

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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The Chronicle.

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THE FINANCIAL SITUATION.

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.....	\$17,144,496	\$19,498,523	\$147,700,218	\$145,477,285
Internal revenue.....	9,467,594	8,033,340	96,371,370	95,531,859
Miscellaneous.....	5,634,910	3,995,023	20,048,423	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.....	\$	\$291,444,350	\$297,198,000
Sixes, extended at 3½.....	58,957,150	.....	.....
Fives, extended at 3½.....	401,503,900	81,328,750	54,330,850
Four and a-half per cent bonds..	250,000,000	250,000,000	250,000,000
Four per cent bonds.....	739,349,350	739,358,950	739,357,300
Navy pension fund (3s).....	14,000,000	14,000,000	14,000,000
Total.....	\$1,463,810,400	\$1,376,130,050	\$1,354,995,750

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 80¼ 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 7¼ 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.....	\$2,513,424	\$3,083,551	\$3,189,215	\$3,373,321	\$3,929,357
Operating expenses.....	1,523,893	1,717,253	1,982,354	2,209,055	2,458,399
Net earnings	\$1,019,531	\$1,366,298	\$1,206,861	\$1,074,266	\$1,471,058

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 to 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.								
U.S. 4s.c.	119 3/4	119 3/8	119 3/4	119 3/8	119 3/4	119 3/8	119 0/8	119 1/8	119 0/8	119 3/8
U.S. 3 1/4s	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 1/8	103 3/4	103 3/8	103 3/8
Erie.....	35 4/7	35 1/4	36 0/8	36	37 1/7	37 1/4	37 3/4	37 1/2	37 1/10	36 3/8
2d con.	95 2/5	95 1/4	96 2/2	96 1/4	96 7/1	96 3/4	96 6/8	96 1/2	97 1/2	96 3/4
Ill. Cent.	142 8/8	142 1/4	142 8/8	142 1/4	143 8/5	144 1/4	144 6/5	144 1/4	144 7/7	144 3/8
N. Y. C.	125 5/10	125 1/4	126 1/11	125 3/4	126 8/10	126 3/8	126 8/2	126 1/2	127 0/7	126 3/8
Reading	26 0/1	51 1/4	26 1/11	52 1/4	26 7/3	52 3/8	26 6/7	53	27 2/8	54 1/4
Ont. W'n	25 6/3	25 1/4	25 2/7	25	25 6/3	25 1/4	25 9/1	25 1/2	25 7/10	25 3/8
St. Paul	99 3/8	99	99 8/7	100	101 8/1	101 1/4	101 6/9	101 3/8	102 0/9	101 1/4
Exch'ge. cables.	4 8/8		4 8/8		4 8/8		4 8/8		4 8/8	

* 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 6,320,000 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	.....	21,780,989	.....
Bank of France.....	39,691,362	43,360,217	33,294,625	45,330,220
Bank of Germany.....	7,754,000	23,262,000	6,935,500	20,806,500
Total this week.....	70,588,284	66,622,217	62,011,114	66,136,720
Total previous week.....	70,302,065	66,521,482	61,150,210	66,637,577

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	464,000	168,000
" 27...	962,994 45	33,000	49,000	746,000	136,000
" 28...	394,675 37	20,000	27,000	284,000	63,000
Mch. 1...	287,767 19	8,000	13,000	236,000	30,000
Total.	\$3,904,396 24	\$130,000	\$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 69
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
		Surplus.....	3,284,562 17
		Operat'g expenses.....	\$16,067,183 67
		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	167,895
Civil engineering.....	15,480	16,008
Taxes.....	448,006	261,083
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	89,086	124,088
Over Evansville & Terre Haute.....	13,786	14,176	17,108
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.....	59,159	105,681	62,975
Over other routes.....	65,000	11,710	20,072
Shipped to mills, not included above.....	4,837	10,938	9,731
Total gross overland.....	883,494	822,369	740,628
<i>Deduct—</i>			
Receipts overland at N. Y., Boston, &c.....	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	42,081
Savannah.....			
Charleston.....			
North Carolina ports.....	7,735	3,405	3,892
Virginia ports.....	2,357	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 29,135 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 930,693 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 Brit (in*)	France.	Continent.	Total.	
Galveston.....	666,455	370,943	249,283	31,877	111,173	392,333	81,357
Indianola, &c..	15,227	18,041	.....	.....	.....	.....	.....
New Orleans....	1,337,651	1,066,227	594,593	207,499	266,701	1,068,793	344,138
Mobile.....	285,737	230,143	21,212	5,423	.....	26,665	40,111
Florida.....	14,109	26,418	.....	.....	.....	.....	.....
Savannah.....	708,965	657,008	88,939	25,658	209,453	315,050	85,354
Brunswick, &c.	5,508	6,964	.....	.....	.....	.....	.....
Charleston.....	502,546	446,233	199,557	24,775	144,533	278,865	74,420
Port Royal, &c.	18,890	21,541	.....	.....	.....	.....	3,955
Wilmington.....	116,051	125,518	45,778	.....	1,500	47,278	14,230
Moreh'd C., &c.	17,017	25,084	.....	.....	.....	.....	.....
Norfolk.....	656,607	516,774	284,629	.....	10,229	294,858	79,190
West Point, &c.	189,958	170,013	29,184	.....	.....	29,184	.....
New York.....	109,430	132,770	323,542	22,102	110,788	456,432	183,433
Boston.....	125,790	159,627	103,517	.....	343	103,860	4,650
Baltimore.....	36,657	13,956	111,966	3,419	34,307	149,692	32,447
Philadelphia, &c.	58,200	51,281	50,195	.....	1,688	51,883	16,223
Total.....	4,862,898	4,033,541	2,012,425	340,753	881,715	3,214,893	959,508
Total 1881-82....	.....	4,033,541	1,486,997	246,205	550,995	2,284,197	1,064,618
Total 1880-81....	.....	4,598,528	1,883,885	377,969	668,925	2,935,770	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.	4,862,898	4,033,541	4,598,528
Net shipments overland during same time	526,556	353,355	415,047
Total receipts..... bales.	5,389,454	4,386,896	5,013,575
Southern consumption since September 1.	200,000	155,000	135,000
Total to March 1..... bales.	5,589,454	4,541,896	5,148,575

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.	5,589,454
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.	5,589,454	4,541,896	5,148,575
Interior stocks in excess of Sept. 1	300,000	313,000	284,000
Total in sight..... bales.	5,889,454	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 peri'd in 1881-82.		Same peri'd in 1880-81.	
	Number of Bales.	Weight in Pounds.	Average Weight.	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	465.39	480.00		
Alabama.....	285,737	144,011,448	504.00	495.00	512.00		
Georgia*.....	728,582	352,087,252	483.25	471.63	482.75		
South Carolina.	521,436	246,493,226	472.72	462.42	479.00		
Virginia.....	846,565	402,821,024	475.83	470.89	476.95		
North Carolina.	133,068	62,675,028	471.00	465.90	478.00		
Tennessee, &c..	1,054,633	532,589,665	505.00	476.00	500.00		
Total.....	5,589,454	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.		
	Coll'n low mid-dling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.	Coll'n low mid-dling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.	Coll'n low mid-dling.	Print-ing cloths, 64x64	Sheet-ings, stand-ard.
1.....	911 ¹⁶	3.69	8	119 ¹⁶	313 ¹⁶	83 ⁴	113 ¹⁶	41 ⁴	81 ²
2.....	911 ¹⁶	3.73	8	119 ¹⁶	313 ¹⁶	83 ⁴	113 ¹⁶	41 ⁴	81 ²
3.....	911 ¹⁶	3.75	8	119 ¹⁶	313 ¹⁶	83 ⁴	113 ¹⁶	43 ¹⁶	81 ²
4.....	.....	S.	.....	119 ¹⁶	313 ¹⁶	83 ⁴	113 ¹⁶	43 ¹⁶	81 ²
5.....	911 ¹⁶	3.75	8	.....	S.	.....	.....	43 ¹⁶	81 ²
6.....	911 ¹⁶	3.75	8	119 ¹⁶	313 ¹⁶	83 ⁴	.....	S.	.....
7.....	911 ¹⁶	3.79	8	112 ¹⁶	313 ¹⁶	83 ⁴	11	41 ⁸	81 ²
8.....	93 ⁴	3.81	8	117 ¹⁶	313 ¹⁶	83 ⁴	11	41 ⁸	81 ²
9.....	93 ⁴	3.81	8	115 ¹⁶	313 ¹⁶	83 ⁴	11	41 ⁸	81 ²
10.....	93 ⁴	3.81	8	115 ¹⁶	378	83 ⁴	11	41 ⁸	81 ²
11.....	.....	S.	.....	115 ¹⁶	33 ⁴	83 ⁴	11	41 ⁸	81 ²
12.....	93 ⁴	3.81	8	.....	S.	.....	11	43 ¹⁶	81 ²
13.....	93 ⁴	3.81	8	113 ¹⁶	33 ⁴	83 ⁴	.....	S.	.....
14.....	911 ¹⁶	3.81	8	113 ¹⁶	33 ⁴	83 ⁴	11	41 ⁴	81 ²
15.....	93 ⁴	3.81	3	113 ¹⁶	33 ⁴	83 ⁴	11	41 ⁴	81 ²
16.....	93 ⁴	3.81	8	113 ¹⁶	33 ⁴	83 ⁴	11	41 ⁴	81 ²
17.....	93 ⁴	3.81	8	113 ¹⁶	33 ⁴	83 ⁴	11	41 ⁴	81 ²
18.....	.....	S.	.....	113 ¹⁶	33 ⁴	83 ⁴	11	41 ⁴	81 ²
19.....	911 ¹⁶	3.75	8	.....	S.	.....	11	43 ¹⁶	81 ²
20.....	911 ¹⁶	3.75	8	113 ¹⁶	33 ⁴	83 ⁴	.....	S.	.....
21.....	911 ¹⁶	3.75	8	113 ¹⁶	33 ⁴	83 ⁴	11	43 ¹⁶	81 ²
22.....	.....	Holi-day	.....	.....	Holi-day	.....	.....	Holi-day	.....
23.....	911 ¹⁶	3.75	8	113 ¹⁶	33 ⁴	83 ⁴	11	41 ⁸	81 ²
24.....	911 ¹⁶	3.75	8	113 ¹⁶	33 ⁴	83 ⁴	11	41 ⁸	81 ²
25.....	.....	S.	.....	113 ¹⁶	33 ⁴	83 ⁴	11	41 ⁸	81 ²
26.....	911 ¹⁶	3.75	8	.....	S.	.....	11	41 ⁸	81 ²
27.....	911 ¹⁶	3.75	8	113 ¹⁶	33 ⁴	83 ⁴	.....	S.	.....
28.....	911 ¹⁶	3.75	8	.....	33 ⁴	83 ⁴	11	41 ⁸	81 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. 1,014,625	1,433,075	1,209,000
Money, Exchange, Silver—			
Call loans.....	4@6+1/2 p. d.	3@6+1/2 p. d.	3 7/8
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.....	128	123	104
6s, currency, 1898.....	106 3/8	102	103 3/8
5s, 1881, (continued at 3 1/2).....	111 5/8	113 3/8	112 1/2
4 1/2s, 1891, coupon.....	112 7/8	118	119 1/8
Railroad Stocks—			
New York Central & Hud. Riv.....	144 1/2	130 7/8	126 1/2
Erie (N. Y. L. E. & W.).....	46 7/8	37 3/8	37 1/8
Lake Shore & Mich. Southern.....	124	114 1/2	109
Michigan Central.....	112	81 1/2	93 5/8
Chicago Rock Island & Pacific.....	133 1/2	151 1/2	122 1/2
Illinois Central.....	129 1/2	133 1/2	144 1/2
Chicago & Northwestern, com.....	121 1/2	131	132 1/2
Chicago Milw. & St. Paul, com.....	106 1/2	108 1/2	101 3/8
Delaware Lack. & Western.....	119 3/4	124 1/2	122 3/8
Central of New Jersey.....	103	94 1/2	71 3/4
Merchandise—			
Cotton, Middl'g Uplands.....	119 1/8	111 1/8	102 1/8
Wool, American XX.....	38 @ 45	37 @ 45	37 @ 47
Iron, Amer. pig, No. 1.....	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 1/2 - 1 24 1/2
Corn, Western mixed.....	55 1/2 @ 57 1/2	65 1/2 @ 69 3/4	61 @ 71
Pork, mess.....	16 00 @ 16 25	17 5 @	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. 9.	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	62,402,500	59,999,300	58,504,300
Circulation.....	16,645,300	16,463,700	16,548,000	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	21,351,700	20,023,500
Legal reserve.....	\$76,795,550	\$77,777,600	\$77,778,175	\$77,318,800
Reserve held.....	84,635,600	84,197,300	81,353,000	78,527,800
Surplus.....	\$7,840,050	\$6,419,700	\$3,074,825	\$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 U. S. 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 U. S. reg.	6s, Cur., 1898, reg.
1	x	113 1/4	118 7/8	104 1/4	.....	18	.....	.....	.....	.....	.....
2	103 7/8	113 1/2	.....	104 1/8	.....	19	.....	.....	.....	.....	.....
3	103 7/8	.....	119 1/4	.....	.....	20	.....	.....	119 7/8	104 1/8	.....
4	21	.....	113 7/8	.....	104	.....
5	113 1/2	119 3/8	104 1/8	.....	22	.....	Holi day	.....	.....	.....
6	119 1/2	104 1/8	.....	23	.....	113 3/4	.....	.....	.....
7	104	.....	24	.....	.....	119 3/8	.....	.....
8	119 5/8	.....	.....	25	.....	.....	.....	.....	.....
9	113 3/4	119 1/2	103 3/4	.....	26	.....	.....	.....	104 1/8	.....
10	119 1/2	.....	.....	27	.....	113 5/8	.....	104 1/8	.....
11	28	.....	.....	119 3/8	.....	.....
12	119 5/8	.....	.....	.....	.....	.....	.....	.....	.....
13
14	104	.....	Open	x 37 3/8	113 1/4	118 7/8	104 1/4	.....
15	126	104	.....	High	103 7/8	113 7/8	120	104 1/4	.....
16	Low	103 7/8	113 1/4	118 7/8	103 3/4	.....
17	113 7/8	.....	.....	.....	Clos.	103 7/8	113 5/8	119 3/8	104 1/8	.....

