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also an Extra Dividend of ONE HALF OF ONE
PER CENT in cash, payable at the same time to
said shareholders out of the earnings of the Southern Division for the six months ending June 30, 1883.
The stock transfer books will be closed from August The stock transfer books will be closed from August 11 until September 5.

L. V. F. RANDOLPH, Treasurer.

CHICAGO & ALTON RAILROAD COMPANY, CHICAGO, Aug. 1, 1883.-NOTICE-A cash dividend of FOUR PER CENT on the preferred and common stock of this company has been

declared, payable on the 1st day of September next, at the office of the Company's Agents, Messrs. Jesup, Paton & Co., No. 52 William Street, New York.
The transfer books will be closed on the 15th inst.
and re-opened September 3 next.
C. H. FOSTER, Treasurer.

PENNSYLVANIA RAILROAD COM-PANY, TREASURER'S DEPARTMENT, PHILADEL-

PHIA, July 21, 1883. Certificates of Stock of this Company subscribed for under the resolution of its Board of Directors of May 1st last are now ready for delivery on the return

of the receipts given for the same.

JOHN D. TAYLOR, Treasurer.

OFFICE OF THE JOCUISTITA MIN-ING CO., MILLS BUILDING, No. 15 Broad St., New York, Aug. 8, 1883.

York, Aug. 8, 1883.

The Jocuistita Mining Company has this day declared a quarterly dividend of Fitty Thousand Dolars, being FIFTY CENTS (50c.) PER SHARE, payable at the office of Lounsbery & Haggin, Mills Building, No. 15 Broad Street, on the 31st inst.

Transfer books close on the 25th inst.

R. P. LOUNSBERY, President.

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Grand Rapids & Ind. Guar. Land Grant 1st 7s, 1899
Bellefont. & Ind. (C. C. C. & I.) 1st 7s, 1891.
New York Chicago St. Louis Equip. 7s, 1888 to 1892.
Evansville & Terre Haute Consols 6s, 1921.
Lake Shore Dividend Bds. 7s, 1899.
St. Louis Gold 6s, various dates.

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HUNT'S MERCHANTS' MAGAZINE. Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 37.

SATURDAY, AUGUST 11, 1883.

NO. 946.

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The Chronicle.

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THE FINANCIAL SITUATION.

Further important failures in commercial circles have been announced during the past few days, and these, together with the suspension of two banks at St. Albans, also of runs by depositors on a bank in this State and two in the West, besides rumors affecting several other financial institutions, have served to keep the public mind in a disturbed condition all the week. On the surface the appearance is easily interpreted as indicating quite a general disorder, and parties interested in depressing prices do not hesitate to exaggerate this feature and predict the worst of consequences. Croakers have, therefore, increased in number and in confidence, and the crowd which always drifts with the current, is for the moment under the same influence.

Of course to make out a case our despondent friends must prove that this is a period of general and greatly inflated credits. One railroad manager has temporarily succumbed, so they tell us all others are in a similar state and will speedily follow; the disclosure in the leather trade they interpret as only a sample of the overtrading prevailing in all departments of commerce; the temporary disturbance in three or more small banks (possible incidents of any period) they make sufficient to support a whisper of suspicion as to the body of loans being carried

by the whole system. From all this and other similar facts and fancies the public is taught to draw the inference that the Stock Exchange will soon be buried under a massof worthless securities, and every merchant who owes a sixpence will be forced into liquidation.

Such exaggerations and predictions are simply absurd in the present condition of prices and credits. We are really at the end now of two years of contraction and liquidation. Financial and commercial affairs are in such a state that speculation is scarcely observable in any department, and very seldom in our history have we known a time when all values were so little inflated. One might as well expect a man to tumble down hill when he was at the bottom as to anticipate a panic with prices sosubstantial. The trouble in the Western banks has its origin probably in the wild and disastrous speculation in provisions and breadstuffs which was so recently in progress there. But those movements are at an end, and the losses incurred, though heavy, have in general borne their fruit. As to the St. Albans affair, it is a special matter and has no general application. There are very few railroads to-day that could be embarrassed even in a panic. They are in almost every case very strongly held. and where one can question the value of the stock the bonds Besides, nearly all the railroad extensions a short time since in progress are finished, and to a large extent were carried through and the securities issued by old corporations whose credit is beyond suspicion. Furthermore, during the last eighteen months the banks and other loaning institutions have gradually thrown out the poorer stuff while making the margin for all greater, so that their collaterals to day stand safer than has been the case often. Now, if to all this we add that last year and this year the country raised magnificent crops and has been accumulating wealth, and thus actually and visibly recuperating during its time of depression, the reader will be able to estimate at their true value these prophets and prophecies of evil.

In the references made to the various causes which have contributed to the existing state of affairs we think too little prominence has been given to the decline in railroad building which affects so many departments of trade and of general business. The facts in relation to this change are perhaps not noticed by the general reader. Even during the summer and autumn of 1882 railroad construction was carried on with wonderful rapidity, but before the close of the year the Chronicle stated, judging from the outlook at that time, that there must be a very large decrease during the present year. Other journals predicted but a moderate decline. Now, it is found from the approximate running account of new construction kept by the Railroad Gazette, that from Jan. 1 to date 2,796 miles of new road

have been constructed this year, against 5,667 in the same time last year. But the decline hereafter bids fair to be still more rapid, for the new track reported from week to week is now small, whereas in 1882 no less than 1,501 miles were finished in the six weeks ending August 11, and 4,341 miles in the seventeen weeks ending Oct. 27. When the Northern Pacific is completed this month, there will remain but a single road in the United States on which a large additional mileage will probably be completed this year—namely, the New York West Shore & Buffalo. For the purpose of showing how the mileage progressed from the first of July in each year, the following table is presented.

Week ending-	1882.	1883.
10000000	Miles.	Miles.
		143
July 7	343	282
66 11	010	197
# 91		70
" 28		103
1 -1 1	**********	34
" 11		
		- 829
Total six weeks	1,000	
		1
Aug.18		
0 05	************	
Cont 1		
11 8	124	
46 16	534	
6 00		
# 00		
Oct. 6	004	
" 13	401	
6 20	100	
# 27	124	
#1		
Total eleven weeks	2,840	

The effect of the disquieting facts, rumors and exaggerations of the week, was of course very marked in Wall Street. The stock market is now all the time in a condition of extreme sensitiveness, growing out of the distrust which the large operators have produced by their manipulations. For this reason it is comparatively easy to depress prices, for no story is too absurd not to frighten the timid. The attacks of the speculators were, however, first directed against the cliqued properties; but when it was seen that these did not yield, a diversion was made, and the unprotected stocks were assailed. The Wabashes yielded readily, partly because of the decreased earnings of the road-comparison being made in the last week of July with a very large traffic for the corresponding period in 1882-and partly in consequence of a threatened passenger rate war between this road, the Illinois Central and the Chicago & Alton. Texas & Pacific and Missouri Kansas & Texas sympathized with this decline in the Wabashes, and the stocks of all the roads in the Southwestern system were also more or less affected by the issue of an order by the Telegraphers' Brotherhood directing the operators employed on these lines to strike unless alleged grievances were redressed. Indeed, this movement of the Brotherhood exerted a depressing influence upon stocks of all railroads, for it was feared that the locomotive engineers would so far sympathize with the striking telegraphers as to refuse to run trains without the aid of telegraphic signals or orders. Denver & Rio Grande was later attacked, doubtless with the object of demoralizing the rest of the market, and on Wednesday the Northern Pacifics and Oregon Trans Continental yielded readily to an assault accompanied by a false rumor of financial embarrassment. On Thursday there were indications of a temporary recovery, probably caused in good part by a covering of short contracts, induced by the conviction that the strike of the telegraphers, so far as the railroads were concerned, was a failure, and also by the rumored sale of the Southeastern Railroad, and the consequent settlement of the St. Albans difficulty, and by the denial of some of the disquieting reports previously circulated. But yesterday, with the story of the sale of the Southeastern denied, and further reports of trouble in the two banks in Indianapo.

lis, the market was again attacked, wih the effect of demoralizing the entire share list and causing a heavy fall in prices all around.

There is very little change to note in the exchange market. At the moment the tone is firm, but this is due more to a temporary scarcity of commercial bills than to any particular urgency in the demand. The outward movement of breadstuffs and provisions continues, but it is slow, and bills are not made so rapidly as they will be later on by exports of cotton. Then again the European markets are so well supplied with grain that there will be no urgent inquiry from us for the present or until the actual results of the European and American harvests are known. The comparatively high rates for money in London and the low figures ruling here operate against the sale of speculative bills, so that, as was remarked last week, the market has to depend upon commercial drafts for its supply. Some few bankers' bills are being drawn against the negotiation of loans in Europe, but there is no movement of securities either way of any moment. The following shows relative prices of bonds and railroad stocks in London and New York at the opening each day.

	Aug. 6.	Aug.	7.	Aug	. 8.	Aug	. 9.	Aug	. 10.
		Lond'n	N.Y.			Lond'n prices.*			
U.S.48.C.	London	119.19	1191/6	119. 9	119	119:19	1191/8	119-19	1191/8
Erie	pu	33.95	3374	34.19	34	83.82	331/6	33.85	327/
2d con.	3	94.78	95	94.76	95	94.76	941/8	94.18	9416
ill. Cent.		131.65	13116	131.52	131	131.52	131	130.91	130
V. Y. C	in	115.53	11556	116.16	11614	115.77	116	116.58	116
Reading	ay	28.08+	557/8	28 08+	55%	27.84+	5538	27.64+	55%
Ont.W'n	id	23.20	23	22.95	224	21.93	22	31.88	211/2
St. Paul	Holiday	103.31	103%	103.29	1031/4	103.07	103	103.56	103%
Exch'ge,		4.1	881/2	1.88	31/4	4*	881/4	4:	8814

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

Money, although still abundant, has been in a little better demand this week, and lenders on call have been able to get $2\frac{1}{2}$ to 3 per cent, against $1\frac{1}{2}$ to 2 last week. Commercial paper has advanced in consequence of the lighter inquiry for it, caused by the unsettling influences of the Boston failures, but, so far as can be ascertained, legitimate borrowers have experienced no difficulty in obtaining all the accommodation required without selling their notes on the Street. The domestic exchanges on New York at interior points remain unchanged, with the exception that at Boston the rate has fallen to from 5 to 10 cents per \$1,000 discount, and at St. Louis the change is from \$1 to about 70 cents per \$1,000 premium.

For the past week the New York Clearing House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows.

Week Ending Aug. 10, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	\$1,747,000	\$660,000 720,000	Gain.\$1,147,000 Loss. 720,000
Total gold and legal tenders		\$1,320,000	Gain. \$427,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement the banks have lost \$1,533,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total loss to the N. Y. Clearing House banks of gold and currency for the week covered by the bank's atement to be issued to-day.

Week Ending Aug. 10, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above Sub-Treasury operations, net	\$1,747,000	\$1,820,000 1,533,000	Gain. \$427,000 Loss. 1,533,000
Total gold and legal tenders		\$2,953,000	Loss.\$1,106,000

The Bank of England return for the week shows a loss of £88,000 bullion, and a gain of 1 per cent in the proportion of reserve to liabilities. The net increase from abroad was £214,000, and it follows, therefore, that the loss for the week is due to shipments to the interior of Great Britain, probably for crop purposes. The Bank of France reports a decrease of 20,000 francs gold and of 250,000 francs silver. The Bank of Germany lost 4,480,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Aug.	Aug. 9, 1883.		0, 1882.
w - 1	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	22,841,486		22,065,158	
Bank of France	39,533,527	41,420,178		46,293,794
Bank of Germany	7,611,787	22,835,363		20,838,750
Total this week	69,986,800	64,255,541	68,841,943	67,132,544
Total previous week				

The Assay Office paid \$82,804 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

D 4			1	Consis	ting of-		
L	ate.	Duties.	Gold.	U. S. Notes.	Gold Certif.	Silver Oer- tificates.	
Aug	. 3	\$539,724 42	\$7,000	\$27,000	\$391,000	\$115,000	
66	4	287,363 77	7,000	26,000	182,000	72,000	
66	6,	591,778 73	14,000	30,000	450,000	97,000	
66	7	577,539 59	10,000	25,000	421,000	121,000	
. 41	8	477,034 71	15,000	31,000	310,000	121,000	
- 61	9	745,888 43	22,000	42,000	506,000	175,000	
1-90	Total.	\$3,219,329 65	\$75,000	\$181,000	2,260,000	\$701,000	

RAILROAD EARNINGS IN JULY, AND FROM JANUARY 1 TO JULY 31.

Our statement of railroad earnings for July makes a fairly satisfactory exhibit, taken as a whole. There is a plentiful supply of roads with diminished receipts, but the gains on other roads more than offset these losses. The aggregate gain is not as large as in June-indeed is only \$1,100,000, or 5 per cent; but the peculiar conditions prevailing which bring this and last year in certain sections in sharp contrast with each other, have played an important part in keeping the totals down. It is only by bearing these facts in mind that we can understand the somewhat contradictory returns of individual roads. Generally speaking, July this year was not a favorable month. The grain movement in the aggregate reached only small dimensions; the cotton movement, though larger than a year ago, was yet much below the average; while the state of general trade was such as to ensure only a moderate interchange of commodities. With such conditions, the following exhibit of the mileage and earnings of each road is perhaps as good as we had any right to expect. GROSS EARNINGS AND MILEAGE IN JU

Namasenari	Gi	Gross Earnings.				
Name of road.	1883.	1882.	Increase or Decrease.	1883.	1882.	
	8	8	8			
Burl. Ced. Rap. & No.	195,989	198,276	-2,287	690	620	
Canadian Pacific	548,886	281,263	+267,623	1,704	746	
Central Iowa	100,972	91,587	+9,385	401	276	
Central Pacific	2.023,000	2,076,61-	-53,648	3.083	3.080	
Chesapeake & Ohio	336,475	316 787	+19,688	512	501	
Eliz. Lex. & Big San.	60,237	51,666		130	130	
Chicago & Alton	715,956	702,635	+13,321	847	847	
Chic. & Eastern Ill	126,354	151,763	-25,409	240	240	
Chic. & Gr. Trunk*	200,365	135,882	+61,486	335	335	
Chic. Milw. & St. Paul.	1.829,000	1,464,927	+364,073	4,550	4,353	
Chicago & Northwest.	2,170,900	2,059,952	+110,948	3,600	3,310	
Chic. St. P. Minn. & O.	433,830	359,459	+74,371	1,150	1,042	
Chic. & West Mich	117,076	111,949	+5,127	410	371	
Cin. Ind. St. L. & Ch.	185,390	217,193	31,808	363	363	
Cleve. Ak. & Col Denv. & Rio Grande.	43,985	39,45	+4,530	144	144	
Des Moines & Ft. D.	552,300	439,400	+62,900	1,231	1,066	
Detroit Lans'g & No.	17,141	15,994	+1,147	143	87	
oction Lans g & No	121,255	122, 94	-1,659	225	225	

* For the four weeks ended July 28. i Three weeks only of July in each year.

			Gross Earnings.				
	Name of road.	1883.	1882.	Increase of Decrease.	1883 .	1882.	
		\$	\$	8		-	
	East Tenn. Va. & Ga.	. 298,13	4) 236,339	+61.795	1 1 100	000	
	Evansv. & T. Haute*	. 38.08					
	Flint & Pere Marg	. 184,42			140	146	
2	Flor, Trau. & Penin*	. 20,96					
	Grand Trunk of Can.t					243,	
	Gr. Bay Win. & St. P					2,225	
	Gulf Col. & Santa Fe		93,732				
	Hannibal & St. Jos						
	Illinois Central (Ill.).	519,75			292		
	Do (Iowa lines).		010,782				
	Do (South, viv.				402		
1	Ind. Bloom. & West		222,659				
	Lake Erie & Western	- 217,01					
						385	
-1	Little Rock & Ft. S.					168	
	Little Rk. M. R.&Tex				170	154	
П	Long Island	. 366,94			352	352	
	Louisville & Nashv	1,139,30		+75,535	2,071	2,028	
1	Marq. Hough. & On*.				103	103	
4	Memphis & Char'ton			+21,304	330		
1	Milw. L. Sh. & West				320		
3	Missouri Pacific			-29.574	996		
1	Central Branch		57,960	+35.892	385		
1	Intern'l & Gt. No		223,256	+45,796	825		
1	Mo. Kan. & Texas		482,334		1,386		
1	St. L. Iron Mt. & So.	585,890	315 519	+70,371	905		
1	Texas & Pacific		379,451	+158,292	1,487	1,412	
	Mobile & Ohio	136,836	135,173	+1,663	528		
П	N. Y. & New Engl'nd.		298,441	+10,847	394		
П	Norfolk & Western*	128,901		+12,153	502		
1	Shenandoah Valley.	74,376		+28,820	239		
	Northern Pacific	841,000		+146,932	1,701		
	Ohio Central		85,572	-842	212		
1	Ohio Southern	29,254	27,494	+1.760	128	212	
	Peo'ia Dec. & Evansy	45.820	73 741	-27,921			
	Rich. & Danville*	1118,700	1100,200	+18,500	$\frac{254}{757}$		
1	Char. Col. & Aug	115,334	†14.683	+651		757	
1	Columbia & Gr'v*	112,272	†14,2 1	-1,929	337		
1	Virginia Midland*	151,139			291	294	
1	West. No. Carolina*			$^{+9,135}_{+3,200}$	353		
	St. L. A.& T.H. m.line.	99,422			190		
ı	Do do (branches).	51,720		-31,564	195	195	
1	St. Louis & Cairo*	20.813		-18,920	138	121	
	St. Louis & San Fran.	280,020	25,456 $318,613$	-4.613	146	146	
	St. Paul & Duluth	137,973		-38,593	732	661	
	St. Paul Minn. & Man.	612,766	96,699	+41,274	208	194	
1	Scioto Valley	47,526	853,296	-240,530	1,250	912	
1	§Union Pacific	2,268,000	45,462	+2,064	132	132	
	Wab. St. Louis & Pac.	1,216,409		-32,000	4,332	3,720	
	Tab. St. Louis & Fac.	1,210,409	1,418,837	-202,428	3,518	3,348	
	Total	24 307 360	23 23 1 201	11 149 405	54011	40.000	
1	Oregon R'way & Nav.	461,350	$23,254,881 \\ 432,327$	+1,142,487	04,011	49,393	
1	orogonie may certay.	201,000	404,041	+29,023			

* Three weeks only of July in each year. † Freight earnings only. † For the four weeks ended July 28. § Figures of this road are approximate and unofficial.

Grand total 24,858,718 23,637,208 +1,171,510

Northwestern roads again make the most marked gains, but this time a sharper distinction must be drawn between them and other Western roads; that is to say, the improvement is confined to the one section of country designated as the Northwest, and does not extend to other districts in the same territory. If we draw a line from Chicago through the southern boundary of Iowa, the section north of that line, embracing Iowa, Minnesota and Wisconsin, will comprise about all the roads that show any decided gain in receipts; while the Western roads in the district bounded by that line on the north and the Ohio River on the south—say including the States of Missouri, Illinois, Indiana and Ohio-almost without exception fall behind in their receipts very largely. In illustration of the improvement by Northwestern roads, we have the gain of \$364,073 by the Chicago Milwaukee & St. Paul, the gain of \$111,000 by the Chicago & Northwestern, and the gain of \$74,371 by the St. Paul & Omaha. It should be said that the first and the last of these had smaller receipts last year than the year before, but the increase this year is in each case three times as great as the loss then, while in the case of the Chicago & Northwestern the gain of \$111,000 this July is in addition to a gain of \$76,000 last July.

The St. Paul Minneapolis & Manitoba, which lies in the same section of country, has this month, as in the months immediately preceding, a large decrease, but there are exceptional circumstances—such as diminished immigration and business in Manitoba, &c., alluded to in former articles—that account for this. It should always be borne in mind with reference to this road, that the falling off the present season, large though it be, is small compared with the extraordinary gains made the same months of last year under the prevalence of exceptionally favorable conditions. Thus, while the loss the present July was \$240,530, the gain last July was \$465,808, so that the earnings this year are \$225,278 above those in 1881, during which time mileage has risen 395 miles. Among other roads in the Northwest, the Central Iowa has a small gain, while the St. Paul & Duluth is doing exceptionally well. This latter company's earnings this year were \$137,973, against \$96,699 in July 1882, and \$71,413 in July 1881, a gain since 1881 of almost 100 per cent, on mileage only 24 miles greater.

On the other hand, as already stated, the roads in Illinois, Indiana, and Ohio, almost all show a decrease in earnings. The reason for this is very clear, although from the comments made it would appear to be but imperfectly understood. The decrease has its origin in the changed conditions with reference to the outturn of wheat. Last year in July our visible stock of wheat from the previous season's extremely short yield, had been drawn down very low, and there was no way of meeting the unusually heavy demands for that staple except by drawing upon the new crop. Fortunately, this was excellent in both quality and quantityespecially in the great wheat belt, embracing Illinois, Indiana, and Ohio-and was, moreover, a very early crop. As a consequence of these facts, an unusual quantity of wheat was at once sent to market. Farmers hurried their supplies forward as never before, and the great distributing centres apparently could not get too much. So great indeed was the demand that Chicago, which had theretofore figured chiefly as a springwheat market, was receiving large consignments of wheat from the winter-wheat district of the Ohio Valley. Kentucky and Tennessee had been as fortunate as the States north of the Ohio, and the Illinois Central was carrying wheat received on its line in these Southern States all the way north to Chicago, thus reversing the usual course of things, in which the South imported and not exported cereals.

The gain on the main line of the Illinois Central in that month was \$68,000, on earnings of \$548,318 in July, 1881. Especially remarkable, however, was the gain made by some of the minor roads. The Evansville & Terre Haute nearly doubled its earnings then—that is, it raised them from \$60,559 to \$119,677. The Chicago & Eastern Illinois increased its receipts from \$125,139 to \$151,763. Nor was this gain confined to the roads running directly north and south. The Peoria Decatur & Evansville swelled its earnings from \$51,913 to \$73,741, and the Cincinnati Indianapolis St. Louis & Chicago from \$177,-161 to \$217,198. Then St. Louis, having Missouri and Kansas to drawn on in addition to the States east of the Mississippi, was a point that received even more benefit than Chicago from this large and extraordinary movement, and we find that pretty nearly all the roads running to or from that city profited thereby. Missouri Pacific earnings increased \$165,501, Wabash earnings \$287,085, and the St. Louis Alton & Terre Haute \$12,142 on the main line and \$27,092 on the branches. It should be said that in almost every case the gains here recorded were made wholly or in great part in the last half of the month, which rendered them all the more significant.

This year the condition of things has been completely reversed. There is no movement of wheat to any extent to market. This is so, in the first place, because there is as yet but little new wheat to send, the crop being late as well as short; and in the second place, because there is no demand for it, the visible surplus left over from the old crop being ample to meet all wants. Then the shortage this year lies almost wholly in the three States—Illinois,

Indiana and Ohio—which last year raised such enormous quantities of wheat and sent them so speedily to market. Thus the railroads have had to contend with a short and late crop this year, and an absence of demand for new wheat because of the large visible supplies from last year's yield. As a consequence, they have carried scarcely any of that cereal this July, while last July they carried it in such exceptionally liberal quantities. To make this more clear, we give the following table of the receipts of flour and grain at the principal lake and river ports of the West for the four weeks ended July 28.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED JULY 28.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago-		100 = 50	5 107 454	2 502 402	10 109	190,528
1883 1882	148,757	493,756 2,866,284	5,197,454	2,592,493 1,188,022	40,108	55,901
Milw'kee-	135,746	2,000,204	3,301,000	1,100,022	11,,10	00,001
1883	233,768	322,417	348,980	305,156	41,795	31,820
1882	154,527	590,748	138,450		38,050	8,550
St. Louis-	202,021	THE STATE OF THE S			- E-1 E/F /	1000
1883	80,843	1,016,456	593,515	420,358	5,400	
1882	117,323	3,657,017	572,626	794,655	1,744	10,701
Toledo-						
1883	8,085	346,654	418,500			8,244
1882	3,102	1,584,574	158,276	20,907		115
Detroit—			** **	F0.001	1 007	
1883	4,786	81,013	15,382		1,067	
1882	7,531	227,100	51,282	63,794		
Clevel'd-	0 200	0.011	11010	75 200		4.335
1883	9,206	96,041	44,810		2,550	420
1882	8,717	5(5,474	31,450	30,400	2,000	420
Peoria-	3,730	9,600	355,300	608,725	15,000	34,300
1883 1882	4,673	31,000	469,600		21,550	
Duluth-	4,075	01,000	200,000	000,020	=2,000	20,000
1883	66,500	94,993	22,147	100.00		
1882	38,900	65,858				
2002	00,000					
Total of all				1		1
1883	555,675	2,460,930		4,074,341		269,854
1882	470,519	9,531,055		2,679,985		92,537
1881	641.393	5,089,248	13,573,072	3,165.638	67,485	142,048

The last line in this table, giving the figures for 1881, shows how small the movement this year is as a whole. But it is the wheat figures that possess the most interest. We find that the total receipts of that cereal this year were no more than 2,460,930 bushels, while last year they were 9,531,055 bushels. Both Chicago and St. Louis received more wheat, each, last year than all the points in our table put together this year, and the falling off at Toledo is also noteworthy. In view of such figures it is not surprising that the Illinois Central main line earnings should show a decrease of \$97,000 after having shown an increase last year of \$68,000; the Evansville & Terre Haute a loss of \$43,000, after a gain of \$38,000; the Chicago & Eastern Illinois a loss of \$25,000 on a gain of \$26,000; the Peoria Decatur & Evansville a loss of \$28,000 on a gain of \$22,000; the Cincinnati Indianapolis St. Louis & Chicago a loss of \$32,000 on a gain of \$40,000; the Missouri Pacific a loss of \$29,000 on a gain of \$165,000; the Wabash a loss of \$202,000 on a gain of \$287,000; and Alton & Terre Haute main line a loss of \$31,000 on a gain of \$12,000, and branches a loss of \$19,000 on a gain of \$27,000. It will be noticed that with both the Missouri Pacific and the Wabash, but particularly the former, the loss this year is much smaller than the gain last July.

One other point the above table of cereal receipts discloses, and that is that the receipts of corn were heavier in July, 1883, than in July, 1882. That is natural, as the receipts come from last season's crop, which was much better than the previous season's, but that fact has a bearing upon the large earnings made by the Northwestern roads, referred to above. Those roads all carry more or less corn to Chicago, and it will be noticed that almost the entire gain in the movement of this cereal was made at that Lake port. Nevertheless, the receipts this year are small by the side of those for 1881. In the four weeks of that year Chicago received 9,822,230 bushels, or almost twice as much as in 1883. In the fact that the leading Northwestern roads all report larger earnings this year than in

1881, despite the falling off in the corn movement, we have an encouraging feature respecting the business of those roads.

As to other Western roads, the Chicago & Alton has an increase of \$13,000, after having gained \$26,000 last July. The Illinois Central on its Iowa lines gains \$7,000, but this is after a loss of \$31,000 in 1882. Hannibal & St. Joseph loses \$12,000, in addition to the loss of \$9,000 in 1882. The Lake Erie falls \$28,000 behind, which is all the more remarkable that this road lost \$18,000 last July, so that its earnings of \$77,913 in July, 1883, compare with \$124,459 in 1881. Ohio Central loses \$842 this year, but gained \$30,000 in 1882. Indiana Bloomington & Western records a small continuous increase, as do Ohio Southern, Scioto Valley, and Flint & Pere Marquette.

The Pacific roads all do better this month than in previous months. The Central Pacific shows a decrease of only \$53,000, and the Union Pacific a decrease of but \$32,000. As to the latter, it is to be said that the company suffered a large loss last year, while as to the former it may be remarked that there was a gain of over \$177,000 then. Northern Pacific reports a somewhat larger increase than in June. Atchison Topeka & Santa Fe figures have not yet come to hand, but we see it stated that the earnings of the road are about \$50,000 ahead of those for July, 1882.

Perhaps Southwestern and Southern roads make as fav. orable exhibits as any. The St. Louis & San Francisco loses \$38,593 of the \$66,280 gained in 1882, but it will be noticed that all the roads in what are called the Gould Southwestern system (leaving out of course the Wabash and the Missouri Pacific proper), record a large increase. In one or two cases these fell a trifle behind in 1882, it is true, but the earnings this year are exceptionally heavy all the same. Particularly is this so with reference to the Missouri Kansas & Texas, the St. Louis & Iron Mountain, and the Texas & Pacific. The latter gains \$158,000 this year, after having gained \$51,000 in July, 1882. It should be remembered, too, that on these roads we have now reached a period where there is no longer any heavy increase in mileage to record, as compared with the previous year. The movement of cotton is not very large at this season, but such as it is the following will enable one to determine its effect upon railroad earnings in the two years. It will be observed that Galveston, which received less than a thousand bales of cotton in July, 1882, received over 12,000 bales in July, 1883.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN JULY, 1883 AND 1882.

	1883.	1882.	Difference.		
Galveston bales. Indianola, &c. New Orleans. Mobile. Florida Savannah Brunswick, &c. Charleston Port Royal, &c. Wilmington Moreliead City, &c. Norfolk West Point, &c.	12,072 81. 14,507 572 21 2,377 864 8 112 55 2,740 660	852 42 3,962 1,515 4 1,523 2,761 124 157 25 4,854 3,079	Ine 11,220 Inc 39 Inc 10,545 Dec 943 Inc 17 Inc 854 Dec 1,897 Dec 16 Dec 45 Inc 30 Dec 2,114 Dec 2,419		
Total	34,069	18,898	Inc 15,171		

After Galveston, New Orleans is the only port that exhibits much of a gain, and that enables the Southern line of the Illinois Central to report a small increase in earnings. At all other ports, except these two, the cotton movement was very small, and the aggregate of 34,069 bales this year, though it is 15,171 bales above last July, is 21,936 bales below that of July, 1881. Still, Southern roads almost without exception make an excellent showing. The gain on the Louisville & Nashville is \$75,000, which is certainly a large sum, considering that this comes on ton

of a gain of \$246,000 last July, and considering further that this road carried quite a quantity of wheat to Louisville last year, which it probably lost to a great extent this year by reason of the difference in the crop conditions. Memphis & Charleston gains largely this July, but then it lost heavily last July, so that as between 1883 and 1881 there is very little difference in its earnings. The East Tennessee also makes a handsome increase, and here it is continuous. The road appears to be getting the benefit of its new extensions. Mobile & Ohio, too, improves on a year ago. The Richmond & Danville lines likewise, with an unimportant exception, record larger receipts than in 1882.

For the first seven months of the year our table below still shows considerable improvement over a year ago. There are thirteen roads (out of sixty four) that fall behind their earnings of 1882, but the aggregate decrease on all these is only \$1,944,872, against which there is an increase on the remaining roads of \$15,052,006, leaving a net gain of \$13,107,134, or nearly 9 per cent. The circumstances affecting railroad earnings thus far in the year have been detailed in our articles from month to month, and we need not stop to repeat them now. The following gives the figures of individual roads.

GROSS EARNINGS FROM JANUARY 1 TO JULY 31.

