. 10-18@10-17 10-19@10-17	Aver. 10-18 Aver. 10-18@10-19 Aver. 10-19@10-18 10-20@10-18	Aver. 10-19 Aver. 10-19@10-20 Aver. 10-21@10-19 10-22@10-19	Aver. 10-20 Aver. 10-20@10-21 Aver. 10-22@10-20 10-23@10-20	Aver. 10-21 Aver. 10-21@10-22 Aver. 10-23@10-21 10-24@10-21	Aver. 10-22 Aver. 10-22@10-23 Aver. 10-24@10-22 10-25@10-22	Aver. 10-23 Aver. 10-23@10-24 Aver. 10-25@10-23 10-26@10-23	Aver. 10-24 Aver. 10-24@10-25 Aver. 10-26@10-24 10-27@10-24	Aver. 10-25 Aver. 10-25@10-26 Aver. 10-27@10-25 10-28@10-25	Aver. 10-26 Aver. 10-26@10-27 Aver. 10-28@10-26 10-29@10-26	Aver. 10-27 Aver. 10-27@10-28 Aver. 10-29@10-27 10-30@10-27	Aver. 10-28 Aver. 10-28@10-29 Aver. 10-30@10-28 10-31@10-28
Tuesday, Feb. 27— Sales total..... Prices paid (range)..... Closing.....	Unsettled. 98,000 10-11@10-15 Steady.	Aver. 10-15 Aver. 10-15@10-16 Aver. 10-16@10-15 10-17@10-15	Aver. 10-16 Aver. 10-16@10-17 Aver. 10-17@10-16 10-18@10-16	Aver. 10-17 Aver. 10-17@10-18 Aver. 10-18@10-17 10-19@10-17	Aver. 10-18 Aver. 10-18@10-19 Aver. 10-19@10-18 10-20@10-18	Aver. 10-19 Aver. 10-19@10-20 Aver. 10-21@10-19 10-22@10-19	Aver. 10-20 Aver. 10-20@10-21 Aver. 10-22@10-20 10-23@10-20	Aver. 10-21 Aver. 10-21@10-22 Aver. 10-23@10-21 10-24@10-21	Aver. 10-22 Aver. 10-22@10-23 Aver. 10-24@10-22 10-25@10-22	Aver. 10-23 Aver. 10-23@10-24 Aver. 10-25@10-23 10-26@10-23	Aver. 10-24 Aver. 10-24@10-25 Aver. 10-26@10-24 10-27@10-24	Aver. 10-25 Aver. 10-25@10-26 Aver. 10-27@10-25 10-28@10-25	Aver. 10-26 Aver. 10-26@10-27 Aver. 10-28@10-26 10-29@10-26
Wednesday, Feb. 28— Sales total..... Prices paid (range)..... Closing.....	Variable. 73,500 10-10@10-12 Finner.	Aver. 10-16 Aver. 10-16@10-17 Aver. 10-17@10-16 10-18@10-16	Aver. 10-17 Aver. 10-17@10-18 Aver. 10-18@10-17 10-19@10-17	Aver. 10-18 Aver. 10-18@10-19 Aver. 10-19@10-18 10-20@10-18	Aver. 10-19 Aver. 10-19@10-20 Aver. 10-21@10-19 10-22@10-19	Aver. 10-20 Aver. 10-20@10-21 Aver. 10-22@10-20 10-23@10-20	Aver. 10-21 Aver. 10-21@10-22 Aver. 10-23@10-21 10-24@10-21	Aver. 10-22 Aver. 10-22@10-23 Aver. 10-24@10-22 10-25@10-22	Aver. 10-23 Aver. 10-23@10-24 Aver. 10-25@10-23 10-26@10-23	Aver. 10-24 Aver. 10-24@10-25 Aver. 10-26@10-24 10-27@10-24	Aver. 10-25 Aver. 10-25@10-26 Aver. 10-27@10-25 10-28@10-25	Aver. 10-26 Aver. 10-26@10-27 Aver. 10-28@10-26 10-29@10-26	Aver. 10-27 Aver. 10-27@10-28 Aver. 10-29@10-27 10-30@10-27
Thursday, Feb. 1— Sales total..... Prices paid (range)..... Closing.....	Finner. 93,800 10-11@10-18 Queer.	Aver. 10-18 Aver. 10-18@10-19 Aver. 10-19@10-18 10-20@10-18	Aver. 10-19 Aver. 10-19@10-20 Aver. 10-20@10-19 10-21@10-19	Aver. 10-20 Aver. 10-20@10-21 Aver. 10-21@10-20 10-22@10-20	Aver. 10-21 Aver. 10-21@10-22 Aver. 10-23@10-21 10-24@10-21	Aver. 10-22 Aver. 10-22@10-23 Aver. 10-24@10-22 10-25@10-22	Aver. 10-23 Aver. 10-23@10-24 Aver. 10-25@10-23 10-26@10-23	Aver. 10-24 Aver. 10-24@10-25 Aver. 10-26@10-24 10-27@10-24	Aver. 10-25 Aver. 10-25@10-26 Aver. 10-27@10-25 10-28@10-25	Aver. 10-26 Aver. 10-26@10-27 Aver. 10-28@10-26 10-29@10-26	Aver. 10-27 Aver. 10-27@10-28 Aver. 10-29@10-27 10-30@10-27	Aver. 10-28 Aver. 10-28@10-29 Aver. 10-30@10-28 10-31@10-28	Aver. 10-29 Aver. 10-29@10-30 Aver. 10-31@10-29 10-32@10-29
Friday, Feb. 2— Sales total..... Prices paid (range)..... Closing.....	Lower. 85,500 10-09@10-13 Easy.	Aver. 10-17 Aver. 10-17@10-18 Aver. 10-18@10-17 10-19@10-17	Aver. 10-18 Aver. 10-18@10-19 Aver. 10-19@10-18 10-20@10-18	Aver. 10-19 Aver. 10-19@10-20 Aver. 10-20@10-19 10-21@10-19	Aver. 10-20 Aver. 10-20@10-21 Aver. 10-21@10-20 10-22@10-20	Aver. 10-21 Aver. 10-21@10-22 Aver. 10-23@10-21 10-24@10-21	Aver. 10-22 Aver. 10-22@10-23 Aver. 10-24@10-22 10-25@10-22	Aver. 10-23 Aver. 10-23@10-24 Aver. 10-25@10-23 10-26@10-23	Aver. 10-24 Aver. 10-24@10-25 Aver. 10-26@10-24 10-27@10-24	Aver. 10-25 Aver. 10-25@10-26 Aver. 10-27@10-25 10-28@10-25	Aver. 10-26 Aver. 10-26@10-27 Aver. 10-28@10-26 10-29@10-26	Aver. 10-27 Aver. 10-27@10-28 Aver. 10-29@10-27 10-30@10-27	Aver. 10-28 Aver. 10-28@10-29 Aver. 10-30@10-28 10-31@10-28
Total sales this week.	477,000	1,600	53,700	59,500	125,300	99,100	52,200	68,700	400	7,000	9,000	.....	.....
Average price, week.	13,800.700	10-17	10-20	10-29	10-38	10-36	10-39	10-41	10-51	10-22	10-13	.....	.....
Bales since Sept. 1, 1882.	13,800.700	1,300,200	1,321,200	1,433,000	1,770,100	1,078,800	459,100	521,400	4,200	23,500	39,700	.....	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 815,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200.

The following exchanges have been made during the week.