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

Feb.	Cons'ls for money.	5s ext. at 3 1/2.	4 1/2s of 1891.	4s of 1907.	Feb.	Cons'ls for money.	5s ext. at 3 1/2.	4 1/2s of 1891.	4s of 1907.
1	102	105 7/8	116 1/4	122 1/8	19	102 3/8	106 1/4	115 5/8	123
2	102 1/16	105 7/8	116 1/4	122 1/8	20	102 3/8	106 1/4	115 5/8	123 1/8
3	102 1/8	106 1/4	116 3/8	122 3/8	21	102 3/8	106 1/4	115 7/8	123 1/8
4	.....	.....	.....	.....	22	.....	.....	.....	.....
5	102 1/8	106 3/8	116 3/8	122 3/8	23	102 5/16	106 1/4	115 7/8	123 1/8
6	102 1/8	106 3/8	116 1/2	122 3/8	24	102 5/16	106 3/8	115 3/4	123
7	102 1/8	106 1/2	116 5/8	122 3/4	25	.....	.....	.....	.....
8	102 1/2	106 1/2	116 1/2	122 3/4	26	102 1/4	106 3/8	115 5/8	122 3/4
9	102 3/16	105 7/8	116 5/8	122 3/4	27	102 3/16	106 3/8	115 3/4	122 3/4
10	102 1/8	105 7/8	116 5/8	122 3/4	28	102	106 3/8	115 5/8	122 3/4
11	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	102 1/8	106	116 3/8	122 3/4	Opening	102	105 7/8	116 1/4	122 1/8
13	102 3/16	106 1/4	116 5/8	122 7/8	Highest	102 7/16	106 5/8	116 3/8	123 1/8
14	102 3/8	106	x 5 1/4	122 7/8	Lowest	102	105 7/8	115 3/4	122 1/8
15	102 3/8	106 1/4	115 1/2	122 7/8	Closing	102	106 3/8	115 5/8	122 3/4
16	102 7/16	10 1/4	115 3/4	123	S'ce Jan. 1	.....	.....	.....	.....
17	102 3/8	106 1/4	115 3/4	123	Highest	102 7/16	106 3/8	116 7/8	123 3/8
18	.....	.....	.....	.....	Lowest	100 7/8	104 1/2	115 1/4	122

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.	Low.	High.
Albany & Susqueh.....	*125	.....	.....	128	131
Allegheny Central.....	.....	10	10	.....	.....
Atch. Top. & Saa. Fe.....	.....	.....	.....	78 1/2	79
Bost. & N.Y. Air L. pf.....	.....	79	82	80	81 1/2
Burl. Ced. Rap. & No.....	*82	82	83	80 1/2	82
Canadian Pacific.....	.....	.....	.....	58 1/4	61 1/2
Canada Southern.....	67	65	71 3/4	68 1/2	68 3/4
Cedar Falls & Minn.....	.....	14	15	12	14
Central Iowa.....	.....	25	28	.....	.....
Central of N. Jersey.....	69 1/2	68 1/4	76 1/2	72 1/4	68 1/4
Central Pacific.....	86 3/8	83 1/4	88	83 3/4	79
Ches. & Ohio.....	*22	22	24 3/4	*23	20 1/2
Do 1st pref.....	33 1/2	30 1/2	35 1/2	*33	29 1/2
Do 2d pref.....	24 1/2	23 1/2	27	24 1/2	22 1/2
Chicago & Alton.....	134	134 1/4	137 1/4	135	130
Do pref.....	.....	.....	.....	.....	140
Chic. Burl. & Quincy.....	122	120	125 7/8	123 3/8	115 3/4
Chic. Mil. & St. Paul.....	105 1/2	103 1/4	108 1/2	106 1/4	97 7/8
Do pref.....	120 3/4	119 3/4	122	120 1/2	116 3/8
Chic. & Northwest.....	*135	120	136 1/4	131 1/2	128 1/8
Do pref.....	150 1/2	145 1/2	151 1/2	.....	143
Chic. & Rock Island.....	125 1/2	123	127 1/4	124	118
Chic. St. L. & N. Orlns.....	80	80	.....	.....	.....
Chic. St. P. Minn. & O.....	52 5/8	48 3/8	53	49 1/8	44 3/4
Do pref.....	113 1/2	107 3/8	113 1/4	108 1/4	102 3/4
Cin. San. & Cleve.....	.....	.....	.....	.....	46
Clev. Col. Cin. & Ind.....	*80	77	84	80	63 3/4
Clev. & Pittsb., guar.....	*139	139	142	*140	140 1/2
Col. & Greenv., pref.....	.....	.....	.....	.....	31
Col. Chic. & Ind. Cent.....	.....	3 1/4	4 7/8	4	4
Danbury & Norwalk.....	.....	70 1/8	70 1/2	.....	.....
Del. Lack. & West'rn.....	128	124 1/4	129 1/4	125 3/8	118 3/8
Denver & R. Grande.....	41 1/8	39 7/8	51 1/8	48	42 7/8
Dubuque & Sioux C.....	.....	89	89 1/2	*86 1/2	87 1/2
East Tenn. Va. & Ga.....	10	9 1/4	10 1/4	.....	8 1/2
Do pref.....	18	16 3/4	18 1/4	17	14 3/4
Evansv. & Terre H.....	.....	75	75	.....	70
Fort W. & Denver C.....	.....	50	33 7/8	31	30
Green B. Win. & St. P.....	.....	6	6 1/2	.....	5
Hannibal & St. Jo.....	150	42 1/2	46 3/4	*112 1/2	40
Do pref.....	71	72	87 3/4	86	80
Harlem.....	.....	19 1/2	200	.....	200
Houst. & Tex. Cent.....	.....	73	79	*73	73
Illinois Central.....	142 1/4	111 5/8	147	147	*141 5/8
Do L'sed Line 4 p. o.....	.....	73	81	.....	77
Indiana Bl. & W.....	33 3/4	32	35	*32 1/2	27