1883. 1882. Increase Decrea

Name of Road.	1883.	1382.	Increase.	Decrease.
	\$	\$	\$	\$
Burl. Cedar Rap. & No	1,476,843	1.489.676	4	12,831
Canadian Pacific	2,761,112	1,175,259	1,585,853	12,001
Central Iowa	2,761,112 678,797	637,738	41,059	
Central Pacific	13,520,899	14,232,619		711,720
Chesapeake & Ohio	2,133,334	1,715,906	417,428	
Eliz. Lex. & Big Sandy	376,864	251,137 4,136,750 964,121	125,727	
Chicago & Alton	4,507,567	4,136,750	370,817	
Chic. & Eastern Illinois.	913,425	964,121		50,696
Chicago & Gr. Trunkt	1,090,040	1,143,958 10,602,156	446,587	*******
Chicago Milw. & St. Paul Chicago & Northwest	1,590,545 12,519,000 12,976,335 2,761,838	10,602,156	1,916,844	
Chic.St.P.Minn.&Omaha.	2761 020	12,675,198	301,137	*******
Chicago & West Mich	871 817	2,588,123	173,715	
Cin. Ind. St. L. & Chie.	871,817 1,354,274	831,587 1,409,653	40,230	55,379
Cin. Ind. St. L. & Chie Cleve. Ak. & Col	294,414	274,916	19,498	55,579
Denver & Rio Grande	3,596,500	3,601,599	10,400	5,099
Des Moines & Ft. Dodge*	153,548			24 502
Detroit Lansing & No	864,655		********	34,503 35,255
East Tenn. Va. & Ga	2,134,424	1.646.232	488,192	00,200
Evansv. & T. Haute*	376,492	449.397	200,102	72,905
Flint & Pere Marquette.	1,443,086	1,646,232 449,397 1,200,670	242,416	******
Florida Tran. & Penin*	272,663	227,921	44,742	******
Grand Ir. of Canada!	272,663 9,745,780	227,921 8,976,375	769,405	
Green Bay Win. & St. P.	218,210	206,487	11.723	
Gulf Col. & Santa Fe	1,003,255	581,919	421,336	
Hannibal & St. Joseph	1.348.401	1,134,800	213,601	
Ill. Central (Iil. line)	3,552,657 1,077,937 2,183,877	3,787,131 1,054,015		234,474
Do (Ia. leased lines).	1,077,937	1,054,015	23,922	
Southern Division	2,183,877	1,779,005	404,872 219,346	
Indiana Bloom. & West Little Rock & Fort Smith	1,600,130	1,355,784	219,346	
Little Dk M D 6 Tox	277,484	221,357 133,778	56,127	
Little Rk. M. R. & Tex Long Island	204,362	133,778	70,584	
Louisville & Nashville	1,446,904	1,330,965	115,939	
Marq. Houghton & Ont.*	7,514,683	6,871,893	642,790	245,205
Memphis & Charleston	352,712 653,119 547,150 4,877,294 766,247	597,917 560,941 476,536	92,178	240,200
Milw. L. Shore & West'n.	547 150	476 536	70,614	
Missonri Pacific	4 877 291	3 949 587	927.707	
Central Branch	766.247	3,949,587 440,272	325,975	
Int. & Gt. North	2,036,139	1,714,164	321,975	
Mo. Kansas & Texas	3,903,081	3,129,660	778,421	
St. L. Iron Mt. & So	4.064.290	3,746,822	317,468	
Texas & Pacific	3,374,297	2,512,639	861,658	
Mobile & Ohio	1,102,215 1,937,886	1,014,121	88,094	
N. Y. & New England.	1.937,886	1,830,923	106,963	
Norfolk & Western*	1,338.335 4,316,758	1,141,707	196,628	
Northern Pacific	4,316,758	3,353,384	963,374	
Ohio Central	571.527	1,141,707 3,353,384 543,377	196,628 963,374 28,150 24,524	******
Ohio Southern	222,010 2,785,148	197,486 2,726,299	24,524	
Oregon Railway & Nav.	2,785,148	2,726,299	58,849	200.00
Peoria Dec. & Evansville. Richmond & Danville*	377,876 †1.883,506	440,903	100 000	63,027
Charl. Col. & Aug.*	11.853,300	11,774,518	108,988	
Col. & Greenville*	†409,113 †379,139	†347,502 †349,608	61,611 29,531	
Virginia Midland*	1780 20G	1890 765	89,631	
West. Nor. Carolina*	1155 543	1690,765 1101,502	54,041	
St.L.A.&T. H. main line	754 446	742 085	12,361	
Do do (branches)	†155,543 754,446 439,361 199,365	742,085 463,875	12,001	21,511
St. Louis & Cairo*	199,365	195,476	3,889	21,012
Ot. Louis A'S Brancisco	1,976,992	1.832.4021	144.530	
St. Paul & Duinth	663,197	517,203	145,994	
ot. Faul Minn. & Man	4,525,308	4,184,329	40,979	
Scioto Valley	289,944	285,961	3,983	
Union Pacific	15,680,960	16,080,224		399,264
	-			
Total	159,125,468	146,018,334	15,052,006	
Net increase			13.107.134	
* Three weeks only of Jr.	ly in each ve	ar.		

^{*} Three weeks only of July in each year. † Includes freight earnings only in July each year. ‡ January 1 to July 28.

bales this year, though it is 15,171 bales above last July, is 21,936 bales below that of July, 1881. Still, Southern roads almost without exception make an excellent showing. The gain on the Louisville & Nashville is \$75,000, which is certainly a large sum, considering that this comes on top

Topeka & Santa Fe is over a million dollars ahead on its own net earnings (wholly the result of a reduction in expenses) and gains \$135,000 besides on the Kansas City Lawrence & Southern line. The Chicago Burlington & Quincy increased its June net in the large sum of \$428, 565, but as to this it should be said that the company lost heavily last June-no less than \$604,891-so that the present net figures are not quite up to those of June, 1881. For the first six months, however, the gain is as much as \$1,491,035, while in 1882 the loss was only \$267,931. The road is having a larger supply of corn traffic this year. The Reading figures this time embrace the Central of New Jersey. Leaving these out, the result is slightly against this year. Utah Central continues to make an unfavorable showing. Northern Central does well, as usual. Our table includes quite a number of Southern roads, and it will be noticed that almost without exception these record large gains. Among them may be mentioned the Chesapeake & Ohio, with its Elizabethtown Lexington & Big Sandy line, the Nashville Chattanooga & St. Louis, the Richmond & Danville lines, and the Norfolk & Western. The following gives the returns of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

7. W		June.		Jan. 1 to June 30.		
NAME.	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings	
Atch. Top. & Santa Fe. 1883 Do do 1882	\$ 1,146,107 1,153,479	\$ 490,522 702,178	\$ 655,585 451,306	\$ 6,674,041 6,837,348	\$,383,799 2,377,775	
Do do 1882 Kan, City Law. & So. 1883 Do do 18-2	114,978 97 777	60,445 49,57J	54,533 48,207	694,951 465,687	344,861 209,796	
Burl. Cedar Rap. & No. 1883 Do do 1882	216,818 211,257	159,351 140,995	57,265 70,262	1,280,856 1,291,400	323.744 424,148	
Central of Georgia 1883	150,°00 128,754	156,904	def 6,404 def 23,840	1,422,500 1,292,535	300,134 59,791	
Chesapeake & Ohio1883	323,845 271,382	209,758 189,973	114,087 81,409	1,796,859 1,399,119	535,763 335,228	
Chic. Burl. & Quincy1883	1.937.916 1,437,164	993.228	944,688 516,123	11,405,203 9,155,515	5.381,547 3,890,512	
Do do 1882 Des Moines & Ft. D1883 Do do 1882	22,669 21,330	20,815	1,854 671	136,407 172,058	18,433 59,809	
Eliz. Lex. & Big Sandy 1883	56.022 57,402	34.780	21,242 11,019	316,627 199,471		
Houst. E. & W. Texas 1883	21.689 23,344	9,371	12,312	145,495 122,323	87,89	
Nash. Chat. & St. Louis. 1883	170,661 136,704	86,893	83,768 51,522	1,101,989 981,323	430,752 412,539	
Norfolk & Western 1888	203,610 174,848	119.531	84,079 72,852	1,209,434 1,024,959	501,936 404,460	
Do do 1882 Northern Central1883 Do do 1882	476,164	297,920	178.244 158,912	2.944,614 2,587,711	1,077,55	
Oregon & California 1883 Do do 1882		1	24,368	436,212	82,68	
Penn. (all lines east of Pitts. & Erie)1883				24,352,579		
Do do 1882 Phila. & Erie1883	4 000,700	3 2.559.423		22,650,847 1,943,238	693,11	
Do do 1882 Philadelp'a & Reading † 1883	341,614	214 301	127,313 1,210,987	1,725,164 10,965.860		
Do do 1882	1,714,73	941,338	773,397	7,171,807		
Phila. Read. C. Iron. 1888 Do do 1882	1,303,25	3 1,232,475	70,778	6,272,393	259,13	
Richmond & Danville1888 Do do 1888	229,98	199,36	30,617	1,674,618	453,70	
Char. Col. & Augusta 1885 Do do 1885	36,21	7 40,13	def. 3,916	332,821	70,59	
Columb. & Greenville.1885	35,24		def. 8,076 def. 9,156 40,865		51,71	
Virginia Midland1885 Do do 18-5	1:6,02	6 90.920	45,100	648.76	191,65	
West. Nor. Carolina. 188 Do do 188	18,81	4 12,329	3 4,488	95 52	3 2,42	
Rome Wat. & Ogdensb188 Do do 188	138,02	8 113,03	8 24,990		6,255,71	
Union Pacific	2 2,508,45	3 1,159,37	4 1,349,07	13,780,224	5,978,08	
Utah Central188	131,28	55,66	4 75,57	774 54	468,81	
West Jersey 186 Do do 183			5 42,18 3 59,12	5 415,24	0 169,58	
	1	July.	,	-	to July 31.	
NAME.	Gross Earnin	Operatin Expenses		Gross Earnings	Net Earning	
Oregon R'y & Nav. Co .188	\$461,35 2 432,3		0 \$231.85 9 230,34	0 \$2,785,14 8 2,726,29	8 \$1,289,00 9 1,255,40	

* Not including outlay for new rails, &c. + Includes Central Railroad of New Jersey earnings in June, 1883.

—"Congested Prices" is the suggestive title of a little book on financial panics, by Mr. M. L. Scudder, Jr. The author describes briefly the methods of making prices in stock and grain exchanges, and points out some curious analogies between the characteristics of price prophecies and weather prophecies, and disputes the popular belief that financial panics must occur periodically. The book discusses the nature of past panics and the elements of the present financial situation which might work out new panic. Among the causes which may produce new panic, the author discusses strikes and corners in grain and provisions. Jansen, McClurg & Co., Chicago, are the publishers.

Monetary Commercial English News

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

EXCHANGE	NDON-	-July 28.	EXCHANGE ON LONDON.				
On- Time.		Rate.		Latest Date.		Time.	Rate.
Amsterdam .	3 mos.	12.54	@12.534	July	28	Short.	12.14
Amsterdam .	Short.	12.234	@12.334				
Antwerp	3 mos.	25.55	@25.60	July	28	Short.	25:32
Hamburg	46	20.69	@20.72	July		46	20.52
Berlin	44	20.69		July		64	- 20.52
Frankfort	66	20.69		July			20.52
Corenhagen.	66	18.44					
St.Petersb'rg	66		3723				
Paris	Short.		25.25	July	28	Checks	25.3013
Paris	3 mos.		1@25.5334	July			25.30
Vienna	66		@12.174	July			12.00
Madrid	46		1@4618	0			
Genoa	66		2 @ 25.6212	July	28	Short.	25.25
Lisbon	*6		8@5134				
New York							
Alexandria				July	25	3 mos.	9678
Bombay	60 d'ys	18.	738d.			tel.trsf.	18. 77:6d.
Calcutta	66 ,7 5		738d.			tel.trsf.	18. 7716d.
Hong Kong.						4 mos.	38. 7 78d.
Shanghai.		1		July			58, 038d.

[From our own correspondent.]

London, Saturday, July 28, 1883.

The money market during the past week has been comparatively quiet, and even loans for short periods have been but little applied for, notwithstanding that a settlement has been in progress on the Stock Exchange. The settlement, however, as is usual at this period of the year, has been a light one. Besides that, the supply of mercantile paper also continues very limited, so that the trade demand for money is small. But the rates of discount are firm, the quotations for three months' bills being 3\%4@3\%. The quotation for short loans has been 3@31/2 per cent on the best security. The Bank of England return is more favorable than had been anticipated, the proportion of reserve to liabilities having advanced from 41'41 per cent to 44 22 per cent. The supply of bullion has been augmented to the extent of £417,027, and there being a decrease of £188,585 in the circulation of notes, the total reserve has risen to the extent of £605,612. The supply of gold is now £22,576,486, against £23,344,419; while the reserve of notes and coin is £12,418,306, against £12,403,529 at this date last year. At this date in 1882 the proportion of reserve to liabilities was only 39%, the liabilities under the head of private deposits being as much as £27,462,081, while at the present. time they are only £23,246,642. The private and joint-stock banks are evidently holding in their own vaults larger supplies of coin and have, in consequence, smaller balances at the Bank of England. This will prove to be more advantageous, as in times of pressure there will be less necessity for resorting to the Bank of England. A feature in this week's return is that "other securities" have been diminished to the extent of rather more than one million sterling. The re-payment of loans has been upon a very large scale of late. On July 4 the total of "other securities" was £25,656,496, but since then it has been reduced to £21,593,240, or to the extent of about £4,000,000, and it is rather more than one million less than at this date in 1882. The Bank of England is at present in a fairly satisfactory condition; but, as we must now expect the usual drain of coin for harvest purposes, any further improvement is somewhat doubtful. Abroad the principal feature has been the abstraction of a considerable amount of gold from the Bank of Holland, but the movement seems to have been chiefly in the direction of Germany.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

			0	pen Mar	ket Rat	es.		Intere for L		
London	Rate.	B	ank Bill	8.	T	rade Bil	Joint	Disc't H'ses		
	Bank H	Three Months	Four Months	Six Months	Three Months	Four Months	Six Months	Stock Banks.	At Call.	7 to 14 Days.
June 22 " 29 July 6 " 18 " 20 " 27	4 4 4 4	314@3%	33/6@ - 33/6@ - 33/6@ - 37/6@ 1	35/8@ 33/8@31/2 31/2@ 37/8@4	31/2@4 31/2@4 31/2@4 4 @41/4	3¾@4 4¼@4½	4 @4¼ 3¾@4¼ 3¾@4¼ 3¾@4¼ 4¼@4¾ 4¼@4¾	3	3	3¼-3½ 3¼-3½ 3¼-3½ 3¼-3½ 3¼-3½ 3¼-3½

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

	1883.	1882. £	1881.	1880. £
Circulation	25,908.180	26,690,890	26,967,105	27,228,360
Public deposits	4,659,943	3,859,186	4,571,166	5,287,002
Other deposits	23,246,642	27,462,081	29,329,418	26,378,530
Governm't securities	11,965,643	14,349,471	15,885,333	15,545,921
Other securities	21,593,240	22,713,909	20,105,573	17.506,951
Res've of notes &coin	12,418,306	12,403,529	15,039,445	16,774,527
Coin and bullion in				
both departments	22,576,486	23,314,419	26,256,550	29,002,887
Proport'n of reserve				
to liabilities	44.22	3938	4538	5212
Bank rate	4 p.c.	3 p. c.	214 p. c.	212 p. c.
Consols	9934	10018	10118	9848
Eng. wheat, av. price	42s. 2d.	49s. 2d.	46s. 10d.	43s. 6d.
Mid. Upland cotton	57 ₁₆ d.	71 ₁₈ d.	611160.	613 ₁₈ d.
No. 40 Mule twist	912d.	1014 t.	1012d.	11 iad.
Clear'g-house return.	94.787,000	92,420,000	91,415,000	82,257,000

A comparison of the present position of the Bank of England with the year 1879 shows some important changes. In that year the Bank was very strong, the supply of bullion being £35,694,093, while the reserve was £21,372,218. The proportion of reserve to liabilities was 561/4 per cent; "other securities" were under £ 8,000,000, and the Bank rate was only 2 per cent. It must not be inferred from these figures that the country was then in a state of prosperity; on the contrary, the accumulation of unemployed money is indicative of the fact at that time existing that enterprise had almost ceased to exist. The complaints which are heard just now with regard to the slackness of business are very numerous, but at the same time a large amount of capital is being ventured in new undertakings. Furthermore, the list of dividends which we give below shows that although general business is disappointing, some very satisfactory profits have been realized, and it may, in some measure, be concluded that the complaints regarding trade have been exaggerated.

In reference to the state of the bullion market, Messrs. Pixley & Abell write as follows:

& Abell write as follows:

Gold.—There is no demand for gold, and all arrivals are purchased by the Bank of England, about £36,000 in bars and coin having been sent in. 100,000 sovereigns have been withdrawn for Lisbon.

The "Tamar," from the River Plate, brought £18,474; the "British Queen," from New Zealand, £21,000; and the "Lusitania." from Australia, £55,000. Some amount has also arrived from the Continent, but the whole, according to present indications, will ultimately be sold to the Bank of England. £5,000 was shipped to Bombay on the 17th inst. per P. & O. steamer "Brindisi."

Silver has fallen in value; the "Cordillera," from Chili, noticed by us last week, brought £30,800, sold on the 13th inst. at 507-16d, per oz. standard; the price has since receded to 50 5-16d., our quotation of this day, owing to lower exchanges from India, and to the reduced rate obtained for the India Council bills yesterday. The arrivals have been altogether unimportant. The Peninsular & Oriental steamer "Brindisi" took on 17th inst. £51,000 to Bombay and £55,000 to Calcutta.

Mexican Dollars.—The dollars by the French steamer "Ville de St. Nazafre," to which we alluded in our last circular, were sold on 13th inst. at 19½d. per oz. and this price has been maintained since. The "Caldera" has arrived with £27,000.

The shipments yesterday, per Peninsular & Oriental steamer "Rosetta," were—£12,000 to Penang, £60,000 to Singapore and £1,780 to Shanghai.

The quotations for bullion are reported as below:

	1	Price o.		old.		Price of Silver.		
	Ju	ly 26.	6. July 19.		A	July 28.	July 19.	
	8.	d.	8.	d.		d.	d.	
Bar gold, fineoz.	77	9	77	9	Bar silver, fineoz.	50 5-16	-50 5-16	
Bar gold, contain'g					Bar silver, contain-			
20 dwts. silveroz.	77	101/2	77	10%	ing 5 grs. gold.oz.	50 11-16	50 11-16	
Span. doubloons.oz.	73	91/2	73	916	Cake silveroz	54 5-16	54 5-16	
S. Am. doubloons. oz.	73	816	73	816	Mexican dolsoz.	491/6	4914	
U. S. gold coinoz.	76	31/2	76	31/2	Chilian dollarsoz.		******	
Ger. gold coinoz.								

The Bank of Bengal has reduced its rate of discount from 6 to 5 per cent, and the Bank of Bombay from 7 to 6 per cent.

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of	July 26.		July 19.		July 12.		July 5.	
Interest at	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	25%	3	23/4	3	25%	3	27/8
Berlin	4	31/8	4	314	4	278	4	334
Frankfort	_	31%	_	31/4	_	31/6	-	334
Hamburg	_	31/8	_	314	_	33/6		334
Amsterdam	316	31/4	316	314	314	314	31/2	31/4
Brussels	816	31/8	316	31/4	316	3	316	3
Madrid	5	434	5	41/6	5	41/6	5	41/6
Vienna	4	384	4	356	4	37/8	4	37/8
St. Petersburg	6	6	6	534	6	5%	6	534

The following new companies and minor loans have been advertised: Blumberg & Co., limited, capital, £100,000; the Gravalite Glass Works, limited, capital, £100,000; Buda-Pesth Ice Company, limited, capital, £50,000; London Southern Tramways, £50,000; Australian and New Zealand Mortgage Company, £200,006 41/2 per cent debenture stock, at 98 per cent; Law Land Company, limited, capital, £150,000; Norton Ventilator Company, capital, £80,000.

The liquidators of Overend, Gurney & Co., limited, announce that a further return of five shillings per share will be made to the shareholders on August 1. The total amount returned will then be £573,350.

The following dividends have been declared during the month:

month:

RAILWAYS.—London & Brighton, rate of 2 per cent; Manchester Sheffield & Lincolnshire, 14 per cent; North & Southwestern Junction, 7 per cent; Southeastern, 3 per cent; London Tilbury & Southend, 312 per cent; Northeastern, 732 per cent; London Chatham & Dover arbitration preferences, £1 17s. 6d. for the half-year; North Staffordshire, 312 per cent; London & Southwestern, 44 per cent; Brazilian Imperial Central Bahia, 7 per cent; Long Island, 4 per cent; Brazilian Imperial Central Bahia, 7 per cent; Long Island, 4 per cent; Brazilian Imperial Ottoman, 15 per cent per anuum; London & Han seatic, 5 per cent; Alliance, 7 per cent; Brimingham Banking Co., 5 per cent; Bank of Bengal, 10 per cent; Birmingham Banking Co., 5 per cent; Bristol & West of England, 12 per cent; City, 10 per cent; Imperial, 8 per cent; Laverpool Union, 10 per cent; London Joint Stock, 15 per cent; London & Westminster, 16 per cent; London Joint Stock, 15 per cent; National of Australasia, 14 per cent; London & Yorkshire, 5 per cent; National of Australasia, 14 per cent; Broth and South Wales, 10s. per share, and bouns of 7s. 6d.; North Western, 8 per cent; Union of London, 15 per cent; Bank of Madras, 8 per cent; Birmingham, Dudley & Dishiel, 1219 per cent; Birmingham & Midland, 16 per cent; Capital & Counties, 18 per cent; Central of London, 10 per cent; Consolidated, 10 per cent; Halifax Joint Stock, 1219 per cent; Timperial, 8 per cent; London & Southwestern, 6 per cent; Manchester Joint Stock, 114 per cent; Provincial of Ireland, 12 per cent; Union of Spain and England, 6 per cent; Derby Commercial, 10 per cent; Loamington Previs & Warwickshire, 1219 per cent; Union of Avorincial, 1219 per cent; Manchester & County, 15 per cent; Union of Australia, 18 per cent; Inanchal, 11 per cent, National, 11 per cent, National, 11 per cent, National of New Zealand, 7 per cent; Union of Australia, 18 per cent

The Postmaster-General has issued the twenty-ninth annual report of the work of the Post Office. From this, it appears that the estimated number of letters delivered in the United Kingdom during the twelve months was 1,280,636,200, showing an increase of 4.2 per cent; the number of post cards, 144,016,-200, an increase of 6.4 per cent; the number of book packets and circulars, 288,206,400, an increase of 63 per cent; and the number of newspapers, 140,682,600, being slightly less than last year. The decrease in newspapers may be attributable to increased facilities offered by railway companies for sending newspapers as parcels. The number of registered letters was 11,264,926, being an increase of 33 per cent. The number of post offices has been increased by 488, making a total of 15,406 in the United Kingdom, of which 920 are head offices. 770 letter-boxes have been added, making the total number of receptacles of all sorts for letters about 30,100. The Postmaster-General reports favorably of the progress of the savings banks. The amount due to depositors at the close of the year was upwards of 30 millions. The number of telegraph messages was 32,092,026, being an increase of 746,165 only as compared with 1,933,879 in 1881-82. This diminution in the rate of increase is partly to be accounted for by the fact that two Easters, involving four holidays, occurred in the financial year. The postal order returns show a large increase. About £3,451,000, as compared with £2,000,000 in 1881-82, were transmitted by means of these orders within the year, and no less than 7,980,328 orders were used. The 1s., 5s., 10s. and 20s. orders continue to be most in request. The gross revenue of the Post Office for the year was £9,413,812. The expenditure was £6,352,064, the net revenue thus being £3,061,748, being a decrease of £38,727 on the previous year.

The weather during the past week has been dull and unsettled, and, in some parts of Scotland, the rainfall has been heavy; but, taken as a whole, it has not been very discouraging. The temperature has been decidedly low for this time of year, and yet the crops have been making fair progress towards maturity. A few acres of wheat have already been cut in early districts in Susex, and by the end of the next week it may be expected that, if there should be an absence of prolonged rain, a moderate quantity of produce will be ready for carting. There is still reason for believing that the crops will be fairly satisfactory, and this belief is confirmed by the fact that the trade is quite devoid of animation. It is true, indeed, that prices have during this week risen 6d. to, in a few instances, 1s. per quarter; but this is an insignificant improvement, more especially when it is borne in mind that prices are very low. Our importations continue upon a large scale and stocks are accumulating. The shipment of oats from St. Petersburg to this country during the past week has been upon an extensive scale. Harvest work on the Continent has been making progress, but not very satisfactorily, owing to unsettled weather It is expected that France will have to import largely during the coming season, the estimate on the London Corn Exchange being 8,000,000 quarters.

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

		1000		ä
IM	PORTS.			
1882-3. Wheat	1881-2. 53,832,334 12,297,802 9,944,905 2,043,996 1,891,724	1880-1. 52,530,066 10,341,313 9,617,945 2,229,620 2,269,750	1879-80. 52,586.273 12,026,741 13,266,527 1,933,810 2,545,745	
Beans 2,850,351 Indian corn 21,433,188 Flour 15,237,574	21,240,744 9,103,439	32,661,681 11,397,640	26,658,10 3 9,319,873	-
SUPPLIES AVAILABLE FOI 1882-3.	1881-2.	0N-47 WEEL 1880-1.	1879-80.	
Imports of wheat.cwt.60,575,053 Imports of flour15,237,574	53,832,334 9,103,439	52,530,066 11,397,040	52,586,273 9,319,873	-
Sales of home-grown produce 41,766,000	31,296,000	27,133,300	22,304,000	-
Total117,578,627	94,231,773	91,050,406	84,210,146	1
Av'ge price of English wheat for season .qrs. 41s. 9d.	46s. 9d.	43s. 5d.	46s. 2d.	1
Visible supply of wheat in the U. S bush 18,200,000 Supply of wheat and	8,900,000	15,600,000	11,000,000	
flour afloat to U. K.	1,969,000	2,397,000		1

1,641,000 1,969,000 2,397,000 The extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales since harvest, together with the average prices realized, are shown in the following statement:

PHOMIT III OHO TONO WITE							
	S	ALES.					
Wheat	2,412	1881-2. 1,805,52 1,634,66 217,61	28	1880-1 1,564,86 1,180,16 167,05)4 34	1879-8 1,286,7 1,379.8 150,9	72
AVERAGE PR	ICES FO	R THE SE	ASON	(per qr	.).		
Wheat Barley. Oats Converting qrs. into	1882-3 s. d. 41 9 32 9 21 7	. 188 s. 46 31 21	31-2. d. 9 4 8	188 s. 43 32 23	d. 5 3 9	1879- s. 46 35 23 the who	d 20 4
kingdom are as follows	:						
1882-83 Wheatcwt. 41,766,00		881-82. ,296,000		1880-81. 7,123,30		1879-8 22,304,0	

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 August 10:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	
Silver, per oz	991116 991516 80·15 115 ¹ 2 122 106 ¹ 2 	Holiday	10018	507 ₁₆ 100 ¹ ₁₆ 100 ¹ ₁₆ 100 ¹ ₄ 80·72 ¹ ₂ 115 ¹ ₂ 122 105 ³ ₄ 35 134 ¹ ₄ 23 ⁵ ₈ 59 ⁵ ₈ 28 ³ ₂	$\begin{array}{c} 507_{16} \\ 991^{5}1_{6} \\ 1001_{16} \\ 80.50 \\ 115^{5}8 \\ 122 \\ 1051_{2} \\ 34^{5}8 \\ 133^{3}4 \\ 221_{2} \\ 591_{2} \\ 28^{5}8 \\ \end{array}$	507 ₁₆ 9915 ₁₆ 1001 ₁₆ 80·15 115 ⁵ 8 122 1053 ₄ 335 ₈ 131 ¹ 4	
Philadelphia & Reading. New York Central	11834	Mon.	11834 Tues.	119 Wed.	11834 Thurs.	1	
Liverpool. Flour (ex. State)10e lb. Wheat, No. 1, wh. "Spring, No. 2, n. "Wintor, West., n. "Cal., No. 1. "Cal., No. 2. "Corn, mix., West, n. "Pork, West. mess # bbl. Bacon, long clear, new. Beef, pr. mess, new. #tc. Lard, prime West. # ewt Cheese, Am. flucst new.	$\begin{bmatrix} 8 & 6 \\ 9 & 0 \\ 8 & 1 \end{bmatrix} \begin{bmatrix} 1 \\ 2 \\ 9 & 3 \\ 9 & 0 \\ 5 & 3 \\ 76 & 0 \\ 40 & 0 \\ 78 & 0 \\ 45 & 6 \end{bmatrix}$	Holiday	78. d. 12 0 8 6 9 0 8 1 12 9 3 9 0 5 3 12 76 0 40 0 78 0 51 6	s. d. 12 0 8 7 9 0 9 0 9 3 9 0	8. d. 12 0 8 7 8 11 9 0 9 5 9 1	s. d. 12 0 8 8 8 11 9 3 9 6 9 2	

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national bank has lately been organized:

3,021—The First National Bank of Independence, Kansas. Capital \$50,000. W. S. Brown, President; Ym. E. Otis, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$10,679,979, against \$5,430,860 the preceding week and \$11,737,265 two weeks previous. The exports for the week ended Aug. 7 amounted to \$7,682,849, against \$6,040,960 last week and \$7,782,292 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 2 and for the week ending (for general merchandise) Aug. 3; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods Gen'l mer'dise	\$3,564,485 6,852,293	\$3,346,197 8,406,562	\$2,700,818 6,797,894	
Total	\$10,416,778	\$ 11,752,759	\$9,498,712	\$10,679,979
Since Jan. 1. Dry goods Gen'l mer'dise	\$78,985,027 225,024,553	\$65,606,158 192,931,315	\$80,476,787 223,162,741	\$75,387,925 201,873,637
Total 31 weeks	#201 000 500	\$258,537,479	\$303 639 528	\$277,261,562

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 Aug. 7, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK

	1880.	1881.	1882.	1883.
For the week Prev. reported	\$8,485,041 233,463,932			
Total 21 weeks	\$241 948 973	8229.371.009	\$196.316.349	\$210.274.002

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 4, and since Jan. 1, 1883, and for the corresponding periods in 1882

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

	Exp	orts.	Imp	orts.
Gold.	Week.	Since Jan.1.	Week.	Since Jan.1.
Great Britain France Germany West Indies Mexico		\$9,300	\$ 3,373	\$1,955,779 104,220 2,066,007 736,726 77,335 146,835
South America	2,000	140,603 89,785	3,465	18,236
Tetal 1883 Total 1882 Total 1881	\$2,000 500,000	\$259,768 33,351,815 310,800	\$6,838 9,200 214,887	
Silver. Great Britain France. German West Indies	\$312,000	\$7,698,159 392,974 43,276	\$ 996 13,600 116,305	246,230 250,420
MexicoSouth AmericaAll other countries	30	5,750 3,744	1,346	
Total 1883 Total 1882 Total 1881	\$312,030 1,089,025 186,000	7,785,252	\$132,247 126,223 33,253	1,587,367

Of the above imports for the week in 1883, \$300 were American gold coin and \$2,064 American silver coin. Of the exports during the same time \$2,000 were American gold coin, and \$30 American silver coin.

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:

1	The gradient			ces.
Date. Receipts.		Payments.	Coin.	Ourrency.
Aug. 4 " 6 " 7 " 8 " 9 " 10	\$ 779,093 31 2,963,958 94 1,149,178 93 2,101,525 19 1,387,698 32 895,633 82	2,754,890 82 1,183,964 94 2,330,272 24 1,018,394 54	\$ 116,904,006 97 116,978,251 44 117,108,989 94 117,165,102 52 117,689,958 57 117,660,683 96	\$ 7,085,721 86 7,220,545 51 7,055,021 00 6,770,161 37 6,614,609 10 6,684,235 67
Total	9,277,088 51	*9,089,892 1.6		

 * Above payments include \$328,000 gold certificates taken out of cash, and sent to Washington.

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

Shares. 400 Brooklyn City RR. Co 215 60 Continental Ins. Co.229@235 ¹ 4 50 Gt. Western (Mar.) Ins. Co. 50	Shures. 14 Peter Cooper Ius. Co159 10 Patterson Stationery Co., (Limited)
140 Howard Insurance Co 52 50 Butchers' & Drovers' Bk.153 7 Sterling Fire Ins Co 51 100 Safe Deposit Co. of N. Y.109 120 Rutgers Fire Ins. Co 115	Bonds.

Banking and Financial.

CALLED U. S. BONDS.

Holders of 312 per cent Bonds (all of which have now been called in) will find at our office superior facilities for exchanging their called bonds and re-investing the proceeds in Governments or other approved securities, and will be furnished with all accessible information to guide them in making their investments.

Called Bonds cashed at par and accrued interest, or received in exchange for other Governments or in payment for securities bought on

Government Bonds bought and sold at current market prices net. All other marketable securities bought and sold on commission.

FISK & HATCH,

No. 5 Nassau Street, N. Y.

The Bankers' Gazette.

DIVIBENDS.
The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.			
Railroads. Cleveland & Pitts. (quar.)	134	Sept. 1	Aug. 11 to ——		
Det. Lan. & No., pref	319		Aug. 7 to ——		
Do do com	3	Aug. 15	Aug. 7 to		
Pacific (quar.)	212	On dem.			
City Fire.	5	Aug. 13			
N. Y. Fire. Miscellaneous.	1	On dem.			
Bankers' & Merchants' Tel	6	Sept. 10	Sept. 1 to Sept. 10		

NEW YORK, FRIDAY, AUG. 10, 1883-5 P. M.

The Money Market and Financial Situation.—The public mind has continued disturbed by additional failures since those first reported in the leather trade over a week ago, the latest being those of a national bank and a trust company in Vermont and of a prominent national bank and a State bank in Indianapolis. It would, however, be too hasty to announce any of these four banks as having "failed" yet. That they have been seriously embarrassed is well known, but in each case there are grounds for the expectation that affairs may be so arranged as to permit of liquidation in full.

There have also been some apprehensions of something like panic in the stock market the past week. It would be difficult to assign any particular cause for these latter apprehensions, except the general one of the distrustful attitude of capital toward all investments. This distrust itself creates a great part of the stuff on which it feeds. The failures and rumors of others have been a good deal magnified, as is always the case under such circumstances, though in the present situation it is thought that they have in some cases been exaggerated for the purpose of affecting the various markets.