18 pd. to exch. 1,900 Nov. for Apr.	10 pd. to exch. 400 Mar. for April.
67 pd. to exch. 200 Mar. for Aug.	27 pd. to exch. 800 April for June.
28 pd. to exch. 500 Mar. for May.	13 pd. to exch. 600 April for May.
42 pd. to exch. 1,000 Mar. for June.	10 pd. to exch. 500 Mar. for April.
27 pd. to exch. 500 Mar. for May.	23 pd. to exch. 500 Mar. for May.
13 pd. to exch. 900 Mar. for April.	49 pd. to exch. 1,100 Mar. for July.
13 pd. to exch. 500 Mar. for April.	01 pd. to exch. 300 Mar. a. n. 1st.
18 pd. to exch. 600 Nov. for April.	for regular.
17 pd. to exch. 600 Nov. for April.	51 pd. to exch. 300 April for Aug.
42 pd. to exch. 300 Mar. for June.	38 pd. to exch. 200 May for Aug.
14 pd. to exch. 100 Apr. for May.	36 pd. to exch. 100 Mar. for June.
53 pd. to exch. 500 Apr. for Aug.	60 pd. to exch. 300 Mar. for Aug.
23 pd. to exch. 100 April for June.	13 pd. to exch. 200 April for July.
41 pd. to exch. 800 Mar. for June.	40 pd. to exch. 300 April for July.
40 pd. to exch. 2,100 Mar. for June.	25 pd. to exch. 900 June for Aug.
14 pd. to exch. 200 April for May.	12 pd. to exch. 100 April for May.
11 pd. to exch. 100 Mar. for April.	12 pd. to exch. 300 April for May.
14 pd. to exch. 200 May for June.	03 pd. to exch. 200 Mar. for April.

an increase of 259,292 bales as compared with the corresponding date of 1881 and an increase of 612,395 bales as compared with 1880.

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

Week ending March 2.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
New Orleans....	9 1 1/8	9 1 1/8	9 3/4	9 3/4	9 3/4	9 3/4
Mobile....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Havana....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Charleston....	10	10	10	10	10	10
Wilmington....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Norfolk....	9 3/4	9 1 1/8	9 1 1/8	9 3/4	9 3/4	9 3/4
Boston....	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Baltimore....	10 3/4	10	10 3/4	10 3/4	10 3/4	10 3/4
Philadelphia....	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Augusta....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Memphis....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
St. Louis....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Cincinnati....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Louisville....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4

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

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82	'82-'83.	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82	'82-'83.
Dec. 15.....	278,490	211,576	302,915	338,852	417,536	290,598	272,319	211,515	270,167
" 22.....	237,989	260,883	253,170	353,487	457,024	336,593	254,635	218,348	295,685
" 29.....	107,435	200,624	251,723	338,025	408,500	319,655	205,973	210,180	294,705
Jan. 5.....	110,735	152,420	234,967	337,634	478,859	338,647	55,374	139,505	228,799
" 12.....	120,004	114,849	175,832	304,550	435,050	380,245	101,490	96,759	171,983
" 19.....	138,879	99,400	150,300	300,202	410,048	367,067	138,501	83,683	133,100
" 26.....	125,070	92,091	139,400	308,321	400,680	350,749	122,120	71,021	119,182
Feb. 2.....	147,129	95,057	171,818	317,866	400,010	347,523	158,874	84,000	108,900
" 9.....	139,723	87,779	165,868	313,837	380,529	343,584	149,694	77,288	101,929
" 16.....	149,539	72,631	146,190	318,559	373,454	326,796	145,252	93,957	129,542
" 23.....	133,850	60,180	134,448	317,588	362,450	321,424	148,897	50,180	119,078
Mch. 2.....	133,031	51,850	135,821	322,458	344,072	308,417	133,801	52,822	122,814

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,193,646 bales; in 1881-82 were 4,356,135 bales; in 1880-81 were 4,953,706 bales.

2. That, although the receipts at the out-ports the past week were 135,331 bales, the actual movement from plantations was only 122,814 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 32,623 bales and for 1881 they were 133,801 bales.

AMOUNT OF COTTON IN SIGHT MARCH 2.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to March 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Mch. 2.	4,901,714	4,058,488	4,670,086	4,280,271
Interior stocks on March 2 in excess of September 1.....	291,932	297,047	293,620	310,213
Tot. receipts from plant'ns	5,193,646	4,356,135	4,953,706	4,590,489
Net overland to March 1.....	528,556	353,355	415,047	445,723
Southern consumpt'n to Mch. 1	200,000	155,000	150,000	120,000
Total in sight March 2.....	5,920,202	4,864,490	5,503,753	5,156,212

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,055,712 bales, as compared with 1880-81 is 416,449 bales and with 1879-80, 763,990 bales.

WEATHER REPORTS BY TELEGRAPH.—In general the weather has been fairly favorable at the South during the week. There has been considerable improvement in the conditions in Texas, and some farm work is being done.

Galveston, Texas.—We have had showers on three days of the week, the rainfall reaching twenty-two hundredths of an inch. In the State generally the weather has been more favorable this week, and crop preparations are progressing. Average thermometer 59, highest 70 and lowest 48. During the month of February the rainfall reached two inches and eight hundredths.

Indianola, Texas.—It has not rained during the week. Work is progressing. The thermometer has ranged from 48 to 72, averaging 60. Rainfall for the month of February, ninety-four hundredths of an inch.

Dallas, Texas.—It has rained tremendously on one day of the week, the rainfall reaching two inches and one hundredth. Roads are impassable and work is suspended. The thermometer has averaged 54, ranging from 34 to 74. The rainfall during February was three inches and forty-four hundredths.

Brenham, Texas.—We have had a shower on one day of the week, the rainfall reaching seventy-five hundredths of an inch. Work is being done on sandy lands, but the bottoms and black lands are still too wet. The thermometer has aver-

aged 50, the highest being 73 and the lowest 34. During the month of February the rainfall reached two inches and thirty-two hundredths.

Palestine, Texas.—It has been showery on two days of the week, the rainfall reaching forty-two hundredths of an inch. The ground is still too wet for satisfactory work. The thermometer has ranged from 38 to 73, averaging 50. Rainfall for the month of February three inches and eighty-three hundredths.

Huntsville, Texas.—We have had showers on two days of the week, the rainfall reaching fifty hundredths of an inch. Plowing is progressing on sandy lands and uplands. Average thermometer 50, highest 75 and lowest 36.

Weatherford, Texas.—It has rained heavily on one day of the week, the rainfall reaching two inches. No work is doing. The thermometer has averaged 54, ranging from 34 to 74. Rainfall for the month of February, three inches and forty-five hundredths.

Belton, Texas.—We have had no rain during the week, and plowing is making good progress. The thermometer has ranged from 26 to 70, averaging 51. During the month of February the rainfall reached one inch.

Luling, Texas.—We have had no rain during the week, and work is proceeding favorably. The thermometer has averaged 58, the highest being 80 and the lowest 23. Rainfall for the month of February, twenty-five hundredths of an inch.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching sixty-seven hundredths of an inch. The thermometer has averaged 60.

Shreveport, Louisiana.—We had heavy rains during the early part of the week, but latterly there has been fine clear weather. The rainfall reached two inches. The thermometer has ranged from 39 to 72.

Vicksburg, Mississippi.—It has rained on one day of the week. The days have been warm, but the nights have been cold.

Columbus, Mississippi.—We have had no rain during the week. During the month of February we had rain on ten days, and the rainfall reached four inches and seventy-seven hundredths.

Little Rock, Arkansas.—It has been cloudy, with rain on one day of the week, and the remainder of the week has been clear. The rainfall reached two inches. Average thermometer 48, highest 68 and lowest 32. During the month of February we had rain on ten days and sleet and snow on two days, and the rainfall reached six inches and forty-five hundredths. The thermometer averaged 48, and ranged from 17 to 70.