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

RAILROADS.	Dec. 30.	January.		February.	
		Low.	High.	Low.	High.
Joliet & Chicago.....	30 ³ / ₈	29 ¹ / ₄	33 ⁴ / ₈	29 ¹ / ₂	138
Lake Erie & West.....	113	110 ¹ / ₈	114 ⁷ / ₈	110 ¹ / ₂	106 ⁵ / ₈
Lake Shore.....	60	65	65	60 ¹ / ₂	63 ¹ / ₂
Long Island.....	53	51 ⁵ / ₈	58 ¹ / ₂	57 ¹ / ₂	51 ¹ / ₈
Louisville & Nashv.....	63 ³ / ₄	68	68	60	65
Louisv. N. A. & Chic.....	47	47	51	45	53 ⁷ / ₈
Manhattan.....	47	47	51	45	53 ⁷ / ₈
Do 1st pref.....	83 ¹ / ₂	84 ³ / ₄	90	87	88
Do com.....	46	50	50	45	53
Manhattan Beach Co.....	13	19	13	15	18 ¹ / ₂
Mar'tta & Cin. 1st pf.....	45	45	55	46	36
Memphis & Cha'ston.....	83	80	85	80	85
Metropolitan Elev.....	98	96	100 ¹ / ₈	96 ⁵ / ₈	90
Michigan Central.....	17 ¹ / ₄	18	18	15	15
Mil. L. Sh. & W.....	46 ¹ / ₂	46 ¹ / ₂	48 ¹ / ₂	42 ¹ / ₄	46
Do pref.....	28	27	30 ³ / ₄	23	22 ⁷ / ₈
Minneapolis & St. L.....	63 ¹ / ₂	60	68 ¹ / ₂	63	52
Do pref.....	32 ¹ / ₂	30 ¹ / ₂	31 ⁷ / ₈	32 ¹ / ₄	29 ¹ / ₄
Mo. Kans. & Texas.....	101 ³ / ₄	100 ¹ / ₄	105 ⁵ / ₈	103	97 ³ / ₄
Missouri Pacific.....	17 ³ / ₄	17 ³ / ₄	19 ¹ / ₂	18	15
Mobile & Ohio.....	123	122 ¹ / ₄	124	122 ¹ / ₂	120
Morris & Essex.....	57 ¹ / ₂	55 ⁵ / ₈	64 ⁷ / ₈	61 ¹ / ₂	56
Nashv. Chatt. & St. L.....	126	125 ¹ / ₈	128 ³ / ₄	126	124 ¹ / ₄
N. Y. Cent. & Hud. R.....	141 ¹ / ₄	12 ¹ / ₄	15 ¹ / ₂	13	10
N. Y. Chic. & St. Louis.....	32 ³ / ₄	29	35	29 ¹ / ₈	23
Do pref.....	96	101	101	103	105
New York Elevated.....	38 ⁷ / ₈	37 ⁷ / ₈	40 ⁷ / ₈	39 ¹ / ₈	31 ³ / ₈
N. Y. Lake Erie & W.....	86 ¹ / ₄	79 ¹ / ₂	83	80 ¹ / ₄	75
Do pref.....	48	52 ¹ / ₄	48	45 ¹ / ₄	48
N. Y. & New Eng'd.....	169	175	170	170 ¹ / ₂	174
N. Y. N. H. & Hartf'd.....	26	25 ⁵ / ₈	27 ¹ / ₂	26 ¹ / ₄	25
N. Y. Ontario & W.....	18	18	18	18	18
Norfolk & Western.....	48	46 ³ / ₄	49 ³ / ₄	46 ³ / ₄	46 ¹ / ₂
Do pref.....	47 ¹ / ₂	46 ³ / ₄	49 ³ / ₄	46 ³ / ₄	46 ¹ / ₂
Northern Pacific.....	85	83 ⁷ / ₈	87 ¹ / ₂	83 ¹ / ₂	79 ³ / ₈
Do pref.....	13 ¹ / ₄	12 ⁵ / ₈	13 ⁷ / ₈	12 ³ / ₄	9 ¹ / ₈
Ohio Central.....	32 ¹ / ₂	31	31 ¹ / ₂	29	33 ¹ / ₄
Ohio & Mississippi.....	11 ¹ / ₂	13 ³ / ₄	13 ³ / ₄	10	13
Do pref.....	82 ¹ / ₂	89	86 ¹ / ₂	79	86
Ohio Southern.....	26	25 ³ / ₄	24	26 ¹ / ₄	19 ⁵ / ₈
Oregon Short Line.....	53 ¹ / ₈	52 ¹ / ₄	58 ¹ / ₂	55 ¹ / ₂	49 ⁵ / ₈
Oregon & Trans-Con.....	135	138	136	135	136 ¹ / ₂
Peo. Decat. & E'ville.....	133	133	133	133	133
Phila. & Reading.....	139 ¹ / ₂	141	141	140 ⁷ / ₈	142
Pittsb. Ft. W. & C. guar.....	20 ¹ / ₄	14	15	10	12 ⁵ / ₈
Do Special.....	56	47	60	57 ¹ / ₂	49 ¹ / ₂
Renssel. & Saratoga.....	23	21 ¹ / ₄	29	26	21
Rich. & Al. st'k, tr. ct.....	20 ¹ / ₂	20	22	20 ⁵ / ₈	16 ³ / ₄
Richmond & Danville.....	32	32 ¹ / ₂	32 ¹ / ₂	32	32
Richmond & West Pt.....	47	43	71	69	69
Rochester & Pittsb.....	89 ¹ / ₂	90	100 ³ / ₄	100	92
Rome Wat. & Ogd.....	32	31 ³ / ₄	34 ⁷ / ₈	31 ³ / ₄	29 ¹ / ₂
St. L. Alton & T. H.....	51 ¹ / ₂	50 ¹ / ₂	54 ⁷ / ₈	51 ⁷ / ₈	48
Do pref.....	93	100 ¹ / ₂	92	89	93
St. L. & S. Francisco.....	39	38 ³ / ₄	40 ⁷ / ₈	39	35
Do 1st pref.....	95 ¹ / ₂	94	97 ¹ / ₂	94	91
St. Paul & Duluth.....	143	139	147 ¹ / ₄	142 ¹ / ₂	133
Do pref.....	25	25 ¹ / ₂	25	25	25
St. Paul Minn. & Man.....	39 ³ / ₄	36 ³ / ₄	43	40	37 ¹ / ₄
South Carolina.....	10	10	10	10	10
Texas & Pacific.....	93 ¹ / ₄	104 ³ / ₄	99 ³ / ₄	91 ¹ / ₄	99 ³ / ₄
Tol. Delphos & Bur.....	187 ¹ / ₂	187^{1}/_{2}	187^{1}/_{2}	187^{1}/_{2}	187^{1}/_{2}
Union Pacific.....	20	28 ¹ / ₄	28^{1}/_{4}	28^{1}/_{4}	28^{1}/_{4}
United Co's of N. J.....	34 ³ / ₈	32	36 ¹ / ₄	33 ¹ / ₄	26 ¹ / ₂
Virginia Midland.....	54	52	57 ¹ / ₂	53 ⁵ / ₈	44 ³ / ₄
Wab. St. L. & Pacific.....	118	118	118	118	118
Warren.....	65 ⁷ / ₈	69 ¹ / ₂	69	64 ³ / ₈	69
TELEGRAPH.	30	40	40	31	31
Amer. Tel. & Cable.....	128	133	133	128	128
American District.....	96 ¹ / ₂	96^{1}/_{2}	96^{1}/_{2}	96^{1}/_{2}	96^{1}/_{2}
Bankers' & Merch'ts'.....	24	25	22	19	23 ¹ / ₂
Gold & Stock.....	81 ¹ / ₄	79 ³ / ₈	85 ¹ / ₈	82 ³ / ₈	79 ¹ / ₄
Mutual Union.....	79 ³ / ₈	85 ¹ / ₈	82 ³ / ₈	79 ¹ / ₄	81 ³ / ₈
West. Union, ex c'ts.....	130	133	135	132	135
EXPRESS.	90 ¹ / ₂	93	91 ¹ / ₂	90	92
Adams.....	63	62 ¹ / ₂	65 ¹ / ₂	63	61 ¹ / ₂
American.....	123	124 ³ / ₈	126	123	122
United States.....	17 ¹ / ₂	18	18	14	14
Wells, Fargo & Co.....	27 ¹ / ₂	28 ¹ / ₂	32 ¹ / ₄	28 ¹ / ₄	33 ⁵ / ₈
COAL AND MINING.	28	27 ¹ / ₂	27 ³ / ₈	27 ¹ / ₂	27
Cameron Coal.....	17 ³ / ₄	19	19	17 ³ / ₄	17 ³ / ₄
Cent. Arizona Min.....	16	17	17	17	17
Colorado Coal & Iron.....	14	14	14	13	14
Consolidation Coal.....	34 ⁷ / ₈	35 ¹ / ₂	35 ¹ / ₂	270	270
Homestake Mining.....	37 ¹ / ₂	39	38	40	41 ³ / ₄
Maryland Coal.....	5 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂
New Central Coal.....	103	107	109 ¹ / ₂	107 ¹ / ₂	105 ³ / ₈
Ontario Silver Min'g.....	136	144	137	132	138
Pennsylvania.....	39	43 ³ / ₈	40 ¹ / ₂	39 ¹ / ₂	42 ³ / ₄
Quicksilver Mining.....	123 ¹ / ₄	122	126	117	122
Do pref.....	14	14	14	14	14
Standard Cons. Min'g.....	106 ⁵ / ₈	106^{5}/_{8}	106^{5}/_{8}	106^{5}/_{8}	106^{5}/_{8}
VARIOUS.	136	136	136	136	136
Del. & Hud. Canal.....	41 ¹ / ₂	39	43 ³ / ₈	40 ¹ / ₂	42 ³ / ₄
Oreg'n R'y & Nav. Co.....	123 ¹ / ₄	122	126	117	122
Pacific Mail.....	14	14	14	14	14
Pullman Palace Car.....	14	14	14	14	14
Sutro Tunnel.....	14	14	14	14	14

* 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 36
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	8
4....	4 83 ¹ / ₂	4 87	15....	4 83 ¹ / ₂	4 87	26....	4 83	4 86
5....	4 83 ¹ / ₂	4 87	16....	4 84	4 87	27....	4 82 ¹ / ₂	4 85 ¹ / ₂
6....	4 83 ¹ / ₂	4 87	17....	4 84	4 87	28....	4 82 ¹ / ₂	4 85 ¹ / ₂
7....	4 83 ¹ / ₂	4 87	18....	S.				
8....	4 83 ¹ / ₂	4 87	19....	4 83	4 86 ¹ / ₂	Range		
9....	4 83 ¹ / ₂	4 87	20....	4 83	4 86 ¹ / ₂	High	4 84	4 87
10....	4 83 ¹ / ₂	4 87	21....	4 83	4 86 ¹ / ₂	Low.	4 82 ¹ / ₂	4 85 ¹ / ₂
11....	4 83 ¹ / ₂	4 87	22....	Holi day				

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 Periods.	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	.....
4 1/2s of 1891.	'70 and '71	Sept. 1, '91	Q.-M.	190,461,500	59,538,500
4s of 1907.	'70 and '71	July 1, 1907	Q.-J.	574,706,350	164,265,000
4s, ref. c'ts.	Feb. 26, '79			\$1,116,703,300	\$223,803,500
3s, navy p. fd.	July 23, '68			\$385,950	
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 \$1,968,217 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, \$27,864 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$360,950; do 1864, \$50,400; do 1865, \$70,250; consols of 1865, \$353,500; do 1867, \$780,300; do 1868, \$240,950; 10-40s of 1864, \$279,600; funded loan of 1881, \$514,500; 3's certs., \$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	11,340,000
Gold certificates.....	March 3, '63; July 12, '82	74,950,740
Silver certificates.....	February 28, '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'c 21, '79		8,375,934
Aggregate of debt bearing no interest.....		\$513,243,404
Unclaimed Pacific Railroad interest.....		4,619

RECAPITULATION.

Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation".....	\$39,138,390 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.....	\$4,812,937 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
Less unavailable funds.....	695,266 16--306,266,748 78

ASSETS, MARCH 1, 1883.		\$104,082,207 58
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.....		
Fractional currency.....	10,499 50	
Deposits held by national bank depositaries.....	14,671,846 43	
Minor coin.....	532,865 29	
New York and San Francisco exchange.....	1,885,000 00	
One and two-year notes, &c.....	126 00	
Redeemed certificates of deposit, June 8, 1872.....	210,000 00	
Quarterly interest checks and coin coupons paid.....	181,154 47	
United States bonds and interest.....		
Interest on District of Columbia bonds.....	1,563 70	
Speaker's certificates.....	109,442 80	
Pacific Railroad interest paid.....	1,080 00	
		\$104,082,207 58

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

EXCHANGE AT LONDON—F. B. 10.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12-13 1/2 @ 12-5 1/4	Feb. 10	Short.	12-00
Amsterdam	Short.	12-1 1/2 @ 12-2 1/2			
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	"	18-10 @ 18-15			
St. Petersburg	"	23 1/4 @ 23 3/8			
Paris	Short.	25-20 @ 25-27 1/2	Feb. 10	Short.	25-21
Paris	3 mos.	25-12 1/2 @ 25-17 1/2	Feb. 10	Checks	25-22 1/2
Vienna	"	12-10 @ 12-12 1/2	Feb. 10	Short.	11-95
Madrid	"	46 @ 46 3/8			
Genoa	"	25-70 @ 25-75			
Lisbon	"	511 3/16 @ 511 15/16			
New York	"		Feb. 10	Short.	4-82 1/2
Alexandria	"		Feb. 7	3 mos.	96 7/8
Bombay	60 days	1s. 7 1/2 d.	Feb. 10	4 mos.	1s. 7 1/2 d.
Calcutta	"	1s. 7 1/2 d.	Feb. 10	"	1s. 7 3/4 d.
Hong Kong	"		Feb. 10	"	3s. 8 1/2 d.
Shanghai	"		Feb. 10	"	5s. 1d.