Notwithstanding all these unfavorable phases of the situation, there are also some reassuring features. One of these is the fact that during the last year there has been a pretty general liquidation of mercantile indebtedness, and that present credits are based on lower valuations of all kinds of commodi-Besides this, the crop prospects continue good, railroad earnings large, and the outlook for a good domestic trade and a fair export demand for all our surplus products at moderate prices remains encouraging.

One cause why general mercantile trade at the West is somewhat below the usual volume at this season of the year, is that the movement of winter wheat is comparatively small. The crop was a partial failure, and the harvest was late; and though the loss will to some extent be made up by an increase of spring wheat, yet this latter kind of wheat does not make its influence felt till much later in the season.

The money market continues in an abnormally stagnant condition. Money has been superabundant for call loans, and at times offered at rates which scarcely justify the trouble of making the transactions and looking after the securities, though in the last few days there has been some appearance of an increased disposition to do nothing at all with money but keep it well in hand and available for use; and consequently call loans have commanded a somewhat better figure. There has unquestionably been a much closer scrutiny of mercantile paper than has been the case for years. But for such as bears this scrutiny, the rates remain unchanged at $4\frac{1}{2}$ and $5\frac{1}{2}$ for sixty days and four months double-name paper respectively, and from 51/2 to 6 for single names.

The last statement of the New York national banks showed The last statement of the New York national banks showed only slight changes, but these were in the direction of a more conservative condition, by the reduction of \$428,300 of the loans. This general conservatism, together with the stagnant condition of business, is also reflected by the fact that the surplus reserve was \$9,246,375, against only \$2,684,425 at the corresponding date of last year.

corresponding date of last year.

It is noticeable that the reports of the great European banks for the week show a loss of specie by all, viz.: the Bank of England lost £88,000, the Bank of France lost 20,000 francs in gold and 250,000 in specie, and the Bank of Germany 4,480,000 marks. It is presumed this outward movement of specie is in connection with the greater demands of their domestic trades. The reserve in the Bank of England, however, increased from 44% per cent to 45% per cent, the reserve being partly of specie and partly of Bank of England notes.

There has been no change in the Bank of England rate of discount, which remains at 4 per cent, though the latest advices indicate that the rates in the open market have approximated more closely than usual to the Bank rate. The rates of interest there continue to be much higher than in New York,

and this has an effect to sustain the New York rates for foreign

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. Aug. 4	Diffe	r'nces fr'm lous week.	1882. Aug. 5.	1881. Aug. 6.
Loans and dis. Specie Circulation Net deposits. Legal tenders.	\$326,822,000 63.188,400 15,640,900 323.692,900 26,981,200	Inc. Inc. Inc.	\$428,300 58,400 262,300 117,000 122,500	58,660,500 18,259,900 320,083 900	19,360,600
Legal reserve. Reserve held.	\$80,923,225 90,169,600	Inc. Dec.	\$29,250 64,100	\$80.020,975 82,705,400	
Surplus	\$9,246,375	Dec.	\$93,350	\$2,684,425	\$5,735,225

Exchange.—The market for sterling has been very quiet during the week, though there has been some increase in the export movement of grain, which has made a corresponding increase of commercial bills. On the other hand, there has been some drawing against recently-negotiated railway loans. These features, however, have not caused any change in rates for sterling, which on Friday were as follows, viz.: Posted rates, 4 84½ and 4 88. Actual rates: Sixty days, 4 83½ (demand, 4 87@4 87¼; cables, 4 88; commercial bills, 4 82@4 88½.

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

August 10.	Sixty Days.	Demand.
Prime bankers' sterling bills on London. Prime commercial Documentary commercial Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	4 82 ¹ 2@4 83 4 82 @4 82 ¹ 2 5 22 ¹ 2@5 205	4 87 @4 88 4 86 @4 864 4 8542@4 86 5 1938@5 1742 40 @ 404 9478@ 954

United States Bonds.—Government bonds remain firm, with a further fractional advance on some of the issues. The 3s and the $4\frac{1}{2}s$ are $\frac{1}{8}$ higher each.

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

	Periods.		Aug.	Aug. 7.	Aug. 8.	Aug.	Aug.
5s, continued at 312	QFeb.						
4 ¹ 28, 1891reg.	QMar.	112	*112	112	112	11210	11216
4128, 1891 coup.	QMar.	*113	*113	11278	113		11318
4s, 1907reg. 4s, 1907coup.	QJan,	*11948	11918	*11918		11918	*119 18
3s, option U.Sreg.	QFeb.	*103	*103	119	*119		11918
6s, cur'cy, 1895reg.	J. & J.	~127		*128			103 ¹ 8 *128
6s, cur'ey, 1896reg.	J. & J.	*129	*129	*130	*129		+129
6s, cur'cy, 1897reg.	J. & J.	*130		*131		*130	*130
6s, cur'cy, 1898reg. 6s, cur'cy. 1899reg.	J. & J.			*132	*132	*132	*132
00,001 03. 1000105.	0. 00 0.	102	102-3	132 2	13242	1324	*13212

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

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

State and Railroad Bonds.—The market for railroad bonds has reflected the prevailing disinclination to invest in any kind of securities. The business has been small, and the sales have in nearly all cases shown lower prices which, in some instances, indicate a disposition to sell out. The most business has been in West Shore & Buffalo 5s at 75, 73, 74, 73½, and Texas & Pacific (Rio Grande Division) 6s at 79, 76½, 78¼; 76, 76¾. There was also a considerable business in Atlantic & Pacific incomes at 31, 24½, 24¾. Boston Hartford & Erie firsts are 5½ lower, at 21½. Peoria Decatur & Evansville incomes have declined to 40; Lake Erie incomes declined 5 per cent to 30, and the firsts, 3 to 95; Erie 2ds, 1¾ to 93½; Oregon Short Line 6s, 3¼ to 98; Bloomington & Western firsts, 3 per cent to 84 and 85; Texas & Pacific land grant incomes declined 2½ to 57½; Chesapeake & Ohio currency 6s, 1 per cent to 47½; East Tennessee incomes 1½; Richmond & Danville debentures, 1¾; Rome Watertown & Ogdensburg 5s, ½; Oregon Improvement 1sts, 1¾.

State bonds have been entirely neglected. State bonds have been entirely neglected.

Oregon Improvement 1sts, 1¾.

State bonds have been entirely neglected.

Railroad and Miscellaneous Stocks.—There has been a continuous selling movement in the stock market during the week, which at times was almost panicky, and in fact would inevitably have run into a panic, if the large capitalists had not united on Thursday and Friday in sustaining their several specialties. The succession of disquieting events in the way of strikes and failures has increased the distrust which already prevailed to some extent, and caused a general selling movement on the part of smaller holders of stocks. Notwith-standing the support the market has received, the general decline has been important, ranging from ¾ to 5¾ per cent on the active list, while among the specialties the decline has been from 1 to 10 per cent. The largest declines on the active list were Oregon & Transcontinental, 5¾; Northern Pacific common, 3¾, and the preferred 3¾; Cregon Railway & Navigation, 4; Central Pacific, 4¾; Canada Southern, 4; Reading, 3¾; Wabash, 5 and 3¾; Lackawanna, 3¾; Northwestern, 3¼; Erie, Kansas & Texas and Ohio & Mississippi each 3¼; Denver and Texas & Pacific, each 3; Omaha and Pacific Mail, 2¾ each; Jersey Central and Missouri Pacific, 2⅓ each; Louisville & Nashville and Michigan Central 1½ each; Western Union, Union Pacific and St. Paul each 1½; Canada Pacific, 1¾; Burlington & Quincy, Illinois Central and Lake Shore, each 1. The smallest declines were New York Central, 5¾ and Manitoba 3¼. Among the specialties, Alton & Terre Haute declined 10 per cent; Lake Erie & Western, 4; Manhattan Beach, 3¼; New York & New England and Pullman Palace Car, 3½ each; Peoria Decatur & Evansville, 2¾; Rochester & Pittsburg, 1¾; and Long Island 1½.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING AUGUST 10, AND SINCE JAN. 1, 1883.

	DA	ILY, HIG		D LOWEST		Friday.	Sales of the Week	Range Since		Year 1	
STOCKS.		Monday, Aug. 6.	Tuesday, Aug. 7.	Wednesday, Aug. 8.	Thursday, Aug. 9.	Aug. 10.	(Shares)	Lowest.	Highest.	Low.	
RAILROADS.			8058 8114	80 80	7934 7934		310 310	78½ Feb. 17 78 Mar. 28	8434 May 3	84 60 67	95 ¹ ₂ 80 ¹ ₂ 85 ¹ ₈
tchison Topeka & Santa Fe. Joston & N. Y. Air-L., pref Burl. Cedar Rap. & Northern.	5614 5619	555 ₈ 56 ¹ 4	5538 5578	55 ³ 8 56 53 ¹ 4 54 ¹ 4	55 ¹ ₈ 55 ⁵ ₈ 53 ⁷ ₈ 54 ¹ ₂	55 557 ₈ 51 537 ₈	21.955 15,158	80 Mar. 23 544 July 19 51 Aug. 10	6512 May 3	44	73
anadian Pacific	517 ₈ 555 ₈ 87 871 ₈	54 4 54 34 86 78	53 12 54 34 85 12 86 34	53 ¹ 4 54 ¹ 4 85 ⁷ 8 86 ³ 8 69 ¹ 4 70 ¹ 8	853 ₈ 861 ₄ 691 ₈ 693 ₄	84 1 ₈ 86 1 ₈ 65 1 ₂ 69 1 ₂	27,305 30,934	584 Jan. 8	89 June 15	6314	97 ¹ 2 97 ¹ 8
lantmal Davitio	71 71 18 17 17	$70\frac{1}{2}$ $70\frac{3}{4}$ 16 16	$\begin{array}{ccc} 69^{3}4 & 70^{3}4 \\ *16 & 17 \\ 26 & 26 \end{array}$	*16 16 1 ₂ 26	$^{*16}_{25}$ $^{163}_{2}$ $^{163}_{25}$	$^{*153}_{25}$ $^{17}_{25}$	690 730	25 Aug. 10	88 Jan. 5 2334 Jan. 20 3512 Jan. 20	214	4112
Shesapeake & Ohio Do lst pref Do 2d. pref	*20 22	28 ¹ ₂ 19 ¹ ₄ 19 ¹ ₄	$*19^{1_2}$ 21 $*136^{1_2}$	*1934 21	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*19 20 135 135	109	19 July 10	21 Jan. 22	21 1271 ₂	29 145 12
Chicago & Alton	1035 104 11	$22^{3}_{4} 123 \\ 03^{1}_{4} 103^{3}_{4}$	$122\frac{1}{4} 123\frac{1}{4} $ $102\frac{3}{4} 103\frac{1}{2}$	122 % 123 % 103 % 103 %	1023/10336	$^{122}_{102}$ $^{123}_{8}$ 103 $^{1}_{2}$	48,600	9778 Feb. 20	12938 Apr. 13 10812 Jan. 20 122 Jan. 9 14018 Apr. 13	9612	1284
Do pref.	11834 11834 1 1284 1284 1	$18\frac{1}{2}118\frac{1}{2}$ $27\frac{1}{2}127\frac{7}{8}$	$\frac{118}{1263}$ $\frac{1184}{1275}$	127 12712	12612 12678	12434 127 142 14334	20,000 2,540	12434 Aug. 10 142 Aug. 10	140 l ₈ Apr. 13 157 Apr. 13	124	
Chicago & Northwestern pref. Do pref. Chicago Rock Island & Pacific	122 123	44 145	$143^{1}_{2} 144^{3}_{8}$ $121 122$ $*14^{1}_{2} 14^{7}_{8}$	121 2 121 2	121 18 121 1 ₂ *14 1 ₄ 15	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 715 437	118 Feb. 21 1334 July 16	157 Apr. 13 127 ¹ 4 Jan. 5 22 Apr. 21 57 ³ 4 May 16	122	1401
Chicago St. Louis & Fittes ours	*45 47	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*45 47	*45 47 44 45	*45 47 44 44 1 ₂	40 46 ½ 43 44 38					581
Chicago St. Paul Minn. & Om.	$\begin{array}{c} 45{}^{1}\!$	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$\begin{array}{ccc} 103 & 104 \\ 65 & 70 \end{array}$	$\begin{bmatrix} 103 & 103 & 14 \\ 65 & 65 \end{bmatrix}$	103 103 64 65	$\begin{array}{cccc} 102^{1}_{2} & 102^{3}_{4} \\ 64 & 64 \end{array}$	1,950	64 Aug. 9	113 ¹ 4 Jan. 5 84 Jan. 5 142 Jan. 26	651 ₂ 133	923
Cleveland Col. Cinn. & Ind Cleveland & Pittsburg, guar	12518 12534	124 125	12334 12434	$\begin{array}{c} 124{}^{1}\!\!\!/_{8}124{}^{5}\!\!\!/_{8} \\ 34{}^{1}\!\!\!/_{8}35{}^{3}\!\!\!/_{4} \end{array}$	$\begin{array}{c} 123^{7_{8}}124^{5_{8}}\\ 34^{7_{2}} & 36^{7_{2}} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	83 362	11818 Feb. 16	131 2 Apr. 13	1164	745
Delaware Lackawanna & West. Denver & Rio Grande East Tennessee Va. & Ga	36½ 37¼ -8¼ 8¾	34 ³ 4 36 ³ 8 8 8 ¹ 4	8 8	*734 81 ₂ *16 17	8 814	8 8 ¹ 4 16 16	3.100 2.000	758 July 14 1434 Feb. 20	11 ¹⁴ Apr. 13 23 Apr. 14 10 ⁷ ₈ Apr. 12	1512	
Green Bay Winona & St. Paul	*17 17 ¹ ₂ *7 7 ¹ ₈	17 17 6 6 40	16 16 7 7 40	* 6 ¹ 4 6 ¹ 2	*64 7	* 40	825	5 Feb. 8 38 Mar. 6	10 78 Apr. 12 3 46 34 Jan. 17	45 72	16 110 111
Hannibal & St. Joseph Do pref		*92 2 95	93 93	*92 +2 95 +2 *190 197		*9212 95	21	72 Jan. 194 Apr. 1	6 46 ³ 4 Jan. 17 3 97 ³ 4 May 5 200 Jan. 29 82 ¹ ₂ Apr. 5 148 June 14 81 Jan. 22 35 ¹ ₂ Apr. 9 33 ¹ ₄ Jan. 18	196	208
Harlem Texas Central	*67 70 1313 ₄ 1313 ₄ *	*65 69 129 132	*65 69 131 1 ₂ 131 1 ₅	*65 67 *130 132	*65 70 132 132	130 130	935 211	\$12934 July 19	9 148 June 14 81 Jan. 22	12734	
Illinois Central Do leased line Indiana Bloom'n & Western		264 264	254 26	26 26 24 24 24 4	78 ¹ 4 78 ¹ 4 25 ¹ 2 26 ¹ 4 22 ¹ 2 24	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3,290	2312 Aug. 10 2112 Aug. 10	35 ¹ 2 Apr. 9 33 ¹ 4 Jan. 18	30	49 45
Lake Erie & Western	10718 10758	$\begin{array}{c} 25 & 25 & 25 & 25 & 25 & 25 & 25 & 25 $	$\begin{array}{c} 25 & 25 \\ 106 \\ 34 & 107 \\ 79 \\ 2 & 80 \end{array}$	7812 791	7534 79	$106^{1}8107^{3}79$	36,415 2,250	105 38 July 1: 60 Jan.	9 114 7 ₈ Jan. 18 2 863 ₄ June 30 1 58 1 ₂ Jan. 20	98 49 ¹ ₂	65
Louisville & Nashville	5018 5058	4912 50	49 501	8 4918 497	4878 491	4814 497		39 4 June 2			78 60
Manhattan Elevated	*45 47	45 45 *831 ₂ 86	*45 47 83 83	*43 45 *83 1 ₂ 86 *43 45	*42 ¹ ₂ 45 *83 ¹ ₂ 85 *42 ¹ ₂ 45	*44 45 *831 ₂ 85 *44 45	100	40 Mar. 2 81 12 Apr. 44 12 May 15 Feb. 2	1 537 ₈ Feb. 9 5 90 Jan. 18 2 53 Feb. 10	82	98 56
Do 1st pref	*45 47	*45 47 23 23	*45 47 22 \(\frac{1}{2}\) 23	*43 45 20 1 ₂ 22 *38 40	*21 22	21 21 35½ 38	1,400 1,200	35 12 Aug. 1	0 55 Jan.		37
Memphis & Charleston Metropolitan Elevated	00 00	38 38 *89 90	*89 90 8634 871	89 89	*89 90 863 ₄ 87	89 89 863 ₈ 863	8 6,372	76 May 1 851 July 1	9 100 18 Jan. 19	77	93 105 21
Michigan Central		8578 875 43 2 43 4			42 42	41 41	500	10 June 1 41 Aug. 1	0 48 2 Jan. 20	1 413	1 58
Minneapolis & St. Louis.	*231 ₂ 25 *50 511 ₂	23 23	50 50	*.2 23 50 ¹ 4 50 ¹	*22 23 2 50 50 2 50 50	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	850 29,935	50 July 1	7 6812 Jan. 18	59	36 77 42
Missouri Kansas & Texas Missouri Pacific	2794 28	261 ₂ 275 981 ₄ 991	8 24 ¹ ₂ 27 8 97 ¹ ₄ 98	$\begin{bmatrix} 25 & 26 \\ 96 \\ 58 & 95 \\ 12 \\ 12 \\ 12 \end{bmatrix}$	2 9678 977		8 47,420	9658 Aug. 124 Aug. 1	7 347 ₈ Jan. 1 8 1067 ₈ Apr 191 ₂ Jan 5 1291 ₄ June 1 7 647 ₈ Jan. 2 19 1291 ₈ Mar. 1 2 151 ₂ Jan 10 35 Jan 13 105 Feb. 1 1 891 ₂ Mar.	865	8 112
Mobile & Ohio	*122 12412	$\begin{array}{c} 15 & 15 \\ 1233_4 & 124 \\ \hline \end{array}$	1213 ₄ 124 2 *57 57	4	*122½ 124½ *53 57	2 *123 1245	12 400	120 Feb. 1 5012 May 1	5 129 4 June 1 7 64 78 Jan. 2	1 1193	$\frac{128}{87}$
Nashville Chattanooga & St. L.	11512116	*54 571 1153 ₈ 1153 10 10	8 11538 116	$\frac{1}{5}$ $\frac{115}{10}$ $\frac{7}{10}$ $\frac{116}{10}$	$\frac{1}{8}$ $\frac{115}{10}$ $\frac{5}{8}$ $\frac{116}{10}$	2 10 10	53,508 2,185	1135 ₈ July J	2 15 \ Jan.	5 104	$\frac{8}{2}$ $\frac{17}{37}$
New York Chie & St. Louis.	. 10-8 10-4	*21 *95 108	95 108	12 *21 23	1 *95 108	20 ¹ ₂ 21 *95 103 86 ¹ ₄ 86		101 Jan. 1	13 105 Feb. 1 1 89 12 Mar.	6 100	109
New York Elevated New York Lack. & Western New York Lake Erie & West	. *851 ₂ 861 ₂	3358 34	3312 34	$\begin{array}{c} 33^{5}8 & 34 \\ 75^{1}4 & 75 \\ 20^{1}2 & 22 \end{array}$. *85½ 86 32¼ 33 4 75¼ 75		78 82,650	31 Aug. 75 Feb.	10 407 ₈ Jan. 1 19 83 Jan.	8 331 5 67	88
New York & New England	26 26	75 76 213 24	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4 21 22	4 22 22	4,51	20 12 Aug.	8 524 Jan.	$\frac{9}{8}$ $\frac{45}{168}$	186 12 31
New York New Haven & Har	2334 24	2314 23	*6 22 2 23 *6 6	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12 612 6	12 20		10 2938 Apr. 1 18 858 May 1 10 2134 May 1		
New York Susq. & Western. Do pre Norfolk & Western, pref	*16 1412	3712 37	*16 18 37 78 38	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12 *16 18 38	×371 ₂ 39	1,42	37½ Feb.	2164 4934 Jan. 2 10 53 18 June 1 20 90 58 June 1 10 14 14 Apr. 1	0 441	34 54
Northern Pacific Do pref	884 8834	8, 12 83	12 46 12 48 86 58 87	34 8534 87	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12 8518 26	14 91,51	79% Feb. 7 Aug.	20 90 58 June 1 10 14 4 Apr. 1	4 663	3 ₄ 100 3 ₈ 25
Ohio Central	. 8 8	8 8 31 31				2812 32	3,00	28 ¹ ₂ Aug. 96 Feb.	10 3634 Apr. 1 16 11212 June 1	3 27 90:	34 11
Ohio Southern	10 1034	9 1 ₈ 9 75 76	7338 75	58 70 74	i ₂ 711 ₈ 72	78 7034 72	1,40 100.76	7 July 7 7 July 70 Aug.	10 3634 Apr. 1 16 11212 June 1 24 1434 Apr. 2 8 89 Jan. 1 10 28 Jan. 1	9 60	98
Oregon & Trans-Continental Peoria Decatur & Evansville	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1412 15	12 14 14	12 1312 14	4 13 13	8 53 55	34 27,10	12 Aug. 4958 Feb.	20 61 8 June 1	5 46 130	
Öregon & Trans-Continental Peoria Decatur & Evansville Philadelphia & Reading. Pittsburg Ft. Wayne & Chie Rich, Allegh., st'ck trust ctt Richmond & Danville. Richmond & West Point. Rochester & Pittsburg St. Louis Alton & Terre Hau		*131 133				*131 78 68 42 68		130 May 5 June 0 47 Jan.	31 138 - Jan. 1 27 15 2 Apr. 1 13 72 July 2	$\begin{vmatrix} 6 & 13 \\ 23 & 52 \end{vmatrix}$	25
Richmond & Danville	68 ¹ 2 68 ¹ 4 33 33 ¹ 4 17 ¹ 4 17 ¹ 4	32 32	$\begin{bmatrix} 1_2 \\ 3_4 \end{bmatrix} \begin{bmatrix} 67 \\ 32 \\ 32 \end{bmatrix} \begin{bmatrix} 67 \\ 31 \\ 32 \end{bmatrix}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*32 33	3,95 6,22	0 21 Feb.	16 39 June	4 17	1 ₂ 26 3 1 ₂ 5
		$\frac{17}{65}$ $\frac{17}{65}$	$\begin{bmatrix} 1_4 \\ 1_8 \\ 63 \\ 88 \end{bmatrix} \begin{bmatrix} 16^{1}_2 \\ 63 \\ 88 \end{bmatrix} \begin{bmatrix} 16^{1}_2 \\ 63 \\ 88 \end{bmatrix}$	5 5 61	53 59 88	1 53 60	2,20	0 48 Jan. 0 87 May	10 23 Apr. 3 85 June 14 103 Apr. 8 364 May 10 59 2 June	$ \begin{array}{c cccc} & 19 & 20 \\ & 11 & 55 \\ & 31 & 31 \\ \end{array} $	9
St Louis & San Francisco	*29 30	*28 31 *50 51	29 2		*28 30 *48 49	12 47 47	10	0 28 Aug. 0 47 Aug.	10 59 ½ June	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	34 10
Do 1st pro	f. *93 96	*923 ₄ 95 *35 38	92 9	3 *91 \(\frac{1}{2} \) 93	*91 12 93	304 00		0 3412 July	12 40 % Jan. 20 97 4 June	9 26 68	3 9
St. Paul & Duluth	*9212 95	*92½ 93 109½ 110	5	94 9		1094110	9,07	5 †10334 Tuly 2212 Mar.	24 169 12 Apr. 15 27 12 Apr.	$\begin{array}{c c} 16 & 108 \\ 5 & 22 \\ \end{array}$	
South Carolina	3234 331	8 3138 35	212 30 3	2 2934 3		2934 30		5 2934 Aug. 0 18 May	10 59 ½ June 28 100 ½ Jan. 20 97 ¾ June 24 169 ½ Apr. 15 27 ½ Apr. 8 43 Jan. 27 ½ June 27 104 ¾ Jan. 7 36 ¼ Jan. 10 57 ½ Jan.	18 34 14 15	
Texas & St. Louis in Texas Do in Mo. and A	dr		25 92 9	234 9176 99	91 4 92	$\begin{bmatrix} 3_8 & 913_8 & 9 \\ 3_4 & 201_2 & 2 \end{bmatrix}$	23 ₈ 92,37 11 ₄ 21,48	1 914 Feb.	7 1045 Jan.	18 98 18 23	358
Union Pacific	24 38 25	2234 2	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	278 2078 2	$\begin{bmatrix} 7_8 \\ 3 \\ 1_2 \end{bmatrix} \begin{bmatrix} 21 \\ 35 \\ 1_2 \end{bmatrix} \begin{bmatrix} 2 \\ 36 \end{bmatrix}$	$\begin{bmatrix} 3_4 \\ 3_4 \end{bmatrix} \begin{bmatrix} 20 \frac{1}{2} \\ 34 \frac{1}{2} \end{bmatrix} \begin{bmatrix} 2 \\ 3 \end{bmatrix}$					8, 0
MISCELLANEOUS. American Tel. & Cable Co	6718 671	8 66 6	614	36 1 ₈ 6	3 18 66 66 6 27 2	7 1 27 2	7 51	5 64 38 Feb. 26 Aug	26 6958 June 8 3938 Apr. 13 11218 Apr.	15 65	5 23 ₄ 1
Colorado Coal & Iren		10812 108	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	108 10	318 10734 10	734 1074 10	734 1,5	10 10538 Feb.	13 112 k Apr. 8 25 Jan.	17 19	978
Mutual Union Telegraph			0 11 1	1 *125	11 1	1	2	25 10 Aug 55 Mar	13 112 4 Apr. 8 25 Jan. 6 14 Jan. 13 125 July	20 3	7 2
New Central Coal. New York & Texas Land C Oregon Improvement Co. Oregon Railway & Nav. Co. Pacific Mail Pullman Palace Car. Quicksilver Mining	8778 87	78 881 ₂ 8 138 13	812 86 8	85 8 136 13	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	6 136 . 13	$\begin{bmatrix} 7 \\ 6 \\ 5 \end{bmatrix} = \begin{bmatrix} 1,3 \\ 1,16 \\ 5,6 \end{bmatrix}$	10 100 Fall	20 150 June	14 12	8 1
Pacific Mail	37 37	3512 3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{vmatrix} 6 & 35 & 3 \\ 9 & 128 & 12 \end{vmatrix}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$0 127\frac{1}{2}12$	712 1,0	117 170	97 124 Inne	13 111	7 1
Quicksilver Mining Do pref Western Union Telegraph.		*712	8 *7½ 7 *35 8	8 *34 3	7 2 *35 3	8	914 62,1	62 773 July	9 \ Mar. 26 46 \ Mar. 19 88 \ June	6 4 7	618
Western Union Telegraph. EXPRESS.	7912 80			1		7 *136		126 12 May	5 135 fan	5 13	3 1
Amanigan	1 100 00	*135 13 89 8 *60 6		89½ 89½ 8	3 *88 8 3 *59 6	9 *83 8	39 1	20 88 Mai 551 ₂ May	y 5 135 fan g 16 944 June g 17 65 2 Jan. g 10 128 June	6 6 6	25 1
Wells, Fargo & Co	*121 124	*121 12	3 *121 1:	14 12012 12	012 *120 12	1		60 h c	10 OTE Ton	10 2	7 101
Consolidation Coal	*23 25		*23	25 *23 2	112	18	8 1	00 15 Mai	c. 6 19 Jan.		558 118
Little Pittsburg Mining Marinosa Land and Mining								15 Apr	r. 13 17 Jan.	15 1	114
Maryland Coal								270 Feb	0. 10 35 ½ Jan. 0. 2 280¾ July	21 24	10 2
Pennsylvania Coal Cumeron Coal								14 Feb	r. 13 17 Jan. 5. 10 35 ½ jan. 6. 2 280 ¾ July 6. 27 18 Jan r. 26 ½ Jan	, 12	412
Central Arizona Mining											1 14
Deadwood Mining	The second second										
COA1. AND MINING Consolidation Coal Homestage Mining Co. Little Pittsburg Mining. Mariposa Land and Mining Maryland Coal. O tatrio Stiver Mining Pennsylvania Coal. Comeron Coal Contral Arizona Mining Excelsior Mining. Excelsior Mining. Slovaron Mining Storagon Mining Storagon Mining Storagon Mining Storagon Mining								5 la Fa	b. 17 7 4 Jul	v 7	$\frac{2}{4^{1}_{2}}$ 1^{1}_{2}

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

† Ex-privilege.