Memphis, Tennessee.—We had rain on two days during the early part of the week, and the latter portion of the week has been clear and pleasant. The rainfall reached one inch and twenty-five hundredths. The river is slowly declining at this point, after having been nineteen inches over the danger line and within six inches of the extreme high water mark. The thermometer has ranged from 31 to 68, averaging 50. We had rain, snow and sleet on twenty days during February, and the rainfall reached seven inches and ninety-nine hundredths.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching ninety-six hundredths of an inch. Average thermometer 49, highest 69 and lowest 26.

Mobile, Alabama.—It rained severely on one day during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached two inches and thirty-nine hundredths. The thermometer has averaged 54, the highest being 70 and the lowest 36. During the month of February the rainfall reached three inches and sixty-three hundredths.

Montgomery, Alabama.—It was showery on three days the early part of the week, and the latter portion has been clear and pleasant, but cold at night. The rainfall reached seventy-eight hundredths of an inch. We have had frost, but not killing frost, on two nights of the week. The thermometer has ranged from 32 to 69, averaging 45. Rainfall for the month of February two inches.

Selma, Alabama.—We have had rain on one day, and the remainder of the week has been pleasant. The rainfall reached seventy hundredths of an inch. Average thermometer 48, highest 64 and lowest 29.

Madison, Florida.—The weather has been cold and dry all the week; it has been too cold. We have had rain, but not enough to do much good. We have had killing frost but no serious damage has been done. Planting is making good progress. The thermometer has ranged from 42 to 74, averaging 55.

Macon, Georgia.—It has rained severely on two days of the week. The weather has been too cold, but as the week closes there is a favorable change. Average thermometer 44, highest 65 and lowest 30.

Columbus, Georgia.—It has rained on one day of the week, the rainfall reaching two inches. The thermometer has averaged 54, the highest being 70 and the lowest 40. Rainfall for the month of February two inches and seventy hundredths.

Savannah, Georgia.—We have had rain on one day of the week, and the remainder of the week has been pleasant. The rainfall reached twenty hundredths of an inch. The thermometer has averaged 50, ranging from 41 to 72.

Augusta, Georgia.—The weather has been clear and pleasant, with light rain on two days of the week. The rainfall reached ninety-one hundredths of an inch. Cotton continues to come in freely. Average thermometer 50, highest 67 and lowest 37. During the month of February the rainfall reached one inch and forty-nine hundredths.

Atlanta, Georgia.—We have had rain on two days of the week, the rainfall reaching seventy-five hundredths of an inch. The thermometer has averaged 46, the highest being 65 and the lowest 28.

Charleston, South Carolina.—It has rained on one day of the week, the rainfall reaching thirty-six hundredths of an inch. The thermometer has ranged from 39 to 69, averaging 52.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock March 1, 1883, and March 2, 1882.

	Mch. 1, '83.		Mch. 2, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Below high-water mark	2	11	1
Memphis.....	Above low-water mark.	35	6	35
Nashville.....	Above low-water mark.	16	4	19
Shreveport.....	Above low-water mark.	21	3	30
Vicksburg.....	Above low-water mark.	42	3	44

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to March 1.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	18,000	58,000	76,000	81,000	158,000	242,000	08,000	100,000
1882	41,000	38,000	79,000	196,000	112,000	308,000	50,000	394,000
1881	15,000	29,000	44,000	55,000	98,000	153,000	34,000	238,000
1880	.....	16,000	16,000	47,000	83,000	130,000	10,000	230,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 18,000 bales, and a decrease in shipments of 8,000 bales, and the shipments since January 1 show a decrease of 66,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	1,000	.....	1,000	39,000	8,000	47,000
1882.....	6,400	1,600	8,000	52,900	20,300	73,200
Madras—						
1883.....	.....	.....	.....	4,000	800	4,800
1882.....	600	.....	600	4,100	2,000	6,100
All others—						
1883.....	.....	.....	.....	4,000	2,000	6,000
1882.....	.....	.....	.....	8,100	4,300	12,400
Total all—						
1883.....	1,000	.....	1,000	47,000	10,800	57,800
1882.....	7,000	1,600	8,600	65,100	26,600	91,700

The above totals for the week show that the movement from the ports other than Bombay is 7,600 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	76,000	242,000	79,000	308,000	44,000	153,000
All other ports.	1,000	57,800	8,600	91,700	16,300	114,800
Total.....	77,000	299,800	87,600	399,700	60,300	267,800

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, March 1.		1882-83.		1881-82.		1880-81.	
Receipts (cantars)*—		This week.		This week.		This week.	
This week.....		29,000		32,000		65,000	
Since Sept. 1.....		2,150,000		2,649,000		2,555,000	
Exports (bales)—		This week.		This week.		This week.	
To Liverpool.....		1,000		11,000		6,000	
To Continent.....		5,000		3,500		4,683	
Total Europe.....		6,000		14,500		10,683	

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending March 1 were 29,000 cantars and the shipments to all Europe were 6,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet with limited business,

the prices for twists being slightly reduced. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83.						1881-82.					
	32s Cop. Twist.		8½ lbs. Shirtings.		Cotton Mid. Uplds.		32s Cop. Twist.		8½ lbs. Shirtings.		Cotton Mid. Uplds.	
Dec. 29	81½	97½	6	1½	7½	5½	93½	10	6	6	8	61½
Jan. 5	83½	98½	6	1	7	5½	93½	10	6	6	8	61½
" 12	85½	99½	6	0	7	5½	93½	10	6	6	8	61½
" 19	85½	99½	6	0	7	5½	93½	10	6	6	8	61½
" 26	83½	97½	6	1	7	5½	93½	10	6	6	8	61½
Feb. 2	83½	97½	6	0	7	5½	93½	10	6	6	8	61½
" 9	83½	97½	6	0	7	5½	93½	10	6	6	8	61½
" 16	83½	97½	6	1	7	5½	93½	10	6	6	8	61½
" 23	85½	99½	6	1	7	5½	93½	10	6	6	8	61½
Mch. 2	85½	99½	6	1	7	5½	93½	10	6	6	8	61½

OVERLAND MOVEMENT, &c., TO MARCH 1.—In our editorial columns to-day will be found our regular statement of overland movement, receipts, exports, spinners' takings, &c., brought down to March 1st.

JUTE BUTTS, BAGGING, &c.—Bagging has been taken quite freely in small lots but round parcels are hard to move. Prices are not very steady, though holders still ask full rates and at the close the quotations are 7½c. for 1½ lbs., 8c. for 1¾ lbs., 9c. for standard grades. The manufacturers have formed a permanent organization for the protection of their mutual interests. Butts have arrived to some extent but most of the lots were reported as being placed previously. There is only a light inquiry for spot goods, and the market is about steady at 2c. for paper grades and 2¼c. for bagging qualities.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	930,584	853,195	968,318	888,492	689,284	578,533
Novemb'r	1,094,697	974,013	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January..	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,723	447,918	566,824	472,054
Total year	4,362,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Per cent of tot. port receipts Feb. 23.	85.45	78.28	84.28	86.27	81.95	