[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 3/8 per cent. Money for short periods has, however, been in demand, and the rate is 3 3/4 @ 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:

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

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

Joint-stock banks.....	Per cent. 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	4,681,854
Other deposits.....	22,288,975	21,052,665	21,895,406	27,832,640
Government securities.....	11,885,107	12,511,986	14,353,300	16,804,788
Other securities.....	19,905,870	25,766,851	21,208,232	18,061,381
Res'v'e of notes & coin.....	12,700,071	9,175,182	14,146,292	15,827,487
Coin and bullion in both departments.....	22,116,016	18,772,387	25,459,197	23,213,292
Proportion of reserve to liabilities.....	47-80	31 1/8	41 1/2	48 1/4
Bank rate.....	4 p. c.	6 p. c.	3 1/2 p. c.	3 p. c.
Consols.....	102	98 3/4	98 3/8	98 1/8
Eng. wheat, av. price.....	40s. 4d.	46s. 3d.	42s. 6d.	45s. 3d.
Mid. Upland cotton.....	5 1/2 d.	6 1/4 d.	6 1/2 d.	7 1/2 d.
No. 40 mule twist.....	9 3/4 d.	10 1/2 d.	10 3/4 d.	11 1/2 d.
Clearing-House ret'n.....	132,195,000	161,367,000	144,606,000	149,301,000

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

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

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 1/8 per cent. At this period last year the proportion was only 33 1/8 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, £1,429,000 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 3/7 d. was obtained. Tenders on all Presidencies at 1s. 7 3/8 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	2,397,084	223,392
Exports of gold.....	508,325	498,584	903,570
Exports of silver.....	944,622	732,061	980,051

TOTALS OF GOLD AND SILVER.

Imports.....	990,343	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.	1,332,513	1,356,107	2,688,650
Scotland.....	556,600	569,400	1,126,000
West Cumberland.....	472,038	529,143	1,001,181
South Wales.....	476,536	406,769	883,305
North Wales.....	25,672	23,011	48,713
South Staffordshire.....	190,142	208,091	398,443
North Staffordshire.....	157,386	159,731	317,117
Lincolnshire.....	102,861	98,700	201,561
Lancashire.....	392,668	390,071	782,739
Northamptonshire.....	99,475	101,640	192,115
West and South Yorkshire.....	151,695	128,157	279,252
Derbyshire and Notts.....	228,653	217,082	445,735
Shropshire.....	39,275	41,200	80,475
Gloucestershire, Wiltshire, &c.	25,000	23,600	48,600
Totals.....	4,211,245	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., 1881.	31st Dec., 1882.	
Cleveland.....	266,179	378,170	111,991
Scotland.....	836,000	910,009	104,000
West Cumberland.....	101,356	68,051	*33,305
South Wales.....	78,519	53,238	*25,281
North Wales.....	3,740	10,740	17,000
South Staffordshire.....	38,802	46,500	17,698
North Staffordshire.....	47,523	28,707	*18,816
Lincolnshire.....	8,200	23,344	15,144
Lancashire.....	60,218	57,856	*2,382
Northamptonshire.....	18,720	14,915	*3,805
West and South Yorkshire.....	54,180	49,070	*5,110
Derbyshire and Notts.....	37,757	26,686	*11,071
Shropshire.....	21,500	34,005	12,505
Gloucestershire and Wiltshire.....	4,200	4,500	300
Totals.....	1,576,894	1,736,262	159,368

* 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 13.2 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.....	4,059,400	4,063,000	3,962,500
Holland.....	5,237,300	4,659,600	4,257,100
France.....	6,120,500	8,120,400	5,252,700
Portugal, Azores & Madeira.....	5,727,600	4,431,000	5,261,600
Italy.....	8,010,900	5,886,300	8,983,600
Austrian Territories.....	532,800	703,800	863,300
Greece.....	3,878,700	4,330,900	2,645,600
Turkey.....	44,835,600	35,718,800	25,052,200
Egypt.....	18,225,700	7,946,400	20,348,800
West Coast of Africa (For.).....	772,000	2,876,600	3,543,400
United States.....	7,441,100	12,630,300	8,550,100
Foreign West Indies.....	5,161,600	5,313,600	7,686,100
Mexico.....	2,997,200	2,654,400	3,344,500
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.....	3,788,700	3,070,200	3,808,700
Argentine Republic.....	9,044,700	5,433,800	7,813,300
Chili.....	3,183,800	12,298,700	4,754,300
Peru.....	881,100	2,181,600	941,900
China and Hong Kong.....	38,933,000	44,195,200	36,147,300
Japan.....	5,288,300	4,711,500	2,627,800
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.).....	3,064,900	2,869,300	3,161,900
British North America.....	5,927,400	7,255,000	8,629,100
British West India Islands & Guiana.....	3,117,500	4,239,300	3,900,900
British Possessions in South Africa.....	1,982,500	2,410,600	1,422,500
British India—			
Bombay.....	50,431,900	49,139,800	63,787,200
Madras.....	6,758,500	6,900,700	9,619,400
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.....	5,284,400	7,016,900	7,233,200
Other countries.....	17,261,200	16,816,100	18,809,200
Total unbleached or bleached	288,451,700	251,617,300	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	7,065,136	8,174,197
Oats.....	6,852,438	1,310,539	5,117,264	7,097,791
Peas.....	1,028,835	867,962	1,251,205	1,168,828
Beans.....	1,946,129	758,123	1,091,678	1,395,974
Indian corn.....	6,156,287	10,912,460	15,570,003	10,361,717
Flour.....	7,115,857	3,560,055	6,076,754	5,408,916
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.....	19,560,160	18,558,400	15,744,100	11,620,620
Total.....	56,345,639	50,041,232	49,728,679	47,988,141

Average price of English wheat for season, qrs. 41s. 0d. 47s. 0d. 42s. 5d. 47s. 1d. Visible supply of wheat in Unit'd St's..bush. 21,900,000 17,800,000 23,000,000 29,591,000

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	3,136,904	622,931	3,014,081
United States.....	16,241,098	13,289,656	15,523,534	17,101,222
Brit. N. America.....	1,560,189	1,694,307	2,011,406	2,977,388
Germany.....	1,083,330	1,310,249	213,973	1,237,647
France.....	6,773	4,786	1,288	5,985
Chili.....	728,252	378,410	445,754	891,713
Turkey & Roumania.....	565,771	51,247	156,549	86
Egypt.....	19,043	234,540	434,414	1,347,363
British India.....	2,861,053	6,835,203	1,893,554	804,063
Australia.....	610,511	829,247	2,120,944	881,190
Other countries.....	327,289	40,850	56,686	
Total.....	27,768,502	25,808,399	23,513,024	28,566,512

From—	FLOUR.			
	1882-83.	1881-82.	1880-81.	1879-80.
Germany.....	971,761	723,555	541,045	516,853
France.....	71,106	103,570	144,909	134,085
United States.....	4,351,557	2,480,823	3,453,693	3,398,791
Brit. N. America.....	190,501	164,417	313,946	254,485
Other countries.....	1,123,700	687,257	1,150,971	864,603
Total.....	6,710,525	4,159,622	5,604,564	5,168,799

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.....	£13,905,669	£14,787,893	£12,420,092	£16,703,459
Barley.....	3,248,638	2,737,976	2,842,385	3,547,777
Oats.....	2,124,840	1,524,627	1,622,138	2,360,561
Peas.....	402,936	338,751	502,900	451,324
Beans.....	375,071	253,727	423,388	519,951
Indian corn.....	2,113,611	3,261,264	4,230,106	2,914,821
Flour.....	5,352,295	3,516,028	4,568,950	4,354,618
Total.....	£27,522,460	£26,427,272	£26,660,607	£30,882,547

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.
Silver, per oz.....d.	51	51	51	51	51 ¹⁶	51
Consols for money.....	102 ¹ / ₂	102 ¹ / ₂	102 ³ / ₁₆	102	102 ¹ / ₂	102 ⁵ / ₁₆
Consols for account.....	102 ¹ / ₂	102 ³ / ₁₆	102 ¹ / ₂	102 ¹ / ₂	102 ¹ / ₂	102 ⁵ / ₁₆
Fr'ch rentes (in Paris) fr.	80 ²⁵ / ₃₂	80 ¹⁷ / ₃₂	80 ⁷ / ₃₂	81 ⁵ / ₃₂	81 ³⁵ / ₃₂	81 ⁹² / ₃₂
U. S. 5s ext'n'd into 3 ¹ / ₂ s	106 ³ / ₈	106 ³ / ₈	106 ⁵ / ₈	106 ³ / ₈	106 ³ / ₈	106 ¹ / ₂
U. S. 4 ¹ / ₂ s of 1891.....	115 ³ / ₄	115 ³ / ₈	115 ³ / ₈	115 ³ / ₈	115 ³ / ₈	115
U. S. 4s of 1907.....	122 ⁷ / ₈	122 ³ / ₄	122 ³ / ₄	122 ³ / ₄	122 ³ / ₄	122 ³ / ₄
Chic. Mil. & St. Paul.....	103	102 ¹ / ₂	103	104 ³ / ₄	104 ³ / ₄	105
Erie, common stock.....	36 ⁷ / ₈	36 ³ / ₄	37 ³ / ₈	38 ³ / ₈	38	38 ¹ / ₄
Illinois Central.....	147 ³ / ₄	146 ⁷ / ₈	147 ¹ / ₄	148 ³ / ₄	148 ³ / ₄	149 ¹ / ₈
N. Y. Ontario & West'n.....	26 ³ / ₈	25 ⁷ / ₈	26 ¹ / ₄	26 ¹ / ₄	26 ¹ / ₄	26 ³ / ₈
Pennsylvania.....	61 ¹ / ₂	61 ³ / ₈	61 ¹ / ₂	62 ⁷ / ₈	63 ³ / ₈	63 ¹ / ₂
Philadelphia & Reading.....	26 ⁷ / ₈	26 ³ / ₄	27 ¹ / ₈	27 ¹ / ₂	27 ³ / ₈	28
New York Central.....	129 ¹ / ₂	129 ¹ / ₈	130	130 ³ / ₄	130 ¹ / ₂	130 ⁷ / ₈

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State)..100 lb.	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6
Wheat, No. 1, wh. "	9 4	9 4	9 4	9 4	9 4	9 4
Spring, No. 2, n. "	9 6	9 6	9 6	9 6	9 6	9 6
Winter, West., n. "	9 2	9 8	9 8	9 8	9 8	9 8
Cal. white.....	9 5	9 5	9 5	9 5	9 5	9 5
Corn, mix., West.....	6 9	6 9	6 9	6 9	6 9	6 9
Pork, West. mess. 3 bbl.	80 0	80 0	80 0	80 0	80 0	80 0