‡ Ex-dividend of 17 per cent in cash,

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES. STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
Alabama— Class A, 3 to 5, 1906. Class A, 3 to 5, small. Class B, 5s, 1906. Class C, 4s, 1906 6s, 10-20s, 1900 Arkansas— 6s, funded, 1899-1900 7s, L. Rock & Ft. S. iss, 7s, Memp. & L. Rock R R, R, 8. L. F. P.B. & N.O. RR 7s, Miss, O. & R. R. R. R. Connecticut—6s, 1883 7s, new, 1886 7s, new, 1886 7s, new, 1886 7s, edd, 1886 7s, gold, 1890 Louisiana— 7s, consol, 1914 7s, small.	107 12½ 107 15 100 104½ 104 113 65	102 83 17 ¹ 2 60 50 50 25	6s, due 1887 6s, due 1889 6s, due 1889 6s, due 1889 8syl'm or Univ due '92 Funding, 1894-95 Hannibal & St. Jo., '86. Do do '87 New York— 6s, gold, reg., 1887 6s, loan, 1891 6s, loan, 1891 6s, loan, 1892	107 108 110 112 117 109 109	60 	Do 7 coup's off, A. & O. Funding act, 1866-1900	160 160 135 135 10 10 16 16 16 4 4 4 4 4 4 77 ¹ ₂		Tennessee—6s, old, 1892-8 6s, new, 1892-8-1900 6s, new series, 1914 C'mp'mise, 3-4-5-6s, 1912 Virginia—6s, old 6s, new, 1866 6s, new, 1866 6s, new, 1867 6s, consol. bonds 6s, ex-matured coupon 6s, consol., 2d series 6s, deferred District of Columbia— 3-65s, 1924 Small bonds Registered	43 36 36 36 36 60 36 50	10

7s, consol., 1914 65 7s, small 60	68, 10an, 1893 N. Carolina—68, old, J.& 68, old, A.& O	J. 30 33 30 32		107	Fund	tered		-
	03, 033, 1110 0111111		6s, coupon, 1893-99		D	small		-
-	() Del. & H.—Continued	RAILRO	AD BONDS.					
Railroad Bonds. (Stock Exchange Prices.)	1st, ext., 7s, 1891	118	Mich. Cent.—Continued— Jack. Lan. & Sag.—6s,'91	* 0	Con. 1	V.&Og.—1st,7s,'91 st, ex. 5s, 1922	109	66
Ala.Central—1st, 6s, 1918 Ala.Central—1st, 6s, 1918 Alleg'y Cen.—1st, 6s, 1920 Atch. T. &. S.Fe — 4	1st, ext., 7s, 1891 Coup., 7s, 1894 Reg., 7s, 1894 1st, Pa. Div., cp., 7s, 191 Alb. & Susg., —1st, 7s.	*118	. Mil. L.S. & W 1st. 6s. 1921	*11912	14 Rich. &	st, ex. 5s, 1922 Pitt.—1st,6s,1921 Al.—1st, 7s, 1920 Danv.—Cons.g.,6s ture 6s, 1927 Ch.—1st, p., 7s.,'97 mes, 1900 al.—1st, cons., 7s. Iron Mt.—1st, 7s 1897	*1044	
Atch. T.&. S.Fe-4 ¹² ,1920 Sinking fund, 6s, 1911.		*109	Iowa Ext1st, 7s, 1909	* 11	8 Deben	Danv.—Cons.g.,6s ture 6s, 1927	964	97
Atl. & Pac.—1st, 6s, 1910 * 97 Balt. & O.—1st, 6s, Prk. Br. 114			2d. 7s, 1891 S'thw.Ext.—1st,7s,1910	11018 11	038 Inco	mes, 1900		
Guaranteed 21	1et rog 1991	p. *134 ⁱ ₂	Pac. Ext.—1st, 6s, 1921 Mo.K.&T.—Gen., 6s, 1920	101 18 10 80 12 8 10	1 12 St. L. &	al.—1st, cons., 7s. Iron Mt.—1st, 7s	110	91
Bur.C.Rap. & No.—1st,5s Minn.&St.L.—1st.7s.gu	Denv. & Rio Gr.—1st,190	00 *108 ···· 90	Cons. 7s, 1904-5-6	55	Arlzan	202 Dn 1-4 7.	707	107
Iowa C. & West.—1st, 7s C. Rap. Ia. F. & N.—1st, 6s *104 \(\frac{1}{2} \)	Denv.So.P.&Pac.—1st,7 Den.& RioG. West.—1st.6	s. 74½ 751	Mobile & Ohio.—New, 68.	106	Cairo	& Fulton—1st, 7s & Fulton—1st, 7s. Ark. & T.—1st, 7s y&l. gr., 5s, 1931 ton & T. H.—1st.	10612	10612
Buf. N. Y. & Phil.—1st. 6s * 98	Det. Mac. & Marq.—1st, 6 Land grant, 3 128, S. A	88	Morgan's La. & T1st, 6s Nash Chat, & St. L1st, 7s	*115 11	St. L. Al	ton & T. H.—1st.	*110	7512
Central Iowa—1st, 7s, '99 10612 107 East. Div.—1st, 6s, 1912 *	1st cone 5e 1930	0 117 7214 733 95		*100 *105 ¹ 4	2 2d, inc	ome, 7s, 1894	*103 *115	
Char. Col. & Aug.—1st,7s 105 106 Ches. & Ohio—Pur. m'yfd. 111 108 109		s * 95 80	Deb certs extd 50	*105 108	St.P.Mi	nn.&Man.—1st,7s	107	10812
Ches. & Ohio—Pur. m'yfd. 111 6s, gold, series A, 1908. 6s, gurrency, 1918. Mortgage 6s, 1911.		85	N.Y.C. & H.—1st, cp.,7s 1st, reg., 1903 Huds. R.—7s, 2d,s.f., 85 Can. So.—1st,int.g'ar.5s Harden Let 7s, 2d, 5s	*127 12 128 104 12	B Dakota	tion & T. H.—1st. :f., 7s, 1894 ome, 7s, 1894 & S. Ill.—1st, 8s nn. & Man.—1st, 7s 1909 a Ext.—6s, 1910 isol. & s, 1933 Un.—1st & s, 1922	10178	10812
Mortgage 6s, 1911 100 Chicago & Alton—1st, 7s. 121	2d, extended, 5s, 1919. 4th, extended, 5s, 1920	123 *1073 ₄	Can. So.—1st,int.g'ar.5s Harlem—1st, 7s, coup.	$95\frac{3}{8}$ 96	Min's St. P. &	Un.—1st,6s,1922 Dul.—1st,5s,1931 Ry.—1st,6s,1920		
Sinking fund, 6s, 1903. *115 \(\frac{1}{2} \)	5th, 7s, 1888	*10812	Harlem—1st, 7s, coup N. Y. Elev'd—1st, 7s, 1906 N.Y. Pa. & O.—Pr. l'n, 6s, '95 N.Y. C. & N.—Gen, 6s, 1910 Truct Co. mainte	116 116	So. Car. 2d, 6s,	Ry.—1st, 6s, 1920 1931	*103 *94	104
94 79 1900	1st cons., gold, 7s, 1920 1st cons., fd. coup., 7s.	0. 12612	Trust o., receipts		Tex.Cen.	-1st,s.f.,7s,1909 rt., 7s, 1911 & BurMain,6s	10612	
1st, guar. (564), 7s, '94 * 118 2d (360), 7s, 1898	Long Dock b'ds, 7s, '98	118	N. Y. & New Eng.—1st, 7s 1st, 6s, 1905	102	ISU, Da	Vt. DIV., 68, 1910		52
*2d, guar. (188),7s,'98 Miss. B. Br'ge—1st.s.f.6s	N.Y.L.E.&WNew2d	9312 95	2d, 6×, 1923	100 ls 100 90 93				58
C.B.&Q.—Consol. 18,1903 120 120	Ev. & T. H.—1st, cons., 6	s *96	N.Y. Susq. & W.—1st, 6s	73 ¹ ₂ 73 80 81	'8 Wab. St. Chic. D	-M. inc.,6s, 1927 L. & P.—Gen'l,6s iv.—5s, 1910	65	697a 77 85
5s, debentures, 1913 91 93 Ia. Div.—S. F., 5s, 1919 102	Fl't & P. M'rq M. 68, 1920	0 *110 111	Midland of N.J.—1st,6s	90 104 106	Tol.P.	iv.—6s, 1910 W.—1st,7s,1917	10412	85 105
S. F., 4s, 1919 87 Denver Div.—4s, 1922 83 1 ₂	2d, 7s, 1905	*109	Nevada Cent.—1st, 6s	103	Ind'pol	is Div.—68, 1921		
5s, sinking rund, 1991 102 5s, debentures, 1913 91 1a, Div.—S. F., 5s, 1919 8, F., 4s, 1919 87 Denver Div.—4s, 1922 83 ½ Plain 4s, 1921 122 ½ 124 6s, reg., 1917 122 ½ 124 Keo, & Des M.—1st, 5s. Central of N. J.—1st, '90 116 1st consol assented '999 113 ½ 113 ½	2d, 78, 1905 2d, 78, 1905 Mex. & Pac.—1st, 5s. 2d, 6s, 1931 Gr'n Bay W.&S. P.—1st, 6 Gulf Col. & S. Fe—78, 1909 Han & St Ios.—Se cany	*82	N.Y. W.Sh. & Buff.—Cp.5s N.Y. Susq. & W.—1st, 6s Debenture, 6s, 1897* Midland of N.J.—1st, 6s N.Y. N. H. & H.—'st, 5s, 4s, 4s Nevada Cent.—1st, 6s N. Pac.—G. I. g., 1st, cp.6s Registered, 6s, 1921 N.O. Pac.—1st, 6s, g., 1920. Norf. & W.—G'l, 6s, 1931 New Riv'r—1st, 6s, 1932. Ohio & Miss.—Consol. s. f. Consolidated 7s, 1898 2d consolidated 7s, 1898	103 103	Cairo D	$\begin{array}{lll} \text{iv.} - 5\text{s, } 1910 & \\ \text{iv.} - 6\text{s, } 1910 & \\ \text{iv.} - 6\text{s, } 1910 & \\ \text{iv.} - 6\text{s, } 1917 & \\ \text{iv.} - 6\text{s, } 1921 & \\ \text{is Div.} - 6\text{s, } 1921 & \\ \text{Div.} - 6\text{s, } 1921 & \\ \text{iv.} - 5\text{s, } 1931 & \\ \text{iv.} - 5\text{s, } 1931 & \\ \text{iv.} - 10\text{s, } 1931 & \\ \text{t. L. Div.} - 7\text{s, } 1909 & \\ \text{t. L. Div.} - 7\text{s, } 89 & \\ \text{t. L. 5s, } 1893 & \\ \text{t. conv.} - 7\text{s, } 1907 & \\ \text{est.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{est.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st, } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s, } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 7\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 19\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 19\text{s. } 1907 & \\ \text{st.} - 1\text{st. } 1907 & \\ \text{st.} - 1\text{st. } 1907 & \\ \text{st. } - 1\text{st. } 1907 & \\ \text{st. } - 1\text{st. } 1907 & \\ \text{st. } - 1907 & \\ \text{st. }$	78 *88	95
6s, reg., 1917 12212 124 Keo, & Des M.—1st, 58 10134 105	Gulf Col. & S. Fe-7s, 1908 Han. & St. Jos8s, conv.	1094 110	Norf. & W.—G'l, 68, 1931. New Riv'r—1st. 68, 1932.	103	Tol. d	W.—1st, ext.,7s	10334	104-2
Central of N. J.—1st, '90 116 1st consol. assented, '99 113 ¹ ₂ 114 Conv. assented 7g 1009 *114	Hons & T.C. 1st M. I. 7	1074 108	Ohio & Miss.—Consol. s. f.	$\frac{114}{114}$ $\frac{1}{2}$ $\frac{116}{116}$	2d, ex	t., 78, 1893	*9812	9512
Adjustment, 7s, 1903 104 105	1st, West. Div., 7s 1st, Waco & N., 7s	*112	2d consolidated 7s, 1911 / 1st, Springfield Div., 7s / Ohio Central—1st, 6s, 1920 1st Ter'l Tr., 6s, 1920 * 1st Min'l Div., 6s, 1921.	123 ½ 129 119 %	Consc	l. conv., 7s, 1907	10312	100
Leh.&W.B.—Con.g'd,as 10134 105 Am.D'k&Imp.—5s,1921 90 91 C.M.&St.P.—1st.8s.P.D. 128	2d consol., main line, 8s 2d, Waco & No.,8s,1915	3 *12014	Ohio Central—1st,6s,1920 1st Ter'l Tr., 6s, 1920	79 90	2d,	7s, 1893	99	100
2d, 7 3-10, P. D., 1898. *123 1st, 7s, \$g., R. D., 1902. 123	2d consol., main line, 8: 2d, Waco & No.,8s,1916 General, 6s, 1921 Hous, E. & W. Tex.—1st,7s 2d, 6s, 1913	* 98	1st Min'l Div., 6s, 1921. Ohio So.—1st, 6s, 1921	80	Han.d	C. 1803 F.—1st, 7s, 1890 & Naples—1st,7s 60.Ia.—1stEx.,6s G.C.&N.—R.e.7s		
1st, LaC. Div., 7s, 1893. 116 1st, L. & M., 7s, 1897. 117	2d, 6s, 1913 Ill.Cent.—Sp.Div.—Cp. 6s	*78½ 80 113¼	Oreg'n&Cal.—1st,6s,1921 Or.& Trans'l—6s,'82-1922	96	St. L. I	C.C.&N.—R.e.7s Div.—1st. 7s	10212	107
C.M. & St. P. — 1st, 8s. P. D. 128 2d, 73-10, P. D. , 1898. **123* 125 1st, 7s. \$\$\psi_{\text{c}}\$, R. D., 1902. 123 1st, 1aC. Div., 7s. 1893. 116 1st, I. & M., 7s, 1897. 117 1st, I. & D., 7s, 1899. 117 1st, C. & M., 7s, 1903. 118 Consol. 7s, 1905. 118 \(\frac{1}{2} \) 2d, 7s, 1884. \(\frac{1}{2} \) 2t, 7s, I. & D. Ext., 1908 117 S. W. Div., 1st, 6s, 1909. 106 1st, 5s, LaC. & Dav., 1919. 90 1st, 5s, Minn. Div, 6s, 1910. 106\(\frac{3}{2} \) 106	III.Cent.—Sp. Div.—Cp. 6s Middle Div.—Reg., 5s C.St.L.&N.O.—Ten.I.,7s 1st consol., 7s, 1897 . 2d, 6s, 1907 . Gold, 5s, 1951 . 2d Div., 7s, 1894 . Ced. F. & Minn.—1s', 7s Ind. Bl. & W.—1st nrf, 7s	*113	Ohio So.—lst, 6s, 1921. Oreg'n&Cal.—lst, 6s, 1921 Or.& Trans'l—6s, '82-1922 Oreg. Imp. Co.—lst, 6s Panama—St, smb.6s, 1910	92 93	Clar St. C	Div.—1st, 7s da Br.—6s,1919 bas. Br.—1st,6s		
Consol. 7s, 1905	2d, 6s, 1907	117		96	West, Un	Chas. Br.—1st,6s Chas. Br.—1st,6s Chas. Br.—1st,7s. Chas. Br.—1900, cp.	11418	1194
1st, 7s, I.&D. Ext., 1908 117 S. W. Div., 1st, 6s, 1909 106	2d Div., 78, 1894		Evans. Div., 1st, 6s, 1920 * Peoria & Pek. U'n—1st, 6s * Pac. RRs.—Cen. P.—G., 6s	1113_{4} 112 107	1900, re 14 N.W. Tel	graph—7s,1904 T.—S.F.,6s,1911 R. & N.—1st, 6s		11312
1st, 5s, LaC. & Dav., 1919 90 95 1st, S. Minn. Div. 6s, 1910 106 8 106 8	Ind. Bl. & W.—1st prf. 7s 1st, 4-5-6s, 1909	82 85	Cal. & Oregon—1st. 6s	101	Oregon R	R. & N.—1st, 6s	$ \begin{array}{r} 84 {}^{3}8 \\ 107 {}^{1}2 \end{array} $	8458 10818
1st, H. & D., 7s, 1910 115 ³ 4 Ch. & Pac. Div., 6s, 1910 110 ¹	2d, 4-5-6s, 1909 East'n Div _6s 1921	*89 90	Land grant hands Ca	10034	(Interest p	ME BONDS. ayable if earned.)		
Ast, Chic. & P. W., 58, 1921 93 12 94 Min'l Pt. Div., 58, 1910 90 14 91 1	Indianan D & Spr 1 at 70	*102	So. Pac. of Cal.—1st. 6s.	$ \begin{array}{c cccc} 107 & 109 \\ 1043 & 105 \\ 1123 & 113 \end{array} $	Ala. Cent Alleg'y C	ME BONDS, appable fearned, -Inc. 6s, 1918. ent.—Inc., 1912. c.—Inc., 1910. N. J.—1908. -Coup.debt ctfs. kM.—L.g. inc.,6s th.—Inc., 1907 t. D.—Ist,inc.,6s		*****
Wis. & Min. D., 5s, 1921 901	Int.& Gt.No.—1st,6s,gold Coupon, 6s, 1909	107 108 85	Land grants, 78, 87-9.1.	16 119	Central of	N. J.—1908		25 95
C. & N'west.—S.fd.,7s,'85 103 102 1024	L.Sh're-M.S.&N.I.s.f. 78	10434	Registered 8s, 1893 Collateral Trust, 6s		Ch.St.P.&	M.—L.g. inc.,6s		*****
Extens'n hands 7s 1919.	Cleve. & Tol.—Sink. fd. New bonds, 7s, 1886	103 ½ *106 ½	Kong Boo 158, 1907	06	DesM.&F	t.D.—1st,inc.,6s & Marq.—Inc		
1st; 7s, 1885	Buff. & Erie—New bds.	*111 123	1st, 6s, 1896 Den, Div. 6s, as'd '99 *1	06	E.T.V.&C	aInc.,6s,1931	3334	
1st, 78, 1885. 10314 Coupon, gold, 78, 1902. 122 123 Reg., gold, 78, 1902. *122 123 Sinking fund, 68, 1929. 109 1104 Sinking fund, 58, 1929. 10314 Sinking fund, 58, 1929. 10314	Kal. & W. Pigeon—1st. Det.M.&T.—1st,7s,1906 Lake Shore—Div. bonds	100	Den. Div., 6s, as'd,'99 *1 1st consol., 6s, 1919. C.Br.U.P.—F.c., 7s,'95	9812 99	G. Bay W.	& Marq.—Inc., fa.—Inc., 6s, 1931 b.—2d, inc., 1970 & St. P.—2d, inc. W.—Inc., 1919 *Inc., 6s, 1921 & Snr'd—2d inc.		25 40
Sinking fd,deb. 5s,1933 97 Sinking fund, reg			At. J. Co. & W.—1st, 6s, 1905	90 913				39 4
	Consol., reg., 1st, 7s Consol., coup., 2d, 7s.	*120 121 2	Ut. So.—Gen.,78,1909 1	97 ¹ 4 98 04 105	Leh. & Wi	o. certificates		87
Iowa Midland—1st, 8s. 125 Peninsula—1st, conv. 7s 120	Consol., reg., 1st, 7s Consol., coup., 2d, 7s Consol., reg., 2d, 7s Long Isl. R.—Ist,7s, 1898 Ist consol., 5s. 1931	116 l ₂	Ast Consol., 68, 1919. C.Br. U.P.—F. c., 78, 95 At J. C. & P.—1 st, 68, 1905 At J. Co. & W.—1 st, 68 Oreg. Short L.—1 st, 68 Ut. So.—Gen., 78, 1909 1 Exten., 1st, 78, 1909 1 Mo. Pac.—1 st, conss, 68. 3d, 78, 1906 Pacific of Mo.—1 st, 68, 1 2d, 78, 1891 St. L. & S. F.—2d, 68, el. A	0034	Lake E. & Sand'ky	o. certificates lkesb. Coal—'88 W.—Inc.7s, '99 Div.—Inc.,1920	24 22	33
Chicago & Mil.—1st, 7s. 120 ¹ ₂ Win. & St. P.—1st, 7s, '87 105 ¹ ₂	Louisv. & N.—Cons.7s,'98	101 11712	Pacific of Mo.—1st, 6s 1	0434	Mil. L. S.		*77	
Mil.&Mad.—1st.6s.1905	N.O & Mab 1 at C-1000	102 * 901 ₂	St. L.& S.F.—2d,6s,cl.A	98	Mob. & O. 2d pref.	debentures	65	48
Consol. 78, 1914	E. H. & N.—1st,6s,1919 General, 6s, 1930	97 9212	3-6s, class C, 1906 3-6s, class B, 1906 1st, 6s, Peirce C, & O Equipment, 7s, 1895 Gen. mort., 6s, 1931 * So. Pac. of Mo.—1st *1 Tey & Pac *21, 198, 198, 198, 198, 198, 198, 198, 19	$\begin{array}{cccc} 97\frac{1}{2} & 98 \\ 97\frac{1}{2} & 98 \end{array}$	4 th pret.	dependures		80
C.St.P.M.&O.—Consol.,68 *109 12 110	Dongootle Die C- 1000		Equipment, 7s, 1895	102	N.Y.P.&O	E.&W.—Inc.6s .—Istinc.ac.,7s .—Income, 1920		59 19
N. Wis.—1st, 6s, 1930. St. P.&S.C.—1st,6s,1919. Chic.&E.III.—1st,s.f.,cur. Chic.St.LL&P.—1st,con5s.	Ivasny, & Dec.—1st. 78.	* 56 18 115 14	So. Pac. of Mo.—1st *1 Tex. & Pac.—1st 6s 1905 *1		M 111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	$v = \ln e / \pi / 4 / 4 / 4 / 4 / 4 / 4 / 4 / 4 / 4$		24
Chic.&E.III.—1st,s.f.,cur. Chic.St.L.&P.—1st,con5s * 98	S.&N.Ala.—S.f.,68,1910	100	Tex. & Pac.—1st, 6s, 1905 +1 Consol., 6s, 1905	90 93 571 ₂ 59	Ogdens.&	2d inc., 6s, 1921 L.C.—Inc., 1920 Ev.—Inc., 1920 		42
1st, con., 5s, reg., 1932 Chic. & Atl.—1st, 5s, 1920 * 105 Col. & Green.—1st, 6s, 1916 2d, 6s, 1926 84 Col. H. Val. & Tol.—1st, 5s 82 82 Del. L. & W. —7s, conv., 92 *112 116 Mortgage 7s, 1907 1st 7s 87 Bing & N V —1st 7s	Leush'n-Knox-68,1931 Louisv.C.& L68,1931 L. Erie &W1st,68,1919 Sandusky Div68,1919 Lat. Bl.& M1st,68,1919 Louisv N Alb &C1st 68	95	Pennsylvania P.P.	" 113				40
2d, 6s, 1926	Sandusky Div.—6s,1919 Laf. Bl.& M.—1st,6s,1919	*70 91 ² 2 98	Pa. Co's gu ir. 4 28, 1st c. 4.	94 95	Roch. & P.	tts.—Inc.,1921 *		15 1 ₂
Del. L.&W.—7s, conv., '92 *112 116 Mortgage 7s, 1907	Louisv.N.Alb.&C1st,6s Manhat.B'chCo7s,1909	*99½ 100½ * 79	1st, reg., 7s, 1900		So. Car. Ry St. L. & I. M	.—Inc.,6s, 1931 .—1st,7s, pr.i.a		****
Marris & Dance 1-17	Manhat. B'chCo.—78,1909 N. Y. & M. B'h-1st,78,'97 Marietta & Cin.—1st, 7s. Metr'p'lit'n El.—1st,1908	79	1st, reg., 7s, 1900 2d, 7s, 1913 Pitts, Ft, W. & Ch.—1st 1 2d, 7s, 1912 3d, 7s, 1912 1 3d, 7s, 1912	37 1374	St'gl.&Ry	Ser.B.,inc.'94		****
	2d, 6s, 1899	86	2d, 7s, 1912	32	Plain inc	amag sig 1896 18	A 5 5 100	39
Bonds, 7s, 1900	Mex. Cen.—1st, 7s, 1911. Mich. Cent.—Con.7s,1902 Consolidated 5s, 1902.	*124 103 kg	4th, sink fd 6s 1892 *1	0712	St.L.A.&	BInc68.1910 .		70
1st, consol., guar., 7s. 1221 ₂	6s, 1909	100-2	St.L.V.&T.H1st,g.,7s 2d, 7s, 1898		Tex. &St.I	Div.—6s, 1910		****
78,1891*110	Registered, 58, 1931		2d, guar., 7s, 1898 Pitts. B.& B.—1st,6s,1911 *	92	Tex.&St.I	in Mo. & A2d *.		8
* No price Friday—these are lat	est quotations made this we	ek.	† Coupons on since 1	869.				

New York Local Securities.

Bank Stock List.				Insurance Stock List. [Prices by E. S. Bailey, 7 Pine St.]				
COMPANIES.	1	PRI	CE.		at ?	PRICE.		
Marked thus (*) are not National.	Par.	Bid.	Ask.	COMPANIES.	Par.	Bid.	Ask.	
America*	100	154	160	American	50	145	155	
Amer Exchange				Amer. Exchange	100	105 155	111	
Amer. Exchange Broadway Butchers' & Drov's'	25 25					165	175	
Butchers' & Drov's'	100			Broadway Brooklyn Citizens' City	25 17	160	167 150	
Central	100			Citizens'	20	140	150	
Chase	25			City	70	115	125 125	
Chemical	100	2005		Clinton Commercial Continental.	100	117	90	
Citizens'	25 100	250		Commercial	100	235	240	
City	100	200	15612	Continental. Eagle Empire City Exchange Farragut Firemen's Firemen's Trust. Franklin & Emp German-American Germania	40	240	250	
City. Commerce Continental Corn Exchange* East River Eleventh Ward*	100			Empire City	100	75	80	
Corn Exchange*	100			Exchange	30	90	100	
East River	25			Farragut	50	115	120 85	
Eleventh Ward*	25			Firemen's	10	75	80	
				Franklin & Emp	100	115	120	
Fifth Avenue*	100	800		German-American	100	195	210	
Fourth	100	800 130		Germania	50	140	145	
Fulton	30			Germania Globe. Greenwich Guardian Hamilton Hanover Hoffman Home Howard Importers'& Trad's	50	110	115	
Gallatin	50	110		Greenwich	100	260	65	
Gallatin	100	112 97		Guardian	15	110	115	
German American*.	100	01		Hanover	50	133	137	
German Exchange	100			Hoffman	50	75	82	
Greenwich*	25			Home	100	140	145	
Hanover	100			Howard	50	60	70	
Imp. & Traders'	100			Importers'& Trad's	100	85	70	
German Exchanges Germanias	100			Importers'& Trad's Irving Jefferson	30	125	130	
Leather Manuf'rs'	50			Kings C'nty (Bkn.)	. 20	190	200	
Manhattan* Marine	100			Kings C'nty (Bkn.) Knickerbocker Lamar	40	75 65	85	
Market	TUU			Lamar	100	65	70	
Market Mechanics'	; 25 25	1:00		Long Isl'd (B'klyn Lorillard Manufac. & Build.) 50	110	115.	
Mechanics'& Trads Mercantile. Merchants' Exch.	25	100	118	Lorillard	100	100	112	
Mercantile	1 100		110	Mech. & Traders'.	25	114	120	
Merchants'	50		. 100	Mech. & Traders' . Mechanics' (Bklyn Mercantile. Merchants'	50	120	135	
Metropolis* Metropolitan Murray Hill* Nassau* New Yor Lounty N, Y, Nat, Exch	100			Mercantile	50	60	64	
Metropolitan	100			Merchants'	- 50	95	100	
Murray Hill*	. 100			Montauk (Bklyn.).	- 50	102 135	106	
Nassau*	. 100	150		Nassan (BRIYIL)	371	2 85	92	
New York	100	150		N V Equitable	35	145	160	
New York County	100			N. Y. Fire	. 100	75	80	
Ninth	100			N. Y. & Boston	. 100	4	6	
No th America* North River* Oriental*	70			New York City	- 100	1 10	160	
North River*	25	140		Niagara	- 90	140	108	
Oriental*	50	165		North River	25	165	170	
Pacific*	00	167	175	Park	. 100	110	1116	
Park	25	130		Peter Cooper	. 20	150	160	
Phenix	20	103	106	People's	. 50	110	117	
Produce*	. 50			Phenix	- 50	137	140	
Park People's* Phenix Produce* Republic St. Nicholas* Seventh Ward Second Shoe & Leather State of New York Third Tradesmen's	- 100		. 132	Relief	100	55 75	82	
St. Nicholas*	100	105		Rutger's	25	1115	120	
Second ward	100			Standard	50	100	105	
Shoe & Leather	100)		Star	100	60	70	
State of New York	* 100)		Sterling	100	50	100	
Third	100)	115	Stuyvesant	20	120	126	
		160		Tradesmen's	25	127	132	
Union	100	100		Westchester	10	127 120	126	
United States Wall Street West Side*	5	107		Mercantile, Merchants' Montauk (Bklyn.) Nassan (Bklyn.) National N. Y. Equitable N. Y. Fire N. Y. & Boston New York City Niagara North River Pacific Park Peter Cooper People's Phenix Relief Republic Ruiger's Standard Star Sterling Stuyvesant Tradesmen's United States Westchester Williamsburg City	7. 50	200	220	

Gas and City Railroad Stocks and Bonds. [Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date.	Bid.	Ask
Brooklyn Gas-Light	25	2,000,000	Var's	5		112	115
Citizens' Gas-L. (Bklyn)	20	1,200,000	Var's	3		70	77
Bonds		315,000	A. & O.			105	110
Bonds	50	1,850,000	F. & A			105	
Jersey City & Hoboken	20	750,000	J. & J.	712	July, '83	155	165
Manhattan	50	4,000,000	J. & J.	5	June, '83	230	232
Metropolitan		2,500,000	M.& S.	6	Aug., '83	187	189
Bonds		750,000	F. & A.	3		1105	110
Mutual (N. Y.)		3.500,000	Quar.	212	July, '83	116	117
Mutual (N. Y.) Bonds	1,000	1,500,000	M.&N.	6	1982	104	106
Nassau (Bklyn.)	25	1.000,000	Var's	3	Sept., '82	50	60
Scrip	Var's	700,000	M.&N.			90	95
New York	100	4,000,000	M.&N.	5		125	130
People's (Bklyn.)	10	1,000,000	J. & J.		Jan., '76		55
Bonds	1.000	375,000	M.&N.	312		106	110
Bonds		125,000	Var's	3	April, '83		95
Central of New York		466,000) F. & A.		Feb., '83 Feb., '82		90
Williamsburg	50					105	110
Bonds	1,000	1,000,000	A. & U.	3			85
Metropolitan (Bklyn.)	100	1,000,000	M.&N.	3 5			
Municipal	100	3,000,000	35 6 37	0	June, '8	106	185
Bonds	******	750,000	M.&N.	0	1888	. 75	85
Fulton Municipal	100	3,000,000	TET	6		102	104
Bonds		1 300,000	J.J. & J.	., 0	****** ****	1104	104

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

1 dan carrons 23			
Bl'cker St. & Fult. F Stk		900,000 J. & J. 34 July, '83 2:	
1st mort	1,000	694,000 J. & J. 7 July, 1900 108	
Br'dway & 7th AvSt'k.	100	2,100,000 QJ. 2 July, '83 14	
1st mort	1,000	1,500,000 J. & D. 7 June, '84 10	
Brooklyn City-Stock	10	2.000,000 QF. 3 ¹ ₂ May, '83 21:	
1st mort	1,000	300,000 M.&N. 7 109	2 110
Br'dway (Bkln.)-Stock.	100	200,000 QJ. 3 July, '83 190	200
Bklyn. Crosstown-Stock		400,000 QJ. 2 July, '83 150	
1st mort, bonds	1,000	300,000 Q.—J. 7 1888 103	5 1112
Bushw'kAv. (Bkln)-St'k	100	500,000 J. & J. 212 July, '83 150)
Cent.Pk.N.& E. Riv Stk			3 147
Consol, mort, bonds	1,000	1,200,000 J. & D. 7 Dec., 1902 11	5 117
Christ'ph'r&10th St-Stk		650,000 F. & A. 212 Aug., '83 110	115
Bonds	1,000	250,000 J. & J. 7 1898 10	
DryDk.E.B.& Bat'y-Stk		1,200,000 QF. 4 Aug., '83 26	
1st mort., consol	500&c		
Eighth Av.—Stock	100	1,000,000 QJ. 3 July, '83 24)
1st mort	1,000	203,000 J. & J. 7 June, '84 10	
42d & Gr'nd St.F'ry-Stk	100	748,000 M.&N. 6 May, '83 23	
1st mort	1,000		
Central Crosstown-Stk.	100		
1st mort	1,000		
Houst.W.St.&P.F'y-Stk	100		
1st mort.	500	500,000 J. & J. 7 July, '94 11	
Second AvStock	100	1,396,500 J. & J. 5 July, '83 20	
3d mort	1,000	150,000 A. & O. 7 April, '85 10	3
Consol	1,000	1,050,000 M.&N. 7 Nov., '88 10	
Sixth Av.—Stock	100	750,000 M.&N. 5 Mch, '83 24	
1st more	1,000		
Third AvStock	100	2,000,000 QF. 3 May, '83 26	
1st mort.	1,000		0 1113
Twenty-third StStock.	100		
1st mort	1 000	250,000 M.&N. 7 May, '93 110	
2.50 11101 0	1,000	Loo, oo marcozini i jin toji oo izz	

^{*}This column shows last dividend on stocks, but date of maturity of bonds.

*Ex-dividend. † Per share.

Quotations in Boston, Philadelphia and Baltimore.