This statement shows that up to Feb. 23 the receipts at the ports this year were 829,357 bales more than in 1881-82 and 264,370 bales more than at the same time in 1880-81. By adding to the above totals to Feb. 23 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Jan. 31	4,267,300	3,741,549	4,025,800	3,768,011	3,269,740	3,089,246
Feb. 1....	21,924	12,592	22,962	8.	36,304	23,495
" 2....	30,723	11,049	18,073	22,580	8.	19,795
" 3....	20,977	22,348	21,769	20,354	23,729	8.
" 4....	8.	10,059	27,938	15,208	38,564	35,541
" 5....	35,832	8.	26,031	15,582	23,999	20,000
" 6....	28,636	16,697	8.	21,929	23,378	22,343
" 7....	18,808	14,970	20,763	11,239	25,634	16,633
" 8....	23,038	12,207	23,485	8.	24,175	22,808
" 9....	40,547	13,350	18,721	34,438	8.	15,100
" 10....	18,730	19,496	17,019	12,915	34,476	8.
" 11....	8.	10,622	27,674	18,057	19,174	26,965
" 12....	25,147	8.	29,638	17,632	22,370	23,264
" 13....	26,599	15,440	8.	25,523	21,043	20,075
" 14....	23,150	10,750	28,391	29,967	29,598	14,800
" 15....	21,200	9,617	10,070	8.	16,632	19,886
" 16....	31,304	9,389	18,579	23,239	8.	13,249
" 17....	17,131	16,183	20,037	18,058	33,559	8.
" 18....	8.	8,707	32,774	14,386	28,820	30,281
" 19....	27,754	8.	17,936	21,994	11,730	16,474
" 20....	20,859	12,725	8.	16,663	19,402	14,837
" 21....	17,739	13,626	26,277	20,960	24,159	14,650
" 22....	15,316	5,311	15,760	8.	13,298	20,245
" 23....	35,649	5,712	16,973	18,684	8.	14,219
" 24....	18,471	14,049	22,963	10,628	28,476	8.
" 25....	8.	6,652	39,540	16,954	20,278	23,306
" 26....	30,692	8.	25,645	21,964	11,408	12,421
" 27....	23,867	11,012	8.	13,803	16,646	13,396
" 28....	23,475	9,369	36,728	14,109	19,941	13,253
" 29....	.....	.....	.....	.....	.....	.....
Tot. Feb. 28	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Mch. 1....	14,588	6,519	20,473	16,279	10,547	17,754
" 2....	24,228	7,625	12,465	12,171	8.	9,868
Total.....	4,901,714	4,047,685	4,631,466	4,244,379	3,847,111	3,598,922
Percentage of total port rec'ts Mch. 2.	85.75	78.84	84.86	86.50	82.58	

This statement shows that the receipts since Sept. 1 up to to-night are now 851,039 bales more than they were to the same day of the month in 1882 and 270,248 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to March 2 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 12,137 bales, against 12,150 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.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	Feb. 8.	Feb. 15.	Feb. 22.	March 1.		
Liverpool.....	8,968	8,195	9,348	8,985	322,228	233,012
Other British ports.....					3,420	3,987
TOTAL TO GREAT BRITAIN	8,968	8,195	9,348	8,985	325,654	236,999
Havre.....	273	993		1,111	22,002	18,032
Other French ports.....					100	
TOTAL FRENCH	273	993		1,111	22,102	18,032
Bremen and Hanover....	1,096	700		1,050	31,814	28,059
Hamburg.....			1,136		24,589	13,615
Other ports.....	749	1,419	400	671	44,249	4,779
TOTAL TO NORTH EUROPE	1,845	2,119	2,736	1,721	103,652	46,453
Spain, Oporto, Gibraltar, &c.....				75	2,517	837
All other.....		100		320	3,110	200
TOTAL SPAIN, &c		100	75	320	7,627	1,037
GRAND TOTAL	11,086	11,409	12,159	12,137	459,035	301,521

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

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans.....	3,895	161,101		4,896				
Texas.....	4,735	129,214	3,669	15,889				
Savannah.....	4,777	180,210	1,303	58,152	242	12,341	1,750	72,392
Mobile.....								
Florida.....	192	3,999						
S. Carolina.....	4,171	138,222		596	715	8,336		16,867
N. Carolina.....	961	40,900					229	15,823
Virginia.....	6,760	173,225	2,980	48,814	620	36,270	2,505	86,863
North ptes.....			6,179	102,946				205
Tenn., &c.....	1,339	109,707	5,015	121,669	3,373	49,120	541	36,637
Foreign.....	205	2,126						
This year	26,977	943,774	19,113	353,252	4,959	5,025	223,807	
Last year	16,161	952,319	7,617	316,626	1,908	69,265	3,508	172,080

* 106,067

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 86,401 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.
NEW YORK —To Liverpool, per steamers Abyssinia, 105.....	
Celtic, 1,125.....City of Paris, 1,463.....Donati, 449.....	
England, 1,882.....Republic, 1,663.....Servia, 1,618.....per ship Blalgorrie, 700.....	8,985
To Havre, per steamers Amerique, 610.....Pereire, 501.....	1,111
To Bremen, per steamer Donau, 1,050.....	1,050
To Rotterdam, per steamer P. Caland, 100.....	100
To Antwerp, per steamers Jan Breydel, 171.....Nederland, 400.....	571
To Genoa, per steamer Archimede, 320.....	320
NEW ORLEANS —To Liverpool, per steamers Alava, 4,250.....	
Caribbean, 2,558.....Governor, 5,202.....Rita, 3,010.....	18,418
Statesman, 3,398.....	
To Havre, per steamers Deronda, 2,874.....Provincia, 2,193.....	8,791
per ship Little Southern, 3,719.....	
To Bremen, per bark Hampton Court, 3,440.....	3,440
To Antwerp, per steamer Monarch, 900.....	900
To Barcelona, per bark Galea, 500.....Pedro Gust, 400.....	900
MOBILE —To Liverpool, per bark G. S. Penry, 2,252.....	2,252
To Havre, per bark Assyria, 2,423.....	2,423
CHARLESTON —To Liverpool, per bark Wimmera, 3,040 Upland and 100 Sea Island.....	3,140
To Havre, per bark Crown Jewel, 2,230 Upland and 73 Sea Island.....	2,303
To Barcelona, per bark Hebe, 1,160 Upland.....Thia, 1,123 Upland.....per brig Frisquita, 552 Upland.....Jalme Millet, 735 Upland.....Joven Maria, 663 Upland.....	4,230
SAVANNAH —To Amsterdam, per steamer Norfolk, 5,700 Upland.....	5,700
To Uddervalle, Sweden, per bark Padel, 1,336 Upland.....	1,336
To Palma de Majorca, per bark Paquete de Vendrell, 34 Upland.....	34
TEXAS —To Havre, per bark Emma Parker, 1,371.....	1,371
To Bremen, per bark Lena, 1,450.....	1,450
To Oporto, per brig Mira, 1,008.....	1,006
To Vera Cruz, per steamer Whitney, 1,023.....	1,025
WILMINGTON —To Liverpool, per bark Aurorin, 2,087.....per brig Alaska, 1,800.....	3,887
BALTIMORE —To Liverpool, per steamers Circassian, 1,200.....	1,200
Vesta, 2,379.....	
To Bremen, per steamer Hermann, 2,500.....	2,500
BOSTON —To Liverpool, per steamers Illyrian, 2,560.....Iowa, 1,409.....Victory, 10.....	3,979
PHILADELPHIA —To Liverpool, per steamers British Prince, 1,600.....	1,600
Total	86,401

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

	Liverpool.	Havre.	Bremen.	Amsterdam.	Rotterdam.	Antwerp.	London.	Other.	Total.
New York.....	8,968	1,111	1,050	671					12,127
N. Orleans.....	19,118	8,791	3,110	900					32,119
Mobile.....	2,252	2,423							4,675
Charleston.....	3,110	2,303							5,413
Savannah.....				5,700	1,336				7,036
Texas.....		1,371	1,450						2,821
Wilmington.....	3,887								3,887
Baltimore.....	3,579		2,500						6,079
Boston.....	3,979								3,979
Philadelphia.....	1,600								1,600

Total... 45,910 15,993 9,140 7,271 1,336 5,104 1,006 86,401

Included in the above totals are, from New York to Genoa, 320 bales and Galveston to Vera Cruz, 1,023 bales.