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	\$358,163,800	\$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. 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	\$ 1,095,891	\$ 1,103,512	\$ 1,097,794
Liquidating bks.....	9,924,482	10,281,782	11,349,272	11,766,715	16,051,683
Reducing under act of 1874.....	27,122,158	27,070,302	27,435,649	27,358,596	*23,677,327
Total.....	38,081,670	38,399,114	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 \$1,001,268 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.....	97,440	\$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	6,984,432	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	\$25,358,115	\$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.....	\$5,293,419	\$8,528,255	\$5,963,154	\$5,909,490
Prev. reported.....	42,451,665	49,914,040	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.....				
Germany.....				190
West Indies.....			4,575	303,891
Mexico.....				
South America.....		32,865		55,494
All other countries.....	29,500	30,785		6,500
Total 1883.....	\$29,500	\$63,650	\$4,575	\$456,075
Total 1882.....	1,525,000	6,828,998	40,701	332,592
Total 1881.....		115,960	13,796	4,722,483
Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$354,138	\$2,066,692	\$.....	\$.....
France.....	28,000	116,345		
German.....			115,995	163,757
West India.....			177	38,133
Mexico.....			123,503	365,686
South America.....				13,610
All other countries.....		1,266		2,400
Total 1883.....	\$382,138	\$2,184,243	\$209,975	\$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.	Bonds.
54 American Exch. Nat. Bk. 126¼	55 Hamilton Fire Ins. Co. 112
5 New York & Blooming'd BR. Co. guar. 6 p. c. by Del. Lack. & Western. 120½	40 Tradesmen's Fire Ins. Co. 70
5 Home Ins. Co. 145	100 Accessory Transit Co. for \$10
25 Brooklyn Ins. Co. 174	
14 Star Fire Ins. Co. 70	
20 Lafayette Fire Ins. Co. 90	
5 Eagle Fire Ins. Co. 212	
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 \$16

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
Eel River (quar.).....	1	Mch. 5	.....
Missouri Pacific (quar.).....	1¾	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 44 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 fr'm previous week.	1882. Feb. 25.	1881. Feb. 26.
Loans and dis.	\$325,391,000	Inc. \$2,038,900	\$325,031,900	\$316,584,400
Specie.....	58,504,300	Dec. 1,495,000	55,753,800	58,074,200
Circulation...	16,498,700	Dec. 44,300	20,066,700	16,181,600
Net deposits	309,275,200	Dec. 1,437,500	297,790,300	296,547,300
Legal tenders	20,023,500	Dec. 1,330,200	17,260,700	15,048,000
Legal reserve.	\$77,318,800	Dec. \$359,375	\$71,447,575	\$74,136,825
Reserve held.	78,527,800	Dec. 2,825,200	73,014,500	73,122,200
Surplus.....	\$1,209,000	Dec. \$2,465,825	*\$1,438,075	*\$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 84¼; cables, 4 84¼. Continental bills were as follows, viz.: Francs 5 23¼@5 22½ and 5 21¼@5 20; reichsmarks, 94¼@94¾ and 94¼@94¾; 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 82½	4 84 @4 85	4 83 @4 83½
Prime commercial.....	4 80½@4 81	4 82½@4 83	4 82½@4 83
Documentary commercial.....	4 80 @4 80½	4 82½@4 83	4 82½@4 83
Paris (francs).....	5 23¼@5 21¼	5 21¼@5 18¾	5 21¼@5 18¾
Amsterdam (guilders).....	39¾ @ 40	40 @ 40¼	40 @ 40¼
Frankfort or Bremen (reichsmarks).....	94¼ @ 94¾	94¾ @ 95¼	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. 26.	Feb. 27.	Feb. 28.	Mar. 1.	Mar. 2.
5s, continued at 3½..	Q.-Feb.	*103¾	*103¾	*103¾	*103¾	*103¾	*103¾
4½s, 1891..... reg.	Q.-Mar.	112¾	112¾	112¾	112¾	112¾	112¾
4½s, 1891..... coup.	Q.-Mar.	*113¾	*113¾	113¾	*113¾	*112¾	*112¾
4s, 1907..... reg.	Q.-Jan.	119¾	119¾	*119¾	119¾	*118¾	118¾
4s, 1907..... coup.	Q.-Jan.	119¾	*119¾	*119¾	119¾	119¾	119¾
3s, option U. S..... reg.	Q.-Feb.	*103¾	104½	104½	*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., 7s 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.

Table with columns: STOCKS, DAILY HIGHEST AND LOWEST PRICES (Saturday, Monday, Tuesday, Wednesday, Thursday, Friday), Sales of the Week (Shares), Range Since Jan. 1, 1883 (Lowest, Highest), and For Full Year 1882 (Low, High). Rows include RAILROADS (Boston & N. Y. Air-Line, Burlington Cedar Rap. & No., Canadian Pacific, etc.) and MISCELLANEOUS (American Tel. & Cable Co., Colorado Coal & Iron, Delaware & Hudson Canal, etc.).

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

† Lowest price is ex-dividend.

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.

Table with columns: Roads, Latest Earnings Reported (Week or Mo, 1883, 1882), Jan. 1 to Latest Date (1883, 1882). Lists various railroads like Ala. Gt. Southern, Bur. Ced. R. & No., etc.

Table titled 'Coins' showing quotations in gold for various coins: Sovereigns, Napoleons, X Reichmarks, X Guilders, Span'h Doubloons, Mex. Doubloons, Fine silver bars, Fine gold bars, Dimes & 1/2 dimes.

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

Table with columns: Date, Receipts, Payments, Balances (Coin, Currency). Shows daily financial transactions from Feb. 26 to Mar. 2.

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:

Table with columns: Banks, Capital, Average amount of— (Loans and discounts, Specie, Legal Tenders, Net dep'ts other than U. S., Circulation). Lists banks like New York, Manhattan Co., Merchants, etc.

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

Table titled 'The following are the totals for a series of weeks' showing data for 1883 and 1882 across various categories like Loans, Specie, L. Tenders, etc.

Table titled 'Boston Banks.—Following are the totals of the Boston banks' showing data for 1883 and 1882 across various categories like Loans, Specie, L. Tenders, etc.

Table titled 'Philadelphia Banks.—The totals of the Philadelphia banks are as follows:' showing data for 1883 and 1882 across various categories like Loans, L. Tenders, Deposits, etc.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

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

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

Table with columns for Bond Types (United States Bonds, City Securities), Bid, Ask, and Bond Descriptions. Includes entries for various states like Virginia, Albany, Allegheny, Atlanta, Augusta, Baltimore, Bath, Belfast, Boston, Buffalo, Cambridge, Charleston, Chelsea, Chicago, Cincinnati, Cleveland, Columbus, Covington, Dallas, Detroit, Elizabeth, Fall River, Fitchburg, Galveston, Hartford, Haverhill, Hudson County, Jersey City, Lawrence, Louisville, Lowell, Lynchburg, Lynn, Macon, Manchester, Memphis, Milwaukee, Mobile, Montgomery, Nashville, Newark, New Bedford, New Brunswick, New Orleans, New York City, Orange, Oswego, Paterson, Philadelphia, Pittsburg, Portland, Portsmouth, Poughkeepsie, Providence, Richmond, Rochester, Rockland, St. Joseph, St. Louis, St. Paul, Salem, Savannah, Somerville, Springfield, Toledo, and Washington.

* Price nominal; no late transactions.

† Purchaser also pays accrued interest.

‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with multiple columns for Railroad Bonds, including columns for Bid, Ask, and various bond descriptions such as Wilmington, N.C.—6s, Ala. Cent.—1st M., 6s, 1918, etc.

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

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with columns for Railroad Bonds, Bid, Ask, and descriptions of various bonds and stocks. Includes entries for Ind. Bloom. & West., Michigan Central, Northeast, S.C., and many others.

* Price nominal; no late transactions.

† The purchaser also pays accrued interest.

‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with columns: RAILROAD BONDS, Bid., Ask., RAILROAD STOCKS, Bid., Ask., RAILROAD STOCKS, Bid., Ask. Lists various railroad securities and their market prices.

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

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

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

Table with multiple columns: CANAL BONDS, RR. STOCKS, MISCELLANEOUS, TRUST CO.'S STOCKS, MISCELLANEOUS, MISCELLANEOUS. Each column contains various stock and bond listings with bid and ask prices.

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

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

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

Table with columns for Mining Stocks, Bank Stocks, and Insurance Stocks, listing various companies and their bid/ask prices.

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

Investments

AND
STATE, CITY AND CORPORATION FINANCES.

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

ANNUAL REPORTS.

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.....	257	257	257	287
OPERATIONS AND FISCAL RESULTS.				
<i>Operations—</i>				
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 p pass. p mile.	2.95 cts.	2.912 cts.	2.954 cts.	3.001 cts.
Freight (tons) mov'd*	4,130,126	4,861,463	5,277,056	5,579,353
Freight (tus) mil'ge*	505,918,017	559,280,067	495,395,306	510,433,376
Av. rate p ton p mile	0.51 cts.	0.56 cts.	0.554 cts.	0.615 cts.
<i>Earnings—</i>				
Passenger	\$ 340,367	\$ 430,756	\$ 539,817	\$ 669,011
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.	3,091,808	3,727,733	3,454,309	4,011,414

* Does not include company's freight.

	1879.	1880.	1881.	1882.
<i>Operating expenses—</i>				
Maint'nce of way, &c.	\$ 605,796	\$ 616,534	\$ 654,890	\$ 691,173
Mgt. power & equip.	858,690	977,902	997,170	1,037,322
Transportat'n exp'ns.	665,773	763,917	777,999	871,039
Total (incl. taxes) ..	2,130,259	2,358,353	2,430,059	2,599,534
Net earnings.....	961,549	1,369,380	1,024,250	1,411,880
P.c. of op. ex. to earn.	68.90	63.20	70.30	64.80

	1879.	1880.	1881.	1882.
INCOME ACCOUNT.				
<i>Receipts—</i>				
Net earnings.....	\$ 961,549	\$ 1,369,380	\$ 1,024,250	\$ 1,411,880
Rents.....	2,292	4,840	4,835	3,586
Total income.....	963,841	1,374,220	1,029,085	1,415,466
<i>Disbursements—</i>				
Interest on debt	\$ 1,093,720	\$ 1,093,720	\$ 1,077,995	\$ 1,062,270
Interest on equip'm't.	163,049	162,200	165,315	160,410
Extraordin'ry expen.	.....	106,567	135,278	.....
Miscellaneous.....	39,410	37,306	45,710	95,087
Total disbursements.	1,296,179	1,399,793	1,424,328	1,317,767
Balance, deficit.....	332,338	25,573	395,243	sur. 97,699

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.	1882.
<i>Assets—</i>				
RR., bldgs, equip, &c.	\$ 26,176,101	\$ 26,189,698	\$ 26,186,163	\$ 26,186,163
Stocks & b'ids owned.	5,373	4,566	5,678	6,936
Cash on hand	14,365	15,017	14,814	1,397
Profit and loss	1,433,224	2,415,954	3,073,244	2,971,068
Miscellaneous items.	.....	.....	4,000	1,030
Total assets.....	27,629,063	28,625,235	29,283,929	29,166,564
<i>Liabilities—</i>				
Stock, common.....	\$ 6,053,700	\$ 7,013,700	\$ 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 (see SUPPLEMENT)	\$ 17,656,000	\$ 17,656,000	\$ 17,923,000	\$ 17,919,000
Unpaid coups. & int.	1,508,159	1,534,034	1,929,264	1,831,564
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, \$193,051; 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.....	315	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>		
Passengers carried.....	326,670	391,458
Passenger mileage.....	7,251,209	8,392,845
Freight (tons) moved.....	348,513	469,526
Freight (tons) mileage.....	19,511,452	30,687,380
<i>Earnings—</i>		
Passenger.....	\$186,152	\$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>		
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.....	3,355	2,330
Rails, fuel and supplies on hand.....	525,698	731,068
Total.....	\$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
Total.....	\$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 October. 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 counterfeits of the second mortgage bonds of the company had been detected. The whole issue of the second mortgage bonds amounts to \$2,000,000, 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 \$2,000,000, 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 counterfeits avoided. There are several discrepancies in the counterfeits, including the color of the paper, and the signatures. President Dickson of the Delaware & Hudson Canal Co. said no coupons of the counterfeits had been offered.