	Quotations in De	, scon,	LILLI	adelphia and Dail	
	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid. Ask
	tch. & Topeka—1st, 7s.	11912		Buff.Pitts.& W.—Gen.,6s Cam. & Ambov—6s, c.,'89	
	Land grant, 7stlantic & Pacific—6s	110	113	Mort., 6s, 1889	110 110 ¹ 2
В	Incomeoston & Maine—7s	2478	25	2d, 6s, 1904	103 112
B	6s			Cam. & Burl. Co.—6s, '97. Catawissa—1st, 7s, con. c.	
	soston & Lowell—7s			Catawissa—1st, 7s, con. c. Chat. M., 10s, 1888 New 7s, reg. & coup Chart'rs V.—1st, 7s, 1901 Connect'g 6s, cp., 1900-04 Cor. Couan & Ant., deb. 6s,	11812
B	oston & Providence—78 url. & Mo.—Ld. gr., 78. Nebraska, 68 Ex.	116		Chart'rs V.—1st, 7s, 1901 Connect'g 6s, cp., 1900-04	
	Nebraska, 6s. Ex. Nebraska, 6s. Nebraska, 4s	111 102	102_{2}	Cor. Couan& Ant., deb. 6s, Delaware – 6s, rg. & cp., V.	
C	onn. & Passumpsic—7s. connection Valley—6s			Del & Bound Br —1st, 7s East Penn.—1st, 7s, 1888	
	08			El & Wmsp't-1st,6s, 1910	115 99 12
F	California Southern—6s Cast'rn, Mass.—6s, new Fort Scott & Gulf—7s	1087 ₈	10912	Harrisb'g-1st, 6s, 1883.	115 119
1	K. City Lawr. & So,—5s	113		Cor. Couland Alt., dec. 0s, pelaware - 6s, rg. & op, V. Del & Bound Br - 1st, 7s East Penm 1st, 7s, 1888 East on& Amb'y - 5s, 1920 El & Wmsp't - 1st, 6s, 1910 5s, perpetual Harrisb g - 1st, 6s, 1883. H. & B.T 1st, 7s, g., 1890 Cons. 5s, 1895. Ithaca& Ath 1st, gld. 7s Junction - 1st, 6s, 1882.	8712 90
I	C. City Lawr. & So, -5s C. City St. Jo. & C. B7s. Little R. & Ft. S7s, 1st Mexican Central -7s	75 59	80 59 ¹ 8	Junction—1st, 6s, 1882	
1	7s	102	59 ¹ 8 97 102 ¹ 4	I.eh. V.—1st,6s,C.&R.,'98	13312 134
1	N. Mexico & So. Pac.—78		9734	Junction—18t, 68, 1852 2d, 68, 1900. Leh. V.—1st, 68, C.&R., '98 2d, 7s, reg., 1910 Cons. 68, C.&R., 1923. N. O. Pac.—1st, 68, 1920. No. Penn.—1st, 68, ep., '85 2d, 7s, cp. 1896. Gen., 7s, reg., 1903. Debenture 6s, reg. Norfolk & West.—Gen., 68	123 85
1	Income			No. Penn.—1st, 6s, cp.,'85 2d, 7s, cp. 1896	119
	Old Colony-7s			Gen., 7s, reg., 1903 Gen., 7s, cp., 1903	120
1	Pueblo & Ark. Val.—7s. Rutland—6s, 1st		1013,		
1	Rutland—6s, 1st Sonora—7s r. Cinn. & St. L—1st, 6s	20	30	ioil City & Chic.—1st, 6s., coup.— Oil Creek—1st, 6s, coup.— Pennsylv.—Gen., 6s, reg. Gen., 6s, cp., 1910.— Cons., 6s, reg., 1995.— Cons., 6s, coup., 1905.— Cons., 5s, reg., 1919.— Pa. & N. Y. C.—7s, 1896.— 7, 1906.— Perkiomen—1st, 6s, cp. 37	10512
1	Dayton Division			Gen., 6s, cp., 1910	117
1	Main line	*793	797	Cons., 6s, reg., 1905 Cons., 6s, coup., 1905	118
1	Atchison & Topeka Boston & Albany Boston & Lowell Boston & Maine		183 100	Pa. & N. Y. C.—7s, 1896.	125
1	Boston & Maine Boston & Providence	164	165	Perkiomen—1st, 6s,cp.'87 Phil.&Erie—2d.7s,cp.,'88	103 10314
	Cheshire, preferred Chic. & West Michigan. Cinn. Sandusky & Cleve	-	50	Cons., 6s, 1920	10312 104
	Cinn. Sandusky & Cleve Concord	18	101	Phila. Newt. & N.Y.—18 Phil & R.—1st, 6s, 1910.	t
	Connecticut River Conn. & Passumpsic		87	2d, 7s, coup., 1893 Cons., 7s, reg., 1911	11812
10	Connotton Valley Eastern, Mass. Eastern, New Hampsh.	- 2		Cons., 7s, coup., 1911. Cons., 6s, g., 1.R.C.1911	124
	Eastern, New Hampsh. Fitchburg Flint & Pere Marquette	122		Imp., 6s, g., coup., 1893 Gen., 6s, g., coup., 1908	96 9612
1	Preferred		9912	Gen., 7s, coup., 1908 Income, 7s, coup., 1896	101 1013 ₄ 94
	Fort Scott & Gulf—Pred Common		-	Cons. 5s, 1st ser.,c.,192 Cons. 5s, 2d ser.,c., 193	8 90 67
	Iowa Falls & Sioux City Little Rock & Ft. Smith		20	Debenture coup., 1893	75
1	Maine Central Manchester & Lawrence Marq. Hought'n & Onton	29	8 30	Scrip, 1882	100
			147	Peirkiomen—1st, 6s, cp. 35 Phil. & Erie—24.7 s, cp. ;88 Cons., 6s, 1920 Cons., 5s, 1920 Phila. Newt. & N. Y.—18 Phil. & R.—1st, 6s, 1910 2d, 7s, coup., 1893 Cons., 7s, reg., 911 Cons., 7s, coup., 1991 Inp., 6s, g., coup., 1897 Gen., 6s, g., coup., 1991 Inp., 6s, g., coup., 1992 Gen., 7s, coup., 1998 Income, 7s, coup., 1899 Gen., 7s, coup., 1899 Cons. 5s, 2d ser., c., 192 Cons. 5s, 2d ser., c., 192 Cons. 5s, 2d ser., c., 192 Conv. 7s, coup. off, 189 Deb. coup. off, 1893 Scrip., 1882 Conv. 7s, coup. off, 189 Conv. 7s, coup. off, 189 Phil. Wil. & Balt.—4s, tr. c Pitts. Cin. & St. L.—7s, re Pitts. Cin. & St. L.—7s, re Pitts. Titus. & B.—7s, cr. Shamokin V. & Potts.—7 Sunbur & Erie—1st, 7s Sunb. Haz. & W.—1st, 5 2d, 6s, 1938 Syr, Gen. & Corn.—1st, 7s Union & Titusv.—1st, 7s	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
1	N. Y. & New England . Northern of N. Hampsl	21 1. 110		Phil.Wil.& Balt.—4s,tr.c	g 921 ₂
	Nashua & Lowell N. Y. & New England . Northern of N. Hampsl Norwich & Worcester Ogdensb. & L. Champla	in	165	Pitts. Titus. & B7s,ci Shamokin V. & Potts7	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
-	Portland Saco & Portsn	139 a	140	Sunbury & Erie—1st, 78 Sunb. Haz. & W.—1st, 5	s 94 30
	Rutland—Preferred		11	2d, 6s, 1938. Syr.Gen.& Corn.—1st, 7s	9512 97
-	Tol. Cinn. & St. Louis. Verm't & Massachuset Worcester & Nashua	ts 63		2d, 6s, 1955. Syr.Gen.& Corn.—1st, 7s Union & Titusv.—1st, 7s United N. J.—Cons.6s, '9 Cons. 6s, gold, 1901.	4
-	Wisconsin Central Preferred	16 25	29	Cons. 6s, gold, 1908	96
-	PHILADELPHIA		1	Warren & F.—1st, 7s, '9 West Chester—Cons. 7s.	6 114 120
	RAILROAD STOCKS Allegheny Valley	. †		United N. J.—Cons.6s, 9 Cons. 6s, gold, 1901. Cons. 6s, gold, 1903. Gen., 4s, old, 1923. Warren & F.—1st, 7s, 79 West Chester—Cons. 7s. W. Jersey—1st, 6s, ep., 9 Cons. 6s, 1909. U. Jersey&Atl.—1st, 6s, 6s, 6s, 1909. W. Jersey&Atl.—1st, 6s, 6s, 6s, 7s, 7s, 7s, 7s, 7s, 7s, 7s, 7s, 7s, 7	6 115
-	Bell's Gap Buffalo N.Y. & Phil	12 24	131	Cons. 6s, 1909 W.Jersey&Atl.—1st,6s,0	1131 ₂ 114 107
	Droforrod	44		Western Penn.—68, coul 68, P. B., 1896	p
12	Canden & Atlantic Preferred Catawissa 1st preferred		. 41	CANAL BONDS.	36 76
	1st preferred		58 ¹ 57 137	Lehigh Nav.—6s,reg.,'86	10034
	2d preferred Delaware & Bound Broe East Pennsylvania. Elmira & Williamsport	ok 51 41		Cons., 7s, reg., 1911	12112
	Preferred	75		Morris-Boat Loan rg., '8	84 85
	Huntingd'n & Broad To Preferred	op		Schuylk, Nav.—1st,6s,r, 2d, 6s, reg., 1907	g. 106½
	Lehigh Valley	70		BALTIMORE.	
	Preferred Lehigh Valley Preferred Little Schuylkill Minehill & Sch. Haven Nesquehoning Valley Norfolk & West'n—Con	64	643	4 RAILR'D STOCKS. P	ar 105
-	Nesquehoning Valley Norfolk & West'n—Con	m. 52		- 1st pref	195
	Northern Central	55	3 ₄ 561 1 ₂ 691	4!! Parkersburg Br	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
12	North Pennsylvania	57	78 58	Western Maryland	50 13 ¹ 2 14 50 51
	Allotments	18 vn 110		Pittsburg & Connellsvil	le
	Phila. Newtown & N. Y	27		Inc	80
	Phila. & Trenton	62		Balt.&Ohio—6s,'85,A.& Charl. Col. & Aug.—1st	
	Pittsb. Cin. & St. L.—Co United N. J. Companies	m. 191	192	. 2d 1s	1003 102
	Allotments. Philadelphia & Erie. Phila, Ger. & Norristov Phila, Newtown & N. Phila. & Reading. Phila, & Trenton Phila, Wilm, & Balt. Pittsb. Cin. & St. L.—Co United N. J. Companie West Chester—Cons. pr West Jersey West Jersey & Atlantic CANAL STOCKS. Lehigh Navigation. Pennsylvania Schuylkill Navigation Preferred.	ef	49	_ 2ds	J. 122 8112
	West Jersey & Atlantic CANAL STOCKS.	0		No.Central—6s, '85, J.&	J. 102 120
	Lehigh Navigation Pennsylvania	45	45	6s, gold, 1900, J. & J	S. 109 ½ 118 ½
	Schuylkill Navigation Preferred			W.Md.—6s, 1st, g., J. & 1st, 1890, J. & J.	J. 113½ 113½ 113½
	Allegh. Val.—7 3-10s,	96 119	12 120	2d, guar., J. & J 2d, pref.	110
12	Inc. 7s, end., coup.,	94 34	34 38	2d, pref. 2d, guar. byW.Co.,J.& 6s, 3d, guar., J. & J. Mar.&Cin.—7s, '91,F.&	J
-2	2d, 6s, 1885	102	2	Mar.&Cin.—7s, '91, F.& 2d	A. 140 1071 ₂
	Bell's Gap—1st, 7s, 189	3. 106	97	2d	&J
	Consol., 6s, 1913 Buff, N.Y.& Phil.—1st	,6s		Canton endorsed Virginia & Tenn.—6s.	10058
	Preferred. RAILROAD BONDS Allegh. Val.—7 3.10s, 7s, E. ext., 1910. Inc. 7s, end., coup., Belvid'e Del.—1st,68,12 2d, 6s, 1885 3d, 6s, 1887 Bell's Gap—1st, 7s, 18t 1st, 6s, 1905. Consol., 6s, 1913. Buff. N.Y.& Phil.—1st 2d, 7s, 1908. Cons. 6s, 1921. 1st, Tr. 6s, 1922.			Wilm. C. & Aug.—6s Wil. & Weldon—Gold,	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
	1st. Tr. 6s. 1922	+ Done	homo	± In default. 3 Ex-	

‡ In default.

¿ Ex-rights.

RAILROAD EARNINGS

TO STATE OF	EAILROAD EARNINGS.						
Roads.	Latest E	larnings R	eported.	Jan. 1 to 1	Latest Date.		
	Week or Mo	1883.	1882.	1883.	1882.		
Ala.Gt.Southerr Atch.Top.&S.Fe Bur.Ced.R.&No Canad'n Pacific Central of Ga Central Iowa Central Pacific Chesap. & Ohio.	June 4th wk J'iy 4th wk J'ly June July July July	$ \begin{array}{r} 150,500 \\ 100,972 \\ 2,023,000 \\ 336,475 \end{array} $	1,153,479 60,533 88,000 128,754 91,589 2,076,644	$egin{array}{lll} \theta, 6,674,041 \\ 1,476,845 \\ 0,2,761,112 \\ 4,422,500 \\ 678,797 \\ 13,520,899 \\ 7,761,132,324 \\ 132,$	\$ 362,54 6,837,34 1,489,67 1,175,25 1,292,53 637,73 14,232,61		
Chicago & Altor Chic. Bur, & Q Chic. & East. Ill Chic. & Gr. Trunk Chic. Mil. & St. P. Chic. & Northw. Ch.St. P. Min. & O. Chic. & W. Mich.	June 4th wk J'ly Wk July 28 1st wk Aug 1st wk Aug 4th wk J'ly 4th wk J'ly	$\begin{array}{c} 205,001 \\ 1,937,916 \\ 34,616 \\ 50,434 \\ 412,000 \\ 488,300 \\ 143,941 \\ 26,128 \end{array}$	50,460	7 2,133,334 4 11,405,264 4 11,405,263 0 913,425 5 12,931,000 0 13,464,635 3 2,761,838 8 71,817 3 1,354,274	9,155,618		
Cin.Ind.St.L.&C. Cincinnati South Cin.Wash.& Balt Clev.Akron& Col Clev.Col.C.& Ind Connotton Val Danbury & Nor. Denv. & Rio Gr.	June	50,434 412,000 488,300 143,941 26,128 185,390 208,826 41,557 16,037 329,156 24,439 18,127	217,198 188,835 34,921 13,149 371,007 17,638 121,200	97,802	1,180,367 710,194 274,916 1,871,190		
Deny. & R.Gr.W. Des Mo. & Ft. D. Det. Lan. & No. Dub. & Sioux C. Eastern E.Tenn. Va. & Ga. Eliz. Lex. & B.S.	4th wk J'ly 3d wk J'ly June July	24,439 18,127 127,100 12,500 6,951 38,492 20,360 300,637 298,134	5,591 38,990 18,485 284,662 236,339	411,600 153,548 864,655 564,419 1,637,666 2,134,424	3,722,799 188,051 899,910 580,991 1,503 591 1,646,232 251,137		
Evany, & T. H. Flint & P. Marq, Flor. Cent. & W. Flor. Tr. & Pen. Ft.W. & Denver. Grand Trunk Gr.BayW.&St.P.	July 3d wk J'ly 4th wk J'ly June 3d wk J'ly 3d wk J'ly Wk July 28 4th wk J'ly	60,237 13,593 53,913 26,512 6,471 8,500 319,556	51,666 34,369 46,956 27,486 5,811 304,307	376,492 1,443,036 198,285 272,663 9,745,780	449,397 $1,200,670$ $200,448$ $227,921$ $8,976,375$		
Hannibal&St.Jo Hous.E.&W.Tex Illinois Cen.(Ill.) Do (Iowa) Do So. Div. Ind.Bloom.& W. K.C.Ft. S. & Gult	July	7,821 166,555 57,805 21,683 149,100 46,600 66,400 66,663 31,95¢	\$,022 -93,732 57,270 23,344 163,951 36,451 55,665 68,268 31,315	218,210 1,003,255 1,348,401 145,495 3,552,657 1,077,937 2,183,877 1,605,130	206,487 581,919 1,134,800 122,323 3,787,131 1,054,015 1,779,005 1,355,784		
L. Erie & West'n L. R. & Ft.Smith L.Rk.M.Riv.&T. Long Island Louisv.& Nashv. Mar.Hough.& O. Memp. & Charl.	June 4th wk J'ly July July July July St wk Aug 4th wk J'ly 3d wk J'ly July July July July July July July	114,978 24,911 30,661 24,003 96,049 395,090 27,830 28,615	55,665 68,268 31,315 97,777 40,205 27,358 17,755 92,513 352,325 46,160 68,311	694,951 277,484 204,362 1,542,953 7,514,683 352,712 653,119	465,687 221,357 133,778 1,423,478 6,871,893 597,917 560,941		
Do No.Div Mexican Nat'l Mil. L.Sh. & West Minn. & St. Louis Missouri Pacific. Central Br'ch. Int. & Gt. No	3d wk J'ly 3d wk J'ly 1st wk Aug June 4th wk J'ly 4th wk J'ly 4th wk J'ly	96,049 395,090 27,830 89,615 24,503 4,601 11,973 20,155 142,293 251,737 32,677 85,011 188,638	15,100 128,875 269,605 22,577 77,287 159,017	909,454 137,112 416,861 567,305 785,749 4.877,294 766,247 2,036,139	491,636 678,814 3,949,587 440,272 1,714,164		
St.L.Ir.Mt.&S. A Tex. & Pacific. A Whole System Mobile & Ohio J Nash.Ch.&St.L. J N.Y.&N. Eugl'd J N. Y. Susq. & W. J N. Y. Pa. & Ohio	th wk J'ly	189,891 171,482 919,437 136,836 170,661 309,288 88,152 463,678	169,380 117,248 815,115 135,173 136,704 298,441 61,673	3,908,081 4,064,290 3,374,297 19,026,349 1,102,215 1,101,989 1,937,886 465,495	3,129,660 3,746,822 2,512,639 15,493,145 1,014,121 981,323 1,830,923 308,658		
Shenandoah V J Northern Cent. J Northern Pacific & Ohio Central. 4 Ohio & Miss. N Ohio Southern 4	wks July July July July July July July July	128,901 74,376 476,164 284,600 30,399 349,418 9,959 79,573	450,555 116,748 45,556 465,819 223,893 26,917 315,340 9,018	1,338,335 2,944,614 4,316,758 571,527 222,010 436,212	1,141,707 2,587,711 3,353,384 543,377		
Oregon Imp. Co. I Oregon R.&N.Co J Pennsylvania J Peo. Dec. & Eve. 4 Philadelp. & Erie J Phila. & Read. * J		374,686 $461,350$ $,156,871$ $16,106$ $344,771$ $,810,489$	341,614	1,459,402 $2,785,148$ $24,352,579$ $377,876$ $1,943,238$ $10,965,860$	1,229,866 2,726,299 2,650,847 440,903 1,725,164 9,531,496		
Richm. & Danv. 3 Ch'l Col. & Aug. 3 Columb. & Gr. 3 Va. Midland. 3 West No. Car. 3 Rome Wat. & Og. J St. L. Alt. & T. H.	d wk J'ly nne th wk J'ly	548,731 1 †41,700 †6,413 †4,245 †19,936 †3,481 143,206 35,264 18,210 8,796	†35,200 †5,557 †5,350 †17,420 †2,403 138,028 40,303	409,113 379,139 780,396 155,543	6,272,393 1,774,518 347,502 349,608 690,765 101,502 742,085		
St. Louis & Cairo 4 St. L.&San Fran. 4 St. Paul & Dul. 4 St. P. Minn. & M. 4 So. Pac.Cal. N.D Do So. Div. † Do Arizona †	th wk J'ly farch Iarch	18,210 8,796 101,146 43,157 190,791 79,769 414,436 245,923	26,175 8,684 112,766 29,754 227,080 80,528 302,030 203,305 60,234	439,361 208,160 1,976,992 663,197 4,525,308 238,803 994,095	463,875 204,160 1,832,462 517,203 4,484,329 222,668 968,515		
Do N. Mex J. J. Scioto Valley. J. J. South Carolina. J. Tol. An Ar. & G. T. J. Union Pacific. J. Utah Central . J. Vicksb'rg& Mer. J. Vicksb'rg& Mer. J.	uneluly	47,526 63,250 268,000 79,829	45,462	185,555 289,944 633,265 80,975 5,680,960 574,480	$\begin{array}{c} 660,697 \\ 149,304 \\ 285,961 \\ 578,322 \\ 72,000 \\ 6,080,224 \\ 774,543 \end{array}$		
Wan. St. L. & P 4	wks J'ly	27,882 417,976 108,697 70,698 udes earni	518,668 94,448	232,982 477,858	214,905 415,240 w Jersey.		

* Since June 1st in 1883 includes earnings of Cent. RR. of New Jersey. † Freight earnings. † Included in Central Pacific earnings above.

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

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 Aug. 4:

77-0-7-0	121300		Ave	rage amou	nt of-	
Banks.	Capital.	Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circula-
New York	. 2,000,000	9,520,000	. 8	8	- \$	8
Manhattan Co.	. 1 2 050 000	7,087,000	1,680,000	648,000	9,145,000	495,000
Merchants	2,000,000	7,067,000 7,772,300	1,047,000	446,000 679,900	5,701,000 7,973,000	0111111
Mechanics'	2,000,000	7,649,500	1,087,000	1 168 100	7,973,000	344,600
Union	1,200,000	4,102.800	1,121,400	1,168,100 169,600 573,100 147,500 503,000	7,019,460 3,568,800	*****
America Phoenix	3,000,000	9,979,500	1 150 800	573,100	7,011,100	
City		5,184,300	702,000 4,549,900	147,500	2,953,000	265,600
Tradesmen's	1,000,000 1,000,000 600,600 300,000	3,184,000 7,868,200 3,222,900 1,596,900	455,800	503,000	10,499,300	1,100
Fulton	600,600	1,596,900	495,800	70,500 86,400 505,300 411,300 170,800 64,800	2,144,200 1,380,100	789,100
Chemical Merchants' Ex.	300,000	12,093,000	3.434 600	505,800	12,995,900	- *****
Gallatin Nat	1,000,000	3,269,700	282,300 628,900 397,600 208,000	411,300	2,775,800	281,700
Butchers'& Dr.		4,450,500	628,900	170,800	2,576,200	782 200
Mechanics' & Tr	300,000	1,871,600 973,000	397,600	64,800	1,695,500	782,200 252,800
Greenwich	200,000	993,000	19 400	96,000	1,061,000	45,000
Leather Man'f's	200,006	3,112,200	295,000	96,000 146,900 374,600 180,800	915,700	2,600
Leather Man'f's Seventh Ward State of N. Y American Exch.	300,000	1,304,300	261,300	180,800	2,409,500 1,486,400	524,300 16,900
American Froh	800,000	3,682,400	583,300	171,200	3,522,200	10,800
Commerce	5,000,000	12,658,000	19,400 295,000 261,300 5,83,300 1,645,000 3,659,500 863,200 1,124,400 496,700 66,700 359,500 1,473,000 1,793,900 1,793,900 1535,000 1535,000 1,500	171,200 1,735,000	11,680,000	
Broadway	1,000,000	16,082,100 5,945,500	3,659,500	1,639,000	12,849.100	951,800 900,000 701,000
Mercantile	1,000,000	6.815 700	1 124 400	285,800	4,702,900	500,000
Pacific	422,700	2,580,400	496 700	577,800 148,400	6,845,200	701,000
Republic	1,500,000	2,580,400 4,701,900 3,467,900	535,000	341,600	2,795,300 3,038,900	900 000
Chatham	450,000	3,467,900	741,600	296,500	3.819.400	360,000 45,000
People's North America.	200,000	1.594.400	66,700	143,000	3,819,400 1,784,900	5,400
Hanover	700.000	2,990,400	359,500	357,700 1,032,800	3.159 8001	
rving	500,000	8,648,200 8,159,700 13,597,000 2,397,600 2,263,600 2,868,700 2,995,000	1,473,000	1,032,300	9,517,500 3,038,000	90,000
Metropolitan	3 000 000	13,597,000	1 793 200	411,900 413,000	3,038,000	401,700
litizens'	600,000	2,397,600	462,900	219,800	9,287,000 2,592,600	2,119,000
Nassau	500,000 500,000 500,000 500,000 500,000	2,263,600	150,000	172,100	2.416.200	267,900
Market	500,000	2,869,700	595,200	130,900	2,416,200 2,479,600 1,770,600 3,215,000	595,200
t. Nicholas shoe & Leather.	500,000	2,295,000	158,500	67,300	1,770,600	
Corn Exchange.	1.000,000	4 916 900	610,000 661,500	207,000	3,215,000	450,000
Continental	1,000,000 1,000,000 300,000	2,295,000 2,673,000 4,916,900 6,060,800	1,324,900	971 300	3,970,900	4,600
riental	300,000	2,071,100 3,508,000	101,300	371,300 297,100 334,000	6,726,300 1,951,100 4,073,000	450,000
darine mporters' & Tr.	400,000	3,508,000	719,000	334,000	4.078.000	270,000
ark	1,500,000	18,719,400	5,392,900	887,300 1,570.600	22,359,900	1,269 600
Wall St. Nat	2,000,000	1,726,200	3,859,200	1,570.600	22,359,900 23,666,500	45,000
orth River	210,000	1,496,000	313,000 20,000	105,500	1,101,000	*****
last River	250,000	1,186,900	125 700	105,500 291,000 86,500 1,489,500 1,304,000	1,530,000	201 200
ourth Nat'nal.	3,200,000	15.808,900	4,991,500 995,000 688,000	1.489.500	916,600 18,431,200	224,700
entral Nat	2,000,000	7,762,000	995,000	1,304,000	8,504,000	360,000 297,000
econd Nation'l	300,000	3,294,000	688,000	360,000	3,938,000	45,000
inth National.	750,000	6,297,200	869,600 8,450,900 906,200 149,200 217,300	629,800 742,900 798,500 167,200 230,200	6,304,600	45,000 547,700
hird National.	1,000,000	15,319,000 5,212,000	3,450,900	742,900	16,179,000	48,300
Y. Nat. Exch.	300,000	1.446 400	149 200	187 200	5,615,400	070 000
owery Nat'nal.	250,000	1 873 4001	217,300	230,200	1,167,000	270,000
. York County.	200,000	1,726,100	17,800	551.800	2,101,200	221,200 180,000
erm'n Am'e'n	750,000	1,873,400 1,726,100 2,470,600	17,800 290,400 1,189,300 353,200 64,000 107,600	551,800 102,300 592,200	2,127,300	100,000
hase National.	300,000	4,261,500	1,189,300	592 200	5,838,000	45,000
erman Exch.	200,000	1 917 900	83,200	110.3001	2,129,600	
ermania	200,000	4,261,500 2,148,000 1,817,200 1,713,200	107 600	230,000	2,033,800	*****
. S. Nat	200,000 500,000		1.012.300	234,300 281,000	2,023,400 5,360,400	440 000
incoln Nat	300,000 200,000	1,372,490 834,700	1,012,300	132,100	1,617,200	449,900
arfield Nat	200,000	834,700	49,500	83,900	633,400	180,000
Total			-			

The deviations from returns of previous week are as follows:

The following are the totals for three weeks:

Boston Banks.-Following are the totals of the Boston banks: Loans. Special Let the cotats of the Boston parks:

1833. Special Let the cotats of the Boston parks:

1834. Special Let the cotats of the Boston parks:

1835. Special Let the cotats of the Boston parks:

1836. Special Let the cotats of the Boston parks:

1837. Deposits.* Oirculation. Ago. Clear.

1838. Special Let the Boston parks:

1838. Sp

Philadelphia Banks.--The totals of the Philadelphia banks

1883.		Lawful Money.	Deposits.	Circulation.	Agg. Clear.
July 23	79,778,802	19,562,090	56,566,536	9,535,281	59 715,036
30		18,766,498	55,792,726	9,480,256	51,701,854
Aug. 6		18,486,456	55,027,996	9,308,956	51,401,470

Unlisted Securities .- Following are quoted at 38 New Street:

CHILISTON DOUBLEDIES	-T.OHOM	ing are quoted at 30 r	A G M Y	orreer:
B	id. Asked.		Rid	Asked.
Am. Railw'y Imp.Co-		N.Y.W.Sh.&BuffStk	Dow.	Honette a
Ex bonds and stock		del.wh.iss.on old sub	27	30
Atl. & Pac.—6s, 1st		58	41,	30
Incomes	27	North Pac. div. bonds.	000	92
Blocks 35 per cent	41			
Cent Pronch	90	No.Riv.Const.—100p.c	90	95
Cent. Branch	90	Newb. D'tch & Conn-		
Am Sofe Done it		Incomes		
Am. Safe Deposit per-		Ohio C.—Riv. Div. 1st.	4712	49
petual deb'ure bds		Incomes	7	****
Bost.H.& ENew st'k		Oregon Sh. Line deliv-		
Old Buff. N. Y. & Phila	4	ered when issued		
Buff. N. Y. & Phila		Subs. 90 p. c		
Preferred		Subs. ex-bd. & sth	4410	46
Chic & Atl.—Stk 2	0	Pensac. & Atl		
do beneficiary stk 2		1st mort		
		Pitts. & Western		18
Contin't'l Cons85p.e. 4				
	8514	Roch.&Pitts. cons1st		
Denver Rio. G. & West 1	5 20	St. Jo. & West		
1st mort	378 75	St. Jo. & Pacific 1st.		
Denver & N. Orleans		do do 2d		
Cubaidas		Kans. & Neb., 1st		
	65 290	do do 2d		25
Ga. Pac. R'y., 1st m 80				
		Tex.&Col.Imp60 p.c		101-
		ex-bd. Tex. & St. L.	****	1012
I D & W inc har		Tex. & St. L		
I. B. & W. inc. bds	42	1st mort., M.&A.div.		****
Ind. Dec. & Springf		Incomes do		****
Keely Motor		Subs		
L.& N.col.trust bds '82	8212	ex-bonds		
Mexican Bonds-3 p.c		bonds in Texas		
Mexican. Nat	5 558	gra't&inc.bds in Tex		
1st mort		U. S. Elec. Light(x-d.) 1	2134	127
Missouri Pac., Cowdry		Vicksb'g & Meridian .		4
Certfs.		Incomes		
Mich. &OSubs. 85 p.c	105	Wisconsin Central		20
M.U.St'k Trust Certs	17	pref		****
	35	2		

Investments

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 Baturday 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.

From advance sheets of the forthcoming volume of that valuable work, Poor's Railroad Manual, which will probably be ready for delivery the coming week, the following annual reports have been taken. No reports of these companies for the years given have elsewhere been published:

Louisville New Albany & Chicago.

(For the year ending Dec. 31, 1882.)

Line of Road.—New Albany, Ind., to Michigan City., Ind. 288
Chicago Division: Indianapolis, Ind., to Hammord, Ill.. 1.8—446 miles.
Organized as the L. N. A. & C. RR. Co. January 25, 1847;
road opened July 4, 1852. Sold under foreclosure, December 27, 1872, and purchased in behalf of the 1st mortgage bondholders, by whom it was reor_anized under present title. On the 10th of July, 1881, the Chicago & Indianapolis Air Line RR. Co., which was a reorganization in 1880 of the Indianapolis Delphi & Chicago, was consolidated into this company. Under the charter of this company the road was completed during the past year between Indianapolis and Hammond. In the consolidation the company issued \$1,500,000 of stock and \$2,300,000 of bonds in exchange for the stock and bonds of the Air-Line road, and also declared a scrip dividend of 15 per cent on the \$3,000,000 stock of the original company. Toward the close of the year the company made a contract with the Pennsylvania RR. Co., under which that company agreed to double-track its road between the junction with the L. N. A. & C. RR. and the Louisville bridge, and to lease to this company trackage privileges over the same for 99 years at an annual rental of \$3,500.

Operations for year ending December 31, 1882.—Trains run (passenger, 450,935; freight, 627,747, 1,078,682 miles. Total engine service, 1,116,242 miles. Passengers carried one mile, 10,979,038. Freight moved, 764,661; moved one mile, 103,477,-

448 tons.	(288 1	niles.)	7/1	
Earnings. From passengers. From freight. From mail and express. Miscellaneous.	1,022,292 59,222	Operating Taxes		\$991,272

Total (\$4.800 per mile) \$1,382,974 | Total (\$3,505 34 per m.) \$1,009,537

Total (\$4.800 permile)\$1,382,974 | Total (\$3,505 34 perm.)\$1,009,537 | Net earnings (25 68 per cent), \$355,172. Payments: Rentals, \$98,035; interest, \$318,000; other, \$25,000—total, \$441,035. Deficit, \$85,863. Financial statement Dec. 31, 1882.—Capital stock, \$5,000,000; funded debt, 1st mortgage 6 per cent 30-year bonds on main line, dated July 1, 1880, interest January and July, \$3,000,000; 1st mortgage 6 per cent gold bonds on Chicago & Indianapolis branch, dated August 10, 1881, due August 1, 1911, interest payable in New York January and July, \$2,300,000; bills payable, \$488,654 62; current accounts, \$238,512 70; profit and loss, \$210,673 13—total, \$11.237,840 45. Contra: Cost of road, \$10,209,534 76; materials and fuel, \$64,625 16; other property and assets, \$752,635 96; current accounts, \$155,415 10; cash, \$55,628 47.

assets, \$752,635 96; current accounts, \$155,415 16; clash, \$55,628 47.
Directors (elected Feb. 15, 1883).—John J. Astor, E. H. Green, J. A. Garguilo, R. G. Rolston, R. L. Kennedy, H. V. Newcomb, W. Whitewright, Samuel Sioan, New York Civy, Isaac Caldwell, E. D. Standiford, R. S. Vecch, Bennet H. Young, Louisville, Ky; Robert R. Hitt, Illinois. Bennet H. Young, President and General Manager, Louisville, Ky.; R. G. Rolston, 1st Vice-President, New York, N. Y.

Columbus Hocking Valley & Toledo Railway.

(For the year ending Dec. 31, 1882)

Earnings. From passengers. From freight. From mail and express. Miscellaneous.	\$455,683 2,270,719 43,099 116,936	Expenses. For maintenance of way,	\$475,753 313,376

Net earnings (39.28 p. c.) \$1,133,702. Payments: Interest on bonds, \$866,060; interest on debt, \$27,597; rentals, \$22,787; other payments, \$793—total, \$917,237. Surplus, \$216,465.

GENERAL BALANCE SHEET DECEMBER 31, 1882.

Cost of road	Capital stock \$10,316,500 Funded debt 14,658,000 Bills payable 490,324 Current accounts 314,288 Other liabilities 11,631 Lease warrants 1,102,617 Bond interest accrued 133,333 Fougous not presented 8,147 Profit and loss 929,614
Total assets\$27,967,454	Total liabilities\$27,967,454

nt of operations, income, etc., for two years:

ror our Jour	2 .
1881. 322.50 16,134,712 2,309,123 1,514,221 82,519,794	$1882. \\ 324 00 \\ 17,495,682^{\circ} \\ 2,602,232^{\circ} \\ 35,371,201 \\ \$2,886,437 \\ 1,752,734^{\circ}$
\$1,19 0 ,657 \$620,887 12,650	\$1.133,703 \$866.060 27,597
533,783	22,787 216,465
4,121 35 3,591 96 52:75 p. c. 2:57 c.	8,910 30 5,409 67 3,500 63 60 72 p. c. 2 60c. 0 89c.
	322:50 16,134,712 2,309,123 1,514,221 82,519,794 1,329,137 \$1,190,657 \$620,887 12,650 23,337 533,783 7,813 31 4,121 35 3,991 96 52:75 p. c. 2:57 c.

Of the \$14,500,000 consolidated mortgage bonds authorized, \$6,500,000 are deposited with Central Trust Co. to redeem outstanding issues.