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

GALVESTON —For Liverpool—Feb. 21—Barks Guiding Star, 1,175; Ole Boe, 2,503.
For Bremen—Feb. 23—Bark Pauline, 1,775....Feb. 21—Bark Mark Twain, 2,639.
For Cronstadt—Feb. 21—Bark Minerva, 1,600.
NEW ORLEANS —For Liverpool—Feb. 23—Steamers Mariner, 1,785; Tycho Bratte, 3,032...Feb. 26—Steamer Astoriano, 3,900....
Feb. 27—Steamers Commander and St. Bernard, 6,331.
For Havre—Feb. 26—Steamer Paris, 6,173; bark Elta Stewart, 2,733.
For Royal—Feb. 27—Bark Arabia,.....
For Cronstadt—Feb. 27—Bark Carmel,.....
For Barcelona—Feb. 23—Brig Buenaventura, 751....Feb. 26—Steamer Jose Baro, 1,439...Feb. 27—Steamer Ana de Sala,.....
For Vera Cruz—Feb. 24—Steamer City of Mexico, 1,260.
For Tuxpan—Feb. 24—Steamer City of Mexico, 1.
MOBILE —For Liverpool—Feb. 27—Bark Julia, 3,750.
SAVANNAH —For Liverpool—Feb. 28—Bark Minnie Gordon, 2,450.
For Ilango, Russia—Feb. 24—Bark Lorely, 2,000.
CHARLESTON —For Liverpool—Feb. 23—Bark Pannoma, 2,263.
For Bremen—Feb. 23—Bark Aftenfjernen, 1,575.
For Amsterdam—Feb. 24—Bark Formica, 1,350.
For Barcelona—Feb. 23—Brig Clara, 450.
WILMINGTON —For Liverpool—Feb. 23—Bark Hermann Friedrich, 1,188.
NORFOLK —For Liverpool—Feb. 27—Ship Servia, 3,000....Feb. 23—Ship Bertie Biglow, 2,140.
BOSTON —For Liverpool—Feb. 20—Steamer Atlas, 1,000....Feb. 27—Steamer Bulcarian, 1,143.
BALTIMORE —For Havre—Feb. 27—Steamer Alexander Bixio, 1,630.

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

MORRO CASTLE, (1,630 tons gross), Pennington, before reported, which took fire A. M. of February 21, while lying at her pier at Charleston, S. C. was not extinguished till the night of the 22d. Of the 1,227 bales of cotton on board at the time of the fire it was thought probable that 800 bales would be saved in a damaged condition.

NETO, steamer (Br.), from Galveston for Liverpool, before reported at Key West. 436 bales of derelict cotton from the Neto had been saved up to February 17. The steamer paid salvage money and expenses and sailed for destination February 23.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.....	11 ⁶⁴ @ ¹⁴	11 ⁶⁴ @ ¹⁴	11 ⁶⁴ @ ¹⁴	11 ⁶⁴ @ ¹⁴	11 ⁶⁴ @ ¹⁴	11 ⁶⁴ @ ¹⁴
Do sail.....	11 ⁶⁴ -15 ⁶⁴	11 ⁶⁴ -15 ⁶⁴	11 ⁶⁴ -15 ⁶⁴	11 ⁶⁴ -15 ⁶⁴	11 ⁶⁴ -15 ⁶⁴	11 ⁶⁴ -15 ⁶⁴
Havre, steam.....	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *	7 ¹⁶ *
Do sail.....						
Bremen, steam.....	17 ³² *	17 ³² *	17 ³² *	17 ³² *	17 ³² *	17 ³² *
Do sail.....						
Hamburg, steam d.....	4 ⁴ *	4 ⁴ *	4 ⁴ *	4 ⁴ *	4 ⁴ *	4 ⁴ *
Do sail.....						
Amst'dm, steam.....	4 ⁴ @ ³² *	4 ⁴ @ ³² *	4 ⁴ @ ³² *	4 ⁴ @ ³² *	4 ⁴ @ ³² *	4 ⁴ @ ³² *
Do sail.....						
Baltic, steam.....	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *	3 ⁸ *
Do sail.....						
Barcelona, steam.....	13 ¹⁶ @ ⁷⁶ *	13 ¹⁶ @ ⁷⁶ *	13 ¹⁶ @ ⁷⁶ *	13 ¹⁶ @ ⁷⁶ *	13 ¹⁶ @ ⁷⁶ *	13 ¹⁶ @ ⁷⁶ *
Genoa, steam.....	3 ⁴ *	3 ⁴ *	3 ⁴ *	3 ⁴ *	3 ⁴ *	3 ⁴ *

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Feb. 9.	Feb. 16.	Feb. 23.	Mar. 2.
Sales of the week.....bales.	72,000	53,000	44,500	41,500
Of which exporters took.....	9,000	9,400	5,700	4,600
Of which speculators took.....	9,800	6,100	3,100	1,870
Sales American.....	44,000	31,500	29,500	30,000
Actual export.....	5,500	10,000	7,500	7,800
Forwarded.....	33,000	30,000	26,000	31,500
Total stock—Estimated.....	862,000	848,000	960,000	965,000
Of which American—Estim'd.....	601,000	633,000	696,000	704,000
Total import of the week.....	103,000	102,000	143,000	79,000
Of which American.....	76,000	83,000	112,000	62,000
Amount afloat.....	340,000	351,000	286,000	293,000
Of which American.....	275,000	285,000	208,000	201,000

The tone of the Liverpool market for spots and futures each day of the week ending March 2, and the daily closing prices of spot cotton, have been as follows.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Spot.						
Market, 12:30 P.M.	Very dull.	Dull and easier.	Very dull.	Dull and easier.	Mod. Inq. freely supplied.	Easier.
Mid. Up'ds	5 ⁸	5 ⁸	5 ⁸	5 ⁸	5 ⁸	5 ⁸
Mid. Or'ins	5 ⁴	5 ⁴	5 ⁴	5 ¹¹	5 ¹¹	5 ¹¹
Sales.....	5,000	8,000	6,000	8,000	8,000	8,000
Spec. & exp.	500	1,000	1,000	1,000	1,000	1,000
Futures.						
Market, 12:30 P.M.	Firm.	Dull.	Very dull.	Weak.	Quiet.	Flat.
Market, 5 P. M.	Barely steady.	Flat.	Weak.	Flat.	Steady.	Flat.

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 Uplands, 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.