Atchison 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 2 3/8 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, 1862, 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	\$25,662,757
Earnings steamer div.	2,435,291
Interest on sinking fund	281,260
Total	\$25,964,502
Expenditures—	
Operating expenses	\$16,067,183
General expenses	330,616

Legal expenses	\$216,751
Civil engineering	15,479
Taxes	448,005
Expenses land department	23,700
Interest	3,443,413
Company's sinking fund and interest paid U. S.	1,100,000
Total	\$22,679,940

Surplus available for dividends	\$3,284,562
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	36,827	51,959	15,132	
Miscellaneous	26,327	26,146	118	
Totals	\$2,705,343	\$3,334,976	\$629,633	
EXPENSES.				
Transportation	\$342,939	\$1,164,365	\$821,426	\$
Maintenance of way, &c.	740,917	531,519		209,397
Maintenance of equip.	408,588	425,701	17,112	
General expenses	174,928	180,831	5,903	
Totals	\$2,267,403	\$2,302,418	\$35,015	
Net earnings	\$437,939	\$1,032,528	\$594,588	

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 \$778 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 984,350 tons, as against 735,773 in 1881, and 59,969 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.....	\$5,866,815	\$2,241,019	\$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 21, 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 lessee 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 lessee 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:

	Jan.	
	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:

	Jan.	
	1883.	1882.
Gross earnings.....	\$199,252	\$107,368
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 Rosebury 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, Unatilla, 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 flumes 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 \$3,000,000 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, 21 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 steamship lines on the Pacific coast, running to all important points 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 65 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.....	1,585,017
Balance of all other accounts.....	308,995
Net earnings for two years.....	1,609,215
Total.....	\$13,436,227
Total earnings for the year ending Nov. 30, 1882.....	\$3,361,277
Total expenses, including taxes and insurance.....	2,265,613

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 Pittsburg 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 & ERIE.

	Net Surplus over all Liabilities.		Inc. or Dec. in 1883.
	1883.	1882.	
January.....	\$174,981	\$9,741	Inc. \$165,240

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 1,500, 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; 5 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. Cohrs.

Philadelphia & Reading.—The receivers of the Philadelphia & Reading RR. and Coal & Iron Companies on Feb. 28 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 employes of the receivers would be retained in the service of the company. George De B. 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 10,821 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 300 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.			States.		
No.	Lines.	Miles.	No.	Lines.	Miles.	No.	Lines.	Miles.
3	2	200	10	207	62	5	217	20
1	17	34	7	102	00	8	217	23
1	1	50	10	154	25	1	67	00
2	5	00	3	57	00	21	1,230	70
0	0	00	7	296	58	Colorado Belt.		
1	2	65	9	253	48	12	563	00
			3	47	50	4	382	50
			3	83	25	3	21	69
			9	130	00	2	152	80
			3	79	00	1	23	00
			6	79	75	Pacific Belt.		
			0	0	00	3	214	48
			12	422	45	7	325	46
			24	841	73	2	221	00
			15	27	65	1	65	00
			8	525	16	5	179	00
			Kansas Belt.			1	5	00
			14	425	13			

RECAPITULATION.

States.	No. Lines.	Miles.	States.	No. Lines.	Miles.
5 N. Eng'd States.....	8	53,49	5 Colorado Belt.....	22	1,164,93
4 Middle States.....	61	1,315,57	6 Pacific Belt.....	19	1,109,94
5 Mid. West States.....	80	2,075,53	Totals in 45 States and Territories.....		
11 Southern States.....	70	1,490,43	*342 11,342,63		
4 Mo. River Belt.....	59	2,064,43			
5 Kansas Belt.....	49	2,157,23			

* 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 & Pittsburg.—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 by them without the transfer on the books of the company passes the title of the transferor 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.....	29,951	24,922	65,520
Beef.....	1,769	1,846	4,114
Lard.....	40,101	48,258	73,628
Tobacco, domestic.....	16,541	18,230	40,323
Tobacco, foreign.....	29,939	35,181	30,749
Coffee, Rio.....	25,845	73,081	72,583
Coffee, other.....	17,762	45,191	34,577
Coffee, Java, &c.....	60,094	112,690	136,257
Sugar.....	19,470	29,320	77,389
Sugar.....	5,459	8,286	6,515
Sugar.....	511,330	511,000	369,774
Molasses, foreign.....	1,141	824	327
Molasses, domestic.....	3,000	4,000	4,000
Hides.....	213,000	256,900	267,000
Cotton.....	183,433	147,396	339,777
Rosin.....	37,923	44,367	30,662
Spirits turpentine.....	4,523	3,950	4,634
Tar.....	1,409	1,240	652
Rice, E. I.....	25,150	26,400	17,400
Rice, domestic.....	2,300	2,020	1,940
Linseed.....	47,500	47,500	65,220
Baltpetre.....	12,300	14,500	11,750
Jute.....	2,300	600	2,600
Jute butts.....	52,228	31,228	26,700
Manila hemp.....	26,064	24,860	14,615
Sisal hemp.....	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 11.65@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 1/4c. for long clear; half-and-half 10 3/8c. Beef hams steady at \$21 50@22. Beef firm; city extra India mess \$25@27. Tallow steady at 8 1/2c. for prime. Stearine dull at 11 1/4c. 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 3/4c. for 96 degrees test; fair refining at the close is salable at 7c.; refined, at one time weak, closes strong; powdered, 9@9 1/2c.; crushed, 9 1/4c.; cut loaf, 9 1/4@9 3/8c.; standard "A," 8 1/2c.

Kentucky tobacco was quiet and unchanged. Lugs, 5 1/2@6 3/4c.; leaf, 7@11 1/2c. The undertone 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 sales Ohio, 5 3/4@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 15.

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 3/8c. for 110, and 8c. for 70, test. Crude certificates have been fairly active at lower prices; to-day the market fell off from 98 3/4c. to 97c. Ingot copper is easy; sales 200,000 lbs. Lake at 17 3/4@17 1/2c. and 250,000 lbs. Baltimore at 15 3/4@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 3/8d.; do. to Glasgow by steam 5 3/4d.; 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.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Table showing movement of cotton in interior towns from Sept 1, 1882, to March 2, 1883. Columns include Towns, Receipts (This week, Since Sept 1, 1882), Shipments (This week, March 2), and Stocks (This week, Sept 1, 1881, March 3, 1882).

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 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.

Table comparing stock at Liverpool, London, and various European ports (Hamburg, Bremen, Amsterdam, Rotterdam, Antwerp, Havre, Marseilles, Barcelona, Genoa, Trieste) for 1883, 1882, 1881, and 1880.

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:

Table showing American and other descriptions of cotton: American (Liverpool, Continental, American afloat, United States stock, United States interior stocks, United States exports to-day) and Total American.

Table showing East Indian, Brazil, &c. descriptions: Liverpool stock, London stock, Continental stocks, India afloat for Europe, Egypt, Brazil, &c., afloat, Total East India, &c., and Total American.

Total visible supply... 3,231,964 3,122,489 2,975,672 2,622,569 Price Mid. Upl., Liverpool... 59 1/2d. 6 1/2d. 6 3/4d. 7 3/4d.

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. Table with columns for Market, Range and Total Sales, and rows for each month from February to January, listing sales and prices for various days.

* Includes sales in September, 1882, for September, 500,200; September-October for October, 815,600; September-November for November, 231,000; September-December for December, 1,097,400; September-January for January, 2,070,200.

The following exchanges have been made during the week.

Table of cotton exchanges: pd. to exch. 1,900 Nov. for Apr., 67 pd. to exch. 200 Mar. for Aug., 28 pd. to exch. 500 Mar. for May, etc.

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 ¹¹ / ₁₆	9 ¹¹ / ₁₆	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈
Mobile.....	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈	9 ¹ / ₂	9 ¹ / ₂
Savannah....	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁹ / ₁₆	9 ⁹ / ₁₆	9 ⁹ / ₁₆	9 ⁹ / ₁₆
Charleston...	10	10	10	10	10	10
Wilmington..	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈
Norfolk.....	9 ³ / ₄	9 ¹¹ / ₁₆	9 ¹¹ / ₁₆	9 ⁵ / ₈	9 ⁵ / ₈	9 ⁵ / ₈
Boston.....	10 ³ / ₈	10 ³ / ₈	10 ³ / ₈	10 ³ / ₈	10 ³ / ₈	10 ³ / ₈
Baltimore....	10 ¹ / ₂	10	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Philadelphia.	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Augusta.....	9 ³ / ₄	9 ³ / ₄	9 ³ / ₄	9 ³ / ₄	9 ³ / ₄	9 ³ / ₄
Memphis.....	9 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂
St. Louis.....	9 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂
Cincinnati...	9 ³ / ₄	9 ³ / ₄	9 ³ / ₄	9 ³ / ₄	9 ³ / ₄	9 ³ / ₄
Louisville....	9 ⁷ / ₈	9 ⁷ / ₈	9 ⁷ / ₈	9 ⁷ / ₈	9 ⁷ / ₈	9 ⁷ / ₈

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

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.
Dec 15.....	238,490	241,570	262,015	338,852	447,534	299,528	272,319	2,151	270,167
" 22.....	237,980	206,855	258,176	353,487	457,024	396,993	254,635	218,343	295,635
" 29.....	196,435	200,624	251,423	343,025	466,546	379,855	205,973	210,188	294,755
Jan. 5.....	110,735	152,422	224,997	337,634	438,829	383,647	85,374	139,502	228,789
" 12.....	129,604	114,888	175,332	309,559	435,050	380,243	101,490	96,359	171,983
" 19.....	138,879	99,990	150,390	308,282	419,043	367,967	138,591	83,483	133,109
" 23.....	125,070	92,081	136,400	308,321	400,986	350,749	122,129	74,024	119,182
Feb. 2.....	147,129	95,057	171,316	317,868	390,019	347,523	158,674	84,090	168,090
" 9.....	133,723	83,779	165,868	313,837	380,528	343,584	129,664	77,288	161,929
" 16.....	146,539	72,631	146,130	312,559	372,454	326,796	145,252	63,957	129,342
" 23.....	133,359	60,160	131,448	317,588	362,430	321,424	143,397	50,136	119,076
Mar. 2.....	133,931	51,980	135,321	322,453	343,072	308,417	133,801	32,622	122,314