Standing Issues.

Directors (elected January, 1883).—M. M. Greene, Columbus, O; S. Burke, Charles Hickox, W. J. McKinnie, Chas. G. Hickox, Cleveland, O.; C. H. Andrews, Youngstown, O.; J. W. Ellis, New York, N. Y.; M. M. Greene, President, Columbus, O.

Ohio Central Railroad.

(For the year ending Dec. 31, 1882.)

Line of road,—Toledo, O., to Charleston, W. Va.....315.0 Columbus Branch: Hadley Junction to Columbus... 29.7 Mineral Division: South Shawnee to Corning...... 20.0—364.7 miles.

Included in line as above are 4.30 miles of the P. C. & St. L. Ry., from Columbus to Alum Creek, and 1160 miles of C. & M. V. Ry., from Bremen to New Lexington, which are used under

Ry., from Columbus to Alum Creek, and 11 60 miles of C. & M. V. Ry., from Bremen to New Lexington, which are used under trackage contracts.

On Nov. 1, 1880, the road was open from Toledo to Corning, and from Hadley Junction to Columbus, a total distance of 2124 miles. On the 31st of December, 1882, the main line had been extended to a junction with the Columbus Hocking Valley & Toledo Railroad, 231.66 miles, and there had also been constructed under the charter of the Atlantic & Northwestern Railroad Co., which was consolidated into this company in January, 1882, a line in West Virginia from Point Pleasant to Charleston, 57.6 miles. These extensions, together with the switch branch to Buckingham, made the total length of road owned and completed on Dec. 31, 1882, 324.47 miles, as follows: main line, 231.66 miles; Columbus Branch, 24.37; Buckingham Switch, 11.11; West Virginia Division, 57.60 miles. In Jan., 1881, the company purchased the stock of the Ohio Central Coal Co., and for this purpose increased its capital stock from \$4.500,000 to \$12,000,000.

For the year ending Dec. 31, 1882, the earnings on the main line and branch (269.7 m.) were as follows: From passengers, \$96.081; freight, \$871,052; mail and express, \$14,523; other, \$70,550; total, \$1,052,207. Operating expenses: Maintenance of way, \$166,833; rolling stock, \$105,302; transportation, \$327,520; miscellaneous and taxes, \$94,955; total (66.01 p. c.), \$694,611. Net earnings, \$357,596. Payments: Rentals leased lines, \$18,000; interest on funded debt, \$369,800; total, \$387,800. Deficit, \$30,203.

Financial statement Dec. 31, 1882.—Capital stock (issued for construction, \$4,500,000; for purchase of coal stock, \$7,500,000.

Deficit, \$30,203.

Financial statement Dec. 31, 1882.—Capital stock (issued for construction, \$4,500,000; for purchase of coal stock, \$7,500,000, \$12,000,000; funded debt, \$9,290,500; bills payable, \$81,812; current accounts, \$250,912; profit and loss, \$450,013; total, \$22,785,904. Contra: Construction, \$11,453,427; equipment, \$2,556,488; docks and terminal facilities at Toledo, \$490,282; stocks and bonds owned, \$7,500,000; materials and fuel, \$64,612; other assets, \$339,746; current accounts, \$357,409; cash on hand \$23,933.

Branches: | Straitsville: Logan b. Straitsville... 13:00 | Nelsonville: Straitsville to Nelsonville: 17:00 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. S. 4:00 | Orbiston: M. C. Junc. to Murray City... 4:50 | Orbiston: M. S. 4:00 | Orbital Murray City... 4:00 | Orbital Murray City... 4:00 | Orbiston: M. S. 4:00 | Orbital Murray City... 4:00 | Orbital Murray City.

Ohio Southern Railroad.

(For the year ending Dec. 31, 1882.)

Branches to coal mines. 15.50—129.36 miles. Operations for year ending Dec 31, 1892.—Earnings: Passengers, \$52,903; freight, \$268,727; mail and express, \$7,043; miscellaneous, \$797; total (2,750 per mile), \$329,471. Operating expenses (\$1,993 per mile), \$238,783. Net earnings (27.52 per cent), \$90,687. Receipts from other sources, \$29,812; total, \$120,499. Paid interest on funded debt, \$115,200; taxes, \$4,534; other, \$350; total, \$120,084. Surplus, \$415. Financial Statement Dec 31, 1882.—Capital stock, \$3,840,000; funded debt (1st mortgage 6 per cent 40-year bonds, due June 1, 1921, interest June and December, \$1,920,000; income 6 per cent 40-year bonds, due June 1, 1921, interest payable June and December, if earned, non-cumulative, \$1,920,000), \$3,840,000—total, \$7,680,000.

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—At Alburquerque, New Mexico, Ang. 9, the bridge and connection of the Atlantic & Pacific Railroad with the Southern Pacific was completed, and the road is complete now as a through route to California.

Bankers & Merchants' Telegraph.-At a meeting board of directors of this company Wednesday, the following

was adopted:

Resolved, That in order to provide for the proposed extension of the lines of this company 7,000 additional shares of its capital stock be issued, and that stockholders of record Sept. 1, 1883, be entitled to a preference in the subscriptions therefor to the extent of two and one-third shares of such additional stock for each share of existing stock then held by them (excluding fractions). That such stock shall be sold at not less than 25 per cent premium, and shall be deliverable Sept. 20, 1883, at which time the preference herein granted shall expire.

The proposed extension is ten wires more from New York to Washington, and a new line from New York to Boston and possibly Chicago.

Boston Hoosac Tunnel & Western—Continental Construction.—Officials of the Continental Construction Company say that the option of stockholders to subscribe for \$2,000,000 debenture bonds of the Boston & Hoosac Tunnel Railroad will be accepted. When it was decided to reduce the capital stock to \$8,500,000, which amount had all been paid in, it was also decided to issue \$2,000,000 debentures, which were offered to stockholders of record on Aug. 10 at 65. These are the only bonds on the road, and should any mortgage bonds be issued hereafter, these debenture bonds must be included in the amount. The proceeds of the bonds will clear of all floating debt and complete the road.—Kiernans.

Denver & Rio Grande.—Gen. William J. Palmer has tendered his resignation as President of the Denver & Rio Grande Railroad. It was accepted by the board of directors, and a resolution was adopted expressing regret at his retirement and recognizing his faithful services. Gen. Palmer remains in the board of directors and his resignation as President is said to be on account of the engrossing business arising from his Mexican National interests.

Georgia Pacific.—There are now only 33 miles of the Georgia Pacific unlaid between Atlanta and Birmingham, while all has been graded and only wants the rails and other track material. Two spans of the Coosa River bridge have been finished, and on that portion of the road building is getting on satisfactorily.

on that portion of the road building is getting on satisfactorily.

Illinois Midland.—A press dispatch from Boston. August 8, says: "The suit of the Union Trust Company against the Illinois Midland Railway Company and others, came up for a hearing in this city this morning, before Justice Harlan, of Chicago. The case was introduced in the courts of the latter city, but owing to the presence of Judge Harlan in this State, counsel came here to try it. The case is a suit in chancery to foreclose three sectional mortgages and also a general mortgage on the consolidated road made up of three sections, known as the Iilinois Midland Railroad. The contest is over claims of different bondholders as to the legality of \$150,000 worth of receiver's certificates and priority of their lien over the rights of the bondholders; also as to the priority of the claims of certain judgment creditors and as to the priority of a lien of about \$300,000 of floating indebtedness."

Midland North Carolina.—A committee of the Boston

Midland North Carolina.—A committee of the Boston stockholders has been appointed to wind up the affairs of this company, which it will be remembered leased the Atlantic & North Carolina road for a time, and built an extension from Goldsboro, N. C., to Smithfield, 22 miles. It was started under the management of W. J. Best.

Mississippi & Tennessee.—It is reported that the controlling interest in this road owned by the estate of the late H. S. Mc-Comb has been (or probably will be) sold to the Illinois Central

New York & Greenwood Lake.—Surveys are being made on different routes for a branch of this road from Montelair, N. J., through Caldwell to Morristown, about twelve miles. The company is controlled by the New York Lake Erie & Western

N. Y. State Railroads.--For the purposes of taxation reports have been made to the New York State Controller by the following companies of their gross earnings for the fiscal year ended June 30:

	- 1 Page 19
New York Central Railroad Boston & Albany Railroad	
Boston & Albany Railroad Utica & Black River Railroad New York Central Sle-ping Car	328,929,444 72
	1,069,412 48
New York Central Sle-ping Car Delaware Lackawanna & Western	815,472 11
	405,381 87
Lake Shore Railroad Southern Central Railroad	3,160,032 18
Southern Central Railroad Boston Hoosac Tunnel & Western Politics	1,021,401 75
Boston Hoosae Tunnel & Western Railroad Manhattan Railroad	508.480 14
Manhattan Railroad Buffalo Pittsburg & Western Poilroad	319,520 67
Buffalo Pittsburg & Western Railroad Syracuse B. & New York Railroad	6,245,589 70
Syracuse B. & New York Railroad Newburg D. & Connecticut	511,493 51
Newburg D. & Connecticut. Adams Express Company	1,019,602 59
Adams Express Company	149,828 34
Albany Railway Few York C. & St. L. Railroad	11.738 11
Few York C. & St. L. Ra'lroad	132,827 99
	134,989 45

N. V. West Shore & Buffalo.—This company has not executed any new terminal mortgage as has been intimated in some of the newspapers. The West Shore & Ontario Terminal Company has prepared a mortgage on its property at Weehawken, under which bonds will be issued as gradually needed for the improvement of that property, but never beyond the limit of \$12,000,000. No bonds are yet offered for sale.

Philadelphia & Atlantic City.—This road will be sold at Camden, N. J., September 25, under a decree of foreclosure granted by the Chancellor of New Jersey. The road is three feet six inches gauge, and extends from Camden to Atlantic City, 55 miles. It was never successful and has been in the hands of the trustees under the mortgage for five years past. No reports of its operations have been made.

No reports of its operations have been made.

Postal Telegraph.—The directors of the Postal Telegraph Company have accepted the resignations of Hugh J. Jewett and Thomas Dickson as members of the Board and of Joel B. Erhardt as President. The vacancies caused by the resignations of Mr. Jewett and Mr. Dickson were filled by the election of William K. Soutter of Soutter & Co., and George S. Hart, of the produce firm of George S. Hart & Co., and Vice President of the American Loan and Trust Company. H. L. Horton was chosen to take Mr. Jewett's place as one of the two trustees in whose hands the control of the company has been placed for a term of years. The office of President was not filled.

An agreement for an exchange of business has been made between the Postal Telegraph Company and the Bankers' and Merchants', the American Rapid and the Southern Telegraph

Richmond & Danville.—At the meeting to-day (Friday) the following directors tendered their resignations: Robert Harris, John T. Branch, A. D. Shepard and T. M. Logan. The following were elected to fill vacancies: George S. Scott, George F. Baker, George I. Seney and C. S. Brice. No changes have been made in the officers of the company, Colonel A. S. Buford remaining President, T. M. Logan, First Vice-President, and A. L. Reives, Second Vice-President.

St. Joseph & Western.-The N. Y. Times reports:

L. Reives, Second Vice-President.

St. Joseph & Western.—The N. Y. Times reports:

"Judge McCrary, of the United States Circuit Court, has been applied to for the appointment of a receiver of the St. Joseph & Western Railroad by Messrs Isham and Burry, of Chicago, and William Strauss, of this city, actung as counsel for E. C. Benedict & Co. The St. Joseph & Western Railroad runs from St. Joseph, Mo., to Grand Island, Neb., a distance of about 250 miles. E. C. Benedict & Co., through their counsel, have begun two suits against the company, one as bondholders and the other as stockholders, and in each case prosecuting for themselves and all others similarly stinated who may desire to Join them in the suits and bear their share of the expense. In the first suit a foreclosure of four mortgages, being the first and second upon each division of the property of the company, is asked for. Two of the mortgages, a first and second, cover a division of the road formerly owned by the St. Joseph & Pacific RR. Co., and were given by this corporation to seem; is interest-bearing bonds, amounting in the aggregate to \$3,100,000. The other two, also a first and second mortgage, cover a division of the road formerly owned by the Kansas & Nebraska Railway Co., of Kansas, and were made by that company to secure its bonds for \$3,100,000. Which interest. The control of the St. Joseph & Western RR. has been for several years in the hands of the Union Pacific Railway Co., which holds a majority of its stock as well as a majority in value of the bonds secured by these four mortgage, the payment of which the St. Joseph & Western assumed, but on which it made default on presentation of the coupons. In the suit the Union Pacific Railway Co., Sideph & Western assumed, but on which it made default on presentation of the coupons. In the suit the Union Pacific Railway Co. Sideph & Western RR. Co. It is claimed in this suit, to which the same parties are made defendants, that the Union Pacific has been from year to year, the other directors of

—The Farmers' Loan & Trust Company, as trustee under the four mortgages, has filed a cross-bill, in which it sets up the facts as to the making of the mortgages and the default, and alleges that the minority bondholders have made certain charges against the majority and the Union Pacific RR, and have demanded a foreclosure, and demand an accounting, injuration &c. jurction. &c.

St. Paul Minneapolis & Manitoba.—In advance of the annual report, President Hill has furnished the following summary: The Manitoba road is now operating 1,350 miles of line. Of this 210 miles of new lines have been constructed, and \$1,700,000 have been expended upon its equipment from the earnings of the road without the issue of bonds. The income account for the year ending June 30, 1883, is briefly as follows:

\$9,240,630 803,597	Gross earnings	4
\$10,046,227	Total	
-8,372,255	Dividends	
\$1,673,972	Company	

It is also stated that the Manitoba has left of its previously-earned land grant 2,150,000 acres, and has earned by the constructed lines mentioned above 428,000 acres more, making a total of 2,578,000 acres of land unsold to be reckoned among its

St. Paul & Duluth.—A brief statement gives the net income of the St. Paul & Duluth Railroad Co. for the fiscal year ending

June 30, 1883, as 1010ws: From land and stumpage sales From operation of railroad	\$245,487 303,244
Total net income for year. Paid equipment trust sinking fund.	\$549,732
	\$504,369
Paid dividends on preferred stock, January and July, 3½ per cent each = 7 per cent.	
Balance for year ending June 30, 1883	\$149,791 163,224
Distribution of March 1	0010 016

Of this balance, \$176,138 remains on hand in income account, and the remaining \$136,877 represents preferred stock received for lands and canceled, leaving \$5,036,767 preferred stock outstanding. There is \$4,055,407 common stock. The debt is \$1,000,000 in first mortgage 50-year 5 per cent bonds, and \$44,362 due in the ensuing nine months upon the equipment trust. Upon payment of the latter, the company obtains full ownership of its entire equipment. During the past three years the equipment has been largely increased and three-fourths of the main track relaid with steel rails; the remaining one-fourth will be relaid this season. Without any material increase in mileage—now 208 miles—the gross earnings have nearly doubled in the past two years. The lands remaining unsold are about 1,250,000 acres. Total balance of income account, June 30, 1883

Schuylkill Valley.—The stockholders of this railroad company held a special meeting in Philadelphia Aug. 7, and formally approved of the recent action of the directors in increasing the bonded indebtedness to \$4,500,000 and leasing the property to the Pennsylvania Railroad Company.

Texas & St. Louis.—The completion of the St. Louis & Texas narrow gauge railroad from Cairo, Ill., through to Texarkana, Texas, was celebrated Aug. 4 at Rob Roy, on the Arkansas River, where the first train was run over the bridge at that point, 1,700 feet long. The road is now open for business to points as far as Gainesville, Texas.

Toledo Ann Arbor & Grand Trunk.—The bonds recently offered in London were for private account, and part of the first issue of \$1,260,000 first-mortgage 6 per cent bonds issued by the company, which had not been offered for sale until now that the road is completed.

Toleco Cincinnati & St. Louis.—Mr. E. E. Dwight, the General Manager, has been appointed receiver.

The following statement was made by President E. B. Phillips. "Among the conditions under which I accepted the presidency of the road was the assurance I should be furnished, during the year 1883, the sum of \$600,000 for the improvement of the property, \$450,000 of which should be paid on or before July 10. Every one conversant with the facts will bear witness that I stated this necessity at the outset, and have continually repeated it since. It is true that some \$5,000 of the early payments were anticipated, and at the present time, notwithstanding a shortage of \$50,000 in debenture subscriptions, together with about \$70,000 additional, which was expended from the Delphos trust, there has been a sum about equal to the first seven calls, or \$450,000, paid in. But of this money much was of necessity diverted to uses other than the improvement of the road; and of the \$450,000, only \$275,000, or 59 per cent has been used for the improvement of the road." * * *

"A statement showing the financial standing of the company and its indebtedness will be made at an early day."

The Boston Advertiser says: "Four or five separate roads constitute the Toledo Cincinnati & St. Louis system, and each of them is covered by separate mortgage liens, says the St. Louis Republican. The system is in such a condition that a foreclosure of the mortgages on any of its lines would cause it to disintegrate. This is probably why it is now proposed to have a receiver appointed for each division of the system in order that certificates may become valid liens upon such divisions. The division receivers, according to the plan devised by the parties asking for their appointment are to act as assistant receivers of a general receiver for the entire system. The certificates signed during the reign of the receivers, it is said, will have priority over the mortgage liens."

The Commercial Limes.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 10, 1883.

The "strike" of the telegraph operators continues, but an effort to extend it to the employes of the railroads has proved quite ineffective, and the business public is now but little incommoded by the difficulty. The autumn trade opens rather sluggishly, although encouraged by favorable weather. Transactions in leading staples have been moderately active, and the turn generally toward better prices. Crop accounts are favorable, and foreign advices have caused a somewhat larger shipment of breadstuffs. To-day Western bank failures had an unfavorable effect.

Little of interest has occurred in provision circles during the week. The market has been alternately firm and weak, but the

untavorable effect.
Little of interest has occurred in provision circles during the week. The market has been alternately firm and weak, but the general view is that the position is momentarily better. The dominant opinion is, however, that values, in view of the prospective large crop, may be lower. To-day September options realized 8'60@8'71c.; October, 8'70@8'75c.; seller year 8'46c.; September, 8'70c.; October, 8'70c'8'75c.; seller year 8'46c.; September, 8'70c.; October, 8'75c pecember, 8'55@8'60c.; seller year 8'48@8'50c. On the spot prime Western was sold at 8'70@8'72½@8'75c.; refined to the Continent sold at 8'95c., and South America was quoted at 9'75c. Pork was dull and slightly easier at \$15 25@\$15 50 for mess; clear back sold at \$18 50@\$19; short-clear \$18 50@\$19 50 and family at \$17 50. Baccon aquiet at 8½c. for long-clear. Beef hams were again lower at \$32@\$33 for Western prime. Beef continued slow at \$19@\$19 50 for City extra India mess. Tallow ruled steady at 7½@79-16c. for prime. Stearine was slow at 10¾@11c. for prime and 10½@103/c. for oleomargarine. Cheese has been quiet of late, owing to the unsatisfactory advices from Liverpool; the best grades of white and colored are now 9½@93/4c. Butter is dull and easy.

79-16e. for prime. Stearine was slow at 10½@11e. for prime and 10½@10½e for oleomargarine. Cheese has been quiet of late, owing to the unsatisfactory advices from Liverpool; the best grades of white and colored are now 9½@9½e. Butter is dull and easy.

Rio coffee has been firm at 9½e. for fair, but the sales have been very moderate; options have been irregular, but to-day advanced 15 to 25 points, with sales of 42,750 bags No. 7 at 7.30c. for August, 7.40@7.45c. for September, 7.45@7.75c. for October, 7.55@7.05c. for November, 7.60@7.75c. for December and 7.80c. for January. Mildgrades have been steady and fairly active. Spices have been fairly active and firmer; dried have sold slowly at about the prices of last week. Tea has sold, by auction, at steadier prices for old Japan and for new Formosa oolong and green, but New Japan has declined; the Formosa oolong and green, but New Japan has declined; the Formosa of foreign have been made at 4½@4½c. for Rangoon, 5½@5½e. for Java and 5@5½e. for Patna. Molasses has been quiet and latterly 50-degrees test Cuba has been from for domestic, which is in small supply and in fair demand; moderate sales of foreign have been made at 4½@4½e. for Rangoon, 5½@5½e. for Java and 5@5½e. for Patna. Molasses has been quiet and latterly 50-degrees test Uaba has been nominal at 25c. Raw sugar has been quiet and to a great extent nominal; fair refining has been quoted at 5%ee, Muscovado is more steadily held than centrifugal, which is quoted at 79-16e. for 96-degrees test; refined sugar has been doll and declining; crushed 9@9½c., powdered 5½@9c., granulated 8½c., "A" standard 8-16@8½e.

Kentucky tobacco has been in better request, both for shipment and foreign uses; lugs are steady and old descriptions rule easy. 150 cases 1881 crop, Housatonic, private terms; 50 cases 1880 crop, Pennsylvania, 6@9c. Also 300 bales Havana, 88 to §1.15; and 50 bales Sumatra, \$1 10 to \$1.50.

In rosins little of importance has taken place; the present high rates for ocean freight room checks the export i

COTTON.

FRIDAY, P. M., August 10, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (August 10) the total receipts have reached 9,706 bales, against 7,064 bales last week, 8,296 bales the previous week and 9,208 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,950,260 bales, against 4,665,835 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,284,425 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	506	200	672	142	486	315	2.321
Indianola, &c.						290	290
New Orleans	230	488	859	259	177	423	2,436
Mobile	17	19	1		11	56	104
Florida						4	-4
Savannah	7	130	415	596	255	27	1,430
Brunsw'k, &c.		• • • • •	• • • • •				
Charleston	154	38	32	9	15	101	349
Pt. Royal, &c.						23	23
Wilmington	10	18		29	24	4	85
Moreh'd C.,&c						40	40
Norfolk	141	293	261	21	150	197	1.063
West Point,&c						15	15
New York		*		43	100	29	172
Boston	191		5		31	118	345
Baltimore						800	800
Philadelp'a, &c.	40	114	40		35		229
Totals this week	1,296	1,300	2,285	1,099	1,284	2,442	9,706

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

Receipts to	188	82-83.	18:	81-82.	Stock.		
August 10.	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.	
Galveston	2,321	811,134	735	428,035	5,707	1 000	
Indianola,&c.	290	17,429	317		0,101	1,080	
New Orleans	2,436	1,667,333	539	,		01 144	
Mobile	104		204		,.00	21,144	
Florida	4	18,448	11	,	0,000	866	
Savannah	1,430		386	,		1 504	
Brunsw'k, &c		5,508		7.026	_,0=0	1,584	
Charleston	349		257			450	
Pt. Royal, &c.	23	24,624		24,516	-,000	452	
Wilmington	- 85		104			******	
M'head C., &c	40	19,622	6	26,586		368	
Norfolk	1,063	799,027	738	615,077			
West Point,&c	15	227,667	96	195,400		1,603	
New York	172	138,130	295	162,552		******	
Boston	345	191,387	739	232,161	,	113,846	
Baltimore	800	70,068			6,480	5,015	
Philadelp'a,&c.	229	112,529	384	26,109	14,903	3,894	
			334	94,358	6,291	5,716	
Total	9,706	5,950,260	4,811	4,665,835	274,482	155,568	

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

Receipts at-	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n,&c.	2,611	1,052	2,078	587		-
New Orleans.	2,436		_,-,		-,	00,
Mobile	104	1	-,			010
Savannah	1,430	356				242 551
Charl'st'n, &c	372	257		-,	-	
Wilm'gt'n, &c	125	110	93			010
Norfolk, &c	1,078	834	1,629		1	
All others	1,550	1,429	3,109			950
Tot. this w'k.	9,706	4.811	13,062	0.001		
		-,		0,001	3,462	4,657
Since Sept. 1.	5950.260	4665.835	5788 585	1000 575	1112 =00	1200 01

Since Sept. 1. 5950,260 4665,835 5788,585 4908,575 4443,502 4267,816 Galveston includes Indianola; Charleston includes Port Royal, &c., Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c' The exports for the week ending this evening reach a total of 15,697 bales, of which 12,488 were to Great Britain, 867 to France and 2,342 to the rest of the Continent, while the stocks as made up this evening are now 274,482 bales. Below are the exports for the week and since September 1, 1882.

Exports	We	ek Endi Export	ng Aug. ed to—	10.	From Sept. 1, 1882, to Aug. 10, 1883. Exported to—				
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	1	Conti-	Total.	
Galveston					821,455	39,328		501 000	
New Orleans	2,022			2,022		292,670			
Mobile				*****				1,593.808 45,290	
Florida							100	1,000	
Savannah					110,312				
Charleston *					404 000		The second		
Wilmington Norfolk+					53,172		4,590	57,762	
New York	******				372.728		28,985	401,713	
Dogton	9,301	867	2,142	12,310	539,761	31,337	162,559	733,657	
Boston	919			919	185,258		543		
Baltimore	******		200	200	174 205	4,823	63 094		
Philadelp'a,&c	246			246	101,917	******	3,386	105,303	
Total	12,458	867	2,312	15,697	2,884,535				
Total 1881-82	15,638	71	3,059	-	2,350,635			3,539,117	

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

In add ion to above exports, our telegrams to-night also give us the lowing amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

	01	On Shipboard, not cleared—for							
AUG. 10, AT-	Great Britain.	France.	Other Foreign	Coast-	Total.	Leaving Stock.			
New Orleans Mobile Cnaraeston Savannah Galveston Norfolk New York Other ports	2,709 None. None. None. None. 5,000 2,000	None. None. None. None. None. 350 None.	None. None. None. None. None. 650	310 None. 50 50 1,000 1,425 None. None.	3,019 None. 50 50 1,000 1,425 6,000 2,100	61,716 5,269 2,935 2,875 4,707 11,972 141,520 26,849			
Total 1883.	9,709	350	750	2,835	13,644	260,838			
Total 1882	4,039 16,086	383 1,726	1,300 799	321 294	6,043 18,905	149,525 209,065			

We have had a brisk speculation in cotton for future delivery during the past week. Prices have varied widely, but on the whole show some improvement. On Saturday last there was a sharp advance in August contracts, with some hints thrown out of a possible "corner," but this project, if entertained, was abandoned on Monday, when August declined and the next crop advanced. On Tuesday there was a pressure to sell next crop advanced. On Tuesday there was a pressure to sell to realize profits, under which there was a sharp decline. Wednesday was unsettled. Thursday was again buoyant, on the much better prices at Liverpool and New Orleans, and reports of the spread of worms in Texas, and at the close August was only 17 points above November. To-day the opening was weak under dull Liverpool and Manchester advices; prices further declined as the day advanced, but subsequently recovered in part, and the close was only slightly lower except for August and September. Cotton on the spot has been much less active for export, but met with a fair demand for home consumption, at variable and irregular prices. Quotations were advanced ½c. on Saturday, reduced 1-16c. on Wednesday, and revised on Thursday, low grades, including stained, being advanced 3-16c., medium grades 1-16@½c. and high grades 1-16c. To-day the market was weak, middling uplands closing at 10½c.

being advanced o-1001, grades 1-16c. To-day the market was weak, inductioning at 1014c.

The total sales for forward delivery for the week are 626,400 bales. For immediate delivery the total sales foot up this week 3,783 bales, including 559 for export, 2,920 for consumption, 304 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for

Aug. 4 to		PLANI	DS.	NEW	ORLI	EANS.	1	TEXAS	3.
Aug. 10.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Good Mid Str. G'd Mid	$\begin{array}{c} 8\\813_{16}\\93_{8}\\913_{16}\\101_{16}\\101_{4}\\105_{8}\\107_{8} \end{array}$	$\begin{array}{c} 8\\813_{16}\\93_{8}\\913_{16}\\101_{16}\\101_{4}\\105_{8}\\107_{8} \end{array}$	$\begin{array}{c} 9^{38} \\ 9^{13} \\ 10^{1} \\ 10^{1} \\ 10^{14} \\ 10^{5} \\ 10^{7} \\ 8 \end{array}$	$ \begin{array}{c} 8^{1}4\\ 91_{16}\\ 95_{8}\\ 101_{16}\\ 105_{16}\\ 101_{2}\\ 107_{8}\\ 111_{8} \end{array} $	$\begin{array}{c} 8\frac{1}{4} \\ 9\frac{1}{16} \\ 9\frac{5}{8} \\ 10\frac{1}{16} \\ 10\frac{5}{16} \\ 10\frac{1}{2} \\ 10\frac{7}{8} \end{array}$	713 ₁₆ 81 ₄ 91 ₁₆ 95 ₈ 101 ₁₆ 105 ₁₆ 105 ₁₆ 107 ₈ 111 ₈	_	71316	-
Midd'g Fair Fair	1218			$\frac{115_{8}}{123_{8}}$		1158	1158	1158	115 ₈ 123 ₈
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Good Mid Str. G'd Mid Midd'g Fair Fair	715 ₁₆ 83 ₄ 95 ₁₆ 93 ₄ 10 103 ₁₆ 109 ₁₆ 1013 ₁₈ 115 ₁₆ 121 ₁₆	$ \begin{array}{c c} 10^{14} \\ 10^{5} \\ 10^{7} \\ 11^{3} \\ 12^{1} \\ \end{array} $	$ \begin{array}{c} 8^{1}8 \\ 8^{1}\overline{5}_{16} \\ 9^{1}2 \\ 9^{7}8 \\ 10^{1}_{16} \\ 10^{1}4 \\ 10^{5}8 \\ 10^{7}8 \\ 11^{3}8 \end{array} $	8 ³ 16 9 ⁹ 16 10 10 ¹ 4 10 ⁷ 16 10 ¹³ 16 11 ¹ 16 11 ⁹ 16 12 ⁵ 16	$ \begin{array}{c c} 10^{5}_{16} \\ 10^{1}_{2} \\ 10^{7}_{8} \\ 11^{1}_{8} \\ 11^{5}_{8} \\ 12^{3}_{8} \end{array} $	8 ³ 8 9 ³ 16 9 ³ 4 10 ¹ 8 10 ⁵ 16 10 ¹ 2 10 ⁷ 8 11 ¹ 8 11 ⁵ 8 12 ³ 8	8 ³ 16 9 9 ⁹ 16 10 10 ¹ 4 10 ⁷ 16 10 ¹³ 16 11 ¹ 16 11 ⁹ 16 12 ⁵ 16	$ \begin{array}{c c} 10^{5}16 \\ 10^{1}2 \\ 10^{7}8 \\ 11^{1}8 \\ 11^{5}8 \end{array} $	715 ₁₆ 838 9316 934 10516 10516 10516 1158 1158
	AINE			Sat.	Mon '	Tues	Wed	Th.	Fri.
Good Ordina Strict Good O Low Middling Middling	rdinar	У		7 713 ₁₆ 8 ¹ ₂ 9 ¹ ₂	7 713 ₁₆ 81 ₂ 91 ₂	7 713 ₁₆ 8 ¹ ₂ 9 ¹ ₂	615 ₁₆ 73 ₄ 87 ₁₆ 97 ₁₆	7 ¹ 8 7 ¹⁵ 16 8 ⁵ 8 9 ⁵ 8	7 ¹ 8 7 ¹⁵ 16 8 ⁵ 8 9 ⁵ 8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	anom	SALI	es of s	FUTU	FUTURES.			
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.		Tran- sit.	Total.	Sales.	Deliv- eries.
Sat Mon .	Quiet at 18 adv Quiet and steady		159 316			463		
l'ues.	Weak Easy at 116 dec	93 346	364				111,000	2,200
Thurs	Quiet at rev. quo.	120	413			413	127,700 91,700	1,100
Total		559	2,920	304			$\frac{123,300}{626,400}$	