	Sat., Feb. 24.				Mon., Feb. 26.				Tues., Feb. 27.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	5 41	5 41	5 41	5 41	5 40	5 40	5 40	5 40	5 39	5 39	5 39	5 39
Feb.-Mar...	5 42	5 42	5 42	5 42	5 40	5 40	5 39	5 39	5 39	5 39	5 39	5 39
Mar.-April...	5 43	5 42	5 41	5 41	5 40	5 40	5 39	5 39	5 38	5 38	5 38	5 38
April-May...	5 44	5 44	5 44	5 44	5 43	5 43	5 42	5 42	5 41	5 41	5 40	5 40
May-June...	5 47	5 47	5 46	5 46	5 46	5 46	5 44	5 44	5 44	5 44	5 43	5 43
June-July...	5 49	5 50	5 49	5 49	5 49	5 49	5 48	5 48	5 47	5 47	5 46	5 46
July-Aug...	5 51	5 51	5 51	5 51	5 53	5 53	5 52	5 52	5 51	5 51	5 50	5 50
Aug.-Sept...	5 53	5 53	5 53	5 53	5 56	5 56	5 55	5 55	5 55	5 55	5 54	5 54
Sept.-Oct...	...	...	...	...	...	...	...	...	5 50	5 50	5 50	5 50
Oct.-Nov...	...	...	...	...	5 45	5 45	5 45	5 45	5 44	5 44	5 41	5 41
Nov.-Dec...	...	...	...	...	...	...	...	...	5 42	5 42	5 42	5 42

	Wednes., Feb. 28.				Thurs., Mch. 1.				Fri., Mch. 2.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	5 38	5 38	5 37	5 37	...	...	...	...	...	...	...	...
Feb.-Mar...	5 37	5 37	5 36	5 36	5 37	5 37	5 37	5 37	5 36	5 36	5 35	5 35
Mar.-April...	5 37	5 37	5 33	5 33	5 37	5 35	5 37	5 38	5 37	5 37	5 35	5 35
April-May...	5 40	5 40	5 38	5 38	5 39	5 41	5 39	5 41	5 41	5 41	5 38	5 38
May-June...	5 43	5 43	5 41	5 41	5 42	5 43	5 42	5 42	5 43	5 43	5 42	5 42
June-July...	5 46	5 46	5 45	5 45	5 46	5 47	5 46	5 47	5 47	5 47	5 45	5 45
July-Aug...	5 50	5 50	5 49	5 49	5 50	5 51	5 50	5 51	5 51	5 51	5 49	5 49
Aug.-Sept...	5 54	5 54	5 53	5 53	5 54	5 54	5 54	5 54	5 54	5 54	5 52	5 52
Sept.-Oct...	5 49	5 49	5 49	5 49	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
Oct.-Nov...	...	...	...	...	...	...	...	...	...	...	...	...
Nov.-Dec...	...	...	...	...	5 42	5 42	5 43	5 42	...	...	...	...

BREADSTUFFS.

FRIDAY, P. M., March 2, 1883.

Flour has been quite firm for some days past, after showing depression in value earlier in the week. The sales, however, have not been liberal; the firmness of holders has, in fact, kept the transactions within quite moderate limits. The supply of both winter and spring-wheat flour has been of only fair magnitude. To-day there was a good demand for the commoner grades, and these were in small supply, while the better grades were plentiful and not much wanted. Prices were steady.

Wheat has been less active both for export and on speculation, and early in the week the market was declining. Latterly, however, there has been a re-action and the decline has been more than recovered, the present quotations being $\frac{1}{2}$ @1c. above those of a week ago. The gradual subsidence of the floods at the West and the more favorable weather in that section contributed largely to the depression in the fore part of the week, though the less buoyant markets there as well as abroad had likewise an unfavorable effect; while within a day or two a heavy failure in Chicago has tended somewhat to check the upward movement of prices that followed the early depression. There has been a fair trade for export, but the speculative transactions have sunk back to about their proportions previous to the recent unusual activity. To-day the market was steady for cash wheat but irregular for options, which at one time were weak; No. 2 red sold at \$1 22 $\frac{1}{2}$ @ \$1 23 $\frac{1}{2}$ for March, \$1 25 @ \$1 26 for April, \$1 26 $\frac{1}{2}$ @ \$1 27 $\frac{1}{4}$ for May and \$1 26 $\frac{1}{2}$ @ \$1 27 $\frac{1}{4}$ for June.

Indian corn has been fairly active at advancing prices of late, though at one time the course of quotations was the other way. The fluctuations in corn have, in a large degree, been governed by those in wheat. To-day there was a decline of $\frac{1}{2}$ @1c.; No. 2 mixed sold at 72 $\frac{1}{2}$ c. for March and 72 $\frac{1}{2}$ @ 72 $\frac{1}{2}$ c. for May, while April was quoted at 72 $\frac{1}{4}$ @ 72 $\frac{1}{2}$ c.

Rye has been firm but quiet. Barley has sold moderately. Oats have been an interesting feature of the market during the week. Prices have advanced 1 to 2c., and yesterday the sales, largely of options, were 2,800,000 bushels, being the largest for a single day on record. The supply here is about double that held at this time last year, but it is said to be well concentrated, and yesterday an advance of 1 $\frac{1}{2}$ c. in Chicago caused considerable anxiety to cover, the result being the large transactions mentioned. To-day, however, there was some re-action, prices here declining $\frac{1}{4}$ @ $\frac{1}{2}$ c., while the demand was much less urgent. No. 2 mixed sold at 52 @ 52 $\frac{1}{2}$ c. for March, 52 $\frac{1}{2}$ @ 53 $\frac{1}{4}$ c. for April and 52 $\frac{1}{2}$ @ 53 for both May and June.

The following are closing quotations:

		FLOUR.	
No. 2 spring...	3 bbl.	\$2 75	3 50
No. 2 winter	3 00	3 65	
Superfine	3 70	4 05	
Spring wheat extras..	4 25	5 50	
do bakers'	5 00	6 00	
Wls. & Minn. rye mix.	5 50	6 00	
Minn. clear and strat'	4 25	7 25	
Winter ship'g extras.	4 00	4 50	
Patents, spring	6 50	8 25	
Patents, winter	5 50	7 50	

		ORAIN.	
Wheat—			
Spring, per bush.	1 08	2 135	
Spring No. 2	1 14	2 116	
Red winter	1 06	2 127	
Red winter, No. 2	1 23	2 124 $\frac{1}{2}$	
White	1 12	2 128	
White No. 1	1 16	2 117	
Corn—West. mixed	62	2 73	
West. mix. No. 2.	72 $\frac{1}{2}$	2 74	
White	73	2 75	
Yellow	73	2 75	
Buckwheat	75	2 76	
Rye—Western	72	2 78	
State & Canada ..	73	2 79	
Oats—			
Mixed	51	2 53	
White	53	2 58	
No. 2 mixed	52	2 52	
No. 2 white	54 $\frac{1}{2}$	2 54 $\frac{1}{2}$	
Barley—			
Canada No. 1	1 02	2 105	
Canada bright ..	1 04	2 105	
Canada No. 2	96 $\frac{1}{2}$	2 105	
State, 4-rowed ..	93	2 95	
State, 2-rowed ..	87	2 88	

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Feb. 24 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 190 lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 53 lbs
Chicago	73,081	132,320	1,190,197	492,030	186,203	35,133
Milwaukee ..	90,169	140,275	42,821	73,690	203,223	20,200
Toledo	205	93,000	42,880	1,505	...	...
Detroit	4,026	197,821	16,709	11,231	14,917	...
Cleveland ..	1,583	18,073	19,000	12,000	4,017	...
St. Louis	34,520	171,080	711,125	109,611	73,483	3,884
Peoria	1,125	1,000	167,553	70,375	27,060	9,600
Duluth .....	...	27,007	...	...	...	...
Tot. wk. '83 ..	183,769	738,197	2,189,771	730,108	463,546	68,767
Same wk. '82 ..	130,298	410,176	780,274	351,525	137,944	22,506
Same wk. '81 ..	170,079	412,751	1,204,877	558,745	133,216	21,903
Since Aug. 1—						
1882	5,977,692	58,299,400	49,932,647	30,915,909	11,527,051	2,964,122
1881	4,888,623	31,521,922	76,297,954	22,146,520	9,961,163	1,130,810
1880	5,035,141	58,816,261	71,853,737	23,927,510	9,970,500	2,787,983