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 135,321 bales, the actual movement from plantations was only 122,314 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 138,801 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	297,647	283,620	310,213
Tot. receipts from plantat'ns	5,193,646	4,356,135	4,953,706	4,590,489
Net overland to March 1.....	526,556	353,355	415,047	445,723
Southern consumpt'n to Mch. 1	200,000	155,000	135,000	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 56, the highest being 78 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 56. 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 56, 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 76, 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 33. 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 56, 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.....	2	11	1	6
Memphis.....	35	6	35	9
Nashville.....	16	4	19	4
Shreveport.....	21	3	30	7
Vicksburg.....	42	3	44	9

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	53,000	76,000	81,000	158,000	242,000	68,000	400,000
1882	41,000	38,000	79,000	196,000	112,000	308,000	50,000	594,000
1881	15,000	29,000	44,000	55,000	98,000	153,000	31,000	238,000
1880	.....	16,000	16,000	47,000	83,000	136,000	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 3,000 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	500	4,500
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	63,100	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.....	29,000		32,000		65,000	
Since Sept. 1	2,150,000		2,649,000		2,555,000	
Exports (bales)—						
To Liverpool.....	1,000	200,000	11,000	212,500	6,000	179,000
To Continent.....	5,000	66,000	3,500	140,338	4,633	86,121
Total Europe.....	6,000	266,000	14,500	352,838	10,633	265,121

* 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.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl's		32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mid. Upl's			
Dec. 29	8 1/16	97 1/16	6	1 1/2	7	7 1/2	5 3/4	9 3/8	10	6	6	8	0	6 1/16
Jan. 5	8 3/4	9 3/8	6	1	7	7	5 1/16	9 3/8	10	6	6	8	0	6 9/16
" 12	8 5/8	9 1/4	6	0	7	6	5 1/16	9 3/8	10	6	6	8	0	6 11/16
" 19	8 5/8	9 1/4	6	0	7	4 1/2	5 5/8	9 1/2	10	6	7 1/2	8	0	6 3/4
" 26	8 3/4	9 3/8	6	1	7	6	5 5/8	9 1/2	10	6	7 1/2	8	0	6 5/8
Feb. 2	8 3/4	9 5/8	6	0	7	6	5 1/16	9 3/8	10	6	6	8	0	6 5/8
" 9	8 3/4	9 5/8	6	0	7	6	5 1/16	9 3/8	10	6	6	8	0	6 5/8
" 16	8 3/4	9 1/2	5	11	7	4 1/2	5 5/8	9 3/8	9 7/8	6	5	7	10 1/2	6 7/16
" 23	8 5/8	9 3/8	5	10	7	3	5 5/8	9 3/8	9 7/8	6	6	7	10 1/2	6 7/16
Mch. 2	8 1/2	9 1/4	5	10	7	3	5 9/16	9 3/8	9 7/8	6	6	7	10 1/2	6 1/2

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 7 1/4c. for 1 1/2 lbs., 8c. for 1 3/4 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 2 1/4@2 3/8c. 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..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,607	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,307	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	572,728	447,918	566,824	472,054
Total year	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Percentage 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. Jn. 31	4,267,300	3,741,549	4,025,800	3,768,011	3,269,740	3,089,216
Feb. 1....	21,924	12,592	22,962	8.	36,304	28,495
" 2....	30,723	11,049	18,075	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....	26,666	16,697	8.	21,929	23,378	21,343
" 7....	18,808	14,970	20,763	11,239	25,634	16,653
" 8....	23,038	12,207	23,485	8.	24,175	22,806
" 9....	40,547	13,350	18,721	34,438	8.	15,100
" 10....	18,730	19,496	17,049	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	21,048	20,075
" 14....	23,150	10,750	28,391	20,967	29,598	14,800
" 15....	21,200	9,647	10,070	8.	16,652	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	39,774	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	19,408	14,837
" 21....	17,739	13,626	26,277	20,960	24,159	14,650
" 22....	15,316	5,341	15,760	8.	13,298	20,245
" 23....	35,649	5,712	16,873	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.	13,805	16,646	13,396
" 28....	23,475	9,369	36,728	14,109	19,941	13,253
" 29....	.....	.....	.....	8.	.....	.....
Tot. Feb. 28	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Mch. 1....	14,538	6,519	20,473	16,279	10,547	17,754
" 2....	24,228	7,625	12,465	12,171	8.	9,863
Total.....	4,901,714	4,047,655	4,631,466	4,244,379	3,847,111	3,588,922
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 854,029 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 12,159 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.....	.....	.....	.....	.....	3,426	5,987
TOTAL TO GREAT BRITAIN	8,968	8,195	9,348	8,985	325,654	238,999
Havre.....	273	995	.....	1,111	22,002	18,032
Other French ports.....	.....	.....	.....	.....	100	.....
TOTAL FRENCH	273	995	.....	1,111	22,102	18,032
Bremen and Hanover.....	1,096	700	1,200	1,050	34,814	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, Op'rto, Gibralt'r, &c.....	.....	.....	75	.....	2,517	837
All other.....	.....	100	.....	320	5,110	290
TOTAL SPAIN, &c.....	.....	100	75	320	7,627	1,037
GRAND TOTAL	11,086	11,409	12,159	12,137	459,035	304,521

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	3,660	15,889	.....	.....	.....	.....
Savannah	4,777	180,210	1,309	58,152	242	12,341	1,750	72,392
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	192	8,999	.....	.....	.....	.....	.....	.....
S. Carolina	4,173	138,292	.....	896	715	8,336	.....	16,867
N. Carolina	961	40,900	.....	.....	.....	.....	229	15,823
Virginia	6,760	173,225	2,980	48,814	629	36,270	2,505	86,863
North. pts.	.....	.....	6,179	102,936	.....	.....	.....	205
Tenn., &c.	1,339	169,707	5,015	121,669	3,373	49,120	541	36,557
Foreign	205	2,126	.....	.....	.....	.....	.....	.....
This year.	26,977	943,774	19,143	353,252	4,959	*	5,025	228,907
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.....	105
Celtic, 1,125.....City of Paris, 1,463.....Donati, 449.....	.....
England, 1,852.....Republic, 1,663.....Servia, 1,618.....per ship Blairgowrie, 700.....	8,935
To Havre, per steamers Amerique, 610.....Pereire, 501.....	1,111
To Bremen, per steamer Donau, 1,059.....	1,059
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.....	4,250
Caribbean, 2,558.....Governor, 5,202.....Rita, 3,010.....	.....
Statesman, 3,398.....	18,418
To Havre, per steamers Deronda, 2,874.....Provincia, 2,193.....	.....
per ship Lille Souillard, 3,719.....	8,791
To Bremen, per bark Hampton Court, 3,440.....	3,440
To Antwerp, per steamer Monarch, 900.....	900
To Barcelona, per barks Galofie, 500.....Pedro Gusi, 400.....	900
MOBILE—To Liverpool, per bark G. S. Penry, 2,252.....	2,252
To Havre, per bark Assyria, 2,123.....	2,123
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 barks Hebe, 1,160 Upland.....Tula, 1,123 Upland.....per brigs Frasquita, 552 Upland.....Jaime Millet, 735 Upland.....Joven Mario, 660 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, 1,006.....	1,006
To Vera Cruz, per steamer Whitney, 1,025.....	1,025
WILMINGTON—To Liverpool, per bark Aurorita, 2,087.....per brig Alaska, 1,800.....	3,887
BALTIMORE—To Liverpool, per steamers Circassian, 1,200.....Vesta, 2,379.....	3,579
To Bremen, per steamer Hermann, 2,500.....	2,500
BOSTON—To Liverpool, per steamers Illyrian, 2,560.....Iowa, 1,409.....Victoria, 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.	Udder- valle.	Barcelona & Palma de Majorca.	Oporto.	Total
New York..	8,985	1,111	1,050	671	.....	.....	.....	12,137
N. Orleans..	18,418	8,791	3,440	900	.....	900	.....	32,449
Mobile.....	2,252	2,123	.....	.....	.....	.....	.....	4,375
Charleston..	3,140	2,303	.....	.....	.....	4,230	.....	9,673
Savannah..	.....	.....	.....	5,700	1,336	34	.....	7,070
Texas.....	.....	1,371	1,450	.....	.....	.....	1,006	4,852
Wilmington..	3,887	.....	.....	.....	.....	.....	.....	3,887
Baltimore..	3,579	.....	2,500	.....	.....	.....	.....	6,079
Boston.....	3,979	.....	.....	.....	.....	.....	.....	3,979
Philadelp'a	1,600	.....	.....	.....	.....	.....	.....	1,600

Total... 45,840 15,999 8,440 7,271 1,336 5,164 1,006 86,401
Included in the above totals are, from New York to Genoa, 320 bales and Galveston to Vera Cruz, 1,025 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, 1,788; Tycho Brahe, 3,032....Feb. 26—Steamer Asturiano, 3,900....Feb. 27—Steamers Commander and St. Bernard, 6,331.
For Havre—Feb. 26—Steamer Paris, 6,473; bark Etta Stewart, 2,733.
For Reval—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 Sata,
For Vera Cruz—Feb. 21—Steamer City of Mexico, 1,260,
For Tuxpan—Feb. 21—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 Hango, Russia—Feb. 21—Bark Lorely, 2,000.
CHARLESTON—For Liverpool—Feb. 23—Bark Ponema, 2,263.
For Bremen—Feb. 23—Bark Attensjernen, 1,575.
For Amsterdam—Feb. 24—Bark Formica, 1,350.
For Barcelona—Feb. 23—Brig Clara, 850.
WILMINGTON—For Liverpool—Feb. 28—Bark Hermann Friedrich, 1,188.
NORFOLK—For Liverpool—Feb. 27—Ship Servia, 3,000....Feb. 28—Ship Bertie Biglow, 2,140.
BOSTON—For Liverpool—Feb. 20—Steamer Atlas, 1,000....Feb. 27—Steamer Bulgarian, 1,143.
BALTIMORE—For Havre—Feb. 27—Steamer Alexander Bixio, 1,633.

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

MORRO CASTLE (1,680 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. 438 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 1/4 @ 1/4	11 1/4 @ 1/4	11 1/4 @ 1/4	11 1/4 @ 1/4	11 1/6 @ 1/4	11 1/4 @ 1/4
Do sail.....	11 1/4 @ 1/4	11 1/4 @ 1/4	11 1/4 @ 1/4	11 1/4 @ 1/4	11 1/4 @ 1/4	11 1/4 @ 1/4
Havre, steam d.	7 1/6	7 1/6	7 1/6	7 1/6	7 1/6	7 1/6
Do sail.....	.....	.....	.....	.....	.....	.....
Bremen, steam d.	17 3/4	17 3/4	17 3/4	17 3/4	17 3/4	17 3/4
Do sail.....	.....	.....	.....	.....	.....	.....
Hamburg, steam d.	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4
Do sail.....	.....	.....	.....	.....	.....	.....
Amst'd'm, steam d.	1 1/4 @ 9/32	1 1/4 @ 9/32	1 1/4 @ 9/32	1 1/4 @ 9/32	1 1/4 @ 9/32	1 1/4 @ 9/32
Do sail.....	.....	.....	.....	.....	.....	.....
Baltic, steam d.	3/8	3/8	3/8	3/8	3/8	3/8
Do sail.....	.....	.....	.....	.....	.....	.....
Barcelona, steam d.	13 1/6 @ 7/8	13 1/6 @ 7/8	13 1/6 @ 7/8	13 1/6 @ 7/8	13 1/6 @ 7/8	13 1/6 @ 7/8
Genoa, steam d.	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.	Mch. 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	25,000	31,500
Total stock—Estimated.....	862,000	886,000	960,000	965,000
Of which American—Estimated.....	604,000	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	292,000
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.