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

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

101	1 763		- 12					
Average price, week. 626,400 Average price, week. 625,239,000	Friday, Ang. 10— Depressed. Aver. 10-14 Aver. 10-15 Aver. 10-07 Aver. 10-00 Av	Aug. 9- tal aid (range)	Wednesd'y, Aug. 8 – Sales, total Prices paid (range) Closing	Tuesday, Aug. 7— Sales, total. Prices paid (range) Closing	Monday, Aug. 6- Sales, total Prices paid (range) Closing	Saturday, Aug. 4 – Sales, total Prices paid (range) Closing.	Market, Prices and Sales of FUTURES.	a tl a to fi
25,239,000	Depressed. 123,300 10.00 #10.62 Weak.	Buoyant. 91,70 10.00@10.58 Steady.	Variable, 127,700 9.91@10.57 Firmer.	Declining. 111,000 9.95.2010.64 Easy.	Variable. 79,000 10:04@10:75 Irregular.	Buoyant. 93,700 9 99 \$10.62 Steady.	Market, Range and Total Sales.	000000000000000000000000000000000000000
10:24	Aver 10·14 2,600 10·11@10·22 10·15—10·16	Aver10-25 1,800 10-23 @10-28 10-26—10-27	Aver10·13 2,300 10·11@10·18 10·17—10·18	Aver10.23 2,600 10.15@10.30 10.14—10.15	Aver10-32 6,900 10-28 & 10-35 10-28	Aver 10.34 6,600 10.26.210.39 10.34—10.35	August.	0.02.02.02
959,900	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Buoyant. Aver. 10.25 Aver. 10.22 Aver. 10.20 Aver. 10.00 Aver. 10.	Variable. Variable. Aver10-13 Aver10-14 Aver10-14 Aver10-15 Aver10-15 Aver10-15 Aver10-15 Aver10-26 Aver10-26 Aver10-36 Aver10-3	Declining. Aver 10-28 Aver 10-20 Aver 10-00	Variable. Aver :10-32 Aver :10-28 Aver :10-13 Aver :10-13 Aver :10-14 Aver :10-14 Aver :10-15 Aver :10	Buoyant. Aver. 10-34 Aver. 10-25 Aver. 10-11 IAver. 10-09 Aver. 22-200 5700 10-32 a10-30 10-52 10-52 10-52 10-52 10-52 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 10-62 10-63 1	September.	
708,400	Aver 10 07 20,800 10.03 210.10 10.06 —	Aver10·10 12.300 10·06@10·13 10·12 -10·13	Aver 9.99 14,900 9.96@10.03 10.02—10.03	Aver 10.06 16,800 10.01@10.17 10.61—10.2	Aver : 10:13/ 13,100 10:09@10:17 10:15—	11,000 10.07@10.15 10.14———————————————————————————————————	October.	5477
10 ⁻⁰³	Aver10.05 12,600 10.00@10.07 10.04—10.05	Aver10.03 10.00 a 10.10 10.09 10.10	9.91 a 9.98 9.96 - 9.98	AVET 10.01 15.800 9.95.2010.10 9.96 9.97	4 300 10.04 \$10.11 10.09 - 10.10	9-99 a 10-11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	November.	ALIE BRICES
317,200	10,500 10,500 10,03 \$10.09 10 06 - 10.07	16,000 10.03 #10.12 10.11—10.12	6,900 9.93 @ 9.98 9.97 — 9.99	9.97 a10.12 9.97 - 9.98	0.05 \$10.13 0.11—10.12	0.00 \$ 10.11 1 0.0910.10 1	December.	AND
10.13	32.700 10.10.210.17 10.14-10.15	10·11·21·10·10·10·10·10·10·10·10·10·10·10·10·10	28,700 10.01 a 10.08 10.06— —	25,400 10.04@10.20 10.0410.05	17,400 0.13.20.21 10.18-10.19	22.200 0.10a10.201 0.17—10.181	January.	SALES OF
71,800	6,000 10.25 a 10.28 10.25 a 10.27 18,900	2.900 10.23æ10.30 10.29—10.30 Aver10.27	5,800 10·12@10·16 10·17———————————————————————————————————	1,600 10.20@10.30 10.15-10.16 Aver10.14	1.900 10.26 #10.33 10.28-10.30 Aver10.28	700 0.20 7 10.30 0.28 - 10.29	February.	FUTURES
.106,800	5,300 10.33 æ10.41 10.36 – 10.38 22,900	2.900 10.23.210.30.10.33.210.41.10.45.26.210.52 10.29-10.30.10.40-10.41.10.50-10.52.10.61-10.63 Aver10.27 Aver10.38 Aver10.49 Aver10.61	6 300 10.22 2 10.29 10.28—10.29 Aver 10.36	3,600 10.28 #10.42 10.26 - 10.28 Aver 10.24	3,500 10.36 #10.44 10.39 - 10.41 10.39 - 10.38	1,000 0.32 #19.40 0.39 -10.40 Aver 10.40	March.	FOR EACH
48,800	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	10.45 a - 10.50—10.52 Aver10.49	10.33.210.26 10.39.10.40 Aver10.45	10.46 #10.54 10.37—10.39 Aver10.34	10.47 @10.54 10.51 - 10.53 1 ver 10.51	0.51 a 10.52 1 0.50 - 10.52 1 1 ver . 10.50	April. ver 10.51	EACH MONTH.
26,300	10.55%10.62 10.58—10.60 8,600	10.57 a 10.65 10.57 a 10.55 10.40 - 10.41 10.50 - 10.52 10.61 - 10.61 10.57 a 10.58 - 10.61 - 10.61 10.57 a 10.68 - 10.61 Aver . 10.49 Aver . 10.61 Aver	10.44.20.50 10.49-10.51 Aver10.57	$\begin{array}{c} 10.28 \times 10.42 & 10.46 \times 10.54 \\ 10.26 \times 10.42 & 10.46 \times 10.54 \\ 10.26 \times 10.28 & 10.37 \times 10.39 \\ 10.26 \times 10.28 & 10.37 \times 10.34 \\ \text{Aver} \cdot 10.24 & \text{Aver} \cdot 10.34 \\ \text{Aver} \cdot 10.24 & \text{Aver} \cdot 10.34 \\ \text{Aver} \cdot 10.24 & \text{Aver} \cdot 10.34 \\ \text{Aver} \cdot 10.34 A$	10.55 a 10.63 1 10.62 - 10.64 Aver 10.59 2	10.59 \$10.62 10.61—10.63 Aver 10.58	March. April. May. June. ver 10.86 Aver 10.51 Aver 10.60 Aver	
3,000	10.63	111	113	10.59@ - Aver10.57	10.73 @ 10.75 	1.000 0.32 ±10.40 10.51 ±10.52 10.59 ±10.62 — — — — — — — — — — — — — — — — — — —		
200	10.59 10.59 10.59		A		113	200	11	pten

*Includes søles in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-January for January, 2,070,200; September-January for February, 1,300,200; September-March for March, 1,969,400; September-April for April, 1,713,300; September-May for May, 2,726,800; September-April for April, 1,713,300; September-July for July, 1,919,900.

Transferable Orders—Saturday, 10-35c; Monday, 10.30c; Tuesday, 10.10c; Tuesday, 10.30c; Tuesday, 10.30c; Tuesday, 10.10c. The Short Notices for Augast—Saturday, 10-25c; Tuesday, 10.30c; 10.60c; Wednesday, 10-10c; Thursday, 10-21c; Friday, 10-10c.

Wednesday, 10-10c; Thursday, 10-21c; Friday, 10-10c.

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

The following exchanges have been made during the week.

14 pd. to exch. 500 Jan. for Sept.

15 pd. to exch. 500 Dec. for Sept.

160 August s. n. 14th for regular—even.

160 January for Sept mber—even.

The Visible Supply of Corron to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as hose for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down on Thursday evening. But to make the totals the complete igures for to-night (Aug. 10), we add the item of exports from the United States, including in it the exports of Friday only.

1883. 1882. 1881. 1880.

1880. 932.900 669.000 767.000 696.000 took at London. 47,900 69,100 40,900 55,200

Stock at London	47,900	69,100	40,900	55,200
Total Great Britain stock	979,900	738,100	807,900	751,200
Stock at Hamburg	4,000	2,600	4,300	4,500
Stock at Bremen	47,700	36,600	52,600	30,800
S ock at Amsterdam	31,000	14,300	35,100	15,800
Stock at Rotterdam	2,100	2,000	3,900	2,880
	8,000	300	2,500	981
Stock at Antwerp	108,000	124.000	203,000	69.400
Stock at Havre	9.900	1.100	3,800	8,130
Stock at Marseilles	75,000	25,000	33,100	58,000
Stock at Barcelona	17,000	13,400	3,500	14,900
Stock at Genoastock at Trieste	14,000	6,300	7,200	6,200
Total centinental stocks	316,700	225,600	349,000	211,591
	200,000	002 700	1,156,900	962,791
Total European stocks1	,290,000	300,000	231,000	181.000
India cotton affoat for Europe.	210,000	64,000	137,000	93,000
Amer'n cotton afloat for Eur'pe	65,000	10.000	23,000	14.000
Egypt, Brazil, &c., aft for E'r'pe	22,000	155,568	227,970	151,989
Stock in United States ports	274,482		43,365	35,473
Stock in U. S. interior towns	44,578	17,125	3,800	
United States exports to-day	1,800	2,100		
Total visible supply1	.914.460	1,512,493	1,823,035	1,438,253
Of the above, the totals of Ameri	can and ot	her descrip	otions are a	is torro
Liverpool stock	650,000	367.000	593,000	469,000
Continental stocks	190,000	85,000	227,000	109,000
Continual Stocks	65,000	64.000	137,000	93,000
American afloat for Europe	274,482	155,568	227,970	151,989
United States stock	44.578	17,125	43,365	35,473
United States interior stocks United States exports to-day	1,800	2,100	3,800	
Total American	1,225,860	690,793	1,232,135	858,462
East Indian, Brazil, &c	282.000	302,000	174,000	227,000
Liverpool stock	47.900	69,100	40,900	55,200
London stock		140,600	122.000	102,591
Continental stocks	126,700	300,000	231,000	181,000
India afloat for Europe	210,000		23,000	14.000
Egypt, Brazil, &c., afloat	22,000	10,000		
Total East India, &c	688,600	821,700	590,900	579,791
Total American		690,793	1,232,135	858,462
Total American	_,			

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:

	Mone	Movement to Au	August 10, 1883.	1883.	Mover	Movement to August 11,	just 11, 1	1882.
	Rec	Receipts.	Shipm'ts		Reco	Receipts.	Shipm'ts	
Towns.	This week.	Since Sept.1,'82.	This week.	Stock Aug. 10.	This week.	Since Sept.1,'81.	This week.	Aug. 11.
Augusta, Ga	393	180,067	705 127	4,167	144 38	162,124 102,491	258 802	1,573
Columbus, Ga	11	57.486	34	2,153	11	60,164	367	946
Montgom'ry, Ala.	46	134,412	250	2,555	240	73,279	183	390
Belma, Ala	322	509.356	2,060	11,438	244	337,057	653	3.203
Mashville, Tenn.	222	44,782	612	1,368	87	56,163 27,955	42	2,430
Dallas, Tex*	570	24.665	510	CT.	:	11,564	2::	7
Shreveport, La.	236	106,158	220	3,781	116 115	137,043	115	175
Columbus, Miss.	200	39,109	39	563	00-7	27.773 47,897	0	142
Griffin, Ga*	20	26,432	1,217	5.278	٥٢: ٥٥:	125,335	623	1,150
Rome, Ga	921	83,373 54,630	206	200	214	33,605	3.9	755
St. Louis, Mo	2,091	460,946 378,263	2,660	6,680	1,233	392,276	1,458	781
Total, old towns.	3,955	2,659,331	8,943	44,578	2,674	2,243.096	5,778	17,125
Newberry, S. C	27	23,561	27	532	103	15,611		915
Petersburg, Va	101	26,018	,	1,426	48	26,383	158	1,018
Little Rock, Ark.				120	2	25,340		123
Houston, Tex	1,070	698,742	649	1,521	673	398,876	1	1
Total, new towns	1,379	920,521	1,071	8,628	916	582,627	1,245	1
Total, all	5,334	3,579,852	10,014	53,206	3,590	2,825,723	7 023	21,093

This year's figures estimated.
The above totals show that the old interior stocks have decreased during the week 4,938 bales, and are to-night 27,453 bales more than at the same period last year. The receipts at the same towns have been 1,221 bales more than the same week

last year, and since September 1 the receipts at all the towns are 751,129 bales more than for the same time in 1881-2.

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 part work. day of the past week.

Week ending	CLOS	ING QUOT	ATIONS FO	R MIDDLIN	G COTTO	-10
August 10.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri
Galveston	91116	934	934	934	934	934
New Orleans	91116	934	934	934	934	934
Mobile	912	958	958	958	958	958
Bavannah	934	934	934	934	934	
Charleston	934	934	934 @ 78	978	978	934
Wilmington	958	958	958	958	958	978
Norfolk	978	978	978	978	978	958
Boston	1012	1019	1012	104	1012	978
Baltimore	1018	1-18	1018	1018	1018	1012
Philadelphia.	1012	1042	1049	1019	1029	i018
Augusta	958 @ 34	958734	958031	934		1012
Iemphis	919	910	958	958	934	934
t. Louis	958	958	958	958	958	958
incinnati	978	978	978		958	958
ouisville	958	958	98	97 ₈ 95 ₈	978	978

RECEIPTS FROM THE PLANTATIONS.—The following 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 ado that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of thweekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending-	Receip	ts at the	Ports.	St'k at.	Interior	Towns.	Rec'pts	from P.	ant'ns
erowera—	1881.	1882	1883.	1881.	1882.	1883	1881.	1882.	1383.
May 25	36,851	13,981	38,539	147,473	104.018	125 565	9,5:5	2,564	
June 1	32,642	15,950	30,428	136 470		114,679	21,639	5517	30,233
. 8	29,432	15,624	25,458	109,380		105,926	2,342	5,433	16,709
15	28,218	13,658	21,5 3		72.408	98 763		2,672	14,410
" 22	23,476	13,869	12,395		59,550	88,240	17.709	1.011	1,872
	20,662	9,288	11,497	,	50,417	79,509	8,049	155	2.766
July 6	19,163	9,586	11,914	-10 No. 11 M.	42,843	74,647	12,937	2,012	7,058
" 13 " 20	18,199	8,142	11,034		35.454	68 762	19,411	753	5,139
27	16,151	9,150	9,208	65 756	31,622	64,230	11,115	5,8.8	4,685
Aug. 3	17.818	6,126	8,296	100000000000000000000000000000000000000	28.276	61 629	8,673	2,780	5.686
The state of the s	13,062	4,811	7,084 9.706	52,441	24,448	57,886	11,982	985	3.321
Thomas			0.100	40,2731	21 093	58,206	8,8941	1.438	5.023

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,986,981 bales; in 1881-82 were 4,641,503 bales; in 1880-81 were 5,798,020 bales.

2. That, although the receipts at the out-ports the past week were 9,706 bales, the actual movement from plantations was only 5,026 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 1,438 bales and for 1881 they were 8,894 bales. were 8,894 bales.

Amount of Cotton in Sight August 10.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to August 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 Aug. 10 Interior stocks on Aug. 10 in	5,950,260	4,665,835	5,788,585	4,908,57
excess of September 1	36,721	*24,332	9,435	23,80
Tot. receipts from plantat'ns Net overland to August 1 Southern consumpt'n to Aug 1.		4,641,503 468,229 234,000	510.014	576.129
Total in sight August 10	6,955,229	5,343,732	6,508,064	5.682 500

* Decrease from September I.

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,611,497 bales, as compared with 1880-81 is 417,165 bales, and with 1879-80, 1,272,723 bales.

with 1830-81 is 417.165 bales, and with 1879-80, 1,272.723 bales.

Weather Reports by Telegraph.—It would seem from our weather reports this week that drought is doing damage in some sections of the South. In Texas picking is making satisfactory progress.

Galveston, Texas.—We have had showers on three days of the week, the rainfall reaching fifty-five hundredths of an inch. Crop accounts are less favorable in most sections. The splendid prospect of three weeks ago has been sadly marred by the severe drought, terrific heat and scorching winds. Picking is progressing finely. Average thermometer 84, highest 92, lowest 75.

Last week we had a worthless shower on one day of the

the week, the rainfall reaching fifty-five hundredths of an inch. Crop accounts are less favorable in most sections. The splendid prospect of three weeks ago has been sadly marred by the severe drought, terrific heat and scorching winds. Picking is progressing finely. Average thermometer 84, highest 92, lowest 75.

Last week we had a worthless shower on one day of the week, the rainfall reaching but two hundredths of an inch. Crop accounts were less favorable; most sections needed rain, and some very badly. Picking progressed finely in the souther half of State. Three hundred and eighty-one bales of new cotton were received during the week, making a total up to that time of 402 bales. The thermometer ranged from 77 to 91, and averaged 84 During the month of July the rainfall reached one inch and sixty-one hundredths.

Indianola, Texas.—We have had no rain during the week, and are suffering dreadfully from drought. Much damage has been done. The thermometer has ranged from 76 to 96, and averaging 84.

The week, the rainfall reaching 96. July rainfall, five inches and inch. Averaged 85.

New Orleans, Louisiana.—We have had no rain during the week. The thermometer has averaged 85.

Shreveport, Louisiana.—We have had generally fair weather during the week, with a light rain on the seventh, the rainfall reaching forty-two hundredths of an inch. Vicksburg, Mississippi.—Telegram not received.

Last week it was showery on two days and the rainfall reached three hundredths of an inch. The thermometer ranged from 74 to 96, and averaged 84. During the month of July the rainfall reached three inches and sixty-one hundredths.

Meridian, Mississippi.—The weather has been warm and Columbus, Mississippi.—It has been showery on two days of the week, the rainfall reaching forty-six hundredths.

The thermometer has ranged from 54 to 103.

Columbus, Mississippi.—It has been showery on two days of the week, the rainfall reaching forty-six hundredths.

The thermometer has ranged from 54 to 103.

Columbus, Mississippi.—It has been sh

already much injured. The thermometer averaged 85 and ranged from 76 to 94. The rainfall during the month of July reached one inch and eleven hundredths

Dallas, Texas.—We have had splendid showers on two days of the work which were now to be a fine to the state of the work.

of the week, which were very beneficial; more rain is desired, but nevertheless the crop is doing well and promising fairly. The weather is unprecedentedly hot and scorching. The thermometer has averaged 88, ranging from 69 to 107. Rainfall one inch and ten hundredths.

We had a shower on one day last week, and the rainfall.

We had a shower on one day last week, and the rainfall reached eighteen hundredths of an inch. Crops promised fairly, but needed rain. It was terribly hot, about the worst ever known, the thermometer averaging 88, and ranging from 71 to 105. Rainfall for the month of July one inch and fiftyfour hundredths.

rought sever known, the thermometer averaging 88, and ranging from 71 to 105. R sinfall for the month of July one inch and fifty-four hundredths.

Brenham, Texas.—We have had no rain during the week. The drought is very severe, and much damage has been done. It is as hot as Egypt. The thermometer has averaged 87, the highest being 104 and the lowest 69.

Last week it was warm and dry. The weather was unprecedentedly hot. A small district of bottom lands had been much injured by caterpillars, but their ravages were checked by the drought. Most sections needed rain. The bolls were dropping badly. Picking was making good progress. The thermometer averaged 86, the nighest being 104 and the lowest 68. During the month of July the rainfall reached one inch and forty-five hundredths.

Palestine, Texas.—We have I ad a light shower on one day of the week, the rainfall reaching two hundredths of an inch. More rain is wanted, but the reported damage to crop is much exaggerated. Picking has begun. Average thermometer S3, highest 96 and lowest 67.

We had fine showers on two days of last week, and the rainfall reached ninety-two hundredths of an inch. The showers were very beneficial, but hardly enough. Crops promised well, but boll-worms were reported troublesome. In some sections. The thermometer ranged from 71 to 97, and averaged 84. During the month of July the rainfall reached one inch and twenty-eight hundredths.

Huntsville, Texas.—It has been showery on one day of the week, the rainfall reaching twenty hundredths of an inch. More rain is desired, but the crop promises fairly. Picking is making good progress. It is as hot as blazes. The thermometer has ranged from 66 to 100, averaging 83.

Last week we had a shower on one day, the rainfall reaching twenty hundredths of an inch. Crops were good, but needed rain. Picking made good progress. The thermometer averaged 86, and ranged from 72 to 99. Rainfall during July, two inches and sixty-five hundredths.

Weatherford, Texas.—It has rained splendidly on one day of the we

The thermometer has averaged 81, ranging from 64 to 98.

for a cotton crop. The thermometer has averaged 81, ranging from 64 to 98.

Last week was dry and very hot. Crops were good, but beginning to need rain. The thermometer averaged 84, the highest being 100 and the lowest 68. During July the rainfall reached three inches and eight hundredths.

Belton, Texas.—It has been dry and very hot during the week. We are needing rain dreadfully. Bolls are dropping badly. Picking has been commenced. The thermometer has averaged 84, the highest being 99 and the lowest 70.

We had warm and dry weather last week. Very hot north winds have prevailed. Rain was needed again, and crops would suffer much if it did not come soon. Average thermometer 85, highest 99 and lowest 71. During the month of July the rainfall reached one inch and fifty-one hundredths.

Luling, Texas.—The weather has been warm and dry during the week. Farmers are sick unto death; it begins to look as if one-quarter of a crop of cotton would not be made. Under the scorching heat, the surface of the earth is as dry as a bone, and all smaller water-courses have entirely disappeared. Picking is making good progress. Average thermometer 87, highest 104 and lowest 69.

We had one trifling shower last week, the rainfall reaching but seven hundredths of an inch. The drought was worse than ever; crops were suffering dreadfully, and planters were greatly discouraged. Picking was progressing finely. Bolls dropping badly. It was stifling hot, the thermometer ranging from 70 to 102, and averaging 86. July rainfall, five inches and ten hundredths.

New Orleans, Louisiana.—We have had no rain during

Little Rock, Arkansas.—The latter part of the week has been cloudy with rain on two days, the rainfall reaching fifty-six hundredths of an inch. Average thermometer 73, highest 86 and lowest 61. During July we had rain on twelve days, and the rainfall reached four inches and sixty-seven hundredths. The thermometer averaged 80, and ranged from 65 to 94.

Memphis, Tennessee.—We have had drizzles on three days of the week, the rainfall reaching twenty-six hundredths of an inch. The thermometer has ranged from 61 to 85, averaging 73.

aging 73.

Nashville, Tennessee.—It has rained on one day of the week, the rainfall reaching four hundredths. The thermometer has averaged 72, ranging from 61 to 81.

Mobile, Alabama.—It has rained severely on one day of the week, the rainfall reaching three inches and thirty hundredths. Crop accounts are less favorable. It is claimed that much damage has been done by the protracted drought in most sections. Worms have been checked by drought. Prospects very gloomy. The thermometer has averaged 82, the highest being 97 and the lowest 71.

Montgomery, Alabama.—The weather has been warm and dry during all of the week. Caterpillars have certainly appeared, though the injury done is as yet limited. Average thermometer 80.

thermometer 80.

Selma, Alabama.—We have had warm and dry weather all the week. It is claimed by some farmers that the damage to the crop by drought, worms and rust is thirty per cent. The thermometer has averaged 78.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had rain on two days of the week. Cotton is beginning to open. Prospects are unchanged. We have our first bale of new cotton. The thermometer has averaged 77, the highest being 90 and the lowest 63.

Columbus, Georgia.—It has rained on one day of the week, the rainfall reaching fifty-three hundredths of an inch. Rust is developing badly on uplands. Caterpillars are reported everywhere, and it is claimed that great in jury is being done. Average thermometer 84, highest 89, lowest 77.

Savannah, Georgia.—We have had rain on four days of the week, the rainfall reaching six inches and eighty hundredths. The thermometer has ranged from 67 to 95, averaging 81.5.

dredths. The thermometer has ranged from 67 to 95, averaging 815.

Augusta, Georgia.—We have had general rain on three days of the week, the rainfall reaching one inch and twelve hundredths. The rains, though late, were beneficial to cotton, rendering accounts better; but the present outlook is not good, and it is claimed that the estimates put the coming crop fully fifteen per cent less than last season. The thermometer has averaged 80, ranging from 63 to 95.

Atlanta, Georgia.—It has rained on two days of the week, the rainfall reaching thirty-nine hundredths of an inch. The thermometer has averaged 73.6, ranging from 62 to 86.

Rome, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had rain on six days of the week, the rainfall reaching six inches and eighty hundredths. The thermometer has ranged from 68 to 96, averaging 79.

averaging 79.

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 August 9. INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

3171	Shipme	nts this	week.	Shipm	ents since	e Jan. 1.	Re	ceipts.
Year	Great Brit'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1.
1883 1882 1881 1880	10,000	6 000	17,000	716,000 280,000	768,000 585,000 521,000 474,000	1,206,000 1,301,000 801,000 826,000	6,000	1,531,000 1,579.000 1,127,000 1,053,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 1,000 bales, and a decrease in shipments of 14,000 bales, and the hipments since January 1 show a decrease of 95,000 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.

-MOSTON TO	Shipme	nts for the	e week.	Shipmen	ts since Jan	uary 1.
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta— 1883 1882	1,800 1,700		1,800 1,700	80,200 103,200	10,800 31,700	91,000 134,900
Madras— 1883 1882	500 2,800		500 2,800	6,100 43,000	1,000	7,100 47,100
All others— 1823 1882	4,000	1,900	4,000 1,900	11,500 38,000	2,000 17,900	13,500 55,900
Total all— 1883 1882	6,300 4,500	1,900	6,300 6,400	97,800 184,200	13,800 55,700	111,600 237,900

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

-	18	883.	18	882.	18	81.
Shipments to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay All other ports.	3,000 6,300	1,206,000 111,600		1,301,000 237,900	12,000 1,900	801,000 181,000
Total	9,300	1,317,600	23,400	1,538,900	13,900	982,000

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. of the previous two years.

Alexandria, Egypt, August 9.	1882	2-83.	188	1-82.	1886	0-81.
Receipts (cantars*)— This week Since Sept. 1	2,2	54,000	2,8	31,720	2,	1,500 775,000
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)— To Liverpool To Continent		239,000 89,000		245,900 176,271	2,000	248,750 154,705
Total Europe		328,000		422,171	2,000	403,455

This statement shows that the receipts for the week ending ug. 9 were —— cantars and the shipments to all Europe Aug. 9 were

were - bales. Manchester Market.—Our report received from Manchester to-night states that the market is quiet but steady, at unchanged prices. We give the prices of to-day below, and leave previous weeks' prices for comparison.

-					18	83.						188	2.		JIE.
	32s	vis		1	81, Shii	lbs.	8.	Oott'n Mid. Upl ls		Cop.		Shi	4 lb	s. gs.	Cott' Mid. Uplds
" 27 Aug. 3	8 13 8 13 8 14 8 14	00000000000	d. 918 918 914 914 914 919 9	5 5 5 5	d. 9999998888	8.77 @77 @77 @77 @77 @77 @77	d 112 112 3 3 3 114 0 0 0 0 0 0	d. 534 511 ₁₆ 511 ₁₆ 511 ₁₆ 59 ₁₆	91 ₂ 95 ₈ 99 ₁ 99 ₁ 99 ₁ 91 ₂ 99 ₁	d. @10 ¹ 8 @10 ¹ 9 @10 ¹ 4 @010 ¹ 4 @010 ¹ 8 @10 ¹ 4 @10 ¹ 8 @10 ¹ 5	666666666	41	207	10 ¹ 2 10 ¹ 2 10 ¹ 2 0 0	678

New York Cotton Exchange.—The estimates of competent builders, before whom the plans and specifications of the New Exchange ha e been laid, will be placed before the Committee of Building for approval on 14th inst.

Two candidates for membership, who have been pased by the Committee on Election are to be put to the ballot on Managery 1987. The property of the Control of the New Colons are to be put to the ballot on Managery 1987.

day next. Visitors introduced Capt. Harry Allen. New Orleans. O. B. Morgan, Petersburg, Va. R. A. Harrison, Petersburg, Va. R. A. Harrison, Petersburg, Va. L. G. Higgins, Liverpool. W. Austin Goodman, Cincin nati. Chas. Holland, New Orleans. C. S. Burett, Cleveland, O. E. P. Brewer, U. S. A. Edward Frost, Charleston. S. C. Gibert H. Green. New Orleans. Tom R. Jordan. Waco, Texas. P. S. McCawn, Texas. S. C. Davenport. Selma, Ala. J. C. Thompson, Selma, Ala. W. N. Mercier, Georgia.

European Cotton Consum

chis week have been as fows:

O. F. Doubet. Georgia.
C. F. Fargo, Georgia.
W. Bussey, Georgia.
J. Hübner, Galveston.
R. Kuckcuck, Galveston.
E. M. Musgrove, New Orleans,
M. Brown, South Carolina.
J. C. Petty, Norfolk, Va.
Pembroke Jones. Wilmington, N. C.
F. T. Rembert, Texas.
F. B. Dancy, Holly Springs.
C. W. Jawatt, Sherman.
R. D. White. Jr., Charleston.
C. J. Wise, Jefferson, Texas.
N. B. Kuckcuck, Hoboken.
S. B. Wood, Hope, Ark.
TION TO AUGUST 1.—We have

EUROPEAN COTTON CONSUMPTION TO AUGUST 1.-We have received by cable to-day Mr. Ellison's cotton figures brought down to August 1. The revised totals for last year have also been received, and we give them for comparison. The takings. by spinners, in actual bales and pounds, have been as follows:

From Oct. 1 to Aug. 1.	Great Britain.	Continent.	Total.
For 1882-3. Takings by spinnersbales Average weight of bales Takings in pounds		422	430
For 1881-2. Takings by spannersbales Average weight of bales Takings in pounds		415	5,623,410 423 2,378,179,500

According to the above, the average weight of the deliveries in Great Britain is 440 pounds per bale to August I, against 430 pounds per bale during the same time last season. The Continental deliveries average 422 pounds, against 415 pounds last year, and for the whole of Europe the deliveries average 430 pounds per bale, against 423 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each

month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to Aug. 1.		1882-	3.		1881-2.	
Bales of 400 lbs. each. 000s omitted.	Great Britain		Total.	Great Britain.	Continent.	Tota
Spinners' stock Oct 1. Takings in October	82, 233,	139, 149,	221, 382,	25, -336,	240, 133,	263 469
Total supply Consump. Oct., 4 wks.	315, 288,	288, 252,	603, 540,	361, 280,	373, 240,	734 520
Spinners' stock Nov. 1 Takings in November.	27, 387,	36, 320,	63, 707,	81, 438,	133, 362,	214
Total supply Consump. Nov., 5 wks.	414, 360,	356, 315,	770, 675,	519, 350,	495,	1,014
Spinners' stock Dec. 1 Takings in December.	54, 301,	41, 397,	95,	169, 263,	195, 253,	364
Total supply Consump. Dec., 4 wks.	355, 283,	438, 252,	793, 540,	432, 280,	448,	880
Spinners' stock Jan. 1 Takings in January.	67, 389,	186, 342,	253, 731,	152, 261,	208, 253,	360,
Total supply Consump. Jan., 4 wks.	456, 288,	528, 252,	984, 540,	413, 280,	461, 240,	514, 874, 520,
Spinners' stock Feb. 1 Takings in February.	168, 444,	276, 398,	444, 842,	133, 361,	221, 302,	354°, 663,
Total supply Consump. Feb., 5 wks.	612, 360,	674, 315,	1,286,	494, 350,	523, 300,	1,017,
Spinners' stock Mar. 1 Takings in March	252, 286,	359, 265,	611, 551,	144, 340,	223, 277,	367, 617,
Total supply Consump. Mar., 4 wks.	538, 288,	624, 252,	1,162, 510,	484, 280,	500, 240,	984, 520,
Spinners' stock Apr. 1 Takings in April	250, 336,	372, 351,	622,	204,	260, 270,	464, 531,
Total supply Consump.April, 4 wks	586, 288,	723, 252,	1,309, 540,	465, 280,	530, 240,	995, 520,
Spinners' stock May 1 Takings in May	298, 348,	471, 469,	769, 817,	185,	290, 379,	475, 727,
Total supply Consump. May, 5 wks	646, 360,	940, 315,	1,586, 675,	533, 350,	669,	1,202, 650,
Spinners' stock June 1 Takings in June	286, 242,	625, 393,	911, 635,	183, 323,	369, 316,	552, 639,
Total supply Consump. June, 4 wks	528, 288,	1,018, 256,	1,546,	506, 280,	685, 240,	1,191, 520,
Spinners' stock July 1 Takings in July	240, 217,	762, 227,	1,002,	226, 255,	445,	671, 468,
Total supply Consump. July, 4 wks	457, 288,	989, 256,	1,446, 544,	481, 280,		1,139, 520,
Spinners' stock Aug.1	169,	733,	902,	201,	418,	619,

A more striking comparison with last year is reached by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons

Oct. 1 to Aug. 1.		1882-3.			1881-2.	
Bales of 400 lbs. each. 000s omitted.	Great Britain	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.
Spinners' stock Oct. 1. Takings to Aug. 1	82, 3,183,	139, 3,311,	221. 6,494,	25, 3,186,	240, 2,758,	265, 5,944,
Supply Consumpt'n 43 weeks	3,265, 3,096,	3,450, 2,717,	6,715, 5,813,	3,211, 3,010,	2,998, 2,580,	6,209, 5,590,
Spinners' stock Aug. 1	169,	733,	902,	201,	418,	619,
Weekly Consumption. 00s omitted.		1 (40 0 10 10 10	11.12			2.4 1
In October	72,0	63,0	135.0	70.0	60,0	130,0
In November	72,0	63,0	135,0	70,0	60,0	130,0
In December	72,0	63,0	135.0	70.0	60,0	130,0
In January	72,0	63,0	135,0	70,0	60.0	130,0
In February	72,0	63,0	135,0	70,0	60,0	130,0
In March	72,0	63.0	135,0	70,0	60,0	130,0
In April	72,0	63,0	135,0	70,0	60,0	130,0
In May	72,0	63,0	135.0	70,0	60,0	130,0
In June	72,0	64,0	136.0	70.0	60,0	130,0
July	72.0	64.0	136,0	70.0	60,0	130,0

The foregoing shows that the weekly consumption in Europe is 136,000 bales of 400 pounds each, against 130,000 bales of the same weight at the corresponding time last year.