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Feb. 24, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour... bbls.	1,718,301	1,249,513	1,395,406	651,962
Wheat... bush.	3,384,587	2,966,438	2,459,922	1,780,736
Corn... bush.	13,022,103	11,963,520	6,634,394	9,649,970
Oats... bush.	5,469,617	5,232,811	4,391,885	1,911,880
Barley... bush.	2,123,785	1,039,377	1,150,457	575,009
Rye... bush.	232,079	365,363	392,451	303,528
Total grain ..	24,282,171	21,537,509	16,474,514	11,217,123

Below are the rail shipments from Western lake and river ports for four years:

	1883.	1882.	1881.	1880.
	Week	Week	Week	Week
	Feb. 24.	Feb. 25.	Feb. 26.	Feb. 28.
Flour... bbls.	158,030	128,191	142,622	105,301
Wheat... bush.	305,697	118,971	223,545	203,506
Corn... bush.	1,312,146	1,094,420	761,914	1,318,360
Oats... bush.	831,761	236,212	451,499	193,423
Barley... bush.	309,211	91,762	79,162	61,060
Rye... bush.	25,831	18,128	29,157	34,205
Total	2,855,619	1,609,493	1,683,909	2,320,154

The rail and lake shipments from same ports for last four weeks were:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Feb. 24..	158,030	357,697	1,312,146	881,761	300,211	25,831
Feb. 17..	174,996	418,365	1,883,541	725,491	323,470	24,295
Feb. 10..	149,598	410,556	1,467,384	391,251	190,851	11,436
Feb. 3..	207,336	552,890	1,610,337	681,271	326,131	26,239
Tot., 4 w.	689,770	1,739,508	6,333,408	2,682,461	1,145,663	87,851
4 wks. 82..	501,056	1,092,835	6,387,795	2,200,496	409,376	143,080

The receipts of flour and grain at the seaboard ports for the week ended Feb. 24, follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	113,070	363,000	712,372	121,930	108,900	10,716
Boston	51,891	31,800	146,800	52,900	13,525	500
Portland	11,297	62,835	8,300	2,600	...	...
Montreal	9,429	8,000	...	14,500	1,400	1,250
Philadelphia ..	18,533	76,700	454,400	27,200	13,900	500
Baltimore	19,870	214,080	407,650	12,500	...	1,000
New Orleans ..	8,531	40,723	202,336	27,418	...	...
Total week... ..	232,624	797,138	1,931,858	250,018	137,725	13,968
Cor. week '82..	241,059	355,231	897,368	312,898	118,500	7,116

The total receipts at the same ports for the period from Dec. 25, 1882, to Feb. 24, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour... bbls.	2,634,803	1,939,122	2,107,503	1,468,843
Wheat... bush.	8,331,072	5,209,904	7,933,376	5,492,372
Corn... bush.	13,252,357	6,712,785	6,673,090	15,553,119
Oats... bush.	3,259,331	3,673,460	3,522,520	2,726,511
Barley... bush.	709,302	913,487	982,444	906,265
Rye... bush.	154,624	90,513	295,311	159,719
Total grain	25,698,188	16,610,519	22,411,714	24,747,912

The exports from the several seaboard ports for week ending Feb. 24, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Pear.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	114,404	386,350	342,901	4,633	.....	0,617
Boston...	25,278	85,773	36,179	.....	.....	8,061
Portland...	11,293	62,833	.....	.....	.....	9,550
Montreal...	3,408	30,000	265,508	.....	.....	.....
Philadel...	15,270	79,383	243,390	.....	.....	.....
Baltimore	612	83,751	242,996	.....	.....	.....
N. Orleans	.....	.....	.....	.....	.....	.....
Total w.k.	170,270	728,092	1,130,974	4,633	.....	27,258
Same time	134,394	966,256	577,857	718	.....	16,020
1882...	.....	.....	.....	.....	.....	.....

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.	Wheat.	Corn.
	1883. Week. Feb. 24.	1882. Week. Feb. 25.	1883. Week. Feb. 24.
	Bbls.	Bbls.	Bush.
U.S. King.	121,777	108,382	588,618
Contin't	2,123	5,900	137,272
S. & C. Am.	18,810	7,905	228,027
W. Indies	20,684	11,953	155,380
Brit. Col's	6,640	251	16,593
Oth. coun'ts	236	.....	4,533
Total...	170,270	134,394	577,857

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

Exports since Sept. 1, to—	Flour.	Wheat.	Corn.
	1882-83. Sept. 1 to Feb. 24.	1881-82. Sept. 1 to Feb. 25.	1882-83. Sept. 1 to Feb. 24.
	Bbls.	Bbls.	Bush.
Un. Kingdom	3,678,317	1,020,660	24,407,420
Continent...	848,777	105,480	19,708,657
S. & C. Am...	384,757	337,358	88,678
West Indies	481,494	321,444	35,531
Brit. Col'nies	308,066	260,171	7,806
Oth. coun'ts	22,388	20,600	200,443
Total....	5,223,709	2,671,713	44,448,505

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Feb. 24, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	5,884,330	813,211	642,148	73,238	223,151
Do. afloat (est.)	33,000	300,000	64,000	75,000	218,000
Albany (est.)	28,000	68,000	110,000	93,000	97,000
Buffalo	877,353	824	29,199	293,038	26,348
Do. afloat	.....	.....	.....	.....	35,000
Chicago	5,686,459	4,232,073	1,539,280	174,592	589,810
Do. afloat	325,000	357,477	.....	.....	.....
Milwaukee	995,799	52,427	2,598	22,175	72,188
Duluth	1,236,145	.....	.....	.....	.....
Toledo	1,553,278	457,167	36,548	4,500	8,060
Detroit	973,581	14,970	4,203	14,188	885
Oswego	120,000	45,000	2,000	175,000	75,000
St. Louis	1,094,605	1,587,985	152,034	45,731	50,450
Boston	288,556	76,206	86,854	5,479	1,124
Toronto	364,077	2,887	1,886	130,652	6,656
Montreal	192,941	5,970	78,736	28,909	22,761
Philadelphia	727,477	394,839	89,394	.....	.....
Peoria	9,645	96,660	132,095	6,656	138,625
Indianapolis	387,100	91,500	28,100	.....	15,100
Kansas City	255,390	537,514	18,126	.....	29,171
Baltimore	979,876	309,860	.....	.....	.....
Down Mississippi	52,000	114,370	24,434	.....	.....
On rail	445,297	1,969,993	1,123,585	409,701	37,834

Tot. Feb. 24, '83.	22,509,914	11,528,953	4,165,220	1,556,859	1,647,163
Tot. Feb. 17, '83.	21,974,108	11,140,170	4,098,420	1,800,507	1,600,429
Tot. Feb. 10, '83.	22,288,094	10,576,733	4,029,082	1,929,054	1,556,401
Tot. Feb. 3, '83.	22,289,436	10,700,651	4,352,164	2,057,761	1,616,084
Tot. Jan. 27, '83.	21,909,118	9,550,497	3,985,195	2,303,521	1,506,689
Tot. Feb. 25, '82.	17,045,992	15,656,329	2,412,225	2,286,407	1,110,817

THE DRY GOODS TRADE.