Spot.	Saturday	Monday	Tuesday	Wednes.	Thursd'y.	Friday.
Market, } 12:30 P.M. }	Very dull.	Dull and easier.	Very dull.	Dull and easier.	Mod. inq. freely supplied.	Easier.
Mid Upl'ds and Or'pas	5 5/8	5 5/8	5 5/8	5 5/8	5 9/16	5 9/16
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.
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 38	5 38	5 38	5 38
Mar.-April.	5 42	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 58	5 58	5 58	5 58	5 58	5 58	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 44	5 44
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.
February...	5 38	5 38	5 37	5 37	.....	.....	.....	.....	.....	.....	.....	.....
Feb.-Ma...	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.-Apr...	5 37	5 37	5 36	5 36	5 37	5 37	5 37	5 37	5 36	5 36	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 49	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 42	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 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 3/4 @ \$1 23 1/2 for March, \$1 25 @ \$1 26 for April, \$1 26 3/8 @ \$1 27 1/4 for May and \$1 26 3/8 @ \$1 27 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 1/2@1c.; No. 2 mixed sold at 72 1/2c. for March and 72 1/2 @ 72 3/4c. for May, while April was quoted at 72 3/4 @ 72 3/8c.

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 1/2c. 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 1/4 @ 1/2c., while the demand was much less urgent. No. 2 mixed sold at 52 @ 52 3/8c. for March, 52 3/8 @ 53 1/4c. for April and 52 3/8 @ 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
Wis. & Minn. rye mix.	5 50 @ 6 00
Minn. clear and stra't	4 25 @ 7 25
Winter shipp'g extras.	4 00 @ 4 50
Patents, spring.....	6 50 @ 8 25
Patents, winter.....	5 50 @ 7 50
City shipping extras.	\$5 50 @ 6 00
Southern bakers' and family brands.....	6 00 @ 7 50
South'n ship'g extras.	4 85 @ 5 90
Rye flour, superfine..	3 75 @ 4 10
Corn meal—	
Western, &c.....	3 25 @ 3 75
Brandywine, &c.....	3 75 @ 3 85
Buckw't flour, 100lbs.	2 63 @ 2 85

GRAIN.	
Wheat—	
Spring per bush.	1 08 @ 1 35
Spring No. 2.....	1 14 @ 1 16
Red winter.....	1 06 @ 1 27
Red winter, No. 2	1 23 @ 1 24 1/2
White.....	1 12 @ 1 23
White No. 1.....	1 16 @ 1 17
Corn—West. mixed	62 @ 73
West. mix. No. 2.	72 1/2 @ 74
White.....	73 @ 75
Yellow.....	73 @ 75
Buckwheat.....	75 @ 76
Rye—Western.....	72 @ 78
State & Canada..	73 @ 79
Oats—	
Mixed.....	51 @ 53
White.....	53 @ 56
No. 2 mixed.....	52 @ ..
No. 2 white.....	54 1/2 @ 54 1/2
Barley—	
Canada No. 1.....	1 02 @ ..
Canada bright...	1 01 @ 1 05
Canada No. 2.....	96 1/2 @ ..
State, 4-rowed...	93 @ 95
State, 2-rowed...	87 @ 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. 198 lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	76,081	132,328	1,190,197	49,038	130,200	35,183
Milwaukee..	68,109	116,275	42,820	73,690	203,923	20,200
Toledo.....	205	92,609	42,280	1,505	.....	.....
Detroit....	4,026	197,821	16,709	11,231	14,917	.....
Cleveland...	1,583	18,073	19,000	12,800	4,017	.....
St. Louis....	34,520	171,086	711,125	109,611	78,483	3,884
Peoria.....	1,125	1,000	167,550	79,375	27,000	9,500
Duluth.....	.....	27,007	.....	.....	.....	.....
Tot. wk. '83	183,769	736,197	2,189,771	730,108	493,846	69,767
Same wk. '82	130,293	410,176	780,274	351,525	137,944	22,566
Same wk. '81	179,079	412,751	1,294,877	558,745	133,216	21,993
Since Aug. 1—						
1882.....	5,977,892	58,299,469	49,862,647	30,915,969	11,527,051	2,994,182
1881.....	4,884,523	31,521,922	76,297,951	22,446,529	9,961,163	8,136,810
1880.....	5,005,141	58,816,267	71,856,757	25,927,549	9,970,500	2,787,869

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	2,866,439	2,459,922	1,780,736
Corn.....	13,022,103	11,963,520	6,684,393	9,640,970
Oats.....	5,469,617	5,232,811	4,391,885	1,911,880
Barley.....	2,123,785	1,059,377	1,150,457	575,009
Rye.....	252,079	365,363	392,451	308,528
Total grain ..	21,282,171	21,537,509	16,474,514	14,217,129

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.....	1,312,146	1,094,420	761,914	1,818,360
Oats.....	831,761	236,212	451,499	198,423
Barley.....	309,211	91,762	79,162	65,660
Rye.....	25,834	18,128	28,157	34,205
Total.....	2,855,619	1,609,493	1,686,909	2,320,154

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

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Feb. 24.....	158,030	357,697	1,312,146	831,761	309,211	25,834
Feb. 17.....	174,896	418,365	1,883,541	725,481	328,470	24,295
Feb. 10.....	149,503	410,556	1,467,384	391,251	190,851	11,436
Feb. 3.....	207,336	552,890	1,610,337	684,271	326,131	26,289
Tot. 4 w.	689,770	1,739,508	6,333,408	2,682,464	1,145,663	87,854
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.....	51,894	31,800	146,800	52,900	13,525	500
Portland.....	11,297	62,835	8,300	2,600	.....	.....
Montreal.....	9,429	8,090	.....	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	27,413	.....	.....
Total week...	232,624	797,138	1,931,853	259,048	137,723	13,966
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	1,939,142	2,107,503	1,468,848
Wheat..... bush.	8,331,072	5,219,904	7,933,376	5,422,372
Corn.....	13,252,357	6,727,785	9,673,090	15,553,119
Oats.....	3,259,331	3,075,460	3,522,520	2,726,511
Barley.....	709,302	918,487	822,144	908,265
Rye.....	154,624	99,513	295,314	159,719
Total grain	25,693,186	16,640,519	22,411,744	24,747,922

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.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	114,404	386,350	342,901	4,633	.....	9,617
Boston	25,278	85,773	36,179	.....	.....	8,061
Portland	11,298	62,835	.....	.....	.....	9,550
Montreal	.....	.....	.....	.....	.....	.....
Philadel.	3,408	30,000	265,508	.....	.....	.....
Baltim're	15,270	79,383	243,390	.....	.....	.....
N.Orl'ns	612	83,751	242,996	.....	.....	.....
Total w'k.	170,270	728,092	1,130,974	4,633	.....	27,258
8 th mo time	.....	.....	.....	.....	.....	.....
1882.	134,394	966,256	577,857	718	.....	16,020

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.	1882. Week, Feb. 25.	1883. Week, Feb. 24.	1882. Week, Feb. 25.
Un.King.	121,777	108,382	588,618	738,229	946,024	470,154
Contin'nt	2,123	5,900	137,272	228,027	155,380	86,778
S. & C. Am	18,810	7,905	.....	.....	16,593	12,395
W. Indies	20,684	11,953	2,202	.....	4,533	8,530
Brit. Col's	6,640	251	.....	.....	190	.....
Oth.c'nt's	236	.....	.....	.....	8,344	.....
Total...	170,270	134,394	728,092	966,256	1,130,974	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.	1881-82. Sept. 1 to Feb. 25.	1882-83. Sept. 1 to Feb. 24.	1881-82. Sept. 1 to Feb. 25.
Un. Kingdom	3,678,317	1,626,660	24,407,420	20,345,096	10,190,925	14,996,839
Continent...	348,777	105,480	19,708,657	7,060,725	1,457,592	3,505,651
S. & C. Am...	384,757	337,358	88,678	4,583	114,900	267,679
West Indies	481,494	321,444	35,531	19,760	232,345	291,610
Brit. Col'nies	308,066	260,171	7,806	.....	67,308	79,120
Oth. countr's	22,388	20,600	200,463	200,268	79,329	34,283
Total.....	5,223,799	2,671,713	44,448,505	27,630,432	12,142,489	19,175,182

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	877,358	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	4,560	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	394,859	89,394	.....	.....
Peoria	9,645	96,660	132,095	6,656	133,625
Indianapolis	387,100	91,500	28,100	.....	15,100
Kansas City	255,390	537,514	13,126	.....	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	10,706,651	4,352,164	2,057,761	1,646,084
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 1,924 packages, of which 1,089 were shipped to China, 138 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. Corset 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 fact for the corresponding periods of 1882, are as follows:

Manufactures of—	Week Ending Feb. 2, 1883.		Since Jan. 1, 1882.		Week Ending Feb. 1, 1883.		Since Jan. 1, 1882.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool	1,552	706,658	11,007	5,165,135	1,759	797,180	10,030	4,642,395
Cotton	2,030	682,956	18,489	6,195,181	2,512	951,634	15,298	5,589,605
Silk	1,481	1,027,302	10,667	1,905,020	1,554	1,905,020	8,268	5,450,174
Flax	2,080	414,289	15,681	3,177,072	2,162	454,472	12,322	2,550,828
Miscellaneous	1,489	238,404	25,551	2,032,638	2,254	331,213	20,685	1,655,247
Total	8,632	3,069,609	31,393	23,833,882	10,241	3,539,519	66,598	19,923,249
Manufactures of—	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.							
Wool	349	145,229	3,068	1,328,258	460	193,933	3,691	1,601,383
Cotton	296	70,303	3,870	1,198,698	343	93,255	5,012	1,723,429
Silk	93	61,566	1,477	1,150,335	200	169,191	2,148	1,689,139
Flax	670	93,519	6,167	1,076,455	693	91,760	6,916	1,066,292
Miscellaneous	4,159	77,621	23,190	604,615	2,620	67,289	26,019	609,371
Total	5,531	451,538	42,773	5,308,361	4,319	618,428	43,816	6,689,604
Ent'd for consmpt.	8,632	3,069,609	31,393	23,833,882	10,241	3,539,519	66,598	19,923,249
Total on market	14,163	3,521,147	124,166	29,142,243	14,560	4,157,947	110,414	26,612,853
Manufactures of—	ENTERED FOR WAREHOUSE DURING SAME PERIOD.							
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	1,636,230
Silk	1,254	61,096	12,254	963,482	878	293,783	2,536	1,928,213
Flax	546	102,958	5,374	965,837	511	108,542	4,777	896,457
Miscellaneous	2,047	78,259	40,702	608,951	3,196	67,879	24,485	672,422
Total	3,424	502,793	54,469	5,096,635	5,428	963,049	42,116	7,152,780
Ent'd for consmpt.	8,632	3,069,609	31,393	23,833,882	10,241	3,539,519	66,598	19,923,249
Total at the port	12,056	3,572,402	135,864	28,930,517	15,669	4,502,568	108,714	27,076,029

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	1882.	1881.
DAILY.....	44,678,656	39,701,161
SUNDAY... ..	7,414,114	7,037,604
WEEKLY.	3,443,260	3,498,154
Total	55,536,030	50,236,919

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