The cable adds that Mr. Ellison's estimate for the remainder of the season (nine weeks) in bales of 400 lbs. is as follows:

	Great Britain.	Continent.
Spinners' stock August 1	169,000 · 561,000	733,000 233,000
Supply. Consumption.	730,000 618,000	966,000 576,000
Spinners' stock October 1	82,000	390.000

Mr. Ellison further says that, assuming the Continental consumption for the year should be found to be 7½ per cent greater than last year, the stock would be 329,000 bales, which, added to the spinners' stock in Great Britain (82,000 bales) and the port stocks, which are estimated at 1,118,000 bales, the total stock October 1 would be 1,529,000 bales, against 922,000 bales last year and 1,243,000 bales in 1881.

THE AGRICULTURAL DEPARTMENT'S REPORT FOR AUGUST.—The following statement, showing the condition of cotton on Aug. 1, was issued by the Department of Agriculture August 10:

Cotton returns are less favorable than for July, the condition having declined to 84, from 90 last month. The State averages are: Virginia, 87; North Carolina, 87; South Carolina, 80; Georgia, 78; Florida, 93; Alabama, 83; Mississippi, 85; Louisiana, 85; Texas, 87; Arkansas, 83; Tennessee, 90. Collecting the three months' figures of the present season, and comparing them with the reported condition for the same months of last season, we have the following results:

Stales.		18	83.		1882.			
1	June.	July.	Aug.	Aver.	June.	July.	Aug.	Aver.
North Carolina	81	91	87	86.3	82	90	84	85.3
South Carolina	85	91	80	85:3	92	98	98	96.0
Georgia	86	93.	78	85.7	89	92	94	91.7
Florida	94	95	93	94.0	97	92	87	92.0
Alabama	87	87	83	85.7	95	93	99	95.7
Mississippi	86	-89	85	86.7	88	87	91	88:9
Louisiana	91	91	85	89.0	90	96	93	93.0
Texas	89	93	87	89.7	93	97	100	96.7
Arkansas	87	84	83	84.7	85	90	96	90.3
Tennessee	78	88	90	85.3	80	78	86	81-3
Average	86	90	84	86.7	89	92	94	91.7

New Alabama Cotton.—The first bale of new Alabama cotton was received at Selma on Sunday morning, August 5. It was raised on N. Woodruff's plantation near Brown's Station, Dallas County, and consigned to Messrs. Woodruff & North of Selma. The bale weighed 496 pounds, classed strict low middling, and was sold on Monday, by auction, in front of the Selma Cotton Exchange to Messrs. A. G. Stollenwerck & Selma Cotton Exchange to Messrs. A. G. Stollenwerck & Sons for 113/4c. per pound. The low price obtained is abscribed to the absence from the city of nearly all the cotton brokers. The bale was shipped Monday P. M. to Norfolk via the East Tennessee Virginia & Georgia Railroad. Last year the first bale was received at Selma August 10. This week Montgemery has also received her first bale, it having reached there Monday, August 6. It weighed 465 pounds, classed strict low middling, sold at 13c. per pound, and was shipped per express to Mobile, where it arrived the following day. Last year the first bale was received at Montgomery August 8. At Mobile it brought the same price as at Montgomery and was shipped to New York. New York.

New Louisiana Cotton.—The first bale of new Louisiana cotton was received at New Orleans on Monday, August 6, from Provencal Station, Natchitoches Parish, consigned to R. M. Walmsley & Co. It classed strict middling, and was sold at walmsley & Co. It classed strict midding, and was sold at auction for 125% cents per pound to Messrs. Charles H. Haynes & Co., New Orleans. The bale was subsequently shipped per steamer "Architect" to W. H. Haynes, Liverpool. Last year New Orleans received her first bale from the Mississippi Valley, August 15. Shreveport received her first bale of new cotton on Tuesday, August 7. It came from Bossier Parish, classed strict middling, and was sold at 14 cents per pound. The first bale last year was also received August 7.

New Florida Cotton.—The first bale of new Florida cotton left Marianna, Florida, on Thursday, August 9, for Savannah, reaching there August 10. The first bale from Florida was received at Savannah last year on August 19.

Condition of Cotton.—The following, from our correspondents and exchanges, indicate the condition of cotton in various sections at latest mail dates:

South Carolina.-Correspondents of the Charleston News

South Carolina.—Correspondents of the Charleston News and Courier report to that journal as below:

Midway, Barnwell Co., August 3.—"No amount of free trade or the most approved political doctrines can make us as happy as the present seasons for the crops. After their being parched and scorched by the flery sun, we are now having daily, or rather nightly, showers, which is much better, as work can be accomplished in daytime without hindrance by the rain. Of cou se the majority of early corn and cotton has been greatly cut off by the drought, and some cotton is beginning to show signs of rust; but all the latest corn and cotton is now mending daily."

Williamston, Anderson Co., August 2.—"The drought-still continues in this immediate section, although good rains have fallen in some parts of the county. This is the sixth week of the drought, and yet no prospect for rain. The crops, both of corn and cotton, have been very seriously injured already."

From the press in other sections of South Carolina we extract.

From the press in other sections of South Carolina we extract the following:

Abbeville, Abbeville Co.—The Press and Banner says: "The month of July has been upprecedentedly hot and dry, from the first to the last. Very little rain has fallen in this month, and the whole county has suffered intensely for rain until a very few days ago, when partial showers began to fall. * * * * * The cotton crop, even where it is still in a healthy condition, is but little larger now than it was three weeks ago.

Georgia and Florida.-The Savannah Morning News of Saturday, August 4, published special reports on the crop from 39 counties in Georgia and 2 counties in Florida, of dates from July 28 to August 3. The News summarizes its reports as follows:

"We present this morning the first of a series of special cotton crop reports from varions sections of Georgia and Florida, which we shall continue weekly during the season. The replies are from 38 widely-seattered counties in Georgia. The general tenor of the replies is to the effect that the acreage is about the same, with the exceptions of a few counties, as that of last year. Owing to the protracted drought, the crop is, on the whole, in a considerally inferior condition to that exhibited at this time last season. Refreshing rains, however, have fallen in some sections, and the outlook is correspondingly improved. Worms and caterpillars have appeared in some quarters, but thus far but little damage has resulted from these sources. Should the season prove propitious henceforward, the chances for a pretty fair crop will improve Otherwise, the yield will be considerably below the average. Picking has begun in a limited number of counties, but will be general between the 15th inst. and the 1st prox. Labor, though scarce and hard to control in some sections, is in general in from fair to good supply. The outlook in Florida, owing to more propitious weather, is rather more affecting. The replies are from intelligent and well-informed sources, and may be negarded as fair exhibits of the status of the crop."

Alabama.—Eufaula, Barbour County, Aug. 1—The follow

Alabama.—Eufaula, Barbour County, Aug. 1—The following is from the circular of Messrs, John W. Tullis & Co.:

"Since the 21st July, the date of our last crop report, the cotton plant has progressed finely. Very little, if any, damage has been done the crop by drought in this section. We had a splendid rain yesterday. Caterpillars have either disappeared entirely, or are webbed up at the various points where they made their appearance. Up to the present they have done no damage."

Missingly of the date of our last crop report, the cotton plant has progressed in the crop points where they made their appearance. Up to the present they have done no damage."

Mississippi.—Meridian, Lauderdale Co, Aug. 1—Messrs. Carter & Co.'s circular gives the following:

"The weather in this section has been very warm and dry for several weeks past. Cotton needing rain bidy, and will be seriously damaged if the drouth continues much longer. No worms have appeared in our section, but we hear much complaint of them in Alabama. Cotton is later than last seasor, and picking will not commence with us to any extent before the 1st September."

Macon, Noxubee Co., Aug. 3.—The correspondent of the New Orleans Times-Democrat reports:

Orleans Times-Democrat reports:

"The last few days have been showery, and put an end to the long drouth, which has seriously injured the crops. Corn and cotten are both doing tolerably well in this county, but the dry weather has cut off the yield so that it will not be so large as was expected a month ago, nor so large as that of last year."

Arkansas.—Messrs. Wheless & Reardon, of Little Rock, issued on August 1 a circular showing the condition of cotton in the State, from which we give the following extract:

"Our inquiries in reference to the present condition of the crop throughout the State were prepared with more than usual care, and the replies are foll and explicit. In most sections stands are fair, fields are clean and the plant is healthy. The crop is ten days to three weeks later than last year, is forming, blooming and bolling as well as could be expected, and there is little damage from shedding or worms. The rainfall has not been sufficient, and though the effect has not yet been felt to any considerable extent, a continuation of the dry weather for two weeks will be disastrous. Picking will likely commence about he 15th of September, but will not be general before the 1st of October. With favorable circumstances the crop in a few sections will probably equal that of last year, but these are exceptions, and generally such a yield as in 1882 is not anticipated."

JUTE BUTTS, BAGGING, &c.—There has been a fair inquiry for bagging during the week, and the market is moderately active. Orders are for small lots, but these keep dealers busy, and prices are steady at 9½c. for 1½ lbs., 10c. for 1¾ lbs., 10¾c. for 2 lbs. and 11½c. for standard grades, but a shade better can be done on round parcels. Butts have shown but little activity, the only trade doing being of a jobbing character, though in this way a fair amount of stock has been worked off, some 3,000 bales in lots being reported. Prices are about steady, with sellers quoting 1½@2c. for paper grades and 2@2%c. for bagging qualities. ging 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		Year Beginning September 1.										
Receipts.	1882	1881.	1880.	1879.	1878.	1877.						
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'i		974,043	1,006,501	942,272	779,237	822,493						
Decemb'r		996,807	1,020,802	956,464	893,664	900,119						
Innuary .	752,827	487,727	571,701	647,140	618,727	689,610						
February.		291,992	572,728	447,918	566,824	472,051						
March	482,772	257,099		261,913	303,955	340,525						
	284,519	147,595		158,025	167,45	197,965						
April	185,523	113,573		110,006	84,299	96,314						
May	78,504	68,679		88,455	29,472	42,142						
June	42,299	36,890		54,258	13,988	20,240						
	5,936,515	4,657,377	5,759,853	4,891,536	4,135,737	4,253,486						
erc'tage	of tot. port. July 31	98-66	98 05	97.79	99.74	97 99						

This statement shows that up to July 31 the receipts at the ports this year were 1,279,138 bales more than in 1881-82 and 176,682 bales more than at the same time in 1880-91. By adding to the above totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years. for the different years.

	1882-83	1881-82	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Jv.31	5,936,515	4.657.377	5,759,853	4,891,586	4,435,737	4,258,486
Aug. 1			3,592	8.	419	139
16 2			2,338	1.519	507	1,465
" 3	2.927		2,477	2,391	S.	395
" 4	1,296		3,058	1,191	562	8.
" 5	1	711		1,303	698	596
" 6	1,300		1,783	1,891	330	509
" 7	2,285	46.50.30.2	8.	1,526	666	529
16 8	1,099			8.	1,182	340
" 9	1,284	1		1,298	527	700
" 10	2,442				S.	468
Total	5,950,260	4,634,023	5,781,215	4,904,152	4,440,628	4,263,627
Percentag	ge of total ots Aug.10					

This statement shows that the receipts since Sept. 1 up to to-night are now 1,286 237 bales more than they were to the same day of the month in 1882 and 166,015 bales more than they were to the same to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received the August 10 in each of the years named.

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 32,973 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: night of this week:

м	1000	U UUUUU.
	New York—To Liverpool, per steamers Adriatic, 1,203 Arizona, 2,008Bothnia, 1,782Furnessia, 625 Germanic, 922Spain, 1,633 To Hull, per steamer Galileo, 1,128 To Havre, per steamer Amerique, 867 To Bremen, per steamers Donau, 3Fulda, 150 To Hamburg, per steamers Polaria, 289Rhaetia, 1,200 Westphalia, 500 New Orleans—To Liverpool, per steamers Cadiz, 2,087 Critic, 3,502 Inventor, 2,717 To Havre, per steamer Bordeaux, 3,113 To Antwerp, per steamer Bordeaux, 147 To Malaza ner steamer Bordeaux, 147 To Malaza ner steamer Vidal Sala, 1,900	8,173 1,128 867 153 1,989 8,306 3,115 147 1,900
	To Vera Cruz, per schooner Maria, 63	3,857
	TEXAS—To Liverpool, per ship Julius, 3,857	1,142
9	BALTIMORE—To Liverpool, per steamer Mentmore, 1,142 To Bremen, per steamer Braunschweig, 131 Maretten	131
	Boston-To Liverpool, per steamers Bulgarian, 10Marathon,	
		724
	m Wi-Jeen M C non schooner Nell 100	100
	PHILADELPHIA—To Liverpool, per steamers British Princess, 747Pennsylvania, 431	1,178

form, are as follows:

	Liver-	Hull.	Havre.	& Ham- burg.	werp.	Malaga.		Total.
New York	8,173	1.128	867	2,142	147	1.900	63	12,310 13,531
N. Orleans.	8,306 3,857		3,110		141	1,500		3,857
Texas	10							1.273
Boston	724							$\frac{824}{1,178}$
Philadelp'a	1,178				******			
	09 990	1 199	3 939	2.273	147	1,900	63	32,973

Included in the above totals are from Boston to Windsor, N. S., 100 Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the

latest mail dates:

New Orleans—For Liverpool—Aug. 6—Steamer Architect, 1,876.

New Orleans—For Liverpool—Aug. 2—Steamer Missouri, 553...Aug. 6—

Steamer Norseman, 366.

Philadelphia—For Liverpool—Aug. 7—Steamer British Crown, 246.

Cotton freights the past week have deen as follows

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	964@13,4	964@1364	964@1364	964 213, 4	964 @ 1364	964@1364
Do saild. Havre, steame.	10172		38*		36*	as 38*
Do sailc. Bremen, steamc.	11510	38 @716	38 @ 718*	38@716	38 7716	38@716*
Do sailc. Hamburg, steam.d.		38*	38	38*	38'	38*
Do saild. Amst'd'm, steam.c.		150	†30	†50	†50	150
Do o saild. Baltic, steamd.	III.	732@14*	732@14*	732@14*	732@14*	732 2 14
Do sailc. Barcelona, steam.e. Genoa, steamd.	1116*	11 ₁₆ *	11 ₁₆ *	11 ₁₆ * 58*	11 ₁₆ *	11 ₁₆ *

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.

4.8	July 20	July 27.	Aug. 3	Aug. 10.
Sales of the week bales. Of which exporters took Of which speculators took. Sales American Actual export. Forwarded. Potal stock — Estimated Of which American — Estim'd Fotal import of the week. Of which American. Amount afloat. Of which American.	39,000 2,400 30,000 3,100 991,000 734,000 43,000 28,500 38,000	42,000 6,100 4,700 955,000 697,000 24,500 10,500 184,000	1,820 46,000 3,600 7,300 927,000 673,000 40,000 26,500 202,000	153,000

The tone of the Liverpool market for spots and futures each uay of the week ending Aug. 10, 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.			Harden'g.	Easier.	Good demand freely met	Dull.
Mid Upl'ds Mid. Orl'ns			55 ₈ 53 ₄	511 ₁₆ 513 ₁₆	511 ₁₆ 518 ₁₃	511 ₁₆ 513 ₁₆
Sales Spec.& exp.	Holiday.	Holiday.	12,000 1,000	10,000	12.000	10,000
Futures. Market, 12:30 P.M.	Hol	Hol	Strong.	Dull.	Steady.	Dull.
Market, }			Easy.	Quiet.	Offerings free.	Easy.

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.

Fig. The prices are given in pence and 64ths, thus: 562 means 562-64d. and 603 means 63-64d.

	Sat., Aug. 4.	Mon., Aug. 6.	Tues., Aug. 7.				
		1	Open	High	Low.	Clos.	
			d.	d.	d.	d.	
Aug							
AugSept		:	5 39	5 42	5 39	5 40	
SeptOct	.:		5 39	543	539	5 42	
OctNov	ay	5	5 40	5 40	53	5 39	
NovDec	. Pi	d _e	5 88	5 40	534	5 39	
DecJan	Holiday	Holiday	5 38	5 40	5 38	5 38	
JanFeb	H (H	5 41	5 41	5.40	5 40	
FebMarch	:	:					
MarApr			5 44	541	5 44	5 44	
April-May			5 48	5 48	5 48	5 48	
May-June	:						

Wed		dnes	, Au	g. 8.	Thurs., Aug. 9.			Fri., Aug. 10.				
1	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	- d.	- d.	- d.
Aug												
AugSept	538	5.38	587	5 37	5 39	5 40	5 39	5 40	5 42	5 12	5 40	5 40
SeptOct	5 39	5 39	5 37	587	5 37	530	5 37	5 38	5 40	5 40	5 39	5 39
OctNov	5 37	5 37	534	5 34	5 36	5 38	5 36	5 37	5 39	5 38	5 38	5 38
NovDec	5 36	5 36	5 34	531	5 36	5 37	5 88	5 37	5 39	5 59	5 87	5 37
DecJan	5 36	5 36	5 35	5 35	5 37	5 37	5 37	5 37	5 39	5 39	5 38	5 38
JanFeb	5 39	5 39	5 33	5 38	5 38	5 38	5 38	5 38	5 41	541	5 40	5 40
FebMarch	5 40	5 40	5 38	5 38	5 40	5 40	5 40	5 40	5 42	542	5 42	5 43
MarApr									1			
April-May					5 45	5 45	5 45	5 45				
May-June										,		

BREADSTUFFS.

FRIDAY, P. M., Aug. 10, 1883.

Flour during most of the week has been very quiet, and to a great extent nominal for many descriptions, but within a day or two the demand has improved and the market has become firmer in tone, though no material advance has taken place. The supply of choice No. 2 and superfine has been light, and this fact has restricted trade in those descriptions. Winter wheat patents are held firmly as a rule; they are in a better position than spring wheat brands. The receipts of new flour have increased somewhat. To-day the market was firm with a good trade.

Wheat has latterly been more active, both for export and on speculation, at an advance of 2½@3½c. Less favorable crop advices from England and France have led to a better export demand, and have likewise stimulated speculation. The reports from our own wheat belt have been in the main favorable. It is estimated that we shall have a sufficient surplus to meet any foreign demand that is likely to arise. The export trade has been mainly in spring wheat and low grades of red. The adulteration of No. 2 red is still a subject of complaint Exporters in some instances claim that Baltimore is a better market at which to purchase No. 2 red wheat, the grading there being, it is averred, far more strict than at New York. No. 2 spring wheat has sold here on the spot at \$1 121/2@\$1 13. White wheat has been scarce. To-day the market was ½@1c. higher for red, with a good demand, while of spring wheat fully 160,000 bushels were sold for export at \$1 12½@\$113; options were in good demand and slightly higher, though towards the close prices became weaker; No. 2 red sold at \$1 17%@\$1 17½ for August, \$1 18½@\$1 19¼ for September, \$1 203/4@\$1 211/2 for October, \$1 221/3@\$ 1 231/2 for November and \$1 24%@\$1 25% for December.

Indian corn has sold more freely both on the spot and for future delivery. The transactions for August delivery have been attended with no little excitement, and on Tuesday this option advanced 4½c., the rise in other deliveries being at the same time ½@1c. The sharp advance was due to a fright among the shorts which was started by the unexpectedly low grading of some of the receipts, and the fact that the surply of No. 2 mixed, the contract grade, had become concentrated in the hands of one or two holders. As high as 661/4c. was paid for August, but the market has since gradually declined, as the demand from the shorts subsided. The crop advices in general point to a large yield, though it is stated that the harvest will be someweat later than usual. The comparative scarcity of No. 2 mixed has latterly had the effect of restricting trade for export. To-day the market was only moderat-ly active and ½ to 1c. lower; No. 2 mixed sold at 62½@6234c. for August, 61%@62c both for September and October.

Rye has been more active at firmer prices; the demand has still been mainly for Western; 70½c., cost and freight, has been paid. Oats have been more active at times, in sympathy with other cereals, but latterly the transactions have been smaller. Prices, in sympathy with a weaker market in Chicago, have been depressed here for several days. To-day prices were lower, with trade slow, especially on the spot; No. 2 mixed sold at 35½c. in store at Brooklyn; No. 2 mixed sold at 35½c. in store at Brooklyn; No. 2 mixed sold at 35¼c. for August, 34¾@35¼c. for September and 35¼@35½c. for October.

The Agricultural Bureau's report, issued this afternoon after the close of business, makes the spring wheat average 97, the same as last year, and says that the returns for August do not essentially change the indicated aggregate of July for the entire crop, but that the result of the harvest will be more fully tested on the return of the threshers' blanks. As to corn the report says that the crop has improved slightly, the condition being 89, against 88 last month. Nights have been too cool, and the crop is late. Frost may yet cause disaster. The condition of oats is given as 100. Barley averages 95, potatoes 101 and buckwheat 90.

The following are closing quotations:

FLOUR.

No. 2 spring. \$\ \\$ bbl. \$2 No. 2 winter 2 Superfine 3	75 0 3	60 90	Patents, winter City shipping extras. Southern bakers and	5 25 0	
Wis. & Minn. rye mix. 4	75 0 5 75 0 6 75 0 6	25 25	family brands South'n skip'g extras. Rye flour, superfine Corn meal—	5 65 a 4 35 a 3 50 a	615
Wintershipp'gextras. 4	00 0 4	30	Western, &c Brandywine, &c		3 40 3 50

GRAIN.

n –	
ellow Southern. 67 @ //hite No. 2 70 @ 2	63 70 ¹ 2 73 ¹ 2 77 40 51 36 ¹ 2 41 ¹ 2
	Vhite No. 2 70 70 e-Western 71½ 2 tate & Canada 75 75 ts-Mixed 36 76

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 Aug. 4 and since Aug. 1 for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48lbs	Bush.56 lbs
Chicago	39,443	249,336	1,675,562	635,059	11,135	- 68,200
Milwaukee	59,643	75,391	- 77,010	34,902	7,160	3,778
Toledo	3,405	411,136	85,509	12,932		
Detroit	1,868	28,120	4,880	44,306		
Cleveland	2,117	54,240	28,000	26,200		
St. Louis	30,775	704,691	207,06	284,996		
Peoria	1,070	4,200	122,900	117,075	600	
Duluth	11,000	19,460	15,000			
Tot. wk. '83	149,321	1,546,574	2,215,921	1,155,470	18,895	1
Same wk. '82	144,775	3,459,361	1,382,630	863,457	22,90	
Same wk. '81	190,379	1,767,390	3,561,370	538,592	26,567	
SinceAug.1-						
1883	149,321	1,546,574	2,215,921	1,155,470	18,895	81,133
1882	144,775	3,459,361	1,382,62	863,457	22,902	46,429
1881	190,579	1,767,390	3,561,370	586,592	26,567	110,781

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Aug. 4, 1883, inclusive, for four years, show as follows:

Flourbbls	1882-83. 5,190,574	1881-82. 4,212,478	1880-81. 5,295,308	1879-80. 3,369,045
Wheat bush.		22,385,812 44.134.624	30,841,596 63,969,043	37,603,804 79,524,620
Cats	26,140,785	17,655,904 2,127,013	21,919,103 2,050,839	14,888,171
Rye		1,490,147	1,128,153	1,290,897
Total grain	113 649 602	87.793 500	119 908.734	134.975.085

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

ports for four years: Flourbbls.	1883.	1882.	1881.	1880.
	Week	Week	Week	Week
	Aug. 4.	Aug 5.	Aug. 6.	Aug. 7.
	47,366	83,839	147,167	103,397
Wheat. Jose Dash. Corn Dash. Coats Barley Bye.	384,618	1,236,932	164,462	803,001
	349,868	303,816	1,141,250	689,451
	578,334	651,168	873,972	585,611
	6,359	10,927	9,393	9,404
	43,222	14,416	24,111	37,784
				0.10= 051

Total 1,362,401 2,217,259 2,213,188 2,125,251
The exports from the several seaboard ports for week ending Aug. 4, 1883, are shown in the annexed statement:

Exports from-	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
New York Boston	Bbls. 70,864 44.840	Bush. 405,971	Bush. 537,218 32,024	Bush. 5,174 57	Bush. 91,440	Bush. 2,133
Portland. Montreal. Philadel Baltim're N.Orl'ns.	13,962 7,856 6,276 268	103,500 263,829		41,267		18,886
Total w'k. S'me time 1882	144,066	895,522 3,968,445	1,149,839	46,498 3,166	91,440 8,768	21,019 18,832

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

	Flo	ur.	Wh	eat.	Cor	·n.
Exports for week to—	1883. Week, Aug. 4.	1882. Week, Aug. 5.	1883. Week, Aug. 4.	1882. Week, Aug. 5.	1883. Week, Aug. 4.	1882. Week, Aug. 5.
Un.King. Contin'nt S.& C.Am W. Indies Brit. Col's Oth.c'nt's	15,949 16,572 11,736	27,837 21,162 17,256	158,163	Bush. 2,865,262 1,102,983	387,210 45,671	Bush. 621 4,955 23,595 8,000 1,116
Total	144,066	168,265	895,522	3,968,445	1,149,839	38,287

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.

	Flor	ur.	Whe	at.	Con	·n.
Exports since Sept. 1, to-	1882-83. Sept. 1 to Aug. 4.	1881-82. Sept. 1 to Aug. 5.	1882-83. Sept. 1 to Aug. 4.	1881-82. Sept. 1 to Aug. 5.	1882-83. Sept. 1 to Aug. 4.	1881-82. Sept. 1 to Aug. 5.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	5,672,938	2,952,401	36,619,785	34,670,884	34,416,632	19,740,544
Continent	418,543	226,186	27,275,649	14,953,390	8,095,960	4,380,967
S. & C. Am	625,068	691,528	120,560	8,217	586,798	469,869
West Indies.	825,192	667,621	77,039	43,980	397,863	746,848
Brit. Col'nies	603,937	543,252	16,363	60	95,494	141,718
Oth. countr's		31,558	227,406	249,628	177,020	84,400
Total	8,187,963	5,112,546	64,336,802	49,926,159	43,769,767	25,564,346

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, Aug. 4, 1883, was as follows:

follows:	emention and person			The Post of	-
	Wheat,	Corn,	Oats,	Barley,	Rye,
In store at-	bush.	bush.	bush.	bush.	bush.
New York	3,504,014	1,526,059	992,054	548	197,430
Do. afloat (est.)	371,000	272,060	*******	******	149.000
Albany		6,100	37,100	500	27,300
Buffalo	573,538	276,397	19,968	11.800	34,233
Chicago	5,729,596	1,746,105	594,845	21,297	306,889
Milwaukee	1,610,792	59,163	19,332	199,7.67	40,826
Duluth	229,510	117,869	A VIZINIA	T MENTO	2001.
Toledo	943,428	217,700	29,742		14,621
Detroit	377,983	1,946	32,934		
Oswego	95,000	235,000	1,000		40,000
St. Louis	783.733	640.186	198,527	10,660	51.762
Cincinnati	121,000	108,000	6,500	7,000	61,000
Boston	2,759	137,795	128,772	2,144	568
Toronto	153,300			25,577	341
Montreal	188,574	117,298	99,832	41,362	72.139
Philadelphia	220,461	235,357	97.307		related.
Peoria	2,270	48,252	44.499	1,682	75,325
Indianapolis	238,100	53,200	25,300		14,100
Kansas City	190.146	105,300	9-1-6701	210	12,464
Baltimore	1.596,045	107,641			02525 D
Down Mississippi.	=0 100	367,667	92.049		F 2005 4
On rail.	180.000	596,273	778,781	9,372	50,694
On lake	742,038	3,353 221	186.454		201,292
On canal	W 410 00 4	589,259	119,675		240,910
On Canal	010,001	000,200	2201010		70,010
Tot. Aug. 4,'83.	18 750.986	10,917,788	3.504.671	331,919	1,593,894
Tot. July 28, '83.		10,541,723		345,831	1,505,005
Tot. Aug. 5, 82.	15 139 057	6,193,078	1.672.077	57,512	601,965
Tot. Aug. 6, '81.		15,894.283		125,573	
		16,647,605		169,717	
Tot. Aug. 7, 80.	14,101,101	IU,UII,000	1,100,011	100,111	001,002

THE DRY GOODS TRADE.

FRIDAY, P. M., Aug. 10, 1883.

In commission and jobbing circles the business of the past week has been somewhat disappointing, wholesale buyers having conducted their operations with a degree of caution bordering upon timidity. There was no hesitation in supplying immediate wants, but there was an obvious indisposition to anticipate future requirements to any material extent. The most satisfactory feature of the week's business was a further improvement in the jobbing branches of the trade. Retailers

from Southern markets have appeared in considerable force, and fair aggregate sales of staple and department goods were made by jobbers who cater especially for this class of trade. The general situation is practically unchanged, and while values of the most desirable cotton, woolen and mixed fabrics are maintained with a fair degree of steadiness, goods not strictly in accordance with present wants are difficult to move at a price that will cover the cost of production.

Domestic Cotton Goods.—The exports of domestics for the week were 2,488 packages, including 755 to China, 434 to Great Britain, 450 to U. S. of Colombia, 117 to Brazil, 114 to Hayti, 109 to Central America, 290 to Venezuela, 86 to Dutch West Indies, &c. The demand for cotton goods at first hands was comparatively light, but a fair business was done in package and assorted lots by leading jobbers. Brown and bleached goods were in steady, though moderate, request, and the best makes were relatively more active than the lower grades. Cotton flannels continued to move steadily at anchanged prices, but colored cottons were dull in agents' hands, and some additional makes of tickings, stripes, &c., were marked down. Prices of staple cotton goods are without quotable change, but it is a buyers' market. Print cloths were quiet in demand, but steady at 3½c. less ½ per cent for 64x64s. and 3 1-16c. for 56x60s., respectively. Prints were more or less quiet, but there was a very fair movement in standard dress ginghams.

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DOMESTIC WOOLEN GOODS.—Mens'-wear woolens have been a trifle more active in demand. Small orders for duplicate parcels of heavy cassimeres, &c., were received to a fair amount, and a moderate business in light-weight union cassimeres and worsted coatings were reported by agents who have opened new lines for next spring. Indications point to a lower range of values for spring clothing woolens, cotton-warp cassimeres having been opened at about 5c. per yard below last season's prices. Satinets of the better grades were rather more active, and there was a freer movement in Kentucky jeans and does skins from both first and second hands. Cloakings, sackings, Jersey cloths, all-wool and worsted dress fabrics, and shawls, were severally in fair demand, and there was a moderately good business in flannels and carpets at firm prices; but blankets were rather slow, and knit underwear was lightly dealt in.

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Foreign Goods have been in irregular demand, and upon the whole sluggish. Silks and velvets were in fair request, as were British dress goods; but Continental dress fabrics of the finer grades were mostly quiet. Cloakings and men's-wear woolens were in moderate request and steady in price. Linen goods, laces and embroideries remained quiet, and there was only a limited movement in hosiery and gloves.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 9, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	Week Aug. 1	Week Ending Si	Since Jan	Since Jan 1, 1882.	Week Aug.	9, 1883.	Since Jun. 1, 1853.
¥1	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pr.gs.
es of-	1 690	731 991	7	14.031.820	1,668	639,238	
Cotton	1,228	401,338	49,381	16,176,640	1,065	281,304	
	1,473	950,184		8,913,285	1,440	298,763	51,924
Miscellaneous	741	162,215		5,689,228	546	155,533	
	6.479	2.400.392	236,399	67,697,158	6,099	2,145,823	215
1	THDRA	WITHDRAWN FROM	WAREHOU	WAREHOUSE AND THROWN INTO	THI NW	O THE MARKET	E
Wool	501	212,329	10,351	4,276,898	348	205.013	
Silk	2004	170,325	5,248	3,644,912	312	222,847 96.832	9,976
Miscellaneous	1,568	30,014	78,115	1,523,235	491	60,469	
Total	3,195 6,479	609,785 2,400,392	116,787 236,399	14.468,790 67,697,158	2,135	651,890 2,145,823	215,477
Total on market	9,674	9,674 3,010,177	353,186	32.165,948	8,234	2,797,713	363,314
	E	ENTERED FOR	OR WAREH	WAREHOUSE DURING	SAME	PERIOD.	
Wool	742	304,904			574 150	202,365	
Cotton	319	97,008			213	140.014	
Flax Miscellaneous	1,220	150,570 84,199	13,922 66,700	2,640,474	403 26	72,739 14,602	96,906
Total Ent'd for consumpt.	3,187	767,761 2,400,392	108,940 236,399	15.947.782 67,697,155	1,396	484,322 2.145,823	153,684 215,477
Total at the pert	9,666	9,666 3,168,153	345,339	83,614,940	7,495	2,630,145	369,161