FRIDAY, P. M., March 2, 1883

The market for dry goods has shown more animation the past week, and the volume of business was at least encouraging, if not quite up to expectations. There was more activity in the jobbing branches of the trade than at any time since the opening of the season, and while staple and department goods were distributed in fair quantities by dry goods jobbers, a materially increased business was done by the wholesale clothing houses. There was a steady demand at first hands for small reassortments of domestics, prints, dress fabrics, &c., and very fair orders were placed for heavy woollens by clothiers and jobbers. The tariff agitation in Congress has unfavorably influenced the demand for foreign goods, and in this connection buyers continued to operate with extreme caution and in accordance with actual wants. The tone of the general market is firm, and stocks are by no means redundant, in view of the large demand for consumption that will probably be developed as soon as the weather becomes more spring-like.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 1,024 packages, of which 1,089 were shipped to China, 188 to U. S. of Colombia, 146 to Mexico, 140 to Hayti, 106 to Santo Domingo, and smaller lots to other markets. There was a good, steady demand for brown and bleached cottons by personal selection and through the medium of orders, and prices ruled firm on all the most desirable brands. Cornet jeans, satteens, wide sheetings, quilts and white goods were also in good request and firm, but most descriptions of colored cottons were sluggish in agents' hands. Print cloths were a little more active, but prices receded to 3¼c., less a small discount, for 64x64s, and 3½c. for 56x60s, at which figures both "spots" and "futures" were sold. Prints were in irregular demand, but a satisfactory business was done in some leading makes, and prices ruled steady on all desirable calicoes. Gingham were jobbed more freely, and agents experienced a light demand for fine and standard dress styles, seersuckers, &c.

DOMESTIC WOOLEN GOODS.—There was a fair business in heavy clothing woollens with buyers on the spot, and orders from traveling salesmen were received to an important amount by some of the commission houses. Fancy cassimeres were in pretty good demand by the clothing trade, and considerable orders were placed for the finer grades by cloth jobbers. So with worsted coatings, in which transactions were fair in the aggregate, and there was a steady movement in overcoatings and cloakings. Prices remain firm on all clothing woollens of a desirable character, and some well-known makes of heavy cassimeres have been advanced about 10 per cent, owing to the enhanced cost of the staple. Satinets were in fair request, with most relative activity in the best grades; but Kentucky jeans and doeskins ruled quiet. Wool and worsted dress goods were in moderate request, and a fair business was done in carpets at steady prices.

FOREIGN DRY GOODS.—There was a slight improvement in the demand for imported goods at first hands, and the jobbing trade was rather more active; but transactions were chiefly confined to such small parcels as are required for immediate distribution. The feature of the week was a large auction sale of silks, which proved to be a success, both black and colored silks having been sold with considerable freedom at fair, though not very remunerative, prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending March 1, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882									
Total at the port...	Week Ending March 1, 1883.			Since Jan. 1, 1883.			Week Ending March 1, 1882.		
	Pkgs.	Value.	Pkgs.	Pkgs.	Value.	Pkgs.	Pkgs.	Value.	Pkgs.
Manufactures of—	Wool	1,352	706,658	11,007	5,165,135	1,759	797,180	10,030	4,642,305
	Cotton	2,030	682,966	18,489	6,165,181	2,612	1,011,684	19,293	6,389,605
	Silk	1,481	1,057,302	10,667	7,123,853	1,564	1,005,120	12,325	5,468,174
	Flax	2,080	414,328	15,661	3,177,072	2,162	444,472	12,822	5,690,828
	Miscellaneous	1,459	238,404	25,851	2,032,638	2,264	381,213	20,685	1,655,247
	Total	8,382	3,069,609	81,303	23,833,882	10,241	3,530,519	66,598	19,923,240
	Wool	319	145,229	3,066	1,328,258	460	193,933	3,691	1,601,843
	Cotton	260	70,800	3,870	1,198,698	343	93,253	5,042	1,723,420
	Silk	93	61,866	1,477	1,150,335	200	169,191	2,148	1,689,136
	Flax	670	141,428	6,167	1,076,455	698	94,760	6,816	1,066,292
Total on market...	Wool	4,159	77,621	23,190	604,615	2,650	67,280	26,019	600,371
	Cotton	5,531	431,538	43,773	5,308,361	4,319	618,128	43,816	6,689,604
	Silk	8,382	3,069,609	81,303	23,833,882	10,241	3,530,519	66,598	19,923,240
	Flax	14,163	3,521,147	124,169	20,142,243	14,560	4,157,847	110,414	26,612,853
	Miscellaneous	3,424	502,793	51,469	5,006,635	5,488	963,019	42,116	7,155,789
	Total	8,632	3,069,609	81,303	23,833,882	10,241	3,530,519	66,598	19,923,240
	Wool	392	159,042	3,308	1,378,089	811	341,528	4,792	2,019,458
	Cotton	352	101,438	3,831	1,180,256	532	151,317	5,526	1,636,280
	Silk	93	61,096	1,254	963,456	378	293,783	2,536	1,689,136
	Flax	540	102,958	5,374	965,857	511	105,442	4,777	896,437
	Miscellaneous	2,047	78,239	40,702	608,951	3,186	67,870	24,485	672,422
Total at the port...	Wool	3,424	502,793	51,469	5,006,635	5,488	963,019	42,116	7,155,789
	Cotton	8,632	3,069,609	81,303	23,833,882	10,241	3,530,519	66,598	19,923,240
	Silk	14,163	3,521,147	124,169	20,142,243	14,560	4,157,847	110,414	26,612,853
	Flax	3,424	502,793	51,469	5,006,635	5,488	963,019	42,116	7,155,789
	Miscellaneous	8,632	3,069,609	81,303	23,833,882	10,241	3,530,519	66,598	19,923,240
	Total	12,056	3,572,402	135,864	28,930,517	15,669	4,502,568	108,714	27,076,029
	Wool	1,599	49,042	13,308	1,378,089	811	341,528	4,792	2,019,458
	Cotton	1,014	301,438	11,870	1,180,256	532	151,317	5,526	1,636,280
	Silk	93	61,096	1,254	963,456	378	293,783	2,536	1,689,136
	Flax	540	102,958	5,374	965,857	511	105,442	4,777	896,437
	Miscellaneous	2,047	78,239	40,702	608,951	3,186	67,870	24,485	672,422

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SUNDAY... 7,414,114	SUNDAY... 7,037,601
WEEKLY. 3,443,260	WEEKLY.. 3,498,151
Total55,536,030	Total ...50,236,919

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SUNDAY ..	141,810
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Surplus (N. Y. Standard) - - - - -	678,545 53
Death Losses Paid - - - - -	6,876,901 76
Dividends Paid - - - - -	3,996,441 27
13,725 Policies in force, insuring	\$24,083,551

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NEW

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the Company, sub
of its affairs on the
Premiums on Marh
1st January, 1882,
ember, 1882.....
Premiums on Policies no
off 1st January, 1882.

Total Marine Premi.

Premiums marked off
January, 1882, to 3
ber, 1882.....

Losses paid during
period.....

Returns of Premiums
penses.....

The Company has the follo.
United States and State of Ne
York Stock, City, Bank
other Stocks.....

Loans secured by Stock
otherwise.....

Real Estate and Claim
Company, estimated

Premium Notes and
ceivable.....

Cash in Bank.....

Amount.....

SIX PER CENT IN
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holders thereof, or the
on and after Tuesday,
next.

THE OUTSTANDING C
the issue of 1878 will be red.
the holders thereof, or their le
tives, on and after Tuesday, the
ruary next, from which date all interest
will cease. The certificates to be produ
the time of payment and canceled.

A DIVIDEND OF FORTY PER C
declared on the net earned premi
Company, for the year ending 31st J
1882, for which certificates will be i
and after Tuesday, the First of May nex

By order of the Board,

J. H. CHAPMAN. Secret.

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.....\$3,000,000 00
iums..... 2,116,832 00
nd Claims . 317,596 01
..... 1,774,061 08

83.....\$7,208,489 07

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RN, Secretary.

NA

Company

HARTFORD.

y 1, 1883..... \$9,054,610 58

c unpaid losses

insurance fund..... 1,861,429 46

..... 4,000,000 00

NET SURPLUS.....\$3,193,182 12

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(OF LONDON),

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